
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 200/21 Amdt 11 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 200/21
Amdt 12****Fuselage Fatigue Life Limitation****10/2005**

Applicability: All models, all serial numbers.

Requirement: (i) For serial numbers BB-2 thru BB-1157; BB-1159 thru BB-1166; BB-1168 thru BB-1192; BL-1 thru BL-72; BT-1 thru BT-30; BN-1 thru BN-4:

Retire the life limited fuselage components, in accordance with the requirements of the limitations section of the CASA approved airplane flight manual. Carry out fuselage component structural inspections in accordance with the applicable sections of Chapters 5, 53 and 57 of the Beech Super King Air 200 Series Maintenance Manual 101-590010-19, latest revision.

(ii) For S/N's BT-31 and after; BN-5 and after; BL-73 and after; BB-1193 and after; and S/N BB-1158 and BB-1167:

Retire the life limited fuselage components, in accordance with the Beechcraft Super King Air "Airworthiness Limitations Manual" - P/N: 101-590010-453, latest revision. Carry out fuselage component structural inspections in accordance with the applicable sections of Chapters 5, 53 and 57 of the Beech Super King Air 200 Series Maintenance Manual 101-590010-19, latest revision.

Compliance: In accordance with the Requirement Documents above.

This Amendment becomes effective on 29 September 2005.

Background: The original issue of this AD became effective on 30 September 1977 and promulgated the fuselage life limitations, which were listed in the US Approved Flight Manual and made mandatory by the FAA Type Certificate Data Sheet A24CE.

These life limitations were extended and lives for various components added in successive amendments as the manufacturer's fatigue test and substantiation program continued. The program culminated in removal of the fuselage life limitation and implementation of a fail safe inspection program supplemented by some component life limitations, as detailed in Chapter 4 of the Super King Air Maintenance Manual. This was reflected in Amendment 6 to the AD, effective 13 June 1991.

Beechcraft 200 (Super King Air) Series Aeroplanes

AD/BEECH 200/21 Amdt 12 (continued)

Amendment 7 became effective on 27 April 1995 and clarified that no Beech 200 or Beech B200 aircraft were subject to a fuselage retirement life, the Maintenance Manual Chapter 4 inspection program was applicable to all serial numbers.

Amendment 8 became effective 25 May 1995, and referenced the revision of the requirement document current at that time.

Amendment 9, which became effective on 30 November 2000, referenced Revision 19B3 to the Maintenance Manual. All models on the Australian Register were specifically covered by the Maintenance Manual Chapter 4 serial number applicability.

Amendment 10, which became effective on 20 February 2003, updated the requirement section to reference the latest revision of the Maintenance Manual. Compliance times are as stated in the reference document.

Amendment 11, effective 15 May 2003, updated the requirement section to add serial number applicability to reflect the differences in applicable requirement document, which depends on aircraft serial number. There was no change to compliance times.

This amendment removes the reference to the Airworthiness Limitations being in Chapter 4 of the maintenance Manual. They have now been moved to a separate manual titled "Airworthiness Limitations Manual". There is no change to the technical requirements or compliance.



David Villiers
Delegate of the Civil Aviation Safety Authority

9 August 2005