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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Sprickkontroll av nedre vinginfästning

**GÄLLER:** Modellerna S-1S, S-1T, S-2, S-2A och S-2S. Alla S/N  
Modellerna S-2B S/N 5000 t.o.m 5336

**ÅTGÄRD:** Utför åtgärder angivna i bifogad kopia av FAA AD 96-12-03 R2

**TID FÖR ÅTGÄRD:** Inom 50 flygtimmar räknat från detta LVD's beslutsdatum, om ej tidigare utfört, och därefter i intervall av 50 flygtimmar

**UNDERLAG:** FAA AD 96-12-03 R2 och däri angivet underlag

**REFERENS:** FAA AD 96-12-03 R2

**BESLUTSDATUM:** 1998-11-04

**LFS 1998:72**

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.

Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Telegram	Telex
601 79 NORRKÖPING	Vikboplan 11	011-192000	Civilair Norrköping	62450



## REVISED AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION  
P.O. BOX 26460  
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

**96-12-03 R2 AVIAT AIRCRAFT, INC.:** Amendment 39-10805; Docket No. 96-CE-23-AD; Revises AD 96-12-03 R1, Amendment 39-10109.

**Applicability:** The following airplane models and serial numbers, certificated in any category, that are equipped with aft lower fuselage wing attach fittings incorporating part number (P/N) 76090, P/N 2-2107-1, or P/N 1-210-102, and where these aft lower fuselage wing attach fittings on both wings have not been modified in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of one of the following service bulletins (SB):

**Service Bulletins**

- Aviat SB No. 25, dated April 3, 1996, Revised: November 12, 1996, Revised: November 11, 1997;
- Aviat SB No. 25, dated April 3, 1996, Revised: November 12, 1996; or
- Aviat SB No. 25, dated April 3, 1996.

**Airplanes Affected**

- Models S-1S, S-1T, S-2, S-2A, and S-2S airplanes, all serial numbers.
- Model S-2B airplanes, serial numbers 5000 through 5336.

**NOTE 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated in the body of this AD.

To prevent possible in-flight separation of the wing from the airplane caused by a cracked aft lower fuselage wing attach fitting, accomplish the following:

(a) Within 50 hours time-in-service (TIS) after October 3, 1997 (the effective date of AD 96-12-03 R1), unless already accomplished (compliance with either AD 96-12-03 R1 or AD 96-12-03), and thereafter at intervals not to exceed 50 hours TIS, inspect the aft lower fuselage wing attach fitting on both wings for cracks. Accomplish these inspections in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of one of the following SB's:

(1) Aviat SB No. 25, dated April 3, 1996, Revised: November 12, 1996, Revised: November 11, 1997;

(2) Aviat SB No. 25, dated April 3, 1996, Revised: November 12, 1996; or

(3) Aviat SB No. 25, dated April 3, 1996.

(b) If any cracked aft lower fuselage wing attach fitting is found during any inspection required by this AD, prior to further flight, modify the cracked aft lower fuselage wing attach fitting in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of one of the SB's referenced in paragraphs (a)(1), (a)(2), and (a)(3) of this AD. Repetitive inspections are no longer necessary on an aft lower fuselage wing attachment fitting that was found cracked and has the referenced modification incorporated.

(c) Modifying the aft lower fuselage wing attach fitting on both wings in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of one of the SB's referenced in paragraphs (a)(1), (a)(2), and (a)(3) of this AD is considered terminating action for the repetitive inspection requirement of this AD.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Denver Aircraft Certification Office (ACO), 26805 E. 68th Avenue, Room 214, Denver, Colorado 80249.

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(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Denver ACO.

(2) Alternative methods of compliance approved in accordance with AD 96-12-03 R1 or AD 96-12-03 are considered approved for this AD.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Denver ACO.

(f) The inspections and modifications required by this AD shall be done in accordance with Aviat Service Bulletin No. 25, dated April 3, 1996; Revised: November 12, 1996; Revised: November 11, 1997, Aviat Service Bulletin No. 25, dated April 3, 1996, Revised: November 12, 1996; or Aviat Service Bulletin No. 25, dated April 3, 1996.

(1) The incorporation by reference of Aviat Service Bulletin No. 25, dated April 3, 1996; Revised: November 12, 1996; Revised: November 11, 1997, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Aviat Service Bulletin No. 25, dated April 3, 1996, Revised: November 12, 1996, was previously approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of October 3, 1997 (62 FR 44535, August 22, 1997).

(3) The incorporation by reference of Aviat Service Bulletin No. 25, dated April 3, 1996, was previously approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of June 24, 1996 (61 FR 28730, June 6, 1996).

(4) Copies may be obtained from Aviat Aircraft, Inc., P.O. Box 1240, Afton, Wyoming 83110. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(g) This amendment revises AD 96-12-03 R1, Amendment 39-10109.

(h) This amendment becomes effective on November 20, 1998.

**FOR FURTHER INFORMATION CONTACT:**

Mr. Roger Caldwell, Aerospace Engineer, FAA, Denver Aircraft Certification Office, 26805 E. 68th Avenue, Room 214, Denver, Colorado 80249; telephone: (303) 342-1086; facsimile: (303) 342-1088.