

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-018/2002

Datum vydání: 04. února 2002

LETOUN - UCHYCENÍ MOTORU - KONTROLA/VÝMĚNA

Týká se: letadel Beech 400, 400A, 400T, 400T-1, MU-300-10, MU-300 vyrobených firmou Raytheon Aircraft Company, certifikovaných v kterékoliv kategorii, jak je blíže uvedeno v tabulce č. 1 v části "Applicability" FAA AD 2002-01-23 (příloha tohoto PZZ).

Datum účinnosti: 14. února 2002

Provést v termínech: Jak je popsáno v FAA AD 2002-01-23, od data účinnosti tohoto PZZ.

Postup provedení prací: Dle FAA AD 2002-01-23.

Poznámky: Provedení tohoto PZZ musí být zapsáno do motorové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická - Ing. Toman. 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 DGAC AD 2002-031(B).

Ing. Pavel MATOUŠEK
Ředitel sekce technické
Úřad pro civilní letectví

2002-01-23 Raytheon Aircraft Company (Formerly Beech): Amendment 39-12617. Docket 2001-NM-382-AD.

Applicability: The following airplanes, certificated in any category:

Table 1.--Applicability	
Model	Serial Numbers
Beech 400 series airplanes.....	RJ-1 through RJ-65 inclusive.
Beech 400A series airplanes.....	RK-1 and subsequent.
Beech 400T series airplanes.....	TT-1 through TT-180 inclusive.
Beech 400T-1 airplanes.....	TX-1 through TX-11 inclusive.
Beech MU-300-10 airplanes.....	A1001SA through A1011SA inclusive.
Mitsubishi MU-300 airplanes.....	A003SA through A091SA inclusive.

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 failure of the engine mount and possible loss of the engine, and consequent loss of control of the airplane, accomplish the following:

Repetitive Inspections

(a) At the later of the times specified by paragraphs (a)(1) and (a)(2) of this AD: Perform a fluorescent penetrant inspection to detect cracking in the radius of the cutout of the aft flange of the left engine forward carry-through mount bracket, in accordance with Raytheon Safety Communique No. 189, Revision 1, dated January 2002. Repeat the inspection thereafter at least every 200 flight hours.

(1) Inspect prior to the accumulation of 1,500 total flight hours; or

(2) Inspect within 25 flight hours or 14 days after the effective date of this AD, whichever occurs first.

Note 2: Accomplishment of a fluorescent penetrant inspection before the effective date of this AD in accordance with Raytheon Safety Communique No. 189, dated November 2001, is acceptable for compliance with the requirements for the initial inspection of paragraph (a) of this AD; however, accomplishment of only a visual inspection is not acceptable.

Corrective Action

(b) If any cracking is detected during any inspection required by paragraph (a) of this AD: Prior to further flight, replace the cracked part with a new bracket and fitting in accordance with Raytheon Maintenance Manual, Chapter 54-40-00. The replacement parts are identified in Raytheon Safety Communique 189, dated November 2001, or Revision 1, dated January 2002.

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 Aircraft Certification Office (ACO), FAA. 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, FAA.

Note 3: 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 Secs. 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, provided the limitations specified by paragraphs (d)(1) and (d)(2) of this AD are included in the special flight permit.

(1) If any cracking is detected during any inspection required by paragraph (a) of this AD, but all cracks are less than one inch in length: Operation of the airplane is permitted to the nearest repair facility, provided the thrust reversers (if installed) are pinned or deactivated during operation.

(2) If a crack of one inch or longer is detected during any inspection required by paragraph (a) of this AD: Operation of the airplane is permitted to the nearest repair facility provided a temporary repair is first accomplished in accordance with a method approved by the Manager, Wichita ACO.

Incorporation by Reference

(e) Except as required by paragraph (b) of this AD: The actions must be done in accordance with Raytheon Safety Communique No. 189, Revision 1, dated January 2002. (Only page 1 of this document is dated; no other page contains this information.) 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 obtained from Raytheon Aircraft Company, Department 62, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, 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.

Effective Date

(f) This amendment becomes effective on February 14, 2002.

Issued in Renton, Washington, on January 18, 2002.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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