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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Sprickkontroll av huvudställets fällstötta

**GÄLLER:** Modellerna SA226-T, SA226-AT, SA226-T(B), SA226-TC, SA227-AT, SA227-TT, och SA227-AC (C-26A) alla S/N

**ÅTGÄRD:** Utför åtgärder angivna i bifogad kopia av FAA AD 2000-17-11

**TID FÖR ÅTGÄRD:** Inom tider och intervaller angivna i FAA AD 2000-17-11.

**UNDERLAG:** Fairchild Aircraft Inc. Service Bulletin 226-32-068, eller Fairchild Aircraft Inc. Service Bulletin 227-32-043 daterade 23 juni 2000 eller senare utgåvor.

**REFERENS:** FAA AD 2000-17-11

**BESLUTSDATUM:** 2000-09-11

**LFS:** 2000:114

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	Faxnummer	Telegram Civilair	Telex
601 79 NORRKÖPING	Vikobplan 11	011-19 20 00	011-19 25 75	Norrköping	62450

**Does this AD involve a significant rule or regulatory action?** The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a significant regulatory action under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

### ***List of Subjects in 14 CFR Part 39***

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

### ***Adoption of the Amendment***

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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]***

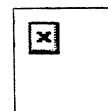
2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

## **AIRWORTHINESS DIRECTIVE**

REGULATORY SUPPORT DIVISION

P.O. BOX 26460

OKLAHOMA CITY, OKLAHOMA 73125-0460



U.S. Department

of Transportation

**Federal Aviation**

**Administration**

*AD's are posted on the internet at <http://av-info.faa.gov>*

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) 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 14 CFR part 39, subpart 39.3).

**2000-17-11 FAIRCHILD AIRCRAFT, INC.: Amendment 39-11885; Docket No. 2000-CE-41-AD.**

(a) **What airplanes are affected by this AD?** Models SA226-T, SA226-AT, SA226-T(B), SA226-TC, SA227-AT, SA227-TT, and SA227-AC (C-26A) airplanes, all serial numbers, certificated in any category, that incorporate one of the following:

(1) For SA226 series airplanes: Ozone Industries, Inc., part number (P/N) OAS5453-1 (Revision "H", "J", "K", or "N"), or Ozone Industries, Inc., P/N OAS5453-5. These assemblies incorporate an Ozone Industries, Inc., P/N OAS5501-1 main landing gear (MLG) drag brace assembly (consisting of both a drag brace and drag links); or

(2) For SA227 series airplanes: Ozone Industries, Inc., 14,500 LB MGTOW, P/N OAS5453-5. These assemblies incorporate an Ozone Industries, Inc., P/N OAS5501-1 MLG drag brace assembly (consisting of both a drag brace and drag links).

(b) **Who must comply with this AD?** Anyone who wishes to operate any of the above airplanes on the U.S. Register must comply with this AD.

(c) **What problem does this AD address?** The actions required by this AD are intended to detect and correct cracks in MLG drag brace assemblies (consists of both brace and links). Continued airplane operation with such cracks could lead to MLG failure and result in loss of control of the airplane during takeoff or landing operations.

(d) **What must I do to address this problem?** To address this problem, you must accomplish the following actions:

Action	Compliance Time	Procedures
(1) Inspect, using dye penetrant methods, the main landing gear drag brace assemblies for cracks.	Accomplish this inspection within the next 50 hours time-in-service (TIS) after September 22, 2000 (the effective date of this AD).	Accomplish this inspection in accordance with the <b>ACCOMPLISHMENT INSTRUCTIONS</b> section of whichever of the following is applicable:  (i) Fairchild Service Bulletin 226-32-068, Issued: June 23, 2000;  (ii) Fairchild Service Bulletin 227-32-043, Issued: June 23, 2000.
(2) If no cracks are found during the initial inspection, repetitively reinspect the MLG drag brace assemblies.	Begin the repetitive inspections within 1,000 hours TIS after the initial inspection, and continue thereafter at intervals not to exceed 1,000 hours TIS provided no cracks are found.	Accomplish in accordance with the previously referenced service bulletins.

Action	Compliance Time	Procedures
<p>(3) If cracks are found during any inspection that are over 0.080 inches in combined length or any cracks are found on an already reworked assembly, replace the Ozone Industries, Inc., P/N OAS5501-1 MLG Drag Brace Assembly with a new or serviceable assembly, and repetitively reinspect these assemblies.</p>	<p>(i) Replacement: Prior to further flight after the inspection where the crack(s) is found; and</p> <p>(ii) Repetitive Inspections:</p> <p>(A) For new assemblies: Upon accumulating 15,000 hours TIS on the assembly, and thereafter at intervals not to exceed 1,000 hours TIS provided no crack(s) is found; and</p> <p>(B) For serviceable assemblies: Within 1,000 hours TIS after installation, and thereafter at intervals not to exceed 1,000 hours TIS provided no crack(s) is found.</p>	<p>Accomplish the replacement accordance with the applicat maintenance manual and accomplish the repetitive inspections in accordance wi the previously referenced service bulletins.</p>
<p>(4) If cracks are found during any inspection that are equal to or less than 0.080 inches in total combined length, you may rework the MLG drag brace assembly.</p> <p>(i) Only one rework of the MLG drag brace assembly is allowed. If any crack is found after rework, the assembly must be replaced.</p>	<p>Accomplish the rework prior to further flight after the inspection where the crack(s) is found, and then reinspect at intervals not to exceed 400 hours TIS, unless further cracking is found at which time replacement is required prior to further flight.</p>	<p>Accomplish in accordance with the previously reference service bulletins.</p>

(ii) After rework, repetitively inspect the MLG drag brace assembly provided no additional cracking is found at which time replacement is required.		
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**(e) Can I comply with this AD in any other way?** You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Fort Worth Airplane Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

Note: This AD applies to each airplane identified in paragraph (a) of this AD, 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

**(f) Where can I get information about any already-approved alternative methods of compliance?** Contact Hung Viet Nguyen, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5155; facsimile: (817) 222-5960.

**(g) What if I need to fly the airplane to another location to comply with this AD?** The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

**(h) Are any service bulletins incorporated into this AD by reference?** You must accomplish the actions required by this AD in accordance with Fairchild Aircraft, Inc. Service Bulletin 226-32-068 or Fairchild Aircraft, Inc. Service Bulletin 227-32-043, both Issued: June 23, 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Fairchild Aircraft, Inc., P.O. Box 790490, San Antonio, Texas 78279-0490. You may look at copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas

City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) **When does this amendment become effective?** This amendment becomes effective on September 22, 2000.

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

Issued in Kansas City, Missouri, on August 23, 2000.

Marvin R. Nuss, Acting Manager, Small Airplane Directorate, Aircraft Certification Service.