

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-020/2001

Datum vydání: 12. března 2001

## LETOUN - POTRUBÍ ODBĚRU VZDUCHU - KONTROLA

**Týká se:** letadel Raytheon MU-300, MU-300-10, 400 a 400A, certifikovaných v kterékoliv kategorii.

**Datum účinnosti:** 19. dubna 2001

**Provést v termínech:** Jak je popsáno v FAA AD 2001-03-06, od data účinnosti tohoto PZZ.

**Postup provedení prací:** Dle FAA AD 2001-03-06 (příloha tohoto PZZ).

Poznámky: - Provedení tohoto PZZ musí být zapsáno do letadlové 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 2001-03-06.

**Ing. Pavel MATOUŠEK**  
**Ředitel technického inspektorátu**  
**Úřad pro civilní letectví**

**2001-03-06 RAYTHEON AIRCRAFT COMPANY (Formerly Beech):** Amendment 39-12110. Docket 98-NM-368-AD.

Applicability: All Model MU-300, MU-300-10, 400, and 400A series airplanes, 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 the bleed air supply tube assembly from disconnecting and contacting other pneumatic or electrical systems of the airplane or expelling high temperature air on surrounding systems and structure, which could result in reduced functional capabilities of the airplane or the ability of the flight crew to cope with adverse operating conditions; accomplish the following:

### Inspection

(a) Within 200 hours time-in-service after the effective date of this AD, accomplish the actions specified in either paragraph (a)(1) or (a)(2) of this AD.

(1) Perform a general visual inspection of the bleed air supply tube assemblies for broken wire braiding on the bellows assemblies or for ruptured or leaking bellow assemblies. The bleed air supply tube assemblies are located within the aft fuselage and connect to mating ducting in the pylon area on the right and left side of the airplane. Repeat the inspection thereafter at intervals not to exceed 400 hours time-in-service. If any broken wire is detected or if any bellow assembly is ruptured or leaking, prior to further flight, replace the bleed air tube assembly with a new bleed air tube assembly, in accordance with the Airplane Maintenance Manual, Revision B26 of Chapter 4, dated August 27, 1999.

NOTE 2: For the purposes of this AD, a general visual inspection is defined as "A visual examination of an interior or

exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(2) Revise the Airworthiness Limitations Sections of the Instructions for Continued Airworthiness by incorporating the procedures specified in Chapter 4, "Airworthiness Limitations" of Raytheon Aircraft Beechjet 400/400A Maintenance Manual, Revision B26, dated August 27, 1999, for Model MU-300-10, 400, and 400A series airplanes; or Section MR-11-00, "Airworthiness Limitations" of Raytheon Aircraft Diamond 1/1A MU-300 Maintenance Requirement Manual, Revision 9, dated February 26, 1999 (for Model MU-300 airplanes); as applicable.

(b) Except as provided in paragraph (c) of this AD: After the action specified in paragraph (a)(2) of this AD has been accomplished, no alternative inspections or inspection intervals may be approved for the part specified in paragraph (a) (2) of this AD.

#### **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.

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 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.

#### **Effective Date**

(e) This amendment becomes effective on March 22, 2001.

FOR FURTHER INFORMATION CONTACT: Paul C. DeVore, Aerospace Engineer, Systems and Propulsion Branch, ACE-116W, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas, 67209; telephone (316) 946-4142; fax (316) 946-4407.

Issued in Renton, Washington, on February 7, 2001.

Donald L. Riggan, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.