

Actions	Compliance	Procedures
<p>(2) If the airplane does not pass the control column sweep inspection or bolt length requirements of paragraphs (d)(1)(ii), (d)(1)(iii), or (d)(3)(i) of this AD.</p> <p>(i) Accomplish the elevator control system rigging procedure in accordance with the applicable Raytheon Aircraft Company 1900/1900C or 1900D maintenance manual. Do not reinstall the aft fairing because access to the surface stop bolts is still necessary;</p> <p>(ii) Perform a control column sweep inspection by accomplishing the actions in paragraphs (d)(1)(ii), (d)(3)(i), and (d)(3)(ii) of this AD. These actions are also referenced in paragraph (d)(4) of this AD; and</p> <p>(iii) When the airplane passes the requirements of the above inspection, replace the aft fairing.</p>	<p>Prior to further flight after the applicable inspection required by paragraphs (d)(1), (d)(3), and (d)(4) of this AD.</p>	<p>In accordance with the applicable Raytheon Aircraft Company 1900/1900C or 1900D maintenance manual.</p>
<p>(3) If the airplane passes the inspection of paragraph (d)(1) of this AD, replace (prior to further flight) the aft fairing; and accomplish (d)(3)(i) of this AD within 100 hours TIS and any necessary actions prior to further flight after that as specified in paragraphs (d)(3)(ii) of this AD:</p> <p>(i) Utilizing elevator travel boards, inspect to ensure that the surface stops on the control horn support allow the following:</p> <p>(A) Up elevator travel of 20 degrees, +1 degree –0 degree; and</p> <p>(B) Down elevator travel of 14 degrees, +1 degree –0 degree.</p> <p>(ii) If the airplane does not pass the inspection required by paragraph (d)(3)(i) of this AD, accomplish (prior to further flight) the elevator control system rigging procedures as specified in paragraphs (d)(2)(i), (d)(2)(ii), and (d)(3)(i) of this AD.</p>	<p>Replace the aft fairing prior to further flight after the applicable inspection required by paragraphs (d)(1), (d)(3), and (d)(4) of this AD. Unless accomplished per paragraph (d)(1)(iii)(B) of this AD, accomplish the travel board inspection within 100 hours TIS after the initial inspection required by paragraph (d)(1) of this AD. Accomplish any necessary re-rigging prior to further flight after the inspection required by this AD.</p>	<p>In accordance with the applicable Raytheon Aircraft Company 1900/1900C or 1900D maintenance manual.</p>
<p>(4) Perform a control column sweep inspection by accomplishing the actions of paragraphs (d)(1)(i), (d)(1)(ii), (d)(2), (d)(3)(i), and (d)(3)(ii) of this AD. If the aft fairing is already removed, the actions of paragraphs (d)(1)(i) are not required.</p>	<p>Prior to further flight after each time the elevator control system is re-rigged. Examples of items that require re-rigging include, but are not limited to, changing the tension on the elevator primary control cables and replacing the elevator control system components such as cables, pulleys, push-pull tubes, and bellcranks.</p>	<p>In accordance with the applicable Raytheon Aircraft Company 1900/1900C or 1900D maintenance manual.</p>
<p>(5) Report the results of the initial inspection required by paragraph (d)(1) of this AD and the initial travel board inspection required by paragraph (d)(3)(i) of this AD. Break out the results of the control column sweep inspection, bolt length measurement, and the travel board inspection. Along with the results, include the airplane model, serial number, and the number of hours TIS at the time of inspection. Label the document "Inspection results of AD 2003-03-18".</p>	<p>Within 10 days after the initial inspections required by paragraph (d)(1) or (d)(3)(i) of this AD.</p>	<p>Submit the results to the Raytheon Aircraft Company, 9709 E. Central, Wichita Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140; facsimile: (316) 676-8051; e-mail: <a href="mailto:tom_peay@raytheon.com">tom_peay@raytheon.com</a>.</p>

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Wichita ACO, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

**Note:** This AD applies to each airplane identified in paragraph (a) of this AD, 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 (e) 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of*

*compliance?* Contact Paul DeVore, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4142; facsimile: (316) 946-4407.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements