

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/SWSA226/65 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 or aeronautical product 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/SWSA226/65

Brakes

13/2000

Amdt 1

- Applicability:
- | Model | Serial Numbers |
|------------|--|
| SA226-T | T201 through T275 and T277 through T291 |
| SA226-T(B) | T(B)276 and T(B)292 through T(B)417 |
| SA226-AT | AT001 through AT074 |
| SA226-TC | TC201 through TC419 |
| SA227-TT | TT421 through TT555 |
| SA227-AT | AT423 through AT599 |
| SA227-AC | AC406, AC415, AC416, and AC420 through AC599 |
- Requirement:
1. Inspect and conduct measurements of the brake wear and clearance limits in accordance with the procedures in BFGoodrich Service Letter No. 1498.
 2. Modify the parking brake system in accordance with Fairchild Service Bulletin (SB) 227-32-017 or SB 226-32-049, as applicable.
- Note: FAA AD 2000-17-01 Amdt 39-11874 refers.*
- Compliance:
1. For BFGoodrich Part Number (P/N) 2-1203-3 brakes:
Within 100 hours time in service after 6 March 1992.
For BFGoodrich P/N 2-1203 or 2-1203-1 brakes:
Within 100 hours time in service after 28 December 2000.
For BFGoodrich P/N 2-1203, 2-1203-1, or 2-1203-3 installed after 28 December 2000:
Within 250 hours time in service after installation.

Thereafter, repetitively inspect BFGoodrich P/N 2-1203, 2-1203-1, or 2-1203-3 brakes:

- a. If the clearance is .200 inches or more, but is less than .250 inches: inspect at intervals not to exceed 75 hours time in service until clearance is .250 inches or more, at which time replacement is required.
- b. If the clearance is less than .200 inches, inspect at intervals not to exceed 250 hours time in service, until the clearance is .200 inches or more.

Note: These wear and clearance limits differ from, and take precedence over, the limits contained in the service information.

2. Before 6 June 1992.

The compliance times remain unchanged for the Requirement 1 P/N 2-1203-3 brake initial inspection, and the Requirement 2 modification.

This Airworthiness Directive becomes effective on 28 December 2000.

Background: Wheel brake system malfunctions have occurred on several of the affected aircraft where regular brake system maintenance had been performed. The actions specified by this Directive are intended to prevent wheel brake system malfunctions that could result in a fire in the brake area.

Amendment 1 is issued in response to a new FAA AD which incorporates inspection and replacement requirements for additional landing gear brake assemblies. The FAA AD specifies wear and maximum clearance limits which take precedence over those specified in the service information.

The original issue of this Airworthiness Directive became effective on 6 March 1992.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

8 November 2000