

KU - KEN - 531

No. TCD-2614-86

Date June 20, 1986

Japan Civil Aviation Bureau

TAIKUSEI-KAIZEN-TSUHO

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to: NAMC Model YS-11/-11A series airplanes

2. Compliance required as indicated , unless already accomplished

To prevent possible failure of the vertical stabilizer fitting due to cracks, accomplish the following.

- 2.1 Within 600 hours time in service after the effective date of this AD or within four months after the effective date of this AD, whichever occurs first, visually inspect the vertical stabilizer front spar fuselage side fittings (P/N 01-38101-11/-12) (hereinafter referred to as "fuselage side fittings") for cracks in accordance with NAMC YS-11 Service Bulletin NO. A53-71, dated May 23, 1986, or later JCAB-approved revisions.
- 2.1.1 If any cracks are found at the fuselage side fitting by the inspection required by paragraph 2.1, before further flight replace it with the fuselage side fitting (P/N 01-38101-21/-22) (hereinafter referred to as "new fitting") in accordance with NAMC YS-11 Service Bulletin NO.53-70, dated May 23, 1986, or later JCAB-approved revisions (hereinafter referred to as "SB") and accomplish paragraphs 2.2.1 through 2.2.4 with respect to the vertical stabilizer fittings except for the replaced new fitting.
- 2.1.2 If no crack is found at the fuselage side fittings by the inspection required by paragraph 2.1 repeat the inspection required by para-

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<p>graph 2.1 at intervals not to exceed 1000 hours time in service after the last inspection until paragraph 2.2 of this AD will be accomplished.</p>		
<p>2.1.3 The compliance with paragraph 2.2 is no longer required after the accomplishment of paragraph 2.1.1 (including the accomplishment of paragraphs 2.2.1 through 2.2.4 required by paragraph 2.1.1).</p>		
<p>2.2 Within 6000 hours time in service after the effective date of this AD or before January 1st, 1990, whichever occurs first, accomplish paragraphs 2.2.1 through 2.2.4.</p>		
<p>2.2.1 Inspect the fuselage side fittings for cracks by using fluorescent penetrant method in accordance with SB.</p>		
<p>2.2.1.1 If any cracks are found at the fuselage side fitting by the inspection required by paragraph 2.2.1, before further flight repair and give it corrosion preventive treatment, or replace it with a new fitting in accordance with SB.</p>		
<p>2.2.1.2 If no crack is found at the fuselage side fittings by the inspection required by paragraph 2.2.1, before further flight give them corrosion preventive treatment in accordance with SB.</p>		
<p>2.2.2 Visually inspect the fuselage side fittings and the vertical stabilizer front spar stabilizer side fittings (P/N 01-24901-1/-2) (hereinafter referred to as "stabilizer side fittings") for corrosion in accordance with SB.</p>		
<p>2.2.2.1 If corrosion is found at the fuselage side fittings and/or the stabilizer side fittings by the inspection required by paragraph 2.2.2, before further flight repair and give them corrosion preventive treatment in accordance with SB.</p>		
<p>2.2.2.2 If no corrosion is found at the fuselage side fittings and the stabilizer side fittings by the inspection required by paragraph 2.2.2, before further flight give them corrosion preventive treatment in accordance with SB.</p>		
<p>2.2.3 Visually inspect the vertical stabilizer front spar joining bolts (taper bolts P/N 01-20906-11/-21 and sleeves P/N 01-20907-1) (hereinafter referred to as "front spar joining bolts") for corrosion in accordance with SB.</p>		
<p>2.2.3.1 If corrosion is found at the front spar joining bolt by the inspection required by paragraph 2.2.3, before further flight repair or replace a taper bolt and/or a sleeve in accordance with SB.</p>		
<p>2.2.4 Replace the fuselage side fitting attachment bolts (P/N MS 20010-32),</p>		

the nuts (P/N 42FW-1018) and the washers (P/Ns MS 20002-10 and MS 20002 C 10) with new ones, respectively, with the sealing compound applied for corrosion preventive purposes, in accordance with SB.

- 2.3 Alternate means of compliance with this AD may be used, if approved by the Director General of Civil Aviation Bureau.

3 Remarks

- 3.1 This AD becomes effective on July 28, 1986
- 3.2 NAMC YS-11 Service Bulletin No. 53-70 dated May 23, 1986 and No. A53-71 dated May 23, 1986, and later JCAB-approved revisions pertain to this subject.