


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0194R1 [Corrected: 22 March 2011]</p> <p>Date: 10 March 2011</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>328 Support Services GmbH</p>	<p>Type/Model designation(s) :</p> <p>328 aeroplanes</p>
<p>TCDS Number : EASA A.096</p>	
<p>Foreign AD : Not applicable</p>	
<p>Revision : This AD revises EASA AD 2009-0194 dated 01 September 2009, which superseded EASA Emergency AD 2008-0087-E dated 08 May 2008.</p>	
ATA 57	Wings – Lower Inner Panel – Inspection / Repair / Modification
Manufacturer(s):	Dornier Luftfahrt GmbH; Fairchild-Dornier GmbH; AvCraft Aerospace GmbH
Applicability:	Model 328-100 aeroplanes, all serial numbers; and Model 328-300 aeroplanes, all serial numbers.
Reason:	<p>During a routine inspection, cracks have been found on an aeroplane at the lower wing panel rear trailing edge inboard of flap lever arm 1 (rib 5). A subsequent inspection of the other aeroplanes in that operator's fleet revealed several more aeroplanes with cracks at the same location. This condition, if not corrected, could lead to structural failure of the affected wing panel, possibly resulting in the wing separating from the airplane with consequent loss of control.</p> <p>To correct this unsafe condition, EASA issued Emergency AD 2008-0087-E to require detailed visual inspections (DVI) of both the left (LH) and right (RH) wing panel rear trailing edge around rib 3 and rib 5 and a subsequent Eddy Current inspection (NDI) of the same area to detect cracks, follow-up repair actions when cracks are found, and the reporting of all findings. The TC holder has now developed a modification, consisting of the cold expansion of the former lower wing panel CAMLOC holes together with the installation of new attachment material that will prevent the onset of cracks in the affected wing panel.</p> <p>For the reasons described above, this AD retains the inspection and repair requirements of AD 2008-0087-E, which is superseded, adds repetitive inspections and a requirement to modify both the LH and RH wing panel rear trailing edges from rib 3 to rib 9. Modification does not constitute terminating action for the new repetitive inspection requirements of this AD.</p> <p>Revision 1 of this AD has been issued to extend the compliance time for the NDI inspection interval from 800 to 1 500 flight cycles (FC).</p>

	This AD is republished to correct an error on paragraph (4).
Effective Date:	Revision 1: 24 March 2011 Original issue: 15 September 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the next 10 FC or 10 flight hours (FH) or 7 days, whichever occurs first after 08 May 2008 [the effective date of AD 2008-0087-E], accomplish a DVI of the affected area in accordance with the accomplishment instructions of 328 Support Services GmbH Alert Service Bulletin ASB-328-57-037 or ASB-328J-57-015, both Revision 1, as applicable to the aeroplane model. If no crack is detected, repeat the DVI at intervals not to exceed 50 FH. When cracks are detected, before further flight, accomplish an NDI in accordance with paragraph (2) of this AD.</p> <p>Note 1: One non-revenue ferry flight (up to 3 FC) is permitted to allow the aeroplane to reach a maintenance facility where the required inspection and repair can be accomplished, provided the crack indication does not exceed 12.5 mm in total length. When crack indication exceeds 12.5 mm, a special ferry permit may be requested from State of Registry of the aeroplane.</p> <p>(2) Within the next 400 FH or 3 months, whichever occurs first after 08 May 2008 [the effective date of AD 2008-0087-E], accomplish an NDI of the affected area in accordance with the accomplishment instructions of 328 Support Services GmbH Alert Service Bulletin ASB-328-57-037 or ASB-328J-57-015, both Revision 1, as applicable to the aeroplane model.</p> <p>Note 2: Previous accomplishment of the DVI and NDI before 08 May 2008 [the effective date of AD 2008-0087-E] in accordance with 328 Support Services GmbH ASB-328J-57-015 or ASB-328-57-037, both dated 05 May 2008, as applicable to aeroplane model, is acceptable for compliance with the requirements of paragraphs (1) and (2) of this AD.</p> <p>(3) Within 1 500 FC after the NDI as required by paragraph (2) of this AD, or within 2 months after the effective date of Revision 1 of this AD, whichever occurs later, and thereafter at intervals not to exceed 1 500 FC, accomplish an NDI in accordance with the accomplishment instructions of 328 Support Services GmbH Alert Service Bulletin ASB-328-57-037 or ASB-328J-57-015, both Revision 1, as applicable to the aeroplane model.</p> <p>or</p> <p>Perform repetitive Fatigue Inspections according to the interval as listed in the Maintenance Review Board Reports Section D for SSI 57-11-13 as applicable to the aeroplane model.</p> <p>Accomplishment of any NDI, prior to the effective date of this AD, in accordance with the applicable MRB task is acceptable to comply with paragraph (3) of this AD.</p> <p>(4) Within the next 24 months after 15 September 2009 (the effective date of original issue of this AD), accomplish an NDI and, provided no cracks are found, modify the affected area in accordance with the accomplishment instructions of 328 Support Services GmbH Service Bulletin SB-328-57-481 or SB-328J-57-230, as applicable to aeroplane model.</p> <p>(5) If a crack is detected during any inspection required by this AD, before further flight, contact the TC holder, address as indicated in the 'Remarks' section of this AD, for approved repair instructions and accomplish the repair accordingly.</p> <p>(6) Within 30 days after each inspection as required by this AD, send a report (even if no cracks are detected) to the TC holder, address as indicated in the 'Remarks' section of this AD. The results of any inspection done before the effective date of this AD must be reported within 3 days after the effective date of this AD. The report must include the inspection results, a description</p>

	<p>of any cracks found, the serial number, and the number of FC and FH the aeroplane has accumulated.</p> <p>(7) Modification of an aeroplane as required by paragraph (4) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (3) of this AD.</p> <p>After the modification of an aeroplane as required by paragraph (4) of this AD, the repetitive inspection as required by paragraph (3) must be restarted when the following threshold is reached:</p> <ul style="list-style-type: none"> - 25 000 FC for 328-100 aeroplanes, or - 20 000 FC for 328-300 aeroplanes, <p>as listed in the Maintenance Review Board Reports Section D for SSI 57-11-13, as applicable to the aeroplane model.</p>
Ref. Publications:	<p>328 Support Services GmbH ASB-328-57-037 for 328-100 aeroplanes and ASB-328J-57-015 for 328-300 aeroplanes, original issue, both dated 05 May 2008 or Revision 1, both dated 08 May 2008.</p> <p>328 Support Services GmbH Service Bulletin SB-328-57-481 for 328-100 aeroplanes and SB-328J-57-230 for 328-300 aeroplanes, original issue, both dated 07 May 2009.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 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 22 July 2009 as PAD 09-094 for consultation until 19 August 2009. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: 328 Support Services GmbH Global Support Center, P.O. Box 1252 D-82231 Wessling, Federal Republic of Germany; Telephone: +49 8153 88111 6666 ; Fax 49 8153 88111 6565; E-mail: gsc.op@328support.de