
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickundersökning av kroppsprofiler

GÄLLER: Modellerna 200 och 300 angivna i bifogad kopia av FAA AD 93-25-07

ÅTGÄRD: Utför åtgärder angivna i Beech SB nr 2472 revision 1 daterad september 1993 eller senare utgåva.

TID FÖR ÅTGÄRD: Vid 3000 flygtimmar eller inom 100 flygtimmar vilket som först inträffar och därefter i intervaller angivet i FAA AD 93-25-07.

UNDERLAG: Beech SB nr 2472, revision 1 daterad september 1993, eller senare utgåva.

REFERENS: FAA AD 93-25-07.

UTGIVNINGSDATUM: 1994-03-24

LFS: 1994:8

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



AIRWORTHINESS DIRECTIVE

FLIGHT STANDARDS SERVICE
REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

93-25-07 BEECH AIRCRAFT CORPORATION: Amendment 39-8773; Docket No. 93-CE-38-AD.

Applicability: The model and serial number airplanes presented below, certificated in any category, that do not have all the fuselage stringers Nos. 5 through 11 modified on both the right and left hand sides in accordance with either (1) Beech Service Bulletin (SB) 2472, Revision 1, dated September 1993; (2) Chapter 51-10 or 53-10, as applicable, of the maintenance manual; or (3) the instructions to Priester Aviation Service Supplemental Type Certificate (STC) SA63CH:

Models

Serial Numbers

200, A200, B200,
and A100-1

BB-2 through BB-1462, BC-1 through
BC-75, and BD-1 through BD-30

200C, A200C, and
B200C

BL-1 through BL-138, BJ-1 through
BJ-66, BU-1 through BU-12, and BV-1
through BV-12

200CT, A200CT,
B200CT

BN-1 through BN-4, BP-1 through
BP-71, FC-1, FC-2, FC-3, FE-1
through FE-31, FG-1, FG-2, and
GR-1 through GR-19

200T and B200T

BT-1 through BT-38

300

FA-1 through FA-228

300 (FAA)

FF-1 through FF-19

B300

FL-1 through FL-103

B300C

FM-1 through FM-8 and FN-1

Compliance: Required upon the accumulation of 3,000 hours time-in-service (TIS) or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter as indicated.

To prevent structural damage to the fuselage caused by cracked stringers in the rear pressure bulkhead area, accomplish the following:

(a) Inspect fuselage stringers Numbers (Nos.) 5 through 11 on both the left and right hand sides for cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech SB No. 2472, Revision 1, dated September 1993.

(1) If no cracks are found, reinspect at intervals that correspond with the following:

**Stringers Modified in Accordance With
One of the Three Modifications Referenced
in the Applicability Section of this AD**

	Inspection Interval
No Stringers Modified	600 hours TIS on all stringers
Nos. 8, 9, and 10 (one side) with Internal Modification	1,200 hours TIS on unmodified stringers
Nos. 8, 9, and 10 (one side) with External Modification	600 hours TIS on unmodified stringers
Nos. 5 through 11	AD no longer applies

(2) If cracks are found, modify all cracked fuselage stringers at any time up to the time specified in the chart presented in paragraph (a)(3) of this AD. Accomplish this modification in accordance with the instructions in one of the three modifications specified in the Applicability section of this AD, and reinspect at intervals presented in the chart in paragraph (a)(1) of this AD.

(3) The following chart specifies the required compliance time where cracked stringers must be modified:

No. of Stringers Cracked on Any One Side of Fuselage	When Modification Must be Accomplished (Hours TIS)
1 to 3	150
4	30
5 or more	Prior to further flight

(b) The modifications specified in the Applicability section of this AD may be accomplished at any time as terminating action for the inspection requirement of this AD provided that all fuselage stringers Nos. 5 through 11 are modified.

(c) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and send it to the Manager, Wichita ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) The inspections and modification required by this AD shall be done in accordance with Beech Service Bulletin 2472, Revision 1, dated September 1993. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR Part 51. Copies may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment (39-8773) becomes effective on February 15, 1994.

FOR FURTHER INFORMATION CONTACT:

Mr. Don Campbell, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4128; facsimile (316) 946-4407.