



## Subject: Maintenance Evolution Program

### Effectivity

Dornier 328-100 and 328-300  
EASA TCDS A. 096  
Serial No's: All TC-compliant Aircraft

**Note:** This CSI supersedes CI 328-25-098 and CI 328-25-067

### General

328 Support Services together with GCT Design Organisation is continuously working on the Maintenance Evolution Program. The first step of maintenance evolution has taken place in 1999 when C-check interval was increased from 3000 to 4000 and A-check interval from 300 to 400.

Next Step is to adapt the System Maintenance Interval Framework to the Structure Maintenance Interval Framework. Target is to improve the Maintenance Program in accordance to the Maintenance Experience, which shall reduce the direct maintenance costs, in future. The evolution of the MPD will be done first with the evolution of the LUMPD to follow.

Target is an extension of

A – Check Interval  
from actual 400 Flight Hours to 500 Flight Hours

and

C – Check Interval  
from actual 4000 Flight Hours / 24 Month to 5000 Flight Hours / 30 Month, which ever comes first.

This CSI is addressed to all operators of Dornier 328 aircraft, maintaining their aircraft either under Normal Utilization Rules or Low Utilization Rules.

For aircraft temporarily out of service, parked or on long term storage, owners are kindly requested to participate in the programme and submit data.



## Procedure

To substantiate the anticipated elevation of aforementioned intervals complete information on maintenance history of individual aircraft need to be evaluated. This information is typically provided by operators/owners/care takers/maintenance facilities of Dornier 328 aircraft and submitted to the TC holder. To allow most efficient and time saving evaluation all data should be submitted in chronological order and in the following quality and format:

- all maintenance tasks performed during aircraft life should be entered in the specific excel sheets
- all findings and corrective actions with reference to the operators maintenance programme are to be submitted either in hard copy or digital format.

All data received will be transferred into a data base for processing and evaluation. Please note that for a successful maintenance evolution 95% of all Do 328 maintenance data are needed. Therefore all Dornier 328 owners are asked to submit all related data, which means maintenance records including shop reports since first day of operation in English language.

Please note, that information packages without completely filled excel sheets can not be accepted and will be rejected.

All operators are now requested to submit maintenance life record data to

**328 Support Services GmbH  
Global Support Centre  
c/o Mr. Conny Uihlein  
P.O.Box 1252  
D-82231 Wessling  
Germany**

A digital copy of the five official evolution sheets as a matrix in Microsoft Excel format are attached to the eMail distributing this CSI. For information a sample sheet is provided with this CSI (attachment I).

The attachment II "328 Maintenance Task Data Evolution Procedure" will help you to complete the excel sheets.



## Schedule

Please note that quality and percentage of data submitted to 328 SSG can have particular influence on the certification process.

A first status report will be prepared for the MRB/ISC Meeting in December, 2009.

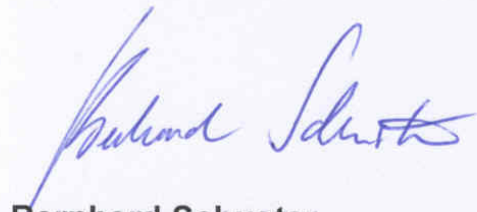
In case of any questions please do not hesitate to contact our Global Support Center at

Phone: +49-(0)8153-88111-6666

E-mail: [gsc.op@328support.de](mailto:gsc.op@328support.de)

Thank you in advance for your co-operation!

Yours sincerely



**Bernhard Schuster**  
Head of Program Management



**Alexander Zirkel**  
Manager Customer Support

## Attachment I

Dornier		328-100	SN:	Check: A1			
Operator				Date of inspection:			
Data aircraft entered into service:				Flight Hours: Flight Cycles:			
Signature: _____							
MPD TASK_NO	NOMEN-CLATURE	MAINTENANCE-REQUIREMENT	REFERENCE	No Finding (X)	Finding (X)	Finding description	Finding Code
23-00-00-01-01	Cockpit Voice Recorder	Perform operational check of cockpit voice recorder (CVR) by checking all four channels and erase function	AMM 23-71-00-710-801-A01				
23-00-00-01-02	Cockpit Voice Recorder	Perform operational check of cockpit voice recorder (CVR) by checking all four channels and erase function	AMM 23-71-00-710-801-B01				
23-00-00-01-03	Cockpit Voice Recorder	Perform operational check of cockpit voice recorder (CVR) by checking all four channels	AMM 23-71-00-710-801-C01				
23-00-00-01-04	Cockpit Voice Recorder	Perform operational check of cockpit voice recorder (CVR) by checking all four channels and erase function	AMM 23-71-00-710-801-D01				

## Attachment II

## 328 Maintenance Task Data Evolution Procedure

## 1. General

This sheet describes the procedure for aircraft operators to gather information needed for evaluating and substantiating the maintenance date evolution programme.

Please note, that all data of the entire maintenance performed since start of aircraft operation are needed.

## 2. Data Sheet Layout

The Data sheets are in Microsoft Excel format. There are five different Excel files:

- A. MPD\_Prop.xls
- B. MPD\_PropLUMPD.xls
- C. MPD\_Jet.xls
- D. MPD\_JetLUMPD.xls
- E. Unscheduled Maintenance.xls

For normal utilisation tasks files "A" and "C" apply, whilst low utilisation tasks are addressed by "B" and "D". There are different sheets in each file for each inspection interval. The unscheduled tasks should be described in the separate file "E".

Note: Please make sure that data are entered into applicable files e.g. normally utilised aircraft data are filled into a file "A" or "C" to avoid incorrect data processing, resulting in misleading interpretation.



### 3. Data Gathering

The reporter shall list each performed inspection-type (i.e.: A1, A2, A5, ...) on separate sheets following information need to be incorporated:

- Basic information
- A/C Serial Number
- Data aircraft entered into service at the CURRENT operator
- Starting date of performed inspection
- Flight Hours
- Flight Cycles
- Signature of operators Quality Control organisation confirming compliance with inspection
- Specific Task Findings

### 4. Specific Task Findings

If there were **No Findings** for this specific inspection task „No Finding“ column shall be marked with a „X“.

If there were **Findings** for this specific inspection task „Finding“ column shall be marked with a „X“.

The finding description needs to be as complete and precise as possible. Include any measurements, locations, severity and type finding here.

The damage shall be categorized with the FINDING CODE as described in section 5 of this manual.

#### Unscheduled Maintenance / Repairs

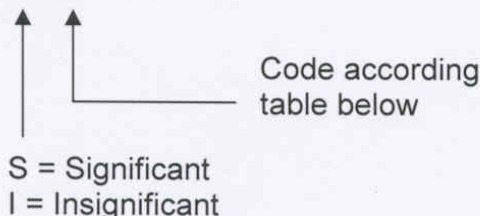
Unscheduled maintenance and repairs may be listed in the appertaining table.

The Task No. is to be listed as cross-reference.

Task deleted or shifted by interval during the past maintenance evolution program changes (i.e. C3 Check -> C4 Check), shall be listed here as well as any other finding recorded.

## 5. Finding Codes:

The finding code will use the following format: S / A1



### Significant:

A defect that, if not corrected, could render in non-airworthiness of the aircraft and/or would jeopardize flight safety.

### Insignificant:

A defect that can be corrected by standard maintenance practices, with no effect on aircraft airworthiness or flight safety and is not caused by corrosion.

## Finding Code Legend

The following table is used to assign codes to each finding:

Code	Description
A	Visible Cracks
B	Corrosion
C	Damage - remove & replace component
D	Out of tolerance, not adequately working
E	Leaking
F	Jammed / Stuck
G	Wear
H	Distortion
I	Dents
J	Chafing
K	Crush Areas
L	Bulge
M	Lightning Damage
N	Missing or Loose Fasteners
O	Fluid Spillage

<b>P</b>	Condition of Paint Work
<b>Q</b>	Condition of Corrosion Treatment
<b>Y</b>	System Failure
<b>Z</b>	Unknown Failure

## 6. Data Transfer

The reporter should transfer the Excel files to 328 SSG either by  
eMail: [gsc.op@328support.de](mailto:gsc.op@328support.de)  
or by Fax: +49 8153 88111 6565  
or by mail:

**328 Support Services GmbH**  
**Global Support Centre**  
**c/o Mr. Conny Uihlein**  
**P.O.Box 1252**  
**D-82231 Wessling**  
**Germany**

The data will be used to populate a database that will be evaluated for extension of the inspection program.

For consistency the file shall be named as follows:  
<operator> \_ <A/C SN> \_ <date> \_ <running No>.xls  
(i.e. Cirrus\_3164\_feb07\_01.xls).

## 7. Questions ?

If you have questions regarding the maintenance evolution, do not hesitate to ask.  
The Global Support Center is your point of contact.

Phone: +49 8153 88111 6666  
eMail: [gsc.op@328support.de](mailto:gsc.op@328support.de)