
AIRWORTHINESS DIRECTIVE

On the commencement date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below repeals Airworthiness Directive (AD) AD/BEECH 200/45 Amdt 4, and issues the following AD under subregulation 39.001 (1) of CASR and subsection 33 (3) of the *Acts Interpretation Act 1901*. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct an 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 200 (Super King Air) Series Aeroplanes

**AD/BEECH 200/45
Amdt 5**

**Nose Gear Lower Shock
Absorber Assembly**

15/2021

Applicability: Beechcraft Model 200 and B200, serial numbers BB-2, and BB-6 through BB-1314.
Beechcraft Model 200C and B200C, serial numbers BL-1 through BL-72, and BL-124 through BL-131.

Beechcraft Model 200CT and B200CT, serial numbers BN-1 through BN-4.

Beechcraft Model 200T and B200T, serial numbers BT-1 through BT-33.

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, as in force at the commencement of this AD.
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; in accordance with Part III of MSB SB 32-2102 Revision 7, Revised: July 2003 as in force at the commencement of this AD.
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 as in force at the commencement of this AD.

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 AD 2004-23-02 Amdt 39-13857 refers.

Compliance:

- 1.a. For aircraft affected by the previous issue of this Directive, initially inspect within 200 hours time in service (TIS) after the last inspection required by the previous issue of this Directive.
- 1.b. For aircraft not affected by the previous issue of this Directive, initially inspect within 200 hours TIS after the commencement of this Directive.
2. Before further flight.
3. At intervals not to exceed 200 hours TIS. If cracks are found during any inspection, incorporate Kit No. 101-8030-1 S or Kit No. 114-8015-1 S, as applicable.

Beechcraft 200 (Super King Air) Series Aeroplanes

AD/BEECH 200/45 Amdt 5 (continued)

Note 3: If the aircraft is on the manufacturer's maintenance schedule then a planning tolerance of $\pm 10\%$ can be applied to the 200 hour TIS periods detailed in Requirements 1 and 3 of this AD as provided in the manufacturer's phase inspection schedules.

This AD commences on 17 August 2021.

Background: The manufacturer required a mandatory inspection of the nose gear lower shock absorber for evidence of slippage at the intersection of the tube and fork assembly, and a dye check of the weld area on the fork assembly.

Amendment 2 introduced a modification kit which, if fitted, removes the repetitive inspection requirement.

Amendment 3 required the same inspection requirements by a different inspection method but required incorporation of an improved nose landing gear fork kit anytime crack is found; and added additional aircraft to applicability.

Amendment 4 was issued on 26 October 2006 and corrected an error in Requirement 3, where Part III of the referenced Beech MSB should have been Part II. This error flowed from related FAA AD 2004-23-02.

Amendment 5 introduces a planning tolerance to align the inspections required with the aircraft phase inspection schedule detailed in the aircraft maintenance manual.



David Punshon
Delegate of the Civil Aviation Safety Authority
16 July 2021