

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-111/2001

Datum vydání: 07. prosince 2001

LETOUN - LETOVÁ PŘÍRUČKA - NOUZOVÉ POSTUPY - ZMĚNA

Týká se: letadel Beech 400, 400A a 400T, Mitsubishi MU-300 a Beech MU-300-10; certifikovaných v kterékoliv kategorii.

Datum účinnosti: 11. prosince 2001

Provést v termínech: Jak je popsáno v FAA AD 2001-24-11, od data účinnosti tohoto PZZ.

Postup provedení prací: Dle FAA AD 2001-24-11 (příloha tohoto PZZ).

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická - 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 2001-24-11.

Ing. Pavel MATOUŠEK
Ředitel sekce technické
Úřad pro civilní letectví

2001-24-11 Raytheon Aircraft Company (Formerly Beech): Amendment 39-12528. Docket 2001-NM-347-AD.

Applicability: All Model Beech 400, 400A, and 400T series airplanes, Model Mitsubishi MU-300 airplanes, and Model Beech MU-300-10 airplanes; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent reduced controllability of the airplane due to loss of airspeed indication by ensuring that the flightcrew is advised of in-flight procedures in the event of loss of airspeed indication, accomplish the following:

(a) Within five days after the effective date of this AD, revise the Emergency Procedures Section of the FAA-approved Airplane Flight Manual (AFM), as applicable, by inserting a copy of Raytheon Beechjet 400T Temporary Change, P/N 132-590002-5TC3, dated November 12, 2001; Beechjet 400T Temporary Change, P/N 134-590002-1TC3, dated November 12, 2001; Beechjet 400A Temporary Change, P/N 128-590001-91TC5, dated November 12, 2001; Beechjet 400A Temporary Change, P/N 128-590001-95TC5, dated November 12, 2001; Beechjet 400A Temporary Change, P/N 128-590001-107TC5, dated November 12, 2001; Beechjet 400A Temporary Change, P/N 128-590001-109TC5, dated November 12, 2001; Beechjet 400A Temporary Change, P/N 128-590001-167TC7, dated November 12, 2001; Beechjet 400A Temporary Change, P/N 128-590001-169TC3, dated November 12, 2001; Beechjet 400 Temporary Change, P/N 128-590001-13BTC1, dated November 12, 2001; Beechjet 400 Temporary Change P/N 128-590001-13BTC2, dated November 12, 2001; MU-300 Diamond I Temporary Change, P/N MR-0460TC1, dated November 12, 2001; or MU-300 Diamond IA Temporary Change, P/N MR-0873TC1, dated November 12, 2001; as applicable, into the AFM or by inserting a copy of this AD into the AFM to include the following procedures:

Emergency Procedures (400 & MU-300)

Loss of Airspeed

Note: If the pilot's and/or copilot's airspeed(s) are noted to be decreasing toward zero, refer to the AOA indicator for airspeed control and land at the nearest suitable airport.

1. Autopilot--Disconnect
2. Airspeed--Slow to and Maintain 0.2 AOA
3. Thrust--As Required
4. Speed Brakes--As Required (Slow to 0.25 AOA with speed brakes extended)

Note: An AOA of 0.2 (0.25 with speed brakes extended) will yield an airspeed of about 210 knots. Use pitch attitude as the primary reference. Make small changes in pitch and wait for the AOA to stabilize.

When Ready for Descent

5. Seat Belts/Shoulder Harnesses--Fastened
6. Cabin Sign--As Required
7. Recognition Light--As Required

8. Anti/De-Ice Systems--As Required

Caution

If icing conditions are anticipated during the descent and approach, turn ice protection systems ON as early as possible prior to penetrating clouds. Maintain wing anti/deice operation light ON (approximately 70% N2) during descent to assure proper wing anti-ice operation.

9. Cabin Pressure Control--Set Field Elevation + 500 Feet

10. Windshield Defog--As Required

11. Altimeters--Set

When Ready for Approach

12. Airspeed--Slow to and Maintain 0.3 AOA

Note: Maintain 0.3 AOA throughout the configuration change to Flaps 10 deg. Gear Down. This will yield an airspeed of about 180 knots.

13. Fuel Management--Check

14. N1, Landing Distance--Confirm

15. Cabin Sign--Safety

16. Windshield Anti-Ice--Low

17. Hydraulic/Nitrogen Pressure--Check

18. Engine Sync--Off

19. Flaps 10 deg.

Before Landing

20. AOA Index--Preset 1.3 V/Vs

21. Landing Gear--Down

22. Airspeed--Slow to 0.4 AOA

23. Recognition Light--Off

24. Landing Lights--As Required

25. Ignitions--On

26. Flaps--30 deg.

27. Approach Airspeed (VREF)--Slow to and Maintain 0.57 AOA

Note: This will yield a normal approach speed of VREF (0.57 AOA) and normal landing distances.

Balked Landing

28. Thrust--Takeoff N1

29. Pitch Attitude--10 deg.

When Positive Climb Has Been Established

30. Flaps--10 deg.

31. Landing Gear--Up

32. Airspeed--Accelerate to 0.3 AOA

33. Flaps--Up

34. Airspeed--Accelerate and Maintain 0.2 AOA

35. Landing Lights--Ret/off

Emergency Procedures (400A & RJ-61)

Loss of Airspeed

Note: If the pilot's, or copilot's and standby, or all three airspeed(s) are noted to be decreasing toward zero, refer to the standby attitude indicator, standby altimeter, standby heading and the AOA indicator for aircraft control and land at the nearest suitable airport. On PFD equipped airplanes, the pilot's and copilots altimeters, attitude displays and heading displays may be unreliable and the autopilot may disconnect. This may be accompanied by amber boxed A/S, ALT, ATT and/or HDG comparator flags. The comparator flags may be followed by red FAIL flags and removal of airspeed and altitude tapes and attitude/heading displays.

1. Autopilot--Disconnect

2. Airspeed--Slow to and Maintain 0.2 AOA

3. Thrust--As Required

4. Speed Brakes--As Required (Slow to 0.25 AOA with speed brakes extended)

Note: An AOA of 0.2 (0.25 speed brakes extended) will yield an airspeed of about 210 knots. Use pitch attitude as primary reference. Make small changes in pitch attitude and wait for AOA to stabilize.

When Ready for Descent

5. Seat Belts/Shoulder Harnesses--Fastened

6. Cabin Sign--As Required

7. Recognition Light--As Required

8. Anti/De-Ice Systems--As Required

Caution

If icing conditions are anticipated during the descent and approach, turn ice protection systems ON as early as possible prior to penetrating clouds. Maintain wing anti/deice operation light ON (approximately 70% N2) during descent to assure

proper wing anti-ice operation.

9. Cabin Pressure Control--Set Field Elevation + 500 Feet

10. Windshield Defog--As Required

11. Altimeters--Set

When Ready for Approach

12. Airspeed--Slow to and Maintain 0.3 AOA

Note: Maintain 0.3 AOA throughout the configuration change to Flaps 10 deg., Gear Down. This will yield an airspeed of about 180 knots.

13. Fuel Management--Check

14. N1, Landing Distance--Confirm

15. Cabin Sign--Safety

16. Windshield Anti-Ice--Low

17. Hydraulic/Nitrogen Pressure--Check

18. Engine Sync--Off

19. Flaps--10 deg.

Before Landing

20. AOA Index--Preset 1.3 V/Vs

21. Landing Gear--Down

22. Airspeed--Slow to 0.4 AOA

23. Recognition Light--Off

24. Landing Lights--As Required

25. Ignitions--On

26. Flaps--30 deg.

27. Approach Airspeed (VREF) Slow to and Maintain 0.57 AOA

Note: This will yield a normal approach speed of VREF (0.57 AOA) and normal landing distances.

28. Yaw Damp--Off

Balked Landing

29. Thrust--Takeoff N1

30. Pitch Attitude 10 deg.

When Positive Climb Has Been Established

31. Flaps--10 deg.

32. Landing Gear--Up

33. Yaw Damp--On

34. Airspeed--Accelerate to 0.3 AOA

35. Flaps--Up

36. Airspeed--Accelerate and Maintain 0.2 AOA

37. Landing Lights--Ret/off

Emergency Procedures 400T(T-1A)

Loss of Airspeed

Note: If the pilot's, or copilot's and standby, or all three airspeed(s) are noted to be decreasing toward zero, refer to the standby attitude indicator, standby altimeter, standby heading and the AOA indicator for aircraft control and land at the nearest suitable airport. The pilot's and copilots altimeter's, attitude displays and heading displays may be unreliable and the autopilot may

disconnect. This may be accompanied by amber boxed A/S, ALT, ATT and/or HDG comparator flags. The comparator flags may be followed by red FAIL flags on the airspeed, altitude, attitude and heading displays.

1. Autopilot--Disconnect

2. Airspeed--Slow to and Maintain 0.2 AOA

3. Thrust--As Required

4. Speed Brakes--As Required (Slow to 0.25 AOA with speed brakes extended)

Note: An AOA of 0.2 (0.25 speed brakes extended) will yield an airspeed of about 210 knots. Use pitch attitude as primary reference. Make small changes in pitch attitude and wait for AOA to stabilize.

When Ready for Descent

5. Seat Belts/Shoulder Harnesses--Fastened

6. Cabin Sign--AS Required

7. Anti/De-Ice Systems--As Required

Caution

If icing conditions are anticipated during the descent and approach, turn ice protection systems ON as early as possible prior to penetrating clouds. Maintain wing anti/deice operation light ON (approximately 70% N2) during descent to assure proper wing anti-ice operation.

8. Cabin Pressure Control--Set Field Elevation + 500 Feet

9. Windshield Defog--As Required

10. Altimeters--Set

When Ready for Approach

11. Airspeed--Slow to and Maintain 0.3 AOA

Note: Maintain 0.3 AOA throughout the configuration change to Flaps 10 deg., Gear Down. This will yield an airspeed of about 180 knots.

12. Fuel Management--Check

13. N1, Landing Distance--Confirm

14. Cabin Sign--Safety

15. Windshield Anti-Ice--Low

16. Hydraulic/Nitrogen Pressure--Check

17. Engine Sync--Off

18. Flaps--10 deg.

19. GPWS TAC and FLP ORIDE--Off

Before Landing

20. AOA Index--Preset 1.3 V/Vs

21. Landing Gear--Down

22. Airspeed--Slow to 0.4 AOA

23. Landing Lights--As Required

24. Ignitions--On

25. Flaps--Set for Landing

26. Approach Airspeed (VREF)--Slow to and Maintain 0.57 AOA

Note: This will yield an approach speed of VREF (0.57 AOA) and normal landing distances.

27. Yaw Damp--Off

Caution

If icing conditions are encountered during flight, the maximum landing flap is 10 deg. unless one of the following are met. The icing conditions are encountered for less than 10 minutes, and the RAM Air Temperature (RAT) during the encounter was warmer than -8 deg.C.

A RAT of +10 deg.C, or warmer, is observed during the descent, approach or landing.

If either of the above two conditions are met, Flaps 30 deg. may be used for landing.

Balked Landing

28. Thrust--Takeoff N1

29. Pitch Attitude--10 deg.

When Positive Climb Has Been Established

30. Flaps--10 deg.

31. Landing Gear--Up

32. Yaw Damp--On

33. Airspeed--Accelerate to 0.3 AOA

34. Flaps--Up

35. Airspeed--Accelerate and Maintain 0.2 AOA

36. Landing Lights--Ret/off

Emergency Procedures 400T(TX)

Loss of Airspeed

Note: If the pilot's, or copilot's and standby, or all three airspeed(s) are noted to be decreasing toward zero, refer to the standby attitude indicator, standby altimeter, standby heading and the AOA indicator for aircraft control and land at the nearest suitable airport. The pilot's and copilots altimeter's, attitude displays and heading displays may be unreliable and the autopilot may disconnect. This may be accompanied by amber boxed A/S, ALT, ATT and/or HDG comparator flags. The comparator flags may be followed by red FAIL flags on the airspeed, altitude, attitude and heading displays.

1. Autopilot--Disconnect

2. Airspeed--Slow to and Maintain 0.2 AOA

3. Thrust--As Required

4. Speed Brakes--As Required (Slow to 0.25 AOA with speed brakes extended)

Note: An AOA of 0.2 (0.25 speed brakes extended) will yield an airspeed of about 210 knots. Use pitch attitude as primary reference. Make small changes in pitch attitude and wait for AOA to stabilize.

When Ready for Descent

5. Seat Belts/Shoulder Harnesses--Fastened

6. Cabin Sign--As Required

7. Anti/DeIce Systems--As Required

Caution

If icing conditions are anticipated during the descent and approach, turn ice protection systems ON as early as possible prior to penetrating clouds. Maintain wing anti/deice operation light ON (approximately 70% N2) during descent to assure proper wing anti-ice operation.

8. Cabin Pressure Control--Set Field Elevation + 500 Feet

9. Windshield Defog--As Required

10. Altimeters--Set

When Ready for Approach

11. Airspeed--Slow to and Maintain 0.3 AOA

Note: Maintain 0.3 AOA throughout the configuration change to Flaps--10 deg., Gear Down. This will yield an airspeed of about 180 knots.

12. Fuel Management--Check

13. N1, Landing Distance--Confirm

14. Cabin Sign--Safety

15. Windshield Anti-Ice--Low

16. Hydraulic/Nitrogen Pressure--Check

17. Engine Sync--Off

18. Flaps--10 deg.

Before Landing

19. AOA Index--Preset 1.3 V/Vs

20. Landing Gear--Down

21. Airspeed--Slow to 0.4 AOA

22. Landing Lights--As Required

23. Ignitions--On

24. Flaps--30 deg.

25. Approach Airspeed (VREF)--Slow to and Maintain 0.57 AOA

Note: This will yield a normal approach speed of VREF (0.57 AOA) and normal landing distances.

26. Yaw Damp--Off

Balked Landing

26. Thrust--Takeoff N1

27. Pitch Attitude 10 deg.

When Positive Climb Has Been Established

29. Flaps 10 deg.

30. Landing Gear--Up

31. Yaw Damp--On

32. Airspeed--Accelerate to 0.3 AOA

33. Flaps-- 0 deg.

34. Airspeed--Accelerate and Maintain 0.2 AOA

35. Landing Lights--Ret/off"

Note 1: When a previously specified Temporary AFM revision has been incorporated into the general revisions of the AFM, the general revision may be inserted in the AFM, provided the information contained in the general revision is identical to that specified in the specified Temporary AFM revision.

Alternative Methods of Compliance

(b) 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 2: 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

(c) 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.

Incorporation by Reference

(d) Except as provided by paragraph (a) of this AD, the AFM revision shall be done in accordance with Raytheon Beechjet 400T Temporary Change, P/N 132-590002-5TC3, dated November 12, 2001; Beechjet 400T Temporary Change, P/N 134-590002-1TC3, dated November 12, 2001; Beechjet 400A Temporary Change, P/N 128-590001-91TC5, dated November 12, 2001; Beechjet 400A Temporary Change, P/N 128-590001-95TC5, dated November 12, 2001; Beechjet 400A Temporary Change, P/N 128-590001-107TC5, dated November 12, 2001; Beechjet 400A Temporary Change, P/N 128-590001-109TC5, dated November 12, 2001; Beechjet 400A Temporary Change, P/N 128-590001-167TC7, dated November 12, 2001; Beechjet 400A Temporary Change, P/N 128-590001-169TC3, dated November 12, 2001; Beechjet 400 Temporary Change, P/N 128-590001-13BTC1, dated November 12, 2001; Beechjet 400 Temporary Change P/N 128-590001-13BTC2, dated November 12, 2001; MU-300 Diamond I Temporary Change, P/N MR-0460TC1, dated November 12, 2001; or MU-300 Diamond IA Temporary Change, P/N MR-0873TC1, dated November 12, 2001; as applicable. 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

(e) This amendment becomes effective on December 11, 2001.

Issued in Renton, Washington, on November 26, 2001.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-30083 Filed 12-5-01; 8:45 am]

BILLING CODE 4910-13-U