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FAA-04-18660-14

Aircraft Certification Service

Transport Airplane Directorate "Short" Domestic Worksheet

RECEIVED

JUN 23 2003

DOCKET NUMBER: 2003-NM-161-AD

TECH WRITER:

Manufacturer's Service Information/Revision/Date (Attach 2 clean copies): Raytheon Aircraft Company
Mandatory Service Bulletin SB 53-3486 Revision (-)

PROPOSED CORRESPONDING ACTION:

Emergency AD, Immediately Adopted AD, Notice of Proposed Rulemaking (checked), Final rule after NPRM, Other (No-Notice Final Rule)
Is this action one of the following?
Supersedure of AD, Revision of AD, Supplemental NPRM

ACO Project Engineer Name/Title: Jeff Pretz/Aerospace Engineer
Branch: ACE-118Wp Telephone: 316-946-4153
Backup Engineer: Telephone:

1. Model, Applicability, # Airplanes (both U.S. & worldwide) - Refer to SB; state any differences for this AD:

Table with 3 columns: Model, Applicability, # Airplanes. Rows include MU-300-10, 400, 400A, 400T(T-1A), 400T(TX) and their corresponding aircraft models.

U.S. airplanes: 610 # worldwide airplanes: 673
Source: Raytheon Aircraft Company

AD Summary and Discussion Sections:

2. What has the manufacturer told the FAA? "The FAA has received reports indicating that..."
Describe background/events that prompted the AD in 1-2 sentences. Refer to SB 'Reason.'

There have been multiple occurrences of leaking fuel components in the spoiler mixer bay, one of which resulted in fuel odor in the baggage compartment due to fuel migration into the aft fuselage. Research of type design drawings revealed that drain holes and sealant were missing.

3a. What is the unsafe condition AND its cause? "These actions are intended to prevent..."
Describe unsafe condition and its cause in 2-3 sentences (non-technical terms). Refer to SB 'Reason.'

See SB 53-3486, Next Page

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Adequate drainage is not provided for the spoiler mixer bay, which contains several fuel system valves. In the event of a fuel leak, this may allow fuel to pool in the spoiler mixer bay. Fuel accumulation in the spoiler mixer bay may also allow fuel to pass from the mixer bay to the aft fuselage due to missing sealer at the bulkhead between the compartments. Accumulation of fuel and fuel vapor in these compartments may pose a fire hazard.

3b. What is the end-level effect on the airplane?

"...which could result in..."

Provide a 1-sentence description; use non-technical terms.

In the event of a fuel component leak within the spoiler mixer bay, accumulation of fuel and/or fuel vapor may pose a fire hazard.

AD Relevant Service Information Section: SB 53-3486

4. (Yes or No) Is the corrective action required in this AD considered to be interim action?

No

5. (Yes or No) Is this action considered 'sensitive', or is it related to a Safety Recommendation?

(If yes, state why sensitive, and/or provide copy of FAA/NSTB Safety Recommendation.)

No

6. Does the referenced service document include reference to an "operator's equivalent procedure?"

[If yes, specify whether that procedure employed by the operator (even if not technically 'equivalent') adequately addresses the identified unsafe condition and provides an acceptable level of safety.]

No

7. AD Differences Section (if needed):

"This AD differs from the SB ..."

Check if: Flight with Cracks Mandate Terminating Action Contact Mgr, FAA

Compliance time Mandate AFM Action

Describe any other differences between service bulletin and this proposed FAA AD.

AD Cost Impact Section:

8a. Work hours for corrective action(s) required: (List hours or reference SB 'Manpower').

1.0
3.0 hours per s/b

8b. Parts Cost, if any: (List costs or reference SB 'Material - Cost and Availability').

None

9. AD Body Section:

For EACH corrective action, mark up SB, if usable -OR- fill out Corrective Action Table below.

9a: Action # 1

What is the corrective action?

One-time inspection for drain holes in the spoiler mixer bay panels and sealant at aft pressure bulkhead FS 322.44. Drain holes and sealant are

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installed if not found to exist. Service Bulletin also installs one new drain hole.

What is its compliance time?
(Add grace period if not available)
What is repetitive interval?
400 hours or 12 months
N/A

9b: Action # 2

What is the corrective action?
What is its compliance time?
(Add grace period if not available)
What is repetitive interval?

10. (Yes or No) Should corrective action(s) required in this AD to be applied to spares as well?

Yes

11. Should a ferry flight permit be: Permitted Permitted with limitations* Prohibited
*List limitations.

None

12a. With whom outside the FAA has this proposal been discussed (i.e. ATA, RAA, ALPA, etc.)?
NOTE: This item should be completed prior to submission of the AD Proposal Worksheet.

<u>Organization</u>	<u>Person Contacted</u>	<u>Date</u>	<u>Reaction</u>
NBAA	Eli Cotti	4/28/03	OK with proposed AD
GAMA	Bill Schultz	4/28/03	OK with proposed AD

12b. (Yes or No) Was Spec 111 (Airworthiness Concern Coordination Process) used in developing the requirements of this action? No

13. Check the appropriate response:
Yes No Does this action affect the Presidential fleet?
Yes No Does this action affect the FAA fleet?
Yes No Was this action prompted by the use of suspected unapproved parts (SUP)?

14. Check the category that best describes the cause of the unsafe condition addressed by this AD:
 Design Problem Unapproved Parts Operational
 Maintenance Quality Control Problem** Other (specify): _____
 **Reporting Reqt Needed? LD1 2001 CE430024