
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/BEECH 1900/2 Amdt 1 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Beechcraft 1900 Series Aeroplanes**AD/BEECH 1900/2
Amdt 2****Nose Gear Lower Shock
Absorber Assembly****7/2007**

Applicability: Model 1900, serial numbers UA-1 through UA-3.

Model 1900C, serial numbers UB-1 through UB-74, and UC-1 through UC-78.

- Requirement:
1. Inspect, using fluorescent liquid penetrant or magnetic particle method, the nose landing gear fork assembly for cracks, in accordance with Part II of Raytheon Aircraft Company Mandatory Service Bulletin (MSB) SB 32-2102 Revision 7, Revised: July 2003.
 2. If cracks are found during the Requirement 1 inspection, incorporate Kit No. 101-8030-1 S or Kit No. 114-8015-1 S, as applicable; as specified in MSB SB 32-2102 Revision 7, Revised: July 2003.
 3. If no cracks are found during the Requirement 1 inspection, repeat the inspection in accordance with Part II of MSB SB 32-2102 Revision 7, Revised: July 2003.

Note 1: Incorporation of Kit No. 101-8030-1 S or Kit No. 114-8015-1 S, as applicable, is terminating action for the inspection requirements of this Directive.

Note 2: FAA Corrected AD 2004-23-02 Amdt 39-13857 refers.

- Compliance:
- 1.a. For aircraft affected by the previous issue of this Directive, initially inspect within 200 hours time in service after the last inspection required by the previous issue of this Directive.
 - 1.b. For aircraft not affected by the previous issue of this Directive, initially inspect within 200 hours time in service after 5 July 2007.
 2. Before further flight.
 3. At intervals not to exceed 200 hours time in service. If cracks are found during any inspection, incorporate Kit No. 101-8030-1 S or Kit No. 114-8015-1 S, as applicable.

The compliance times for Requirements 2 and 3 remain unchanged by this issue of the Directive.

Beechcraft 1900 Series Aeroplanes

AD/BEECH 1900/2 Amdt 2 (continued)

This Airworthiness Directive becomes effective on 5 July 2007.

Background: The manufacturer required a mandatory inspection of the nose gear lower shock absorber for evidence of slippage at the intersection of the tube and fork assembly, and a dye check of the weld area on the fork assembly.

Amendment 1 required the same inspection requirements by a different inspection method, but required incorporation of an improved nose landing gear fork kit anytime a crack is found; and added additional aircraft to applicability.

Amendment 2 is issued to correct an error in Requirement 3, where Part III of the referenced Beech MSB should have been Part II. This error flowed from related FAA AD 2004-23-02.



David Punshon
Delegate of the Civil Aviation Safety Authority

9 May 2007