



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

Compliance & Airworthiness Division
Wichita ACO Branch
1801 Airport Road, Room 100
Wichita, Kansas 67209

FEB 23 2018

Reply to Letter 7K0-18-00734
Event #: 19880001

Mr. Joel Heck
Regulatory Compliance Leader – Structural Integrity & Propellers
Textron Aviation
One Cessna Boulevard
Wichita, KS 67215

Subject: Global Alternative Method of Compliance (AMOC) Request for Airworthiness
Directive (AD) 91-12-10

Reference: Textron Aviation Letter 18-0216, dated January 17, 2018 from Joel Heck,
Regulatory Compliance Leader – Structural Integrity & Propellers

Dear Mr. Heck:

The Federal Aviation Administration (FAA) has received your proposal via the above referenced letter proposing an alternative method of compliance (AMOC) to Airworthiness Directive (AD) 91-12-10.

The Wichita Aircraft Certification office approves your AMOC proposal pertaining to the interim safe life limit of 15,000 hours TIS. At the time the AD was published, cyclic testing was not completed and both the AD and the Airworthiness Limitations Manual specified an “interim life limit”. With the completion of testing and analysis, the term interim became no longer applicable.

With regard to the compliance section of AD 91-12-10, the AD states:

To prevent in-service fatigue failures and to allow continued operation of the interim safe life limit of 15,000 hours TIS for the lower forward wing attach fittings, accomplish the following:

- (a) For Model 300LW airplanes, upon the accumulation of 8,300 hours TIS or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, modify the wing spar attachment by installing Beech Kit No. 101-4050.*
- (b) For Model 300 airplanes, upon the accumulation of 9,000 hours TIS or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, modify the wing spar attachment by installing Beech Kit No. 101-4050.*
- (c) For Models B200, B200C, and B200T airplanes, upon the accumulation of 9,500 hours TIS or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, modify the wing spar attachment by installing Beech Kit No. 101-4050.*

Note: Section 4-00-00 of the Beech 200 and 300 series maintenance manuals contains information related to this AD.

While AD 91-12-10 addresses only the wing lower forward attach fittings, section 4-00-00 of the maintenance manuals addresses the entire wing and associated structure. Life limits for the wing and associated structure are contained in the Airworthiness Limitations Section of the Maintenance Manual for each Beech model 200 and 300. At the time of AD release July 15, 1991, the following manuals were in effect:

Beechcraft Super King Air 200 Series Maintenance Manual, P/N 101-590010-19 Revision A32, October 12, 1990, Section 4-00-00, Airworthiness Limitations.

Beech Super King Air 300 and 300LW Maintenance Manual P/N 101-590097-9 Revision A17 April 6, 1990, Section 4-00-00, Airworthiness Limitations.

Upon completion of testing, Beechcraft removed the terminology "Interim", and defined inspection intervals and life limits for the various wing components. One significant change from publications issued pre and post 1995 is the removal of the term "interim safe life limit". Subsequent revisions no longer have "interim" life limits. Operators of airplanes affected by this AD are directed to utilize the following Airworthiness Limitations (or later FAA approved revision) as an alternative method of compliance (AMOC) to Airworthiness Directive (AD) 91-12-10.

Beechcraft Super King Air 200 Series Maintenance Manual, P/N 101-590010-19 Revision A40, December 21, 1995, Section 4-00-00, Airworthiness Limitations (or later FAA approved revision).

Beech Super King Air 300 and 300LW Maintenance Manual P/N 101-590097-9 Revision A23 November 11, 1995, Section 4-00-00, Airworthiness Limitations (or later FAA approved revision).

In accordance with FAA Order 8110.103B, dated September 14, 2016, the following conditions apply:

1. All provisions of AD 91-12-10 that are not specifically referenced above remain fully applicable and must be complied with accordingly.
2. This approval is applicable only to:
 - a. Beechcraft Model B200, B200C, and B200T airplanes (serial numbers (S/N) BB-1158, S/N BB-1167, S/N BB-1193 through BB-1203, S/N BB-1207 through BB-1312, BB-1314 through BB-1334, BL-124 through BL-132, and BT-33).
 - b. Beechcraft Models 300 and 300LW airplanes (S/N FA-2 through FA-190).

3. This approval is based on Section 4-00-00 Airworthiness Limitations of the Beech Super King Air 200 Series, 300 and 300LW Maintenance Manuals that establish the acceptable level of safety.
4. This approval is transferable with the aircraft to an operator who operates the aircraft under U.S. registry.

Foreign registered aircraft should make request directly to their specific civil aviation authority (CAA). This AMOC only applies to the FAA AD listed above. The FAA does not have the authority to approve this as an AMOC to any AD issued by another CAA. Approval of an AMOC to another CAA's AD must come from that CAA.

Before using this AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. It must be noted in the aircraft records that this AMOC was used to comply with the AD.

Should you have any questions, please contact this office or Brian Adamson at telephone number 316-946-4193, or brian.adamson@faa.gov.

Sincerely,



Linda Dicken
Compliance & Airworthiness Division
Wichita Aircraft Certification Office Branch

Cc: Robert Ramey, Textron Aviation, Manager – Continued Operational Safety
EASA: ads@easa.europa.eu
CASA: Darren.Morris@casa.gov.au
Transport Canada: Derek.Ferguson@tc.gc.ca