


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-111</p> <p>Date: 30 July 2013</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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.</p> <p>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>	
Design Approval Holder's Name: RUAG AEROSPACE SERVICES GmbH	Type/Model designation(s): DORNIER 228 aeroplanes
TCDS Number:	EASA.A.359
Foreign AD:	Not applicable
Supersedure:	This AD supersedes Luftfahrt-Bundesamt (LBA) Germany AD D-2005-438 (EASA approval 2005-6430) dated 14 December 2005
ATA 05	Time Limits / Maintenance Checks – Maintenance Requirements – Implementation
Manufacturer(s):	RUAG Aerospace Services GmbH; formerly Dornier Luftfahrt GmbH, Fairchild Dornier GmbH.
Applicability:	DORNIER 228-100, 228-101, 228-200, 228-201, 228-202, 228-212
Reason:	<p>RUAG Aerospace Services GmbH issued Time Limits / Maintenance Checks Manual (TLMCM) TM-TLMCM-090305-ALL, Revision 5 dated 20 March 2011 respectively TM-TLMCM-228-00002-150610, Revision 1 dated 03 March 2011, listing component life limits and describing maintenance instructions for the Dornier 228 type design. The Document TM-TLMCM-228-00002-150610 is valid for airplane SN 8300 and up and other airplane SN modified according to CN-228-247.</p> <p>The instructions contained in that manual have been identified as mandatory actions for continued airworthiness.</p> <p>In 2005, RUAG issued All Operators Telefax (AOT) No. AOT-228-24-028 and Temporary Revision (TR) 05-05 of the TLMCM introduced repetitive inspections of the cockpit overhead panels 5VE and 6VE and, depending on findings, corrective action(s). Subsequently, LBA issued AD D-2005-438 (EASA approval 2005-6430) to require those actions.</p> <p>Since that AD was issued, the instructions of TR 05-05 have been incorporated into TLMCM at TM-TLMCM-090305-ALL, Revision 5 dated 20 March 2011 respectively TM-TLMCM-228-00002-150610, Revision 1 dated 03 March 2011.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD D-2005-438, which is superseded, and requires the implementation of the life limits and maintenance actions as specified in the TLMCM (TM-TLMCM-</p>

	090305-ALL respectively TM-TLMCM-228-00002-150610).
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> <ol style="list-style-type: none"> (1) After the effective date of this AD, accomplish the following actions, as specified in RUAG Aerospace Services GmbH TLMCM-090305-ALL or TLMCM-228-00002-150610 (hereafter referred to as 'the TLMCM') as applicable to aeroplane model: <ol style="list-style-type: none"> (1.1) Replace each component before or upon reaching the applicable life limit, and (1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks. <p>Note: The method(s) how to accomplish the actions as required by paragraph (1) of this AD can be found in RUAG Dornier 228 Aircraft Maintenance Manual (AMM) AMM-228-00014-080184.</p> <ol style="list-style-type: none"> (2) In case of finding discrepancies (as defined in the TLMCM) during accomplishment of any task as required by paragraph (1) of this AD, within the applicable compliance time specified in the TLMCM, accomplish the applicable maintenance procedures for corrective actions in accordance with the approved maintenance documentation. If no compliance time is identified in the TLMCM, accomplish the applicable corrective actions before next flight. If a detected discrepancy is not identified in the TLMCM, before next flight, contact RUAG Aerospace Services GmbH for approved instructions and accomplish those instructions accordingly. (3) Compliance with the requirements of paragraphs (1) and (2) of this AD can be demonstrated by: <ol style="list-style-type: none"> (3.1) Revising as follows the approved aircraft maintenance programme and standard practices on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane: <p>Incorporate the limitations, tasks and associated thresholds and intervals described in the TLMCM,</p> <p>and</p> (3.2) Complying with the approved aircraft maintenance programme described in paragraph (3.1) of this AD.
Ref. Publications:	<p>RUAG Dornier 228 TLMCM-090305-ALL, Revision 5 dated 20 March 2011.</p> <p>RUAG Dornier 228 TLMCM-228-00002-150610, Revision 1 dated 03 March 2011.</p> <p>RUAG AMM-228-00014-080184, Revision 3 dated 30 October 2012.</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. This Proposed AD will be closed for consultation on 27 August 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: RUAG Aerospace Services GmbH, Dornier 228 Customer Support, P.O. Box 1253, 82231 Wessling, GERMANY, E-mail: custsupport.dornier228@ruag.com