European Union Aviation Safety Agency

EASA

TYPE-CERTIFICATE DATA SHEET

No.: EASA.A.096

for

DORNIER 328 SERIES

Type Certificate Holder:

328 SUPPORT SERVICES GmbH
Sonderflughafen Oberpfaffenhofen
D-82231 Wessling,
Germany

For Models: Dornier 328-100
Dornier 328-300

Issue 7 01 July 2019

Intentionally left blank

TABLE OF CONTENTS

The Contents of this TCDS are based on the previously issued JAA Data Sheet Nr. JAA/25/93-007 and the LBA attachments to its TCDS 2534 for 328-100 and 328-300 (all at Issue 20, 11 November 2003).

SECTION 1: GENERAL (ALL MODELS)

1. Data Sheet No.:	TCDS EASA.A.096
2. Type:	DORNIER 328
3. Airworthiness Category:	Transport Category
4. Type Certificate Holder:	328 Support Services GmbH DOA Certificate No. EASA.21J.438 Sonderflughafen Oberpfaffenhofen D-82231 Wessling Germany
5. Manufacturer:	328 Support Services GmbH POA Certificate holder No. : DE.21G.0002 P.O. Box 1252 D-82231 Wessling Federal Republic of Germany

SECTION 2: DORNIER 328-100

I. General

1. Type / Model: DORNIER 328-100

2. JAA Certification
Application Date: November 9, 1987

3. EASA Certification Date: October 15, 1993
(JAA Certification
Recommendation Date: October 15, 1993)

II. Certification Basis

1. Reference Application
for National Certification: not applicable

2. National Certification
Date: not applicable

3. National Certification
Basis: not applicable

4. JAA Airworthiness
Requirements: JAR 25, Large Aeroplanes
Change 12, Amendment 88/1 (10.05.1988)
JAR-AWO at Change1, (effective 11.29.1985)
JAR 1, Definitions Change 4 (01.06.1987)

5. Special Conditions

CRI B-1.1	Stalling Speeds
CRI B-1.2	Minimum Control Speeds
CRI B-1.3	Accelerate-Stop and related Performance
CRI B-1.5	Function and Reliability Testing
CRI C-1.1	Stalling Speeds for Structural Design
CRI C-1.2	Discrete Gust Requirements
CRI C-1.3	Interaction of Systems
CRI C-1.4	Improved Seat Safety
CRI C-1.5	Rapid Decompression
CRI C-1.6	Factors for Engine Torque
CRI D-1.1	Lightning Protection, Indirect Effects
CRI D-1.2	Landing Gear Warning
CRI D-1.3	Cargo and Service Doors
CRI D-1.4	Flap Gates
CRI D-7(PTC)	Bullet Proof Cockpit Door
CRI E-1.1	Propeller Reversing System
CRI F-1.1	Electrical Standby Power

CRI F-1.2	High Intensity Radiated Fields (HIRF)
CRI F-1.3	Miscellaneous Electrical Requirements
CRI F-1.4	Barometric Scales
CRI K-1.1	All Weather Operations
CRI H-1	ICA for Electrical Wiring Interconnection System (EWIS)
CRI B-1.6	(PTC) Steep Approach Operation
CRI F-1.05	(PTC) Flight Recorders and Data Link Recording
CRI F-1.06	(PTC) Non-rechargeable Lithium Battery Installations, *effective for changes applied for after 01 July 2019*

Additional National Requirement for TC Issuance: none

Elect to comply with later effective JAR amendment:
JAR 25, Large Aeroplanes, Change 12,
Amendment 88/1 (18.10.1988)
JAR 25.21 (b), Change 13, Amdt. 90/1
JAR 25.253(a)(4), Change 13, Amdt. 90/1

Minimum Additional National Requirements for post TC Modifications:
UK Special Conditions Do 328-1,
Longitudinal, Directional and Lateral Trim
For further details refer to CRI A-2.3, Issue 6

6. JAA Exemptions:

CRI B-3.1	Exemption from JAR 25.205 Stalls: Critical Engine Inoperative
CRI F-3.1	Temporary Exemption from JAR 25.1439 (b), 25.1441 (a), 25.1447 (b) and (c) Oxygen Requirements
Note:	Compliance has to be shown prior to national operational approvals.
CRI C-3.1	Exemption from JAR 25.562 (c)(5), HIC Values, Front Row Passenger Seats

7. Deviations:

CRI F-104	ADS-B Out Extended Squitter Installation

8. Equivalent Safety Findings:

(prior to incorp. of Mod 10):

JAR 25.811 (e)(3)	Type III Exit Handle/Illumination (CRI D-2.1)
JAR 25.811 (f)(3)	Emergency Exit Marking (CRI D-5PTC)
JAR 25.161 (d)	Trim at One Engine Inoperative Climb (see Note 4)

CRI D-2.2 (PTC) Towbarless Towing (CS 25.745(d)(1))

9. JAA Environmental Standards:

Aircraft Noise:	ICAO Annex 16, Volume I, Aircraft Noise, Second Edition, July 1988, Chapter 3
Aircraft Engine Emissions:	ICAO Annex 16, Volume II, Aircraft Engine Emissions, First Edition, October 1981, Part II, Chapter 2

10. Operational Suitability Data Standards:

OSD MMEL certification basis:	JAR MMEL Subpart A & B, Amendment 1

III. Technical Characteristics and Operational Limitations

1. Type Design Definition: Current issue of Type Design Definition Document No. TD-00300

2. Description: Standard Specification Document No.: AVS 001A 000 A0100 000D

3. Equipment: Equipment Register Document No. : TD-34000

4. Dimensions:

Span:	20.976 m	(68ft 9.86 in)
Length:	21.284 m	(69ft 9.95 in)
Height:	7.234 m	(23ft 8.82 in)
Wing Area:	40.00 m^2	(430.50ft^2) (TOTAL AREA)

5. Engines:

Type 1 (for Mod. 00 and 10 only)	2 Engines Pratt & Whitney Canada Inc. Model: PW 119B JAA Data Sheet No.: JAA / E / 99-003
Type 2 (for Mod. 20 and 30 only)	2 Engines Pratt & Whitney Canada Inc. Model: PW 119C JAA Data Sheet No.: JAA / E / 99-003

5.1 Engine Limits: For details refer to AFM No.: AM-AFM-050893-ENV, Section 02-06-00, Page 1

6. Auxiliary Power Unit (APU): Allied Signal Engines (Garrett APU Div.)
Model: 36-150 [DD], LBA TCDS 6605.
For details refer to AFM No.: AM-AFM-050893-ENV, Supplement 001, Section 07-02-00, Page 1

7. Propellers: 2 Propellers,

Hartzell Propeller Inc.
LBA TCDS No. 32.130/87

Propeller Assembly Model:
(prior to incorp. of Mod 10) HD-E6C-3A / E13482 ( ) K
FAA TCDS No.: P34NE Date: 21.07.93

(aircraft modified by
Mod 10, 20 and Mod 30) HD-E6C-3B / E13890 ( ) K
FAA TCDS No.: P34NE Date: 03.10.94

7.1 Propeller Limits: Max. Continuous Power: 2250 SHP
Max. RPM: 1300 RPM

Ground Operating Limitations:
Max. Np with propeller feathered: 26.9%
Stabilised operation between: 26.9% Np and 46.2% Np – is prohibited,
Stabilised operation between: 57.7% Np and 71.2% Np – is prohibited
whenever surface winds are from behind the propeller disc and are above 25 kts.

8. Fluids (Fuel/Oil/Additives): See Airplane Flight Manual
AM-AFM-050893-ENV, Section 02-06-00, Pages 3 / 5

9. Fluid capacities:

OIL CAPACITY PER ENGINE (incl. Propeller Oil System)			
OIL TANK	TOTAL OIL TANK	USABLE OIL	TOTAL OIL SYSTEM
LITERS	17.70	2.84	21.00
US GALLONS	4.70	0.75	5.60

Fuel density: 0.796 Kg/L = 6.643 lb. per US gal, ISA

MAX USABLE FUEL TANK CAPACITY						
	INNER WING TANK	OUTER WING TANK	FEEDER TANK	EACH WING TANK GROUP TOTAL	TOTAL FUEL QUANTITY	
					Gravity Refuelled or Manual Pressure Refuelled	Automatic Pressure Refuelled
POUNDS	2 182.6	1 395.5	187.4	3 765.5	7 531.0	7 300.0
KILOGRAMS	990.0	633.0	85.0	1 708.0	3 416.0	3 311.3
US GALLONS	328.5	210.1	28.2	566.8	1 133.6	1 098.9

For details see Maintenance Manual AM-AFM-050893-ENV, Section 02-06-00, Page 4 / 5

10. Air Speeds:

Design Speeds and Mach Numbers
Design Cruise Speed: V_c = 270 KIAS from sea level to 20 000 ft
and limiting Mach number above this altitude is M_c = 0.59.

Design Dive Speed: V_d = 324 KIAS from sea level to 16 800 ft
and the limiting Mach number above this altitude is M_d = 0.66.

Flap Design Speeds

Flaps (degrees)	Design speed (KIAS)	Remarks
12°	200	Take-off / Approach Climb
20°	180	Landing / Approach Climb
32°	160	Landing

Maximum Operating Limit Speeds V_{MO} / M_{MO}

V_{MO} = 270 KIAS from sea level to 20 000 ft
M_{MO} = 0.59 from 20 000 ft to 31 000 ft

Manoeuvring Speed V_A

V_A = 180 KIAS from sea level to 31 000 ft

Landing Gear Speeds

Landing gear operating speed V_{LO}: V_{LO} = 200 KIAS
Landing gear extended speed V_{LE}: V_{LE} = 200 KIAS

Rough Air Speeds V_{RA} / M_{RA}

V_{RA} = 185 KIAS	from sea level to 15 000 ft
V_{RA} = 200 KIAS	from 15 000 ft to 22 000 ft
M_{RA} = 0.46	from 22 000 ft to 31 000 ft

Max Tire Speed

The maximum tire speed is 165 KTS ground speed (190 mph)

11. Maximum Operating Altitude: 9 449 m (31 000 ft)

12. All-weather Capability: CAT II (see Note 5)

13. Maximum Weights:

(prior to incorp. of Mod 10)	Max Ramp Weight:	13 720 kg (30 247 lb.)
	Max Takeoff Weight:	13 640 kg (30 071 lb.)
	Max Landing Weight:	13 230 kg (29 167 lb.)
	Max Zero Fuel Weight:	12 260 kg (27 029 lb.)
(after modification by Mod 10, 20 and Mod 30)	Max Ramp Weight:	14 070 kg (31 019 lb.)
	Max Takeoff Weight:	13 990 kg (30 843 lb.)
	Max Landing Weight:	13 230 kg (29 167 lb.)
	Max Zero Fuel Weight:	12 610 kg (27 800 lb.)

14. Centre of Gravity Range:
For details refer to AFM No.: AM-AFM-050893-ENV, Section 02-03-00, pages 1/ 2

15. Datum:
For details refer to AFM No.: AM-AFM-050893-ENV, Section 01-02-00, Page 1

16. Mean Aerodynamic Cord: MAC at Station 9378
The MAC length is 2.037 m (80.20 in.)

17. Levelling Means: Levelling means and measuring marks are provided at the aircraft. The details of these marks by special rivets or drillings are shown and described in the levelling drawing and Weight & Balance Manual,
Doc. No. TM-WBM-190793-ENV.

18. Minimum Flight Crew: 2, (Pilot and Copilot)

19. Maximum Passenger
Seating Capacity: 33 Passengers (see Note 1)

20. Exits:

No	Type	Size
1	Entr. & Emerg. Exit Type II	1.700m x 0.700m (5ft 6.93in. x 2ft 3.56in.)
1	Service Door	1.250m x 0.508m (4ft 1.21in. x 1ft 8.00in.)
2	Emerg. Exits Type III	0.916m x 0.508m (3ft 0.06in. x 1ft 8.00in.)
1	Emerg. Exit Top Hatch	0.494m x 0.522m (1ft 7.45in. x 1ft 8.55in.)

21. Baggage / Cargo Compartments:

Class	Volume	Max. allowable Load
D (rear)	6.49 m^3 (229 ft^3)	750 kg (1,653 lb.)
Overhead Baggage Bins	0.98 m^3 (34.6 ft^3)	157 kg (347 lb.)

See Operating Instructions in Weight & Balance Manual, Document No. TM-WBM-190793-ENV

22. Wheels and Tyres:

Main Landing Gear: Each MLG incorporates twin 10 inch rims and 24 x 7.7 14 PR 190 mph bias ply tubeless tires
Nose Landing Gear: The NLG incorporates twin 8 inch rims and 19.5 x 6.75-8 10 PR 190 mph bias ply tubeless tires

IV. Operating and Service Instructions

(see Note 3)

1. Operating Instructions:
   a. Airplane Flight Manual, Document No. AM-AFM-050893-ENV
   b. Weight & Balance Manual, Document No. TM-WBM-190793-ENV
   c. Master Minimum Equipment List, Document No.: AM-MMEL-010410-EASA

2. Service Instructions:
   a. Aircraft Maintenance Manual, Document No. TM-AMM-190793-ENV
   b. Service Letters and Service Bulletins
      (see Publication Index Chapter 3, Document No. For each SB/SI etc.)
   c. Airworthiness Limitation, Document No. TM-ALD-010693-ALL
   d. Ground Handling Service Info. Manual, Document No. TM-GHSIM-301093-ALL
   e. Structural Repair Manual, Document No. TM-SRM-300493-ALL
   f. Aircraft Illustrated Parts Catalogue, Document No.: TM-AIPC-170993-ENV
   g. Wiring Manual, Document No. TM-WM-300493-ENV
   h. Maintenance Review Board Report, Document No. TM-MRB-010693-ALL
   i. Certification Maintenance Requirements, Document No. TM-CMR-010793-ALL

II.Notes

1. Cabin Interior and Seating Configuration:
   Approved cabin layouts might not include passenger provisions. Carriage of persons in the cabin is only permitted when an approved seating arrangement and related required passenger provisions are incorporated in accordance with the Joint Type Certification basis.

2. Ditching Provisions:
   Compliance with operational ditching requirements of JAR 25.801, JAR 25.1411 and JAR 25.1415 has not been shown.

3. Current Issue of LBA/EASA Approved Documents:
   The current issue of LBA/EASA approved documents, including applicable temporary AFM revisions, have to be used for safe operation of the airplane. Preceding issues of LBA approved documents become invalid with the approval date of a new issue, amendment, or revision.

4. JAA Equivalent Safety:
   Direct compliance with JAR 25.161 (d) has been shown for aircraft modified by modifications summarized in Model Modification DO 328-100, Mod 10, 20 and Mod 30.

5. Airworthiness Approval for CAT II:
   The airborne instruments and equipment meet the performance and design standards of the JAA Joint Certification basis as defined in CRI A-1.1, Issue 7.
   Compliance with the standards referenced above, does not constitute approval to conduct CAT II operations.

6. Model Modification:
   A Model Modification is identified by Dornier 328-100 Mod YY. A Mod identifies an aircraft model in which a specific number of dedicated type design changes, summarized in Change Notices, have been incorporated. A Mod is an engineering designation, also used to define effectivities within the operational documentation.
   On request of the manufacturer, all information for operation of the Dornier 328-100, „Mod. 00“ airplanes have been removed from the LBA approved Flight Manual.
   Therefore, the operation, production and modification into the model modification Dornier 328-100, „Mod. 00“ is no longer permitted.
   Note: All delivered airplanes of model modification Dornier 328-100, „Mod. 00“ have been modified into airplanes of approved model modification Dornier 328-100, „Mod. 10“ or „Mod. 20“.

7. Applicable Serial Numbers:

The section A of this TCDS and related type certificate is applicable to all 328-100 aircraft serial numbers produced in accordance with the approved type design. The following serial numbers are declared Non-TC compliant aircraft and excluded from the TCDS due to production details and known non-conformities:

A. Former test aircraft S/No's.: 3001, 3002, 3003, 3004
B. Known destroyed aircraft: 3009, 3037, 3048, 3054, 3107

Note: Parts and appliances of aircraft involved in accidents or damaged beyond economical repair at the time of the occurrence must not be used on 328 aircraft that are released to service in accordance with this TCDS unless they receive a renewed airworthiness review certificate by the TC-holder.

SECTION 3: DORNIER 328-300

I. General

1. Type / model: DORNIER 328-300

2. JAA Certification
Application Date: 27 November 1996

3. EASA Certification Date: 6 July 1999
(JAA Certification
Recommendation Date: 6 July 1999)

II. Certification Basis

1. Reference Application
for National Certification: not applicable

2. National Certification Date: not applicable

3. National Certification Basis: not applicable

4. JAA Airworthiness
Requirements: JAR 25, Large Aeroplanes
Change 14, Amendment 25/96/1 (27.11.1996)
JAR-AWO at Change 2, (effective 01.08.96)
JAR 1, Definitions Change 5 (15.07.1996)

5. Special Conditions

INT/POL/25/2	Protection from Effects of HIRF
INT/POL/25/3	Lighting Protection, Direct Effects
INT/POL/25/4	Lightning Protection Indirect Effects
INT/POL/25/5	Accelerate-Stop Distances and related Performances
INT/POL/25/6	Worn Brakes
INT/POL/25/8	Yawing Manoeuvring Conditions
INT/POL/25/9	Fuel Tank Crashworthiness
CRI B-1.1	Reference Stall Speed
CRI B-1.3	Accelerate-Stop Distance Criteria
CRI B-1.5	Function and Reliability Testing
CRI B-1.6	Steep Approach Landing
CRI C-1.3	Interaction of Systems and Structure
CRI D-1.4	Flap Gates
CRI D-4.2	Aeroplane Wheels and Wheel-Brakes Assembly
CRI D-7(PTC)	Bullet Proof Cockpit Door
CRI F-1.4	Barometric Scales

	CRI H-1	ICA for Electrical Wiring Interconnection System (EWIS)
	CRI F-1.06	(PTC) Non-rechargeable Lithium Battery Installations, *effective for changes applied for after 01 July 2019*

Additional National Requirement for TC Issuance:	CRI A-2	ANDRs and ANAR's for TC
6. JAA Exemptions:	CRI F-3.1	Exemption from JAR 25.1439(b), 25.1441 (a), 25.1447 (b) and (c) Oxygen Requirements
	Note:	Compliance must be shown prior to national operational approvals.
7. Deviations:		
	CRI F-104	ADS-B Out Extended Squitter Installation
8. Equivalent Safety Findings:	CRI D-2.1	Lavatory Fire Protection (JAR 25.854 (a))
	CRI F-2.1	Hydraulic System Static Test, (JAR 25.1435 (b)(1))
	CRI D-5 (PTC)	Emergency Exit Marking JAR 25.811 (f)(3)
	CRI E-4.4(PTC)	Fuel Tank Expansion Space JAR 25.969
	CRI D-2.2(PTC)	Towbarless Towing (CS 25.745(d)(1))

9. JAA Environmental Standards:

Aircraft Noise:	ICAO Annex 16, Volume I, Aircraft Noise, Third Edition, July 1993, Chapter 3
Aircraft Engine Emissions:	ICAO Annex 16, Volume II, Aircraft Engine Emissions, Second Edition, July 1993, Part III, Chapter 2

10. Operational Suitability Data Standards:

OSD MMEL certification basis:	JAR MMEL Subpart A & B, Amendment 1

III. Technical Characteristics and Operational Limitations

1. Type Design Definition:	Document No. TD-F0300 plus Change Notice CN-F0038 plus Change Notice CN-F0039
2. Description:	Type Design Configuration Document No.: AVS 001D 000 A0110 000B

3. Equipment: Equipment Register Document No.: TD-34000-F0

4. Dimensions:
Span: 20.976 m (68ft 10 in)
Length: 21.284 m (69ft 10 in)
Height: 7.239 m (23ft 09 in)
Wing Area: 40.00 m^2 (430.50 ft^2) (TOTAL AREA)

5. Engines: 2 Engines
Pratt & Whitney Canada Inc.
Model: PW 306B
JAA Data Sheet No.: JAA / E / 99-022

Engine Limits: For details refer to AFM No.:
AM-AFM-050599-ENV, Section 02-06-00, Page 1

6. Auxiliary Power Unit (APU): Allied Signal Engines (Garrett APU Div.)
Model: 36-150 [DD], LBA TCDS 6605.

For details refer to AFM No.:
AM-AFM-050599-ENV, Section 02-06-00, Page 6

7. Propellers: Not Applicable

8. Fluids (Fuel/Oil/Additives): See Maintenance Manual, Doc. No.:
TM-AMM-010399-ENV and
AM-AFM-050599-ENV, Section 02-06-00, Pages 5 / 8

8. Fluid capacities:

OIL CAPACITY PER ENGINE		
OIL TANK	TOTAL OIL TANK	MIN OIL TANK QTY
LITERS	8.00	3.0
US GALLONS	2.11	0.79

Fuel density: 0.796 Kg/L = 6.643 lb. per US gal, ISA

MAX USABLE FUEL TANK CAPACITY Basic Version						
	INNER WING TANK	OUTER WING TANK	FEEDER TANK	EACH WING TANK GROUP TOTAL	TOTAL FUEL QUANTITY	
					Gravity Refuelled or Manual Pressure Refuelled	Automatic Pressure Refuelled
POUNDS	2 349.6	1 447.5	187.9	3 985.0	7 970.0	7 800.0
KILOGRAMS	1 065.8	656.7	85.0	1 807.5	3 615.0	3 538.0
US GALLONS	353.7	217.9	28.3	599.9	1 200.0	1 174.0

Extended Range Version						
	Front Aux Tank	LH Aft Aux Tank	RH Aft Aux Tank	Aux Tank Group Total	Both Wing Tank Groups Total	Total Fuel Quantity
POUNDS	1052.9	1017.9	1017.9	3088.7	7 970.0	11058.7
KILOGRAMS	477.6	461.7	461.7	1401.0	3 615.0	5016.0
US GALLONS	158.5	153.2	153.2	464.9	1 200.0	1664.9

For details see Maintenance Manual TM-AMM-010399-ENV and AM-AFM-050599-ENV, Section 02-06-00, Page 5 / 8, and AFM Supplement 10.

10. Air Speeds:

Design Speeds and Mach Numbers

Design Cruise Speed
V_c = 270 KIAS from sea level to 8 000 ft increasing linearly to 300 KIAS at 10 000 ft,
V_c = 300 KIAS from 10 000 ft to 20 700 ft,
and the limiting Mach number above this altitude (up to 35000ft, see Note 5)
is M_c = 0.66.

Design Dive Speed
V_d = 324 KIAS from sea level to 5 000 ft increasing linearly to 354 KIAS at 7 000 ft,
V_d = 354 KIAS from 7 000 ft to 17 700 ft,
and the limiting Mach number above this altitude (up to 35000ft, see Note 5)
is M_d = 0.73.

Maximum Flap Extended Speeds (V_{FE})

Flaps (degrees)	Flap Speed (KIAS)	Remarks	
12°	200	Take-off	„Basis“
12°	205	Take-off	„Mod 10“
20°	180	Approach	
32°	160	Landing	

Maximum Operating Limit Speed V_{MO}/M_{MO}
V_{MO} = 270 KIAS from sea level to 8 000 ft increasing linearly to
V_{MO} = 300 KIAS at 10 000 ft
V_{MO} = 300 KIAS from 10 000 ft to 20 700 ft = V_C
M_{MO} = 0.66 from 20 700 ft to 31 000 ft
M_{MO} = 0.66 at 31000 ft decreasing linearly to
M_{MO}= 0.64 at 35000 ft (see Note 5)

Manoeuvring Speed V_A
V_A = 190 KIAS from sea level to 35 000 ft (see Note 5)

Landing Gear Speeds

Landing gear operating speed V_{LO}:
V_{LO} = 200 KIAS from sea level to 18 000 ft

Landing gear extended speed V_{LE}:
V_{LE} = 200 KIAS from sea level to 18 000 ft

Rough Air Speeds V_{RA} / M_{RA}
V_{RA} = 200 KIAS from sea level to 26 200 ft
M_{RA} = 0.5 from 26,200 ft to 35 000 ft (see Note 5)

Max Tire Speed
The maximum tire speed is 180 KTS ground speed (210 mph)

11. Maximum Operating
Altitude: 9 449 m (31 000 ft)
10 668 m (35 000 ft) (see Note 5)

12. All-weather Capability: CAT II
(see Note 6)

13. Maximum Weights: „Basic“ and *"Extended Range"*

Max Ramp Weight:	15 350 kg (33 841 lb.)
Max Takeoff Weight:	15 200 kg (33 510 lb.)
Max Landing Weight:	14 090 kg (31 063 lb.)
Max Zero Fuel Weight:	12 610 kg (27 800 lb.)

Maximum Weights: „Mod 10“ and *"Extended Range"*

Max Ramp Weight:	15 780 kg (34 789 lb.)
Max Takeoff Weight:	15 660 kg (34 524 lb.)
Max Landing Weight:	14 390 kg (31 724 lb.)
Max Zero Fuel Weight:	13 070 kg (28 814 lb.)

14. Centre of Gravity Range:

For details refer to AFM No.: AM-AFM-050599-ENV, Section 02-03-00, page 4.
For *"Extended Range"* refer to AFM Supplement 010, Section 07-02-00, page 2.

15. Datum:

For details refer to AFM No.: AM-AFM-050599-ENV, Section 01-02-00, page 1.

16. Mean Aerodynamic Cord (MAC):

MAC at Station 9378
The MAC length is 2.037 m (80.20 in.).

17. Levelling Means:

Levelling Means and the measuring marks are provided at the aircraft. The details of these marks by special rivets or drillings are shown and described in the levelling drawing and Weight & Balance Manual, Document No. TM-WBM-010399-ENV.

18. Minimum Flight Crew: 2 (Pilot and Copilot)

19. Maximum Passenger Seating Capacity: 33 Passengers on approved seats + 3 infants younger than two years occupying a seat together with an adult (see Note 1 and Note 7).

20. Exits:

No	Type	Size
1	Entrance & Emerg. Exit Type II	1.700 m x 0.700 m (5ft 6.93 in. x 2ft 3.56 in.)
1	Service Door	1.250 m x 0.508 m (4ft 1.21 in. x 1ft 8.00 in.)
2	Emerg. Exits Type III	0.916 m x 0.508 m (3ft 0.06 in. x 1ft 8.00 in.)
1	Emerg. Exit Top Hatch	0.494 m x 0.522 m (1ft 7.45 in. x 1ft 8.55 in.)

21. Baggage / Cargo Compartments:

Class	Volume	Max. allowable Load
D (rear)	6.49 m^3 (229 ft^3)	750 kg (1,653 lb.)
Overhead Baggage Bins	0.98 m^3 (34.6 ft^3)	157 kg (347 lb.)

See Operating Instructions in Weight & Balance Manual, Document No. TM-WBM-190793-ENV

22. Wheels and Tyres:

Main Landing Gear:	Each MLG incorporates twin 14 inch rims and 25.75 x 6.75-14 210 mph bias ply tubeless tires
Nose Landing Gear:	The NLG incorporates twin 8 inch rims and 19.5x6.75-8 10PR 210 mph bias ply tubeless tires

IV. Operating and Service Instructions

(see Note 3)

1. Operating Instructions
   a. Airplane Flight Manual, Document No. AM-AFM-050599-ENV
   b. Weight & Balance Manual, Document No. TM-WBM-010399-ENV
   c. Master Minimum Equipment List, Document No.: AM-MMEL-010412-EASA

2. Service Instructions
   a. Aircraft Maintenance Manual, Document No. TM-AMM-010399-ENV
   b. Service Letters and Service Bulletins
      (see Publication Index Chapter 3, Document No. For each SB/SI etc.)
   c. Airworthiness Limitation Document No. TM-ALD-010599-ALL
   d. Ground Handling Service Info. Manual, Document No. TM-GHSIM-010399-ENV
   e. Structural Repair Manual, Document No. TM-SRM-010399-ENV
   f. Aircraft Illustrated Parts Catalogue, Document No.: TM-AIPC-010399-ENV
   g. Wiring Manual, Document No. TM-WM-010399-ENV
   h. Maintenance Review Board Report, Document No. TM-MRB-010599-ALL
   i. Certification Maintenance Requirements, Document No. TM-CMR-010599-ALL

V. Notes

1. Cabin Interior and Seating Configuration
   Approved cabin layouts might not include passenger provisions. Carriage of persons in the cabin is only permitted when an approved seating arrangement and related required passenger provisions are incorporated in accordance with the Joint Type Certification basis.

2. Ditching Provisions:
   Compliance with operational ditching requirements of JAR 25.801, JAR 25.1411 and JAR 25.1415 has not been shown.

3. Current Issue of LBA Approved Documents:
   The current issue of LBA/EASA approved documents, including applicable temporary revisions, have to be used for safe operation of the airplane. Preceding issues of LBA approved documents become invalid with the approval date of a new issue, amendment, or revision.

4. Model Modification:
   A Model Modification is identified by Dornier 328-300 Mod YY. A Mod identifies an aircraft model in which a specific number of dedicated type design changes, summarized in Change Notices, have been incorporated. A Mod is an engineering designation, also used to define effectivities within the operational documentation.
   Note: With Change Notice CN-F0053 a MTOW increase (referred to as „Mod 10“) of the Dornier 328-300 (referred to as „Basis“) has been introduced as Dornier 328-300 Mod 10. All data in this Data Sheet are valid for Dornier 328-300 as well as for the Dornier 328-300 Mod 10 unless otherwise stated.
   Serial numbers for Mod. 10: 3145, 3147, 3149, 3150, 3155, 3156, 3157, 3160 and subsequent.

5. Extension of Max Operating Altitude
   With Change Notice CN-F0004 the Option 020F005 (Extension of max. Operating Altitude from 31000 ft to 35000ft) under consideration of PTC CRI G-2.1 has been introduced.

6. Airworthiness Approval for CAT II:
   With Change Notice CN-F0013 the Option 020F006 (Approach Mode ILS CATII) has been introduced. The airborne instruments and equipment meet the performance and design standards of the JAA Joint Certification basis.
   Compliance with the standards referenced above, does not constitute approval to conduct CAT II operations.

7. Airworthiness Approval for Extended Range Operation:
   With Change Notice CN-F0005 the Option 033F003 (Extended Range) and with CN-F0564 the Option 033F011 (Extended Range with Stand Alone Fuel Leveling and Gauging) have been introduced.
   The extended range options are valid for 328-300 and 328-300 Mod 10.

8 Applicable Serial Numbers:
   The section B of this TCDS and related type certificate is applicable to all 328-300 aircraft serial numbers produced in accordance with the approved type design. The following serial numbers are declared Non-TC compliant aircraft and excluded from the TCDS due to production details and known non-conformities:
   A. Former test aircraft S/No’s.: 3002, 3099, 3102
   B. Known destroyed aircraft: 3105, 3184

   Note: Parts and appliances of aircraft involved in accidents or damaged beyond economical repair at the time of the occurrence must not be used on 328 aircraft that are released to service in accordance with this TCDS unless they receive a renewed airworthiness review certificate by the TC-holder.

SECTION 4: ADMINISTRATIVE

I. Acronyms and Abbreviations

N/A

II. Type Certificate Holder Record

	Dornier Luftfahrt GmbH LBA Approved Design Organisation Certificate No.: LBA.JA.002 D-82230 Wessling Federal Republic of Germany
08th August 2000 – *27th July 2003:*	Fairchild Dornier GmbH LBA DOA Certificate No.: LBA.JA.002 D-82230 Wessling Federal Republic of Germany
28th July 2003 - *06 June 2006:*	AvCraft Aerospace GmbH LBA DOA Certificate No.: LBA.JA.002 D-82231 Wessling Federal Republic of Germany
07 June 2006: *09 November 2017*	328 Support Services GmbH *P.O. Box 1252* D-82231 Wessling Federal Republic of Germany
Since 10 November 2017:	328 Support Services GmbH DOA Certificate No. EASA.21J.438 Sonderflughafen Oberpfaffenhofen D-82231 Wessling Germany
Contracted DOA Holder: *Since 07 June 2006*	GCT Design Organisation GmbH DOA Certificate No. EASA.21J.033 Sonderflughafen Oberpfaffenhofen Geb. 335 D-82234 Wessling Germany
Since 01 August 2011:	328 Design GmbH DOA Certificate No. EASA.21J.438 Sonderflughafen Oberpfaffenhofen D-82234 Wessling Germany
Since 10 November 2017:	Not applicable

III. Manufacturer Record

	Dornier Luftfahrt GmbH LBA Approved Production Organisation Certificate No.: LBA.G.002 D-82230 Wessling Federal Republic of Germany
08th August 2000 – *30th June 2003*	Fairchild Dornier GmbH LBA Approved Production Organisation Certificate No.: LBA.G.0002 D-82230 Wessling Federal Republic of Germany
01st July 2003 - *04 July 2006*	AvCraft Aerospace GmbH LBA Approved Production Organisation Certificate No.: LBA.G.0002 D-82231 Wessling Federal Republic of Germany
Since 04 July 2006 :	328 Support Services GmbH POA Certificate holder No. : DE.21G.0002 P.O. Box 1252 D-82231 Wessling Federal Republic of Germany

III.Change Record

Issue	Date	Changes	TC issue
Issue 01	07/06/2006	Initial Issue	Initial Issue, 18/03/2010
Issue 02	18/03/2010	CRIs inserted Certain S/Ns removed	18/03/2010
Issue 03	26/01/2011	CRI listing sorted D328-100 (page 8) CRI H-1 added for D328-300 (page 17)	18/03/2010
Issue 04	01. Aug 2011	Contracted DOA Organisation Changed	18/03/2010
Issue 05	28. Nov 2016	EASA OSD data added, MMEL revised (page 7,11,14,19)	18/03/2010
Issue 06	21. Feb 2018	Contracted DOA Organisation removed, TC holder address updated (pages 1, 4 and 21) CRI F-1.05 added for D328-100 (page 6) ESF CRI D-2.2 added to 328-100 (page 6) and 328-300 (page 14) Section 7. Deviations: CRI F-104 added (pages 6 and 14) Section II for 328-100 and 328-300 renumbered Agreements to use Additional Acceptable Means of Compliance deleted for 328-100 (page 6) and 328-300 (page 14) Destroyed aircraft MSN added for 328-300 (page 19). Related note revised (pages 12 and 19).	18/03/2010
Issue 07	01. Jul 2019	CRI F-1.06 (PTC) Non-rechargeable Lithium Battery Installations, effective for changes applied for after 01 July 2019 added for both 328-100 (page 6) and 328-300 (page 14). “Special Condition applied to post TC Modifications” – subsection title deleted and Special condition CRIs moved under “5. Special Conditions” (page 6).	18/03/2010

-END-