

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-058/2001

Datum vydání: 29. června 2001

LETOUN - VENTILÁTOR - KONTROLA/MODIFIKACE

Týká se: letadel Beech F33A, A36, B36TC, 58/58A, C90A, B200, 1900D vyrobených firmou Raytheon Aircraft Company blíže specifikovaných v FAA AD 2001-11-03 (příloha tohoto PZZ), certifikovaných v kterékoliv kategorii.

Důvod vydání: předejít zadření nebo poruše motoru ventilátoru, což může vést k nahromadění kouře a spalin v kabině letadla.

Datum účinnosti: 9. srpna 2001.

Provést v termínech: Jak je popsáno v FAA AD 2001-11-03 od data účinnosti tohoto PZZ.

Postup provedení prací: Dle pokynů v FAA AD 2001-11-03.

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát – Ing. Shrbený. Pokud to vyžaduje povaha tohoto PZZ, musí být zapracováno do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě FAA AD 2001-11-03.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

2001-11-03 RAYTHEON AIRCRAFT COMPANY: Amendment 39-12244; Docket No. 2000-CE-25-AD.

(a) What airplanes are affected by this AD? This AD affects the following airplanes that are certificated in any category:

Model	Serial Numbers
Beech F33A	CE-1050 through CE-1791
Beech A36	E-2205 through E-3217
Beech B36TC	EA-443 through EA-628
Beech 58/58A	TH-1436 through TH-1883
Beech C90A	Do not have the EFIS-84 System Installation equipped with factory installed KLN-88 LORAN: LJ-1278, LJ-1288, LJ-1293, LJ-1299, LJ-1314, AND LJ-1315
Beech C90A	Equipped with Collins EFIS-84 System: LJ-1306, LJ-1316, LJ-1318, LJ-1320 through LJ-1334, LJ-1340 through LJ-1592
Beech B200	BB-1314, BB-1449 through BB-1692 equipped with Collins EFIS-84 System
1900D	UE-1 through UE-401

(b) Who must comply with this AD? Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) What problem does this AD address? The actions specified by this AD are intended to protect the blower motor

circuit and reduce the possibility of the emission of smoke or a burning odor in the cockpit or passenger compartment as a result of a failed or seized blower motor.

(d) What actions must I accomplish to address this problem for Beech Models F33A, A36, B36TC, and 58/58A airplanes?

To address this problem, you must accomplish the following actions:

Actions	Compliance	Procedures
(1) Inspect for an installed and properly working KA-33 cooling blower, unless already accomplished.	Within the next 600 hours time-in-service (TIS) after July 20, 2001 (the effective date of this AD) or within the next 6 calendar months after July 20, 2001 (the effective date of this AD), whichever comes first.	Do this action following Raytheon Mandatory Service Bulletin SB 34-3267, Issued: March, 1999.
Actions	Compliance	Procedures
(2) If the aircraft has a KA-33 cooling blower, install a 1 ampere circuit breaker, part number (P/N) 7277-2-1, in place of the factory installed 3 ampere/5 ampere circuit breakers.	Before further flight after the inspection required in paragraph (d)(1) of this AD.	Do this action following Raytheon Mandatory Service Bulletin SB 34-3267, Issued: March, 1999.
(3) Do not install, on any affected airplane, any 3 ampere/5 ampere circuit breakers to protect the KA-33 Cooling Blower.	As of July 20, 2001 (the effective date of this AD).	Not Applicable.

(e) What actions must I accomplish to address this problem for Beech Model C90A airplanes? To address this problem, you must accomplish the following actions:

Actions	Compliance	Procedures
(1) Install the in-line fuse holder, P/N HHJ-A, and install the 1-ampere slow-blow fuse, P/N MDL1, in the fuse holder, unless already accomplished.	Within the next 600 hours TIS after July 20, 2001 (the effective date of this AD) or within the next 6 calendar months after July 20, 2001 (the effective date of this AD), whichever comes first.	Do these actions following Raytheon Mandatory Service Bulletin SB 34-3269, Revision 1, Revised: October, 2000.
(2) Doing this action following Raytheon Mandatory Service Bulletin SB 34-3269, Issued: January 2000, is considered an alternative method of compliance with this AD.	Within the next 600 hours TIS after July 20, 2001 (the effective date of this AD) or within the next 6 calendar months after July 20, 2001 (the effective date of this AD), whichever comes first.	Use the procedures in Raytheon Mandatory Service Bulletin SB 34-3269, Issued: January 2000, if you use this alternative method of compliance.

(f) What actions must I accomplish to address this problem for Beech Model B200 airplanes? To address this problem, you must accomplish the following actions:

Actions	Compliance	Procedures
(1) Install the in-line fuse holder, P/N HHJ-A, and install the 1-ampere slow-blow fuse, P/N MDL1, in the fuse holder, unless	Within the next 600 hours TIS after July 20, 2001 (the effective date of this AD) or within the next 6 calendar months after July 20, 2001 (the effective date of this	Do these actions following Raytheon Mandatory Service Bulletin SB 34-3269,

already accomplished.	AD), whichever comes first.	Revision 1, Revised: October, 2000.
(2) Remove the P/N GMW-1 fuse and install the new P/N GMW-3 fuse in the Avionics Junction Box, unless already accomplished.	Within the next 600 hours TIS after July 20, 2001 (the effective date of this AD) or within the next 6 calendar months after July 20, 2001 (the effective date of this AD), whichever comes first.	Do these actions following Raytheon Mandatory Service Bulletin SB 34-3269, Revision 1, Revised: October, 2000.
Actions	Compliance	Procedures
(3) Doing this action following Raytheon Mandatory Service Bulletin SB 34-3269, Issued: January 2000, is considered an alternative method of compliance with this AD.	Within the next 600 hours TIS after July 20, 2001 (the effective date of this AD) or within the next 6 calendar months after July 20, 2001 (the effective date of this AD), whichever comes first.	Use the procedures in Raytheon Mandatory Service Bulletin SB 34-3269, Issued: January 2000, if you use this alternative method of compliance.

(g) What actions must I accomplish to address this problem for Beech Model 1900D airplanes? To address this problem, you must accomplish the following actions:

Actions	Compliance	Procedures
Install the in-line fuse holder, P/N HHJ-A, in wire J51500E-J039002, and install the 1-ampere slow-blow fuse, P/N MDA1, in the fuse holder, unless already accomplished.	Within the next 600 hours TIS after July 20, 2001 (the effective date of this AD), or within the next 6 calendar months after July 20, 2001 (the effective date of this AD), whichever comes first.	Do these actions following Raytheon Mandatory Service Bulletin SB 34-3268, Issued: April, 2000.

(h) Can I comply with this AD in any other way? You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent

level of safety; and

(2) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note: This AD applies to each airplane with a KA-33 cooling blower identified in paragraph (a) of this AD, 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 (h) 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(i) Where can I get information about any already-approved alternative methods of compliance? Contact Todd Dixon, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4152; facsimile: (316) 946-4407.

(j) What if I need to fly the airplane to another location to comply with this AD? The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(k) Are any service bulletins incorporated into this AD by reference? Actions required by this AD must be done in accordance with Raytheon Mandatory Service Bulletin SB 34-3267, Issued: March, 1999, Raytheon Mandatory Service Bulletin SB 34-3268, Issued: April, 2000, Raytheon Mandatory Service Bulletin SB 34-3269, Issued: January 2000, and Raytheon Mandatory Service Bulletin SB 34-3269, Revision 1, Revised: October, 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(l) When does this amendment become effective? This amendment becomes effective on July 20, 2001.

FOR FURTHER INFORMATION CONTACT: Todd Dixon, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4152; facsimile: (316) 946-4407.

Issued in Kansas City, Missouri, on May 21, 2001.

Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.