

Sektion 2. Utlandstillverkad flygmateriel

R1

TITEL: Kontroll, reparation och modifiering av bakre motorkåpor

GÄLLER: Modellerna Beech 100 och 200 angivna i bifogad kopia av FAA
| AD 92-10-12.

ÅTGÄRD: För att undvika separation av bakre motorkåporna från flygplanet
med strukturskador och eventuella personsador som följd, utför
| åtgärder i enlighet med Beech Mandatory Service Bulletin nr 2416
revision 1, daterad december 1991.

TID FÖR
ÅTGÄRD: Inom 50 flygtimmar räknat från detta LVD's utgivningdatum.

UNDERLAG: | FAA AD 92-10-12.
| Beech Mandatory Service Bulletin nr 2416 revision 1, daterad
december 1991 eller senare utgåva.

REFERENS: | FAA AD 92-10-12.

UTGIVNINGS-
DATUM: 1992-06-25

LFS: 1992:17

Åtgärd 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 senaste gällande revision/utgåva. LVD utges
i luftfartsverkets författningssamlingar LFS.

AIRWORTHINESS DIRECTIVE

OFFICE OF AVIATION SYSTEM STANDARDS
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. They 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 (FAR 39.3).

92-10-12 BEECH AIRCRAFT CORPORATION: Amendment 39-8246. Docket No. 91-CE-96-AD. Supersedes AD 91-18-11; Amendment 39-8014.

Applicability: The following model and serial number airplanes, certificated in any category:

Model

200 and B200
200C and B200C

200CT and B200CT
200T and B200T
A100-1 (U-21J)
A200 (C-12A)
A200 (C-12C)
A200C (UC-12B)
A200CT (C-12D)

A200CT (FWC-12D)
A200CT (RC-12D)
A200CT (C-12F)
A200CT (RC-12G)
A200CT (RC-12H)
B200C (C-12F)

B200C (UC-12F)
B200C (RC-12F)
B200C (UC-12M)
B200C (RC-12M)

Serial Numbers

BB-2 and BB-6 through BB-1404
BL-1 through BL-72 and BL-124 through BL-137
BN-1 through BN-4
BT-1 through BT-33
BB-3, BB-4, and BB-5
BC-1 through BC-75
BD-1 through BD-30
BJ-1 through BJ-66
BP-1, BP-22, and BP-24 through BP-51
BP-7 through BP-11
GR-1 through GR-13
BP-52 through BP-71
FC-1, FC-2, and FC-3
GR-14 through GR-19
BL-73 through BL-112 and BL-118 through BL-123
BU-1 through BU-10
BU-11 and BU-12
FC-1, FC-2, and FC-3
BV-11 and BV-12

Compliance: Required within the next 50 hours time-in-service after the effective date of this AD, unless already accomplished (superseded AD 91-18-11).

To prevent separation of the aft cowling doors, which could result in occupant injury if decompression or structural damage occurs, accomplish the following:

(a) Inspect and modify the aft engine cowling doors of both engine nacelles in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech Mandatory Service Bulletin (SB) No. 2416, Revision I, dated December 1991.

(b) If the aft engine cowling doors of both nacelles have been inspected and modified in accordance with the original issue of Beech SB No. 2416, dated July 1991, (as required by superseded AD 91-18-11), then no further action is required by this AD.

NOTE 1: The configuration of certain early model airplanes made compliance with the original issue of Beech SB No. 2416 impossible as required by superseded AD 91-18-11. Service (SVR) 025 was approved as an alternative method of compliance for portions of superseded AD 91-18-11 on some of the affected early model airplanes.

(c) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) 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, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209. The request should 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 the Wichita Aircraft Certification Office.

(e) The inspections and modifications required by this AD shall be done in accordance with Beech Mandatory Service Bulletin No. 2416, Revision I, dated December 1991. 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 Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 1100 L Street, NW; Room 8401, Washington, DC.

(f) This amendment (39-8246) supersedes AD 91-18-11, Amendment 39-8014.

(g) This amendment (39-8246) becomes effective on June 12, 1992.

FOR FURTHER INFORMATION CONTACT:

Mr. James M. Peterson, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; Telephone (316) 946-4145.