

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-1-001/98

Datum vydání: 5.ledna 1998

LETADLO - ZMĚNA DO LETOVÉ PŘÍRUČKY

Týká se: následujících verzí letadel vyrobených společností Raytheon Aircraft Comp. certifikovaných v kterékoliv kategorii: 65-90, 65-A90, 65-A90-1, 65-A90-3, 65-A90-4, 65-A90-4, B90, C90, C90SE), C90A, C90B, E90, F90, H90, 999, 99A, B99, C99, 100, A100, A100A, A100C, B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200T, B200CT, 300, B300, B300C, 1900, 1900C, 1900D, 2000.

Důvod vydání: tento PZZ nařizuje provozovateli vložit do letové příručky (AFM) část "Limitation section" text, kterým se nařizuje jak manipulovat s pákou ovládání motoru za letu. Originální znění naleznete v anglickém textu.

Datum účinnosti: 21.01.1998

Provést : do třiceti dnů od data účinnosti tohoto PZZ.

Postup provedených prací: dle části "Compliance" FAA AD 97-25-03, které je přílohou tohoto PZZ.

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Příhoda. 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 97-25-03.

Ing. Pavel MATOUŠEK

Ředitel technického inspektorátu

Úřad pro civilní letectví

97-25-03 AFM Limitations Section

Beech: Category - Airframe, Effective Date - 01/21/98, Recurring - No, Supersedes - N/A, Superseded by - N/A

Raytheon Aircraft Company: Amendment 39-10226; Docket No. 97-CE-20-AD.

Applicability: Models 65-90, 65-A90, 65-A90-1, 65-A90-3, 65-A90-4, B90, C90, C90(SE), C90A, C90B, E90, F90, H90, 99, 99A, A99, A99A, B99, C99, 100, A100, A100A, A100C, B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200T, B200CT, 300, B300, B300C, 1900, 1900C, 1900D, and 2000 airplanes, all serial numbers, 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 (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 within the next 30 days after the effective date of this AD, unless already accomplished. To prevent nose down pitch and a descent rate leading to aircraft damage and injury to personnel caused by the power levers being positioned below the flight idle stop or the power levers being lifted while the airplane is in flight, accomplish the following:

- a. Amend the Limitations Section of the airplane flight manual (AFM) by inserting the following language: "Do not lift the power levers in flight. Lifting the power levers in flight or moving the power levers in flight below the flight idle position could result in nose down pitch and a descent rate leading to aircraft damage and injury to personnel."
- b. This action may be accomplished by incorporating a copy of this AD into the Limitations Section of the AFM.
- c. Amending the AFM, as required by this AD, may be performed by 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), and must be entered into the aircraft records showing compliance with this 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 time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), FAA, 1801 Airport Road, Wichita, Kansas. 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

- f. Information related to this AD may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.
- g. This amendment (39-10226) becomes effective on January 21, 1998

FOR FURTHER INFORMATION CONTACT: William Schinstock, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone (316) 946-4162; facsimile (316) 946-4407.