



Airworthiness Directive

AD No.: 2026-0162

Issued: 11 August 2026

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

DEUTSCHE AIRCRAFT GmbH

Type/Model designation(s):

Dornier 328 aeroplanes

Effective Date: 25 August 2026

TCDS Number(s): EASA.A.096

Foreign AD: Not applicable

Supersedure: None

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

Manufacturer(s):

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

Applicability:

Dornier 328-100 aeroplanes, all manufacturer serial numbers.

Definitions:

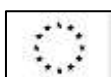
For the purpose of this AD, the following definitions apply:

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.

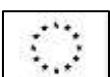
Ref. Publications:

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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.



2. The original issue of this AD was posted on 02 July 2026 as PAD 26-082 for consultation until 30 July 2026. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.
5. For any question concerning the technical content of the requirements in this AD, 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.

