PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-110/1999

Datum vydání: .15 listopadu 1999

LETADLO - PODMÍNKY NÁMRAZY - MODIFIKACE/ÚPRAVA LETOVÉ PŘÍRUČKY

Týká se: letadel vyrobených firmou Raytheon, typu 400, 400T a MU-300-10 všech výrobních čísel a typu 400A majících výrobní čísla - RK-1 až RK-107, certifikovaných v kterékoliv kategorii.

Datum účinnosti: 22. listopadu 1999

Provést v termínech: Jak je popsáno v FAA AD 99-21-26.

Postup provedení prací: Dle FAA AD 99-21-26.

Poznámky: Provedení tohoto PZZ musí být zapsáno do motorové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Stibůrek. 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 99-21-26.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

99-21-26 RAYTHEON AIRCRAFT COMPANY (Formerly Beech): Amendment 39-11372. Docket 96-NM-209-AD. Supersedes AD 94-25-10, Amendment 39-9094. Issued October 7, 1999.

Applicability: All Model 400, 400T, and MU-300-10 airplanes; and Model 400A airplanes having serial numbers RK-1 through RK-107 inclusive; certificated in any category.

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 as indicated, unless accomplished previously.

To prevent uncommanded nose-down pitch at certain flap settings during icing conditions, accomplish the following:

(a) Within 20 days after December 28, 1994 (the effective date of AD 94-25-10, amendment 39-9094), revise the Limitations Section and Normal Procedures Section of the FAA-approved Airplane Flight Manual (AFM) to include the following text. This may be accomplished by inserting a copy of this AD in the AFM.

"ICING CONDITIONS

If icing conditions are encountered during flight, no greater than 10 degrees flaps may be utilized for landing unless the following conditions are met:

1. The icing conditions were encountered for less than 10 minutes, and the Ram Air Temperature (RAT) during such encounter was warmer than -8 degrees C.

Or

2. A RAT of +5 degrees C or warmer is observed during approach and landing.

If either of the above two conditions is met, 30 degrees flaps may be utilized for landing.

Otherwise:

Flaps (landing flaps setting).....10 degrees

Land Select (LAND SEL) Switch .....Flaps 10 degrees

Use landing data for 10 degrees flaps from Appendix 1 of this AD."

(b) Within 2 years after the effective date of this AD, accomplish the actions specified in paragraph (b)(1) or (b)(2) of this AD, as applicable.

(1) For Model 400, 400A, and MU-300-10 airplanes: Modify the airplane ice protection system in accordance with Beechcraft Service Bulletin No. 2600, dated November 1995. Accomplishment of this modification constitutes terminating action for the AFM revision required by paragraph (a) of this AD. Following such accomplishment, that AFM revision may be removed from the AFM.

(2) For Model 400T airplanes: Accomplish the actions specified in accordance with either paragraph (b)(2)(i) or (b)(2)(ii) of this AD.

(i) Accomplish the actions specified in paragraph (b)(2)(i)(A) and (b)(2)(i)(B) of this AD.

(A) Revise the Limitations Section and Normal Procedures Section of the FAA-approved Airplane Flight Manual (AFM) to include the following text. This may be accomplished by inserting a copy of this AD in the AFM. Following such accomplishment, the AFM revision required by paragraph (a) of this AD may be removed from the AFM.

"ICING CONDITIONS

If icing conditions are encountered during flight, no greater than 10 degrees flaps may be utilized for landing unless the following conditions are met:

1. The icing conditions were encountered for less than 10 minutes, and the Ram Air Temperature (RAT) during such encounter was warmer than -8 degrees C.

Or

2. A RAT of +5 degrees C or warmer is observed during approach and landing.

If either of the above two conditions is met, 30 degrees flaps may be utilized for landing.

NOTE: Do not operate anti-ice system at ram air temperatures greater than 50 degrees F (10 degrees C) unless in actual icing conditions, as indicated by the illumination of the ICING annunciator or airframe ice accumulation."

(B) Modify the airplane ice protection system in accordance with Raytheon Beech Service Instructions No. T-1A-0064 (undated). Accomplishment of the modification does not constitute terminating action for the requirement to revise the AFM in accordance with paragraph (b)(2)(i)(A) of this AD.

(ii) Modify the airplane ice protection system in accordance with a method approved by the Manager, Wichita Aircraft Certification Office (ACO), FAA, Small Airplane Directorate.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Wichita ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

Special Flight Permits

(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.

Incorporation by Reference

(e) Except as provided by paragraphs (a), (b)(2)(i)(A), and (b)(2)(ii) of this AD, the actions shall be done in accordance with Beechcraft Service Bulletin No. 2600, dated November 1995, or Raytheon Service Instructions No. T-1A-0064 (undated). 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 inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on November 22, 1999.

FOR FURTHER INFORMATION CONTACT:

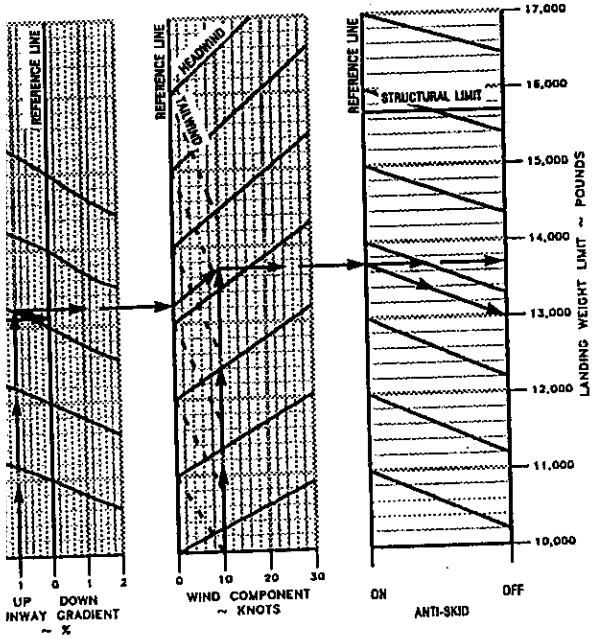
Tina L. Miller, Aerospace Engineer, Flight Test Branch, ACE-117W, FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4168; fax (316) 946-4407.

AND AFTER) AND 400T

IMITED BY MAXIMUM BRAKE ENERGY

LAPS 10°

EXAMPLE:
OAT . . . . . 20°C
FIELD PRESSURE ALTITUDE . . . . . 2000 FT
RUNWAY GRADIENT . . . . . 1% UP
HEADWIND . . . . . 10 KTS
LANDING WEIGHT LIMIT:
ANTI-SKID (ON) . . . . . 13,715 LBS
ANTI-SKID (OFF) . . . . . 13,000 LBS



APPENDIX 1

ANCE

.....3020 FT

.....3480 FT

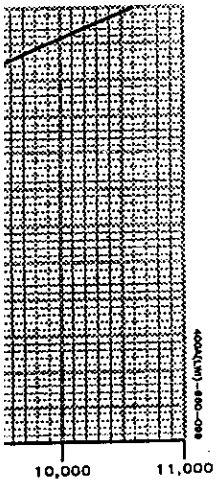
.....13,000 LBS

ANCE

.....3522 FT

.....5360 FT

.....119 KTS

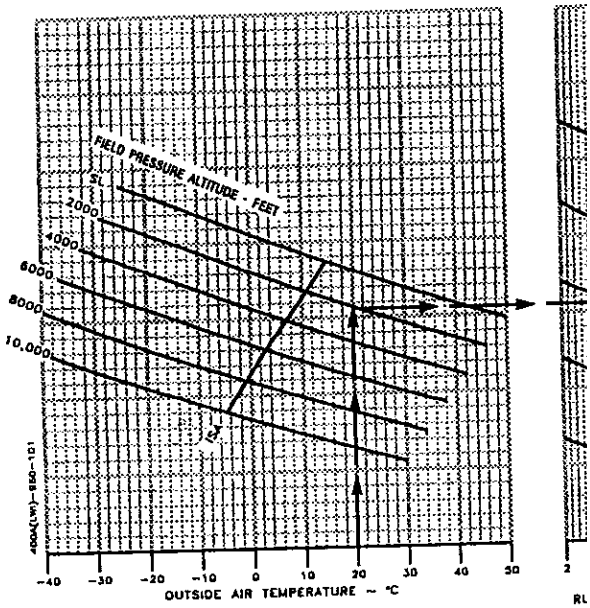


MODEL 400A (RK-24

MAXIMUM LANDING WEIGHT LI

FI

ASSOCIATED CONDITIONS:
BRAKING . . . MAXIMUM



MODEL 400A (RK-24 AND AFTER) AND 400T

LANDING DISTANCE - FLAPS 10°

ASSOCIATED CONDITIONS:

THRUST .... RETARDED TO MAINTAIN 3° APPROACH ANGLE TO 50 FT. AT 50 FT, RETARD TO IDLE.

RUNWAY .... PAVED, DRY SURFACE

V_{REF} ..... KIAS AS TABULATED

BRAKING ... MAXIMUM

NOTE: TO DETERMINE THE FLAPS 10° LANDING DISTANCE, READ FROM THE "LANDING DISTANCE" GRAPH FOR THE APPROPRIATE FLAP 30° DISTANCE. THEN ENTER THE GRAPH BELOW WITH THAT VALUE, AND READ THE FLAPS 10° LANDING DISTANCE.

WEIGHT ~ POUNDS	V_{REF} ~ KNOTS
16,100	133
15,700	131
15,000	128
14,000	124
13,000	119
12,000	114
11,000	110
10,000	104

EXAMPLE:

FLAPS 30° LANDING DIST

ANTI-SKID (ON).....

ANTI-SKID (OFF)....

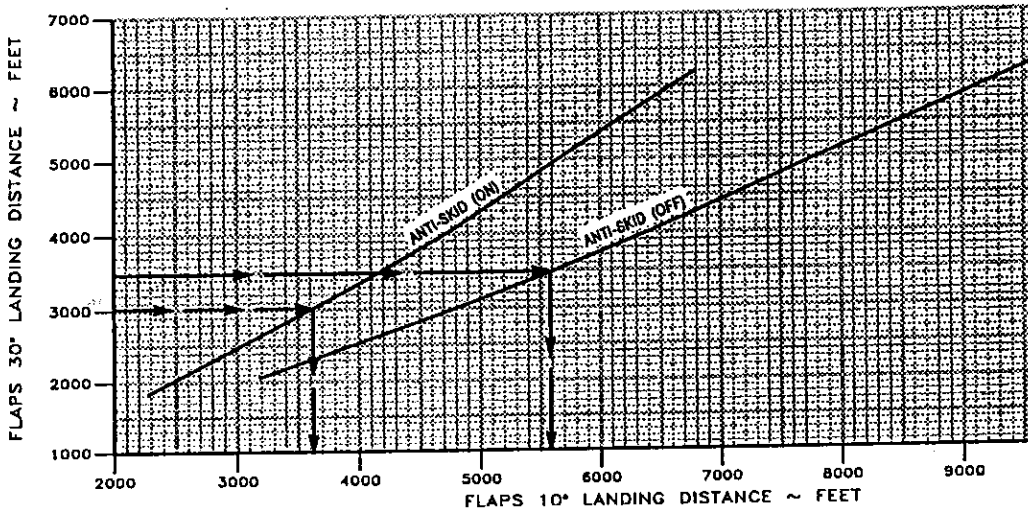
LANDING WEIGHT .....

FLAPS 10° LANDING DIST

ANTI-SKID (ON).....

ANTI-SKID (OFF)....

V_{REF} .....



MODEL 400A (RK-24 AND AFTER) AND 400T

LANDING BRAKE ENERGY - FLAPS 10°

CONDITIONS:

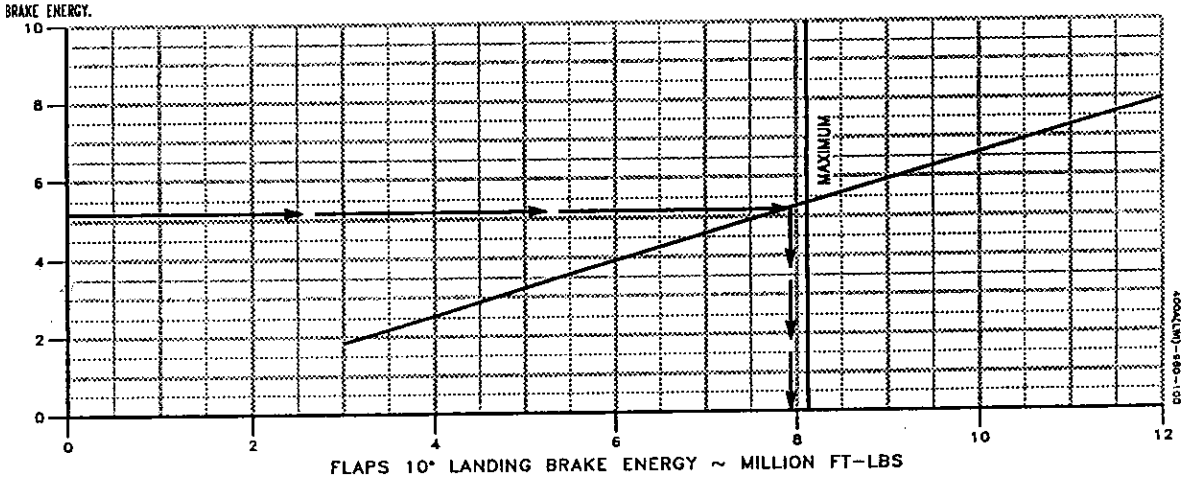
..RETARDED TO MAINTAIN 3° APPROACH ANGLE TO 50 FT. AT 50 FT, RETARD TO IDLE.
..PAVED, DRY SURFACE
..MAXIMUM
..(ON) OR (OFF)

EXAMPLE:

LANDING BRAKE ENERGY
ANTI-SKID (ON).....5.18 MIL FT-LBS

FLAPS 10° LANDING BRAKE ENERGY
ANTI-SKID (ON).....7.93 MIL FT-LBS

MAXIMUM LANDING BRAKE ENERGY = 8.12 MILLION FT-LBS.
TO DETERMINE THE FLAPS 10° LANDING BRAKE ENERGY, READ FROM THE "LANDING BRAKE ENERGY" GRAPH FOR THE APPROPRIATE FLAP 30° LANDING BRAKE ENERGY. THEN ENTER THE GRAPH BELOW WITH THAT VALUE, AND READ THE FLAPS 10° LANDING BRAKE ENERGY.

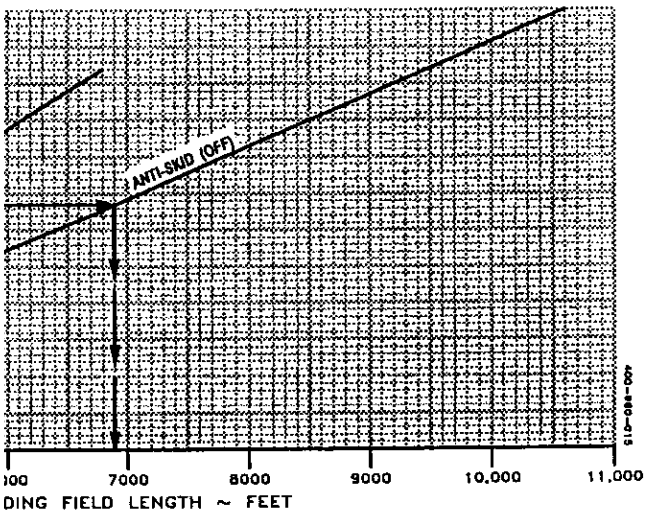


RK-23), 400, AND MU-300-10

.ENGTH - FLAPS 10°

NDS	V_{REF} ~ KNOTS
	133
	126
	121
	116
	112
	106
	101

EXAMPLE:
FLAPS 30° LANDING FIELD LENGTH
ANTI-SKID (ON)..... 3550 FT
ANTI-SKID (OFF)..... 4350 FT
LANDING WEIGHT..... 13,700 LBS
FLAPS 10° LANDING FIELD LENGTH
ANTI-SKID (ON)..... 4214 FT
ANTI-SKID (OFF)..... 6892 FT
V_{REF}..... 124 KTS



ASSOCIATED
THRUST....

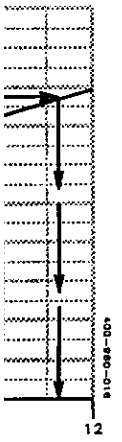
RUNWAY....
BRAKING ...
ANTI-SKID ..

NOTES: 1. M
2. T

FLAPS 30° LANDING BRAKE ENERGY
~ MILLION FT-LBS

7.75 MIL FT-LBS

EXCEEDS MAXIMUM



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LANDING FIELD L

ASSOCIATED CONDITIONS:

THRUST .... RETARDED TO MAINTAIN 3°
APPROACH ANGLE TO 50 FT.
AT 50 FT, RETARD TO IDLE.

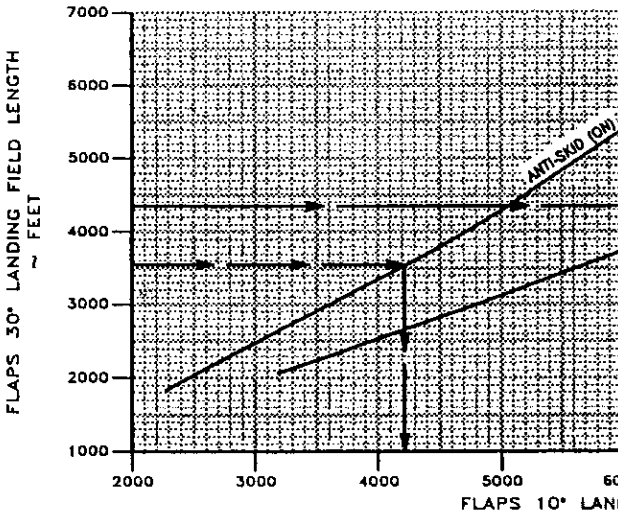
RUNWAY.... PAVED, DRY SURFACE

V_{REF} ..... KIAS AS TABULATED

BRAKING ... MAXIMUM

NOTE: TO DETERMINE THE FLAPS 10° LANDING FIELD LENGTH, READ FROM THE "LANDING FIELD LENGTH" GRAPH FOR THE APPROPRIATE FLAP 30° FIELD LENGTH. THEN ENTER THE GRAPH BELOW WITH THAT VALUE, AND READ THE FLAPS 10° LANDING FIELD LENGTH.

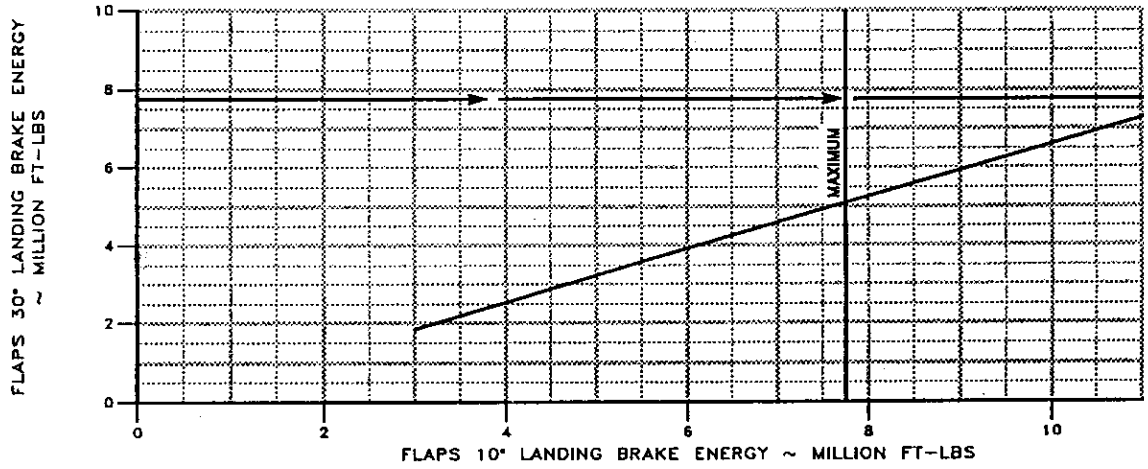
WEIGHT ~ POU
15,780
14,220
13,000
12,000
11,000
10,000
9000



LANDING BRAKE ENERGY - FLAPS 10°

ASSOCIATED CONDITIONS:
THRUST.....RETARDED TO MAINTAIN 3° APPROACH ANGLE TO 50 FT. AT 50 FT, RETARD TO IDLE.
RUNWAY.....PAVED, DRY SURFACE
BRAKING.....MAXIMUM
ANTI-SKID....(ON) OR (OFF)
NOTES: 1. MAXIMUM LANDING BRAKE ENERGY = 7.76 MILLION FT-LBS.
2. TO DETERMINE THE FLAPS 10° LANDING BRAKE ENERGY, READ FROM THE "LANDING BRAKE ENERGY" GRAPH FOR THE APPROPRIATE FLAP 30° LANDING BRAKE ENERGY. THEN ENTER THE GRAPH BELOW WITH THAT VALUE, AND READ THE FLAPS 10° LANDING BRAKE ENERGY.

EXAMPLE:
LANDING BRAKE ENERGY
ANTI-SKID (ON).....
FLAPS 10° LANDING BRAKE ENERGY
ANTI-SKID (ON).....



MODEL 400A (RK-1 THRU RK-23), 400, AND MU-300-10

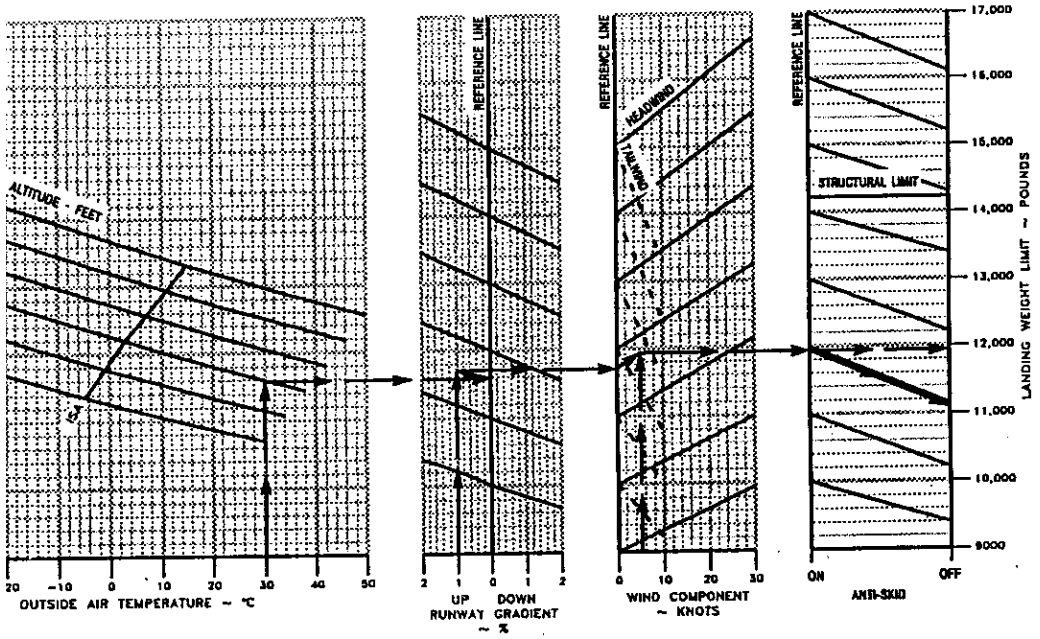
MAXIMUM LANDING WEIGHT LIMITED BY MAXIMUM BRAKE ENERGY

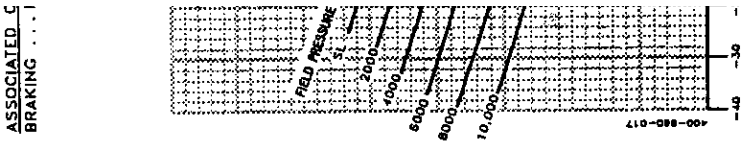
FLAPS 10°

:ONDITIONS:
MAXIMUM

EXAMPLE:

OAT	30°C
FIELD PRESSURE ALTITUDE	6000 FT
RUNWAY GRADIENT	1% UP
HEADWIND	5 KTS
LANDING WEIGHT LIMIT:	
ANTI-SKID (ON)	11,940 LBS
ANTI-SKID (OFF)	11,100 LBS





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