

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-098/1999

Datum vydání: 28. září 1999

LETADLO - RUČNÍ PUMPA PODVOZKU - KONTROLA/VÝMĚNA

Týká se: letadel vyrobených firmou Raytheon Aircraft Company typů a výrobních čísel uvedených v části Applicability FAA AD 99-18-15 (příloha tohoto PZZ), certifikovaných v kterékoliv kategorii.

Důvod vydání: objeveny závady na ruční pumpě podvozku, které mohou vést k jeho nesprávnému vysunutí při poruše hlavního otevíracího mechanismu.

Datum účinnosti: 2. prosince 1999.

Provést v termínech: Jak je popsáno v FAA AD 99-18-15.

Postup provedení prací: Dle FAA AD 99-18-15.

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 99-18-15.

Ing. Pavel MATOUŠEK

Ředitel technického inspektorátu

Úřad pro civilní letectví

99-18-15 RAYTHEON AIRCRAFT COMPANY (All type certificates of the affected airplanes previously held by the Beech Aircraft Corporation):
Amendment 39-11281; Docket No. 99-CE-56-AD. Issued August 23, 1999.

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

Replacement Requirements of Paragraph (a) of this AD:

Model	Serial Numbers
C90A	LJ-1526 through LJ-1550
B200	BB-1628 through BB-1659
B300	FL-213 through FL-237
1900D	UE-346 through UE-356, UE-358, and

Installation Requirements of Paragraph (b) of this AD:

Model	Serial Numbers
C90A	all serial numbers
B200	all serial numbers
B300	all serial numbers
1900D	all serial numbers

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 (e) 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 as indicated in the body of this AD, unless already accomplished.

To detect any improperly machined landing gear emergency hand pumps, which, if not removed from service, could result in the inability to properly lower and lock the landing gear in the event of failure of the primary retraction/extension system, accomplish the following:

(a) For the airplanes referenced in the **Replacement Requirements of Paragraph (a) of this AD** portion of the Applicability section of this AD: Within the next 25 hours time-in-service (TIS) after the effective date of this AD, replace any landing gear emergency hand pump, part number 101-388007-3, that incorporates a serial number in the range of 2702 through 2833.

NOTE 2: This AD allows the aircraft owner or pilot to check the maintenance records to determine whether the landing gear emergency hand pump, part number 101-388007-3, has been replaced with one outside the serial number range of 2702 through 2833. See paragraph (c) of this AD for authorization.

(b) For the airplanes referenced in the **Installation Requirements of Paragraph (b) of this AD** portion of the Applicability section of this AD:

As of the effective date of this AD, no person may install a landing gear emergency hand pump, part number 101-388007-3, that incorporates a serial number in the range of 2702 through 2833.

(c) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may check the maintenance records to determine whether the landing gear emergency hand pump, part number 101-388007-3, that is

installed incorporates a serial number outside the range of 2702 through 2833. If, by checking the maintenance records, it can be positively shown that an actuator with a serial number outside of the range of 2702 through 2833 is installed, the requirements of paragraph (a) of this AD do not apply and the owner/operator must make an entry into the aircraft records showing compliance with this portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(d) 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.

(e) An alternative method of compliance or adjustment of the compliance times 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.

(f) This amendment becomes effective on September 27, 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.