
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av vingbalkarna för utmattningssprickor

GÄLLER: SA226 och SA227 angivna i bifogad kopia av FAA AD 99-06-02

ÅTGÄRD: Utför åtgärder angivna i FAA AD 99-06-02

TID FÖR ÅTGÄRD: Inom tider angivna i FAA AD 99-06-02 räknat från 16 april 1999

UNDERLAG: FAA AD 99-06-02 och däri angivet underlag

REFERENS: FAA AD 99-06-02

BESLUTSDATUM: 1999-03-26

LFS 1999:53

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

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).

99-06-02 FAIRCHILD AIRCRAFT, INC.: Amendment 39-11066; Docket No. 98-CE-65-AD.

Applicability: The following model airplanes and serial numbers, certificated in any category:

Model	Serial Number
SA226-AT	AT001 through AT074
SA226-TC	TC201 through TC419
SA226-T	T201 through T291
SA226-T(B)	T(B)276 and T(B)292 through T(B)417
SA227-TT	TT421 through TT541
SA227-TT(300)	TT(300)447, TT(300)465, TT(300)471, TT(300)483, TT(300)512, TT(300)518, TT(300)521, TT(300)527, TT(300)529, and TT(300)536
SA227-AC	AC406, AC415, AC416, and AC420 through AC785
SA227-AT	AT423 through AT631 and AT695
SA227-BC	BC762, BC764, BC766, and BC770 through BC789
SA227-CC/DC	CC/DC784 and CC/DC790 through CC/DC878

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, unless already accomplished.

To detect and correct fatigue cracking of the wing spar center web cutout area, which could result in structural failure of the wing spar to the point of failure with consequent loss of control of the airplane, accomplish the following:

(a) Upon accumulating 6,500 hours time-in-service (TIS) on each wing spar; within the next 2,000 hours TIS after the last inspection accomplished per the applicable Airworthiness Limitations Manual (referenced in the paragraphs below); or within the next 500 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished; and thereafter at intervals not to exceed 2,000 hours TIS, inspect each wing spar center web cutout for cracks between Wing Station (WS) 8 and WS 17.5. Accomplish this inspection in accordance with one of the following, as applicable:

(1) For Models SA227-TT, SA227-AT, SAA227-AC, and SA227-BC airplanes: In accordance with Fairchild Airframe Airworthiness Limitations Manual ST-UN-M001, Rev. No. C-6, dated April 7, 1998;

(2) For Models SA226-T, SA226-T(B), SA226-AT, and SA226-TC airplanes: In accordance with Fairchild Airframe Inspection Manual ST-UN-M002, Rev. No. A-6, dated December 8, 1997; or

(3) For Models SA227-CC and SA227-DC airplanes: In accordance with Fairchild Airframe Airworthiness Limitations Manual ST-UN-M003, Rev. No. 5, dated April 7, 1998.

(b) If any crack(s) is/are found during any inspection required by paragraph (a) of this AD, prior to further flight, repair the crack(s) in accordance with one of the following, as applicable. This repair eliminates the repetitive inspections (2,000 hours TIS intervals) required in paragraph (a) of this AD for that particular wing spar.

(1) For Models SA226-T, SA226-T(B), SA226-AT, SA226-TC, SA227-TT, SA227-AT, SA227-AC, and SA227-BC airplanes: In accordance with Fairchild SA226/227 Series Structural Repair Manual, part number (P/N) 27-10054-079, pages 57 through 90; Initial Issue: March 1, 1983; Revision 28, dated June 24, 1998; or

(2) For Models SA227-CC and SA227-DC airplanes: In accordance with Fairchild SA227 Series Structural Repair Manual, P/N 27-10054-127, pages 47 through 60; Initial Issue: December 1, 1991; Revision 7, dated June 24, 1998.

(c) The repetitive inspections required by paragraph (a) of this AD may be terminated if the wing spar center web repair specified in paragraph (b) of this AD has been accomplished on both the left and right wing spar. If one wing spar center web has been repaired, then repetitive inspections are still required on the other one if the repair has not been incorporated.

(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, FAA, Airplane Certification Office (ACO), 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

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

(f) The inspections required by this AD shall be done in accordance with Fairchild Airframe Airworthiness Limitations Manual ST-UN-M001, Rev. No. C-6, dated April 7, 1998; Fairchild Airframe Inspection Manual ST-UN-M002, Rev. No. A-6, dated December 8, 1997; or Fairchild Airframe Airworthiness Limitations Manual ST-UN-M003, Rev. No. 5, dated April 7, 1998, as applicable. The possible repairs required by this AD shall be done in accordance with Fairchild SA226/227 Series Structural Repair Manual, part number (P/N) 27-10054-079, pages 57 through 90; Initial Issue: March 1, 1983; Revision 28, dated June 24, 1998; or Fairchild SA227 Series Structural Repair Manual, P/N 27-10054-127, pages 47 through 60; Initial Issue: December 1, 1991; Revision 7, dated June 24, 1998, as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Field Support Engineering, Fairchild Aircraft, Inc., P.O. Box 790490, San Antonio, Texas 78279-0490. 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 becomes effective on April 16, 1999.

FOR FURTHER INFORMATION CONTACT:

Mr. Hung Viet Nguyen, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5155; facsimile: (817) 222-5960.