
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll / modifiering av pilot / copilot stolarnas låsningsmekanismer

GÄLLER: Modellerna 65, 90, 99, 100, 200 och 1900 angivna i bifogad kopia av FAA AD 97-06-06.

ÅTGÄRD: Kontrollera och åtgärda stolarna vid behov i enlighet med Beech Service Bulletin (SB) nr 2444 Revision II daterad maj 1995.

TID FÖR ÅTGÄRD: Inom 150 flygtimmar räknat från 31 maj 1997.

UNDERLAG: FAA AD 97-06-06
Beech Service Bulletin (SB) nr 2444 Revision II daterad maj 1995 eller senare utgåva.

REFERENS: FAA AD 97-06-06

BESLUTSDATUM: 1997-05-16

LFS 1997:23

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
601 79 NORRKÖPING	Vikboplan 11	011-192000	Civilair Norrköping	62450

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).

97-06-06 RAYTHEON AIRCRAFT COMPANY (formerly Beech Aircraft Corporation): Amendment 39-9963; Docket No. 96-CE-11-AD. Supersedes AD 92-27-10, Amendment 39-8444.

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

Models	Serial Numbers
65-90, 65-A90, B90, C90, and C90A	LJ-1 through LJ-1307
65-A90-1 (U-21A)	LM-1 through LM-63, LM-67 through LM-69, LM-71 through LM-99, and LM-112 through LM-114
65-A90-1 (JU-21A)	LM-64, LM-66, and LM-70
65-A90-1 (RU-21D)	LM-100, LM-102 through LM-106, and LM-116 through LM-124
65-A90-1 (RU-21H)	LM-101, LM-107, LM-115, LM-125, LM-127, LM-128, LM-129, LM-132, LM-133, LM-136, LM-137, and LM-138
65-A90-1 (RU-21A)	LM-108 through LM-111
65-A90-1 (U-21G)	LM-126, LM-130, LM-131, LM-134, LM-135, and LM-139 through LM-141
65-A90-2 (RU-21B)	LS-1, LS-2, and LS-3
65-A90-3 (RU-21C)	LT-1 and LT-2
65-A90-4 (RU-21E)	LU-1, LU-3, LU-4, LU-7, LU-8, and LU-14
65-A90-4 (RU-21H)	LU-2, LU-5, LU-6, LU-9, LU-10 through LU-13, and LU-15
E90	LW-1 through LW-347
H90 (T-44A)	LL-1 through LL-61
F90	LA-2 through LA-236
99, 99A, A99A, B99, and C99	U-1 through U-239
100 and A100	B-1 through B-94, and B-100 through B-247
A100 (U-21F)	B-95 through B-99
A100-1 (U-21J)	BB-3, BB-4, and BB-5
B100	BE-1 through BE-137
200 and B200	BB-2, and BB-6 through BB-1440
200C and B200C	BL-1 through BL-72, and BL-124 through BL-137
200CT and B200CT	BN-1 through BN-4
200T and B200T	BT-1 through BT-34
A200 (C-12A, C-12C)	BD-1 through BD-30, and BC-1 through BC-75
A200 (UC-12B)	BJ-1 through BJ-66

Models	Serial Numbers
A200CT (C-12D)	BP-1, BP-22, and BP-24 through BP-51
A200CT(FWD-12D)	BP-7 through BP-11
A200CT (RC-12D)	GR-1 through GR-13
A200CT (C-12F)	BP-52 through BP-63
A200CT (RC-12G)	FC-1, FC-2, and FC-3
A200CT (RC-12H)	GR-14 through GR-19
A200CT (RC-12K)	FE-1 through FE-23
B200C (C-12F)	BL-73 through BL-112, and BL-118 through BL-123
B200C (UC-12F)	BU-1 through BU-10
B200C (RC-12F)	BU-11
B200C (UC-12M)	BV-1 through BV-10
B200C (RC-12M)	BV-11 and BV-12
B200CT (FWD-12D)	FG-1 and FG-2
B200CT (C-12F)	BP-64 through BP-71
1900	UA-1, UA-2, and UA-3
1900C	UB-1 through UB-74, and UC-1 through UC-174
1900C (C-12)	UD-1 through UD-6
1900D	UE-1 through UE-17

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 (d) 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 150 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent inadvertent movement of the pilot or copilot chair, which could result in loss of control of the airplane if it occurs during a critical flight maneuver, accomplish the following:

(a) Inspect the pilot and copilot chairs to assure that the locking pins will fully engage in the seat tracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech Service Bulletin (SB) No. 2444, Revision II, dated May 1995. Prior to further flight, modify any chair where the locking pin fails to fully engage or is misaligned, in accordance with the maintenance manual as specified in Beech SB No. 2444, Revision II, dated May 1995.

(b) The inspection and possible modification required by paragraph (a) of this AD is still mandatory even if the actions were previously accomplished in accordance with Beech SB No. 2444, dated April 1992, or Beech SB No. 2444, Revision I, dated September 1992.

(c) 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.

(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 (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. Alternative methods of compliance approved in accordance with AD 92-27-10 (superseded by this action) are not considered approved as alternative methods of compliance with this AD.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) The inspection required by this AD shall be done in accordance with Beech Service Bulletin No. 2444, Revision II, dated May 1995. 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 Assistant Chief 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.

(f) This amendment (39-9963) supersedes AD 92-27-10, Amendment 39-8444.

(g) This amendment becomes effective on May 9, 1997.

FOR FURTHER INFORMATION CONTACT:

Mr. Steve Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4124; facsimile (316) 946-4407.