



Airworthiness Directive

AD No.: 2024-0137

Issued: 11 July 2024

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: 25 July 2024

TCDS Number(s): EASA.A.096

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Nose Landing Gear Uplock Bracket – Inspection

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: Nose Landing Gear (NLG) Uplock Bracket Assembly having Part Number 001A322D3100002.

Serviceable part: An affected part which is new (never installed).

The SB: Deutsche Aircraft GmbH Service Bulletin (SB) SB-328-32-599 (for Dornier 328-100 aeroplanes) Revision 1 and SB-328J-32-356 (for Dornier 328-300 aeroplanes) Revision 1, as applicable.



Reason:

An occurrence of affected part cracking was reported.

This condition, if not detected and corrected, could lead to uncommanded NLG extension which, in combination with one engine inoperative condition during initial climb, may result in reduced climb performance, with possible impact with terrain or obstacle.

To address this potential unsafe condition, Deutsche Aircraft GmbH issued the SB to provide inspection instructions.

For the reason described above, this AD requires a one-time inspection of the affected part and, depending on findings, corrective actions. This AD also requires reporting the inspection results to Deutsche Aircraft GmbH.

This AD is considered to be an interim measure and further AD action may follow.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

- (1) Within the compliance time as defined in Table 1 of this AD, as applicable, accomplish a one-time detailed inspection of the affected parts installed on an aeroplane in accordance with the instructions of the SB.

Table 1 – One-time Detailed Inspection

Aeroplane Model	Compliance Time
	(flight hours (FH) or months, whichever occurs first after the effective date of this AD)
328-100	9 000 FH or 30 months
328-300	3 300 FH or 30 months

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as defined in the SB, is detected, before next flight, accomplish all the additional detailed inspection of the fasteners, as detailed in and in accordance with the instructions of the SB, and replace the affected part with a serviceable part in accordance with the instructions of the SB.
- (3) If, during the additional detailed inspection of the fasteners, as required by paragraph (2) of this AD, any discrepancy is detected, before next flight report the inspection result(s) to Deutsche Aircraft GmbH to obtain corrective action instructions and accomplish those instructions accordingly.

Reporting:

- (4) Within 30 days after the inspection as required by paragraph (1) of this AD, report the inspection results, including no findings, to Deutsche Aircraft GmbH.



Ref. Publications:

Deutsche Aircraft GmbH SB-328-32-599 Revision 1 dated 02 May 2024.

Deutsche Aircraft GmbH SB-328J-32-356 Revision 1 dated 30 April 2024.

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. This AD was posted on 12 June 2024 as PAD 24-067 for consultation until 10 July 2024. No comments were received during the consultation period.
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.

