

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tlgr. : CIVILAIR
Telex : 71032 enfb n

MOTORDREVNE
LUFTFARTØY

LUFTDYKTIGHETSPÅBUD (LDP)

FAIRCHILD - 32
Tidl. Swearingen

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-037 UTFØRELSE AV SERVICE BULLETIN

Påbudet gjelder:

Fairchild Aircraft Inc. modeller og serienummer som er listet i vedlagte kopi av FAA AD 98-04-05.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-04-05.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-04-05, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-04-05.

Gyldighetsdato:

1998-04-01.

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).

98-04-05 FAIRCHILD AIRCRAFT INC.: Amendment 39-10318; Docket No. 96-CE-58-AD.

Applicability: The following Models and serial numbered airplanes, certificated in any category.

Models	Serial Numbers
SA226-TC	TC201 through TC379;
SA226-T	T201 through T275, and T277 through T291;
SA226-T(B)	T(B)276, and T(B)292 through T(B)378;
SA226-AT	AT001 through AT069

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 (c) 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 within the next 500 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

NOTE 2: The compliance time of this AD takes precedence over the compliance time in the Fairchild Service Bulletin referenced below.

To prevent asymmetrical flap deflection, which could force the airplane into an uncommanded roll with possible loss of control of the airplane, accomplish the following:

(a) Inspect both wing trailing edge ribs at the center flap actuator attach brackets, wing stations (WS) 98.385 and 100.635, for cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS section, PART A, of Fairchild Aircraft Service Bulletin (SB) 57-016, Issued: June 25, 1981; Revised: December 9, 1981.

(1) If no cracks are found, prior to further flight, install the reinforcement doubler, part number (P/N) 27K36075-7, or an FAA-approved equivalent part number, in accordance with the ACCOMPLISHMENT INSTRUCTIONS section, PART B of Fairchild SB 57-016, Issued: June 25, 1981; Revised: December 9, 1981.

(2) If any cracks are found, prior to further flight, replace any cracked rib with a new rib assembly (P/N 27-31085-1/2 or 27-31086-1/2 or an FAA-approved equivalent part number) and install the new reinforcement doubler (P/N 27K36075-7 or an FAA-approved equivalent part number) in accordance with the ACCOMPLISHMENT INSTRUCTIONS section, PART B and PART C of Fairchild SB 57-016, Issued: June 25, 1981; Revised: December 9, 1981.

(b) 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Fort Worth Airplane Certification Office, 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 Airplane Certification Office.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from Fort Worth Airplane Certification Office.

(d) The inspection, installation, and replacement required by this AD shall be done in accordance with Fairchild Service Bulletin SA226 Series SB 57-016, Issued: June 25, 1981; Revised: December 9, 1981. 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 Fairchild Aircraft Inc., P.O. Box 32486, San Antonio, Texas, 78284. 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.

(e) This amendment (39-10318) becomes effective on March 10, 1998.

FOR FURTHER INFORMATION CONTACT:

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

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tlgr. : CIVILAIR
Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

**MOTORDREVNE
LUFTFARTØY**

FAIRCHILD - 33
Tidl. Swearingen

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-043 KONTROLL AV LASTEDØR

Påbudet gjelder:

Fairchild Aircraft Inc. modeller og serienummer som er listet i vedlagte kopi av FAA AD 98-06-25.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-06-25.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-06-25, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-06-25.

Gyldighetsdato:

1998-05-01.

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).

98-06-25 FAIRCHILD AIRCRAFT INC.: Amendment 39-10403; Docket No. 96-CE-68-AD.

Applicability: The following models and serial numbered airplanes, certificated in any category.

Models	Serial Numbers
SA226-AT	AT001 through AT074
SA226-TC	TC201 through TC419
SA227-AC	AC406, AC415, AC416, AC420 through AC456, AC458 through AC469, and AC471 through AC478
SA227-AT	AT423 through AT469

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 within the body of this AD, unless already accomplished.

To prevent failure of the cargo door in flight, which, if not corrected, could cause decompression injuries to passengers and substantial structural damage to the airplane, accomplish the following:

(a) Within the next 500 hours time-in-service (TIS) after the effective date of this AD, inspect the cargo door lower belt frames at the cargo latch receptacles for cracks in accordance with Part A of the ACCOMPLISHMENT INSTRUCTIONS section in Fairchild Aircraft SA226 Series Service Bulletin (SB) No. 226-53-007, Issued: May 7, 1981; Revised: February 17, 1992, or Fairchild Aircraft SA227 Series SB No. 227-53-003, Issued: January 29, 1986; Revised: February 13, 1986, whichever is applicable.

(b) If cracks are found during the inspection required in paragraph (a) of this AD, prior to further flight, accomplish the following:

(1) For belt frames located at Fuselage Station (F.S.) 438.060 and F.S. 491.060, repair the belt frame by installing angle part number (P/N) 27-22206-009 or P/N 27-22206-010, in accordance with the Fairchild Aircraft SA226/227 Structural Repair Manual (SRM), Section 53-90-20, Initial Issue: March 1, 1983, Revision 24, dated August 27, 1997; or, Fairchild Aircraft Approved Repair Procedure (ARP) 53-30-9701, dated July 28, 1997. The reinforcement doublers (P/N 27-22206-007 and -008) are also needed together with this repair.

(2) For belt frames located at F.S. 454.501, F.S. 455.726, F.S. 473.392, and F.S. 474.657, replace all four belt frames with new design frames, P/N 27-22207-008, 27-22208-005, 27-22208-005, and 27-22207-007, respectively, in accordance with the Fairchild Aircraft SA226/227 SRM, Section 53-90-20, Initial Issue: March 1, 1983, Revision 24, dated August 27, 1997; or, Fairchild Aircraft ARP 53-30-9701, dated July 28, 1997. No reinforcement doublers are needed for these four new design belt frames.

(c) If no cracks are found in all six belt frames during the inspection required by paragraph (a) of this AD, install reinforcement doublers in all six belt frames within 500 hours TIS from the initial inspection, in accordance with Part B of the ACCOMPLISHMENT INSTRUCTIONS of Fairchild Aircraft SA226 Series Service Bulletin (SB) No. 226-53-007, Issued: May 7, 1981; Revised: February 17, 1992, or Fairchild Aircraft SA227 Series SB No. 227-53-003, Issued: January 29, 1986; Revised: February 13, 1986, whichever is applicable.

(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 time that provides an equivalent level of safety may be approved by the Manager, Fort Worth Airplane Certification Office, 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 Airplane Certification Office.

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

(f) The inspections and modifications required by this AD shall be done in accordance with the following service information:

- Fairchild Aircraft Corporation SA227 Series Service Bulletin No. 227-53-003, Issued: January 29, 1986, Revised: February 13, 1986,
- Fairchild Aircraft Corporation SA226 Series Service Bulletin No. 226-53-007, Issued: May 7, 1981, Revised: February 17, 1992,
- Fairchild Aircraft SA226/SA227 Structural Repair Manual (SRM) section 53-90-20, Initial Issue: March 1, 1983, Revision 24, dated August 27, 1997, and
- Fairchild Aircraft Approved Repair Procedure (ARP) 53-30-9701, dated July 28, 1997.

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 Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490, telephone (210) 824-9421. 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 (39-10403) becomes effective on April 27, 1998.

FOR FURTHER INFORMATION CONTACT:

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

BLANK

Luftfartstilsynet
1. tilsynsavdeling
Postboks 8050 Dep., 0031 Oslo
Besøksadresse:
Rådhusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 96
e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

FAIRCHILD - 34
Tidl. Swearingen

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

98-083A REVISJON AV FLIGHT MANUAL

Påbudet gjelder:

Fairchild Aircraft Inc. modeller og serienummer som er listet i vedlagte kopi av FAA AD 98-19-15R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-19-15R1.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-19-15R1, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-19-15R1.

Gyldighetsdato:

2000-02-07.

Kansellert
2007-10-24

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 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).

REVISION

98-19-15 R1 FAIRCHILD AIRCRAFT, INC.: Amendment 39-11507; Docket No. 98-CE-84-AD, Revises AD 98-19-15, Amendment 39-10794.

Applicability: Models SA226-T, SA226-T(B), SA226-AT, SA226-TC, SA227-TT, SA227-AT, SA227-AC, SA227-BC, SA227-CC, and SA227-DC airplanes, all serial numbers, certificated in any category; that are equipped with Barber-Colman pitch trim actuators, part number (P/N) 27-19008-001/-004 or P/N 27-19008-002/-005.

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 or made unnecessary by replacement of the P/N 27-19008-001/-004 or P/N 27-19008-002/-005 Barber-Colman pitch trim actuator or with a Simmonds-Precision actuator, P/N DL5040M5, P/N DL5040M6, or P/N DL5040M8; or a Barber-Colman actuator, P/N 27-19008-006 or P/N 27-19008-007.

To lessen the possibility of airplane pitch up caused by mechanical failure of the pitch trim actuator, which could result in a pitch upset and structural failure of the airplane, accomplish the following:

(a) Prior to further flight after September 25, 1998 (the effective date of AD 98-19-15), revise the FAA-approved Airplane Flight Manual (AFM) by incorporating the following into the Limitations Section of the AFM. This may be accomplished by inserting a copy of this AD into the AFM:

• "Limit the maximum indicated airspeed to maneuvering airspeed (V_a) as shown in the appropriate airplane flight manual (AFM)."

and

• "The minimum crew required is two pilots."

NOTE 2: Fairchild Service Letter 226-SL-017, Fairchild Service Letter 227-SL-033, and Fairchild Service Letter CC7-SL-023, all FAA Approved: August 26, 1998; Revised: September 2, 1998; address the subject matter of this AD.

NOTE 3: The prior to further flight compliance time of paragraph (a) of this AD is being retained from AD 98-19-15. The only substantive difference between this AD and AD 98-19-15 is the addition of the alternative method of compliance referenced in paragraph (c) of this AD.

(b) Incorporating the AFM revision, as specified in paragraph (a) of this AD, may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

NOTE 4: This AD does not affect AD 97-23-01, Amendment 39-10188 (62 FR 5922, November 3, 1997). AD 97-23-01 still applies to all SA226 and SA227 series airplanes equipped with either Barber-Colman or Simmonds-Precision pitch trim actuators. AD 97-23-01 will be superseded to cover the improved design pitch trim actuators referenced in paragraphs (c)(1), (c)(2), and (c)(3) of this AD. AD 97-23-01 requires the following:

- repetitively measuring the freeplay of the pitch trim actuator and repetitively inspecting the actuator for rod slippage or ratcheting;
- immediately replacing any actuator if certain freeplay limitations are exceeded or rod slippage or ratcheting is evident; and

Condition	Initial Inspection	Repetitive Inspection	Repetitive Replacement
With an original Simmonds-Precision actuator, P/N DL5040M5, installed.	Upon accumulating 3,000 hours TIS on a Simmonds-Precision P/N DL5040M5 actuator or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Every 250 hours TIS after initial inspection until accumulating 5,000 hours TIS on the actuator or 500 hours TIS after the last inspection required by AD 93-15-02 R1, whichever occurs later.	Initially upon accumulating 5,000 hours TIS on the actuator or 500 hours TIS after the initial inspection, whichever occurs later, and thereafter as indicated below.
With a replacement Simmonds-Precision actuator, P/N DL5040M5, installed.	Initially upon accumulating 5,000 hours TIS on the new actuator, or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Every 300 hours TIS after the initial inspection until accumulating 6,500 hours TIS on the actuator.	Upon accumulating 6,500 hours TIS on the actuator.
With a replacement Simmonds-Precision actuator, P/N DL5040M6, installed. This part can be new, modified from a P/N DL5040M5 actuator, or overhauled and zero-timed.	Initially upon accumulating 7,500 hours TIS on the new or modified actuator, or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Every 300 hours TIS after the initial inspection until accumulating 9,900 hours TIS on the actuator.	Upon accumulating 9,900 hours TIS on the actuator.
With a replacement P/N DL5040M5 actuator installed that was overhauled and zero-timed where both nut assemblies, P/N AA56142, were replaced with new assemblies during overhaul.	Initially upon accumulating 5,000 hours TIS on the over-hauled actuator, or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Every 300 hours TIS after the initial inspection until accumulating 6,500 hours TIS on the actuator.	Upon accumulating 6,500 hours TIS on the actuator.
With a replacement P/N DL5040M5 actuator installed that was overhauled and zero-timed where both nut assemblies, P/N AA56142, were not replaced with new assemblies during overhaul.	Initially upon accumulating 3,000 hours TIS on the over-hauled actuator, or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Every 250 hours TIS after the initial inspection until accumulating 5,000 hours TIS on the actuator.	Upon accumulating 5,000 hours TIS on the actuator.

Condition	Initial Inspection	Repetitive Inspection	Repetitive Replacement
With a Barber-Colman pitch trim actuator installed, P/N 27-19008-001 or 27-19008-002, currently in-service with less than 1,000 hours TIS since new or overhauled, zero-timed.	Upon accumulating 500 hours total TIS on the new or overhauled zero-timed pitch trim actuator, or within 50 hours TIS after the effective date of this AD, whichever occurs later.	Every 300 hours TIS after the initial inspection.	None.
For newly fabricated and over-hauled, zero-timed Barber-Colman actuator, P/N 27-19008-001 or P/N 27-19008-002 actuators.	Upon accumulating 500 hours total TIS on the actuator, or within 50 hours TIS after the effective date of this AD, whichever occurs later.	Every 300 hours TIS after the initial inspection.	None.

(c) 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.

(d) 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 Airplane Certification Office. Alternative methods of compliance, approved in accordance with AD 93-15-02 R2, are not considered to be 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 Airplane Certification Office.

(e) The inspections required by this AD for Fairchild SA226 and SA227 series airplanes equipped with Barber-Colman pitch trim actuators shall be done in accordance with Fairchild Aircraft SA226 Series Service Letter 226-SL-014, Fairchild Aircraft SA227 Series Service Letter 227-SL-031, or Fairchild Aircraft SA227 Series Service Letter CC7-SL-021, all issued: October 3, 1997, whichever is applicable. This incorporation by reference is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The inspections required by this AD on Fairchild Aircraft SA226 and SA227 series airplanes equipped with Simmonds-Precision pitch trim actuators shall be done in accordance with Fairchild Aircraft SA226 Series Service Letter (SL) 226-SL-005, and Fairchild Aircraft SA227 Series SL 227-SL-011, both issued: April 8, 1993, Revised: May 22, 1996. This incorporation by reference was previously approved by the Director of the Federal Register as of July 25, 1996 (61 FR 36817, July 15, 1996). Copies of all of the documents 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.

(f) This amendment supersedes AD 93-15-02 R2, Amendment 39-9689.

(g) This amendment becomes effective on December 1, 1997.

FOR FURTHER INFORMATION CONTACT:

Mr. Werner Koch, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone (817) 222-5133; facsimile (817) 222-5960.

- eventually replacing the Simmonds-Precision actuators regardless of the inspection results.

(c) As an alternative method of compliance to the requirements of this AD, replace each of the P/N 27-19008-001/-004 or P/N 27-19008-002/-005 Barber-Colman pitch trim actuators with one of the following, or FAA-approved equivalent part number:

(1) Barber-Colman P/N 27-19008-006 or P/N 27-19008-007 pitch trim actuators. Procedures to install these pitch trim actuators are contained in Fairchild Service Bulletin 226-27-064, Fairchild Service Bulletin 227-27-046, and Fairchild Service Bulletin CC7-27-015. All airplane models are eligible for this installation and airplane models vary by service bulletin;

(2) Simmonds-Precision P/N DL5040M5 or P/N DL5040M6 pitch trim actuators. All airplane models are eligible for this installation. Procedures and limitations to install these pitch trim actuators for the Models SA227-CC and SA227-DC airplanes are contained in Fairchild Service Bulletin CC7-27-014, and are contained in engineering data for all other models (contact Fairchild); or

(3) Simmonds-Precision P/N DL5040M8 pitch trim actuators. Procedures and limitations to install these pitch trim actuators are contained in Fairchild Service Bulletin 227-27-045, Fairchild Service Bulletin 226-27-063, and Fairchild Service Bulletin CC7-27-013. All airplane models are eligible for this installation and airplane models vary by service bulletin.

(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 compliance time that provides an equivalent level of safety may be approved by the Manager, Fort Worth Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150.

(1) 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.

(2) Alternative methods of compliance approved in accordance with AD 98-19-15 are considered approved as alternative methods of compliance for this AD.

NOTE 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO.

(f) All persons affected by this directive may obtain copies of the documents referred to herein upon request to Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; or may examine these documents at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

(g) This amendment becomes effective on March 3, 2000.

FOR FURTHER INFORMATION CONTACT:

Mr. Werner G. Koch, Aerospace Engineer, FAA, Aircraft Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5133; facsimile: (817) 222-5960.

Issued in Kansas City, Missouri, on January 4, 2000.

Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.

BLANK

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
E-post : postmottak@
caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

FAIRCHILD - 35
Tidl. Swearingen

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

99-090 UTSKIFTING AV "LANDING GEAR ACTUATOR ROD END"

Påbudet gjelder:

Fairchild Aircraft Inc. modeller og serienummer som er listet i vedlagte kopi av FAA AD 99-21-05.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 99-21-05.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 99-21-05, med virkning fra denne LDP's gyldighetsdato.

Anm.: Kansellerer FAA AD 77-25-03

Referanse:

FAA AD 99-21-05.

Gyldighetsdato:

1999-12-01.

**FAIRCHILD AIRCRAFT, INC.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT AND ROTORCRAFT**

99-21-05 FAIRCHILD AIRCRAFT, INC.: Amendment 39-11348; Docket No. 99-CE-15-AD; Supersedes AD 77-25-03, Amendment 39-3090. Issued September 27, 1999.

Applicability: The following airplanes models and serial numbers, certificated in any category; that are equipped with any landing gear actuator rod end other than part number (P/N) VTA00350 (or FAA-approved equivalent part number).

Model	Serial Number
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 TC396, TC398 through TC413, and TC418 through TC419

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 (d) 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 prevent failure of the landing gear actuator caused by cracks in the rod ends, which could result in the inability to lower the landing gear during a landing with consequent possible loss of control of the airplane, accomplish the following:

(a) Within the next 500 hours time-in-service (TIS) after the effective date of this AD, replace any landing gear actuator rod end that is not P/N VTA00350 (or FAA-approved equivalent part number) with one that incorporates this part number. Accomplish this replacement in accordance with Fairchild Aircraft Alert Service Bulletin SB A32-014, Revised: January 26, 1999.

(b) As of the effective date of this AD, no person may install, on any affected airplane, any landing gear actuator rod end that is other than P/N VTA00350 (or FAA-approved equivalent part number).

(c) 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.

(d) An alternative method of compliance or adjustment of the compliance time 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.

(1) 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.

(2) Alternative methods of compliance approved in accordance with AD 77-25-03 are not considered approved as alternative methods of compliance 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 Fort Worth ACO.

(e) The replacements required by this AD shall be done in accordance with Fairchild Aircraft Alert Service Bulletin SB A32-014, Revised: January 26, 1999. 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 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.

(f) This amendment supersedes AD 77-25-03, Amendment 39-3090.

(g) This amendment becomes effective on November 16, 1999.

FOR FURTHER INFORMATION CONTACT:

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

LUFTFARTSTILSYNET
1. TILSYNSAVDELING
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 96
E-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

FAIRCHILD - 36
Tidl. Swearingen

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

2000-031 REVISJON AV FLIGHT MANUAL

Påbudet gjelder:

Fairchild Aircraft Inc. modeller som er listet i vedlagte kopi av FAA AD 2000-06-04.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2000-06-04.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 2000-06-04, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 2000-06-04.

Gyldighetsdato:

2000-05-19.

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).

2000-06-04 FAIRCHILD AIRCRAFT CORPORATION.: Amendment 39-11644; Docket No. 99-CE-52-AD.

(a) What airplanes are affected by this AD?: Models SA226-T, SA226-AT, SA226-T(B), SA227-AT, SA227-TT, SA226-TC, SA227-AC, SA227-PC, SA227-BC, SA227-CC, SA227-DC airplanes, all serial numbers, that are:

- (1) Equipped with pneumatic deicing boots; and
- (2) Certificated in any category.

(b) Who must comply with this AD?: Anyone who wishes to operate any of the above airplanes on the U.S. Register. The AD does not apply to your airplane if it is not equipped with pneumatic de-icing boots.

(c) What problem does this AD address?: The information necessary to activate the pneumatic wing and tail deicing boots at the first signs of ice accumulation is critical for flight in icing conditions. If we did not take action to include this information, flight crews could experience reduced controllability of the aircraft due to adverse aerodynamic effects of ice adhering to the airplane prior to the first deicing cycle.

(d) What must I do to address this problem?: To address this problem, you must revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following requirements for activation of the ice protection systems. You must accomplish this action within the next 10 calendar days after the effective date of this AD, unless already accomplished. You may insert a copy of this AD in the AFM to accomplish this action:

- Except for certain phases of flight where the AFM specifies that deicing boots should not be used (e.g., take-off, final approach, and landing), compliance with the following is required:
 - Wing and Tail Leading Edge Pneumatic Deicing Boot System, if installed, must be activated:
 - At the first sign of ice formation anywhere on the aircraft, or upon annunciation from an ice detector system, whichever occurs first; and
 - The system must either be continued to be operated in the automatic cycling mode, if available; or the system must be manually cycled as needed to minimize the ice accretions on the airframe.
 - The wing and tail leading edge pneumatic deicing boot system may be deactivated only after:
 - Leaving known or observed/detected icing that the flight crew has visually observed on the aircraft or was identified by the on-board sensors; and
 - After the airplane is determined to be clear of ice.”

NOTE: The FAA recommends periodic treatment of deicing boots with approved ice release agents, such as ICEX™, in accordance with the manufacturer's application instructions.

(e) Can the pilot accomplish the action?: Yes. Anyone who holds at least a private pilot certificate, as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), may incorporate the AFM revisions required by this AD. You must make an entry into the aircraft records that shows compliance with this AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(f) Can I comply with this AD in any other way?: Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

- (i) Your alternative method of compliance provides an equivalent level of safety; and
- (ii) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager.

(2) 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)(1) 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.

2 00-06-04

(g) Where can I get information about any already approved alternative methods of compliance?: Contact the Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4091.

(h) 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.

(i) When does this amendment become effective?: This amendment becomes effective on May 5, 2000.

FOR FURTHER INFORMATION CONTACT:

Mr. John P. Dow, Sr., Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 506, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4090.

Issued in Kansas City, Missouri, on March 10, 2000.

Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.

U.S. Department
of Transportation

**Federal Aviation
Administration**

Regulatory Support Division
P.O. Box 26460
Oklahoma City, OK 73125-0460
FAA-10

Official Business
Penalty for Private Use \$300

**FLIGHT INFORMATION
CRITICAL TO
FLYING SAFETY**

**URGENT
FORWARD TO AIRCRAFT
OPERATOR**

BLANK