

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-108/2002

Datum vydání: 25. listopadu 2002

LETOUN – UPEVNŮVACÍ ŠROUBY VYVAŽOVACÍHO ZÁVAŽÍ – KONTROLA

Týká se letadel F90, 100-1 (U-21J), 200 (C-12C), 200C (UC-12B), 200CT (C-12D), (C-12F), (RC-12D), (FWC-12D), (RC-12G), (RC-12H), (RC-12K), nebo (RC-12P), B200, B200C, B200C (C-12F), (C-12R), (UC-12M), nebo (UC-12F), B200CT, B200T a 200T, 200, 200C, 200CT, 300 a 300LW, B300, B300C, 1900, 1900C, 1900C(C-12J), 1900D, vyrobených firmou Raytheon Aircraft Company, certifikovaných ve kterékoliv kategorii, sériových čísel uvedených v FAA AD 2002-23-11 (příloha tohoto PZZ).

Důvod vydání: předejít uvolnění upevňovacích šroubů vyvažovacího závaží. Tyto uvolněné šrouby při kontaktu se stabilizátorem mohou způsobit omezení pohybu výškového kormidla, což může vést ke ztrátě říditelnosti podélného sklonu letounu.

Datum účinnosti: 27 prosince 2002.

Provést v termínech: Jak je popsáno v FAA AD 2002-23-11 od data účinnosti tohoto PZZ.

Postup provedení prací: Dle FAA AD 2002-23-11.

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická – Ing. Shrbený. 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 2002-23-11.

Ing. Pavel MATOUŠEK
ředitel sekce technické

AIRWORTHINESS DIRECTIVE

2002-23-11 Raytheon Aircraft Company: Amendment 39-12955; Docket No. 2001-CE-21-AD.

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

Model	Serial Nos.
(1) F90	LA-2 through LA-236
(2) A100-1 (U-21J)	BB-3 through BB-5
(3) A200 (C-12C)	BC-1 through BC-75 and BD-1 through BD-30
(4) A200C (UC-12B)	BJ-1 through BJ-66
(5) A200CT (C-12D), (C-12F), (RC-12D), (FWC-12D), (RC-12G), (RC-12H), (RC-12K), or (RC-12P).	BP-1, BP-7 through BP-11, BP-22, BP-24 through BP-63, FC-1 through FC-3, GR-1 through GR-19, FE-1 through FE-9, FE-25 through FE-36
(6) B200	BB-734, BB-793, BB-829, BB-854 through BB-870, BB-874 through BB-891, BB-894, BB-896 through BB-911, and BB-913 through BB-1652
(7) B200C	BL-37 through BL-57, BL-61 through BL-72, BL-124 through BL-140
(8) B200C (C-12F), (C-12R), (UC-12M), or (UC-12F)	BL-73 through BL-112, BL-118 through BL-123, BP-64 through BP-71, BU-1 through BU-12, BV-1 through BV-12, and BW-1 through BW-29

(9) B200CT	BN-2 through BN-4, FG-1 and FG-2
(10) B200T and 200T	BT-1 through BT-38
(11) 200	BB-2, BB-6 through BB-733, BB-735 through BB-792, BB-794 through BB-828, BB-830 through BB-853, BB-872, BB-873, BB-892, BB-893, and BB-912
(12) 200C	BL-1 through BL-23 and BL-25 through BL-36
(13) 200CT	BN-1
(14) 300 and 300LW	FA-1 through FA-230 and FF-1 through FF-19
(15) B300	FL-1 through FL-241
(16) B300C	FM-1 through FM-9 and FN-1
(17) 1900	UA-2 and UA-3
(18) 1900C	UB-1 through UB-74 and UC-1 through UC-174
(19) 1900C(C-12J)	UD-1 through UD-6
(20) 1900D	UE-1 through UE-358

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent the balance weight attachment screws from becoming loose. Loose screws could come into contact and interfere with the horizontal stabilizer. This interference could restrict elevator movement and result in loss of elevator pitch control.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) Check the airplane logbook to determine whether the elevator(s) has/have been removed. 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) may check the airplane logbook.	Within the next 200 hours time-in-service (TIS) after January 10, 2003 (the effective date of this AD).	No special procedures required to check the logbook. Raytheon Mandatory Service Bulletin SB 27-3187, Rev. 1, Revised: September, 2001, references this airplane logbook check.
(2) If, by checking the airplane logbook: (i) the pilot can positively show that both elevators have never been removed, then the requirements of paragraphs (d)(2)(ii) and (d)(3) of this AD do not apply. You must make an entry into the aircraft records that shows compliance with this portion of the AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9). (ii) the pilot identifies that the elevator(s) has/have been removed, or if complete records of elevator(s) do not exist, inspect the elevator balance weight attachment screws to determine if they are the correct length.	Within the next 200 hours time-in-service (TIS) after January 10, 2003, (the effective date of this AD).	In accordance with the Accomplishment Instructions section of Raytheon Mandatory Service Bulletin SB 27-3187, Rev. 1, Revised: September, 2001.
(3) If, during the inspection required in paragraph (d)(2)(ii) of this AD,	Not applicable	In accordance with the Accomplishment Instructions

the elevator balance weight attachment screws are found to be the correct length, paragraph (d)(4) of this AD does not apply.		section of Raytheon Mandatory Service Bulletin SB 27-3187, Rev. 1 Revised: September, 2001.
(4) If, during the inspection required in paragraph (d)(2)(ii) of this AD, the elevator balance weight attachment screw(s) is/are found to be the incorrect length, remove and rebalance the elevator(s) by installing the balance weights with the appropriate new elevator balance weight attachment bolts, part number (P/N) in the range of NAS6703HU12 through NAS6703HU22, that have drilled head and are secured with safety wire, and re-install the elevator.	Prior to further flight after the inspection required in paragraph (d)(2)(ii) of this AD.	In accordance with the Accomplishment Instructions section of Raytheon Mandatory Service Bulletin SB 27-3187, Rev. 1, Revised: September, 2001, and the applicable maintenance manual.
(5) Do not install, on any affected airplane, an elevator that has been rebalanced unless it has been rebalanced by installing the balance weights with the appropriate new elevator balance weight attachment bolts, P/N in the range of NAS6703HU12 through NAS6703HU22, that have drilled heads and are secured with safety wire.	As of January 10, 2003 (the effective date of this AD).	Not applicable.

Note 1: The compliance times specified in Raytheon Mandatory Service Bulletin SB 27-3187, Rev. 1, Revised: September, 2001, are different from those required by this AD. The compliance times in this AD take precedence over those in the service bulletin.

(e) *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 2: This AD applies to each airplane 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 (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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Paul DeVore, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4142; facsimile: (316) 946-4407.

(g) *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 Secs. 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.

(h) *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 27-3187, Rev. 1, Revised: September, 2001. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may view 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.

(i) *When does this amendment become effective?* This amendment becomes effective on January 10, 2003.