


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2010-0134</b></p> <p><b>Date: 30 June 2010</b></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><b>Type Approval Holder's Name :</b></p> <p>328 Support Services GmbH</p>	<p><b>Type/Model designation(s) :</b></p> <p>328 aeroplanes</p>
<p>TCDS Number : EASA.A.096</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
<b>ATA 55</b>	<b>Stabilizers – Rudder Tab Fixations Brackets – Inspection</b>
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 maintenance, it has been discovered that at the installation of the fixation brackets for rudder spring tabs and trim tabs an incorrect installation of the fixation brackets may have occurred. It is possible that the fixation bracket assembly may be incorrectly orientated and as a result the position of the helicoil inserts on the fixation bracket may be incorrect.</p> <p>If the orientation of the fixation bracket is reversed or upside down the screws may not reach into the helicoil thread to a sufficient depth.</p> <p>An incorrect installation, if not detected and corrected, could lead to an in-flight failure of the fixation brackets for rudder spring tabs and trim tabs resulting in and reduced control of the aeroplane.</p> <p>To address this potential unsafe condition, the TC holder has developed a one-time inspection to detect and correct any incorrect installations of the fixation brackets for rudder spring tabs and trim tabs.</p> <p>For the reasons described above, this AD requires a one-time inspection of all rudder trim- and spring tab fixation brackets, the correction of any parts that are incorrectly installed and the reporting of all findings to the TC holder. This AD is considered to be an interim action and an improved design bracket attachment is expected to be developed.</p>
Effective Date:	14 July 2010

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within the next 400 flight hours after the effective date of this AD, accomplish a Detailed Visual Inspection of the fixation brackets for rudder spring tabs and trim tabs in accordance with the accomplishment instructions of 328 Support Services GmbH Service Bulletin SB-328-55-493 or SB-328J-55-245, as applicable to aeroplane model.</li> <li>(2) If, during the inspection as required by paragraph (1) of this AD, any incorrect installation of the fixation brackets for rudder spring tabs and trim tabs is detected, before next flight, correct the installation of the fixation brackets for rudder spring tabs and trim tabs in accordance with the accomplishment instructions of 328 Support Services GmbH Service Bulletin SB-328-55-493 or SB-328J-55-245, as applicable to aeroplane model.</li> <li>(3) Within 30 days after the inspection as required by paragraph (1) of this AD, send an inspection report to 328 Support Services GmbH by using the Compliance Form attached to the applicable SB.</li> </ol>
<p>Ref. Publications:</p>	<p>328 Support Services GmbH SB-328-55-493 dated 21 April 2010.  328 Support Services GmbH SB-328J-55-245 dated 21 April 2010.  The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 18 May 2010 as PAD 10-050 (corrected on 19 May 2010) for consultation until 15 June 2010. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA; E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact:  328 Support Services GmbH  Global Support Centre, P.O. Box 1252  D-82231 Wessling, Federal Republic of Germany  Telephone: +49 8153 88111 6666, Fax: 49 8153 88111 6565  E-mail: <a href="mailto:gsc.op@328support.de">gsc.op@328support.de</a>.</li> </ol>