
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Byte av höjdrodrets skalplåt

GÄLLER: Modeller och S/N angivna i bifogad kopia av FAA AD 2000-18-02

ÅTGÄRD: Utför åtgärder angivna i FAA AD 2000-18-02

TID FÖR ÅTGÄRD: Inom en månad räknat från 30 september om ej tidigare utfört

UNDERLAG: Raytheon Mandatory Service Bulletin SB 27-3396 utgiven maj 2000, reviderad juni 2000

REFERENS: FAA AD 2000-18-02

BESLUTSDATUM: 3 oktober 2000

LFS: 2000:117

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.

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

AD's are posted on the internet at <http://av-info.faa.gov>

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) 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 14 CFR part 39, subpart 39.3).

2000-18-02 RAYTHEON AIRCRAFT COMPANY.: Amendment 39-11887; Docket No. 2000-CE-53-AD.

(a) **What airplanes are affected by this AD?** The following model airplanes and serial numbers, certificated in any category:

Model	Serial Numbers
A65	LC-265 through LC-272 and LC-325 through LC-335
A65-8200	LC-273 through LC-324
65-B80	LD-349 through LD-511
70	LB-1 through LB-35
95-A55	TC-191 through TC-349, TC-351 through TC-370, and TC-372 through TC-501
95-B55	TC-371 and TC-502 through TC-2406
95-C55	TC-350, TE-1 through TE-49, and TE-51 through TE-451
D55	TE-452 through TE-767
E55	TE-768 through TE-1201
56TC	TG-2 through TG-83
A56TC	TG-84 through TG-94
58	TH-1 through TH-1930
58P	TJ-3 through TJ-435 and TJ-437 through TJ-443
58TC	TK-1 through TK-150
95-B55B (T42-A)	TF-1 through TF-70

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

(c) **What problem does this AD address?** The actions required by this AD are intended to detect and correct potential elevator skin separation, which would lead to a reduction in static strength capability with continued operation. This could then result in potential airplane flutter with consequent loss of control of the airplane.

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

Action	Compliance Time	Procedures
(1) Maintenance Records Check:	Required within 1 month after September 22, 2000 (the effective date of this AD).	No special procedures required to check the logbook. Raytheon Mandatory Service Bulletin SB 27-3396, Issued: May, 2000; Revised: June, 2000, references this maintenance records check.
(i) 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 maintenance records to determine whether one of the affected elevator skin assemblies (particular part numbers referenced in the applicable service information) was installed after December 31, 1998.		
(ii) If, by checking the maintenance records, the pilot can positively show that one of the elevator skin assemblies (particular part numbers referenced in the applicable service information), is not installed or was installed prior to January 1, 1999, then the replacement requirement of paragraph (d)(2) of this AD does 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).		

Action	Compliance Time	Procedures
(2) Replacement: Replace any elevator skin assembly (particular part numbers referenced in the applicable service information) that Raytheon shipped anytime from January 1, 1999, through December 31, 1999. Paragraphs (d)(1)(i) and (d)(1)(ii) of this AD provide procedures for checking the maintenance records to determine if one of the affected elevator skin assemblies is installed.	Within 1 month after September 22, 2000 (the effective date of this AD).	Accomplish this replacement in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Raytheon Mandatory Service Bulletin SB 27-3396, Issued: May, 2000; Revised: June, 2000.
(3) Installation Prohibition: You may not install any elevator skin assembly (particular part numbers referenced in the applicable service information) that Raytheon shipped anytime from January 1, 1999, through December 31, 1999, in any of the affected airplanes.	As of September 22, 2000 (the effective date of this AD).	Not Applicable.

(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 (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 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 Gary D. Park, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (314) 946-4123; facsimile: (314) 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 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, provided that the following is complied with:

- (1) Pass the tap test inspection specified in Raytheon Mandatory Service Bulletin SB 27-3396, Revised: June, 2000; and
- (2) Restrict airspeed to maneuvering speed.

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- (h) **Are any service bulletins incorporated into this AD by reference?** You must accomplish the replacement required by this AD in accordance with Raytheon Mandatory Service Bulletin SB 27-3396, Revised: June, 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 Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201. You can look at copies at 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 September 22, 2000.

FOR FURTHER INFORMATION CONTACT: Gary D. Park, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (314) 946-4123; facsimile: (314) 946-4407.

Issued in Kansas City, Missouri, on August 24, 2000.

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