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LENTOTURVALLISUUSHALLINTO
FLIGHT SAFETY AUTHORITY**LENTOKELPOISUUSMÄÄRÄYS**
AIRWORTHINESS DIRECTIVE**M 2230/95**

9.1.1995

Lentokelpoisuusmääräyksen noudattaminen on ilma-aluksen jatkuvan lentokelpoisuuden edellytyksenä. Määräyksen mukaisen toimenpiteen saa tehdä ja kuitata, ellei määräyksessä toisin mainita, se jolla ilmailumääräyksen AIR M2-1, AIR M4-1, AIR M5-3, AIR M5-10 tai AIR M6-3 mukaisesti on oikeus tehdä kyseisen ilma-aluksen tai -välineen määräaikaishuoltoja. Tehty toimenpide on merkittävä ilma-aluksen teknilliseen päiväkirjaan tai purjelentokoneen matkapäiväkirjaan. Lentokelpoisuusmääräys on annettu ilmailulain (595/64) 14§:n ja ilmailuasetuksen (525/68) 20§:n perusteella.

Beech Aircraft Corporation ja Mitsubishi Heavy Industries (MHI) Ltd. Operointi jäätävissä olosuhteissa.

Koskee: Kaikkia Beech 400, 400A ja 400T -lentokoneita sekä MU-300-10 ja MU-300 -lentokoneita.

Viite: FAA AD 94-25-10.

Voimaantulo: 31.1.1995.

Voimassaoloaika: Tämä määräys on voimassa toistaiseksi.

Toimenpiteet:

Revisioi 20 päivän kuluessa tämän määräyksen voimaantulosta lentokäsikirja liittämällä seuraava teksti rajoitusosaan sekä normaalitoimenpideosaan:

"ICING CONDITIONS

If icing conditions are encountered during flight, no greater than 10 degrees flaps may be utilized for landing unless the following conditions are met:

1. The icing conditions were encountered for less than 10 minutes, and the Ram Air Temperature (RAT) during such encounter was warmer than -8 degrees C.

OR

2. A RAT of +5 degrees C or warmer is observed during approach and landing.

If either of the above two conditions are met, 30 degrees may be utilized for landing.

Otherwise,

Flaps (landing flap setting).....10 degrees.

Land Select (LAN SEL) Switch.....Flap 10 degrees.

For Mitsubishi Model MU-300 airplanes: Use landing data for 10 degrees flaps from Section 6, Performance.

For Beech Model 400, 400A, 400T, or MU 300-10 airplanes: Use Landing data for 10 degrees flaps from Appendix 1 of this Airworthiness Directive M2230/95."

Revisiointi voidaan tehdä liittämällä tämä määräys lentokäsikirjaan.

LIITE

M 2230/95

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APPENDIX 1

MODEL 400A (RK) THRU RK-23), 400, AND MU-300-10

LANDING BRAKE ENERGY - FLAPS 10°

ASSOCIATED CONDITIONS:

THRUST RETARDED TO MAINTAIN 3° APPROACH
ANGLE TO 50 FT. AT 50 FT, RETARD TO
IDLE.

RUNWAY PAVED, DRY SURFACE
BRAKING MAXIMUM

ANTI-SKID (ON) OR (OFF)

NOTES: 1. MAXIMUM LANDING BRAKE ENERGY = 7.76 MILLION FT-LBS.

2. TO DETERMINE THE FLAPS 10° LANDING BRAKE ENERGY, READ
FROM THE "LANDING BRAKE ENERGY" GRAPH FOR THE APPROPRIATE
FLAP 30° LANDING BRAKE ENERGY. THEN ENTER THE GRAPH
BELOW WITH THAT VALUE, AND READ THE FLAPS 10° LANDING
BRAKE ENERGY.

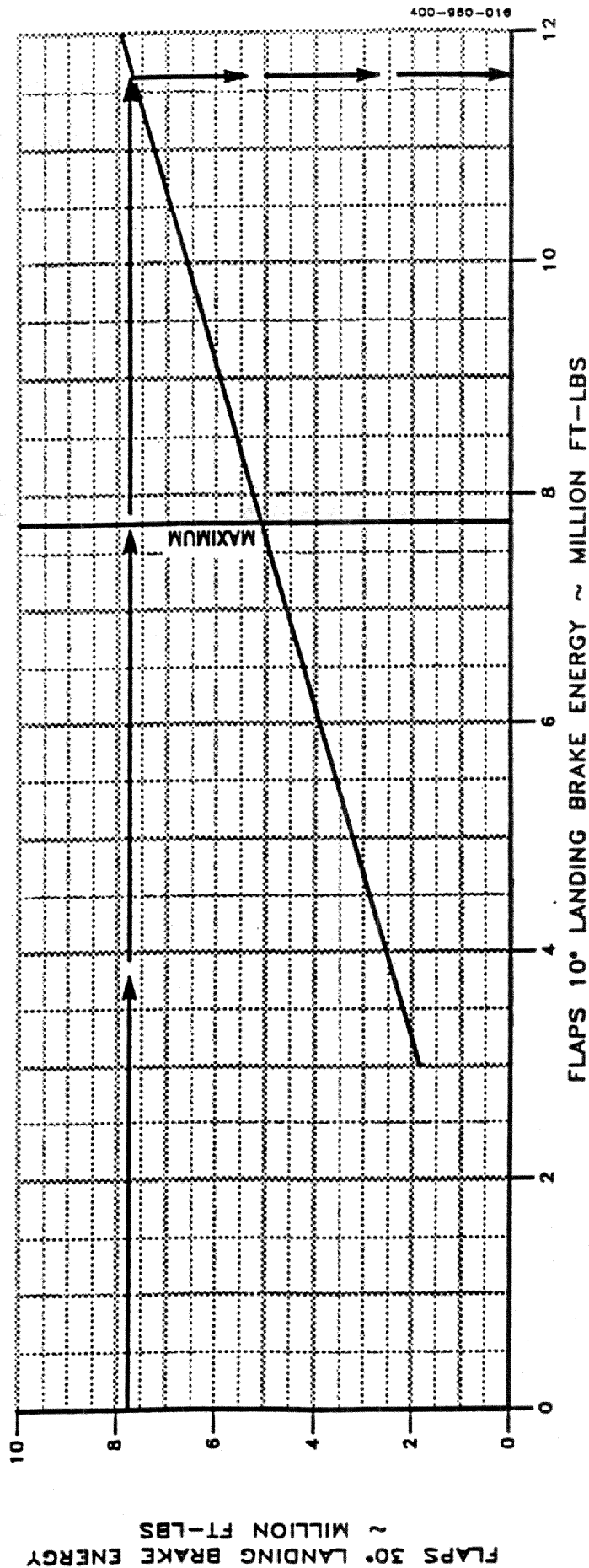
EXAMPLE:

LANDING BRAKE ENERGY

ANTI-SKID (ON) 7.75 MIL FT-LBS

FLAPS 10° LANDING BRAKE ENERGY

ANTI-SKID (ON) EXCEEDS MAXIMUM



94-25-10
APPENDIX 1

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MODEL 400A (RK-24 AND AFTER) AND 400T

94-25-10
APPENDIX 1

M 2230/95

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ASSOCIATED CONDITIONS:

THRUST RETARDED TO MAINTAIN 3°

APPROACH ANGLE TO 50 FT.

AT 50 FT, RETARD TO IDLE.

RUNWAY..... PAVED, DRY SURFACE

V_{REF}..... KIAS AS TABULATED

BRACING MAXIMUM

NOTE: TO DETERMINE THE FLAPS 10° LANDING DISTANCE, READ FROM THE "LANDING DISTANCE" GRAPH FOR THE APPROPRIATE FLAP 30° DISTANCE. THEN ENTER THE GRAPH BELOW WITH THAT VALUE, AND READ THE FLAPS 10° LANDING DISTANCE.

LANDING DISTANCE - FLAPS 10°

WEIGHT ~ POUNDS	V _{REF} ~ KNOTS
16,100	133
15,700	131
15,000	128
14,000	124
13,000	119
12,000	114
11,000	110
10,000	104

EXAMPLE:

FLAPS 30° LANDING DISTANCE

ANTI-SKID (ON)..... 3020 FT

ANTI-SKID (OFF)..... 3480 FT

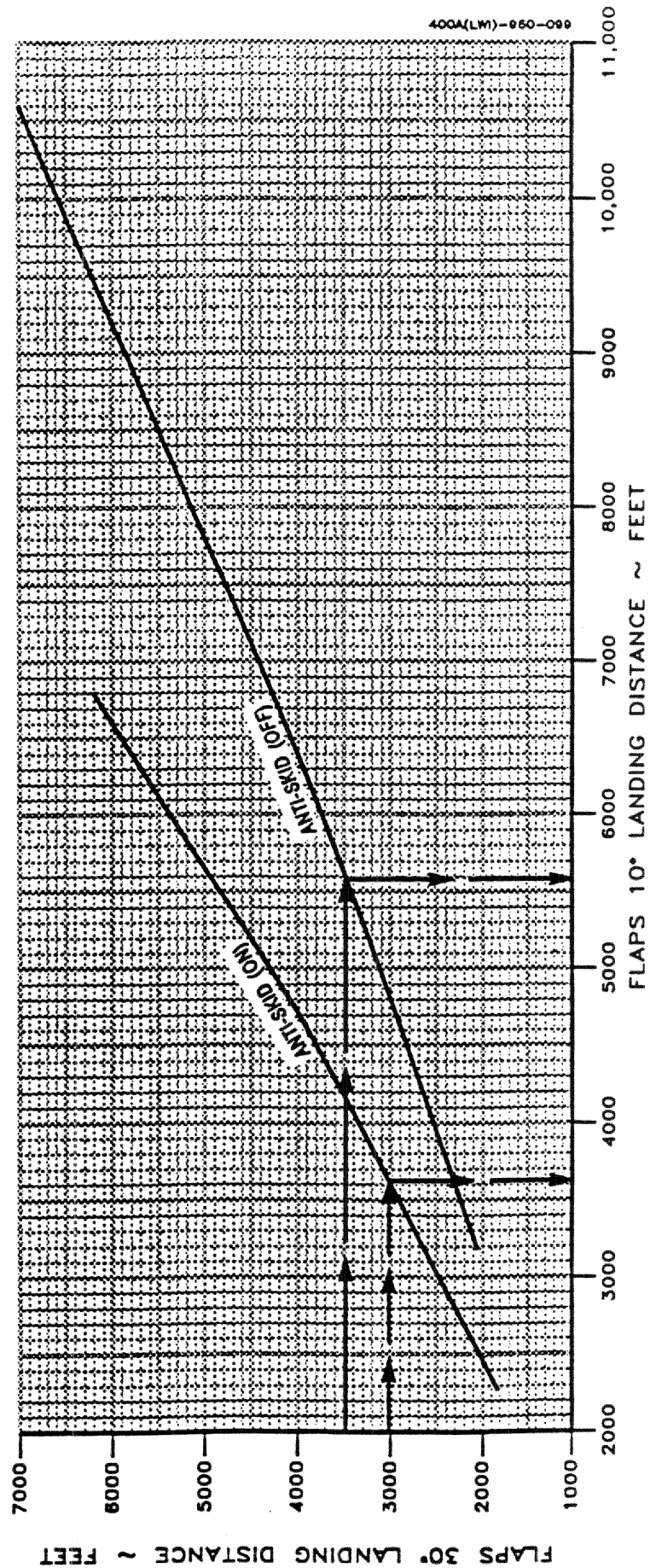
LANDING WEIGHT 13,000 LBS

FLAPS 10° LANDING DISTANCE

ANTI-SKID (ON)..... 3622 FT

ANTI-SKID (OFF)..... 5580 FT

V_{REF}..... 119 KTS



MODEL 400A (RK-1 THRU RK-23), 400, AND MU-300-10

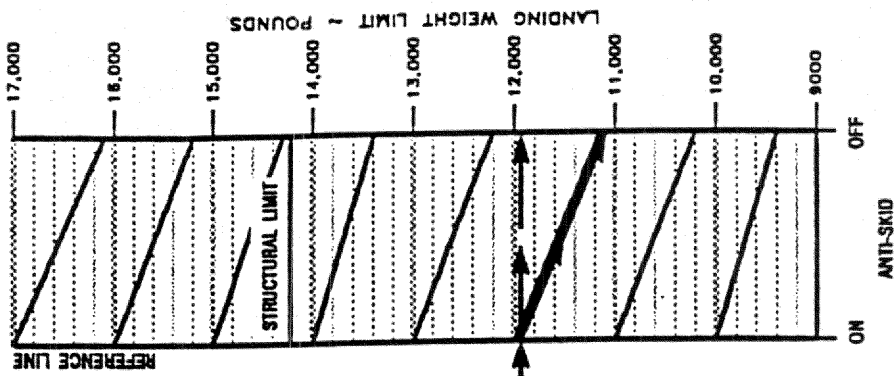
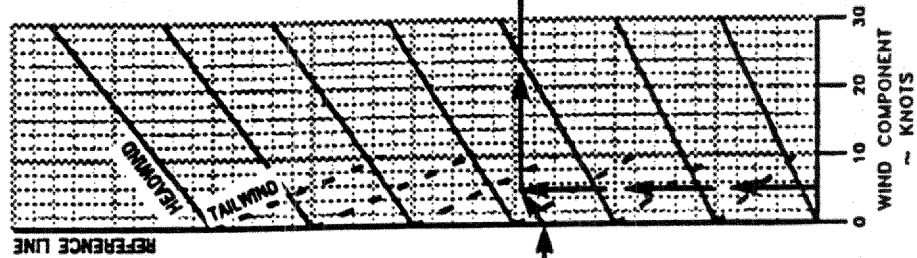
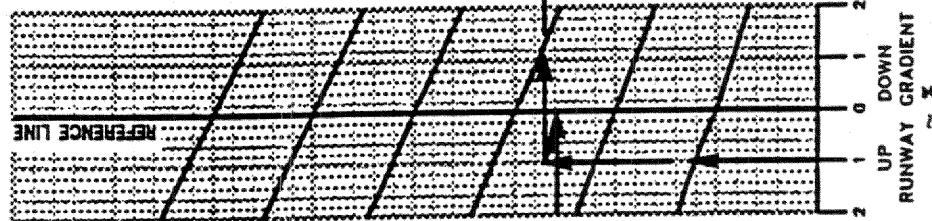
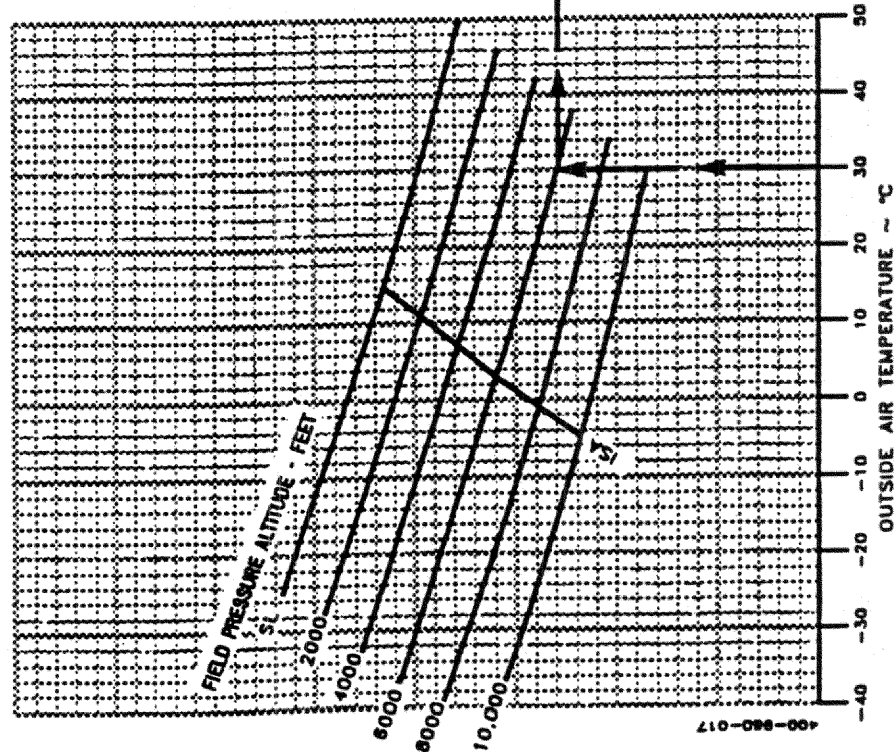
MAXIMUM LANDING WEIGHT LIMITED BY MAXIMUM BRAKE ENERGY

ASSOCIATED CONDITIONS:
BRAKING ... MAXIMUM

FLAPS 10°

EXAMPLE:

OAT 30°C
FIELD PRESSURE ALTITUDE 6000 FT
RUNWAY GRADIENT 1% UP
HEADWIND 5 KTS
LANDING WEIGHT LIMIT:
ANTI-SKID (ON) 11,940 LBS
ANTI-SKID (OFF) 11,100 LBS



MODEL 400A (RK-1 THRU RK-23), 400, AND MU-300-10

ASSOCIATED CONDITIONS:

THRUST RETARDED TO MAINTAIN 3°
APPROACH ANGLE TO 50 FT.
AT 50 FT, RETARD TO IDLE
RUNWAY PAVED, DRY SURFACE
V_{REF} KIAS AS TABULATED
BRAKING MAXIMUM

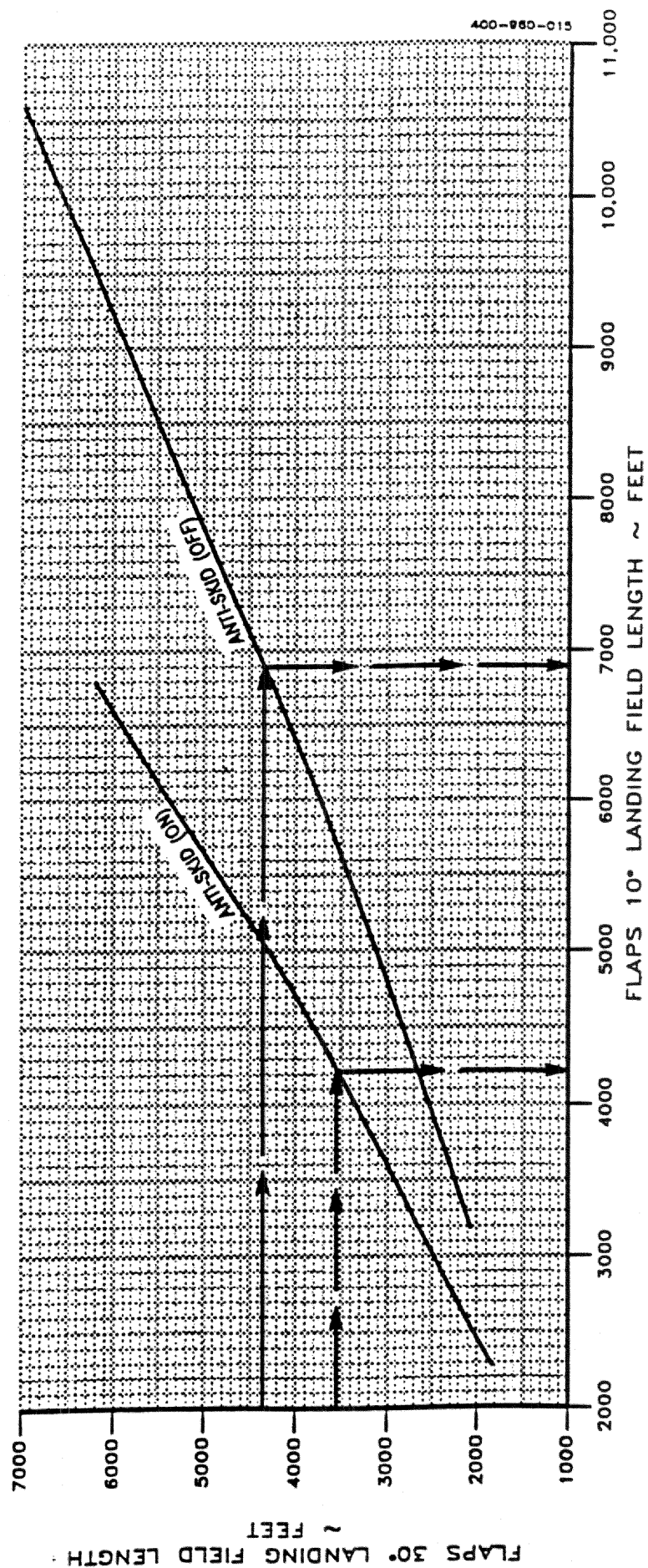
NOTE: TO DETERMINE THE FLAPS 10° LANDING FIELD LENGTH, READ FROM THE "LANDING FIELD LENGTH" GRAPH FOR THE APPROPRIATE FLAP 30° FIELD LENGTH. THEN ENTER THE GRAPH BELOW WITH THAT VALUE, AND READ THE FLAPS 10° LANDING FIELD LENGTH.

LANDING FIELD LENGTH - FLAPS 10°

WEIGHT ~ POUNDS	V _{REF} ~ KNOTS
15,780	133
14,220	126
13,000	121
12,000	116
11,000	112
10,000	106
9000	101

EXAMPLE:

FLAPS 30° LANDING FIELD LENGTH
ANTI-SKID (ON) 3550 FT
ANTI-SKID (OFF) 4350 FT
LANDING WEIGHT 13,700 LBS
FLAPS 10° LANDING FIELD LENGTH
ANTI-SKID (ON) 4214 FT
ANTI-SKID (OFF) 6892 FT
V_{REF} 124 KTS



MODEL 400A (RK-24 AND AFTER) AND 400T

LANDING BRAKE ENERGY - FLAPS 10°

ASSOCIATED CONDITIONS:

THrust RETARDED TO MAINTAIN 3° APPROACH
ANGLE TO 50 FT. AT 50 FT, RETARD TO
IDLE.
Runway PAVED, DRY SURFACE
Braking MAXIMUM
ANTI-SKID (ON) OR (OFF)

EXAMPLE:

LANDING BRAKE ENERGY
ANTI-SKID (ON) 5.18 MIL FT-LBS
FLAPS 10° LANDING BRAKE ENERGY
ANTI-SKID (ON) 7.93 MIL FT-LBS

- NOTES: 1. MAXIMUM LANDING BRAKE ENERGY = 8.12 MILLION FT-LBS.
2. TO DETERMINE THE FLAPS 10° LANDING BRAKE ENERGY, READ FROM THE "LANDING BRAKE ENERGY" GRAPH FOR THE APPROPRIATE FLAP 30° LANDING BRAKE ENERGY. THEN ENTER THE GRAPH BELOW WITH THAT VALUE, AND READ THE FLAPS 10° LANDING BRAKE ENERGY.

