
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll för frigång av styrsystem vid instrumentpanelen

GÄLLER: Modellerna A36, B36TC, 58 och 58A, C90A, B200, B300, 1900D S/N angivna i bifogad kopia av FAA AD 99-09-15

ÅTGÄRD: Utför åtgärder angivna i FAA AD 99-09-15

TID FÖR ÅTGÄRD: Inom 25 flygtimmar räknat från den 7 juni 1999

UNDERLAG: FAA AD 99-09-15 och däri angivet underlag

REFERENS: FAA AD 99-09-15

BESLUTSDATUM: 1999-05-17

LFS 1999:80

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.
Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Telegram	Telex
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AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

99-09-15 RAYTHEON AIRCRAFT COMPANY (All type certificates of the affected airplanes previously held by the Beech Aircraft Corporation): Amendment 39-11148; Docket No. 99-CE-11-AD.

Applicability: The following Beech airplane models and serial numbers, certificated in any category:

Model	Serial Numbers
A36	E-3058 through E-3156, E-3158 through E-3170, E-3172 through E-3177, E-3180 through E-3185, E-3187 through E-3198, E-3200, and E-3202
B36TC	EA-594 through EA-610, EA-613, EA-615, EA-616, EA-618, EA-619, and EA-621
58 and 58A	TH-1806 through TH-1840, TH-1842 through TH-1854, TH-1856, TH-1860 through TH-1867, and TH-1870
C90A	LJ-1459 through LJ-1504, LJ-1506 through LJ-1523, and LJ-1525 through LJ-1530
B200	BB-1551 through BB-1591, BB-1593 through BB-1622, and BB-1624 through BB-1627
B300	FL-152 through FL-179, FL-181 through FL-187, FL-189, FL-190, FL-192, FL-194, FL-196 through FL-205, FL-207, FL-210, and FL-211
1900D	UE-1 through UE-319, UE-321, UE-323 through UE-328, UE-330 and UE-332

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 as indicated in the body of this AD, unless already accomplished.

To prevent any components or wiring from interfering with the flight control mechanism caused by inadequate clearance, which could result in reduced or loss of aileron and/or elevator control, accomplish the following:

(a) Within the next 25 hours time-in-service after the effective date of this AD, inspect for interference or inadequate clearance between the flight control mechanism and any component located forward of the instrument panel. Perform this action in accordance with the Accomplishment Instructions in Raytheon Mandatory Service Bulletin SB 27-3232, Issued: March, 1999.

(b) If interference or inadequate clearance is found during the inspection required by paragraph (a) of this AD, prior to further flight, secure all components clear of the flight control mechanism as specified in the service bulletin.

(c) If the actions required in paragraphs (a) and (b) of this AD have been accomplished in accordance with Raytheon Safety Communiqué No. 149, Rev. 1, dated November 1998, or Raytheon Safety Communiqué No. 149, dated August 1998, then no further action is required by this AD.

(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 times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 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 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.

(f) The inspection and modification required by this AD shall be done in accordance with Raytheon Mandatory Service Bulletin SB 27-3232, Issued: March, 1999. 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 the 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 becomes effective May 18, 1999.