

Oil Capacity

Oil capacity per Engine

	MAX OIL TANK	MIN OIL TANK
US Gallons	2.11	0.79
Liters	8.00	3.00

Maximum Operating Altitude

31,000 ft. for basic aircraft
35,000 ft. for aircraft incorporating Change Notice CN-F0166

Control Surface Movements

Wing Flaps 12°, 20°, and 32°
Ailerons 28° up ($\pm 1^\circ$), 25° down (+1°)
Elevator 30° up (-2°), 25° down (-1°)
Stabilizer fixed
Rudder 24° right (+1°), 24° left (-1°)

Serial Numbers

Serial Numbers for Basic: 3105 up to and including 3144, 3146, 3148, 3151, 3152, 3153, 3154, 3158, 3159
Serial Numbers for Mod 10: 3145, 3147, 3149, 3150, 3155, 3156, 3157, 3160 and subsequent

The following serial numbers are declared Non-TC compliant aircraft and excluded from the TCDS due to production details and known non-conformities:

Former test article aircraft S/No's.:3099, 3102

Import Requirements

The FAA can issue a U.S. airworthiness certificate based on an Export Certificate of Airworthiness (Export C of A) signed by a representative of the LBA on behalf of the European Community. The Export C of A should contain the following statement: 'The aircraft covered by this certificate has been examined, tested, and found to conform with the Type Design approved under U.S. Type Certificate No. A55NM and to be in a condition for safe operation.'

The U.S. airworthiness certification basis for aircraft type certificated under 14 CFR Part 21, section 21.29, exported by country of manufacture is section 21.183(c) or 21.185(c).

The U.S. airworthiness certification basis for aircraft type certificated under section 21.29 exported from countries other than the country of manufacture (e.g., third party country) is section 21.183(d) or 21.185(b).

Certification Basis

14 CFR part 25 Effective February 1, 1965, including Amendments 25-1 through 25-87. Additionally, Dornier elected to comply voluntarily with §25.351 as amended by Amendment 25-91.

For aircraft incorporating Flight Level 350 modification (Change Notice CN-F0166), Dornier elected to comply voluntarily with §25.832 as amended by Amendment 25-94.

Special Conditions:

- No. ANM-99-273, "High Intensity Radiated Fields (HIRF) Protection.

Exemptions:

- No. 6895 for FAR 25.1435(b)(1) Hydraulic System Test
- No. 6900 for FAR C36.9(e)(1) Approach Speed for Noise

Equivalent Level of Safety Findings:

- Use of 1g Stall Criteria (various FARs)
- Rejected Takeoff and Landing Performance Criteria (FAR 25.101, 25.105, 25.109, 25.113, 25.115, 25.735, and 25.1587)
- Lavatory Fire Protection (FAR 25.854(a))
- Flight crew top hatch emergency exit markings (FAR 25.811(f))

Optional Requirements complied with:

- FAR 25.1419 Icing

Environmental Standards complied with:

- FAR Part 36 effective December 1, 1969, including Amendments 36-1 through 36-21.
- FAR Part 34 effective September 10, 1990, including Amendment 34-1 through 34-3.

Additional Design Requirements complied with per FAR 21.21(b)(2):

- Ice Contaminated Tailplane Stall (Issue Paper F-3)
- Roll Control in Supercooled Large Droplet Conditions (Issue Paper S-2)

Based on 14 CFR section 21.29(a) for new import TCs, or section 21.101(g) for changes to TCs, applicable provisions of 14 CFR Part 26 are included in the certification basis. For any future 14 CFR Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections.

The Luftfahrt-Bundesamt (LBA) originally type certificated this aircraft under its type certificate Number 2534. The FAA validated this product under U.S. Type Certificate number A55NM. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the Federal Republic of Germany.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see the Certification Basis) must be installed in the aircraft. The lists of all equipment as well as optional approved equipment are contained in the document:

Equipment approved for the Model Dornier 328-100 is listed in Document No. TD-34000, Equipment Register Document.

Airplane Flight Manual

EASA approved Airplane Flight Manual AM-AFM-050599-ENV.

Service Information

Each of the documents listed below that contain a statement that it is approved by the European Aviation Safety Agency (EASA) – or for approvals made before September 28, 2003 – by the LBA, are accepted by the FAA and are considered FAA approved. Additionally, the type certificate holder has contracted with 328 Design GmbH (328DO) as the EASA approved DOA holder. Approvals issued by 328DO or by the TC holder under the authority of EASA approved design organization EASA.21J.438 – or for approvals made prior to September 28, 2003 – by the TC holder under the authority of LBA approved design organization LBA.JA.002, are considered FAA approved. These approvals pertain to the design data only.

- TC holder Service Bulletins, except as noted below,
- Structural repair manuals
- Vendor manuals referenced in TC holder Service Bulletins
- Airplane flight manuals
- Repair instructions.

Note: Design changes that are contained in TC holder Service Bulletins and that are classified as Level 1 Major in accordance with the FAA/EASA agreed Technical Implementation Procedures for Airworthiness and Environmental Certification (TIP latest Revision), must be approved by the FAA.

NOTES**NOTE 1.**

Current weight and balance report including a list of equipment included in certificated empty weight, and loading instructions when necessary must be provided for each aircraft at its delivery.

For further information see Weight & Balance Manual TM-WBM-010399-ENV

NOTE 2.

Airworthiness Limitations including structural inspections and retirement times for safe-life parts are listed in Dornier Airworthiness Limitations Document TM-ALD-010599-ALL.

NOTE 3.

Certification Maintenance Requirements (CMR) are listed in Document TM-CMR-010599-ALL. The CMR Document is attached as an appendix to the MRB Document TM-MRB-010599-ALL.

NOTE 4.

Compliance with the optional ditching requirements of FAR 25.801, FAR 25.1411, and FAR 25.1415 has not been shown.

...END...