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LENTOTURVALLISUUSHALLINTO
FLIGHT SAFETY AUTHORITY

LENTOKELPOISUUSMÄÄRÄYS
AIRWORTHINESS DIRECTIVE



M 2527/98

19.3.1998

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, AIR M6-1, OPS M2-10, JAR-OPS 1 tai JAR OPS 3 mukaisesti on oikeus tehdä kyseisen ilma-aluksen tai -välineen määrääi kaishuoltoja. Tehty toimenpide on merkittävä ilma-aluksen teknilliseen päiväkirjaan tai purjelentokoneen matkapäiväkirjaan. Lentokelpoisuusmääräys on annettu ilmailulain (281/95) 17§:n perusteella.

Raytheon. Lisäys lentokäsikirjaan.

Koskee: Kaikkia lentokoneita Raytheon (ent. Beech) E55, E55A, 58, 58A, 58P, 58PA, 58TC, 58TCA, 60, 65-B80, 65-B90, 90, F90, 100, 300 ja B300.

Viite: FAA AD 98-04-24.

Voimaantulo: 15.4.1998

Voimassaoloaika: Tämä määräys on voimassa toistaiseksi.

Toimenpiteet:

Lisää viimeistään 15.5.1998 lentokäsikirjan rajoitusosaan (Limitations Section) tämän määräyksen liitteessä 1 oleva teksti ja lentokäsikirjan normaalitoimintaosaan (Normal Procedures Section) tämän määräyksen liitteessä 2 oleva teksti.

Toimenpiteen saa tehdä myös lentokoneen ohjaaja, ja siitä on tehtävä merkintä lentokäsikirjan muutossivulle.

"WARNING

Severe icing may result from environmental conditions outside of those for which the airplane is certificated. Flight in freezing rain, freezing drizzle, or mixed icing conditions (supercooled liquid water and ice crystals) may result in ice build-up on protected surfaces exceeding the capability of the ice protection system, or may result in ice forming aft of the protected surfaces. This ice may not be shed using the ice protection system, and may seriously degrade the performance and controllability of the airplane.

- I. During flight, severe icing conditions that exceed those for which the airplane is certificated shall be determined by the following visual cues. If one or more of these visual cues exists, immediately request priority handling from the Air Traffic Control to facilitate a route or an altitude change to exit the icing conditions.
 - Unusually extensive ice accumulation on the airframe and windshield in areas not normally observed to collect ice.
 - Accumulation of ice on the upper surface of the wing aft of the protected area.
 - Accumulation of ice on the engine nacelles and propeller spinners farther aft than normally observed.
- II. Since the autopilot, when installed and operating, may mask tactile cues that indicate adverse changes in handling characteristics, use of the autopilot is prohibited when any of the visual cues specified above exist, or when unusual lateral trim requirements or autopilot trim warnings are encountered while the airplane is in icing conditions.
- III. All wing icing inspection lights must be operative prior to flight into icing conditions at night. [NOTE: This supersedes any relief provided by the Master Minimum Equipment List (MMEL).]"

**"THE FOLLOWING WEATHER CONDITIONS
MAY BE CONDUCTIVE TO SEVERE
IN-FLIGHT ICING**

- I. Visible rain at temperatures below 0 degrees Celsius ambient air temperature.
- II. Droplets that splash or splatter on impact at temperatures below 0 degrees Celsius ambient air temperature.

**PROCEDURES FOR EXITING
THE SEVERE ICING ENVIRONMENT:**

These procedures are applicable to all flight phases from take off to landing. Monitor the ambient air temperature. While severe icing may form at temperatures as cold as - 18 degrees Celsius, increased vigilance is warranted at temperatures around freezing with visible moisture present. If the visual cues specified in the Limitations Section of the AFM for identifying severe icing conditions are observed, accomplish the following:

- I. Immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the severe icing conditions in order to avoid extended exposure to flight conditions more severe than those for which the airplane has been certificated.
- II. Avoid abrupt and excessive maneuvering that may exacerbate control difficulties.
- III. Do not engage the autopilot.
- IV. If the autopilot is engaged, hold the control wheel firmly and disengage the autopilot.
- V. If an unusual roll response or uncommanded roll control movement is observed, reduce the angle of attack.
- VI. Do not extend flaps when holding in icing conditions. Operation with flaps extended can result in a reduced wing angle-of-attack, with the possibility of ice forming on the upper surface further aft on the wing than normal, possibly aft of the protected area.
- VII. If the flaps are extended, do not retract them until the airframe is clear of ice.
- VIII. Report these weather conditions to Air Traffic Control."