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 300/7 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 300 Series Aeroplanes

AD/BEECH 300/7 Amdt 1 — Fuselage Stringers 5 Through 11 — 4/2005 DM

Applicability: All models and serial numbers listed in the Requirement document, except those aircraft in which all stringers 5 through 11 on both left hand and right hand sides of the fuselage have been modified in accordance with the requirement document.

Requirement:

1. Inspect unmodified stringer numbers 5 to 11 on the left and right hand sides of the fuselage in accordance with Part I of Raytheon Service Bulletin SB 53-2472 Rev 4.

2. Modify all cracked stringers in accordance with Part II of Raytheon Service Bulletin SB 53-2472 Rev 4.

Note 1: FAA AD 2005-01-18 Amdt 39-13943 refers.

Note 2: Part III of Raytheon Service Bulletin SB 53-2472 Rev 4 provides instructions for the removal of external doublers so that installation of the internal stringer reinforcement kits per Requirement 2 can be accomplished.

Compliance: As detailed in the Requirement document.

This Amendment becomes effective on 10 March 2005.

Background: The manufacturer has received and confirmed reports of cracking in stringers 5 to 11 near the rear pressure bulkhead. The cracks could affect residual strength under cabin pressure and fuselage bending loads.

Amendment 1 is issued to align this Directive with the latest revision of the Requirement document and related new FAA AD.

David Villiers
Delegate of the Civil Aviation Safety Authority

4 March 2005