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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Inspektion av vingpanel

**GÄLLER:** Fairchild Aircrafts SA 226 och SA 227, modeller och serienummer angivna i bifogad kopia av FAA AD 94-07-10R1.

**ÅTGÄRD:** Utför åtgärder i enlighet med bifogad kopia av FAA AD 94-07-10R1.

**TID FÖR ÅTGÄRD:** Inspektion skall ske i enlighet med i FAA AD 94-07-10R1 angivna tidpunkter, räknat från detta LVD's utgivningsdatum.

**UNDERLAG:** FAA AD 94-07-10R1 och däri angivna Service Bulletiner.

**REFERENS:** FAA AD 94-07-10R1

**UTGIVNINGSDATUM:** 1996-03-12

**LFS: 1996:21**

Åtgärd 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 senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

# 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).

## Revision issued February 1996.

**94-07-10 R1 FAIRCHILD AIRCRAFT:** Amendment 39-9516; Docket No. 93-CE-21-AD. Revises AD 94-07-10, Amendment 39-8868.

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

Model	Serial Numbers
SA226-T	T201 through T275, and T277 through T291
SA226-T(B)	T(B)276, and T(B)292 through T(B)417
SA226-AT	AT001 through AT074
SA226-TC	TC201 through TC419
SA227-TT	TT421 through TT541
SA227-AT	AT423 through AT631, and AT695
SA227-AC	AC406, AC415, AC416, and AC420 through AC789
SA227-BC	BC420 through BC789
SA227-CC	CC784, and CC790 through CC822
SA227-DC	DC784, and DC790 through DC822

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 initially upon the accumulation of 2,500 hours time-in-service (TIS) or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished (compliance with AD 94-07-10), and thereafter as indicated in the body of the AD.

To prevent failure of the wing skin at the top aft outboard corner of the battery box, which could result in structural damage to the wing, accomplish the following:

NOTE 2: The paragraph structure of this AD is as follows:

Level 1: (a), (b), (c), etc.

Level 2: (1), (2), (3), etc.

Level 3: (i), (ii), (iii), etc.

Level 2 and Level 3 structures are designations of the Level 1 paragraph they immediately follow.

(a) Visually inspect the right and left upper wing skin by the top aft outboard corner of the battery box for cracks in accordance with Figure 1 and the ACCOMPLISHMENT INSTRUCTIONS, A. Inspection, section of whichever of the following is applicable:

(1) Fairchild Service Bulletin (SB) 226-57-018, Issued: January 28, 1993, Revised: June 3, 1993 (pages 4 through 11 and 13 through 15), Revised: July 1, 1993 (page 12) and Revised: October 25, 1993 (pages 1 through 3);

(2) Fairchild SB 227-57-005, Issued: December 21, 1992, Revised: June 3, 1993 (pages 2 through 11 and 13 through 15), and Revised: July 1, 1993 (pages 1 and 12); or

(3) Fairchild Aircraft SB CC7-57-002, Issued: January 28, 1993, Revised: June 3, 1993 (pages 2 through 11 and 13 through 15), and Revised: July 1, 1993 (pages 1 and 12).

(b) If cracks are not found during the visual inspection required by paragraph (a) of this AD, within 500 hours TIS after this initial visual inspection, accomplish one of the following:

(1) Reinspect the right and left upper wing skin by the top aft outboard corner of the battery box for cracks in accordance with Figure 1 and the ACCOMPLISHMENT INSTRUCTIONS, A. Inspection, section of the applicable service information presented in paragraphs (a)(1), (a)(2), and (a)(3) of this AD, and reinspect thereafter at intervals not to exceed 500 hours TIS; or

(2) Modify the upper wing skin in accordance with the ACCOMPLISHMENT INSTRUCTIONS, B. Removal and C. Installation, section of the service information referenced in paragraphs (a)(1), (a)(2), or (a)(3) of this AD, as applicable. Accomplishing this modification terminates the repetitive visual inspections that are specified in paragraph (b)(1) of this AD, and the modification may be accomplished at any time to eliminate this repetitive inspection requirement.

(c) If cracks are found during the inspection required by paragraph (a) of this AD, prior to further flight, dye penetrant inspect the 27-31130 straps in the wheel wells as specified in the ACCOMPLISHMENT INSTRUCTIONS, A. Inspection section, paragraph (1)(b), of the service information referenced in paragraphs (a)(1), (a)(2), or (a)(3) of this AD, as applicable.

(1) If cracks are found in either of the 27-31130 straps during the inspection required by paragraph (c) of this AD, prior to further flight, accomplish the following:

(i) Repair the 27-31130 strap in accordance with a scheme obtained from the manufacturer through the Fort Worth Airplane Certification Office (ACO) at the address specified in paragraph (e) of this AD; and

(ii) Modify the upper wing skin in accordance with the ACCOMPLISHMENT INSTRUCTIONS, B. Removal and C. Installation, section of the service information referenced in paragraphs (a)(1), (a)(2), or (a)(3) of this AD, as applicable.

(2) If no cracks are found in either of the 27-31130 straps, within 150 hours TIS after the initial dye penetrant inspection required by paragraph (c) of this AD, accomplish one of the following:

(i) Reinspect (dye penetrant) the 27-31130 straps in the wheel well for cracks as specified in the ACCOMPLISHMENT INSTRUCTIONS, A. Inspection section, paragraph (1)(b), of the service information referenced in paragraphs (a)(1), (a)(2), or (a)(3) of this AD, as applicable. Continue to reinspect at intervals not to exceed 150 hours TIS provided no cracks are found, and repair and modify as specified in paragraphs (c)(1) and (c)(2) of this AD if any cracks are found.

(ii) Modify the upper wing skin in accordance with the ACCOMPLISHMENT INSTRUCTIONS, B. Removal and C. Installation, section of the service information referenced in paragraphs (a)(1), (a)(2), or (a)(3) of this AD, as applicable. Accomplishing this modification terminates the repetitive dye penetrant inspections that are specified in paragraph (c)(2)(i) of this AD, and the modification may be accomplished at any time to eliminate this repetitive inspection requirement.

NOTE 3: Certain Limited Approved Repair (LAR) and Approved Repair Procedure (ARP) documents issued by Fairchild Aircraft specify procedures for accomplishing the same modification referenced in paragraphs (b)(2), (c)(1)(ii), and (c)(2)(ii) of this AD. Check with the Fort Worth ACO at the address presented in paragraph (e) of this AD to find out which LAR's and ARP's are considered "unless already accomplished" as they relate to 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, Fort Worth ACO, FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76137-0150. 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 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO.

(f) Alternative methods of compliance approved in accordance with AD 94-07-10 (revised by this action) are considered approved as alternative methods of compliance with this AD.

(g) The inspections, possible repair, and optional modification required by this AD shall be done in accordance with Fairchild Service Bulletin 226-57-018, Issued: January 28, 1993, Revised: June 3, 1993 (pages 4 through 11 and 13 through 15), Revised: July 1, 1993 (page 12) and Revised: October 25, 1993 (pages 1 through 3); Fairchild Service Bulletin 227-57-005, Issued: December 21, 1992, Revised: June 3, 1993 (pages 2 through 11 and 13 through 15), and Revised: July 1, 1993 (pages 1 and 12); or Fairchild Aircraft Service Bulletin CC7-57-002, Issued: January 28, 1993, Revised: June 3, 1993 (pages 2 through 11 and 13 through 15), and Revised: July 1, 1993 (pages 1 and 12), as applicable. This incorporation by reference was previously 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 Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., 7th Floor, suite 700, Washington, DC.

(h) This amendment (39-9516) revises AD 94-07-10, Amendment 39-8868.

(i) This amendment becomes effective on March 25, 1996.

**FOR FURTHER INFORMATION CONTACT:**

Mr. 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.