Airworthiness Directive

AD No.: 2023-0065

Issued: 20 March 2023

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, 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 [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
DEUTSCHE AIRCRAFT GmbH

Type/Model designation(s):
Dornier 328 aeroplanes

Effective Date: 03 April 2023
TCDS Number(s): EASA.A.096
Foreign AD: Not applicable
Supersedure: None

ATA 27 – Flight Controls – Rudder Control Rod – Functional Check / Inspection

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Manufacturer(s):
Dornier Luftfahrt GmbH, Fairchild-Dornier GmbH, AvCraft Aerospace GmbH

Applicability:
Dornier 328-100 and Dornier 328-300 aeroplanes, all manufacturer serial numbers.

Definitions:
For the purpose of this AD, the following definitions apply:

Affected part: Rudder control rod, having Part Number (P/N) 001A272A4042000 (for Dornier 328-100 aeroplanes) and P/N 001D272A4042000 (for Dornier 328-300 aeroplanes).

The ASB: Deutsche Aircraft GmbH Alert Service Bulletin (ASB) ASB-328-27-046 (for Dornier 328-100 aeroplanes) and ASB-328J-27-022 (for Dornier 328-300 aeroplanes), as applicable.

Reason:
Design review of the aeroplane rudder control architecture identified a potential risk of buckling of the affected parts during operation with one engine inoperative during take-off and landing phases.

This condition, if not detected and corrected, could lead to failure of the affected part, potentially resulting in reduced control of an aeroplane.

To address this potential unsafe condition, Deutsche Aircraft GmbH issued the ASB providing instructions to accomplish a functional check (measurement) and inspection of the affected part.

For the reasons described above, this AD requires a one-time functional check and general visual inspection (GVI) of the affected part and, depending on findings, corrective action. This AD also requires reporting the inspection results.

This AD is considered to be an interim measure and further AD action cannot be excluded.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Functional Check and GVI:

(1) Within 500 flight hours (FH) or 3 months, whichever occurs first after the effective date of this AD, accomplish a functional check and GVI of each affected part in accordance with the instructions of the ASB.

Corrective Action(s):

(2) If, during the functional check or GVI as required by paragraph (1) of this AD, as applicable, any discrepancy is detected, as defined in the ASB, before next flight, contact Deutsche Aircraft GmbH for corrective action instructions and accomplish those instructions accordingly.

Reporting:

(3) Within 30 days after the functional check and GVI, as required by paragraph (1) of this AD, report the functional check and inspection results, including no finding, to Deutsche Aircraft GmbH. This can be accomplished in accordance with the instructions of the ASB.

Parts Installation:

(4) From the effective date of this AD, it is allowed to install an affected part on any aeroplane provided that, before installation, the affected part passed the functional check (no defects found, or rod length corrected) and inspection (no defects found, or defects corrected), in accordance with the instructions of the ASB.

Ref. Publications:

Deutsche Aircraft GmbH ASB-328-27-046 original issue dated 10 February 2023.

Deutsche Aircraft GmbH ASB-328J-27-022 original issue dated 16 February 2023.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: Deutsche Aircraft GmbH, Oberpfaffenhofen Airport, D-82234 Wessling, Federal Republic of Germany; Telephone: +49 (0)8153 88111 6666; Fax: +49 (0)8153 88111 6565; E-mail gsc.op@deutscheaircraft.com.