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 200/45 Amdt 3 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 200 (Super King Air) Series Aeroplanes


Amdt 4

Applicability: Model 200 and B200, serial numbers BB-2, and BB-6 through BB-1314.

Model 200C and B200C, serial numbers BL-1 through BL-72, and BL-124 through BL-131.

Model 200CT and B200CT, serial numbers BN-1 through BN-4.

Model 200T and B200T, serial numbers BT-1 through BT-33.

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; in accordance with Part III of 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.


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 17 February 2005.

2. Before further flight.
Beechcraft 200 (Super King Air) Series Aeroplanes

AD/BEECH 200/45 Amdt 4 (continued)

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 remain unchanged by this issue of the Directive.

This Amendment becomes effective on 26 October 2006.

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 2 introduced a modification kit which, if fitted, removes the repetitive inspection requirement.

Amendment 3 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 4 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 Villiers
Delegate of the Civil Aviation Safety Authority

14 September 2006