Airworthiness Directive

AD No.: 2009-0031R2

Issued: 28 June 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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, 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 agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

RUAG Aerospace Services GmbH

Type/Model designation(s):

Dornier 228 aeroplanes

Effective Date: Revision 2: 28 June 2016
Revision 1: 29 March 2016
Original issue: 04 March 2009

TCDS Number: EASA.A.359

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2009-0031R1 dated 29 March 2009.

ATA 76 – Engine Controls – Throttle Box Assembly – Inspection

Manufacturer(s):
RUAG Aerospace Services GmbH (RUAG), formerly Dornier Luftfahrt GmbH

Applicability:
Dornier Model 228-100, 228-101, 228-200, 228-201, 228-202 and 228-212 aeroplanes, all serial numbers.

Reason:
Excessive wear on a guide pin of a power lever was detected during inspections. The failure of a power lever or condition lever guide pin could cause functional loss of the flight idle stop.

This condition, if not corrected, could lead to inadvertent activation of the beta mode in flight, possibly resulting in loss of control of the aeroplane.

Prompted by this finding, RUAG issued Alert Service Bulletin (ASB) ASB-228-279 to provide inspection instructions. Consequently, EASA issued AD 2009-0031 to require repetitive detailed inspections of the guide pins of the power levers and condition levers, and replacement of any pin that exceeds the allowable wear-limits.

Since EASA AD 2009-0031 was issued, further analysis has determined that the inspection interval, in case of no pin replacement, can be extended and RUAG published Revision 1 of ASB-228-279, which also included landings (expressed in this AD as flight cycles – FC) as a determining factor.

Consequently, EASA issued EASA AD 2009-0031R1, amending the compliance times without changing the technical requirements, and also introducing some editorial changes for standardisation.

Since that AD was issued, an error was identified in the compliance time definition of some required actions (FC had not been taken into account).

For the reason described above, this AD revises EASA AD 2009-0031R1, introducing FCs as determining factor for part of the required actions.

Required Action(s) and Compliance Time(s):
Required as indicated, unless accomplished previously:

(1) Initially, within the compliance time specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 4 800 flight hours (FH) or FC, whichever occurs first, inspect the guide pins of the power and condition levers in accordance with the instructions of paragraph 2 of RUAG ASB-228-279.

Table 1 – Inspection Threshold

FH or FC (whichever occurred first) **accumulated by the Throttle Box Assembly** (see Note 1 of this AD)	**Compliance Time** (FH or FC, whichever occurs first)
9 600 or less	Before exceeding 9 600 FH or FC
More than 9 600, but less than 13 200	Within 1 200 FH or FC after 04 March 2009 [the effective date of the original issue of this AD]
13 200 or more	Within 100 FH or FC after 04 March 2009 [the effective date of the original issue of this AD]

Note 1: The FH and FC as specified in Table 1 of this AD are those accumulated by a throttle box assembly since its first installation on an aeroplane, as originally determined on 04 March 2009 [the effective date of the original issue of this AD]. If it is not possible to establish the accumulated FH or FC of a throttle box assembly installed on an aeroplane, the total FH and FC accumulated by that aeroplane must be used to determine the compliance time for the initial inspection of that throttle box assembly.

(1.1) DELETED – Moved to paragraph (3) of this revised AD.

(2) DELETED – Merged with paragraph (1) of this revised AD.

(3) If, during any inspection as required by paragraph (1) of this AD, the wear of a pin exceeds the acceptable wear-limits as defined in paragraph 4.1 of RUAG ASB-228-279, before next flight,

replace the affected pin with a new pin in accordance with the instructions of RUAG ASB-228-279.

(4) After replacement of a power lever or condition lever guide pin, as applicable, as required by paragraph (3) of this AD, the next inspection of the affected pin, as required by paragraph (1) of this AD, can be deferred to 9 600 FH or FC, whichever occurs first after that pin replacement.

Ref. Publications:
RUAG Dornier 228 ASB-228-279 original issue dated 19 December 2008, or Revision 1 dated 22 September 2015.

The use of later approved revisions of this document 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. The original issue of this AD was posted on 14 January 2009 as PAD 09-015 for consultation until 11 February 2009. 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. For any question concerning the technical content of the requirements in this AD, please contact: RUAG Aerospace Services GmbH, Dornier 228 Customer Support,
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