
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 200/38 Amdt 5 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

**AD/BEECH 200/38
Amdt 6**

Wing Front Spars

11/2013

Applicability: All model 200 series aircraft including those modified in accordance with STC SA1602CE.

Requirement:

1. For aircraft which have not been modified in accordance with STC SA1602CE, inspect and retire the outer wing attach bolts and nuts, and inspect the attach fittings and the wing main spars in accordance with the Beechcraft Structural Inspection and Repair Manual (SIRM) P/N 98-39006C3 as revised Feb 2008 or later approved revision, Chapter 57-17-00, "GENERAL - MAINTENANCE PRACTICES (MODEL 200 SERIES)".
2. For aircraft which have been modified in accordance with STC SA1602CE, inspect and retire the outer wing attach bolts and nuts, and inspect the outer wing upper attach fittings, the wing main spar upper cap, that portion of the lower spar cap outboard of the strap installation, and the accessible portions of the lower attach fittings, in accordance with the Beechcraft Structural Inspection and Repair Manual P/N 98-39006C3 as revised Feb 2008 or later approved revision, Chapter 57-17-00, "GENERAL - MAINTENANCE PRACTICES (MODEL 200 SERIES)".

Additionally, carry out the "Instructions for continued Airworthiness" as detailed in the STC SA1602CE document EO-B-8001.

Compliance: Inspect at the initial inspection thresholds and recurring inspection intervals specified in the applicable Requirement documents. Retire attach bolts and nuts at the times detailed in the SIRM.

Note 1: These requirements are mandatory in the country of origin, FAR 43.13 refers.

Note 2: Aircraft BT-31 and subsequent, BL-73 and subsequent, BN-5 and subsequent, BB-1158, BB-1167, and BB-1193 and subsequent, were manufactured with a shear fitting at the lower forward spar attachment. Earlier aircraft utilised a tension bolt in this location, characterised by the "bathtub" type fitting. All aircraft utilise tension type fittings on the forward spar upper attachment and the upper and lower rear spar attachments.

This Amendment becomes effective on 24 May 2013.

Beechcraft 200 (Super King Air) Series Aeroplanes

AD/BEECH 200/38 Amdt 6 (continued)

Background: The original of this Directive was issued on 31 December 1981 because of service experience with corrosion and cracking of the wing spars, and outer wing attachment fittings and bolts. It specified inspection in accordance with Beechcraft Service Instruction 0514-035 Rev 2.

Amendment 1 became effective on 5 October 1989, and included inspection requirements for aircraft with the spar strap STC modification.

Amendment 2 became effective on 9 August 1990 and incorporated the inspection method of the Beechcraft Structural Inspection and Repair Manual, which superseded SI 0514-035 Rev 2.

Amendment 3 became effective on 10 August 2000, and was raised to reflect the amendment status of the Structural Inspection and Repair Manual, and to clarify the source and identity of the STC inspection document for modified aircraft.

Subsequently, during a review of airframe ADs for the Beech heavy twins, it was realised that inspection of the wing attach nuts and bolts, which is a requirement of this AD, was duplicated by AD/BEECH 200/39 Amdt 4. Amendment 4 consolidated the two ADs into one. No additional requirements were introduced.

Amendment 5 became effective on 20 November 2008 and was raised to reflect the amendment status of the Beechcraft Structural Inspection and Repair Manual.

Amendment 6 is raised to correct the date of the requirement document and to allow the use of future revisions of the SIRM.



Mike Higgins
Delegate of the Civil Aviation Safety Authority

17 May 2013