



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 26-082

**Issued:** 02 July 2026

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

DEUTSCHE AIRCRAFT GmbH

**Type/Model designation(s):**

Dornier 328 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.A.096

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 27 – Flight Controls – Roll Spoiler Actuator Mount – Inspection

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**Manufacturer(s):**

Dornier Luftfahrt GmbH, Fairchild-Dornier GmbH, AvCraft Aerospace GmbH

**Applicability:**

Dornier 328-100 aeroplanes, all manufacturer serial numbers.

**Definitions:**

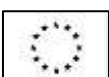
For the purpose of this AD, the following definitions apply:

**Affected part:** Roll spoiler actuator mounts.

**The SB:** Deutsche Aircraft GmbH Service Bulletin (SB) SB-328-27-608.

**Reason:**

It was reported that significant corrosion had developed around the pivot-bearing area of the roll-spoiler actuator mount installed on the wing side. During spot checks on in-service aircraft, corrosion was confirmed to be present and difficult to detect because the affected area is concealed by the washer and the actuator mounting fork. Although no detachment of the roll-spoiler actuator has been observed, the corrosion in the identified cases was severe enough that the affected parts



could not be repaired and required replacement. No cracking of the lug associated with the corrosion was found. The investigation has established a link between the observed corrosion and ageing structure phenomena; consequently, further monitoring of the fleet status remains necessary.

This condition, if not detected and corrected, may result in loss of roll-spoiler actuation, consequent uncommanded floating of the roll-spoiler and reduced control of the aeroplane.

To address this potential unsafe condition, Deutsche Aircraft GmbH issued the SB to provide inspection instructions and a Compliance Form for collecting in-service findings that support the ongoing monitoring.

For the reasons described above, this AD requires a one-time inspection of each affected part and, depending on the findings, accomplishment of the corrective actions provided by Deutsche Aircraft GmbH. This AD also requires reporting to support the ongoing monitoring.

This AD is considered to be an interim action and further AD action may follow

#### **Required Action(s) and Compliance Time(s):**

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

#### **Inspection(s):**

- (1) Within 5 000 flight hours or 30 months, whichever occurs first after the effective date of this AD, inspect each affected part in accordance with the instructions of the SB.

#### **Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, any corrosion or crack is detected, before next flight contact Deutsche Aircraft GmbH in accordance with the instructions of the SB for approved corrective action instructions and, within the compliance time stated therein, accomplish those instructions accordingly.

#### **Reporting:**

- (3) If, during the inspection as required by paragraph (1) of this AD no corrosion or crack is detected, within 30 days after the inspection, or after the effective date of this AD, whichever occurs later, report the 'no finding' result to Deutsche Aircraft GmbH. Using the Compliance Form attached to the SB is an acceptable method to comply with this requirement.

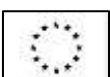
#### **Ref. Publications:**

Deutsche Aircraft GmbH SB-328-27-608 original issue dated 30 April 2026.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

#### **Remarks:**

1. This Proposed AD will be closed for consultation on 30 July 2026.



2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
4. For any question concerning the technical content of the requirements in this PAD, please contact: Deutsche Aircraft GmbH, Oberpfaffenhofen Airport, D-82234 Wessling, Federal Republic of Germany; Telephone: +49 (0)8153 88111 6666; Fax: +49 (0)8153 88111 6565; E-mail [gsc.op@deutscheaircraft.com](mailto:gsc.op@deutscheaircraft.com).

