


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0169</p> <p>Date: 13 August 2010</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>Supersedure: This AD supersedes EASA AD 2009-0082 dated 07 April 2009.</p>		
ATA 25		Equipment & Furnishings – Flight Compartment Door Locking Device – Replacement
<p>Manufacturer(s):</p>		<p>Dornier Luftfahrt GmbH; Fairchild-Dornier GmbH; AvCraft Aerospace GmbH</p>
<p>Applicability:</p>		<p>Model 328-100 aeroplanes, all serial numbers, and Model 328-300 aeroplanes, all serial numbers.</p>
<p>Reason:</p>		<p>An incident has been reported with a Dornier 328-100 aeroplane, where the right-hand (RH) power lever jammed in flight-idle position during the landing roll-out. The aeroplane was stopped by excessive braking.</p> <p>The reason for the jamming was that the cockpit door locking device Part Number (P/N) 001A252A3914012 had fallen off the RH cockpit wall, blocking the RH power/condition lever pulley/cable cluster below the door. Although the affected aeroplane had been modified, the technical investigation showed that a loose Cockpit Door Locking device could also occur on 328-100 and 328-300 aeroplanes with a standard installation.</p> <p>This condition, if not corrected, could cause interference with the engine- and/or flight control cables, possibly resulting in reduced control of the aeroplane.</p> <p>To address that unsafe condition, EASA issued AD 2009-0082 as an interim solution, to require a one-time inspection of the cockpit door locking device and the surrounding area and the reporting of all findings to the TC holder.</p> <p>Since that AD was issued, the TC holder has developed an improved cockpit door locking device, P/N 001A252A3914016. Consequently, this AD retains the requirements of AD 2009-0082, which is superseded, and requires the replacement of the current P/N 001A252A3914012 with new designed P/N 001A252A3914016 cockpit door locking device, or the removal of the cockpit</p>

	door locking device P/N 001A252A3914012 and the installation of a gap filler, as applicable to aeroplane configuration.
Effective Date:	27 August 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within the next 3 months after 21 April 2009 [the effective date of AD 2009-0082], accomplish a Detailed Visual Inspection of the cockpit door locking device and the surrounding area in accordance with the accomplishment instructions of 328 Support Services GmbH Service Bulletin (SB) SB-328-25-485 or SB-328J-25-235, as applicable to aeroplane model. (2) If discrepancies are found during the inspection as required by paragraph (1) of this AD, before next flight, accomplish the corrective actions in accordance with the accomplishment instructions of 328 Support Services GmbH SB-328-25-485 or SB-328J-25-235, as applicable to aeroplane model. (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. (4) Within the next 4 000 flight hours or 24 months, whichever occurs first after the effective date of this AD, accomplish the following: <ol style="list-style-type: none"> (4.1) On aeroplanes with Option 521K010 installed, remove the cockpit door locking device P/N 001A252A3914012 and install the gap filler in accordance with the accomplishment instructions of 328 Support Services GmbH SB-328-25-492 or SB-328J-25-244, as applicable to aeroplane model. (4.2) On all other aeroplanes, replace the P/N 001A252A3914012 cockpit door locking device with new designed P/N 001A252A3914016 cockpit door locking device, in accordance with the accomplishment instructions of 328 Support Services GmbH SB-328-25-491 or SB-328J-25-243, as applicable to aeroplane model. (5) If discrepancies are found during the modification as required by paragraph (4) of this AD, before next flight, contact 328 Support Services GmbH to obtain approved corrective action instructions and accomplish those instructions accordingly. (6) After modification of an aeroplane as required by paragraph (4) of this AD, do not install a P/N 001A252A3914012 cockpit door locking device on that aeroplane.
Ref. Publications:	<p>328 Support Services GmbH Service Bulletins:</p> <ul style="list-style-type: none"> - for 328-100 aeroplanes: SB-328-25-485 dated 28 January 2009, and SB-328-25-491 and SB-328-25-492, both dated 18 March 2010. - for 328-300 aeroplanes: SB-328J-25-235 dated 28 January 2009, and SB-328J-25-243 and SB-328J-25-244, both dated 18 March 2010. <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. This AD was posted on 22 June 2010 as PAD 10-063 for consultation until 20 July 2010. 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

	<p>Directorate, EASA; E-mail: ADs@easa.europa.eu.</p> <p>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: gsc.op@328support.de.</p>
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