



PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

ÚŘAD PRO CIVILNÍ LETECTVÍ
ČESKÁ REPUBLIKA
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Číslo: CAA-AD-107/2004

Datum vydání: 15. Listopadu 2004

Raytheon Aircraft Company
A65, A65-8200, 70, C90, ++

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 – PŘÍDOVÝ PODVOZEK - KONTROLA

Týká se: letadel vyrobených firmou Raytheon Aircraft Company následujících typů a verzí blíže uvedených v FAA AD 2004-23-02 (příloha tohoto PZZ):

A65, A65-8200, 70, 65-A80, 65-A80-8800, 65-B80, 65-88, 65-90, 65-A90, B90, C90, C90A, 65-A90-1 (U-21A, JU-21A, U-21G, RU-21A, RU-21D, RU-21H), 65-A90-2 (RU-21B), 65-A90-3 (RU-21C), 65-A90-4 (RU-21E, RU-21H), E90, F90, H90 (T-44A), 99, 99A, A99, A99A, B99, C99, 100, A100, A100 (U-21F), A100-1 (U-21J) B100, 200 B200, 200C B200C, 200CT, B200CT, 200T, B200T, A200 (C-12A, C-12C), A200C (UC-12B), A200CT (C-12D, FWC-12D, C-12F), A200CT (RC-12D, RC-12H), A200CT (RC-12G), A200CT (RC-12K), B200C (C-12F), B200C (UC-12F), B200C (UC-12M), 300, 1900, 1900C, 1900C (C-12J).

Důvod vydání: objevit a opravit trhliny na vidlici příďového povozku. Tyto trhliny mohou způsobit při zatížení poruchu podvozku a vést ke ztrátě říditelnosti letounu během vzletu, přistání a pojíždění.

Datum účinnosti: 23. prosince 2004

Provést v termínech:

Jak je popsáno v FAA AD 2004-23-02 od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle FAA AD 2004-23-02

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 2004-23-02

Ing. Pavel MATOUŠEK
ředitel

When Does This AD Become Effective?

(a) This AD becomes effective on December 23, 2004.

What Other ADs Are Affected by This Action?

(b) This AD supersedes AD 87-22-01 R1, Amendment 39-6312.

What Airplanes Are Affected by This AD?

(c) This AD affects the following airplane models and serial numbers that:

(1) Do not incorporate Kit No. 1001-8030-1 S or Kit No. 114-8015-1 S (as applicable); and

(2) Are certificated in any category:

Model	Serial numbers
(i) A65 and A65-8200	LC-240 through LC-335.
(ii) 70	LB-1 through LB-35.
(iii) 65-A80, 65-A80-8800, and 65-B80	LD-151 through LD-511.
(iv) 65-88	LP-1 through LP-26, LP-28, and LP-30 through LP-47.
(v) 65-90, 65-A90, B90, C90, and C90A	LJ-1 through LJ-1190.
(vi) 65-A90-1 (U-21A, JU-21A, U-21G, RU-21A, RU-21D, and RU-21H).	LM-1 through LM-141.
(vii) 65-A90-2 (RU-21B)	LS-1 through LS-3.
(viii) 65-A90-3 (RU-21C)	LT-1 and LT-2.
(ix) 65-A90-4 (RU-21E and RU-21H)	LU-1 through LU-15.
(x) E90	LW-1 through LW-347.
(xi) F90	LA-2 through LA-236.
(xii) H90 (T-44A)	LL-1 through LL-61.
(xiii) 99, 99A, A99, A99A, B99, and C99	U-1 through U-239.
(xiv) 100 and A100	B-2 through B-93, and B-100 through B-247.
(xv) A100 (U-21F)	B-95 through B-99.
(xvi) A100-1 (U-21J)	BB-3 through BB-5.
(xvii) B100	BE-1 through BE-137.
(xviii) 200 and B200	BB-2, and BB-6 through BB-1314.
(xix) 200C and B200C	BL-1 through BL-72, and BL-124 through BL-131.
(xx) 200CT and B200CT	BN-1 through BN-4.
(xxi) 200T and B200T	BT-1 through BT-33.
(xxii) A200 (C-12A and C-12C)	BC-1 through BC-75 and BD-1 through BD-30.
(xxiii) A200C (UC-12B)	BJ-1 through BJ-66.
(xxiv) A200CT (C-12D, FWC-12D, and C-12F)	BP-1, BP-7 through BP-11, BP-19, and BP-24 through BP-63.
(xxv) A200CT (RC-12D and RC-12H)	GR-1 through GR-19.
(xxvi) A200CT (RC-12G)	FC-1 through FC-3.
(xxvii) A200CT (RC-12K)	FE-1 through FE-9.
(xxviii) B200C (C-12F)	BL-73 through BL-112, BL-118 through BL-123, and BP-64 through BP-71.
(xxix) B200C (UC-12F)	BU-1 through BU-10.

(xxx) B200C (UC-12M)	BV-1 through BV-10.
(xxxi) 300	FA-1 through FA-168, and FF-1 through FF-19.
(xxxii) 1900	UA-1 through UA-3.
(xxxiii) 1900C	UB-1 through UB-74, and UC-1 through UC-78.
(xxxiv) 1900C (C-12J)	UD-1 through UD-6.

What Is the Unsafe Condition Presented in This AD?

(d) The actions specified in this AD are intended to detect and correct cracks in the nose landing gear (NLG) fork, which could result in reduced structural integrity and failure of the NLG fork to carry design ultimate load. This failure could result in loss of control of the airplane during take off, landing, and taxi operations.

What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) Inspect, using fluorescent liquid penetrant or magnetic particle method, the nose landing gear (NLG) fork assembly for any signs of cracks unless Kit No. 101-8030-1 S or Kit No. 114-8015-1 S (as applicable) is incorporated, then no further action is required.	<i>For airplanes previously affected by AD 87-22-01 R1:</i> Initially inspect within 200 hours time-in-service (TIS) after the last inspection required by AD 87-22-01 R1. <i>For airplanes not previously affected by AD 87-22-01 R1:</i> Initially inspect within the next 200 hours TIS after December 23, 2004 (the effective date of this AD), unless already done.	Follow the instructions in Part II of Raytheon Aircraft Company Mandatory Service Bulletin SB 32-2102, Revision 7, Revised: July, 2003.
(2) If cracks are found during the inspection required in paragraph (e)(1) of this AD, incorporate Kit No. 101-8030-1 S or Kit No. 114-8015-1 S (as applicable).	Before further flight after December 23, 2004 (the effective date of this AD).	Follow the instructions in Part III of Raytheon Aircraft Company Mandatory Service Bulletin SB 32-2102, Revision 7, Revised: July, 2003.
(3) If no cracks are found during the inspection required in paragraph (e)(1) of this AD, repetitively inspect until Kit No. 101-8030-1 S or Kit No. 114-8015-1 S (as applicable) is incorporated. When Kit No. 101-8030-1 S or Kit No. 114-8015-1 S is incorporated, no further action is required.	Repetitively inspect at intervals not to exceed 200 hours TIS after the initial inspection required in paragraph (e)(1) of this AD. Incorporate Kit No. 101-8030-1 S or Kit No. 114-8015-1 S (as applicable) prior to further flight after any inspection in which cracks are found.	Follow the instructions in Part III of Raytheon Aircraft Company Mandatory Service Bulletin SB 32-2102, Revision 7, Revised: July, 2003.
(4) Incorporating Kit No. 101-8030-1 S or Kit No. 114-8015-1 S (as applicable) is the terminating action for the repetitive inspection requirements specified in paragraph (e)(3) of this AD.	Kit No. 101-8030-1 S or Kit No. 114-8015-1 S (as applicable) can be incorporated at any time. When incorporated, no further action is required.	Follow Raytheon Aircraft Company Mandatory Service Bulletin SB 32-2102, Revision 7, Revised: July, 2003.

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 Steven E. Potter, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4407.

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 SB 32-2102, Revision 7, Revised: July, 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.

▼ Footer Information

Issued in Kansas City, Missouri, on November 1, 2004.

James E. Jackson,

Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

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