


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 09-051</p> <p>Date: 12 March 2009</p> <p>Note: This proposed 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>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 closing date indicated.</p>	
<p>Type Approval Holder's Name :</p> <p>RUAG Aerospace Services GmbH</p>	<p>Type/Model designation(s) :</p> <p>Dornier 228 series aeroplanes</p>
<p>TCDS Number : LBA TCDS No. 2031A/SA, 2031B/SA, 2031C/SA</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure: This AD supersedes AD 2007-0028 dated 05 February 2007.</p>	
ATA 53	Fuselage – Reinforcement of Fuselage Frame 19
Manufacturer(s):	Dornier Luftfahrt GmbH
Applicability:	Dornier Model 228-100, 228-101, 228-200, 228-201, 228-202 and 228-212 aeroplanes, all serial numbers (s/n).
Reason:	<p>The TC Holder received from operators, whose fleets are operated in demanding operating-conditions and with very frequent Short Take-Off and Landing (STOL) operations, reports of cracks located in the web of fuselage frame 19. On 05 February 2007, EASA issued Airworthiness Directive (AD) 2007-0028 which mandated Alert Service Bulletin (ASB) 228-266 and required an inspection of the frame 19 on all Dornier 228 aeroplanes. In addition, the TC Holder also initiated a flight-test campaign including strain measurements as well as finite element modelling and fatigue analyses to better understand the stress distribution onto the frame 19 and the associated structural components.</p> <p>The results of these investigations confirmed that STOL operations diminish extensively the fatigue life of the frame 19.</p> <p>Fuselage frame 19 supports the rear attachment of the Main Landing Gear (MLG). This condition, if not corrected, could cause rupture of frame 19, leading to subsequent collapse of a MLG.</p> <p>For the reasons described above, this new AD requires installation of reinforcements and butt straps on frame 19 at the lower part of the fuselage for aeroplanes used in operations where this frame may be subject to high stress and recurring inspections of that frame for all aeroplanes.</p>

Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For aeroplanes with s/n from 7011 to 7168 inclusive and from s/n 8012 up to 8245 inclusive, except s/n 8107 and 8169;</p> <p>(1.1) which HAVE accumulated 120 'short-field' landings or more on Short Take-Off and Landing (STOL) airfields at the effective date of this AD, over the last 1 200 landings done before the effective date of this AD:</p> <p>(1.1.1) Within 800 landings after the effective date of this AD, inspect for cracks the lower centre section of fuselage frame 19 in accordance with Structural Significant Item (SSI) Task No. 53.37 of the Structure Inspection Programme of the Dornier 228 Time Limits/Maintenance Checks Manual.</p> <p>(1.1.2) If no crack is found, before accumulation of 800 landings after the effective date of this AD, install the reinforcements and butt straps on fuselage frame 19 in accordance with the accomplishment instructions of RUAG Aerospace Services GmbH Service Bulletin No. SB-228-273 original issue.</p> <p>If any crack is found, before further flight, repair in accordance with an EASA-approved repair solution.</p> <p>NOTE: For the purpose of this AD, a Short Take-Off is made when the aeroplane clears a 50 ft (15 m) obstacle within 1 500 ft (450 m) of commencing take-off and a Short Landing is made when the aeroplane stops within 1,500 ft (450 m) after passing over a 50 ft (15 m) obstacle.</p> <p>(1.2) which HAVE NOT accumulated 120 'short-field' landings or more on Short Take-Off and Landing (STOL) airfields at the effective date of this AD, over the last 1 200 landings done before the effective date of this AD:</p> <p>(1.2.1) Within the compliance schedule as defined in the Structure Inspection Programme of the Dornier 228 Time Limits/Maintenance Checks Manual (TLMCM), do SSI Task No. 53.37.</p> <p>(1.2.2) If any damage is found, before further flight, repair in accordance with an EASA-approved repair solution.</p> <p>(1.3) After accomplishment of paragraph (1.1) or (1.2) of this AD, as applicable, repeat thereafter SSI Task No. 53.37 at intervals not to exceed 2 400 Landings or 72 Months, whichever occurs first.</p> <p>(2) For all remaining aeroplanes, do SSI Task No. 53.37 within the compliance schedule as defined in the Structure Inspection Programme of the Dornier 228 TLMCM and repeat thereafter the inspection at intervals not to exceed 2 400 Landings or 72 Months, whichever occurs first.</p>
Ref. Publications:	<p>RUAG Aerospace Services GmbH Service Bulletin No. SB-228-273, original issue.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<p>1. This Proposed AD will be closed for consultation on 05 April 2009.</p> <p>2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu.</p> <p>3. For any question concerning the technical content of the requirements in this PAD, please contact:</p>

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