


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	<p>PAD No : 07-106</p> <p>Date: 26 June 2007</p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name :		Type/Model designation(s) :
328 Support Services GmbH		328-100 and 328-300 aircraft
TCDS Number: EASA A.096		
Foreign AD: Not applicable		
Supersedure: Not applicable		
ATA 11, 52	<p>Placards & Markings – DO NOT TOUCH HANDLE DURING FLIGHT – Installation</p> <p style="text-align: center;">&</p> <p>Doors – Passenger Door Hinge Supports – Modification</p>	
Manufacturer(s):	Dornier Luftfahrt GmbH; Fairchild-Dornier GmbH; AvCraft Aerospace GmbH	
Applicability:	<p>328-100 aircraft, serial numbers 3005 through 3098, 3100, 3101, 3106, 3107, 3109, 3110, 3112, 3113, 3115, 3117 and 3119; and</p> <p>328-300 aircraft, serial numbers 3102, 3105, 3108, 3111, 3114, 3116, 3118 and 3120 through 3124.</p>	
Reason:	<p>At least one incident has occurred where, immediately after take-off, the passenger door of a Dornier 328 completely opened. The flight crew reportedly had no cockpit indication or audible chime prior to this event. The aircraft returned to the departure airfield and made an uneventful emergency landing. Substantial damage to the door, handrails, door hinge arms and fuselage skin were found.</p> <p>The subsequent investigation could not find any deficiency in the design of the main cabin door locking mechanism. In addition, no technical failure could be determined that precipitated the event. The flight data recorder showed that the door was closed and locked before take-off and opened shortly afterward. Although final proof could not be obtained, the most likely way in which the door opened was that the door handle was inadvertently operated during the take-off run.</p> <p>In response to the incident, AvCraft (the TC holder at the time) developed a</p>	

	<p>placard set to warn the occupants against touching the door handle, as well as a structural modification of the passenger door hinge supports to make certain that the door does not separate from the aircraft when inadvertently opened during flight, allowing a safe descent and landing.</p> <p>Although the event described above did not prevent the flight crew from landing the aircraft safely, the condition of the aircraft immediately after the opening of the door has been determined to have been unsafe. For that reason, this Proposed Airworthiness Directive (PAD) aims to prevent further incidents of inadvertent opening and possible detachment of a passenger door in-flight, likely resulting in damage to airframe and systems and, under less favourable circumstances, loss of control of the aircraft.</p>
Effective Date:	[TBD: 14 days after final AD issue date]
Compliance:	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within one month after the effective date of this directive, install warning placards to the inside of the passenger door- and service doors in accordance with AvCraft Aerospace GmbH Dornier 328 Service Bulletin SB-328-11-454 or SB-328J-11-209, as applicable to type; (2) Within one year after the effective date of this directive, modify the passenger door hinge supports in accordance with AvCraft Aerospace GmbH Dornier 328 Service Bulletin SB-328-52-460 or SB-328J-52-213, as applicable to type.
Ref. Publications:	<p>AvCraft Aerospace GmbH Dornier 328 Service Bulletins SB-328-11-454 and SB-328J-11-209, both dated May 03, 2004; and</p> <p>AvCraft Aerospace GmbH Dornier 328 Service Bulletins SB-328-52-460 and SB-328J-52-213, both dated February 04, 2005.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. The closing date for comments is 24 July 2007. 3. Enquiries regarding this AD should be referred to the AD Focal Point - 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 Postfach 1252, D-82231 Wessling, Federal Republic of Germany telephone (49) 8153 88111 6666; facsimile (49) 8153 88111 6565; e-mail gsc.op@328support.de