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 - 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.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation Administration

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**

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.

Kansellert
2007-10-24

Gyldighetsdato:

2000-02-07.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

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 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 (Va) 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.

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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.

BW 99-21

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.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

AIRWORTHINESS DIRECTIVE

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OKLAHOMA CITY, OKLAHOMA 73125-0460

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Federal Aviation Administration

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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 accorance 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.

(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.

FLIGHT INFORMATION
CRITICAL TO FLYING SAFETY

**URGENT
FORWARD TO AIRCRAFT
OPERATOR**

BLANK

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 - 37
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.

2000-032 "PITCH TRIM ACTUATOR"

Påbudet gjelder:

Fairchild Aircraft Inc. modeller som er listet i vedlagte kopi av FAA AD 2000-03-17.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2000-03-17.

Anm.: Denne LDP erstatter og opphever LDP 97-093 og 93-074B.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 2000-03-17, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 2000-03-17.

Gyldighetsdato:

2000-05-19.

Kansellert
2007-10-24

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

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Federal Aviation Administration

2000-03-17 FAIRCHILD AIRCRAFT, INC.: Amendment 39-11576; Docket No. 99-CE-59-AD, Supersedes AD 97-23-01, Amendment 39-10188; which superseded AD 93-15-02 R2, Amendment 39-9689; which revised AD 93-15-02 R1, Amendment 39-9180; which revised AD 93-15-02, Amendment 39-8648.

Applicability: All SA226 and SA227 series airplanes (all models and serial numbers), 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 (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 detect excessive freeplay or rod slippage in the pitch trim actuator, which, if not detected and corrected, could result in pitch trim actuator failure and possible loss of control of the airplane, 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) Accomplish the following at the times specified in the chart in paragraph (b) of this AD:

(1) Initial and repetitive inspections:

(i) For airplanes equipped with a Simmonds-Precision actuator, P/N DL5040M5, P/N DL5040M6, or P/N DL5040M8, measure the freeplay (inspection) of the pitch trim actuator and inspect the actuator for rod slippage in accordance with the INSTRUCTIONS section of Fairchild Aircraft SA226 Series Service Letter (SL) 226-SL-005, or Fairchild Aircraft SA227 Series SL 227-SL-011, both Revised: August 3, 1999; or Fairchild Aircraft SA227 Series Service Letter CC7-SL-028, Issued: August 12, 1999, as applicable.

(ii) For airplanes equipped with Barber-Colman actuators, P/N 27-19008-00-001, P/N 27-19008-002, P/N 27-19008-00-004, or P/N 27-19008-005, conduct a functional inspection of the actuator in accordance with the INSTRUCTIONS section of Fairchild Aircraft SA226 Series SL 226-SL-014, Revised: February 1, 1999, Fairchild Aircraft SA227 Series SL 227-SL-031, Revised: February 1, 1999, or Fairchild Aircraft SA227 Series SL CC7-SL-021, Revised: February 1, 1999, whichever is applicable.

NOTE 3: The actions in this AD are the same as the actions in AD 97-23-01, except for the actions added to the airplanes equipped with improved design pitch trim actuators.

(2) Initial and repetitive replacements: Replace the pitch trim actuator with any of the pitch trim actuators presented in the Chart in paragraph (b) of this AD, as applicable, at the time specified in the Repetitive Replacement column of this chart. However, if certain freeplay limitations that are specified in the service letters are exceeded or if rod slippage is found, prior to further flight, replace the pitch trim actuator.

(b) The following chart presents the pitch trim actuator that could be installed and the initial and repetitive inspection and replacement compliance times of this AD:

Condition	Initial Inspection	Repetitive Inspection	Repetitive Replacement
For all affected airplane models, except for the Models SA227-CC and SA227-DC, 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 the 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.

Condition	Initial Inspection	Repetitive Inspection	Repetitive Replacement
For all affected airplane models, except for the Models SA227-CC and SA227-DC, 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.
For all affected airplane models, except for the Models SA227-CC and SA227-DC, 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.
For all affected airplane models, except for the Models SA227-CC and SA227-DC, with a replacement Simmonds-Precision actuator, P/N DL5040M5, 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.
For all affected airplane models, except for the Models SA227-CC and SA227-DC, 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.
For all affected airplane models with a newly fabricated or over-hauled and zero-timed Barber-Colman actuator, P/N 27-19008-001/-004 or P/N 27-19008-002/-005.	Upon accumulating 500 hours total TIS on the newly fabricated or over-hauled and zero-timed actuator or within 50 hours TIS after the effective date of AD 97-23-01, whichever occurs later.	Every 300 hours TIS after the initial inspection.	None.
For the Models SA227-CC and SA227-DC only, with a Simmonds-Precision pitch trim actuator, P/N DL5040M5 or P/N DL5040M6, installed	None.	None.	Upon accumulating 1,500 hours TIS on the actuator.
For all affected airplanes with a Barber-Colman P/N 27-19008-006 or 27-19008-007 actuator installed.	Must be overhauled upon the accumulation of 2,000 hours TIS on the actuator	Must be overhauled at intervals not to exceed 2,000 hours TIS.	No replacement requirements.
For all affected airplanes with a Simmonds-Precision pitch trim actuator, P/N DL5040M8, installed	Upon accumulating 7,500 hours TIS on the actuator or within the next 50 hours TIS after the effective date of this AD, whichever occurs later.	Every 600 hours TIS after the initial inspection until accumulating 9,900 hours TIS.	Upon accumulating 9,900 hours TIS on the actuator.

(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.

(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 Airplane Certification Office.

(2) Alternative methods of compliance that were approved in accordance with AD 97-23-01 are 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) (1) The inspections required by this AD shall be done in accordance with the following:

(i) Fairchild Aircraft SA226 Series SL 226-SL-005, Revised: August 3, 1999; or

(ii) Fairchild Aircraft SA227 Series SL 227-SL-011; Revised: August 3, 1999; or

(iii) Fairchild Aircraft SA227 Series SL CC7-SL-028, Issued: August 12, 1999; and

(iv) Fairchild Aircraft SA226 Series SL 226-SL-014, Revised: February 1, 1999; or

(v) Fairchild Aircraft SA227 Series SL 227-SL-031, Revised: February 1, 1999; or

(vi) Fairchild Aircraft SA227 Series SL CC7-SL-021, Revised: February 1, 1999.

(2) 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, 901 Locust, Room 301, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(f) This amendment supersedes 97-23-01, Amendment 39-10188; which superseded AD 93-15-02 R2, Amendment 39-9689; which revised AD 93-15-02 R1, Amendment 39-9180; which revised AD 93-15-02, Amendment 39-8648.

(g) This amendment becomes effective on April 10, 2000.

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.

Issued in Kansas City, Missouri, on February 9, 2000.

Michael K. Dahl, Acting Manager, Small Airplane Directorate, Aircraft Certification Service

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 - 38
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.

2000-068 SPREKKONTROLL AV "MLG DRAG BRACE ASSEMBLY"

Påbudet gjelder:

Fairchild Aircraft Inc. modeller som er listet i vedlagte kopi av FAA AD 2000-17-11.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2000-17-11.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 2000-17-11, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 2000-17-11.

Gyldighetsdato:

2000-10-15.

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

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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 ACCOMPLISHMENT INSTRUCTIONS section of whichever of the following that is applicable: (i) Fairchild Service Bulletin 226-32-068, Issued: June 23, 2000; or (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
(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.	(i) Replacement: Prior to further flight after the inspection where the crack(s) is found; and (ii) Repetitive Inspections: (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 (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.	Accomplish the replacement in accordance with the applicable maintenance manual and accomplish the repetitive inspections in accordance with the previously referenced service bulletins.
(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. (i) Only one rework of the MLG drag brace assembly is allowed. If any crack is found after rework, the assembly must be replaced. (ii) After rework, repetitively inspect the MLG drag brace assembly provided no additional cracking is found at which time replacement is required.	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.	Accomplish in accordance with the previously referenced service bulletins.

(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.

Luftfartstilsynet
Postboks 243, NO-8001 Bodø
Besøksadresse:
Bodø Lufthavn, Bodø
Telefon : 75585000
Telefax : 75585005
e-post: postmottak@caa.no

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY
M7 AEROSPACE LP
- 1
(Tidligere Fairchild Aircraft Incorporated)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2007-044 "MECHANICAL FAILURE OF PITCH TRIM ACTUATOR"

Påbudet gjelder:

M7 Aerospace LP, SA226 og SA227 alle modeller og serienummer som nærmere beskrevet i vedlagte kopi av FAA AD 2007-16-03.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2007-16-03.

Anm.: Denne LDP erstatter LDP 98-083A som var basert på FAA AD 98-19-15 R1 og LDP 2000-032 som var basert på FAA AD 2000-03-17.

Tid for utførelse:

Til de tider og intervaller som er beskrevet i vedlagte kopi av FAA AD 2007-16-03.

Der hvor datoen "September 7, 2007" framkommer i FAA AD 2007-16-03 forbindelse med angivelse av tidsfrister kan i stedet datoen 1. desember 2007 anvendes for norskregistrerte fartøyer.

Anm.: Datoen "September 7, 2007, er "Effective Date" for FAA AD 2007-16-03.

Referanse:

FAA AD 2007-16-03.

Gyldighetsdato:

2007-10-24.

2007-16-03 M7 Aerospace LP (Type Certificate No. A5SW, A8SW, and A18SW formerly held by Fairchild Aircraft Incorporated): Amendment 39-15142; Docket No. FAA-2006-25927; Directorate Identifier 2007-CE-52-AD.

Effective Date

(a) This AD becomes effective on September 7, 2007.

Affected ADs

(b) This AD supersedes the following ADs:
(1) AD 98-19-15 R1, Amendment 39-11507; and
(2) AD 2000-03-17, Amendment 39-11576.

Applicability

(c) This AD applies to all Models SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), SA227-PC, and SA227-TT airplanes, all serial numbers, that:
(1) are certificated in any category; and
(2) are equipped with pitch trim actuator Barber-Coleman part number (P/N) 27-19008-001, Barber-Coleman P/N 27-19008-002, Barber-Coleman P/N 27-19008-004, Barber-Coleman P/N 27-19008-005, Barber-Coleman P/N 27-19008-006, Barber-Coleman P/N 27-19008-007, Simmonds-Precision P/N DL5040M5, Simmonds-Precision P/N DL5040M6, or Simmonds-Precision P/N DL5040M8.

Unsafe Condition

(d) This AD results from reports of mechanical failure of the pitch trim actuator causing the horizontal stabilizer to move to full aircraft nose up. We are issuing this AD to detect excessive freeplay or rod slippage in the pitch trim actuator, which, if not detected and corrected, could result in pitch trim actuator failure. We are also issuing to lessen the severity of pitch upset if a pitch trim actuator mechanical failure occurs. These conditions could lead to possible loss of control. In addition, we are issuing to eliminate the use of certain pitch trim actuators that require frequent critical inspections or replacements.

Compliance

(e) To address this problem, you must do the following, unless already done:
(1) For airplanes with a Barber-Coleman pitch trim actuator P/N 27-19008-001, P/N 27-19008-002, P/N 27-19008-004, or P/N 27-19008-005: Before further flight after September 25, 1998 (the effective date of AD 98-19-15), incorporate the text in paragraphs (e)(1)(i) and (e)(1)(ii) of this

AD into the Limitations Section of the FAA-approved airplane flight manual (AFM). 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) may insert the information specified in paragraphs (e)(1)(i) and (e)(1)(ii) of this AD into the AFM Limitations Section. This may be done by inserting a copy of this AD into the AFM. Make an entry into the aircraft records showing compliance with this portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(i) "Limit the maximum indicated airspeed to maneuvering airspeed (Va) as shown in the appropriate airplane flight manual (AFM)"; and

(ii) "The minimum crew required is two pilots."

Note 1: 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 2: The before further flight compliance time of paragraph (e)(1) of this AD is retained from AD 98-19-15 R1.

Note 3: Installation of any FAA-approved pitch trim actuator other than the Barber-Coleman P/N 27-19008-001, P/N 27-19008-002, P/N 27-19008-004, or P/N 27-19008-005 terminates the requirements of paragraph (e)(1) of this AD.

(2) For all airplanes: Do the following actions at the times specified in the initial inspection or overhaul column and the repetitive inspection or overhaul column in table 1 of this AD:

(i) For airplanes equipped with a Simmonds-Precision pitch trim actuator P/N DL5040M5, P/N DL5040M6, or P/N DL5040M8: Measure the freeplay of the pitch trim actuator and inspect the pitch trim actuator for rod slippage using the INSTRUCTIONS section of Fairchild Aircraft SA226 Series Service Letter (SL) 226-SL-005 or Fairchild Aircraft SA227 Series SL 227-SL-011, both Revised: August 3, 1999; or Fairchild Aircraft SA227 Series Service Letter CC7-SL-028, Issued: August 12, 1999, as applicable.

(ii) For airplanes equipped with Barber-Colman pitch trim actuators P/N 27-19008-001, P/N 27-19008-002, P/N 27-19008-004, or P/N 27-19008-005: Do a functional inspection of the pitch trim actuator using the INSTRUCTIONS section of Fairchild Aircraft SA226 Series SL 226-SL-014, Fairchild Aircraft SA227 Series SL 227-SL-031, or Fairchild Aircraft SA227 Series SL CC7-SL-021; all Revised: February 1, 1999; as applicable.

Note 4: The actions in paragraphs (e)(2)(i) and (e)(2)(ii) of this AD are the same as the actions in AD 2000-03-17. The only difference between this AD and AD 2000-03-17 is the addition of life limits to Barber-Coleman pitch trim actuators P/N 27-19008-001, P/N 27-19008-002, P/N 27-19008-004, or P/N 27-19008-005.

(iii) For airplanes equipped with Barber-Colman pitch trim actuators P/N 27-19008-006 or P/N 27-19008-007: Overhaul the pitch trim actuator following the applicable maintenance manual.

(3) For all airplanes: Before further flight, replace the pitch trim actuator following the applicable maintenance manual when any of the following occurs:

(i) The pitch trim actuator is inspected following paragraphs (e)(2)(i) and (e)(2)(ii) of this AD and the freeplay limitations are exceeded, rod slippage is found, or a ratcheting sound occurs, as specified in the applicable service letters; or

(ii) The installed pitch trim actuator reaches its repetitive replacement time as specified in table 1 in paragraph (e)(4) of this AD.

(4) Table 1 below presents the pitch trim actuators that could be installed and the compliance times for the initial inspections or overhaul, repetitive inspections or overhaul, and repetitive replacements required by this AD:

Table 1.–Inspection/Overhaul and Replacement Requirements for Pitch Trim Actuators

Condition	Initial Inspection or Overhaul	Repetitive Inspection or Overhaul	Repetitive Replacement
(i) For all affected airplane models (except for the Models SA227-CC and SA227-DC) that have an original Simmonds-Precision pitch trim actuator, P/N DL5040M5, installed.	Inspect following paragraph (e)(2)(i) of this AD before accumulating 3,000 hours time-in-service (TIS) on the pitch trim actuator or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Inspect following paragraph (e)(2)(i) of this AD before accumulating 250 hours TIS after the initial inspection and repetitively thereafter at intervals not to exceed 250 hours TIS until accumulating the hours TIS specified in paragraph (e)(4)(i) Repetitive Replacement column of this AD.	Replace the pitch trim actuator with a Simmonds-Precision P/N DL5040M6, Simmonds-Precision P/N DL5040M8, Barber-Coleman P/N 27-19008-006, Barber-Coleman P/N 27-19008-007, or an FAA-approved equivalent pitch trim actuator before accumulating 5,000 hours TIS on the pitch trim actuator, 500 hours TIS after the initial inspection, or within 30 days after September 7, 2007 (the effective date of this AD), whichever occurs later.
(ii) For all affected airplane models (except for the Models SA227-CC and SA227-DC) that have a replacement Simmonds-Precision pitch trim actuator, P/N DL5040M5, installed.	Inspect following paragraph (e)(2)(i) of this AD before accumulating 5,000 hours TIS on the pitch trim actuator or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Inspect following paragraph (e)(2)(i) of this AD before accumulating 300 hours TIS after the initial inspection and repetitively thereafter at intervals not to exceed 300 hours TIS until accumulating the hours TIS specified in paragraph (e)(4)(ii) Repetitive Replacement column of this AD.	Replace the pitch trim actuator with a Simmonds-Precision P/N DL5040M6, Simmonds-Precision P/N DL5040M8, Barber-Coleman P/N 27-19008-006, Barber-Coleman P/N 27-19008-007, or an FAA-approved equivalent pitch trim actuator before accumulating 6,500 hours TIS on the pitch trim actuator or within 30 days after September 7, 2007 (the effective date of this AD), whichever occurs later.

(iii) For all affected airplane models (except for the Models SA227-CC and SA227-DC) that have a replacement Simmonds-Precision pitch trim actuator, P/N DL5040M6, installed. This part can be new, modified from a P/N DL5040M5 pitch trim actuator, or overhauled and zero-timed.	Inspect following paragraph (e)(2)(i) of this AD before accumulating 7,500 hours TIS on the pitch trim actuator or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Inspect following paragraph (e)(2)(i) of this AD before accumulating 300 hours TIS after the initial inspection and repetitively thereafter at intervals not to exceed 300 hours TIS until accumulating the hours TIS specified in paragraph (e)(4)(iii) Repetitive Replacement column of this AD.	Replace the pitch trim actuator with a Simmonds-Precision P/N DL5040M6, Simmonds-Precision P/N DL5040M8, Barber-Coleman P/N 27-19008-006, Barber-Coleman P/N 27-19008-007, or an FAA-approved equivalent pitch trim actuator before accumulating 9,900 hours TIS on the pitch trim actuator or within 30 days after September 7, 2007 (the effective date of this AD), whichever occurs later.
(iv) For all affected airplane models (except for the Models SA227-CC and SA227-DC) that have a replacement Simmonds-Precision pitch trim actuator, P/N DL5040M5, installed that was overhauled and zero-timed where both nut assemblies, P/N AA56142, were replaced with new assemblies during overhaul.	Inspect following paragraph (e)(2)(i) of this AD before accumulating 5,000 hours TIS on the pitch trim actuator or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Inspect following paragraph (e)(2)(i) of this AD before accumulating 300 hours TIS after the initial inspection and repetitively thereafter at intervals not to exceed 300 hours TIS until accumulating the hours TIS specified in paragraph (e)(4)(iv) Repetitive Replacement column of this AD.	Replace the pitch trim actuator with a Simmonds-Precision P/N DL5040M6, Simmonds-Precision P/N DL5040M8, Barber-Coleman P/N 27-19008-006, Barber-Coleman P/N 27-19008-007, or an FAA-approved equivalent pitch trim actuator before accumulating 6,500 hours TIS on the pitch trim actuator or within 30 days after September 7, 2007 (the effective date of this AD), whichever occurs later.

(v) For all affected airplane models (except for the Models SA227-CC and SA227-DC) that have a replacement Simmonds-Precision P/N DL5040M5 pitch trim actuator installed that was overhauled and zero-timed where both nut assemblies, P/N AA56142, were not replaced with new assemblies during overhaul.	Inspect following paragraph (e)(2)(i) of this AD before accumulating 3,000 hours TIS on the pitch trim actuator or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Inspect following paragraph (e)(2)(i) of this AD before accumulating 250 hours TIS after the initial inspection and repetitively thereafter at intervals not to exceed 250 hours TIS until accumulating the hours TIS specified in paragraph (e)(4)(v) Repetitive Replacement column of this AD.	Replace the pitch trim actuator with a Simmonds-Precision P/N DL5040M6, Simmonds-Precision P/N DL5040M8, Barber-Coleman P/N 27-19008-006, Barber-Coleman P/N 27-19008-007, or an FAA-approved equivalent pitch trim actuator before accumulating 5,000 hours TIS on the pitch trim actuator or within 30 days after September 7, 2007 (the effective date of this AD), whichever occurs later.
(vi) For all affected airplane models (except for the Models SA227-CC and SA227-DC) that have a newly fabricated or overhauled and zero-timed Barber-Colman pitch trim actuator, P/N 27-19008-001, P/N 27-19008-002, P/N 27-19008-004, or P/N 27-19008-005.	Inspect following paragraph (e)(2)(ii) of this AD before accumulating 500 hours total TIS on the pitch trim actuator or within 50 hours TIS after December 1, 1997 (the effective date of AD 97-23-01), whichever occurs later.	Inspect following paragraph (e)(2)(ii) of this AD before accumulating 300 hours TIS after the initial inspection and repetitively thereafter at intervals not to exceed 300 hours TIS until accumulating the hours TIS specified in paragraph (e)(4)(vi) Repetitive Replacement column of this AD.	Replace the pitch trim actuator with a Simmonds-Precision P/N DL5040M6, Simmonds-Precision P/N DL5040M8, Barber-Coleman P/N 27-19008-006, Barber-Coleman P/N 27-19008-007, or an FAA-approved equivalent pitch trim actuator before accumulating 5,000 hours TIS on the pitch trim actuator or within 30 days after September 7, 2007 (the effective date of this AD), whichever occurs later.

(vii) For the Models SA227-CC and SA227-DC that have a Simmonds-Precision pitch trim actuator P/N DL5040M5 or P/N DL5040M6 installed.	None.	None.	Replace the pitch trim actuator with a Simmonds-Precision P/N DL5040M8, Barber-Coleman P/N 27-19008-006 or P/N 27-19008-007, or an FAA-approved equivalent pitch trim actuator before accumulating 1,500 hours TIS on the pitch trim actuator or within 30 days after September 7, 2007 (the effective date of this AD), whichever occurs later.
(viii) For the Models SA227-CC and SA227-DC that have a newly fabricated or overhauled and zero-timed Barber-Colman pitch trim actuator, P/N 27-19008-001, P/N 27-19008-002, P/N 27-19008-004, or P/N 27-19008-005.	Inspect following paragraph (e)(2)(ii) of this AD before accumulating 500 hours total TIS on the pitch trim actuator or within 50 hours TIS after December 1, 1997 (the effective date of AD 97-23-01), whichever occurs later.	Inspect following paragraph (e)(2)(ii) of this AD before accumulating 300 hours TIS after the initial inspection and repetitively thereafter at intervals not to exceed 300 hours TIS until accumulating the hours TIS specified in paragraph (e)(4)(viii) Repetitive Replacement column of this AD.	Replace the pitch trim actuator with a Simmonds-Precision P/N DL5040M8, Barber-Coleman P/N 27-19008-006, Barber-Coleman P/N 27-19008-007, or an FAA-approved equivalent pitch trim actuator before accumulating 5,000 hours TIS on the pitch trim actuator or within 30 days after September 7, 2007 (the effective date of this AD), whichever occurs later.
(ix) For all affected airplanes with a Simmonds-Precision pitch trim actuator, P/N DL5040M8, installed.	Inspect following paragraph (e)(2)(i) of this AD before accumulating 7,500 hours TIS on the pitch trim actuator or within the next 50 hours TIS after April 10, 2000 (the effective date of AD 2000-03-17), whichever occurs later.	Inspect following paragraph (e)(2)(i) of this AD before accumulating 300 hours TIS after the initial inspection and repetitively thereafter at intervals not to exceed 300 hours TIS until accumulating the hours TIS specified in paragraph (e)(4)(ix) Repetitive Replacement column of this AD.	Replace the pitch trim actuator with a Simmonds-Precision P/N DL5040M8, Barber-Coleman P/N 27-19008-006 or P/N 27-19008-007, or an FAA-approved equivalent pitch trim actuator before accumulating 9,900 hours TIS on the pitch trim actuator or within 30 days after September 7, 2007 (the effective date of this AD), whichever occurs later.

(x) For all affected airplanes with a Barber-Colman P/N 27-19008-006 or 27-19008-007 pitch trim actuator installed.	Overhaul following paragraph (e)(2)(iii) of this AD before accumulating 2,000 hours TIS on the pitch trim actuator.	Overhaul following paragraph (e)(2)(iii) of this AD before accumulating 2,000 hours TIS on the pitch trim actuator.	No replacement requirements.

(5) For all airplane models except Models SA227-CC and SA227-DC: As of September 7, 2007 (the effective date of this AD), do not install as a replacement any of the following pitch trim actuators or FAA-approved equivalent P/Ns:

(i) Barber-Colman P/N 27-19008-001;

(ii) Barber-Colman P/N 27-19008-002;

(iii) Barber-Colman P/N 27-19008-004;

(iv) Barber-Colman P/N 27-19008-005; or

(v) Simmonds-Precision P/N DL5040M5.

(6) For all airplane Models SA227-CC and SA227-DC: As of September 7, 2007 (the effective date of this AD), do not install as a replacement any of the following pitch trim actuators or FAA-approved equivalent P/Ns:

(i) Barber-Colman P/N 27-19008-001;

(ii) Barber-Colman P/N 27-19008-002;

(iii) Barber-Colman P/N 27-19008-004;

(iv) Barber-Colman P/N 27-19008-005;

(v) Simmonds-Precision P/N DL5040M5; or

(vi) Simmonds-Precision P/N DL5040M6.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Fort Worth Airplane Certification Office (ACO), FAA, ATTN: Werner Koch, Aerospace Engineer, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Material Incorporated by Reference

(g) You must use the service information specified in table 2 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

(1) On April 10, 2000 (65 FR 8037, February 17, 2000) the Director of the Federal Register approved the incorporation by reference of the service information listed in table 2 of this AD under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact M7 Aerospace LP, 10823 N. E. Entrance, San Antonio, Texas 78216.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Table 2.–Material Incorporated by Reference

Service Letter (SL)	Date
Fairchild Aircraft SA226 Series SL 226-SL-005	Revised: August 3, 1999
Fairchild Aircraft SA227 Series SL 227-SL-011	Revised August 3, 1999
Fairchild Aircraft SA227 Series SL CC7-SL-028	Issued: August 12, 1999
Fairchild Aircraft SA226 Series SL 226-SL-014	Revised: February 1, 1999
Fairchild Aircraft SA227 Series SL 227-SL-031	Revised: February 1, 1999
Fairchild Aircraft SA227 Series SL CC7-SL-021	Revised: February 1, 1999

Issued in Kansas City, Missouri, on July 27, 2007.
James E. Jackson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-15018 Filed 8-2-07; 8:45 am]

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LUFTFARTSVERKET
Hovedadministrasjonen
Avd. for luftfartsinspeksjon
Postboks 18, 1330 Oslo lufthavn

Telefon Oslo (02) 59 33 40
AFTN ENFBYE
Tlgr. CIVILAIR OSLO
Telex 77011 ldal n

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

FAIRCHILD - 1

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

021/90 MODIFIKASJON AV ELEKTRISK ANLEGG

Påbudet gjelder:

Fairchild Aircraft Corp. (Swearingen Aviation Corp.):

Modell SA226-T; serienr. T201 t.o.m T275 og T277 t.o.m T291,

SA226-T(B); serienr. T(B)276 og T(B)292 t.o.m T(B)417,

SA226-AT; serienr. AT001 t.o.m AT074,

SA226-TC; serienr. TC201 t.o.m TC419,

SA227-TT; serienr. TT421 t.o.m TT541,

SA227-AT; serienr. AT423 t.o.m AT695,

SA227-AC; serienr. AC406, AC415, AC416 og AC420 t.o.m AC705, samt AC707 t.o.m AC733.

Påbudet omfatter:

For å unngå at reléet for "Battery Bus" utilsiktet mister holdestrømmen, skal følgende tiltak utføres:

1. Modifiser det elektriske systemet i samsvar med følgende fremgangsmåte:

1.1 Fjern adkomstdekselet over "J-Box", EP11.

1.2 Lokaliser "Battery Bus" relé K40 og fjern dioden som forbinder terminalene X1 og X2.

1.3 Installér adkomstdekselet.

1.4 Kontroller at batterispenning er tilstede på "LH Essential, RH Essential and Nonessential Busses" ved å bruke "Battery Switches".

Fairchild Service Bulletins (SB) SA226-24-032 og SA227-24-013, begge datert 7.8.89, omhandler samme sak.

Tid for utførelse:

Dersom ikke allerede utført: Innen 100 flytimer etter 10.05.90.

Referanse: FAA AD 90-03-19

10.05.90

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer

023/90 KONTROLL AV UNDERSTELLSLUKER

Påbudet gjelder:

Fairchild Aircraft Corp. (Swearingen Aviation Corp.):

Modell SA226-T; serienr. T201 t.o.m T275 og T277 t.o.m T291,

SA226-T(B); serienr. T(B)276 og T(B)292 t.o.m T(B)417,

SA226-AT; serienr. AT001 t.o.m AT074,

SA226-TC; serienr. TC201 t.o.m TC419,

SA227-TT; serienr. TT421 t.o.m TT541,

SA227-AT; serienr. AT421B t.o.m AT631B, og AT695B,

SA227-AC; serienr. AC406, AC415, AC416 og AC420 t.o.m AC729.

Påbudet omfatter:

For å hindre at lukene for hovedlandingsunderstellet kiles fast mot nacellehuden, skal følgende tiltak utføres:

1. Kontrollér visuéllt at klaringen mellom lukene for hovedlandingsunderstellet og den nærliggende nacellehuden er 9.7 + 0.8 mm (0.38 + 0.03") i samsvar med instruksjoner gitt i Fairchild Service Bulletin (SB) SA226-32-055 resp. SB SA227-32-027, begge datert 8.12.88.

2. Dersom justering eller bearbeiding av luken(e) er nødvendig for å oppnå den spesifiserte klaring, skal dette utføres i samsvar med de ovenfor nevnte SB.

Tid for utførelse:

Pkt. 1: Innen 250 flytimer etter 10.05.90.

Pkt. 2: Før første flyging.

Referanse:

FAA AD 90-05-06

Luftfartstilsynet
1. tilsynsavdeling
Postboks 8050 Dep., 0031 Oslo
Besøksadresse:
Rådhusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

FAIRCHILD - 2

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.

2003-043 REPETITIVE INSPEKSJONER – FAIRCHILD M62

Påbudet gjelder:

Fairchild M62-serie luftfartøy.

Påbudet omfatter:

Følgende FAA Airworthiness Directives (AD) er repetitive og skal gjennomføres til de tider det er angitt på den enkelte AD som er vedlagt:

FAA AD 43-07-01 (FSMB 45-62-1)
FAA AD 47-07-02 (FSB 44-2-C)
FAA AD 47-07-03 (FSB 47-62-1)
FAA AD 48-45-01

Tid for utførelse:

Som angitt på gjeldende ADs

Referanse:

FAA AD 43-07-01
FAA AD 47-07-02
FAA AD 47-07-03
FAA AD 48-45-01

Gyldighetsdato:

2003-06-20.

43-07-01
FAIRCHILD

(Was Service Note 2 of AD-724-2.)

Applicability: Applies to M-62 Series Aircraft.
At each periodic inspection, examine the wing center-section front and rear spars for wood deterioration and weakened glue joints due to moisture accumulation. (Method of inspection and repair, if necessary, are covered in Fairchild Service Maintenance Bulletin 45-62-1, dated March 10, 1945.)

47-07-02
FAIRCHILD

(Was Service Note 3 of AD-724-2.)

Applicability: Applies to M-62 Series Aircraft.
At each periodic inspection, determine if any looseness exists in elevator hinge attachments to rear spar of stabilizer. All loose hinges should be tightened. This will necessitate cutting oval shaped openings in the lower surface of the stabilizer just forward of the rear spar. After nuts are drawn up and safetied the openings should be covered with fabric patches.
(Fairchild Service Bulletin 44-2-C dated January 14, 1944, covers this same subject.)

47-07-03
FAIRCHILD

(Was Service Note 4 of AD-724-2.)

Applicability: Applies to M-62 Series Aircraft.

Prior to original certification and at each periodic inspection thereafter, and as otherwise noted, make the following inspections:

(1) Inspect the wing center section bottom surface for cracks. This inspection should be made after each severe landing. Cracks extending into the spar flange area indicate cracked spar flanges and should be investigated very thoroughly.

(2) Inspect the butt ends of the spars to assure that the butt plates are in place and properly attached.

(3) Inspect the strap hinge fittings for looseness. Clearance between the spar webs and hinge plates is not critical as long as the plates are bolted tight to the bushings if the bushings protrude. If bushings are loose, replace.

(4) Inspect the plywood spar webs for checks or cracks. This inspection should always be made after any damage to the landing gear. Cracks other than those parallel to the face grain generally indicate serious damage to the spar web.

(5) Inspect the trailing edge of the wing center section and outer panel over flap area for deterioration due to accumulated moisture.

(6) Inspect the forward face of front spar and belly skin at engine cutout in wing center section for oil soaking and skin separation.

(These inspections and methods of repair are covered in greater detail in Fairchild Service Bulletin 47-62-1 dated January 24, 1947. Owners may obtain copies from Fairchild Personal Planes Division of Fairchild Engine and Airplane Corp., Hagerstown, Md.)

48-45-01
FAIRCHILD

Applicability: Applies to All M-62 Series Aircraft.

Compliance: required at each annual inspection.

(1) Inspect plywood butt plates for separation from wing spar ends. Remove only if loose and inspect spar end for rot which requires repair or replacement. Separation of spar laminations does not require replacement if the glue joints between spar webs and caps are sound. Glue new butt plates to spar ends working glue into any cracks between laminations.

(2) Cut a total of sixteen 1/2-inch diameter inspection holes in wing lower skin. These should be centered at the front edges of both spars at four approximately equally spaced sparwise stations in each outer panel. Use caution to avoid cutting the spars and ribs. Inspect spars for rot and separation of the plywood webs from the caps. Deteriorated parts should be scrapped or repaired. Dope fabric patches over holes.

(3) Provides 1/4-inch drain holes in lower skin with centers not more than 1/4 inch from front face of spars and from outer edge of each rib wherever holes are missing or have greater spacing. Clean out all dirt built up above edges of holes to insure complete drainage. Install seaplane grommets at all drain holes in areas splashed by water from landing wheels.

This supersedes AD 48-07-04.

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