AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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 300 Series Aeroplanes

AD/BEECH 300/20 — Nose Gear Lower Shock Absorber Assembly — 7/2007

Applicability: Model 300 aircraft, serial numbers FA-1 through FA-168 and FF-1 through FF-19.

Requirement:

1. Inspect, using fluorescent liquid penetrant or magnetic particle method, the nose landing gear fork assembly for cracks, in accordance with Part II of Raytheon Aircraft Company Mandatory Service Bulletin (MSB) SB 32-2102 Revision 7, Revised: July 2003.

2. If cracks are found during the Requirement 1 inspection, incorporate Kit No. 101-8030-1 S or Kit No. 114-8015-1 S, as applicable; as specified in MSB SB 32-2102 Revision 7, Revised: July 2003.

3. If no cracks are found during the Requirement 1 inspection, repeat the inspection in accordance with Part II of MSB SB 32-2102 Revision 7, Revised: July 2003.

Note 1: Incorporation of Kit No. 101-8030-1 S or Kit No. 114-8015-1 S, as applicable, is terminating action for the inspection requirements of this Directive.

Note 2: FAA Corrected AD 2004-23-02 Amdt 39-13857 refers.

Compliance:

1. Unless the initial inspection is already accomplished, inspect within 200 hours time in service after 5 July 2007.

2. Before further flight.

3. At intervals not to exceed 200 hours time in service. If cracks are found during any inspection, incorporate Kit No. 101-8030-1 S or Kit No. 114-8015-1 S, as applicable.

This Airworthiness Directive becomes effective on 5 July 2007.

Beechcraft 300 Series Aeroplanes

AD/BEECH 300/20 (continued)

Background: The FAA received reports of cracks in the nose landing gear fork on several Raytheon aircraft. The actions required by this Directive are intended to detect and correct cracks in the nose landing gear fork, which could result in reduced structural integrity and inability of the nose landing gear fork to carry design limit and ultimate loads. The reduced residual strength may cause separation failure of the nose landing gear fork, which could result in loss of control of the aircraft during takeoff, landing, and taxi operations.

David Punshon
Delegate of the Civil Aviation Safety Authority

9 May 2007