AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Dornier 228 Series Aeroplanes

AD/DO 228/13 Cracks in Rudder Control Cable Terminals 2/2008

Applicability: Dornier Do 28 models 228-200, -201, -202 and -212, all serial numbers equipped with Rudder Control Cables P/N B-422420A00F delivered with EASA Form One tracking number RS52074/05 after January 1, 2006.

Requirement: Remove from service all Rudder Control Cables P/N B-422420A00F delivered with EASA Form One tracking number RS52074/05 and return them to RUAG Aerospace Services.

Affected control cables which are held on stock must be also sent back to the manufacturer. Affected control cables are not to be installed on an aircraft.

Note 1: German LBA Airworthiness Directive D-2007-353 refers.

Note 2. The affected cables were delivered after January 1, 2006. Affected control cables can either be identified through the EASA Form One number RS52074/05 or by the production batch number 1141044, which is printed onto the fork end next to the P/N.

Compliance: Affected control cables are to be replaced at the first 1200 flight hour inspection after installation but no later than 30 April 2008.

This Airworthiness Directive becomes effective on 14 February 2008.

Background: During production testing of a batch of control cables, cracks inside the cable terminal were detected. Despite the specified strength at the date of delivery being achieved, it can not be excluded that the mechanical properties of the cables will degrade.

David Villiers
Delegate of the Civil Aviation Safety Authority

19 December 2007