

# Airworthiness Directive Schedule

## Aeroplanes

### Fairchild SA227 Series

25 June 2009

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- Notes**
1. For aircraft with a MCTOW in excess of 5700 kg the CAA revised CAR Part 39.51(a)(2) on 1 March 2007 to require compliance with every applicable AD issued by the State of Design of the aircraft, and every applicable AD issued by the State of Design of an aeronautical product that is used on the aircraft.
  2. CAR Part 39.51(a)(1) also requires compliance with every applicable airworthiness directive issued by the Director in accordance with section 72I(3A) of the Act. This AD schedule is applicable to M7 Aerospace LP SA227-AC aircraft (formally Fairchild Aircraft Inc.), manufactured under Federal Aviation Administration (FAA) Type Certificate No. A8SW and M7 Aerospace LP SA227-CC aircraft (formally Fairchild Aircraft Inc.), manufactured under Federal Aviation Administration (FAA) Type Certificate No. A18SW.
  3. The date above indicates the amendment date of this schedule.
  4. New or amended ADs are shown with an asterisk \*

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- \* **DCA/SA226/1**      **Cancelled – CAR 39.51(a)(2) refers**  
**Effective Date:** 25 June 2009
- \* **DCA/SA226/2**      **Cancelled – CAR 39.51(a)(2) refers**  
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- \* **DCA/SA226/3**      **Cancelled – CAR 39.51(a)(2) refers**  
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- \* **DCA/SA226/5A**    **Cancelled – CAR 39.51(a)(2) refers**  
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- \* **DCA/SA226/6**      **Cancelled – CAR 39.51(a)(2) refers**  
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- \* **DCA/SA226/7**      **Cancelled – CAR 39.51(a)(2) refers**  
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- \* **DCA/SA226/13**    **Cancelled – CAR 39.51(a)(2) refers**  
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- \* **DCA/SA226/14B**   **Cancelled – CAR 39.51(a)(2) refers**  
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- \* **DCA/SA226/17C**   **Cancelled – CAR 39.51(a)(2) refers**  
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\* **DCA/SA226/39**      **Cancelled – CAR 39.51(a)(2) refers**

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\* **DCA/SA226/40**      **Cancelled – CAR 39.51(a)(2) refers**

**Effective Date:** 25 June 2009

**DCA/SA226/41**      **Main Landing Gear Drag Links – Inspection and Rework/Replacement**

**Applicability:** Model SA227 series aircraft fitted with Ozone Industries, Inc 14,500 lb MCTOW MLG assemblies P/N OAS5453-5.

**Requirement:** To prevent failure of the drag link, inspect per Fairchild SB 227-32-043. Rework or replace cracked drag links per SB 227-32-043 before further flight.

**Compliance:** Initial Inspection:  
Inspect at 10,000 hours TTIS (MLG drag brace assembly) or within the next 50 hours TIS, whichever is the later unless already accomplished.

Recurring Inspections:  
If no cracks are found, inspect at intervals not to exceed 450 hours TIS.

If drag links have been reworked per SB 227-32-043, inspect at intervals not to exceed 200 hours TIS.

**Note:** The inspection intervals in this AD differ from those stated in the SB. They take into account New Zealand operating conditions, experience and the results of metallurgical examination of failed and cracked drag links.

**Effective Date:** 3 August 2000

\* **DCA/SA226/42B**    **Cancelled – CAR 39.51(a)(2) refers**

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\* **DCA/SA226/43A**    **Cancelled – CAR 39.51(a)(2) refers**

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\* **DCA/SA226/44**      **Cancelled – CAR 39.51(a)(2) refers**

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\* **DCA/SA226/45**      **Cancelled – CAR 39.51(a)(2) refers**

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\* **DCA/SA226/46**      **Cancelled – CAR 39.51(a)(2) refers**

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\* **DCA/SA226/47**    **Cancelled – CAR 39.51(a)(2) refers**

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\* **DCA/SA226/48**    **Cancelled – CAR 39.51(a)(2) refers**

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