

SCHEDULE OF AIRWORTHINESS DIRECTIVES

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/SWSA226/91 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.

Fairchild (Swearingen) SA226 and SA227 Series Aeroplanes

AD/SWSA226/91
Amdt 1

Improved Wheel Well Fire Protection

8/2002
DM

Applicability: Model SA226-T aeroplanes, Serial Numbers (SN) T201 to T291, except T276.

Model SA226-T(B) aeroplanes, (SNs)T(B) 276 and T(B) 292 to T(B) 417.

Model SA226-AT aeroplanes, (SNs)AT001 to AT074.

Model SA226-TC aeroplanes, (SNs)TC201 to TC419.

Model SA227-TT aeroplanes, (SNs) TT421 to TT555.

Model SA227-TT (300) aeroplanes, (SNs) TT447, TT465, TT471, TT483, TT512, TT518, TT521, TT527, TT529, and TT536.

Model SA227-AT aeroplanes, (SNs) AT421, AT423 to AT631, and AT695.

Model SA227-AC aeroplanes, (SNs) AC406, AC415, AC416, and AC420 to AC599 and AC600 to AC789.

Requirement: The following Requirements must be carried out in accordance with the following:

- (i) Fairchild Aircraft Service Bulletin (SB) No. 226-26-003, incorporating the following pages:

Pages	Date
16	Issued: 1 March, 2000.
14, 15	Issued: 1 March, 2000, Revised: 27 June, 2000.
17	Issued: 1 March, 2000, Revised: 2 October, 2000.
4, 5, 6, 7, 10, 11, 12 and 13	Issued: 1 March, 2000, Revised: 19 January, 2001.
1, 2, 3, 8 and 9	Issued: 1 March, 2000, Revised: 10 August, 2001.

Fairchild (Swearingen) SA226 and SA227 Series Aeroplanes

AD/SWSA226/91 Amdt 1 (continued)

AND

- (ii) Fairchild Aircraft Service Bulletin (SB) No. 227-26-002, incorporating the following pages:

Pages	Date
1, 2, 8, and 9	Issued: 1 March, 2000.
7	Issued: 1 March, 2000, Revised: 27 June, 2000.
3, 4, 5, and 6	Issued: 1 March, 2000, Revised: 2 October, 2000.

1. For all applicable aeroplanes, except those equipped with an anti-skid/power brake system, replace each brake shuttle valve with part number (P/N) MS28767-4 brake shuttle valve in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild Aircraft SB No. 226-26-003 Revision 4, or Fairchild Aircraft SB No. 227-26-002, as applicable.
2. For all applicable aeroplanes, install a shield over the hydraulic lines in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild Aircraft Service Bulletin No. 226-26-003 Revision 4, or Fairchild Aircraft SB No. 227-26-002, as applicable.
3. For all aeroplane models within the SA226 series, replace the rubber fuel hose with a metal device in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild Aircraft SB No. 226-26-003 Revision 4.
4. No person shall install any brake shuttle valve that is not a P/N MS28767-4 brake shuttle valve or a fuel hose that is made of rubber.

Note: FAA AD 2002-08-02 refers superseding FAA AD 2001-20-14.

Compliance: For Requirement 1, 2 and 3: Unless already complied with in accordance with the original issue of this Directive; within 500 hours time-in-service (TIS) from the effective date of this Directive, or within 6 months from the effective date of this Directive, whichever occurs first.

For Requirement 4: From 6 March 2002, the date of original issue of this Directive.

This Amendment becomes effective on 3 July 2002.

Fairchild (Swearingen) SA226 and SA227 Series Aeroplanes

AD/SWSA226/91 Amdt 1 (continued)

Background: This Directive has been amended to reflect the contents of FAA AD 2002-08-02 which removes the applicability of the Model SA226-T(A) aeroplane and adds certain Model SA226-T and Model SA227-AC serial numbers to the applicability.

The manufacturer issued Service Bulletins (SB) 226-26-003 and 227-26-002 on 1 March, 2000, that indicated a potential problem for a brake assembly to overheat due to a faulty brake shuttle valve causing the brake assembly to drag and overheat. Should this occur, there is a further potential for hydraulic or fuel line damage to occur if a overheated brake assembly is retracted into the main wheel well, with the possibility of a fire occurring if a hydraulic or fuel line is ruptured. This Directive is therefore issued to reduce the potential of a main gear wheel well fire occurring.

The original issue of this Airworthiness Directive became effective on 6 March 2002.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

21 June 2002