## COMMONWEALTH OF AUSTRALIA CIVIL AVIATION SAFETY AUTHORITY SCHEDULE OF AIRWORTHINESS DIRECTIVES

## Fairchild (Swearingen) SA226 and SA227 Series Aeroplanes

## **AIRWORTHINESS DIRECTIVE**

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/SWSA226/26 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

AD/SWSA226/26 Amdt 1		Landing Gear Actuator Rod End	2/2000
Applicability:	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, TC418,	
		and TC419	
Requirement:	Replace any landing gear actuator rod end that is not part number 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. <i>Note: FAA AD 99-21-05 Amdt 39-11348 refers.</i>		
Compliance:	Within 500 hours time in service after 24 February 2000, unless already accomplished.		
	This Airworthiness Directive becomes effective on 24 February 2000.		
Background:	Cracks were found on landing gear actuator rod ends that incorporate grease fittings. Repetitive inspections and rod end replacement with an improved part is required.		

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Amendment 1 is issued in response to a new FAA AD which requires replacement of the rod ends that were replaced in accordance with the original issue of this Directive. The FAA received reports of failures of the previously replaced rod ends, and as a result, the manufacturer has re-designed the landing gear rod ends.

5.20M

Eugene Paul Holzapfel Delegate of the Civil Aviation Safety Authority

13 January 2000

The above AD is notified in the Commonwealth of Australia Gazette on 27 January 2000.