
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Revision av AFM samt byte av "Electronic Engine Control (EEC)"

GÄLLER: Honeywell International Inc. (tidigare Allied Signal Inc. och Garrett Turbine Engine company) TPE331-8, -10N och -12B turboprop motorer utrustade med "EEC" partnummer 2101322-1, -4, -11, -12, -13, -14, -15 och -16.

ÅTGÄRD: Utför åtgärder enligt Federal Aviation Administration AD 2001-21-02 daterad 19 november, 2001 eller senare utgåva.

TID FÖR ÅTGÄRD: Revision av AFM skall införas senast 30 dagar efter detta LVD's beslutsdatum.

"EEC" bytes senast 31 augusti, 2003.

UNDERLAG: Honeywell Alert Service Bulletiner TPE331-A76-0035, TPE331-A76-0036 och TPE331-A76-0037 daterade 23 juli, 2001 eller senare utgåvor.

REFERENS: FAA AD 2001-21-02

BESLUTSDATUM: 26 oktober 2001

LFS 2001:151

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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AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC



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

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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).

2001-21-02 Honeywell International Inc.: Amendment 39-12472. Docket 2000-NE-39-AD.

Applicability

This airworthiness directive (AD) is applicable to Honeywell International Inc. (formerly AlliedSignal Inc. and Garrett Turbine Engine Company) TPE331-8, -10N, and -12B turboprop engines with electronic engine controls (EEC's) part numbers (P/N's) 2101322-1, -4, -11, -12, -13, -14, -15 or -16 installed. These engines are installed on but not limited to Cessna Aircraft Company Model 441 Conquest airplanes.

Note 1: This AD applies to each engine 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 engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner or operator must request approval for an alternative method of compliance in accordance with paragraph (g) 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

Compliance with this AD is required as indicated, unless already done.

To minimize exposure to flight and ground operations that could lead to the loss of control of the airplane due to asymmetric thrust and an uncommanded torque increase, do the following:

Amending of the Airplane Flight Manual

(a) Within 30 days after the effective date of this AD, amend the applicable FAA Approved Cessna Airplane Flight Manual (AFM) Emergency Procedures and Normal Procedures Section to provide interim emergency procedures to flight crews, by inserting the Temporary Revisions specified in the following table:

Temporary Revisions by Airplane Model and Serial Number (SN) and AFM Affected		
Airplane model and serial No. (SN)	AFM affected	Temporary revision
(1) Cessna Model 441; SN's 441-0001 through 441-0172.	D1561-14-13PH through Revision 14, dated January 9, 1998. D1561-14TR9 dated April 11, 2001.	D1561-14TR2 through D1561-14, dated 14TR8 dated November 20, 2000
(2) Cessna Model 441; SN's 441-0173 and higher.	D1586-11-13PH through Revision 11, dated January 9, 1998.	D1586-11TR2 through D1586-11TR5 dated November 20, 2000. D1586-11TR7 and D1586-11TR8 dated November 20, 2000. D1586-11TR9 dated March 7, 2001. D1586-11TR10 dated April 11, 2001.

(b) Owners or operators of airplanes that have been modified by supplemental type certificate, where the AFM conflicts with the TR's specified in (a)(1) and (a)(2) of this AD, must contact Los Angeles Aircraft Certification Office (LAACO) to have their AFM's reviewed and approved.

Replacement of Electronic Engine Controls

(c) Replace all existing EEC's P/N's 2101322-1, -4, -11, -12, -13, -14, -15 and -16 with serviceable EECs before August 31, 2003.

(d) Information regarding the replacement of existing EEC's is available in Honeywell Alert Service Bulletins TPE331-A76-0035 dated July 23, 2001, TPE331-A76-0036 dated July 23, 2001, and TPE331-A76-0037 dated July 23, 2001.

Removal of Temporary Revisions

(e) When all EEC's have been replaced in the airplane with serviceable EEC's, remove the applicable Temporary Revisions, specified in the preceding table, from the airplane flight manual.

Definitions

(f) For the purposes of the AD, a serviceable EEC is an EEC with a P/N that is not specified in this AD.

Alternative Methods of Compliance

(g) 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, LAACO. Operators must submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, LAACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the LAACO.

Effective Date of This AD

(h) This amendment becomes effective on November 19, 2001.

Issued in Burlington, Massachusetts, on October 12, 2001.

Thomas A. Boudreau,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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