

this AD within the time schedule indicated in each paragraph, and in accordance with Corporate Jets Limited Service Bulletin S.B. 57-77, dated May 20, 1993, or Raytheon Corporate Jets Service Bulletin S.B. 57-77, Revision 1, dated October 28, 1993.

(1) Within 24 months since airplane manufacture, or within 12 months after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect corrosion of the polished surface of the top and bottom leading edge skins on each wing, in accordance with either service bulletin.

(i) If any corrosion is detected and that corrosion is within the limits specified in either service bulletin, prior to further flight, remove the corrosion in accordance with either service bulletin.

(ii) If any corrosion is detected and that corrosion exceeds the limits specified in either service bulletin, prior to further flight, repair the wing leading edge skins in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(2) Prior to further flight after accomplishing the actions required by paragraph (a)(1) of this AD, conduct a detailed visual inspection to detect corrosion of the wing anti-ice fluid distribution panel (TKS panel) rebate and radius, on the top and bottom leading edge skin section on each wing, in accordance with either service bulletin.

(i) If any corrosion is detected and that corrosion is within the limits specified in either service bulletin, prior to further flight, remove the corrosion in accordance with either service bulletin.

(ii) If any corrosion is detected and that corrosion exceeds the limits specified in either service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(3) Prior to further flight after accomplishing the actions required by paragraph (a)(2) of this AD, conduct a dye penetrant inspection to detect corrosion of the TKS panel rebate and radius, on the top and bottom leading edge skin section on each wing, in accordance with either service bulletin.

(i) If any corrosion is detected and that corrosion is within the limits specified in either service bulletin, prior to further flight,

remove the corrosion in accordance with either service bulletin.

(ii) If any corrosion is detected and that corrosion exceeds the limits specified in the service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(4) Prior to further flight after accomplishing the actions required by paragraph (a)(3) of this AD, accomplish both of the following actions in accordance with either service bulletin:

(i) Apply enhanced protective treatment to the TKS panel rebate and radius, on the top and bottom leading edge skin section on each wing; and

(ii) Conduct a flight check of the airplane stall warning system and stall characteristics.

(b) Accomplish the actions specified in paragraphs (b)(1), (b)(2), and (b)(3) of this AD within the time schedule indicated in each paragraph, and in accordance with Raytheon Corporate Jets Service Bulletin S.B. 57-77, Revision 1, dated October 28, 1993:

Note 2: Any inspection specified in paragraph (b)(1), (b)(2), and (b)(3) of this AD that was conducted prior to the effective date of this AD in accordance with Corporate Jets Limited Service Bulletin S.B. 57-77, dated May 20, 1993, is considered to be in compliance with this paragraph.

Note 3: The actions required by paragraph (b) of this AD may be accomplished in conjunction with the actions required by paragraph (a) within the compliance time required by paragraph (a).

(1) Within 2 years after the effective date of this AD, conduct a detailed visual inspection to detect corrosion of the landing/taxiing lamp window assembly recess and the stall vane spoiler rebate and radius, on the top and bottom leading edge skin section on each wing, in accordance with the service bulletin.

(i) If any corrosion is detected and that corrosion is within the limits specified in either service bulletin, prior to further flight, remove the corrosion in accordance with the service bulletin.

(ii) If any corrosion is detected and that corrosion exceeds the limits specified in either service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(2) Prior to further flight after accomplishing the actions required by

paragraph (b)(1) of this AD, conduct a dye penetrant inspection to detect corrosion of the landing/taxiing lamp window assembly recess and the stall vane spoiler rebate and radius, on the top and bottom leading edge skin section on each wing, in accordance with the service bulletin.

(i) If any corrosion is detected and that corrosion is within the limits specified in either service bulletin, prior to further flight, remove the corrosion in accordance with the service bulletin.

(ii) If any corrosion is detected and that corrosion exceeds the limits specified in either service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(3) Prior to further flight after accomplishing the actions required by paragraph (b)(2) of this AD, accomplish both of the following actions in accordance with the service bulletin:

(i) Apply enhanced protective treatment to the landing/taxiing lamp window assembly recess and the stall vane spoiler rebate and radius, on the top and bottom leading edge skin section on each wing; and

(ii) Conduct a flight check of the airplane stall warning system and stall characteristics.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The actions shall be done in accordance with the following service bulletins, as applicable, which contain the specified effective pages:

Service bulletin referenced and date—	Page No.—	Revision level shown on page—	Date shown on page
Corporate Jets Limited— S.B. 57-77, May 20, 1993	1-13—	Original—	May 20, 1993.
Raytheon Corporate Jets— S.B. 57-77, Revision 1, October 28, 1993—	1-9, A1-A5— 10-14—	1— Original—	Oct. 28, 1993. May 20, 1993.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Raytheon Corporate Jets, Inc., 3 Bishops Square Street,

Albans Road West, Hatfield, Hertfordshire, AL109NE, United Kingdom. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of

the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on August 23, 1995.