

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-050/1999

Datum vydání: 11. května 1999

LETADLO - RUČNÍ PUMPA PODVOZKU - MODIFIKACE

Týká se: letadel vyrobených firmou Raytheon Aircraft Company typů a výrobních čísel uvedených v FAA AD 99-09-10 v části Applicability, certifikovaných v kterékoliv kategorii.

Důvod vydání: zabránit selhání vysunutí podvozku, v důsledku vniknutí úlomků do ruční pumpy podvozku, což může vést ke zranění cestujících nebo poškození letadla.

Datum účinnosti: 17. Června 1999

Provést v termínech: Jak je popsáno v FAA AD 99-09-10 (příloha tohoto PZZ).

Postup provedení prací: Dle pokynů v FAA AD 99-09-10.

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. V. Příhoda. Pokud to vyžaduje povaha tohoto PZZ musí být zapracováno do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě FAA AD 99-09-10.

Ing. Pavel MATOUŠEK

Ředitel technického inspektorátu

Úřad pro civilní letectví

99-09-10 RAYTHEON AIRCRAFT COMPANY (All type certificates of the affected airplanes previously held by the Beech Aircraft Corporation):
Amendment 39-11143; Docket No. 98-CE-104-AD.

Applicability: The following airplane models and serial numbers, certificated in any category:

Models	Serial Numbers
C90A	LJ-1063 through LJ-1482
B200	BB-1158, BB-1167, BB-1193 through BB-1532, and all serial numbers with Beech Kit 101-8018 incorporated
B200C	BL-113 through BL-117, BL-124 through BL- 140, and all serial numbers with Beech Kit 101- 8018 incorporated

B200T	BT-31 through BT-38, and all serial numbers with Beech Kit 101-8018 incorporated
B200CT	BN-2, BN-3, and BN-4 that have Beech Kit 101-8018 incorporated
B200CT	FG-1 and FG-2
300	FA-1 through FA-230
300	FF-1 through FF-19
B300	FL-1 through FL-138
B300C	FM-1 through FM-9
B300C	FN-1
A200CT (C-12D)	BP-46 through BP-51
A200CT (C-12F)	BP-52 through BP-63
A200CT (RC-12H)	GR-14 through GR-19
A200CT (RC-12K)	FE-1 through FE-9
A200CT (RC-12N)	FE-10 through FE-24
A200CT (RC-12P)	FE-25 through FE-31, FE-33, and FE-35
B200C (C-12F)	BL-73 through BL-112 and BL-118 through BL-123
B200C (C-12F)	BP-64 through BP-71
B200C (UC-12F)	BU-1 through BU-10
B200CT (RC-12F)	BU-11 and BU-12
B200C (UC-12M)	BV-1 through BV-10
B200C (RC-12M)	BV-11 and BV-12
B200C (C-12R)	BW-1 through BW-19

NOTE 1: This AD applies to each airplane 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 airplanes 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 (c) 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 the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 200 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

NOTE 2: The service information referenced in this AD specifies 800-hour repetitive inspections. This AD does not require these inspections.

To prevent the inability to extend the landing gear with the hand pump caused by debris entering the landing gear hand pump, which could result in passenger injury or damage to the airplane if manual operation of the landing gear failed, accomplish the following:

(a) Install a filter element in the landing gear hand pump suction line, in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Raytheon Mandatory Service Bulletin SB 32-3073, Revision 1, Issued: March, 1998, Revised: July 1998.

(b) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(d) The installation required by this AD shall be done in accordance with Raytheon Mandatory Service Bulletin SB 32-3073, Revision 1, Issued: March, 1998, Revised: July 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(e) This amendment becomes effective on June 7, 1999.

FOR FURTHER INFORMATION CONTACT:

Mr. Paul DeVore, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4142; facsimile: (316) 946-4407.