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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Inspektion / utbyte av front- och kabinrutor

**GÄLLER:** SA26-T, SA26-AT, SA226-T, SA226-T(B), SA226-AT, SA226-TC, SA227-AT, SA227-AC, SA227-BC och SA 227-TT alla S/N för alla modeller.

**ÅTGÄRD:** Utför åtgärder i enlighet med bifogad kopia av FAA AD 96-20-08.

**TID FÖR ÅTGÄRD:** Inom tider och intervaller angivna i FAA AD 96-20-08.

**UNDERLAG:** FAA AD 96-20-08 och däri angivna Service Bulletiner.

**REFERENS:** FAA AD 96-20-08.

**UTGIVNINGS-DATUM:** 1996-10-18

**LFS: 1996:61**

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende 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.



# 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).

**96-20-08 FAIRCHILD AIRCRAFT:** Amendment 39-9774; Docket No. 94-CE-22-AD. Supersedes AD 93-19-06, Amendment 39-8705.

**Applicability:** Models SA26-T, SA26-AT, SA226-T, SA226-T(B), SA226-AT, SA226-TC, SA227-AT, SA227-AC, SA227-BC, and SA227-TT airplanes (all serial numbers for all models), certificated in any category.

**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 (f) 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.

**NOTE 2:** The applicability of this AD takes precedence over that specified in the service information.

**Compliance:** Required as indicated in the body of the AD, unless already accomplished.

To prevent acrylic cabin or cockpit side window failures, which could result in airframe damage and decompression injuries, accomplish the following:

(a) Upon accumulating 5,000 hours time-in-service (TIS) or within the next 1,000 hours TIS after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 5,000 hours TIS, replace each single-pane cockpit side window with a new window of like design in accordance with the applicable maintenance manual.

(1) Accomplish the inspection specified in paragraph (b) of this AD between 10 to 20 hours TIS after replacing each window to ensure that no damage has occurred after installation; and

(2) If cracks are found, utilize the chart in paragraph (b) of this AD to determine the applicable action necessary.

(b) Visually inspect all acrylic single-pane cockpit side windows for cracks in accordance with the service information presented in paragraph (d)(2) of this AD, as applicable. Accomplish the initial inspection, and applicable reinspection or replacement as specified in the following chart:

Condition	Initial Action	Repetitive Action
Upon the effectiveness of this AD.	Inspect at 150 hours TIS after the effective date of this AD.	Reinspect at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first, provided no cracks are found. Use applicable condition column entry to determine compliance times if cracks are found.

Condition	Initial Action	Repetitive Action
<p>If cracks are found where the sum total of all cracks is less than 4.3 inches in combined length, but where a crack meets or exceeds .30 inches as specified in the Crack Limitations section of the service information referenced in paragraph (d)(2) of this AD.</p>	<p>Accomplish one of the following:</p> <p>1. Prior to further flight, replace the window with a new window of like design in accordance with the applicable maintenance manual.</p> <p style="text-align: center;">or</p> <p>-----</p> <p>2. Prior to further flight, fabricate a placard with the following words in letters at least 0.10-inch in height and install this placard within the pilot's clear view close to the pressurization controls: "AIRPLANE MUST BE OPERATED UNPRESSURIZED", and prior to further flight, insert a copy of this AD into the Limitations Section of the FAA-approved Airplane Flight Manual (AFM).</p>	<p>Accomplish the corresponding repetitive action:</p> <p>1. Reinspect initially between 10 and 20 hours TIS after replacing the window to ensure that no damage has occurred after installation, and thereafter at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first, provided no cracks are found. Use applicable condition column entry to determine compliance times if cracks are found.</p> <p style="text-align: center;">or</p> <p>-----</p> <p>2. Repeat the inspection specified in paragraph (b) of this AD at intervals not to exceed 25 hours TIS or 30 calendar days, whichever occurs first, provided the sum total of all cracks does not exceed 4.3 inches in combined length. Use the "If cracks are found where the sum total of all cracks meets or exceeds 4.3 inches in combined length" condition column for replacement and inspection times if the cracks found are at that level.</p>
<p>If cracks are found where the sum total of all cracks meets or exceeds 4.3 inches in combined length.</p>	<p>Prior to further flight, replace the window with a new window of like design in accordance with the applicable maintenance manual.</p>	<p>Reinspect initially between 10 and 20 hours TIS after replacing the window to ensure that no damage has occurred after installation, and thereafter at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first, provided no cracks are found. Use applicable condition column entry to determine compliance times if cracks are found.</p>

Condition	Initial Action	Repetitive Action
With cracks found that are less than .30 inches (as specified in the applicable service information referenced in paragraph (d)(2) of this AD) provided the sum total of all cracks does not exceed 4.3 inches in combined length.	Reinspect within 25 hours TIS or 30 calendar days, whichever occurs first.	Continue this reinspection at intervals not to exceed 25 hours TIS or 30 calendar days, whichever occurs first, provided no crack is found that is .30 inches or greater or the combined length of all cracks exceeds 4.3 inches in combined length. Use applicable condition column entry to determine compliance times if any of these crack limits are met.
With no cracks found after one of the inspections required by this AD.	Reinspect within 1,000 hours TIS and 12 calendar months after the last inspection, whichever occurs first.	Reinspect at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first, provided no cracks are found. Use applicable condition column entry to determine compliance times if cracks are found.

(c) Visually inspect all acrylic cabin and dual-pane cockpit side windows for cracks in accordance with the service information specified in paragraphs (d)(1) and (d)(2) of this AD. Accomplish the initial inspection and applicable reinspection or replacement as specified in the following chart:

Condition	Initial Action	Repetitive Action
Upon the effectiveness of this AD.	Inspect at 150 hours TIS after the effective date of this AD, unless already accomplished within the last 1,000 hours TIS or 12 calendar months, which would put airplane in compliance with superseded AD 93-19-06. Use the results of the previous inspection under AD 93-19-06 to determine repetitive action.	Reinspect at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first, provided no cracks are found. Use applicable condition column entry to determine compliance times if cracks are found.  For airplane owners/operators taking "unless already accomplished" credit for the initial inspection, use the results of the previous inspection under AD 93-19-06 to determine the repetitive action.

Condition	Initial Action	Repetitive Action
<p>If cracks are found where the sum total of all cracks is less than 4.3 inches in combined length, but where a crack meets or exceeds .30 inches as specified in the Crack Limitations section of the service information referenced in paragraph (d)(2) of this AD.</p>	<p>Accomplish one of the following:</p> <p>1. Prior to further flight, replace the window with a new window of like design in accordance with the applicable maintenance manual.</p> <p style="text-align: center;">or</p> <p>2. Prior to further flight, fabricate a placard with the following words in letters at least 0.10-inch in height and install this placard within the pilot's clear view close to the pressurization controls:  <b>"AIRPLANE MUST BE OPERATED UNPRESSURIZED"</b>, and prior to further flight, insert a copy of this AD into the Limitations Section of the FAA-approved Airplane Flight Manual (AFM).</p>	<p>Accomplish the corresponding repetitive action:</p> <p>1. Reinspect initially between 10 and 20 hours TIS after replacing the window to ensure that no damage has occurred after installation, and thereafter at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first, provided no cracks are found. Use applicable condition column entry to determine compliance times if cracks are found.</p> <p style="text-align: center;">or</p> <p>2. Repeat the inspection specified in paragraph (b) of this AD at intervals not to exceed 25 hours TIS or 30 calendar days, whichever occurs first, provided the sum total of all cracks does not exceed 4.3 inches in combined length. Use the <b>"If cracks are found where the sum total of all cracks meets or exceeds 4.3 inches in combined length"</b> condition column for replacement and inspection times if the cracks found are at that level.</p>
<p>If cracks are found where the sum total of all cracks meets or exceeds 4.3 inches in combined length.</p>	<p>Prior to further flight, replace the window with a new window of like design in accordance with the applicable maintenance manual.</p>	<p>Reinspect initially between 10 and 20 hours TIS after replacing the window to ensure that no damage has occurred after installation, and thereafter at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first, provided no cracks are found. Use applicable condition column entry to determine compliance times if cracks are found.</p>

Condition	Initial Action	Repetitive Action
With cracks found that are less than .30 inches (as specified in the applicable service information referenced in paragraph (d)(2) of this AD) provided the sum total of all cracks does not exceed 4.3 inches in combined length.	Reinspect within 25 hours TIS or 30 calendar days, whichever occurs first.	Continue this reinspection at intervals not to exceed 25 hours TIS or 30 calendar days, whichever occurs first, provided no crack is found that is .30 inches or greater or the combined length of all cracks exceeds 4.3 inches in combined length. Use applicable condition column entry to determine compliance times if any of these crack limits are met.
With no cracks found after one of the inspections required by this AD.	Reinspect within 1,000 hours TIS and 12 calendar months after the last inspection, whichever occurs first.	Reinspect at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first, provided no cracks are found. Use applicable condition column entry to determine compliance times if cracks are found.

(d) The following specifies the service bulletins that contain the procedures to accomplish the required inspections:

(1) For acrylic cabin windows:

**Models**

**Service Bulletins**

SA26-T and SA26-AT

26-56-20-042, Issued: November 28, 1988,  
Revised: February 7, 1991

SA226-T and SA226-T(B)

226-56-001, Issued: February 2, 1983,  
Revised: November 26, 1991

SA226-AT and SA226-TC

226-56-002, Issued: March 3, 1983,  
Revised: May 29, 1992

SA227-AT, SA227-AC, and  
SA227-BC

227-56-002, Issued: January 5, 1984,  
Revised: May 29, 1992, and April 1, 1993

SA227-TT

227-56-001, Issued: February 2, 1983,  
Revised: November 26, 1991

(2) For acrylic cockpit side windows:

**Models**

**Service Bulletin**

SA26-T and SA26-AT

26-56-10-038, Issued: October 8, 1984,  
Revised: February 7, 1991

SA226-T, SA226-T(B),  
SA226-AT, and SA226-TC

226-56-003, Issued: September 13, 1984,  
Revised: November 2, 1989

SA227-AT, SA227-AC,  
SA227-BC, and SA227-TT

227-56-003, Issued: September 13, 1984,  
Revised: November 2, 1989

NOTE 3: The repetitive inspections required by this AD are also referenced in the FAA-approved Fairchild Airframe Airworthiness Limitations Manual, ST-UN-M001.

(e) 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.

(f) 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, Airplane Certification Office (ACO), FAA, 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. Alternative methods of compliance approved in accordance with AD 93-19-06 (superseded by this action) are not considered approved as alternative methods of compliance with this AD.

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.

(g) The inspections required by this AD shall be done in accordance with Fairchild Service Bulletin 26-56-20-042, Issued: November 28, 1988; Revised: February 7, 1991, Fairchild Service Bulletin 226-56-001, Issued: February 2, 1983; Revised: November 26, 1991, Fairchild Service Bulletin 227-56-001, Issued: February 2, 1983; Revised: November 26, 1991, Fairchild Service Bulletin 226-56-002, Issued: March 3, 1983; Revised: May 29, 1992, Fairchild Service Bulletin 227-56-002, Issued: January 5, 1984; Revised: May 29, 1992, and April 1, 1993, Fairchild Service Bulletin 226-56-003, Issued: September 13, 1984; Revised: November 2, 1989, Fairchild Service Bulletin 227-56-003, Issued: September 13, 1984; Revised: November 2, 1989, and Fairchild Service Bulletin 26-56-10-038, Issued: October 8, 1984; Revised: February 7, 1991, 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., suite 700, Washington, DC.

(h) This amendment (39-9774) supersedes AD 93-19-06, Amendment 39-8705.

(i) This amendment becomes effective on November 14, 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.