



## European Aviation Safety Agency

### **EASA DECISION TO EXTEND THE COMPLIANCE TIME OF FAA AIRWORTHINESS DIRECTIVE (AD) 2008-13-17**

On 2 July 2008, the FAA published AD 2008-13-17, applicable to all Hawker Beechcraft Corporation (formerly Raytheon Aircraft Company and Beech Aircraft Corporation) F33 Series and Models G33, V35B, A36, A36TC, B36TC, 95-B55, D55, E55, A56TC, 58, 58P, 58TC, G58, and 77 aeroplanes.

On 4 July 2008, EASA adopted that AD under Executive Director (ED) Decision 2/2003, making this applicable to all those aeroplanes registered in European Union Member States and associated countries. The AD became effective on 6 August 2008 and requires replacement of certain circuit breaker toggle switches with improved design circuit breaker toggle switches within 12 months after that date.

On 6 June 2009, on request from the American Bonanza Society, the FAA issued an Alternative Method of Compliance (AMOC) for AD 2008-13-17, allowing a compliance time extension, under certain conditions, of "90 days following receipt of the last of all circuit breaker-type switches [AD 2008-13-17] requires to be replaced". The reason for this allowance is that the FAA has become aware that insufficient parts are available for all the affected aeroplanes to meet the compliance time requirements of the AD, i.e. not later than 6 August 2009.

EASA has only recently been made aware that the same logistical problem exists for (some) aeroplanes registered in Europe. Unfortunately, this 'AMOC' does not meet the criteria of article 4 (c) of ED Decision 2004/04/CF, because the American Bonanza Society is not the holder of the type-certificate(s) of the product(s) to which the AD applies. Consequently, the referenced AMOC does not automatically apply to all affected aeroplanes registered in Europe.

After careful consideration of the available data, EASA concurs with and endorses the technical content of the referenced FAA AMOC. To avoid the need to issue a deviating EASA AD, EASA has decided to adopt the AMOC and extend the compliance time of FAA AD 2008-13-17, for the same period and under the same conditions as specified in the FAA decision, which is attached to, and part of, this decision.

Signed in Cologne, 31 July 2009

A handwritten signature in black ink, appearing to read 'Roger Hardy', is positioned above the printed name.

Roger Hardy  
Manager, Section General Aviation  
EASA Certification Directorate



# Federal Aviation Administration

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## Memorandum

Date: June 9, 2009

To: ACE-7; Docket No. FAA-2007-28434; Directorate Identifier 2007-CE-053-AD;  
Amendment 39-15580; AD 2008-13-17

From: James M. Brady, Acting Associate ACO Manager, Wichita ACO, *Joe A. Brady*  
Electrical Systems and Avionics, ACE-119W

Prepared by: Jose R. Flores, ACE-119W, 316-946-4133

Subject: **INFORMATION**: Alternative Method of Compliance for Airworthiness  
Directive AD 2008-13-17

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It has come to the attention of the Wichita Aircraft Certification Office (ACO) that parts are not available to meet the compliance time requirements for AD 2008-13-17. The American Bonanza Society has requested an Alternative Method of Compliance (AMOC) to extend the compliance time based on proof of order. The Wichita ACO concurs with the American Bonanza Society's request as follows:

1. The compliance deadline for a specific aircraft is extended to no more than 90 days following receipt of the last of all circuit breaker-type switches this AD requires to be replaced on that aircraft.
2. "Receipt" is defined as delivery of the part(s) to the aircraft owner or operator's shipping address, or the shipping address of an aircraft maintenance provider on behalf of the owner or operator.
3. For this AMOC to be valid the aircraft owner or operator must show documentation that all switch-type circuit breakers required to be replaced on the aircraft have been ordered prior to August 6, 2009. This documentation must be in one of three forms:
  - a. A hard copy confirmation of an order placed directly with Hawker Beechcraft's RAPID parts supply service that includes the owner/operators name and/or the airplane's registration, the parts number(s) on order, and the date(s) when orders were placed.
  - b. A copy of a valid Work Order or Purchase Order from an aircraft maintenance provider or non-RAPID parts supplier that shows the owner or operator's name and/or the airplanes registration, the parts number(s) on order, and the date(s) when orders were placed.

- c. A letter from an aircraft maintenance provider that the order was placed on or before August 6, 2009, listing the aircraft owner or operator's name, the airplane's registration, the parts number(s) on the order and the date(s) when those orders were placed. This letter must be signed by an FAA certificated mechanic holding Inspection Authorization and include that person's certificate number, or by an officer or employee of an FAA certificated Repair Station including the repair station certificate number.

This AMOC is transferable.

Before using this AMOC, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

This approval is subject to the following conditions: If in the future the ACO determines that this AMOC does not provide an acceptable level of safety, the ACO may revoke or revise the terms of the AMOC following notice to the requester and a seven-day opportunity for the requestor to comment on the revocation or proposed revision.

By the authority granted to me by the Manager, Wichita ACO, I approve the above compliance time extension as an Alternative Method of Compliance. This AMOC is acceptable for all Hawker Beechcraft Airplane Models identified in AD 2008-13-17.

cc: American Bonanza Society