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## AIRWORTHINESS DIRECTIVE

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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 200/55 Amdt 2 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.

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### Beechcraft 200 (Super King Air) Series Aeroplanes

**AD/BEECH 200/55  
Amdt 3**

**Fuselage Stringers 5 Through 11**

**4/2005**

**Applicability:** All models and serial numbers listed in the Requirement document, except those aircraft in which all stringers 5 through 11 on both left hand and right hand sides of the fuselage have been modified in accordance with the requirement document.

**Requirement:**

1. Inspect unmodified stringer numbers 5 to 11 on the left and right hand sides of the fuselage in accordance with Part I of Raytheon Service Bulletin SB 53-2472 Revision 4.
2. Modify all cracked stringers in accordance with Part II of Raytheon Service Bulletin SB 53-2472 Revision 4.

*Note 1: FAA AD 2005-01-18 Amdt 39-13943 refers.*

*Note 2: Part III of Raytheon Service Bulletin SB 2472 Revision 4 provides instructions for the removal of external doublers so that installation of the internal stringer reinforcement kits per Requirement 2 can be accomplished.*

**Compliance:** As detailed in the Requirement document.

This Amendment becomes effective on 14 April 2005.

**Background:** The manufacturer has received and confirmed reports of cracking in stringers 5 to 11 near the rear pressure bulkhead. The cracks could affect residual strength under cabin pressure and fuselage bending loads.

Amendment 1 resulted from a review of airframe ADs for the Beech heavy twin engine models. The service bulletin reference was updated to the current revision status, and the requirements were aligned with the service bulletin. The inspection program was on-going for unmodified aircraft but no additional requirements were imposed.

Amendment 2 updated the revision status of the referenced service bulletin and added Note 2.

**Beechcraft 200 (Super King Air) Series Aeroplanes**

AD/BEECH 200/55 Amdt 3 (continued)

Amendment 3 is issued to introduce the related new FAA AD to Note 1 of this Directive, with no change to technical content.



David Villiers  
Delegate of the Civil Aviation Safety Authority

4 March 2005