Dornier *328J*
Revision Transmittal Sheet

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Revision Transmittal Sheet

This sheet transmits Revision 2 to Alert Service Bulletin ASB-328J-57-015 titled: Wings – Inspection of the Lower Inner Panel for Cracks.

This is a complete Revision. This ASB has been reprinted in its entirety. All previous editions must be destroyed.

NOTE: This Revision does require further action only for those operators who did not perform the NDI according Revision 1 until receipt of Revision 2.

Reason for Revision:

Page 4	Para B (3):	Frequenzy 200 KHz added, Diagramm 1 added.
Page 5	Para B (3):	Calibration method from NTM added, Diagramm 2 added, reference to Fig. 4 added.
Page 10	Fig. 4:	Added.

Note: The changes are marked with revision marker at the right hand page margin.

This Revision Transmittal Sheet is Part of ASB-328J-57-015 Revision 2.

Model Dornier 328J

No. ASB-328J-57-015

Date of Issue May 20, 2008

ASB **Dornier *328J***
Alert Service Bulletin

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ASB-328J-57-015

Title: Wings - Inspection of the Lower Inner Panel for Cracks.

1. PLANNING INFORMATION

Effectivity

Dornier 328-300.
LBA-Geräte-Kennblatt-Nr.: 2534.
Serial-No's: All aircraft.

Reason

Cracks have been found at lower wing panel rear trailing edge L/H and R/H of flap lever arm 1 (rib 5).

Description

Inspection for cracks and report of any findings.

Compliance

Mandatory.
This Alert Service Bulletin must be performed as follows:

- Perform a detailed visual inspection (DVI) not later than 10 Flight Cycles or one week , which ever occurs first after receipt of this Alert Service Bulletin and repeat inspections (refer to Item 2. B (1)).
- Perform an Eddy Current inspection (NDI) of the affected area (Fig. 1, Fig. 2 and Fig. 3) as soon as possible, but not later than the next planned A-check (400FH) or equivalent scheduled maintenance (refer to Item 2. B (2) and (3)).

Approval

The technical content of this Alert Service Bulletin is approved under authority of EASA approved design organization EASA.21J.033.
This modification is covered by Type Design.

EASA approved Design Organisation
EASA. 21J.033
1)

Manpower (DVI)

Access:	0,1 Mhrs.
Inspection/Modification:	0,5 Mhrs.
Close-up:	0,1 Mhrs.
Functional checks:	0,0 Mhrs.
Total:	**0,7 Mhrs.**

Material

Not affected.

Special Tools

DVI Equipment	Magnifying glass
NDI Equipment	Approved Eddy current test equipment.

Weight and Balance

Not affected.

Electrical Load Data

Not affected.

References

Not affected.

Other Publications Affected

Not affected.

Reporting

Compliance of this Alert Service Bulletin must be reported to 328 Support Services GmbH Global Support Center using the Compliance Report for Configuration Control.

Please use sheet 6/9 for reporting. Sign in the shape, direction and precise dimensions of detected cracks and send pictures and NDI-reports in addition.
Refer to SRM 51-11-12 Defect/Damage Reporting.

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2. ACCOMPLISHMENT INSTRUCTIONS

CAUTION: OBEY THE SAFETY PRECAUTIONS AND THE GENERAL MAINTENANCE PRACTICES ACCORDING TO THE AMM JIC CHAPTER 00.

CAUTION: OBEY THE APPLICABLE SAFETY PRECAUTIONS WHEN YOU WORK ON THE ADJUSTABLE PLATFORM.

WARNING: PUT A WARNING NOTICE IN THE FLIGHT COMPARTMENT TO TELL PERSONS NOT TO OPERATE THE FLIGHT CONTROLS.

A Preparation

(1) Make the aircraft safe for maintenance according to AMM JIC 00-30-01.

(2) Put a suitable platform around the work area.

(3) Open the access panel 531-BB (631-BB) according to AMM JIC 57-51-00.

B Inspection

(1) Detailed visual Inspection according NTM 51-25-90:

(a) Perform a detailed visual inspection of the lower wing panel (outside) around the flap lever arm 1 (rib 5) in the area as marked in Fig. 1.

NOTE: Cracks seem to start at the attachment holes of access panels.

CAUTION: IN CASE OF NO FINDINGS THIS DETAILED VISUAL INSPECTION HAS TO BE PERFORMED EVERY 50 FLIGHT HOURS UNTIL THE EDDY CURRENT ACCORDING (2) AND (3) HAS BEEN PERFORMED.

IF CRACKS ARE FOUND AN EDDY CURRENT INSPECTION ACCORDING (2) AND (3) HAS TO BE PERFORMED IMMEDIATELY.

(2) Eddy Current Inspection:

(a) NDI Instrument Calibration.

(b) Operate the test equipment as given in the manufacturers instructions.

(c) Set the necessary frequency according to NTM 51-25-60.

NOTE: Alternative instruments can have different settings. The frequency must stay the same but the other parameters must be found by analyzing the responses from the calibration standard.

(d) Calibrate the instrument using the calibration standard as given in the manufacturer's instructions.

(3) Perform an Eddy current NDI in the area marked in Fig. 2, Fig. 3 and Fig. 1 (for cracks detected in former inspections).

(a) Set the necessary frequency to 200 KHz according to NTM 51-25-60, page 4, "Depth of Penetration versus Frequency" (refer to Diagram 1).

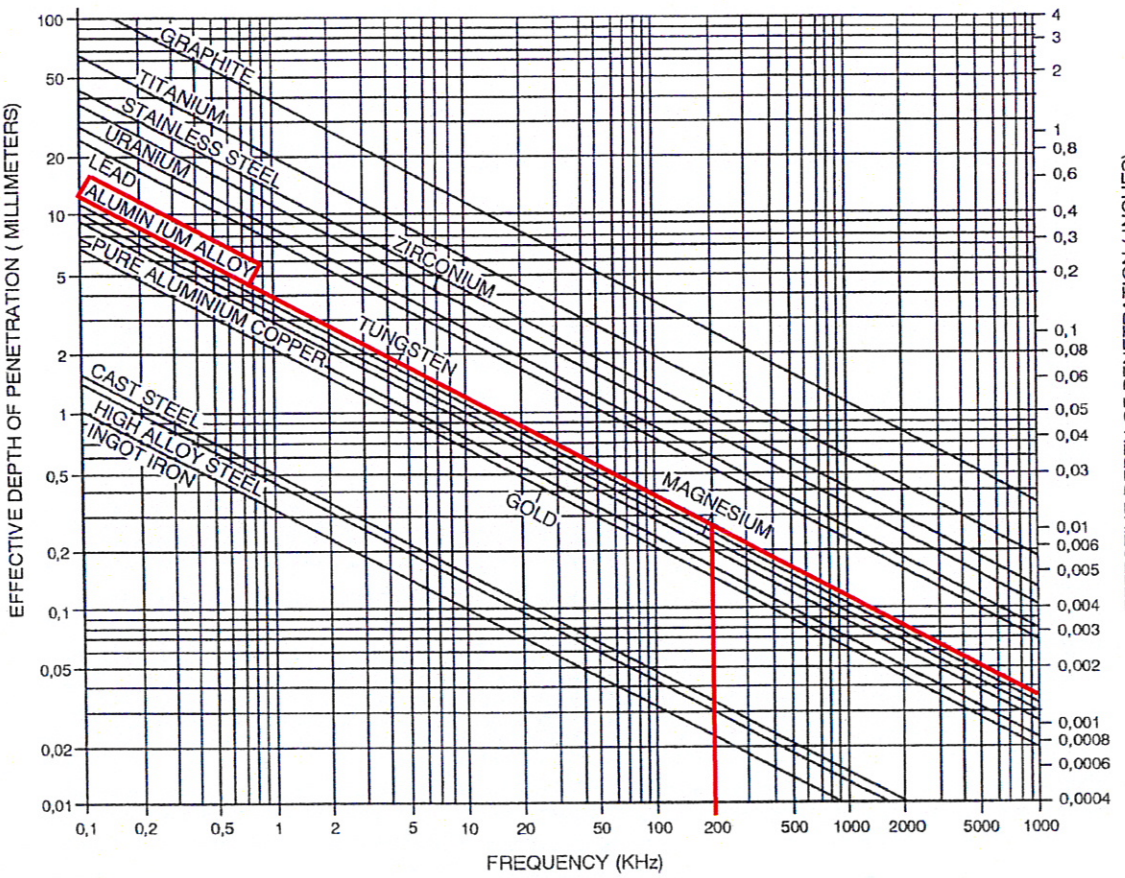

Diagram 1: Depth of Penetration versus Frequency (according NTM 51-25-60, Page 4, Fig.2)

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(b) Calibrate your equipment using the calibration standard according NTM to achieve the crack signal for 1.0mm located at approximate 80% Screen Height (refer to Diagram 2). Put the probe on the compensation point near to the inspection area and set the lift-off as necessary, refer to Fig. 2.

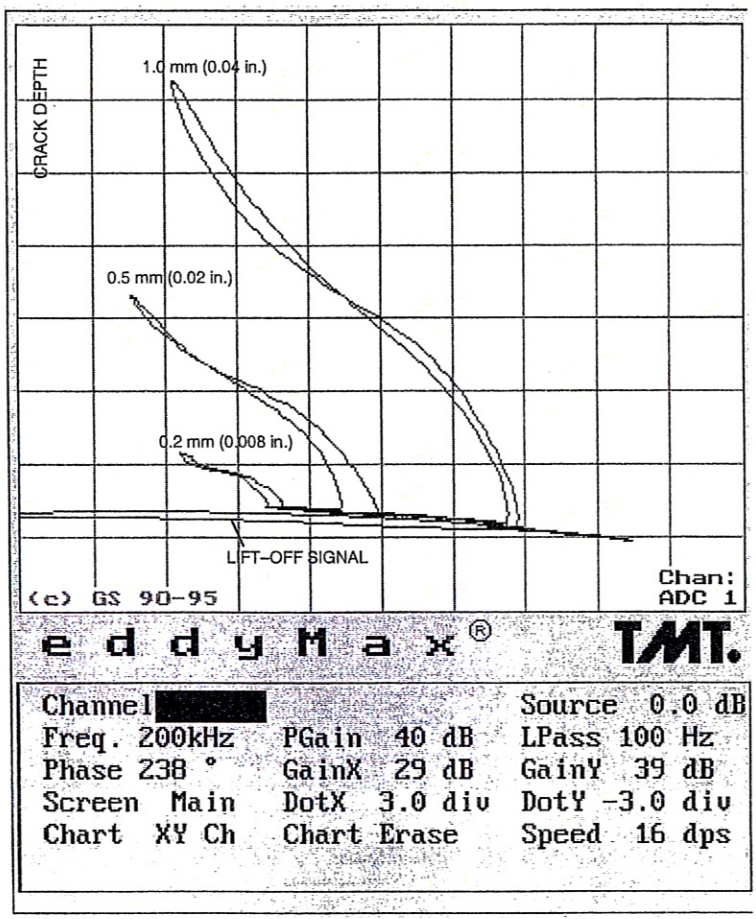

Diagram 2: Equipment calibration signal according NTM

(c) Perform the inspection as given in Fig. 2, Fig. 3 and Fig. 4. Use the probe position and scan along path movements as illustrated (refer to Fig. 4).

(d) Look at the CRT screen for signals that are different from that of the compensation point.

CAUTION: IF ANY CRACKS ARE FOUND CONTACT 328 SUPPORT SERVICES GMBH (Global Support Center) IMMEDIATELY WITH DETAILS AND PHOTOS etc. INCLUDING NDI TEST EQUIPMENT USED AND SETTINGS.

NON-REVENUE FERRY FLIGHTS (THREE FLIGHT CYCLES) ARE PERMITTED FOR DETECTED CRACKS WITH A LENGTH NOT EXCEEDING L_{max} = 12,5mm (~0.5").

IT IS NOT PERMITTED TO OPERATE THE AIRCRAFT WITH A CRACK LENGTH EXCEEDING L_{max} WITHOUT AUTHORISATION ISSUED BY 328 SUPPORT SERVICES GMBH.

C Repair

(1) The repair design (RAS) will be defined based on the individual damage.

D Close-up (only in case of no findings)

(1) Close all opened doors acc. to AMM JIC 57-51-00.

(2) Remove the platform from the work area.

(3) Remove the warning notice from the flight compartment.

(4) Return aircraft to a flyable status.

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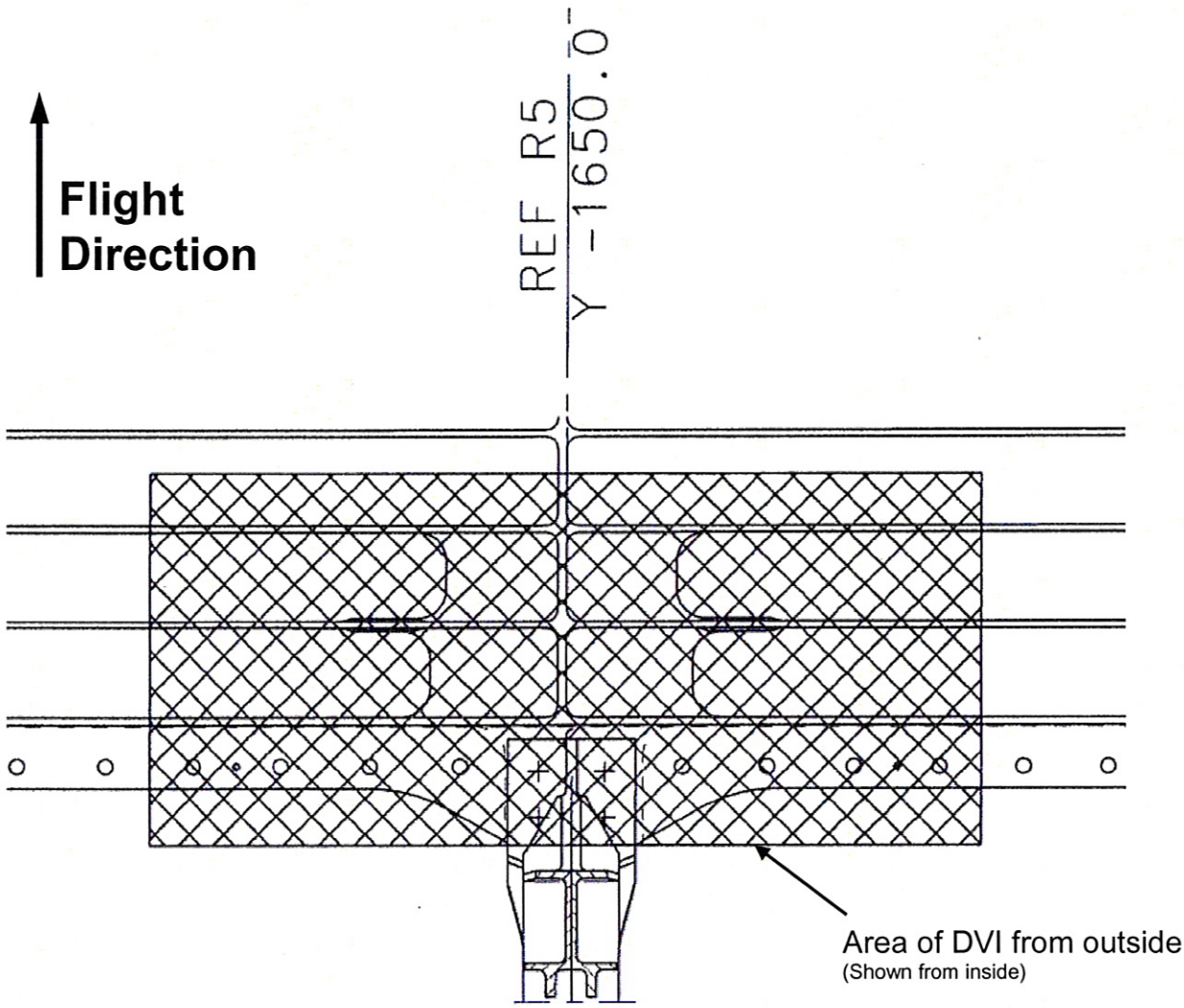

Fig. 1

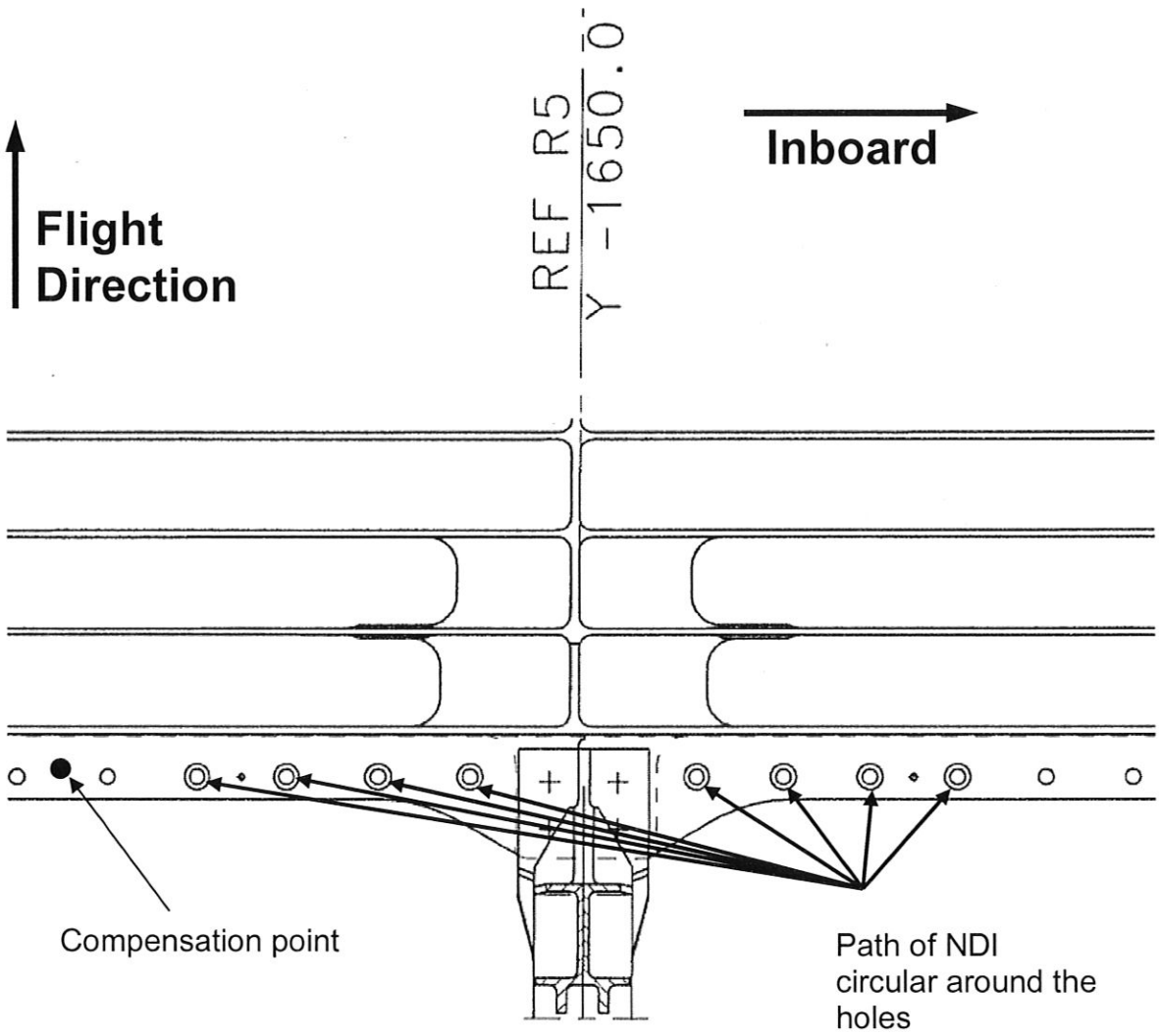
Flight
Direction
REF R5
Y -1650.0
Inboard
Compensation point
Path of NDI
circular around the
holes

Fig. 2

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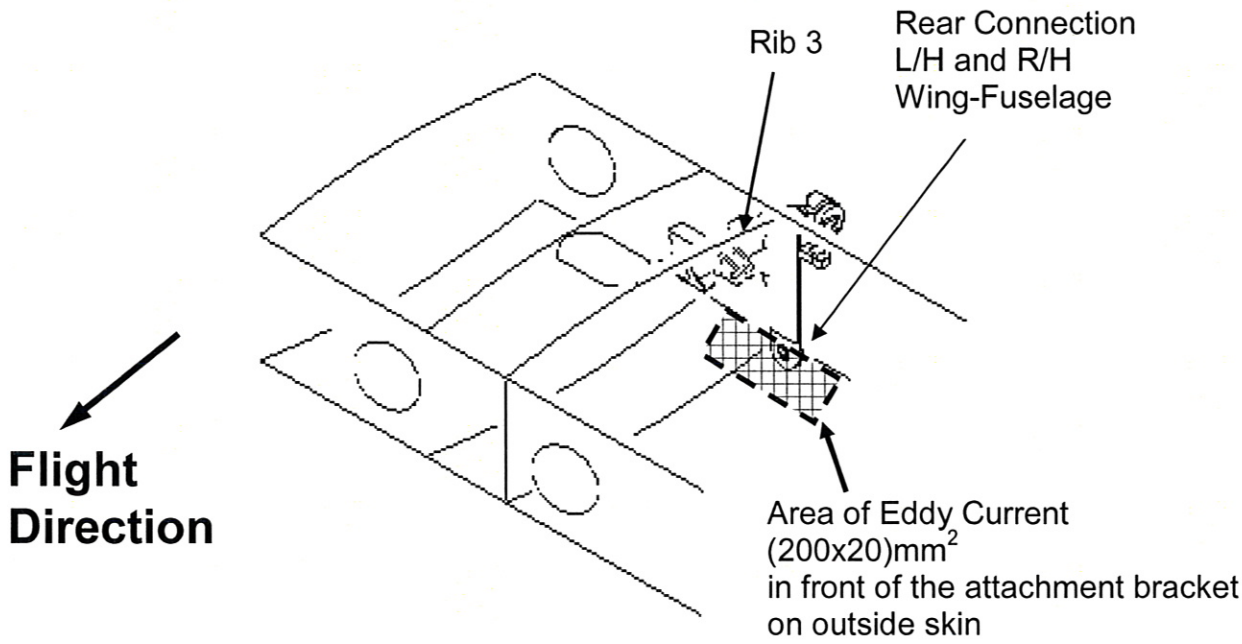
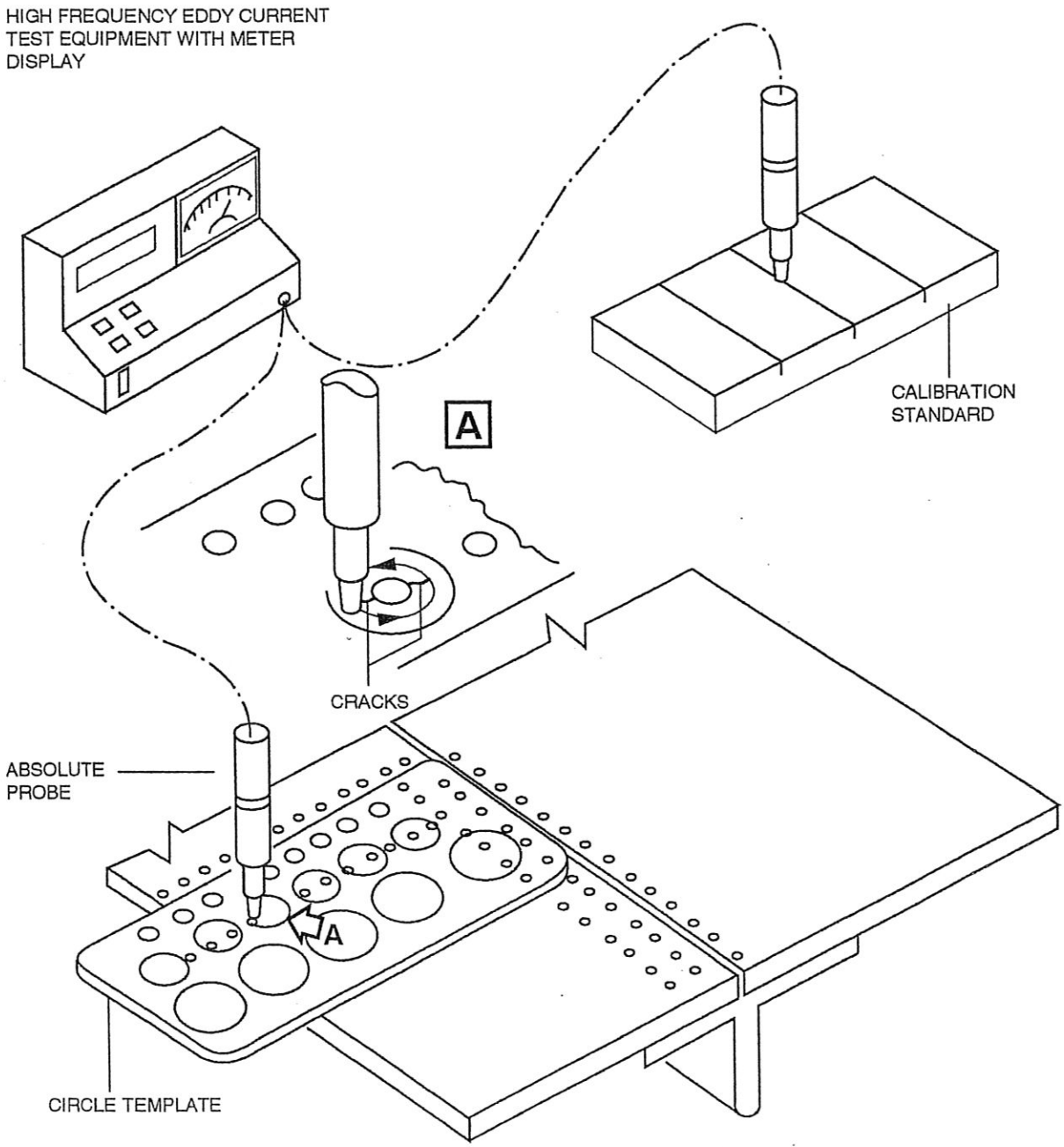


Fig. 3



Inspection for Surface Cracks

Fig. 4

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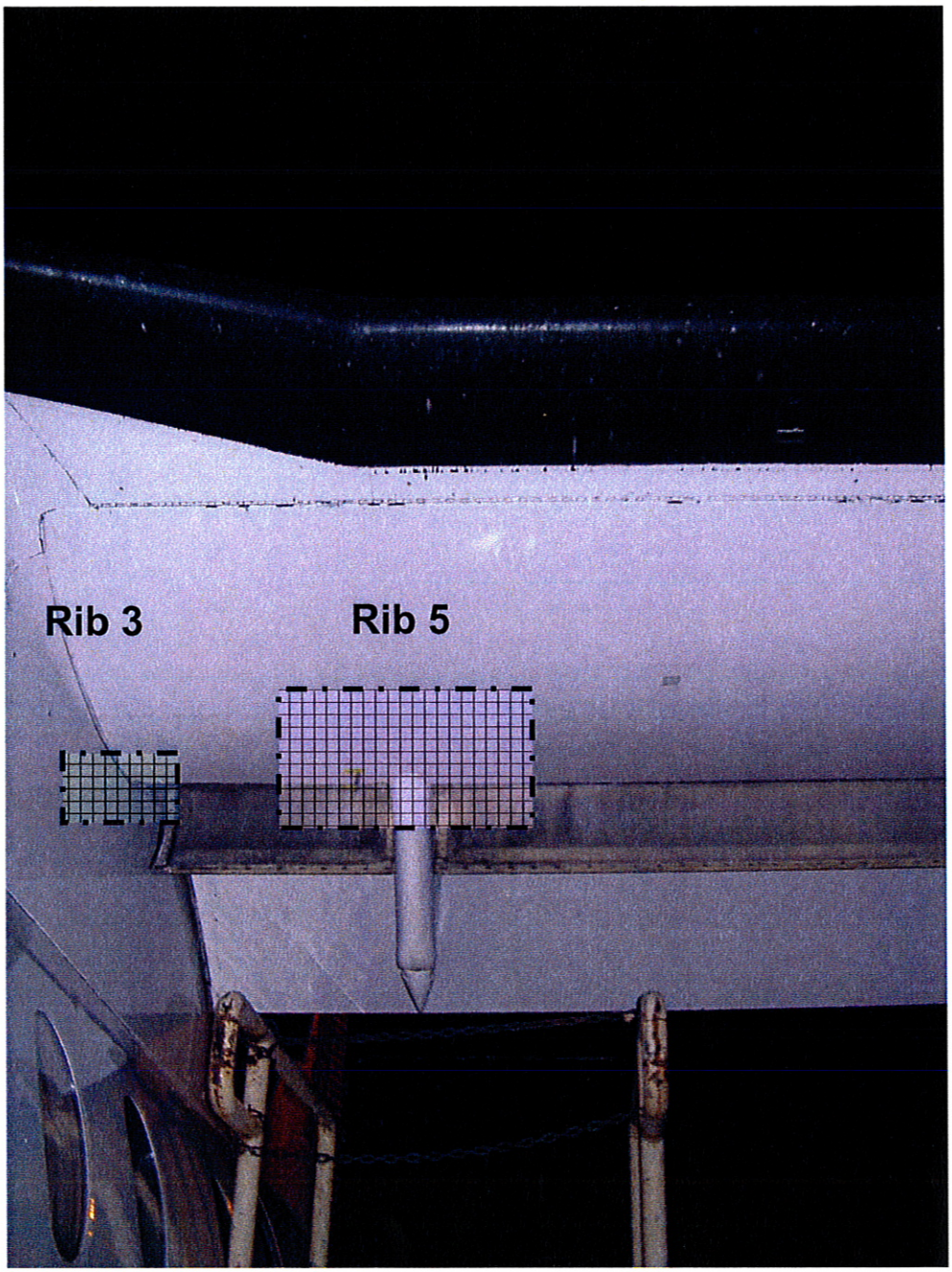
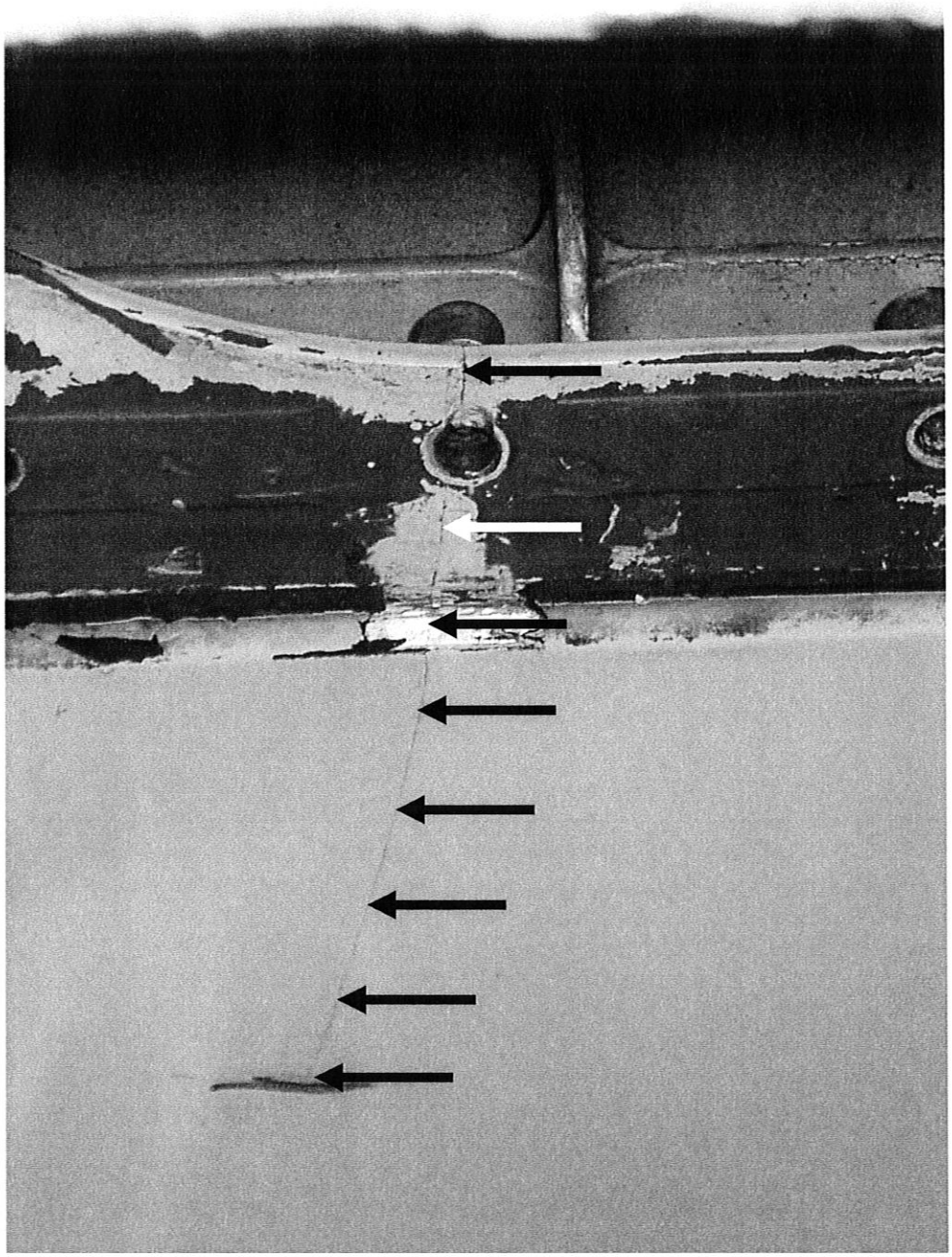


Picture 1: Location of inspecting area



Picture 2: Example of a crack (lower outside view)

CR **Dornier 328/*328J***
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Please complete this Compliance Form for each aircraft only when it is applicable, and mail or fax to:

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From Company: _____

_____

AOT No.:	Rev.:	Title:

ASB No.:	Rev.:	Title:

SB No.:	Rev.:	Title:

EO No.:	Rev.:	Title:

Aircraft Serial Number: _____

Operator: _____

Total Flight Hours: _____ Total Landings: _____

Date of compliance: _____

Comments: _____

_____

_____

_____ _____

Date Authorized signature