
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/BEECH 200/65 and issues the following AD under subregulation 39.1 (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 200/65
Amdt 1

Fuselage Frame

6/2003

Applicability: All Beech 200 aircraft.

Requirement:

1. Perform a detailed visual inspection of the right hand side fuselage frame at Fuselage Station 207, and adjacent frames, in the area between the lower longeron at Water Line 119 (below the windows) and the floor, for evidence of cracking.
2. Report to CASA on a Defect Report form if any cracks are found, specifying the number of cracks, exact location (include of diagram if possible), and crack length.

Compliance:

1. Within 10 cycles after a threshold of 10,000 cycles (total cycles in service) and thereafter at 1,000 cycle intervals.
2. Within 48 hours after completion of the inspection.

Note: The first inspection per this amendment is not required until 1,000 cycles has elapsed since the last inspection done per the original issue of this AD. If no inspection has been performed before in accordance with the original issue of this AD, then the compliance as stated in this amendment applies.

This Amendment becomes effective on 12 June 2003.

Background: Significant cracking has been found in a fuselage frame at STA 207 on a local Model B200C aircraft during an investigation of a crack in the fuselage external skin. The fuselage frames in several other aircraft have also been found cracked, but to a lesser degree.

Items 6 and 7 of the B200 Maintenance Manual Rev B7, 31 January 2003, Chart 201, "Priority Area Inspection Guide" currently require inspections in the area where the cracks in frame STA 207 were located. The threshold for these inspections at the time this AD was originally effective was 15,000 hours total time in service. The threshold for these inspections has now been revised to 10,000 cycles, with subsequent repeat inspections at 1,000 cycle intervals.

Beechcraft 200 (Super King Air) Series Aeroplanes

AD/BEECH 200/65 Amdt 1 (continued)

This amendment alters the AD compliance to align the threshold and repeat interval with that specified in the latest revision of the maintenance manual. The reporting requirement has also been altered to require the submission of a CASA Major Defect Report form if cracks are found in the fuselage frame at STA 207.

The original issue of this Airworthiness Directive became effective on 3 February 2000.



David Villiers
Delegate of the Civil Aviation Safety Authority

2 May 2003