

Airworthiness Directive Schedule

Aeroplanes

Beechcraft 200 Series (Super King Air)

28 August 2014

- Notes**
1. This AD schedule is applicable to Beechcraft 200, 200C, B200, B200C and B200GT aircraft manufactured under Federal Aviation Administration (FAA) Type Certificate No. A24CE.
 2. The date above indicates the amendment date of this schedule.
 3. New or amended ADs are shown with an asterisk *

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DCA/B200/1 Flight Control System Rigging – Inspection and Rework

Applicability: Model B200 aircraft, S/N BB-1827 through to BB-1912.
Model B200C aircraft, S/N BL-148 and BL-149.

Requirement: To detect and correct improperly assembled or damaged flight controls which could result in reduced capabilities of the flight controls and lead to loss of aircraft control, inspect the entire flight control system for improper assembly and damage, per the instructions in Raytheon Aircraft Company Mandatory Service Bulletin (MSB) No.SB 27-3761, revision 1.

Repair all improperly assembled or damaged flight controls per MSB No.SB 27-3761, before further flight.

(FAA AD 2007-12-06 refers)

Compliance: Within the next 100 hours TIS or next annual inspection, whichever occurs sooner, unless already accomplished.

Effective Date: 29 November 2007

DCA/B200/2 Cancelled – DCA/B200/11 refers

Effective Date: 24 February 2010

DCA/B200/3A Airworthiness Directive Compliance

Applicability: All model 200, 200C, B200 and B200C series aircraft.

Note 1: Revision A of this AD revised to include Beech 200 and 200C series aircraft in the applicability and include those FAA ADs applicable to these aircraft.

Requirement: Compliance with the following FAA Airworthiness Directives (as applicable) is required:

1974-24-03	Strobe Light System
1975-14-03	Autopilot
1975-25-01	Generator Output Leads
1975-26-04	Fuel Transfer System
1976-03-07	Rudder Control
1976-04-02	Seat Locking Pins
1976-09-02	Bolt Hole Edge Distance
1976-12-10	Wiring Deicing
1976-22-02R1	Y Type Shoulder Harness
1977-02-07	Propeller Feathering
1977-13-07	Aileron Control System
1977-18-04	Cabin Pressurization
1979-01-01	Screws in Control System
1980-07-05	Wing Section Bolt and Nut
1980-09-03R1	Oxygen Placard
1983-07-14	One-ply Window
1987-04-24	Elevator Trim Cable System
1989-02-03	Wing Main Outboard Spars
1989-22-14	Ailerons
1990-08-17	Moisture Drain System
1991-12-10	Wing Spar Attachment
1991-12-11	Windows
1992-06-11	Erroneous Attitude Information
1992-10-12	Aft Cowling Doors
1992-15-01	Truss/Firewall Bolts
1995-13-03	Landing Gear Motor
1996-03-13	Main Landing Gear
1996-09-13	Icing Conditions

1997-01-12	GPWS Equipment
1997-06-06	Pilot and Copilot Seat
1997-23-17	Tubing Inspection
1997-25-01	Outflow/Safety Valve
1997-25-03	AFM Limitations
1998-10-05	Fire Resistant Wiring
1998-20-38R1	AFM Revision – Severe Icing Conditions
1998-21-35	MLG Actuator Clevis Assembly
1999-09-10	Landing Gear Hand Pump
1999-09-15	Flight Control Mechanism
1999-18-15	Landing Gear Emergency Hand Pumps
2001-11-03	Blower Motor Circuit Protection
2002-23-11	Balance Weight Attach Screws
2003-02-03	Operating Instructions
2003-13-16	Aft Fuselage Pressure Bulkhead
2005-01-04	Fuel Flow Interruption
2006-12-25	MLG Actuator Nut Assembly

Note 2: Each part of this AD (each individual FAA AD) shall be certified in the aircraft log book separately.

Compliance: Before issue of a New Zealand Certificate of Airworthiness or at the next ARA inspection after the effective date of this AD, whichever is the sooner.

Effective Date: DCA/B200/3 - 26 March 2009
DCA/B200/3A - 29 October 2009

DCA/B200/4 Canceled – DCA/B200/9 refers

Effective Date: 29 October 2009

DCA/B200/5 Wing Fuel Bay Skin Panels – Inspection

Applicability: Model 200 and B200 aircraft, S/N BB-2 through to BB-1362), and Model 200C and B200C aircraft, S/N BL-1 through to BL-135), and Model 200CT and B200CT aircraft, S/N BN-1 through to BN-4, and Model 200T and B200T aircraft, S/N BT-1 through to BT-33, and Fitted with wing fuel bay upper skin panels made with bonded (aluminum honeycomb sandwich) construction.

Note 1: Aircraft with S/N BB-2 through to BB-613, BT-1 through to BT-17, BT-19 and BL-1 through BL-6 were manufactured with a skin-and-stringer construction and are not affected by this AD unless bonded wing fuel bay upper skin panels were fitted after manufacture.

Requirement: To ensure the continued structural integrity of the wing fuel bay upper skin panels, accomplish the following:

1. Inspect the aircraft logbooks or inspect the wing fuel bay upper skin panels (hereafter called "skin panels") for possible bonded (honeycomb sandwich) construction.
2. For aircraft fitted with bonded skin panels with blind rivets as shown in the shaded portions of figure 2 in the SB No. 2040:

Inspect the skin panels for debonding per Beech SB No. 2040 revision III dated April 1990.

If the skin panel has previously been repaired per Beech Kit No. 101-4032-1S or 101-4032-3S and debonding is found, fit an approved partial replacement panel per Kit Nos. 101-4045-3S (LH) and 101-4045-4S (RH) before further flight.

If the skin panel has previously been repaired per Beech Kit No. 101-4032-1S or 101-4032-3S and debonding is not found, reseal the blind rivets per Beech Kit 101-4048-1S.

If the skin panel has previously not been repaired and debonding is found, either fit an approved partial replacement panel per Kit Nos. 101-4045-3S (LH) and 101-4045-4S (RH) before further flight, or fit a temporary repair per figure 1 of Beech SB No. 2040 before further flight. The temporary repair can only remain in service for 12 calendar months from the time of repair, at which time an approved partial replacement panel per Kit Nos. 101-4045-3S (LH) and 101-4045-4S must be fitted.

If the skin panel has previously not been repaired and debonding is not found, reseal the blind rivets per Beech Kit No. 101-4048-1S and reinspect the skin panel for debonding within 6 calendar months, again within another 12 calendar months, and at 18 calendar months or 600 hour TIS intervals thereafter, whichever occurs first.

Note 2: No further AD action is required for skin panels modified per Beech Kit No. 101-4032-1S or 101-4032-3S. These panels are bonded with Nomex honeycomb core and do not have rivets.

3. For aircraft fitted with bonded skin panels which do not have blind rivets as shown in the shaded portions of figure 2 in the SB No. 2040:

Inspect the skin panels for debonding per Beech SB No. 2040 revision III dated April 1990.

If debonding is found, either fit an approved partial replacement panel per Kit Nos. 101-4045-3S (LH) and 101-4045-4S (RH) before further flight, or fit a temporary repair per figure 1 of Beech SB No. 2040 before further flight. The temporary repair can only remain in service for 12 calendar months from the time of repair, at which time an approved partial replacement panel per Kit Nos. 101-4045-3S (LH) and 101-4045-4S must be fitted.

Note 3: The following aircraft were manufactured with bonded skin panels without rivets: Model B200 aircraft, S/N BB-1239 onward and model B200C aircraft, S/N BL-127. (FAA AD 1989-19-04R1 refers)

Compliance:

1. By 26 April 2009 unless previously accomplished.
2. Within the next 150 hours TIS or by 26 September 2009, whichever occurs sooner.

Thereafter if the skin panel has previously been repaired per Beech Kit No. 101-4032-1S or 101-4032-3S and if debonding is not found, inspect the skin panel for debonding within the next 6 months, again within another 12 months and at 18 months or at 600 hour TIS whichever occurs sooner.

Thereafter if the skin panel has previously not been repaired and debonding is not found, reseal the blind rivets per Beech Kit No. 101-4048-1S inspect the skin panel for debonding within the next 6 months, again within another 12 months, and at 18 months or 600 hour TIS whichever occurs sooner.

3. Within the next 600 hours TIS or by 26 September 2010, whichever occurs sooner and thereafter if debonding is not found inspect the skin panel for debonding at intervals not to exceed 18 months.

Effective Date: 26 March 2009

DCA/B200/6 Engine Controls Cross Shaft & Pedestal – Inspection and Modification

Applicability: Model 200 and B200 aircraft, S/N BB-6 through to BB-185, BB-187 through to BB-202, BB-204 through to BB-269, BB-271 through to BB-407, BB-409 through to BB-468, BB-470 through to BB-488, BB-490 through to BB-509, BB-511 through to BB-529, BB-531 through to BB-550, BB-552 through to BB-562, BB-564 through to BB-572, BB-574 through to BB-590, BB-592 through to BB-608, BB-610 through to BB-626, BB-628 through to BB-646, BB-648 through to BB-664, BB-666 through to BB-694, BB-696 through to BB-797, BB-799 through to BB-822, BB-824 through to BB-870, BB-872 through to BB-894, BB-896 through to BB-990, BB-992 through to BB-1051, BB-1053 through to BB-1092, BB-1094, BB-1095, BB-1099 through to BB-1104, BB-1106 through to BB-1116, BB-1118 through to BB-1184, BB-1186 through to BB-1263, BB-1265 through to BB-1288, BB-1290 through to BB-1300, BB-1302 through to BB-1313, BB-1315 through to BB-1384, BB-1389 through to BB-1425, BB-1427 through to BB-1447, BB-1449, BB-1450, BB-1452, BB-1453, BB-1455, BB-1456, BB-1458 through to BB-1683, BB-1685 through to BB-1716, BB-1718 through to BB-1720, BB-1722, BB-1723, BB-1725, BB-1726, BB-1728 through to BB-1826.

Model 200C and B200C aircraft, S/N BL-1 through to BL-23, BL-25 through to BL-57, BL-61 through to BL-72, and BL-124 through to BL-147.

Requirement: To detect and correct loose pedestal cross shaft bolts, which could result in limited effectiveness of the control levers, accomplish the following:

1. Inspect the engine controls/cross shaft/pedestal for proper installation and the torque of the cross attach bolt per the instructions in part I of Raytheon Aircraft Company MSB No. SB 73-3634, dated September 2003 and the applicable aircraft maintenance manual.

If the installation or torque is found incorrect, accomplish the corrective actions per the instructions in part I of MSB No. SB 73-3634 and the applicable aircraft maintenance manual before further flight.

2. Modify the pedestal and replace the engine controls cross shaft hardware per the instructions in part II of MSB No. SB 73-3634 and the applicable aircraft maintenance manual.

Note: The accomplishment of requirement 2 of this AD is a terminating action for the repetitive inspection and retorque of requirement 1.

(FAA AD 2004-17-02 refers)

Compliance: 1. Within the next 50 hours TIS unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS until accomplishment of requirement 2 of this AD.

2. At the next scheduled maintenance inspection or by 26 March 2010 whichever occurs later, unless previously accomplished.

Effective Date: 26 March 2009

DCA/B200/7 Nose Landing Gear Fork – Inspection and Modification

Applicability: Model 200 and B200 aircraft, S/N BB-2 and BB-6 through to BB-1314.
 Model 200C and B200C aircraft, S/N BL-1 through to BL-72, and BL-124 through to BL-131.
 Model B200C (C-12F) aircraft, S/N BL-73 through to BL-112, BL-118 through to BL-123, and BP-64 through to BP-71.
 Model B200C (UC-12F) aircraft, S/N BU-1 through to BU-10.
 Model B200C (UC-12M) aircraft, S/N BV-1 through to BV-10.

Note 1: This AD is not applicable to aircraft embodied with Kit No. 101-8030-1S or Kit No. 114-8015-1S, as applicable.

Requirement: To prevent failure of the nose landing gear (NLG) fork due to possible cracks which could result in reduced structural integrity and inability of the NLG fork to carry design limit and ultimate loads, accomplish the following:

Inspect the NLG fork assembly for cracks using a fluorescent liquid penetrant or magnetic particle method per the instructions in part II of Raytheon Aircraft Company MSB SB 32-2102 revision 7 dated July 2003.

If any cracks are found embody Kit No. 101-8030-1S or Kit No. 114-8015-1S as applicable per part II of MSB SB 32-2102 before further flight.

Note 2: Embodying Kit No. 101-8030-1S or Kit No. 114-8015-1S as applicable, is the terminating action for the repetitive inspection requirements of this AD.

(FAA AD 2004-23-02 refers)

Compliance: Within the next 200 hours TIS unless previously accomplished, and thereafter at intervals not to exceed 200 hours TIS until Kit No. 101-8030-1 S or Kit No. 114-8015-1 S as applicable, is embodied.

Effective Date: 26 March 2009

DCA/B200/8 Aft Fuselage Stringers – Inspection and Modification

Applicability: Model 200 and B200 aircraft, S/N BB-2 and BB-6 through to BB-1462
 Model 200C and B200C aircraft, S/N BL-1 through to BL-72 and BL-124 through to BL-138
 Model B200C (C-12F) aircraft, S/N BL-73 through to BL-112 and BL-118 through to BL-123
 Model B200C (C-12F) aircraft, S/N BP-64 through to BP-71
 Model B200C (UC-12F) aircraft, S/N BU-1 through to BU-10
 Model B200C (UC-12M) aircraft, S/N BV-1 through to BV-12

Note 1: This AD introduces the mandatory modification/repair of aircraft with known cracks in the aft fuselage stringer locations No. 5 through to No. 11. These cracks would have been detected through previous compliance with FAA AD 93-25-07 and/or Raytheon MSB SB 53-2472.

Requirement: To prevent failure of the primary structure of the fuselage which could result in loss of the aircraft control, accomplish the following:

1. For aircraft with known cracks in the aft fuselage stringer locations No. 5 through to No. 11 on both the left-hand and right-hand sides of the aircraft:

Embody the applicable modification kit or kits per Raytheon MSB SB 53–2472 revision 4, dated June 1993, revised July 2003, or

Fit external doubler repairs on all the aft fuselage stringer locations No. 5 through to No. 11 on both the left-hand and right-hand sides of the aircraft per the procedures in the aircraft maintenance manual.

2. For aircraft without the applicable modification kit or kits embodied and aircraft without external doubler repairs accomplished in the aft fuselage stringer locations No. 5 through to No. 11 on both the left-hand and right-hand sides of the aircraft:

Inspect the aft fuselage stringers for cracks per Raytheon MSB SB 53–2472. If sealant covers the stringers, remove the sealant to accomplish the required inspections. If no cracks are found, reapply the sealant before further flight.

If any cracks are found, embody the applicable modification kit or kits per Raytheon MSB SB 53–2472 before further flight, or

Fit external doubler repairs on all the aft fuselage stringer locations No. 5 through to No. 11 on both the left-hand and right-hand sides of the aircraft per the procedures in the aircraft maintenance manual before further flight.

Note 2: Embodying the applicable modification kit or kits per Raytheon MSB SB 53–2472 to all aft fuselage stringer locations No. 5 through to No. 11 on both the left-hand and righthand sides of the aircraft is a terminating action to requirement 2 of this AD.

(FAA AD 2005-01-18 refers)

Compliance: 1. For aircraft with less than five known cracked stringers:

Within the next 25 cycles, unless previously accomplished.

For aircraft with five or more known cracked stringers:

Before further flight, unless previously accomplished.

2. At 2500 cycles or within the next 25 cycles whichever occurs later, unless previously accomplished, and thereafter at intervals not to exceed 500 cycles.

Note 3: For aircraft with unknown cycles, divide the hours TIS by 0.75 (eg. 18.75 hours TIS divided by 0.75 = 25 cycles).

Effective Date: 26 March 2009

DCA/B200/9 Wing Attachment Bolts & Nuts – Inspection and Replacement

Applicability: Model 200, 200C, B200 and B200C aircraft listed in the following table:

Aircraft Models:	Aircraft S/N:	Joints:	Instructions:
200	BB344 through to BB-983	LF, UF	P/N 98-39006
B200	BB-985 thru BB-1038	LF,UF	P/N 98-39006
B200	BB-1040 thru BB-1045 BB-1047 thru BB-1049 BB-1053 thru BB-1078 & BB-1080	LF,UF LF,UF LF,UF LF,UF	P/N 98-39006 P/N 98-39006 P/N 98-39006 P/N 98-39006
200C and B200C	BL-1 thru BL-51	LF,UF	P/N 98-39006

Note 1: This AD supersedes DCA/B200/4 and includes Beech 200 aircraft in the applicability.

Note 2: This AD is not applicable to aircraft fitted with wing attachment bolts and nuts made of Inconel.

Note 3: Wing attachments on the left and right sides of the aircraft are abbreviated as: LF=lower forward and UF=upper forward.

Requirement: To ensure the structural integrity of outer wing panels to the wing center section attachments, use the Structural Inspection and Repair Manual No. 98-39006 to accomplish the following requirements at each wing attachment specified in the table of this AD:

1. Outer Wing Panel to Wing Center Section Attachment Inspection:

Remove each steel nut and each steel tension bolt and accomplish a visual inspection and a magnetic particle inspection of the bolt and nut for cracks and corrosion in the parent steel. Replace bolts and nuts which are cracked or corroded.

With the reassembly of each joint, coat the bolt, nut and adjacent parts with MIL- C-16173 Grade 2 corrosion preventative compound.

2. Joint Tightness Inspection:

Inspect each joint for tightness and tighten bolts/nuts as required, and inject MIL-C-16173 Grade 2 corrosion preventative compound into a lubrication fitting on each barrel nut, (wherever a barrel nut is used).

(FAA AD 1985-22-05 refers)

Compliance: 1. Within 60 months after the issue of the original airworthiness certificate or by 29 December 2009 whichever is the later, and thereafter at intervals not to exceed 60 months.

2. Within the next 150 hours TIS after accomplishment of requirement 1 of this AD and thereafter at intervals not to exceed 12 months inject MIL-C-16173 Grade 2 corrosion preventative compound into a lubrication fitting on each barrel nut, (wherever a barrel nut is used).

Effective Date: 29 October 2009

DCA/B200/10 Cabin Door – Inspection and Rework**Applicability:** Model 200 aircraft, S/N BB-2 through to BB-111**Requirement:** To prevent the cabin door from opening in flight, accomplish the following:

1. Inspect the cabin door for correct operation and rigging in accordance with the applicable Beech Shop/Maintenance Manual. When all the items specified in Paragraph II have been complied with the requirements of this paragraph (I) are no longer applicable.
2. Accomplish the following instruction in accordance with Beechcraft Service Instruction 0818-016 or later FAA approved revisions:

Install Beech P/N 101-430124-1 and fix step door decals Beech P/N 101-430124-3 or -5 on the existing cabin door instruction plate.

Check the operation of the cabin door. Inspect the cabin door latching mechanism and warning system for proper operation and rigging in accordance with the applicable Beech Shop/Maintenance Manual.

Amend the AFM and include FAA approved Beech P/N 101-590010-3A4 AFM supplement revision dated 14 November 1975 or later FAA approved revisions.

(FAA AD 1976-10-10 refers)

- Compliance:**
1. Within the next 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS until requirement 2 of this AD is accomplished.
 2. By 29 December 2010 unless previously accomplished.

Effective Date: 29 October 2009**DCA/B200/11 Pneumatic Deicing System – Placard and Tube Replacement****Applicability:** Model B200 aircraft, S/N BB-1926, BB-1978 and BB-1988 through to BB-2000
Model B200GT aircraft, S/N BY-1 through to BY-26**Note 1:** This AD retains the requirements in superseded DCA/B200/2 and introduces Hawker Beechcraft MSB SB 30-3889 revision 1, dated October 2010 which requires additional actions.**Requirement:** To prevent the collapse of the tail deice boots pneumatic supply tubes possibly resulting in the tail deice boots failing to operate which could result in loss of aircraft control in icing conditions, accomplish the following:

1. Fabricate a placard (using at least 1/8-inch letters) with the following text and install the placard on the instrument panel within the pilot's clear view: "THIS AIRCRAFT IS PROHIBITED FROM FLIGHT IN KNOWN OR FORECAST ICING."

Note 2: Requirement 1 of this AD may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

2. Replace the tail deice boots pneumatic supply tubing from the rear spar at Fuselage Station (FS) 227.00 to the aft pressure bulkhead at FS 347.750 with Hytrel tubing part number P/N 131823VH10D-1210 and remove the placard on the instrument panel. Accomplish these actions per the instructions in Hawker Beechcraft MSB SB 30-3889 revision 1, dated October 2010.

If Hawker Beechcraft MSB no. SB 30-3889 issued March 2008 has already been accomplished, then a new piece of Hytrel tubing may be spliced on the existing Hytrel tubing in the aft evaporator bay area.

(FAA AD 2010-26-03 refers)

- Compliance:**
1. Before further flight in known or forecast icing conditions, or by 27 February 2011 whichever occurs sooner, unless previously accomplished.
 2. Before further flight in known or forecast icing conditions, or within the next 25 hours TIS, or by 24 May 2011 whichever occurs sooner.

Effective Date: 24 February 2011