FAA
Aviation Safety

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SAIB: AIR-20-10
SUBJ: AD 2020-03-16 Alternative Methods of Compliance and FAQ **Date:** 5/29/2020

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) advises owners and operators of four alternative methods of compliance (AMOCs) associated with AD 2020-03-16. It also responds to frequently asked questions (FAQ) related to the AD.

Background

AD 2020-03-16 requires visual and eddy current inspections of the Textron Model 210 carry-thru spar lower cap, corrective action if necessary, application of a protective coating and corrosion inhibiting compound (CIC), and reporting the inspection results to the FAA. This AD was prompted by the in-flight break-up of a Textron Model T210M airplane in Australia due to fatigue cracking that initiated at a corrosion pit, and subsequent reports of other Textron Model 210-series airplanes with widespread and severe corrosion. Airplanes affected include Textron Aviation Inc. Models 210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, and T210M.

Since issuance of AD 2020-03-16, the type-certificate holder, Textron Aviation Inc., has made available four AMOCs for those who must comply with AD 2020-03-16. These AMOCs:

1. Allow zinc-chromate primer in-lieu of epoxy primer, provide additional time to apply protective coatings and CIC after completing the visual and eddy current inspections, and identify qualifications equivalent to the NAS 410 Level 2 Eddy Current requirements identified in SEL-57-08R1.
2. Clarify the eddy current inspection of the lower cap kick required in AD 2020-03-16; this specifically applies to the lower surface of the carry-thru spar lower cap.
3. Extend the compliance time for AD 2020-03-16 to September 9, 2020 or within 20 hours time-in-service (TIS) after March 9, 2020, whichever occurs first. This extension was based on difficulty meeting the 60 day compliance time due to factors associated with the COVID-19 virus.
4. Provide alternative conversion coating options due to lack of availability in some regions.

Recommendations

The FAA recommends you evaluate the actions of AD 2020-03-16 and the AMOCs referenced in this SAIB. Prior to use, contact the Wichita ACO Branch or Textron Aviation Inc. for a copy of the Global AMOCs.

The FAA does not issue SAIBs on the availability of every AMOC. We review each AMOC individually and communicate the availability of an AMOC through the issuance of an SAIB when we identify any that may be of significant importance to the aviation public.

FAQ

Q: Why is AD 2020-03-16 only applicable to Textron Models 210G/T210G through 210M/T210M? Why are Textron Models 210N/P210N/T210N and 210R/P210R/T210R not included in AD 2020-03-16?
A: The design of the "early model" 210 airplanes (210G/T210G through 210M/T210M) was different than the design of the "late model" 210 airplanes (210N/P210N/T210N and 210R/P210R/T210R). The upper surface of the carry-thru spar on the early model 210 airplanes is exposed to the environment. This allows a pathway for moisture intrusion. The spar on late model airplanes is covered with fuselage skin and is not exposed to the environment. Additionally, Textron Aviation Inc. applied zinc chromate primer to all late model 210 airplanes. Zinc chromate primer was only offered as an option on early model 210 airplanes. Note that corrosion has been observed on airplanes with factory applied zinc chromate primer.

Q: Will the FAA issue an AD on the Textron Models 210N/P210N/T210N and 210R/P210R/T210R and Textron Model 177 airplanes?
A: The FAA has not made a final determination on AD action for these models.

Q: My spar was inspected following the Textron Aviation Mandatory Single Engine Service Letter SEL-57-06 (or SEL-57-06R1 or SEL-57-08). Do I need to redo the inspections to meet the requirements of the AD?
A: AD 2020-03-16 paragraph (l) allows for credit for previous actions. The additional actions required on a specific airplane depend upon the actions previously completed.

Q: I would like to deviate from the requirements of the AD, such as using a different inspection method, using a different corrosion inhibiting compound, etc. Is this possible?
A: If you wish to deviate from the requirements identified in AD 2020-03-16 you must request an Alternative Method of Compliance (AMOC). See Advisory Circular 39-10 for guidance on applying for an AMOC. Note that AMOC requests must be supported by substantiating data showing that the proposed AMOC resolves the unsafe condition with an acceptable level of safety.

Q: AD 2020-03-16 paragraph (m) states that special flight permits are prohibited. Is there any way to reposition my airplane?
A: You may possibly obtain an AMOC to allow you to reposition your airplane. See Advisory Circular 39-10 for guidance on applying for an AMOC. Note that AMOC requests must be supported by substantiating data showing that the proposed AMOC resolves the unsafe condition with an acceptable level of safety.

Q: I had to remove my carry-thru spar from service due to corrosion or damage. Are there any replacement spars available?
A: Replacement spars are not currently available from Textron Aviation Inc. Textron Aviation Inc. no longer produces the current spar design, but they are working to develop a new spar design. The FAA does not have a date on when these parts may be available. The FAA does not know of any third parties currently producing spars for these airplanes. Replacement spars may be available from salvage. Please note the installation prohibition in AD 2020-03-16 paragraph (j).

Q: My spar had corrosion and required blending beyond the limits permitted in Table 1 of SEL-57-08R1. Do I have to scrap my spar?
A: It depends. The Textron Model 210 carry-thru spars were manufactured with some variation in the thickness of the upper and lower spar caps. Table 1 of SEL-57-08R1 identifies the blend limits that are allowed on any Textron Model 210 carry-thru spar subject to AD 2020-03-16 without further evaluation. Additional material removal may be allowed on some spars beyond that presented in Table 1 of SEL-57-08R1. However, material removal exceeding that identified in Table 1 of SEL-57-08R1 requires an evaluation based upon the specific damage and geometry of an individual airplane.

Q: Why doesn't AD 2020-03-16 include a recurring inspection?
A: AD 2020-03-16 is an interim AD with a reporting requirement. The FAA will analyze the inspection results received to determine what final action may be required.

For Further Information Contact

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