

---

## AIRWORTHINESS DIRECTIVE

---

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/SWSA226/84 and issues the following AD under subregulation 39.001(1) of CASR 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.

---

### Fairchild (Swearingen) SA226 and SA227 Series Aeroplanes

**AD/SWSA226/84  
Amdt 1**

**Cargo Door Lower Belt Frames**

**8/2009**

- |                |          |  |
|----------------|----------|--|
| Applicability: | 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  |
- Requirement:
1. 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 226-53-007, issued 7 May 1981, revised 17 February 1992; or SA227 Series Service Bulletin 227-53-003, issued 29 January 1986, revised 13 February 1986; as applicable.
  2. If cracks are found, accomplish the following:
    - For belt frames located at Fuselage Station (FS) 438.060 and FS 491.060, repair the belt frame by installing angle part number (P/N) 27-22206-009 or 27-22206-010, in accordance with the Fairchild Aircraft SA226 / 227 Structural Repair Manual (SRM), Section 53-90-20, initial issue 1 March 1983, Revision 24, dated 27 August 1997; or Fairchild Aircraft Approved Repair Procedure (ARP) 53-30-9701, dated 28 July 1997. The reinforcement doublers (P/N 27-22206-007 and -008) are also needed together with this repair.
    - For belt frames located at FS 454.501, FS 455.726, FS 473.392, and FS 474.657, replace all four belt frames with new design frames, P/N 27-22207-008, 27-22208-005, and 27-22207-007, respectively, in accordance with the SA226 / 227 SRM, Section 53-90-20; or, ARP 53-30-9701. No reinforcement doublers are needed for these four new design belt frames.

**Fairchild (Swearingen) SA226 and SA227 Series Aeroplanes**

AD/SWSA226/84 Amdt 1 (continued)

3. If no cracks are found in all six belt frames during the inspection, install reinforcement doublers in all six belt frames in accordance with Part B of the Accomplishment Instructions of SB 226-53-007 or SB 227-53-003, as applicable.

Compliance with cancelled AD/SWSA226/37 for SA226-AT and SA226-TC model aeroplanes constitutes compliance with this AD.

*Note: FAA AD 98-06-25 Amdt 39-10403 refers.*

- Compliance:
1. Within 500 hours time in service after 18 June 1998.
  2. Before further flight.
  3. Within 500 hours time in service after accomplishment of the Requirement 1 inspection.

This Amendment becomes effective on 30 July 2009.

Background: This AD is amended to reference relationship between this AD and cancelled AD/SWSA226/37.

The FAA requires certain actions as a result of a decompression incident during flight caused by fatigue at the bottom of the cargo door on a Model SA226-TC. Failure of the cargo door in flight could cause decompression injury to passengers and substantial structural damage to the aircraft.



David Villiers  
Delegate of the Civil Aviation Safety Authority

17 June 2009