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 39.1 (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 400 Series Aeroplanes

AD/BEECH 400/24 Low Pressure Oxygen Tubing 8/2003

Applicability: Model Beech 400A series aeroplanes, serial numbers RK-232 through RK-265 inclusive; and Model Beech 400T series aeroplane serial number TX-10.

Requirement: **For Model 400A series aeroplanes -** Replace the low-pressure oxygen tubing located in the forward fuselage (nose avionics bay), lower forward flight deck, and lower forward cabin areas, as applicable, with new low-pressure oxygen tubing, in accordance with Part I of the Accomplishment Instructions specified in Raytheon Service Bulletin SB 35-3406, dated March 2001.

For Model 400T series aeroplanes - Replace the low-pressure oxygen tubing located in the forward fuselage (nose avionics bay), lower forward flight deck, and lower forward cabin areas, as applicable, with new low-pressure oxygen tubing, in accordance with Part II of the Accomplishment Instructions specified in SB 35-3406.

Note: FAA AD 2003-10-13 Amdt 39-13158 refers.

Compliance: Within 200 hours time in service or one year, whichever occurs first, from the effective date of this Directive.

This Airworthiness Directive becomes effective on 7 August 2003.

Background: This Directive requires replacement of the low-pressure oxygen tubing located in the forward fuselage (nose avionics bay), lower forward flight deck and lower forward cabin areas, as applicable, with new low-pressure oxygen tubing. This action is necessary to prevent leakage of oxygen from scored low-pressure oxygen tubing, which could result in lack of available oxygen for the flight crew, or possible explosion or fire.

Jim Coyne
Delegate of the Civil Aviation Safety Authority

26 June 2003

The above AD is notified in the *Commonwealth of Australia Gazette* on 16 July 2003.