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## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

ÚŘAD PRO CIVILNÍ LETECTVÍ  
ČESKÁ REPUBLIKA  
Sekce technická  
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Číslo: CAA-AD-071/2004

Datum vydání: 6. září 2004

**Raytheon Aircraft Company**  
65-A90, B90, C90, C90A, E90, F90, ++

*Tento PZZ byl vydán na základě Rozhodnutí č. 2/2003 výkonného ředitele EASA, které ustanovuje, že PZZ vydané úřadem státu typového návrhu jsou závazné pro všechny země EU.*

### LETOUN – SESTAVA OVLÁDÁNÍ MOTORU/VRTULE – KONTROLA/VÝMĚNA

**Týká se:** letounů vyrobených firmou Raytheon Aircraft Company, typů a výrobních čísel uvedených v FAA AD 2004-17-02 (příloha tohoto PZZ), certifikovaných ve kterékoliv kategorii.

**Důvod vydání:** bylo objeveno několik případů ztráty šroubů ze sestavy ovládání motoru/vrtule. Ztráta šroubů může vést k omezené účinnosti řídicích pák a následnému přerušenému vzletu letounu.

**Datum účinnosti:** 28. října 2004.

**Provést v termínech:**

Jak je popsáno v FAA AD 2004-17-02 od data účinnosti tohoto PZZ.

**Postup provedení prací:**

Dle FAA AD 2004-17-02

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*Poznámky:*

- Provedení tohoto PZZ musí být zapsáno do letadlové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická – Ing. Shrbený.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě FAA AD 2004-17-02.

**Ing. Pavel MATOUŠEK**  
ředitel

**When Does This AD Become Effective?**

(a) This AD becomes effective on October 4, 2004.

**What Other ADs Are Affected by This Action?**

(b) None.

**What Airplanes Are Affected by This AD?**

(c) This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial Nos.
(1) 65-A90, B90, C90, and C90A	LJ-76, LJ-114 through LJ-1691.
(2) E90	LW-1 through LW-347.
(3) F90	LA-2 through LA-236.
(4) 99, 99A, A99A, B99 and C99	U-1 through U-239.
(5) 100 and A100	B-1 through B-94, B-100 through B-204, and B-206 through B-247.
(6) B100	BE-1 through BE-137.
(7) 200 and B200	BB-2, BB-6 through BB-185, BB-187 through BB-202, BB-204 through BB-269, BB-271 through BB-407, BB-409 through BB-468, BB-470 through BB-488, BB-490 through BB-509, BB-511 through BB-529, BB-531 through BB-550, BB-552 through BB-562, BB-564 through BB-572, BB-574 through BB-590, BB-592 through BB-608, BB-610 through BB-626, BB-628 through BB-646, BB-648 through BB-664, BB-666 through BB-694, BB-696 through BB-797, BB-799 through BB-822, BB-824 through BB- 870, BB-872 through BB-894, BB-896 through BB-990, BB-992 through BB-1051, BB-1053 through BB-1092, BB-1094, BB-1095, BB-1099 through BB-1104, BB-1106 through BB-1116, BB-1118 through BB-1184, BB-1186 through BB-1263, BB-1265 through BB-1288, BB-1290 through BB-1300, BB-1302 through BB-1313, BB-1315 through BB-1384, BB-1389 through BB-1425, BB-1427 through BB-1447, BB-1449, BB-1450, BB-1452, BB-1453, BB-1455, BB-1456, BB-1458 through BB-1683, BB-1685 through BB-1716, BB-1718 through BB-1720, BB-1722, BB-1723, BB-1725, BB-1726, BB-1728 through BB-1826.
(8) 200C and B200C	BL-1 through BL-23, BL-25 through BL-57, BL-61 through BL-72, and BL-124 through BL-147.
(9) 200CT and B200CT	BN-1 through BN-4.
(10) 200T and B200T	BT1 through BT-38, and BB-1314.
(11) 300 and 300LW	FA-1 through FA-230; and FF-1 through FF-19.
(12) B300	FL-1 through FL-379.
(13) B300C	FM-1 through FM-10; and FN-1.
(14) 1900	UA-3.

(15) 1900C	UB-1 through UB-74 and UC-1 through UC-174.
(16) 1900D	UE-1 through UE-439.
(17) 65-A90-1 (U-21A or U-21G)	LM-1 through LM-141.
(18) 65-A90-2 (RU-21B)	LS-1 through LS-3.
(19) 65-A90-3 (U-21 Series)	LT-1 and LT-2.
(20) 65-A90-4 (U-21 Series)	LU-1 through LU-16.
(21) H90 (T-44A)	LL-1 through LL-61.
(22) A100-1 (U-21J)	BB-3 through BB-5.
(23) A100 (U-21F)	B-95 through B-99.
(24) A200 (C-12A and C-12C)	BC-1 through BC-75 and BD-1 through BD-30.
(25) A200C (UC-12B)	BJ-1 through BJ-66.
(26) A200CT (C-12D, FWC-12D, C-12F)	BP-1, BP-7 through BP-11, BP-19, BP-22, and BP-24 through BP-63.
(27) A200CT (RC-12D, RC-12H)	GR-1 through GR-12, and GR-14 through GR-19.
(28) A200CT (RC-12G)	FC-1 through FC-3.
(29) A200CT (RC-12K, RC-12P and RC-12Q)	FE-1 through FE-9, and FE-25 through FE-36.
(30) B200C (C-12F)	BL-73 through BL-112, and BL-118 through BL-123; BP-64 through BP-71.
(31) B200C (C-12R)	BW-1 through BW-29.
(32) B200C (UC-12M)	BV-1 through BV-10.
(33) B200C (UC-12F)	BU-1 through BU-10.
(34) 1900C (C-12J)	UD-1 through UD-6.

**What Is the Unsafe Condition Presented in This AD?**

(d) This AD is the result of numerous reports of loose bolts on the pedestal attachment of the throttle/prop cross shaft assembly. The actions specified in this AD are intended to detect and correct loose bolts not securing the pedestal cross shaft, which could result in limited effectiveness of the control levers. This failure could lead to an aborted takeoff.

**What Must I Do To Address This Problem?**

(e) To address this problem, you must do the following:

<b>Actions</b>	<b>Compliance</b>	<b>Procedures</b>
(1) Inspection and torque: (i) inspect the engine controls/cross shaft/pedestal for proper installation and torque; and (ii) re-torque the cross attach bolt.	Initially inspect within the next 50 hours time-in-service (TIS) after October 4, 2004 (the effective date of this AD), unless already done within the last 50 hours TIS, and thereafter at intervals not to exceed 100 hours TIS until the modification in paragraph (e)(3) of this AD is done.	Follow Part I, Accomplishment Instructions of Raytheon Aircraft Company Mandatory Service Bulletin No. SB 73-3634, dated September 2003. The applicable airplane maintenance manual also addresses this issue.
(2) If any improper installation or wrong torque is found during any inspection required by paragraph (e)(1) of this AD, correct the installation or torque.	Before further flight after the inspection in which any improper installation or wrong torque is found.	Follow Part I, Accomplishment Instructions of Raytheon Aircraft Company Mandatory Service Bulletin No. SB 73-3634, dated September 2003. The applicable airplane maintenance manual also

		addresses this issue.
(3) Modify the pedestal and replace the engine controls cross shaft hardware. Modification of the pedestal and replacement of the engine controls cross shaft hardware is the terminating action for the repetitive inspection and re-torque requirements specified in paragraph (e)(1) of this AD.	At the next scheduled Maintenance/inspection interval or 12 calendar months after October 4, 2004 (the effective date of this AD), whichever occurs later. You may do this modification before this time as terminating action for the repetitive inspection and retorquing requirements.	Follow Part II, Accomplishment Instructions of Raytheon Aircraft Company Mandatory Service Bulletin No. SB 73-3634, dated September 2003. The applicable airplane maintenance manual also addresses this issue.

**May I Request an Alternative Method of Compliance?**

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Wichita Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Jeff Pretz, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4153; facsimile: (316) 946-4107.

**Does This AD Incorporate Any Material by Reference?**

(g) You must do the actions required by this AD following the instructions in Raytheon Aircraft Company Mandatory Service Bulletin No. SB 73-3634, dated September, 2003. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

**Footer Information**

Issued in Kansas City, Missouri, on August 12, 2004.  
 John R. Colomy,  
 Acting Manager, Small Airplane Directorate,  
 Aircraft Certification Service.  
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