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[4910-13-P]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2025-5401; Project Identifier MCAI-2025-01313-A; Amendment 39-23525; AD 2026-24-01]

RIN 2120-AA64

Airworthiness Directives; General Atomics AeroTec Systems GmbH (Type Certificate Previously Held by RUAG Aerospace Services GmbH) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all General Atomics AeroTec Systems GmbH (General Atomics) Model Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212 airplanes. This AD was prompted by reports of specific part-numbered hydraulic pump motors becoming severely damaged by excessive heat. This AD requires replacing the affected hydraulic pump motor with an improved design hydraulic pump motor. This AD also prohibits installing an affected hydraulic pump motor on any airplane. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2025-5401; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and

other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329-4059; email: doug.rudolph@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all General Atomics Model Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212 airplanes. The NPRM was published in the *Federal Register* on January 5, 2026 (91 FR 205). The NPRM was prompted by AD 2025-0172, dated August 4, 2025 (EASA AD 2025-0172) (also referred to as the MCAI), issued by the European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union. The MCAI states that several occurrences were reported where the hydraulic pump motor became severely damaged by excessive heat. The MCAI further states that it was determined that carbon brushes installed on the affected hydraulic pump motor were the root cause of the failures. This condition, if not corrected, could lead to an uncontained fire, possible injury to passengers and crew, and consequent loss of control of the airplane.

In the NPRM, the FAA proposed to require replacing the affected hydraulic pump motor with an improved design hydraulic pump motor. The proposed AD also prohibits installing an affected hydraulic pump motor on any airplane. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at regulations.gov under Docket No. FAA-2025-5401.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from two commenters. The commenters were Bighorn Airways (Bighorn) and Consolidated Aircraft Supply Company, Inc. (Consolidated Aircraft). The following presents the comments received on the NPRM and the FAA's response to each comment.

Request to Withdraw the NPRM

Bighorn requested that the FAA withdraw the NPRM since it has not encountered the unsafe condition addressed by the NPRM. Bighorn based its request on its extensive operational experience of a multi-airplane fleet with over 14,000 hours.

The FAA disagrees with the request to withdraw the NPRM. The condition is based on data extrapolated from the worldwide fleet by EASA and the type certificate holder and confirmed by the FAA. The FAA has determined that this condition is unsafe and could exist or develop on other airplanes of the same type design. The FAA did not change this AD as a result of this comment.

Request to Withdraw the NPRM

Consolidated Aircraft stated that it has not experienced high motor failures in other motor assembly types with the 1259A motor.

The FAA infers that the commenter wants the NPRM withdrawn and disagrees to withdraw the NPRM based on other motor assembly types not having the same failure issues. Service history of the motor assemblies on the affected airplanes reveals failure issues. Therefore, an unsafe condition exists or could develop on other airplanes of this same type design that must be addressed by AD action. If other motor assemblies develop

a similar condition, the FAA will consider additional rulemaking action. The FAA did not change this AD as a result of this comment.

Request to Redefine the Actions of AD

Consolidated Aircraft disagreed with changing the part number of the pump motor as required per the service material. Consolidated Aircraft stated that this limits available support, which affects safety. Additionally, Consolidated Aircraft stated that changing the base part number prevents unmodified hydraulic pump motors from being installed, but pointed out that this could have been done by adding a dash to the base number of the old part number.

The FAA disagrees with this comment. The type certificate holder chose to change the part number of the modified pump motor after modification per their procedures to address this unsafe condition. The FAA will consider alternative methods of compliance (AMOCs) to address this differently if the AMOCs are submitted following paragraph (i) of this AD. Therefore, the FAA did not change this AD as a result of this comment.

Request to Extend the Compliance Time

Bighorn requested that the FAA revise the compliance time in paragraph (g), "Required Actions" of the proposed AD, from 200 hours time-in-service (TIS) to 600 hours TIS. The commenter stated that this interval should coincide with the next overhaul of the hydraulic pump motor to reduce the burden of an additional compliance time for replacing the hydraulic pump motor.

The FAA disagrees with the request to extend the compliance time. In developing an appropriate compliance time for this action, the FAA considered the recommendations of the manufacturer and EASA, the risk associated with the subject unsafe condition, the availability of required parts, and the practical aspect of accomplishing the required modification within a period of time that corresponds to the normal scheduled maintenance

for most affected operators. According to the manufacturer, an ample number of required parts will be available to modify the U.S. fleet within the proposed compliance time. In consideration of these items as well as the reports of severely heat damaged hydraulic pump motors, the FAA has determined that the 200-hour TIS compliance time is necessary to provide an acceptable level of safety. The FAA did not change this AD as a result of this comment.

Request to Mandate Removal Time

Consolidated Aircraft requested that the FAA add a mandatory removal time for overhaul of the hydraulic pump assembly in the NPRM.

The FAA disagrees with adding a mandatory removal time for overhaul of the hydraulic pump assembly in the NPRM. Per data supplied by the type certificate holder, the motor of the pump assembly is the focus of the unsafe condition and thus the replacement of the motor per paragraph (g) of this AD is the action that addresses the unsafe condition. The pump part of the assembly is replaced on condition as opposed to a time limit replacement schedule.

Request to Require Pump Part Numbers

Consolidated Aircraft stated that it often receives the pump for overhaul, separate from the motor, resulting from extensive wear.

The FAA infers that the commenter wants the FAA to include the part numbers of the pump in the Applicability of this AD. Although there may be signs of extensive wear on the pumps of hydraulic pump assemblies, the pump motor of the assembly is specifically the focus of the MCAI and this AD. The FAA has no data, including nothing from the type certificate (TC) holder, that indicates that wear on the pumps leads to pump motor issues on affected airplanes, so the hydraulic pump part numbers are not included within the scope of the MCAI and this AD. The TC holder has not identified any

instances or reports of extensive wear in these pumps. The FAA did not change this AD as a result of this comment.

Request to Add Time Between Overhaul (TBO) for Hydraulic Pump Motor and Pump/Motor Assembly

Consolidated Aircraft asked if the hydraulic pump motor [part number 1259A], and pump/motor assembly, part numbers 40178-02 and -03, have a TBO.

The FAA has confirmed there is no TBO for the hydraulic pump motor addressed by this AD, which is part number 1259A. This AD does not address the hydraulic pump/motor assembly. The FAA did not change this AD as a result of this comment.

Concern Not to Allow Pilots to Handle Tripped Circuit Breakers

Consolidated Aircraft expressed concern about the possibility that pilots having less training could incorrectly handle a hydraulic pump motor circuit breaker when it trips and mentioned that if it does trip, there should be no resetting but instead to tow the airplane if necessary.

It is common airmanship for pilots to be trained to handle not resetting the circuit breaker unless it is deemed necessary. This situation is also addressed in the "Pilot's Operating Handbook." There is no additional need to include pilot actions for tripped circuit breakers within this AD. The FAA did not change this AD as a result of this comment.

Request to Include the Pump Assembly in the AD Applicability

Consolidated Aircraft stated that motor and pump serial numbers are sequential when produced and that traceability of the pump assembly is lost when the pairing of the pump assemblies and hydraulic pump motors are changed.

The FAA infers that the commenter wants the FAA to include the pump assembly in the Applicability of this AD. The FAA disagrees with including the pump assembly in the Applicability of this AD. Since there is no data indicating a safety risk with the pump

assemblies paired with the hydraulic pump motors, the FAA has determined that the unsafe condition is only on the pump motor. The FAA did not change this AD as a result of this comment.

Request to Include a Placard in the Cockpit

Consolidated Aircraft requested that the FAA require a placard in the cockpit for pilots to have an observable message regarding the hydraulic pump motor duty cycle.

The FAA disagrees with requiring a placard. Since the pump assembly and the hydraulic pump motor do not continuously operate and are not used more than specified, there would be no need for an additional placard in the cockpit. The FAA did not change this AD as a result of this comment.

Request to Allow FAA-approved Repair Stations to Complete the Modification

Consolidated Aircraft requested that FAA-approved repair stations be allowed to complete the modification to the hydraulic pump motor assembly.

The FAA infers that the commenter is wanting to modify the internal components of the old motor part number (P/N) 1259A to make it a new P/N A-752511A00B. The FAA disagrees. Currently the General Atomics service bulletin (SB) states to contact the company for a slot for modification of the pump motor to make it a new part number motor or exchange old part number motor for the new part number motor. The SB and this AD do not allow the modification/re-identification of these motors by non-company outside sources. The repair station can still modify the hydraulic pump assembly per General Atomics AeroTec Dornier 228 Service Bulletin No. SB-228-360, Rev. 0. The FAA did not change this AD as a result of this comment.

Conclusion

These products have been approved by the civil aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, that authority has notified the

FAA of the unsafe condition described in the MCAI referenced above. The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Costs of Compliance

The FAA estimates that this AD affects 16 airplanes of U.S. registry.

The FAA estimates the following costs to comply with this AD:

Estimated costs

Action	Labor Cost	Parts Cost	Cost per product	Cost on U.S. operators
Replace hydraulic pump motor	3 work-hours x $85 per hour = $255	$8,900	$9,155	$146,480

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

(1) Is not a "significant regulatory action" under Executive Order 12866,

(2) Will not affect intrastate aviation in Alaska, and

(3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39 - AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by adding the following new airworthiness directive:

2026-24-01 General Atomics AeroTec Systems GmbH (Type Certificate Previously Held by RUAG Aerospace Services GmbH): Amendment 39-23525; Docket No. FAA-2025-5401; Project Identifier MCAI-2025-01313-A.

(a) Effective Date

This airworthiness directive (AD) is effective [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

(b) Affected ADs

None.

(c) Applicability

This AD applies to all General Atomics AeroTec Systems GmbH (type certificate previously held by RUAG Aerospace Services GmbH) Model Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212 airplanes, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2913, Hydraulic Pump, (Elect/Eng), Main.

(e) Unsafe Condition

This AD was prompted by reports of several occurrences of hydraulic pump motors becoming severely damaged by excessive heat. The FAA is issuing this AD to prevent the overheating of the hydraulic pump motor. The unsafe condition, if not addressed, could result in an uncontained fire, possible injury to passengers and crew, and loss of control of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

For airplanes with an installed hydraulic pump motor having part number (P/N) 1259A, within 200 hours time-in-service of the hydraulic pump motor (for airplanes equipped with a hydraulic system elapsed time indicator), or 600 landings (for airplanes not equipped with a hydraulic system elapsed time indicator), as applicable, after the effective date of this AD, replace the hydraulic pump motor with a hydraulic pump motor having P/N A-752511A00B.

Note to paragraph (g): General Atomics AeroTec Dornier 228 Service Bulletin No. SB-228-360, Rev. 0, dated May 28, 2025, contains information related to this AD.

(h) Installation Prohibition

As of the effective date of this AD, do not install a hydraulic pump motor having P/N 1259A on any airplane.

(i) Alternative Methods of Compliance (AMOCs)

The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (j)(1) of this AD and email to: AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(j) Additional Information

(1) For more information about this AD, contact Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329-4059; email: doug.rudolph@faa.gov.

(2) For material identified in this AD that is not incorporated by reference, contact General Atomics AeroTec Systems GmbH, Galileostraße 396, D-82131 Gauting, Germany; phone: +49 8153 302280; email: custsupport.dornier228@ga-ats.com; website: ga-ats.com/.

(k) Material Incorporated by Reference

None.

Issued on November 17, 2026.

Steven W. Thompson,
Acting Deputy Director, Compliance & Airworthiness Division,
Aircraft Certification Service.
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