

ILMAILULAITOS
CIVIL AVIATION ADMINISTRATION

PL 50
FIN - 01531 VANTAA, FINLAND
Puhelin/Telephone 09 - 82 771
International + 358 9 82 771
Telefax 09 - 82 772499

LENTOTURVALLISUUSHALLINTO
FLIGHT SAFETY AUTHORITY

LENTOKELPOISUUSMÄÄRÄYS
AIRWORTHINESS DIRECTIVE



M 2928/02

10.1.2002

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 määräaikaishuoltoja. Tehty toimenpide on merkittävä ilma-aluksen teknilliseen päiväkirjaan tai purjelentokoneen matkapäiväkirjaan. Lentokelpoisuusmääräys on annettu ilmailulain (281/95) 17§:n perusteella.

Raytheon. Lentokäsikirjan muutos.

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

Viite: FAA AD 2001-24-11.

Voimaantulo: 1.2.2002

Voimassaoloaika: Tämä määräys on voimassa toistaiseksi.

Toimenpiteet:

Lisää viiden vuorokauden kuluessa lentokäsikirjan hätämenetelmäosaan jokin seuraavista tilapäisistä muutoksista:

Raytheon Beechjet 400T Temporary Change, P/N 132-590002-5TC3, dated November 12, 2001; Beechjet 400T Temporary Change, P/N 134-590002-1TC3, dated November 12, 2001; Beechjet 400A Temporary Change, P/N 128-590001-91TC5, dated November 12, 2001; Beechjet 400A Temporary Change, P/N 128-590001-95TC5, dated November 12, 2001; Beechjet 400A Temporary Change, P/N 128-590001-107TC5, dated November 12, 2001; Beechjet 400A Temporary Change, P/N 128-590001-109TC5, dated November 12, 2001; Beechjet 400A Temporary Change, P/N 128-590001-167TC7, dated November 12, 2001; Beechjet 400A Temporary Change, P/N 128-590001-169TC3, dated November 12, 2001; Beechjet 400 Temporary Change, P/N 128-590001-13BTC1, dated November 12, 2001; Beechjet 400 Temporary Change P/N 128-590001-13BTC2, dated November 12, 2001; MU-300 Diamond I Temporary Change, P/N MR-0460TC1, dated November 12, 2001; or MU-300 Diamond IA Temporary Change, P/N MR-0873TC1, dated November 12, 2001.

Vaihtoehtoisesti lisää lentokäsikirjaan tämän määräyksen liitteenä olevat menetelmät.

"Emergency Procedures (400 & MU-300)**Loss of Airspeed**

Note: If the pilot's and/or copilot's airspeed(s) are noted to be decreasing toward zero, refer to the AOA indicator for airspeed control and land at the nearest suitable airport.

1. Autopilot--Disconnect
2. Airspeed--Slow to and Maintain 0.2 AOA
3. Thrust--As Required
4. Speed Brakes--As Required (Slow to 0.25 AOA with speed brakes extended)

Note: An AOA of 0.2 (0.25 with speed brakes extended) will yield an airspeed of about 210 knots. Use pitch attitude as the primary reference. Make small changes in pitch and wait for the AOA to stabilize.

When Ready for Descent

5. Seat Belts/Shoulder Harnesses--Fastened
6. Cabin Sign--As Required
7. Recognition Light--As Required
8. Anti/De-Ice Systems--As Required

Caution

If icing conditions are anticipated during the descent and approach, turn ice protection systems ON as early as possible prior to penetrating clouds. Maintain wing anti/deice operation light ON (approximately 70% N2) during descent to assure proper wing anti-ice operation.

9. Cabin Pressure Control--Set Field Elevation + 500 Feet
10. Windshield Defog--As Required
11. Altimeters--Set

When Ready for Approach

12. Airspeed--Slow to and Maintain 0.3 AOA

Note: Maintain 0.3 AOA throughout the configuration change to Flaps 10 deg. Gear Down. This will yield an airspeed of about 180 knots.

13. Fuel Management--Check
14. N1, Landing Distance--Confirm
15. Cabin Sign--Safety
16. Windshield Anti-Ice--Low
17. Hydraulic/Nitrogen Pressure--Check
18. Engine Sync--Off
19. Flaps 10 deg.

Before Landing

20. AOA Index--Preset 1.3 V/Vs
21. Landing Gear--Down
22. Airspeed--Slow to 0.4 AOA
23. Recognition Light--Off
24. Landing Lights--As Required
25. Ignitions--On
26. Flaps--30 deg.
27. Approach Airspeed (VREF)--Slow to and Maintain 0.57 AOA

Note: This will yield a normal approach speed of VREF (0.57 AOA) and normal landing distances.

Balked Landing

28. Thrust--Takeoff N1

29. Pitch Attitude--10 deg.

When Positive Climb Has Been Established

30. Flaps--10 deg.

31. Landing Gear--Up

32. Airspeed--Accelerate to 0.3 AOA

33. Flaps--Up

34. Airspeed--Accelerate and Maintain 0.2 AOA 35. Landing Lights--Ret/off

Emergency Procedures (400A & RJ-61)

Loss of Airspeed

Note: If the pilot's, or copilot's and standby, or all three airspeed(s) are noted to be decreasing toward zero, refer to the standby attitude indicator, standby altimeter, standby heading and the AOA indicator for aircraft control and land at the nearest suitable airport. On PFD equipped airplanes, the pilot's and copilots altimeters, attitude displays and heading displays may be unreliable and the autopilot may disconnect. This may be accompanied by amber boxed A/S, ALT, ATT and/or HDG comparator flags. The comparator flags may be followed by red FAIL flags and removal of airspeed and altitude tapes and attitude/heading displays.

1. Autopilot--Disconnect

2. Airspeed--Slow to and Maintain 0.2 AOA

3. Thrust--As Required

4. Speed Brakes--As Required (Slow to 0.25 AOA with speed brakes extended)

Note: An AOA of 0.2 (0.25 speed brakes extended) will yield an airspeed of about 210 knots. Use pitch attitude as primary reference. Make small changes in pitch attitude and wait for AOA to stabilize.

When Ready for Descent

5. Seat Belts/Shoulder Harnesses--Fastened

6. Cabin Sign--As Required

7. Recognition Light--As Required

8. Anti/De-Ice Systems--As Required

Caution

If icing conditions are anticipated during the descent and approach, turn ice protection systems ON as early as possible prior to penetrating clouds. Maintain wing anti/deice operation light ON (approximately 70% N2) during descent to assure proper wing anti-ice operation.

9. Cabin Pressure Control--Set Field Elevation + 500 Feet

10. Windshield Defog--As Required

11. Altimeters--Set

When Ready for Approach

12. Airspeed--Slow to and Maintain 0.3 AOA

Note: Maintain 0.3 AOA throughout the configuration change to Flaps 10 deg., Gear Down. This will yield an airspeed of about 180 knots.

13. Fuel Management--Check

14. N1, Landing Distance--Confirm

15. Cabin Sign--Safety

16. Windshield Anti-Ice--Low

17. Hydraulic/Nitrogen Pressure--Check

18. Engine Sync--Off

19. Flaps--10 deg.

Before Landing

- 20. AOA Index--Preset 1.3 V/Vs
- 21. Landing Gear--Down
- 22. Airspeed--Slow to 0.4 AOA
- 23. Recognition Light--Off
- 24. Landing Lights--As Required
- 25. Ignitions--On
- 26. Flaps--30 deg.
- 27. Approach Airspeed (VREF) Slow to and Maintain 0.57 AOA

Note: This will yield a normal approach speed of VREF (0.57 AOA) and normal landing distances.

- 28. Yaw Damp--Off

Balked Landing

- 29. Thrust--Takeoff N1
- 30. Pitch Attitude 10 deg.

When Positive Climb Has Been Established

- 31. Flaps--10 deg.
- 32. Landing Gear--Up
- 33. Yaw Damp--On
- 34. Airspeed--Accelerate to 0.3 AOA
- 35. Flaps--Up
- 36. Airspeed--Accelerate and Maintain 0.2 AOA
- 37. Landing Lights--Ret/off

Emergency Procedures 400T(T-1A)

Loss of Airspeed

Note: If the pilot's, or copilot's and standby, or all three airspeed(s) are noted to be decreasing toward zero, refer to the standby attitude indicator, standby altimeter, standby heading and the AOA indicator for aircraft control and land at the nearest suitable airport. The pilot's and copilots altimeter's, attitude displays and heading displays may be unreliable and the autopilot may disconnect. This may be accompanied by amber boxed A/S, ALT, ATT and/or HDG comparator flags. The comparator flags may be followed by red FAIL flags on the airspeed, altitude, attitude and heading displays.

- 1. Autopilot--Disconnect
- 2. Airspeed--Slow to and Maintain 0.2 AOA
- 3. Thrust--As Required
- 4. Speed Brakes--As Required (Slow to 0.25 AOA with speed brakes extended)

Note: An AOA of 0.2 (0.25 speed brakes extended) will yield an airspeed of about 210 knots. Use pitch attitude as primary reference. Make small changes in pitch attitude and wait for AOA to stabilize.

When Ready for Descent

- 5. Seat Belts/Shoulder Harnesses--Fastened
- 6. Cabin Sign--AS Required
- 7. Anti/De-Ice Systems--As Required

Caution

If icing conditions are anticipated during the descent and approach, turn ice protection systems ON as early as possible prior to penetrating clouds. Maintain wing anti/deice operation light ON (approximately 70% N2) during descent to assure proper wing anti-ice operation.

- 8. Cabin Pressure Control--Set Field Elevation + 500 Feet
- 9. Windshield Defog--As Required
- 10. Altimeters--Set

When Ready for Approach

11. Airspeed--Slow to and Maintain 0.3 AOA

Note: Maintain 0.3 AOA throughout the configuration change to Flaps 10 deg., Gear Down. This will yield an airspeed of about 180 knots.

- 12. Fuel Management--Check
- 13. N1, Landing Distance--Confirm
- 14. Cabin Sign--Safety
- 15. Windshield Anti-Ice--Low
- 16. Hydraulic/Nitrogen Pressure--Check
- 17. Engine Sync--Off
- 18. Flaps--10 deg.
- 19. GPWS TAC and FLP ORIDE--Off

Before Landing

- 20. AOA Index--Preset 1.3 V/Vs
- 21. Landing Gear--Down
- 22. Airspeed--Slow to 0.4 AOA
- 23. Landing Lights--As Required
- 24. Ignitions--On
- 25. Flaps--Set for Landing
- 26. Approach Airspeed (VREF)--Slow to and Maintain 0.57 AOA

Note: This will yield an approach speed of VREF (0.57 AOA) and normal landing distances.

27. Yaw Damp--Off

Caution

If icing conditions are encountered during flight, the maximum landing flap is 10 deg. unless one of the following are met.

The icing conditions are encountered for less than 10 minutes, and the RAM Air Temperature (RAT) during the encounter was warmer than -8 deg.C.

A RAT of +10 deg.C, or warmer, is observed during the descent, approach or landing.

If either of the above two conditions are met, Flaps 30 deg. may be used for landing.

Balked Landing

- 28. Thrust--Takeoff N1
- 29. Pitch Attitude--10 deg.

When Positive Climb Has Been Established

- 30. Flaps--10 deg.
- 31. Landing Gear--Up
- 32. Yaw Damp--On
- 33. Airspeed--Accelerate to 0.3 AOA
- 34. Flaps--Up
- 35. Airspeed--Accelerate and Maintain 0.2 AOA 36. Landing Lights--Ret/off

Emergency Procedures 400T(TX)**Loss of Airspeed**

Note: If the pilot's, or copilot's and standby, or all three airspeed(s) are noted to be decreasing toward zero, refer to the standby attitude indicator, standby altimeter, standby heading and the AOA indicator for aircraft control and land at the nearest suitable airport. The pilot's and copilots altimeter's, attitude displays and heading displays may be unreliable and the autopilot may disconnect. This may be accompanied by amber boxed A/S, ALT, ATT and/or HDG comparator flags. The comparator flags may be followed by red FAIL flags on the airspeed, altitude, attitude and heading displays.

- 1. Autopilot--Disconnect

2. Airspeed--Slow to and Maintain 0.2 AOA
3. Thrust--As Required
4. Speed Brakes--As Required (Slow to 0.25 AOA with speed brakes extended)

Note: An AOA of 0.2 (0.25 speed brakes extended) will yield an airspeed of about 210 knots. Use pitch attitude as primary reference. Make small changes in pitch attitude and wait for AOA to stabilize.

When Ready for Descent

5. Seat Belts/Shoulder Harnesses--Fastened
6. Cabin Sign--As Required
7. Anti/Deice Systems--As Required

Caution

If icing conditions are anticipated during the descent and approach, turn ice protection systems ON as early as possible prior to penetrating clouds. Maintain wing anti/deice operation light ON (approximately 70% N2) during descent to assure proper wing anti-ice operation.

8. Cabin Pressure Control--Set Field Elevation + 500 Feet
9. Windshield Defog--As Required
10. Altimeters--Set

When Ready for Approach

11. Airspeed--Slow to and Maintain 0.3 AOA

Note: Maintain 0.3 AOA throughout the configuration change to Flaps--10 deg., Gear Down. This will yield an airspeed of about 180 knots.

12. Fuel Management--Check
13. N1, Landing Distance--Confirm
14. Cabin Sign--Safety
15. Windshield Anti-Ice--Low
16. Hydraulic/Nitrogen Pressure--Check
17. Engine Sync--Off
18. Flaps--10 deg.

Before Landing

19. AOA Index--Preset 1.3 V/Vs
20. Landing Gear--Down
21. Airspeed--Slow to 0.4 AOA
22. Landing Lights--As Required
23. Ignitions--On
24. Flaps--30 deg.
25. Approach Airspeed (VREF)--Slow to and Maintain 0.57 AOA

Note: This will yield a normal approach speed of VREF (0.57 AOA) and normal landing distances.

26. Yaw Damp--Off

Balked Landing

26. Thrust--Takeoff N1
27. Pitch Attitude 10 deg.

When Positive Climb Has Been Established

29. Flaps 10 deg.
30. Landing Gear--Up
31. Yaw Damp--On
32. Airspeed--Accelerate to 0.3 AOA

33. Flaps-- 0 deg.
34. Airspeed--Accelerate and Maintain 0.2 AOA
35. Landing Lights--Ret/off"