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case does the presence of any modification, alteration, or repair remove any airplane from

the applicability of this AD. Compliance: Required as indicated, unless accomplished previously. To prevent engine malfunction due to
failure of the engine air inlet de-icing system, accomplish the following: (a) For all airplanes: Within 24 hours after

the effective date of this AD, accomplish

paragraphs (a)(1), (a)(2), and (a)(3) of this AD. (1) Revise the Limitations Section of the FAA-approved Airplane Flight Manual

(AFM) by inserting the following limitation
in the AFM. This may be accomplished by

inserting a copy of this AD in the AFM.

‘‘During flight, if the ‘ENG DEICE FAIL’ electronic indication and caution advisory

system (EICAS) annunciation activates for either engine, flight into known or forecast

icing conditions is prohibited.’’ (2) Revise the Abnormal Procedures Section of the FAA-approved AFM by
removing page 4, dated September 1, 1994, of section 04–12–00, and replacing it with
the following. This may be accomplished by

inserting a copy of this AD in the AFM.

‘ ‘1. Icing Condi-

tions. Exit immediately. If un- able, land at nearest suitable airport.’’
(3) Revise the Limitations Section of the FAA-approved AFM to include the following
functional test. This may be accomplished by

inserting a copy of this AD in the AFM.
‘‘Accomplish the following test at the

applicable time specified as follows:

‘‘ For airplanes equipped with air intake duct assemblies having de-icing boots with

part numbers (P/N’s) 29S–5D5240–21, –23, and –25: As of 24 hours after the effective date of AD 95–04–51, accomplish the

functional test prior to each flight.

‘‘For airplanes equipped with air intake duct assemblies having de-icing boots with

P/N’s 29S–5D5240–211 (inlet lip), –231

(bypass duct), and –251 (aft ramp duct): Accomplish the functional test within 24 hours after the effective date of AD 95–04–
51, and thereafter at daily intervals.

‘‘ Perform a functional test of the de-icing
system of the air intake ducts of the left and

right engines to determine the condition of

t he system, in accordance with the procedures specified below. Flight crew or maintenance personnel shall perform this
test. FUNCTIONAL TEST OF THE DE-ICING
SYSTEM

‘‘With engines running at idle power, display and monitor the ‘ICE PROTECT’ system page of the electronic indication and
caution advisory system (EICAS), select left and right ‘ENGINE INTAKE’ pushbuttons in

(‘ON’), for a minimum of 60 seconds. Monitor system page for normal indications of one
complete boot inflation and deflation cycle. Monitor EICAS for normal messages, and
absence of ‘ENG DEICE FAIL’ caution. After 60 seconds and observation of one
complete inflation/deflation cycle, release

‘ENGINE INTAKE’ pushbuttons to out (‘OFF’) position, confirm absence of system page and

EICAS cautions, and deselect ‘ICE PROTECT’ system page. At completion of check,

‘ENGINE INTAKE’ pushbuttons may be

turned back on if required for departure.

‘‘If any EICAS ‘ENG DEICE FAIL’ annunciation is observed, or if system normal

inflate and deflate cycling is not observed: The system shall be considered inoperative. Prior to further flight, the detailed visual and
tactile inspections required by paragraph (b) of AD 95–04–51 must be accomplished.
‘ ‘If no discrepancy with the de-icing boots

is found during these inspections, the de-
icing system may be inoperative for a period

of time not to exceed that specified in the DO–328 Master Minimum Equipment List
(MMEL). Flight into known or forecast icing

conditions is prohibited.’’ (b) For airplanes equipped with air intake duct assemblies having de-icing boots with
P/N’s 29S–5D5240–21, –23, and –25: Accomplish paragraphs (b)(1) and (b)(2) of

this AD at the times specified in those paragraphs. (1) Within 24 hours after the effective date of this AD: Perform a detailed visual

inspection and a tactile inspection of the de-
icing boots in the air intake ducts on the

engines to detect flat spots, softness, or other discrepancies, and to ensure that the edges of
the de-icing boots are sealed properly, in

accordance with Dornier Service Bulletin

SB–328–30–020, dated March 17, 1994. (i) If no discrepancies are found and the

edges of the de-icing boots are sealed
properly (no debonding between the boot and

the intake duct), repeat the detailed visual and tactile inspections required by paragraph
(b)(1) of this AD thereafter at daily intervals. (ii) If any discrepancy is found, or if any
edge of a de-icing boot is sealed improperly

(debonding between the boots and the intake duct), prior to further flight, replace all three de-icing boots having P/N’s 29S–5D5240–21, –23, and –25, with three new units having P/ N’s 29S–5D5240–211, –231, and –251, in

accordance with the procedures specified in Dornier Alert Service Bulletin ASB–328–71–

006, Revision 1, dated February 16, 1995. (2) Within 5 days after the effective date of

this AD, replace all three de-icing boots having P/N’s 29S–5D5240–21, –23, and –25, with three new units having P/N’s 29S–
5D5240–211, –231, and –251, in accordance with Dornier Alert Service Bulletin ASB–

328–71–006, Revision 1, dated February 16, 1995. Following such replacement, perform

the detailed visual and tactile inspections and the functional tests required by paragraphs (c) and (a)(3) of this AD, respectively, in accordance with the times and procedures specified in those paragraphs. (c) For airplanes equipped with air intake duct assemblies having de-icing boots with

P/N’s 29S–5D5240–211,–231, and –251: Within 7 days after the effective date of this AD, perform a detailed visual inspection and

a tactile inspection of the de-icing boots in

the air intake ducts on the engines to detect

flat spots, softness, or other discrepancies, and to ensure that the edges of the de-icing boots are sealed properly, in accordance with

the procedures specified in Dornier Service Bulletin SB–328–30–020, dated March 17, 1994. (1) If no discrepancies are found and the

edges of the de-icing boots are sealed

properly (no debonding between the boot and

the intake duct): Repeat the detailed visual and tactile inspections required by paragraph

(c) of this AD thereafter at intervals not to

exceed 7 days. (2) If any discrepancy is found, or if any
e dge of a de-icing boot is sealed improperly

(debonding between the boots and the intake duct): Prior to further flight, replace all three de-icing boots with three new units having P/ N’s 29S–5D5240–211, –231, and –251, in

a ccordance with Dornier Alert Service Bulletin ASB–328–71–006, Revision 1, dated
February 16, 1995; and accomplish the
reporting requirement specified in paragraph

(d) of this AD. (d) For airplanes equipped with air intake duct assemblies having de-icing boots with
P/N’s 29S–5D5240–211, –231, and –251: Within 10 days after accomplishing any

inspection or functional test required by this AD, report findings of any discrepancy to the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, WA 98055–4056; fax (206) 227–1320. Information collection

requirements contained in this regulation

have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been

assigned OMB Control Number 2120–0056. (e) After the effective date of this AD, no de-icing boot having P/N 29S–5D5240–21, –23, or –25 shall be installed on any airplane. (f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM–113. Operators shall submit their requests through

an appropriate FAA Principal Maintenance

Inspector, who may add comments and then

s end it to the Manager, Standardization Branch, ANM–113. Note 2: Information concerning the

existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113. (g) Special flight permits may be issued in

a ccordance with sections 21.197 and 21.199

of the Federal Aviation Regulations (14 CFR

21.197 and 21.199) to operate the airplane to
a location where the requirements of this AD

can be accomplished. (h) The inspections and replacement shall be done in accordance with Dornier Service Bulletin SB–328–30–020, dated March 17, 1994; and Dornier Alert Service Bulletin ASB–328–71–006, Revison 1, dated February
16, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained

from Dornier Deutsche Aerospace, P.O. Box

1103, D–82230 Wessling, Federal Republic of Germany. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at

the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.(i) This amendment becomes effective on April 6, 1995, to all persons except those persons to whom it was made immediately