Aircraft Profile Dornier - DO 328 – Turboprop

Manufacturer	**Dornier / Germany**
Type	**DO 328**
Model	**Initial 328 100** **Variant 110 – Standard 328 with greater range and weights**
Production Period	**1991 – 1998**
Description	**STOL paved & unpaved** **Best certified cross-wind in its class (+30 kn)** **Pressurized 6,75 psi Sea Level Cabin Altitude 16,029 ft/ 4,886 m** **Excellent cruise & climb capabilities** **Standup cabin 1.87 m**
Configuration	**2 Pilots – 1 Steward - 32 Pax**
Standard	**Passenger / Galley / Lavatory / Flight Attendant Seat**
Alternative	**Light Cargo, non-palletized possible**
	MEDEVAC

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Certifications	**JAR-OPS1 / CAT II Approach / Steep Approach / 31,000 ft**
Power Plant	**Pratt & Whitney / Canada**
	PW 119 B take-off power 2 x 2,180 SHP
Propellers	**Hartzell 6-blade**
Overhaul Interval	**6,000 hrs**
Landing Gear	
Overhaul Interval	**22,000 C or 10 years**
Certified Operating Weights	**Pounds / Kilos**
Max Ramp	**31,019 | 14,070**
Max Take-off	**30,843 | 13,990**
Max Landing	**29,167 | 13,230**
Max Zero Fuel	**27,800 | 12,610**
Max Payload	**100: LBS | KG 110: 6,843 LBS | 3,104 KG**
Cargo Layout	**Aft1: bulk 400 kg max Aft2: bulk 350 kg max**
Fuel System	**Usable fuel capacity: 4,542 liters in wing and feeder tanks** **Each wing tank: inner cap. 826 l Each feeder tank: 104 l** **Fuel quantity calibrated in Kg - Conversion to Lb possible**
Avionics	**Honeywell Primus 2000** **EFIS, EICAS, 5 CRT's (7 c 8 in), Flight Management System, Dual Primus II Integrated Radio System, Dual Integrated Avionics Computer, Automatic Flight Control System, Dual Digital Air Data Reference Unit, Dual Altitude and Heading Reference System, Primus 660 Weather Radar, Mode S Transponder, Fault Recording, Traffic Alert and Collision Avoidance System (TCAS 2000), Enhanced Ground Proximity Warning System (EGPWS) with Wind Shear Detection & Guidance**
Optional Equipment	**Allied-Signal GTCP 36-150 APU, Ground Spoiler, 5% Engine Thermodynamic Power Increase (PW 119C), FL 310, RVSM Compliance, Steep Approach Supplement GPS with Non Precision Approach Primus 870 Weather Radar, HF, CAT II Approach, 2nd Radar Altimeter, 2nd Mode S transponder, Enhanced Ground Proximity Warning System (EGPWS)**

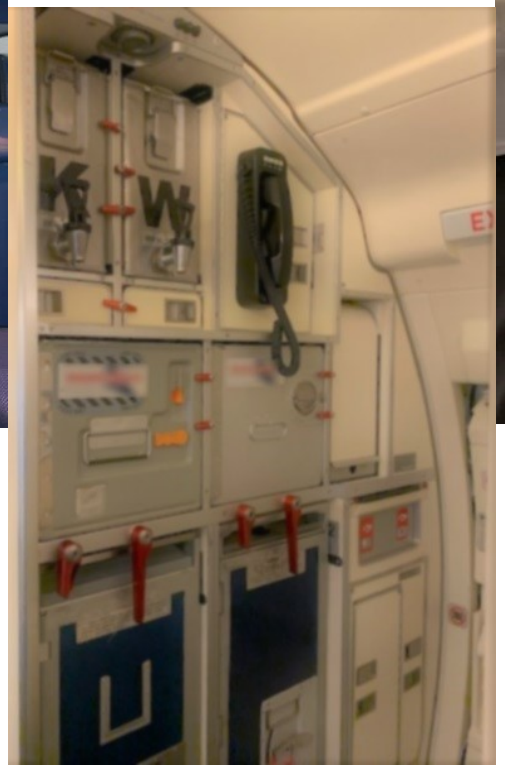
Maintenance	**328 Support Services – Oberpfaffenhofen / Germany**
Major Maintenance Intervals	**Flight Hours / Month**
	Line Check 60 FH |15 days
	A1 Check 500 FH | 7.5 month
	A2 Check 1,000 FH | 15 month
	A3 Check 1,500 FH | 30 month
	A4 Check 2,000 FH | 60 month
	A5 Check 2,500 FH | 120 month
	C1 Check 5,000 | 30
	C2 Check 10,000 | 60
	C3 Check 15,000 | 90
	C4 Check 20,000 | 120
APU	**actual hours 260**
APU LLP's	**Compressor Rotor 100,000 APU Hrs**
	Turbine Rotor 10,000 APU Hrs
Borescope Interval	**Combustion Chamber 5,000 APU Hrs**
Performance	
Take-off	**1,088 m | 3,570 ft**
Landing	**1,075 m | 3,525 ft MLW** **645 m | 2,115 ft**
Rate of Climb	**628 m | 2,060 ft/min**
Max Cruise Speed (95% MTOW)	**335 kts | 386 mi | 620 km/h**
Service Ceiling Single Engine (95% MTOW)	**4,746 m | 15,570 ft**
Range	**100: 1,852 km | 1,000 NM 110: 2,590 km | 1,400 NM**

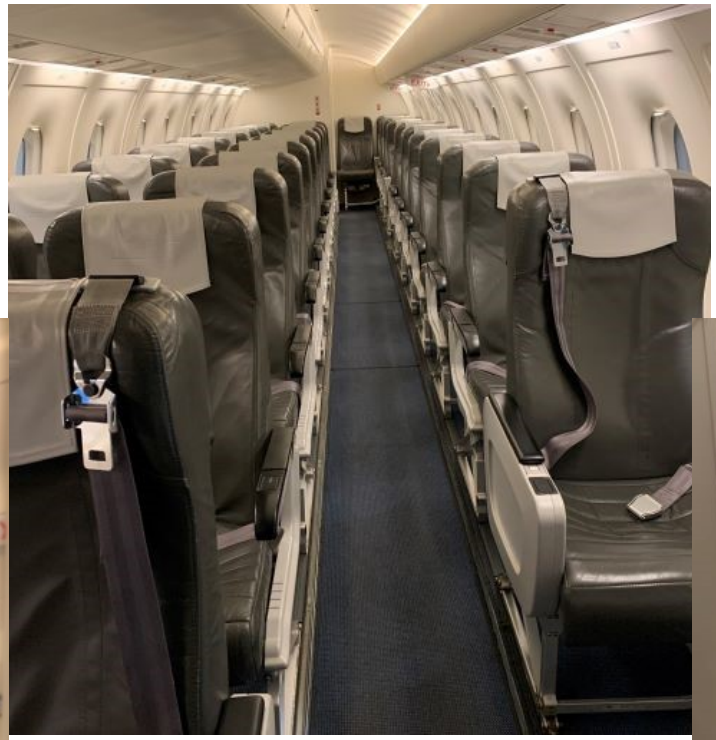
DO 328 TP Flight Performance (ISA =10°C)							
NM	**KM**	**Flight Level**	**Block Time**	**Block Fuel**		**Pax Load**	**Speed**
100	**185**	**1740**	**0:37**	**701**	**318**	**32**	**HSC**
200	**370**	**240**	**0:57**	**1,101**	**499**	**32**	**HSC**
300	**556**	**250**	**1:17**	**1,493**	**677**	**32**	**HSC**
400	**741**	**250**	**1:36**	**1,82**	**858**	**32**	**HSC**
500	**926**	**250**	**1:55**	**2,292**	**1,040**	**32**	**HSC**
600	**1,111**	**260**	**2:16**	**2,641**	**1,198**	**31**	**HSC**
700	**1,296**	**270**	**2:36**	**2,978**	**1,351**	**29**	**HSC**
800	**1,482**	**280**	**2:58**	**3,301**	**1,497**	**28**	**HSC**
No winds, 5 + 5 min. ground allowance,3 min maneuvering allowance, 100 nm IFR reserves with 45 mi. LRC @ Cruising FL, Passenger Weight 225 lbs each							

Direct Operating Cost – Dornier 328-100					
Distance NM	Cost per Mile in US$	Route Cost in US$	On Board Pax	Cost per Seat in US $	Available Seats
100	15.83	1,583	24	65.96	32
200	11.07	2,214	24	92.25	32
300	9.45	2,835	24	118.13	32
400	8.65	3,458	24	14.08	32
500	8.17	4,083	24	170.13	32
600	7.80	4,680	24	195.00	32
700	7.55	5,286	24	220.25	32
Note: Calculation is based on an annual utilization of 2,000 FH and included Fuel Cost / Crew Cost / Maintenance cost / Insurance and Aircraft / Passenger handling and is only for budgetary purposes !					

Available aircraft	DO 328-T	
	Germany — Commercial Operator	same owner
Year Model Status	1996 1 unit 110 T In Service — Very Well Maintained	1998 1 unit 110 T In Service — Very Well Maintained
Airframe	TTSN 27,235 FH TCSN 25,789 FC	TTSN 19,921 FH 19,918 FC
Engine Pratt & Whitney PW119B Turboprop 2x 6,050 lb	ESN L/H PCE-AB0055 R/H PCE-116014 TTSN L/H 14,179 R/H 10,058 TCSN L/H 15,406 R/H 12,152	ESN L/H PCE-116135 R/H PCE-116156 TTSN L/H 26,016 R/H 27,107 TCSN L/H 24,618 R/H 24,390
Propeller Hartzell HD-E6C-3B 6x Blades E13890 ()K	S/N HL-466 HL-329 TTSN L/H 11,864 R/H 13,266	S/N HL-61 HL-456 TTSN L/H 10,099 R/H 28,735
APU Honeywell GTCP36-150DD	SN P-144 TTSN 7,714	SN P-183 TTSN 9,211
Exterior	Matterhorn White with colored strips	Matterhorn White with Blue Belly, Silver Divider
Interior	32 pax Grey Leather Seats	32 pax Grey Leather Seats
Location	Germany	Germany
Availability	asap	asap
Asking Price	Please Inquire	Please Inquire

Available aircraft	DO 328-T	
	Germany — Commercial Operator	Austria — Commercial Operator
Avionics:	< same additional: - Steep Approach - HF (deactivated)	- Honeywell Primus 2000, EFIS, EICAS, 5 CRTs, FMS, - Honeywell Dual Primus II Integrated Radio System - Dual Integrated Avionics Computer, - Automatic Flight Control System - Dual Digital Air Data Reference Unit, - Dual Altitude and Heading Reference System, - Primus 650 Weather Radar, - Mode S Transponder, TCAS II SW 7.1 - ADS-B out - SBAS GNSSU / NPA Approach - EGPWS - FDR, CVR, - Wind Shear Detection, - Steep Approach - Fault Recording - CAT II Capability - Altitude Call outs - HF (deactivated) - RVSM





PPI by Do 328 license holder 328 Support GmbH Oberpfaffenhofen—Germany	**PPI inspection includes full borescope of engines, records review and general inspection and functions of system, A full and comprehensive report is produced. This would also cover a review of the due maintenance for defined period and could include estimated costings. Cost estimate US $ 20,000.— (subject final confirmed offer)**
Tools via 328 Support GmbH	**Tools are available**
Initial Spare Part Set	**An initial spare part set can be supplied and offered .**
Training Type Training Engineers Crew Type Rating	**Please inquire**
Ferry Flight	**Oberpfaffenhofen to Manila via Puerto Princesa Please inquire**

Disclaimer:

Specification and / or description are provided as introductory information only and do not constitute representations or warranties of NeBeSci, Inc. Verification of specification remain the sole responsibility of the buyer. All information are subject to final confirmation in agreements by the manufacturer / broker / owner. The offer is subject to final confirmation of the seller and subject to prior sale or lease and may be withdrawn from the market without prior notice!

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