
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/BEECH 90/22 Amdt 2 and issues the following AD under subregulation 39.1 (1) of CAR 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 90 & 65-90 (King Air) Series Aeroplanes**AD/BEECH 90/22
Amdt 3****Wing Structural Fatigue Limitation****2/2002**

Applicability: Model 65-A90, B90, & C90 aircraft with centre section and outer wing main spar lower caps exceeding 10,000 hours time in service.

Requirement: Retire from service the centre section and outer wing main spar lower caps, including the centre-section to outer wing attachment fittings.

This life limitation assumes an average mean flight cruise weight of 9050 pounds and one landing per hour. Should the mean cruise weights, averaged over the life of the aircraft be greater than 9100 pounds or should landings occur on average at or greater frequency than one every 45 minutes, the Authority must be advised.

Operators of Model 65-A90 aircraft which was originally certificated at a maximum gross weight of 9300 pounds may apply to the Authority for a revised spar life.

Note: On the basis of the currently available fatigue substantiation for the aircraft, only one spar cap replacement is permitted. Any proposal for a further extension in life incorporating a second spar change must be supported by a substantiation covering all the remaining primary structure including empennage, control surface hinge arms etc. This substantiation must incorporate a safe life assessment, or a sufficiently rigorous revised inspection schedule to ensure that any fatigue cracking which could occur in service will be detected before the aircraft is endangered. A third spar change will not be permitted.

This amendment becomes effective on 21 February 2002.

Background Amdt 3 - The model designations in the applicability section have been corrected to reflect those given on the FAA Type Certificate.

Beechcraft 90 & 65-90 (King Air) Series Aeroplanes

AD/BEECH 90/22 Amdt 3 (continued)

Amendment 2 of this Airworthiness Directive became effective on 30 June 1977.

A handwritten signature in black ink, appearing to be 'S. M. P.', is located below the text about Amendment 2.

Delegate of the Civil Aviation Safety Authority

3 January 2002