

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-033/2000

Datum vydání: 7. dubna 2000

LETADLOVÉ ZAŘÍZENÍ - SYSTÉM AUTOPILOTA - KONTROLA/MODIFIKACE

Týká se: všech letadel certifikovaných v kterékoliv kategorii, vybavených systémem autopilota Honeywell KAP 140 nebo KFC 225 vyrobených firmou Honeywell (dříve AlliedSignal Avionics Inc.) s vestavěnými servopohony uvedenými v "Honeywell service information" a v tabulce v FAA AD 2000-05-24 (příloha tohoto PZZ) část "What aircraft are affected by this AD". Tyto přístroje jsou zastaveny v letadlech uvedených v FAA AD 2000-05-24 část "Who must comply with this AD", ale nejen v těchto.

Důvod vydání: zjištěny a opraveny případy uvolněného spojovacího členu v servopohonu autopilota, což může vést k nemožnosti odpojení servopohonu při vypnutí napájení autopilota.

Datum účinnosti: 18. května 2000.

Provést v termínech: Jak je popsáno v FAA AD 2000-05-24.

Postup provedení prací: Dle pokynů v FAA AD 2000-05-24.

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Kračmer. Pokud to vyžaduje povaha tohoto PZZ, musí být zpracováno do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě FAA AD 2000-05-24.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

2000-05-24 HONEYWELL INTERNATIONAL INC.: Amendment 39-11634; Docket No. 2000-CE-11-AD.

(a) What aircraft are affected by this AD?: Any aircraft, certificated in any category, that is equipped with a Honeywell KAP 140 or KFC 225 autopilot system and incorporates any autopilot servo actuator referenced in the Honeywell service information and the chart presented below. AlliedSignal Avionics Inc. manufactured the KAP 140 and KFC 225 autopilot systems before transferring the design data to Honeywell:

Service Bulletin No.:	Date:	Applies To:
SB KS 270C-4 ALERT Part number (P/N): 600-	Revision 1: February/2000	KS 270C Pitch Servo Actuators, P/N 065-00178-XXXX (all versions), serial numbers (S/N) 2701 and below.

01514-0041		
SB KS 271C-5 ALERT P/N: 600-01516-0051	Revision 1: February/2000	KS 271C Primary Servo Actuators, P/N 065-00179-XXXX (all versions), S/N 4201, 4158 through 4148, and 4103 and below.
SB KS 272C-4 ALERT P/N: 600-01518-0042	Revision 2: February/2000	KS 272C Trim Servo Actuators, P/N 065-00180-XXXX (all versions), S/N 2435 and below.

(b) Who must comply with this AD?: Anyone who wishes to operate an aircraft on the U.S. Register, where the aircraft incorporates one of the above-referenced autopilot servo actuators. These autopilot systems and autopilot servo actuators could be installed on, but not limited to, the following aircraft:

Type Certificate Holder	Aircraft Models	Autopilot Installed
Cessna Aircraft Company	172R, 172S, 182S, 206H, and T206H airplanes	Model KAP 140
Commander Aircraft Company	114B and 114TC airplanes	Model KFC 225
Mooney Aircraft Corporation	M20R and M20S airplanes	Model KFC 225
The New Piper Aircraft, Inc.	PA-28-181 airplanes	Model KAP 140
The New Piper Aircraft, Inc.	PA-46-350P airplanes	Model KFC 225
Raytheon Aircraft Company	Beech A36 airplanes, S/N E3157, E3218 through E3293, E3295, and E3297 through E3301	Model KFC 225
Raytheon Aircraft Company	Beech B36TC airplanes, S/N EA611, EA620, EA629 through EA649, and EA651	Model KFC 225
Raytheon Aircraft Company	Beech 58 airplanes, S/N TH1841, TH1870, TH1884 through TH1932, and TH1934	Model KFC 225

(c) What problem does this AD address?: The actions specified by this AD are intended to detect and correct a loose fastener in an autopilot servo actuator, which could cause the autopilot servo actuator to not disengage when power to the autopilot is removed. This could cause the pilot to experience additional control forces.

(d) What must I do to address this problem?: To address this problem, you must accomplish the following:

Action	When	In Accordance With
Inspect the autopilot servo actuator for a loose fastener.	Within 15 hours time-in-service after the effective date of this AD.	The applicable service information referenced in paragraph (a) of this AD.
Modify the autopilot servo actuator when a loose fastener is found.	Prior to further flight after the required inspection.	The applicable service information referenced in paragraph (a) of this AD.

(e) Is it permissible to just not use the autopilot since it is optional equipment?: You may do this provided you accomplish the following:

- (1) Check the primary flight controls for normal feel and motion and make any necessary adjustments;
- (2) Pull and tie off the applicable circuit breakers as referenced in the Compliance section of the applicable service information referenced in paragraph (a) of this AD;
- (3) Fabricate a placard, using letters of 1/8-inch in height, with the words "Autopilot Not Operational"; and
- (4) Install this placard in the cockpit within the pilot's clear view.

(f) Can I comply with this AD in any other way?: Yes.

- (1) You may use an alternative method of compliance or adjust the compliance time if:
 - (i) Your alternative method of compliance provides an equivalent level of safety; and
 - (ii) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.
- (2) This AD applies to each aircraft identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and,

if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) Where can I get information about any already-approved alternative methods of compliance?: Contact Clyde Erwin, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4149; facsimile: (316) 946-4407.

(h) What if I need to fly the aircraft to another location to comply with this AD?: The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your aircraft to a location where you can accomplish the requirements of this AD.

(i) Are any service bulletins incorporated into this AD by reference?: Yes. Actions required by this AD must be done in accordance with Honeywell Service Bulletin No. SB KS 270C-4 ALERT, P/N: 600-01514-0041, Revision 1: February/2000, Honeywell Service Bulletin No. SB KS 271C-5 ALERT, P/N: 600-01516-0051, Revision 1: February/2000, or Honeywell Service Bulletin No. SB KS 272C-4 ALERT, P/N: 600-01518-0042, Revision 2: February/2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Honeywell International Inc., 23500 West 105th Street, Olathe, Kansas 66061. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(j) When does this amendment become effective?: This amendment becomes effective on April 12, 2000.

FOR FURTHER INFORMATION CONTACT:

Clyde Erwin, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4149; facsimile: (316) 946-4407.

Issued in Kansas City, Missouri, on March 6, 2000.

Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.