

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

A16EU
Revision 11
RUAG Aerospace Services GmbH
[Fairchild Dornier GmbH]
[DORNIER LUFTFAHRT GmbH]
Do 28 D
Do 28 D-1
Dornier 228-100
Dornier 228-101
Dornier 228-200
Dornier 228-201
Dornier 228-202
Dornier 228-212
March 15, 2016

TYPE CERTIFICATE DATA SHEET NO. A16EU

This data sheet which is part of Type Certificate No. A16EU prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: RUAG Aerospace Services GmbH
Oberpfaffenhofen Airfield
Postfach 1253
D-82231 Wessling, Germany

Type Certificate Holder Record: DORNIER LUFTFAHRT GmbH
D-8031 Wessling
Federal Republic of Germany, transferred TC A16EU to Fairchild Dornier GmbH on
June 1, 2000.

Fairchild Dornier GmbH
D-82230 Wessling, Germany, transferred TC A16EU to RUAG Aerospace Services
GmbH on July 27, 2003.

I. Model Do 28D (Normal Category), approved July 31, 1967
Model Do 28D-1 (Normal Category), approved April 19, 1968

Engine	2 Lycoming IGSO-540 A1E Bendix Injector RS10-FBI or Lycoming P/N 78417				
Fuel	100/130 minimum grade aviation gasoline				
Engine limits	For takeoff, 5 minutes, 380 HP, 3400 rpm, 47 inch HG at S.L. For continuous operation, 360 HP, 3200 rpm, 45 inch HG at S.L.				
Propellers and propeller limits	2 Hartzell HC-B3W30-2B/W10151-8R Diameter: 93 in., no cutoff permitted Pitch settings at 30 in. station: <table style="margin-left: 40px; border: none;"> <tr> <td style="padding-right: 20px;">Low</td> <td>16° 50' ± 15'</td> </tr> <tr> <td>Feathered</td> <td>85° ± 30'</td> </tr> </table>	Low	16° 50' ± 15'	Feathered	85° ± 30'
Low	16° 50' ± 15'				
Feathered	85° ± 30'				

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Airspeed limits (CAS)

	Do 28 D		Do 28 D-1	
	<u>Knots</u>	<u>m.p.h.</u>	<u>Knots</u>	<u>m.p.h.</u>
V _{NE} (never exceed)	180	207	180	207
V _{NO} (maximum structural cruising)	143	165	143	165
Maximum speed for cooling flaps operation	143	165	143	165
V _P (maneuvering)	115	133	117	113
V _{FE} (flaps extended)	102	118	104	120
V _{MC} (minimum control)	58	67	60	69

C.G. Range

(+126.0) to (+141.0) at 6060 lbs. (+131.5) to (+141.0) at 8050 lbs. All airplanes except S/N 4001, 4002, and 4003.
 (+126.0) to (+141.0) at 5950 lbs, (+131.5) to (141.0) at 7720 lbs. - S/N 4001, 4002 and 4003.
 Straight line variation between points given.

I. Model Do 28D, Do 28D-1

Empty weight C.G. range	None			
Datum	A vertical line 118 inch forward of wing slat leading edge			
Leveling means	A water level on cabin floor rails			
Maximum weights	8050 lb. (See Note 1.)			
Minimum crew	1 pilot			
Number of seats	Maximum 15			
Maximum baggage	110 lbs. in fuselage nose hold (+35.5 in.) and 175 lbs. in the rear baggage hold (+275 in.)			
Fuel capacity	232 U.S. gallons usable (+ 131.5 in.)			
Oil capacity	3.3 U.S. gallons usable per engine (+ 105.5 in.)			
Control surface movements	Wing flaps	Down 20°	Up 52°	
	Ailerons	Up 25°	Down 25°	
	Elevator (no stabilizer)	Up 22°	Down 17°	
	Rudder	Right 27.5°	Left 27.5°	

II. Model Dornier 228-100 (Normal Category), approved May 11, 1984**Model Dornier 228-101 (Normal Category), approved February 28, 1985****Model Dornier 228-200 (Normal Category), approved May 11, 1984****Model Dornier 228-201 (Normal Category), approved February 28, 1985****Model Dornier 228-202 (Normal Category), approved September 10, 1986**

Engines	2 Garrett AiResearch TPE 331-5-252D
Fuel	Fuel grades: See Pilot's Operating Handbooks Dornier 228-100/-101/-200/-201/-202 Section 2 Limitations.
Engine limits	For takeoff and continuous operation, 715 SHP (533 KW).

Propellers and Propeller Limits	<u>For Dornier 228 Models - 100/-101/-200/-201</u>		
	2 Hartzell HC-B4TN-5ML/LT		10574
or	“	“	10574 K
or	“	“	10574 B (length of deicing mat 17 inches)
or	“	“	10574 B (length of deicing mat 21 inches)
or	“	“	10574 A
or	“	“	10574 AK
or	“	“	10574 AB (length of deicing mat 17 inches)
or	“	“	10574 AB (length of deicing mat 21 inches)
or	“	“	10574 AS
or	“	“	10574 ASK
or	“	“	10574 ASB (length of deicing mat 17 inches)
or	“	“	10574 ASB (length of deicing mat 21 inches)
or	“	“	10574 FS
or	“	“	10574 FSK
or	“	“	10574 FSB (length of deicing mat 17 inches)
or	“	“	10574 FSB (length of deicing mat 21 inches)

II. Model Dornier 228-100, 228-101, 228-200, 228-201, 228-202 (cont'd)

Propellers and Propeller Limits	<u>For Dornier 228, Model -202</u>		
	2 Hartzell HC-B4TN-5ML/LT		10574 AS
or	“	“	10574 ASK
or	“	“	10574 ASB (length of deicing mat 17 inches)
or	“	“	10574 ASB (length of deicing mat 21 inches)
or	“	“	10574 FS
or	“	“	10574 FSK
or	“	“	10574 FSB (length of deicing mat 17 inches)
or	“	“	10574 FSB (length of deicing mat 21 inches)

The following limitations apply:

- a) For all type of propellers:
 1. Diameter limits are 106” maximum, 105” minimum.
(No further reduction permitted.)
 2. All blades of the propeller of the individual airplanes must be of one type only.
 3. Avoid sustained ground operation below 1050 (67%) RPM.
- b) For all type of propellers except those with suffix “F”:
Regulations according to the FAA Airworthiness Directive No. 87-15-05, R1, Amendment 39-5658, have to be considered.
- c) For Dornier 228 Model -202 equipped with propeller with suffix “A”:
Avoid “power on” stalls above 60 percent torque.
- d) Blade angle position with power lever in FI at 30 in. station:
 1. For the Dornier Models 228-100/-101/-200/-201 is: $13^{\circ} \pm 20'$
 2. For the Dornier Models 228-202 and 228-201/-202 equipped with keel (K) is: $15^{\circ} \pm 20'$.

Refer also to Notes 1.b3 and 1.b4 respectively.

Airspeed Limits (CAS)

	228-100 Knots	228-101 Knots	228-200 Knots	228-201 Knots	228-201(K) Knots	228-202 Knots	228-202(K) Knots
V _{MO} (max. operating)	199	199	199	199	197	199	197
V _A (maneuvering)	141	144	140	140	143	147	146
V _{FE} (flaps extended)							
Pos. 1 (5°)	149	149	149	149	149	149	149
Pos. 2 (20°)	128	128	128	128	129	128	129
Pos. DN (30°)	128	128	128 ^x	128 ^x	129 ^x	128 ^x	129 ^x
V _{LO} (gear operating)	160	160	160	160	158	160	158
V _{LE} (gear extended)	160	160	160	160	158	160	158
V _{MC} (minimum control)	81	81	81	81	74	80	74

<u>Airspeed Limits (CAS)</u> (cont'd)	<i>x = with optionally installed trim coupling system (SCN C01 only)</i>				
<u>C.G. Range</u>	Refer to Pilot's Operating Handbook applicable to the individual airplane.				
<u>Empty Weight C.G. Range</u>	None				
<u>Datum</u>	A vertical line 290.71 inches forward of the main jacking point under the fuselage.				
<u>Leveling Means</u>	A water level in cabin floor rails.				
<u>Maximum Weight</u>	<u>228-100</u> 12,500 lbs.	<u>228-101</u> 13,184 lbs.	<u>228-200</u> 12,500 lbs.	<u>228-201 and-201 (K)</u> 13,184 lbs.	<u>228-202 and-202 (K)</u> 13,669 lbs.

I. Model Dornier 228-100, 228-101, 228-200, 228-201, 228-202

<u>Minimum Crew</u>	1 pilot	1 pilot	1 pilot	1 pilot	1 pilot
<u>Maximum Operating Altitude</u>	15,000 feet	15,000 feet	15,000 feet	15,000 feet	15,000 feet
	The maximum operating altitude is 25,000 ft. if SCN No. DO8 (maximum allowable airspeed indicator: manufacturer: Intercontinental Dynamics Corp.) is installed.				
<u>Maximum Number of Passenger Seats</u>	15	15	19	19	19
<u>Maximum Baggage In Fuselage Nose Hold</u>					
Station (inch)	+ 130.7 in.	+ 130.7 in.	+ 100.7 in.	+ 100.7 in.	+ 100.7 in.
Weight (lbs)	200 lbs. 265 lbs ^x	200 lbs. 265 lbs. ^x	200 lbs. 265 lbs. ^x	200 lbs. 265 lbs. ^x	200 lbs. 265 lbs. ^x
	<i>x = if SCN 2152 is installed</i>				
<u>and in Rear Baggage Hold</u>					
Station (inch)	+ 487.4 in.	+ 487.4 in.	+ 503.9 in.	+ 503.9 in.	+ 503.9 in.
Weight (lbs.)	331 lbs.	331 lbs.	463 lbs.	463 lbs.	463 lbs.
<u>Fuel Capacity</u>	630.3 U.S. gallons usable (+ 312.4 in.)				
<u>Oil Tank Capacity</u>	6.25, U.S. quarts per engine (+ 267.9 in.)				
<u>Control surface movements</u>	See Maintenance Manual DORNIER 228.				

III. Model Dornier 228-212 (Commuter Category), approved June 26, 1990 (See Note 6.)

<u>Engines</u>	2 Garrett AiResearch TPE 331-5A-252D.
<u>Fuel</u>	Fuel grades: See Pilot's Operating Handbook Dornier 228-212, Section 2
<u>Engine limits</u>	For takeoff and continuous operation 776 SHP (579 KW).
<u>Propeller and propeller limits</u>	2 Hartzell HC-B4TN-5ML/LT 10574 FS or 2 Hartzell HC-B4TN-5ML/LT 10574 FSB (length of deicer mat 21 inches)
	The following limitations apply:
	1. All blades of the propellers of the individual airplane must be of one type only.
	2. Diameter limits are 106° maximum, 105° minimum. (No further reduction permitted.)
	3. Avoid sustained ground operation below 1050 (67%) RPM.
	4. Blade angle position with power lever in FI at 30 in. Station is 15° ± 20'.

<u>Airspeed Limits (CAS)</u>	<u>S/N 8176 thru 8190</u>	<u>S/N 8191 and up</u>
	<u>Knots</u>	<u>Knots</u>
V _{MO} (max. operating)	197	220
V _A (maneuvering)	149	149
V _{FE} (flaps extended)		
Pos. 1 (5°)	149	158
Pos. 2 (20°)	129	129
Pos. DN (30°)	129 ^x	129
V _{LO} (gear operating)	158	158
V _{LE} (gear extended)	158	158
V _{MC} (minimum control)	75	75
<i>x = with optionally installed trim coupling system (SCN C01) only.</i>		
<u>C.G. Range</u>	Refer to Pilot's Operating Handbook applicable to the individual airplane.	
<u>Empty Weight C.G. range</u>	None	
<u>Datum</u>	A vertical line 290.71 inches forward of the main jacking point under the fuselage.	
<u>Leveling Means</u>	A water level on cabin floor rails.	
<u>Maximum Weights</u>	<u>S/N 8176 thru 8190</u>	<u>S/N 8191 and up</u>
for takeoff	14,110 lbs.	14,110 lbs.
Zero fuel up to 13,668 lbs TOW	12,324 lbs.	13,095 lbs.
up to 14,110 lbs TOW	11,905 lbs.	13,095 lbs.
<u>Minimum Crew</u>	1 pilot	
<u>Maximum operating altitude</u>	15,000 feet The maximum operating altitude is 25,000 ft. if SCN DO8 (maximum allowable airspeed indicator: manufacturer: Intercontinental Dynamics Corp.) is installed.	
<u>Maximum number of passenger seats</u>	19	
<u>Maximum Baggage in Fuselage Nose Hold</u>		
Station	+ 100.7 in.	
	265 lbs.	
<u>and in Rear Baggage Hold</u>		
Station	+ 503.9 in.	
Weight	463 lbs.	
<u>Fuel Capacity</u>	630.3 U.S. gallons usable (+312.4 in.)	
<u>Oil Capacity</u>	6.25 U.S. quarts per engine (+267.9 in.)	
<u>Control surface movements</u>	See Airplane Manual Dornier 228.	

DATA APPLICABLE TO ALL MODELSSerial numbers eligible

See Import Requirements.

Certification basis

- a) For Do 28D and Do 28D-1
FAR 23, including Amendments 23-1 through 23-3.
Date of application for type certificate: June 13, 1966
- b) For Dornier 228-100 and Dornier 228-200, under the provisions of FAR 21.29
FAR 23, effective February 1, 1965, including amendments 23-1 thru 23-23.
SFAR 41C Section (1a) which incorporates by reference FAR 135 Appendix A
in effect on September 26, 1978.
SFAR 27, effective February 1, 1974, including Amendments 27-1 through 27-4
(Fuel Venting). See Note 4.
FAR 36, effective December 1, 1969, including Amendments 36-1 through 36-12.
Date of application for Amended Type Certificate: December 3, 1979.
- c) For Dornier 228-101, Dornier 228-201 and Dornier 228-202 under the provisions
FAR 21.29.
FAR 23, effective 1965, including amendment 23-1 through 23-23.
SFAR 41C effective September 13, 1982.
SFAR 27, effective February 1, 1974, including Amendments 27-1 through 27-4
(fuel venting), see Note 4.
FAR 36, effective December 1, 1969, including Amendments 36-1 through 36-12.
Date of application for Amended Type Certificate: August 22, 1983.
- d) For Dornier 228-212, under the provisions of FAR 21.29.
FAR 23, effective February 1, 1965, including Amendments 23-1 thru 23-34.
SFAR 27, effective February 1, 1974, including Amendments 27-1 thru 27-5
(Fuel Venting), see Note 4.
FAR 36, effective December 1, 1969, including Amendments 36-1 thru 36-16.
Date of application for Amended Type Certificate: February 15, 1989.

In addition, for the Dornier 228-212NG version (created by the incorporation of
RUAG Major Change CN-228-247 and FAA supplemental type certificates (STCs)
ST329CH-D (new engine) and SA03052NY (new propeller):

23.1457 and 23.1459 at amendment 23-35;
23.1322 and 23.1331 at amendment 23-43;
23.1525 at amendment 23-45;
23.867, 23.1303, 23.1309, 23.1311, 23.1321, 23.1323, 23.1329, 23.1351,
23.1353, 23.1359, 23.1361, 23.1365, 23.1431 at amendment 23-49;
23.1325, 23.1543, 23.1545 and 23.1555 at amendment 23-50;
23.1308 at amendment 57;
23.1306 at amendment 61,

(The applicable certification bases for STCs ST329CH-D and SA03052NY are
listed on their respective certificates.)

The Dornier 228-212NG version approval included approval of STOL Operation,
RUAG Change Notice CN-228-273.

The Luftfahrt Bundesamt originally type certificated this aircraft under its type certificate
Numbers 2031, 2031a, 2031b and 2031c. The FAA validated this product under U.S.
Type Certificate Number A16EU. Effective September 28, 2003, the European Aviation
Safety Agency (EASA) began oversight of this product on behalf of Germany.

The EASA type certificate for models Do 28D and Do28D-1 is EASA.A.360.
The EASA type certificate for models Dornier 228-100, 228-101, 228-200, 228-201,
228-202 and 228-212 is EASA.A.359.

Import Requirements

The FAA can issue a U.S. airworthiness certificate based on an NAA Export Certificate of Airworthiness (Export C of A) signed by a representative of the Luftfahrt Bundesamt 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 comply with U.S. airworthiness regulations 14 CFR Part 23 approved under U.S. Type Certificate No. A16EU and to be in a condition for safe operation.' Also see Note 5.

Service Information

Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 28, 2003 – by the Luftfahrt Bundesamt.

- Service bulletins,
- Structural repair manuals,
- Vendor manuals,
- Aircraft flight manuals, and
- Overhaul and maintenance manuals.

The FAA accepts such documents and considers them FAA-approved unless one of the following conditions exists:

- The documents change the limitations, performance, or procedures of the FAA approved manuals; or
- The documents make an acoustical or emissions changes to this product's U.S. type certificate as defined in 14 CFR § 21.93.

The FAA uses the post type validation procedures to approve these documents. The FAA may delegate on case-by-case to EASA to approve on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.

Equipment/
Airplane Flight Manual

Basic required equipment as prescribed in the applicable airworthiness regulations (see "Certification Basis") must be installed in the aircraft for certification.

a) For Models Do 28D and Do 28D-1.

The approved equipment is marked with an "X" in the LBA-approved equipment list dated 14 August 1968 in the approved AFM.

The airplane Flight Manual approved at the original issue for U.S. Type Certification is dated November 6, 1967.

b) For Models Dornier Do 228-100 and Dornier 228-200

The installed equipment is marked with an "X" in the Equipment List in Section 6 in the LBA-approved AFM.

The Airplane Flight Manuals (Edition 1) for the Dornier Model 228-100 (7XXX) or 228-200 (8XXX) approved at the original issue for U.S. type certification are dated 15 November 1983, LBA approved April 4, 1984.

NOTE: "XXX" denotes aircraft serial numbers.
AFM consists of basic POH + Supplement 74.

c) For Models Dornier 228-101

The installed equipment is marked with an "X" in the Equipment List in Section 6 of the LBA-approved "Edition 1" AFM.

c1) The Airplane Flight Manuals (Edition 1) for the Dornier Model 228-101 (7XXX) with ICAO Annex 8 are LBA-approved October 15, 1984. AFM consists of basic POH + Supplement 42, 74, 74A.

Equipment/
Airplane Flight Manual
(cont'd)

- c2) The Airplane Flight Manuals (Edition 1) for the Dornier Model 228-101 (7XXX) without ICAO Annex 8 are LBA-approved December 11, 1984. AFM consists of basic POH + Supplements 42, 74, 74B.
- d) For Models Dornier 228-201 and Dornier 228-202
The installed equipment is marked with an "X" in the "Airplane Master Equipment List" in Section 6, part 2 of the LBA-approved AFM.
- d1) The Airplane Flight Manual (Edition 2) for the Dornier Model 228-201 (8XXX) with and without ICAO Annex 8 are LBA-approved February 8, 1989.
- d2) The Airplane Flight Manuals (Edition 2) for the Dornier Model 228-201 (8XXX) equipped with keel (K) with and without ICAO Annex 8 are LBA-approved December 14, 1988.
- d3) The Airplane Flight Manuals (Edition 2) for the Dornier Model 228-202 (8XXX) with and without ICAO Annex 8 are LBA-approved February 8, 1989.
- d4) The Airplane Flight Manuals (Edition 2) for the Dornier Model 228-202 (8XXX) equipped with keel (K) with and without ICAO Annex 8 are LBA-approved December 14, 1988.
- NOTE (1): "XXX" denotes aircraft serial numbers.
228-201 with ICAO and 228-201 without ICAO are physically identical except for flight manual requirements.
228-202 with ICAO and 228-202 without ICAO are physically identical except for flight manual requirements.
- NOTE (2): For model -201 and landing weights of 13,007 lbs. for main landing gear S/N's 1036 onwards the main landing gear must comply with part numbers A-510 000 C000 and A-520 000 C000 or higher change index.
- e) For Model Dornier 228-212
The installed equipment is marked with an "X" in the "Airplane Master Equipment List" in Section 6, Part 2, of the LBA approved AFM.
- e1) The Airplane Flight Manuals (Edition 1) for the Dornier Model 228-212 (8XXX) commuter category valid for aircraft serial numbers S/N 8155 and S/N 8176 through 8190 are LBA-approved July 21, 1989.
- e2) The Airplane Flight Manuals (Edition 1) for the Dornier Model 228-212 (8XXX) Commuter Category valid for aircraft serial numbers S/N 8191 and up are LBA-approved November 17, 1989.

NOTE: "XXX" denotes aircraft serial numbers.

There may be approved Airplane Flight Manuals (AFM) amendments of supplements issued after the original type certificate, that are required to operate the airplane when additional optional equipment is installed and/or when certain modifications are embodied.

The airplane owner/operator should ensure that the correct LBA approved Airplane Flight Manual (AFM) amendments or supplements are incorporated in the approved AFM, for the approved model.

NOTES

Note 1.

Weight and Balance

Current weight and balance data together with a list of equipment included in the certificated empty weight, and loading instructions, must be provided for each aircraft at the time of original certification.

a) For Do 28D and Do 28D-1

- a1) The certificated empty weight and corresponding center of gravity locations must include unusable fuel of 8 U.S. gallons (+ 131.5 in.) and undrainable system oil of 2.15 U.S. gallons (+ 105.5 in.).
- a2) Serial numbers 4001, 4002 and 4003 eligible at a maximum weight of 7720 pounds.
- a3) Do 28-1 airplanes of the following serial numbers are eligible at a maximum takeoff weight of 8160 pounds when equipped with Wing Serial Numbers shown in brackets:

4006(06), 4018(18), 4023(23), 4024(24), 4025(35),
 4026(26), 4027(27), 4028(28), 4030(30), 4031(34),
 4033(33), 4034(31), 4035(25), 4040(40), 4041(41),
 4042(42), 4043(43), 4044(44), 4045(45), 4046(46),
 4047(55), 4048(49), 4049(51), 4051(52), 4052(53),
 4053(54), 4054(56), 4055(57), 4056(58), 4057(59), 4058(60), 4059(47)

Landing weight remains unchanged.

- a4) Do 28 D-1 airplanes of the following serial numbers are eligible to a maximum takeoff weight of 8160 pounds when equipped with wing serial numbers shown in brackets and Service Bulletin No SB 2 044-1101 has been complied with:

4022(22), 4021(21)

Landing weight remains unchanged.

b) For Do 228-100/-101, Dornier 228-200/-201/-202, and Dornier 228-212.

- b1) The certificated empty weight and corresponding center of gravity locations must include unusable fuel of 14.4 U.S. gallons (+ 312.4 in.) and full system oil of 5.9 gallons (+ 267.9 in.) per airplane.
- b2) Dornier 228-100/-200 airplanes can be changed to Models -101/-201 if they are modified according to, and comply with the following Change Notice:
 CN-228-043-USA, "Increase of Maximum Takeoff Weight to 13,184 lbs." Also see Airplane Master Equipment List/Airplane Flight Manual and Note 3.
- b3) Dornier 228-200 and -201 airplanes can be changed to Model -202 if they are modified according to, and comply with the following Change Notice:
 CN-228-164-USA, "Increase of Maximum Takeoff Weight to 13,669 lbs." Also see Airplane Master Equipment List/Airplane Flight Manual and Note 3.
- b4) Dornier 228-201 and -202 models can be modified and equipped with keels (k) if after modification they comply with the following LBA Change Notice:
 A-228-174 "Retrofit measures to improve flight performance and rear center-of-gravity range extended from 35% to 40%."
 Also see Airplane Master Equipment List/Airplane Flight Manual and Note 3.

Note 2.

Operationa) Placards

All placards listed in the approved AFM must be installed in the appropriate locations. Each airplane has to be supplied with a placard that specifies the kind of operations to which the operation of the individual airplane is limited by its installed equipment.
 The following placard must be displayed on the instrument panel in full view of the pilot:

a1) For Do 28 D/D-1

Note 2.
(cont'd)

“THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS MARKINGS AND MANUAL.

NO ACROBATIC MANEUVERS, INLCUDING SPINS, ARE APPROVED.”

a2) For Dornier 228-100/-101/-200/-201/-202

“THE MARKINGS AND PLACARDS INSTALLED IN THIS AIRPLANE CONTAIN OPERATING LIMITATION WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THE NORMAL CATEGORY.”

“OTHER OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THE NORMAL CATEGORY ARE CONTAINED IN THE PILOT’S OPERATING HANDBOOK AND LBA-APPROVED AIRPLANE FLIGHT MANUAL.”

“NO ACROBATIC MANEUVERS, INCLUDING SPINS, APPROVED.”

a3) For Dornier 228-212

“THE MARKINGS AND PLACARDS INSTALLED IN THIS AIRPLANE CONTAIN OPERATING LIMITATION WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THE COMMUTER CATEGORY.

“OTHER OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THE COMMUTER CATEGORY ARE CONTAINED IN THE PILOT’S OPERATING HANDBOOK AND LBA-APPROVED AIRPLANE FLIGHT MANUAL.”

“NO ACROBATIC MANEUVERS, INCLUDING SPINS, APPROVED.”

b) Certificate of Airworthiness for Dornier 228-101/-201/-202

If Dornier 228-101/-201/-202 aircraft are to be operated without ICAO Annex 8, the airworthiness certificate shall be endorsed: “This airplane at weights in excess of 5,700 kg does not meet the airworthiness requirements of ICAO, as prescribed by Annex 8 of the Convention of International Civil Aviation.” Also see Item Equipment/Airplane Flight Manual.

Note 3.

Airworthiness Limitations

Chapter 05 of the Dornier 228 Airplane Maintenance Manual, for the models Dornier 228-100/-101 and Dornier 228-200/-201/-202/-212; which includes the Airworthiness Limitation Section 05-05-00, specifies mandatory replacement times, structural inspection intervals, and related structural procedures, and operation checks for continuous airworthiness. This also fulfills the requirements of 14 CFR sections 21.29, 43.16, and 91.403 of FAA Regulations.

The Airworthiness Limitation Section 05-05-00 is FAA-approved and may not be changed without FAA approval.

Note 4.

Fuel Venting and Exhaust Emission

For models Dornier 228-100/-101 and Dornier 228-200/-201/-202 compliance with SFAR 27 is achieved when the installations described by Dornier Drawing No. A 685 200 AOOF is incorporated.

Note 5.

Modifications for U.S. Certification of Dornier 228-100/-101/-200/-201/-202

The following modifications have to be incorporated in aircraft of U.S. registry:

- a) Modified stall warning system (option code CO9)
- b) Modified electrical system (option code M10)
- c) Dual pitch trim actuator (option code CO8)
- d) Modified pax/cargo door (option code H28/H29)
- e) Modified rear baggage door (option code F 06).

Modification a) and d) are production standard from XXX = 051 and up, modification b), c), and e) are production standard from XXX = 081 and up.

.....END.....