

Beechcraft 200 (Super King Air) Series Aeroplanes

AD/BEECH 200/54 Pilot and Co-Pilot Chair Locking Mechanism 7/97
Amdt 2

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| Applicability: | Models | Serial Numbers |
| | 200, 200C, 200CT, 200T, B200, B200C, B200CT, B200T. | BB-2, and BB-6 through BB-1440, BL-1 through BL-72 and BL-124 through BL-137, BN-1 through BN-4, and BT-1 through BT-34. |
| Requirement: | <p>a. Inspect the pilot and co-pilot chairs to assure that the locking pins will fully engage in the seat tracks, in accordance with the “Accomplishment Instructions” section of Beech Service Bulletin 2444 Revision II.</p> <p>b. Modify any chair where the locking pin fails to fully engage or is misaligned, in accordance with the maintenance manual as specified in Beech Service Bulletin 2444, Revision II.</p> <p><i>Note: FAA AD 97-06-06 Amdt 39-9963 refers.</i></p> | |
| Compliance: | <p>Unless already accomplished within 150 hours time in service after 19 June 1997.</p> <p>This amendment becomes effective on 19 June 1997.</p> | |
| Background: | <p>The FAA received reports of pilot and co-pilot chair locking pin malfunctions, which in one instance caused the pilot chair to slide back from the full forward position.</p> <p>Amendment 1 updated BB- and BT- serial number applicability.</p> <p>Amendment 2 is issued in response to a new FAA AD which requires the inspection to be accomplished in accordance with revised service information, as reflected in revision II of the requirement document.</p> <p>Amendment 1 of this airworthiness directive became effective on 17 August 1995.</p> <p>The original issue of this airworthiness directive became effective on 1 April 1993.</p> | |