

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-1-002/98

Datum vydání: 26. ledna 1998

LETADLO - POTRUBÍ PNEUMATICKÉHO ŘÍDÍČÍHO SYSTÉMU PŘETLAKOVÁNÍ - KONTROLA

Týká se: letadel vyrobených "Raytheon Aircraft Company" vyjmenovaných v FAA AD 97-23-17, které je přílohou tohoto PZZ:

Důvod vydání: zabránit ztrátě podtlaku pro dehermetizaci kabiny, což může zapříčinit zranění obsluhy dveří a způsobit chybnou funkci indikátoru námrazy.

Datum účinnosti: 02.02.1998

Provést : v průběhu příštích 200 letových hodin od data účinnosti tohoto PZZ.

Postup provedených prací: dle části "Compliance",.

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Příhoda. 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 97-23-17.

Ing. Pavel MATOUŠEK

Ředitel technického inspektorátu

Úřad pro civilní letectví

97-23-17 Inspection of tubing

Beech: Category - Airframe, Effective Date - 12/29/97, Recurring - No, Supersedes - N/A, Superseded by - N/A.

Raytheon Aircraft Company (formerly Beech Aircraft Corporation):Amendment 39-10207; Docket No. 97-CE-05-AD.

Applicability: The following models and serial numbered airplanes, certificated in any category:

Models	Serial Numbers
C90 and C90A	LJ-683 through LJ-1463
E90	LW-177 through LW-347F90

F90	LA-1 through LA-236
H90	LL-1 through LL-61
A100	B-228 through B-247
B100	BE-6 through BE-137
200 and B200	BB-114 through BB-1553
200C and B200C	BL-1 through BL-72 and BL-124 through BL-140
200CT and B200CT	BN-1 through BN-4
200T and B200T	BT-1 through BT-38
300	FA-1 through FA-230 and FF-1 through FF-19
B300	FL-1 through FL-154
B300C	FM-1 through FM-9 and FN-1
A200 (C-12C)	BC-19 through BC-75 and BD-15 through BD-30
A200C (UC-12B)	BJ-1 through BJ-66
A200CT (C-12D/F)	BP-1, BP-22, and BP-24 through BP-63
A200CT (FWC-12D)	BP-7 through BP-11
A200CT (RC-12D)	GR-1 through GR-13
A200CT (RC-12H)	GR-14 through GR-19
A200CT (RC-12G)	FC-1 through FC-3
A200CT (RC-12K)	FE-1 through FE-9
A200CT (RC-12N)	FE-10 through FE-31
A200CT (RC-12P)	FE-33 and FE-35
A200CT (RC-12Q)	FE-32, FE-34, and FE-36
B200C (C-12F)	BL-73 through BL-112, BL-118 through BL-123, and BP-64 through BP-71
B200C (C-12R)	BW-1 through BW-29
B200C (UC-12F)	BU-1 through BU-10
B200C (RC-12F)	BU-11 and BU-12
B200C (UC-12M)	BV-1 through BV-10
B200C (RC-12M)	BV-11 and BV-12
B200CT (FWC-12D)	FG-1 and FG-2

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 (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 the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 200 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished. To prevent a loss of vacuum to depressurize the airplane cabin, which could result in personal injury to the door operator; and to prevent malfunction of the de-ice indicator system which could cause the pilot to unnecessarily exit icing conditions, accomplish the following:

(a) Inspect for collapse, deformation, and proper routing of the gray, blue, or clear pneumatic pressurization control system tubes and the de-ice indicator pneumatic tubing located forward of the co-pilot's right outboard rudder pedal in accordance with the ACCOMPLISHMENT INSTRUCTIONS section and Figure 1 of the Raytheon Aircraft Company (Raytheon) Mandatory Service Bulletin (SB) No. 2676, Issued: January 1997.

(b) If any of this tubing is deformed or collapsed, prior to further flight, replace the damaged section of tube with new nylon tubing, then use aluminum tubing and hose clamps to secure and re-route the tubing at least 8 inches away from the discharge opening of the co-pilot's foot warmer outlet in accordance with the ACCOMPLISHMENT INSTRUCTIONS section and Figure 2 of the Raytheon Mandatory SB No. 2676, Issued: January 1997.

(c) If there is no evidence of damage to the tubing, prior to further flight, re-route and secure the tubing as specified in paragraph (b) of this AD in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of the Raytheon Mandatory SB No. 2676, Issued: January 1997.

(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.

(e) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from Wichita Aircraft Certification Office.

(f) The inspections, modifications, and replacements required by this AD shall be done in accordance Raytheon Aircraft Company Mandatory Service Bulletin No. 2676, Issued: January 1997. 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, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment (39-10207) becomes effective on December 29, 1997.

FOR FURTHER INFORMATION CONTACT: Mike Imbler, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4147, facsimile (316) 946