

Airworthiness Directive Schedule

Aeroplanes

Hawker Beechcraft Corporation C90A, C90GT and C90GTi

27 May 2010

- Notes**
1. This AD schedule is applicable to Hawker Beechcraft Corporation C90A, C90GT and C90GTi aircraft manufactured under FAA Type Certificate No. 3A20.
 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/B90/1 Oxygen System - Placard

Applicability: Model C90 S/N LJ-502 through LJ-667 and model E90 S/N LW-1 through LW-326 with Beech installed oxygen system and not modified per Beechcraft SI 0867-341 Rev.11 Part I

Requirement: To prevent seizure and binding of oxygen control cable due to freezing of contaminating moisture which will interfere with actuation of oxygen system, install in clear view of pilot, a placard which in letters at least 3/32 inch high, reads:-
"Flight above 25,000 feet prohibited unless the oxygen system is armed (on)".
(FAA AD 80-09-03 refers)

Compliance: Within next 50 hours TIS.

Effective Date: 15 August 1980

DCA/B90/2 Windows - Inspection

Applicability: Model C90 S/N LJ-1 through LJ-680 and model E90 S/N LW-1 through LW-178 with cast acrylic windows.

Requirement: Inspect windows per Beechcraft SI 0711-110 Rev. III. Any window found with a crack, fissure, stress craze or scratch which can not be polished away must be replaced with an appropriate stretched acrylic window before further flight, or cabin pressurisation system deactivated as detailed in SI 0711-110 Rev. III.
(FAA AD 81-12-01 refers)

Compliance: Within next 50 hours TIS and thereafter at intervals not exceeding 300 hours TIS or 12 months, whichever is the sooner. At intervals not exceeding 50 hours TIS if mild crazing as described in SI 0711-110 Rev. III found. Within 50 hours TIS following any stripping and repainting in window areas.

Effective Date: 10 July 1981

DCA/B90/3 Wing Attachment - Inspection

Applicability: Model C90 S/N LJ-1 through LJ-929, model E90 S/N LW-1 through LW-342 and 65-B80 S/N LD-151 through LD-511 not incorporating Beechcraft Kit No. 90-4077-1S.

Requirement: Inspect per FAA AD 81-23-01 and rectify as necessary before further flight.
(FAA AD 81-23-01 refers)

Compliance: Before further flight unless already accomplished.

Effective Date: 16 November 1981

DCA/B90/4B Elevator Tab System - Inspection and Modification

Applicability: Model C90, S/N LJ-114 through LJ-1110 and E90, S/N LW-1 through LW-347.

Requirement: Inspect and modify per Parts I through V (as applicable) of Beechcraft SB. 2028 Rev. III.
(FAA AD 87-04-24 refers)

Compliance: Parts I and II - within next 25 hours TIS, unless already accomplished.
Part III (including IV and V) - by 31 May 1987.

Effective Date: DCA/B90/4A - 13 February 1987
DCA/B90/4B - 24 April 1987

DCA/B90/5 Wing Attachment Joints - Inspection and Corrosion Protection

Applicability: Models 65-B80, S/N LD-270 and up; B90 and C90, S/N LJ-1 through LJ-993, LJ-995 through LJ-1007, LJ-1009 through LJ-1034, LJ-1037 and LJ-1039 through LJ-1044; and E90, S/N LW-1 through LW-347; not incorporating inconel bolts and nuts in wing attachment joints.

Requirement: Inspect and protect per FAA AD 85-22-05.
(FAA AD 85-22-05 refers)

Compliance:

1. Inspection, coating of bolts, nuts and adjacent parts - At 5 years total calendar time, or within next 60 days whichever is later and thereafter at intervals not exceeding 5 years.
2. Injection of corrosion preventative compound - Within next 150 hours TIS and thereafter at intervals not exceeding 12 months.

Effective Date: 13 December 1985

DCA/B90/6A Wing Main Spar - Inspection

Applicability: Models 65-90 and 65-A90, S/N LJ-1 through LJ-317; 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4; B90; C90; C90A; S/N LJ-1063 through LJ-1087 except LJ-1085; E90; 100; A100 and B100.

Aircraft which incorporate Beech mod. kit no. 90-4077-1S or 100-4007-1S are not affected.

Requirement: In order to detect and correct fatigue cracks prior to wing failure, accomplish the following:

1. Inspect wing lower forward spar attachment fittings, centre section and outboard wing spar caps adjacent to the attachment fittings, using visual, fluorescent penetrant and eddy current methods, as specified in the applicable sections of Beech Structural Inspection and Repair Manual (SIRM) P/N 98-39006, Rev.A4 dated 1 May 1987.
2. Inspect reinforcing straps installed per Supplemental Type Certificate (STC) SA1178CE or SA1583CE for proper tension and condition per Aviadesign Engineering Order E.O. B-8001 Issue 3 dated 30 May 1985. Defective installations must be rectified before further flight.

(FAA AD 89-25-10 refers)

Compliance:

1. At 3000 hours TTIS, or within next 200 hours TIS whichever is the later, unless already accomplished per FAA AD 87-23-09 or AD70-25-04, and thereafter at intervals not exceeding 1000 hours TIS.

2. At 3000 hours TTIS, or within next 200 hours TIS whichever is the later and thereafter at intervals not exceeding 3000 hours TIS.

Effective Date: DCA/B90/6 - 19 February 1988
DCA/B90/6A - 30 March 1990

- DCA/B90/7A** **cancelled DCA/B90/17 refers**
Effective Date: 27 January 2005
- DCA/B90/8** **Ailerons - Inspection**
Applicability: Model C90A S/N LJ-1132 through LJ-1167 and any other model 90 series which may have had a replacement aileron installed which contains 'Scotch Foam'.
Requirement: To prevent possible aileron flutter accomplish the following:-
Inspect each aileron using the tap procedure per Beech SB No.2256. If inspection shows the presence of foam, prior to further flight remove the foam as prescribed in SB No. 2256.
(FAA AD 89-22-14 refers)
Compliance: Within next 100 hours TIS.
Effective Date: 4 May 1990
- DCA/B90/9** **Fuselage Moisture Drain - Inspection**
Applicability: Models 65-90, 65-A90, B90, C90 and C90A S/N LJ-1 through LJ-1222, E90, F90 and H90.
Requirement: To prevent water accumulation in the fuselage which may freeze and restrict control movement inspect per Beechcraft SB 2312. If any obstruction of the drain system or undersized opening is found, rectify as prescribed before further flight.
(FAA AD 90-08-17 refers)
Compliance: Within next 100 hours TIS.
Effective Date: 20 July 1990
- DCA/B90/10** **Elevator Bell Crank Assembly - Inspection**
Applicability: Models 65-80, 65-A80, 65-A80-8800 and B80, S/N LD-1 through LD-511 and models 90, A90, B90, and C90, S/N LJ-1 through LJ-1239 and LJ-1241 through LJ-1246.
Requirement: To prevent possible loss of elevator control, accomplish the following:-
1. Inspect per Part I of Beechcraft SB 2231 and rectify any defects found as prescribed before further flight.
2. Inspect per Part II of SB 2231 and rectify any defects found as prescribed before further flight.
Compliance: 1. Within the next 50 hours TIS and thereafter at intervals not to exceed 12 months.
2. At 5 years total calendar time, or within next 50 hours TIS, whichever is the later and thereafter at intervals not to exceed 5 years.
Effective Date: 21 September 1990
- DCA/B90/11** **Cancelled - DCA/B90/34 refers**
Effective Date: 27 July 2006

DCA/B90/12 Engine Mount Bolts - Inspection and Replacement

Applicability: Models 65-90, 65-A90, B90, C90 and C90A S/N LJ-1 through LJ-1269, LJ-1271, LJ-1272 and LJ-1274 through LJ-1285.

Requirement: To prevent failure of engine truss-to-firewall bolts and possible engine separation, inspect bolts per Beech SB 2432. Before further flight replace any bolts manufactured by Dumont Aviation per SB 2432.

(FAA AD 92-15-01 refers)

Compliance: Within next 150 hours TIS.

Effective Date: 28 August 1992

DCA/B90/13 Severe Icing Conditions - Flight Manual Revision

Applicability: Models 65-B80, 65-B90, 90, and F90.

Requirement: To minimise the potential hazards associated with operating the aircraft in severe icing conditions (by providing more clearly defined procedures and limitations associated with such conditions), incorporate the following into the Aircraft Flight Manual (AFM):-

1. Limitations Section of the Aircraft Flight Manual

“WARNING

Severe icing may result from environmental conditions outside of those for which the aircraft is certificated. Flight in freezing rain, freezing drizzle, or mixed icing conditions (supercooled liquid water and ice crystals) may result in ice build-up on protected surfaces exceeding the capability of the ice protection system, or may result in ice forming aft of the protected surfaces. This ice may not be shed using the ice protection systems, and may seriously degrade the performance and controllability of the aircraft.

- During flight, severe icing conditions that exceed those for which the aircraft is certificated shall be determined by the following visual cues. If one or more of these visual cues exists, immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the icing conditions.
 - Unusually extensive ice accumulation on the airframe and windshield in areas not normally observed to collect ice.
 - Accumulation of ice on the upper surface of the wing aft of the protected area.
 - Accumulation of ice on the engine nacelles and propeller spinners farther aft than normally observed.
- Since the autopilot, when installed and operating, may mask tactile cues that indicate adverse changes in handling characteristics, use of the autopilot is prohibited when any of the visual cues specified above exist, or when unusual lateral trim requirements or autopilot trim warnings are encountered while the aircraft is in icing conditions.
- All wing icing inspection lights must be operative prior to flight into known or forecast icing conditions at night. This supersedes any relief provided by the Master Minimum Equipment List (MMEL).”

2. Normal Procedures Section of the Aircraft Flight Manual

“THE FOLLOWING WEATHER CONDITIONS MAY BE CONDUCIVE TO SEVERE IN-FLIGHT ICING:

- Visible rain at temperatures below 0 degrees Celsius ambient air temperature.
- Droplets that splash or splatter on impact at temperatures below 0 degrees Celsius ambient air temperature.

PROCEDURES FOR EXITING THE SEVERE ICING ENVIRONMENT:

These procedures are applicable to all flight phases from takeoff to landing. Monitor the ambient air temperature. While severe icing may form at temperatures as cold as -18 degrees Celsius, increased vigilance is warranted at temperatures around freezing with visible moisture present. If the visual cues specified in the Limitations Section of the AFM for identifying severe icing conditions are observed, accomplish the following:

- Immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the severe icing conditions in order to avoid extended exposure to flight conditions more severe than those for which the aircraft has been certificated.
- Avoid abrupt and excessive manoeuvring that may exacerbate control difficulties.
- Do not engage the autopilot.
- If the autopilot is engaged, hold the control wheel firmly and disengage the autopilot.
- If an unusual roll response or uncommanded roll control movement is observed, reduce the angle-of-attack.
- Do not extend flaps when holding in icing conditions. Operation with flaps extended can result in a reduced wing angle-of-attack, with the possibility of ice forming on the upper surface further aft on the wing than normal, possibly aft of the protected area.
- If the flaps are extended, do not retract them until the airframe is clear of ice.
- Report these weather conditions to Air Traffic Control.”

Note: This may be accomplished by inserting a copy of this AD in the AFM or by incorporating a manufacturer's flight manual revision that contains the wording per this AD.

3. Flight Crew Notification

Operators must ensure that flight crew are aware of the flight manual revision.

(FAA AD 98-04-24 refers)

Compliance: By 10 May 1998

Effective Date: 10 April 1998

DCA/B90/14 **Cancelled**

DCA/B90/15 **Elevator Skin Assemblies - Replacement**

Applicability: Model 65-B80, S/N LD-349 through LD-511.

Requirement: To detect and correct potential elevator skin separation, a reduction in static strength capability and possible aircraft flutter with consequent loss of control of the aircraft, accomplish the following:-

Check the maintenance records per Raytheon MSB 27-3396, to determine whether one of the affected elevator skin assemblies was installed after 31 December 1998.

If one of the elevator skin assemblies (particular P/Ns referenced in MSB 27-3396) is not installed, or was installed prior to 1 January 1999, then the replacement requirement of this AD does not apply.

Replace any elevator skin assembly (particular P/Ns referenced in MSB 27-3396) that Raytheon shipped anytime from 1 January 1999 through 31 December 1999. Accomplish this replacement per MSB 27-3396.

Installation Prohibition: Elevator skin assembly (particular P/Ns referenced in MSB 27-3396) that Raytheon shipped anytime from 1 January 1999 through 31 December 1999, may not be installed on any aircraft.

(FAA AD 2000-18-02 refers)

Compliance: By 28 October 2000

Effective Date: 28 September 2000

DCA/B90/16 Aft Pressure Bulkhead - Inspection

Applicability:	Model	Serial Number
	65-90, 65-A90, B90, C90, and C90A	LJ-1 through LJ-1287, LJ-1289 through LJ-1294, and LJ-1296 through LJ-1299.
	E90	LW-1 through LW-347.
	F90	LA-2 through LA-236.
	H90 (T-44A)	LL-1 through LL-61.

Requirement: To detect and correct damage to the aft pressure bulkhead of the fuselage which could lead to fatigue failure of the bulkhead. Inspect the forward side of the aft pressure bulkhead for scoring damage, per Raytheon Aircraft Mandatory SB 53-3513, Rev. 1. If scoring damage is found, repair as specified in the Raytheon Aircraft Mandatory SB 53-3513, Rev. 1, or obtain an approved repair plan from Raytheon Aircraft Company.

(FAA AD 2003-13-16 refers)

Compliance: Before 28 February 2004 unless already accomplished

Effective Date: 28 August 2003

DCA/B90/17 Nose Landing Gear Fork – Inspection & Replacement

Applicability: This AD affects the following aircraft models and serial numbers that do not incorporate Kit No. 1001-8030-1 S or Kit No. 114-8015-1 S (as applicable).

Model	Serial numbers
A65 and A65-8200	LC-240 through LC-335.
70	LB-1 through LB-35.
65-A80, 65-A80-8800, and 65-B80	LD-151 through LD-511.
65-88 LP-47.	LP-1 through LP-26, LP-28, and LP-30 through LP-47.
65-90, 65-A90, B90, C90, and C90A	LJ-1 through LJ-1190.
65-A90-1 RU-21H). LM-1 through LM-141.	(U-21A, JU-21A, U-21G, RU-21A, RU-21D, and RU-21H). LM-1 through LM-141.
65-A90-2 (RU-21B)	LS-1 through LS-3.
65-A90-3 (RU-21C)	LT-1 and LT-2.
65-A90-4	(RU-21E and RU-21H) LU-1 through LU-15.
E90	LW-1 through LW-347.
F90	LA-2 through LA-236.
H90	(T-44A) LL-1 through LL-61.

Requirement: To detect and correct cracks in the nose landing gear (NLG) fork, accomplish the following Inspection and/or replacement. Cracks in the NLG fork could result in reduced structural integrity and failure of the NLG fork to carry design ultimate load. This failure could result in loss of control of the aircraft during take off, landing, and taxi operations.

Note: This AD Supersedes DCA/B90/7A. Inspection requirements are similar but terminating action by replacement is now included.

1. Inspect, using fluorescent liquid penetrant or magnetic particle method, the NLG fork assembly for any signs of cracks. Follow the instructions in Part II of Raytheon Aircraft Company Mandatory Service Bulletin SB 32-2102, Revision 7.
2. If cracks are found during the inspection required in paragraph 1 of this AD, incorporate Kit No. 101-8030-1 S or Kit No. 114-8015-1 S (as applicable). Follow the instructions in Part II of Raytheon Aircraft Company Mandatory Service Bulletin SB 32-2102, Revision 7.
3. If no cracks are found during the inspection required in paragraph 1. of this AD, repetitively inspect until applicable Kit No. 101-8030-1 S or Kit No. 114-8015-1 S is incorporated.
4. Incorporating applicable Kit No. 101-8030-1 S or Kit No. 114-8015-1 S is the terminating action for the repetitive inspection requirements specified in paragraph 3. of this AD. The applicable kit can be incorporated at any time, and when incorporated, no further action is required. Follow Raytheon Aircraft Company Mandatory Service Bulletin SB 32-2102, Revision 7.

(FAA AD 2004-23-02 refers)

- Compliance:**
1. For aircraft previously affected by DCA/B90/7A: Initially inspect within 200 hours TIS after the last inspection required by DCA/B90/7A. If not previously inspected per DCA/B90/7A or FAA AD 87-22-01 R1: Initially inspect within the next 200 hours TIS.
 2. Before further flight following the discovery of cracks.
 3. Repetitively inspect at intervals not to exceed 200 hours TIS after the initial inspection required in paragraph 1. of this AD.
 4. At owners discretion.

Effective Date: 27 January 2005

DCA/B90/18 Fuel Hoses – Inspection and Replacement.

Applicability: Model 65-90, S/N LJ-1 through LJ-75, and LJ-77 through LJ-113.
 Model 65-A90, S/N LJ-76, LJ-114 through LJ-317, and LJ-178A.
 Model B90, S/N LJ-318 through LJ-501.
 Model C90, S/N LJ-502 through LJ-1062.
 Model C90A, S/N LJ-1063 through LJ-1445.
 Model E90, S/N LW-1 through LW-347.
 Model F90, S/N LA-2 through LA-236 and model H90, S/N LL-1 through LL-61.

- Requirement:** To detect and prevent fuel flow interruption due to fuel hose blockage, due to hose delamination, which could lead to the uncontrolled loss of engine power and loss of control of the aircraft, accomplish the following:
1. For aircraft manufactured prior to 1 January 1994, check aircraft maintenance records for any MIL-H-6000B fuel hose replacement from 1 January 1994, up to and including the effective date of this AD. If the aircraft records show that a MIL-H-6000B fuel hose has been replaced, inspect the aircraft fuel hoses for a 3/8-inch-wide red or orange-red, length-wise stripe, with manufacturer's code, 94519, printed periodically along the line in red letters on one side. The hoses have a spiral or diagonal outer wrap with a fabric-type texture on the rubber surface. Replace any fuel hose that matches the description, with a Raytheon Aircraft approved MIL-H-6000B fuel hose that has a criss-cross or braided external wrap as per Raytheon Aircraft MSB 2718, Revision 1 or 2.
 2. For Raytheon Models C90A aircraft that were manufactured on 1 January 1994, and after, replace the MIL-H-6000B fuel hoses as per Raytheon Aircraft MSB 2718, Revision 1 or 2.

Note: Do not install a rubber fuel hose having spiral or diagonal external wrap with a 3/8-inch-wide red or orange-red, length-wise stripe running down the side of the hose, with the manufacturer's code, 94519, printed periodically along the line in red letters on any of the affected aircraft.

(FAA AD 2005-01-04 refers)

Compliance: 1 & 2. Within the next 200 hours TIS.

Effective Date: 31 March 2005

DCA/B90/19 Leading Edge Fuel Cell Nipples – Inspection and Replacement

Applicability: Models B90, C90, and C90A aircraft, S/Ns LJ-489 through LJ-1318.

Requirement: To prevent failure of the leading edge fuel cell nipples caused by cracking and fuel leaks, which if not detected and corrected, could result in an aircraft fire, accomplish the following:

1. Inspect the inboard nipple on the leading edge fuel cell for cracks or fuel leaks, per Part I of the Accomplishment Instructions section in Beech Service Bulletin (SB) No. 2475.

If cracks or fuel leaks are found, repair the fuel cells per the procedures specified in the applicable maintenance manual, before further flight.

2. Replace the fuel interconnect tube assembly, per Part II of the Accomplishment Instructions section in SB 2475.

(FAA AD 93-17-01 refers)

Compliance: 1. & 2. Within the next 150 hours TIS, unless already accomplished.

Effective Date: 22 December 2005

DCA/B90/20 Elevator Electric Trim Tab or Autopilot System - Modification

Applicability: Model C90A aircraft, S/Ns LJ-1 through LJ-1410, fitted with a Beech electric trim system or a Collins autopilot system, and a pin-type cable guard actuator assembly P/N 33-524023-51 on the elevator electric trim tab actuator assembly.

Requirement: To prevent possible failure of the Beech electric trim system or the Collins autopilot system, which could cause loss of aircraft maneuverability, modify all elevator electric trim tab actuator assemblies P/N 33- 524023-51. Modify to the P/N 33-524023-77 or P/N 33-524023-79 level, per the Accomplishment Instructions section of Beechcraft Mandatory Service Bulletin SB No. 2631.

Note 1: Before fitting the optional Beech elevator electric trim tab system or a Collins autopilot system, the requirement of this AD is to be accomplished.

(FAA AD 96-11-12 refers)

Note 2: Steps 1 through to 4 of the Accomplishment Instructions section of SB 2631, provides procedures for determining which assembly is installed.

Compliance: Within the next 150 hours TIS, unless already accomplished.

Effective Date: 22 December 2005

DCA/B90/21 Pilot and Co-pilot Seat Locking Pins – Inspection and Modification

Applicability: Model 65-90, 65-A90, B90, C90 and C90A aircraft, S/Ns LJ-1 through LJ-1307.
 Model 65-A90-1 (U-21A) aircraft, S/Ns LM-1 through LM-63, LM-67 through LM-69, LM-71 through LM-99 and LM-112 through LM-114.
 Model 65-A90-1 (JU-21A) aircraft, S/Ns LM-64, LM-66 and LM-70
 Model 65-A90-1 (RU-21D) aircraft, S/Ns LM-100, LM-102 through LM-106 and LM-116 through LM-124.
 Model 65-A90-1 (RU-21H) aircraft, S/Ns LM-101, LM-107, LM-115, LM-125, LM-127, LM-128, LM-129, LM-132, LM-133, LM-136, LM-137 and LM-138.
 Model 65-A90-1 (RU-21A) aircraft, S/Ns LM-108 through LM-111.
 Model 65-A90-1 (U-21G) aircraft, S/Ns LM-126, LM-130, LM-131, LM-134, LM-135 and LM-139 through LM-141.
 Model 65-A90-2 (RU-21B) aircraft, S/Ns LS-1, LS-2 and LS-3.
 Model 65-A90-3 (RU-21C) aircraft, S/Ns LT-1 and LT-2.
 Model 65-A90-4 (RU-21E) aircraft, S/Ns LU-1, LU-3, LU-4, LU-7, LU-8 and LU-14.
 Model 65-A90-4 (RU-21H) aircraft, S/Ns LU-2, LU-5, LU-6, LU-9, LU-10 through LU-13, and LU-15.
 Model E90 aircraft, S/Ns LW-1 through LW-347.
 Model H90 (T-44A) aircraft, S/Ns LL-1 through LL-61.
 Model F90 aircraft, S/Ns LA-2 through LA-236.

Requirement: To prevent inadvertent movement of the pilot or copilot seat, which could result in loss of control of the aircraft, inspect the pilot and copilot seats to assure that the locking pins engage fully in the seat tracks, per the Accomplishment Instructions section of Beech Service Bulletin (SB) No. 2444, revision 2, dated May 1995.

If the locking pins fail to fully engage or are misaligned, modify the seats per the maintenance manual as specified in Beech SB 2444, prior to further flight.

Note 1: The inspection and possible modification required by this AD are still mandatory even if the actions were previously accomplished per Beech SB No. 2444, dated April 1992 or Beech SB No. 2444, revision 1, dated September 1992.

(FAA AD 97-06-06 refers)

Compliance: Within the next 150 hours TIS, unless already accomplished.

Effective Date: 22 December 2005

DCA/B90/22 Pneumatic Tubing - Inspection and Replacement

Applicability: Model C90 and C90A aircraft, S/Ns LJ-683 through LJ-1463.
 Model E90 aircraft, S/Ns LW-177 through LW-347.
 Model F90 aircraft, S/Ns LA-1 through LA-236.
 Model H90 aircraft, S/Ns LL-1 through LL-61.

Requirement: To prevent loss of vacuum to depressurize the aircraft cabin and the aircraft de-ice indicator system, inspect the grey, blue, or clear pneumatic pressurization control system tubes and the de-ice indicator pneumatic tubing located forward of the copilot's right outboard rudder pedal for collapse, deformation and proper routing. Inspect per the Accomplishment Instructions section and Figure 1 of the Raytheon Aircraft Company (Raytheon) Mandatory Service Bulletin (SB) No. 2676.

If any of this tubing is deformed or collapsed, replace the damaged section of tube with new nylon tubing, prior to further flight, per SB 2676. Use aluminum tubing and

hose clamps to secure and re-route the tubing at least 8 inches away from the discharge opening of the co-pilot's foot warmer outlet, per the Accomplishment Instructions section and Figure 2 of SB 2676.

If there is no evidence of damage to the tubing, re-route and secure the tubing as specified in the Accomplishment Instructions section and Figure 2 of SB 2676.

(FAA AD 97-23-17 refers)

Compliance: Within the next 200 hours TIS, unless already accomplished.

Effective Date: 22 December 2005

DCA/B90/23 Pressurisation System Outflow/Safety Valves – Replacement

Applicability: Model 65-90, A90, B90, C90, and C90A aircraft, S/Ns LJ-1 through LJ-1302, and Model E90 aircraft, S/Ns LW-1 through LW-347, and Model F90 aircraft, S/Ns LA-2 through LA-236, and Model H90 (T44A) aircraft, S/Ns LL-1 through LL-61, and

Fitted with AlliedSignal Aerospace outflow safety valves as referenced in either AlliedSignal Aerospace Service Bulletin 103570-21-4012 revision 1, dated 30 May 1995; SB 103648-21-4022 revision 1, dated 30 May 1995; or SB 103598-21-4024 revision 1, dated 30 May 1995. (Beechcraft Service Bulletin 2484 revision 1, dated October 1995, references the AlliedSignal SBs).

Requirement: To prevent outflow/safety valve cracking and consequent failure, which could result in rapid decompression of the aircraft, replace outflow/safety valves which do not have a valve MOD RECORD identification plate stamped "PCA" (Poppet Change Accomplished).

Also replace outflow/safety valves which do not have an ATD Quality Assurance "Functional Test (FT)" ink stamp that is dated June 1992, or later.

Note: Do not fit the following outflow/safety valves to any Beech 90 series aircraft, per FAA AD 97-25-01 and SB 103570-21-4012, SB 103648-21-4022 or SB 103598-21-4024:

Model 103598-2 outflow/safety valves, S/Ns 16-808, 39-2434, 45-747, 87-1600 and 116-1238.

Model 103648-1 outflow/safety valves, S/Ns 11-4913 through 11-4916, 12-3832, 20-3006, 22-4950, 12-3912, 30-3076, 39-2412, 41-4918, 41-4919, 61-3300, 101-4920, 101-4922 through 101-4924, 101-4926 through 101-4931, 101-4933, 101-4935, 101-4936, 101-4938, 101-4940, 101-4941, 121-3683, 121-4942, 129-2904 and 129-2920.

Model 103648-5 outflow/safety valves, S/Ns 10-325, 12-760, 12-799, 20-236, 21-1734, 21-1741 through 21-1744, 21-1746, 40-365, 21-1762, 41-1763, 60-243, 61-605, 77-1590, 90-461, 100-1712 through 100-1718, 100-1720 through 100-1726, 100-1728 through 100-1731, 105-149, 105-285, 109-1613, 109-1620, 116-1488, 121-1764, 126-1502 and 126-1511.

Model 103648-6 outflow/safety valves, S/Ns 101-1830, 101-1831 and 110-1822.

(FAA AD 97-25-01 refers)

Compliance: By 22 April 2006, unless already accomplished.

Effective Date: 22 December 2005

- DCA/B90/24 Power Lever Limitations – AFM Amendment**
- Applicability:** Model 65-90, 65-A90, 65-A90-1, 65-A90-3, 65-A90-4, B90, C90, C90(SE), C90A, C90B, E90, F90 and H90 aircraft, all S/Ns.
- Requirement:** To prevent nose down pitch and a descent rate leading to aircraft damage and injury to personnel caused by the power levers being positioned below the flight idle stop, amend the Limitations Section of the AFM by inserting the following text:
- ‘Do not lift the power levers in flight. Lifting the power levers in flight or moving the power levers in flight below the flight idle position could result in nose down pitch and a descent rate leading to aircraft damage and injury to personnel.’
- Note 1:** The requirement of this AD action may be accomplished by incorporating a copy of this AD into the Limitations Section of the AFM.
- Note 2:** The amendment of the AFM may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers).
- (FAA AD 97-25-03 refers)
- Compliance:** By 22 January 2006, unless already accomplished.
- Effective Date:** 22 December 2005
- DCA/B90/25 Landing Gear Hand Pump Filter - Installation**
- Applicability:** Model C90A aircraft, S/Ns LJ-1063 through LJ-1482.
- Requirement:** To prevent the inability to extend the landing gear with the hand pump due to debris entering the pump, install a filter element in the landing gear hand pump suction line, per the Accomplishment Instructions section of Raytheon Mandatory Service Bulletin SB 32-3073 revision 1.
- (FAA AD 99-09-10 refers)
- Note:** This AD does not require the 800 hour TIS repetitive inspections specified in SB 32-3073.
- Compliance:** Within the next 200 hours TIS, unless already accomplished.
- Effective Date:** 22 December 2005
- DCA/B90/26 Flight Control Mechanism - Inspection**
- Applicability:** Model C90A aircraft, S/Ns LJ-1459 through LJ-1504, LJ-1506 through LJ-1523, and LJ-1525 through LJ-1530.
- Requirement:** To prevent components or wiring from interfering with the flight control mechanism caused by inadequate clearance, which could result in reduced or loss of aileron and/or elevator control, inspect for interference or inadequate clearance between the flight control mechanism, and any component located forward of the instrument panel.
- Perform this action per the Accomplishment Instructions in Raytheon Mandatory Service Bulletin SB 27-3232.
- If interference or inadequate clearance is found during the inspection, secure all components clear of the flight control mechanism, per SB 27-3232, prior to further flight.
- (FAA AD 99-09-15 refers)
- Note:** If the requirements of this AD have been accomplished per Raytheon Safety Communiqué No. 149, dated August 1998 or Raytheon Safety Communiqué No. 149, Rev. 1, dated November 1998, then no further action is required.
- Compliance:** Within the next 25 hours TIS, unless already accomplished.

Effective Date: 22 December 2005

DCA/B90/27 Elevator Control Cable – Inspection and Rework

Applicability: Model 65-90, 65-A90, 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4, B90, C90, C90A, E90, H90 and F90 aircraft, all S/Ns.

Requirement: To detect and correct interference between the elevator control cables and equipment under the cockpit floor panels, remove the pilot's seat and floor panels on the pilot's side of the aircraft.

Inspect the entire area under the cockpit floor panels for interference or damage between the elevator control cables and equipment (wire harnesses, stainless steel clamps, etc.)

Run a cloth wrap around the elevator control cables to detect broken strands, per the Raytheon Beech 90 Series Maintenance Manual, Sections 5-20-00, 5-20-01 (if applicable), and 20-04-00.

Inspect the control cables for chafing damage, nicks, cuts and broken strands, per the criteria in the Raytheon Beech 90 Series Maintenance Manual, Section 20-04-00, to determine if the cables should be replaced.

Repair or replace all items found to be damaged, prior to further flight.

Secure components that are interfering with the elevator control cables. Install additional supports and clamps as required, to prevent sagging or further interference between the elevator control cables and equipment.

Upon completion of any rework or replacement of the elevator control cables, re-inspect to assure that there is no interference, per the requirements specified in this AD.

Re-install the floor panels and pilot's seat.

(FAA AD 99-10-07 refers)

Note: Raytheon Beech Safety Communique No. 143, dated October 1997, is not considered an alternative method of compliance to this AD.

Compliance: Within 600 TTIS or within the next 10 hours TIS, whichever occurs later, unless already accomplished.

Effective Date: 22 December 2005

DCA/B90/28 Landing Gear Emergency Hand Pump - Replacement

Applicability: Model C90A aircraft, S/Ns LJ-1526 through LJ-1550, fitted with landing gear emergency hand pumps P/N 101-388007-3, S/Ns 2702 through 2833.

Requirement: To detect improperly machined landing gear emergency hand pumps, which could result in the inability to lower and lock the landing gear in the event of failure of the primary retraction/extension system, replace landing gear emergency hand pumps with a pump P/N 101-388007-3 which is not within the 2702 through 2833 serial number range.

(FAA AD 99-18-15 refers)

Note : Do not fit a P/N 101-388007-3 landing gear emergency hand pump which has a S/N within the range of 2702 through 2833 to any Beech C90A series aircraft.

Compliance: Within the next 25 hours TIS, unless already accomplished.

Effective Date: 22 December 2005

DCA/B90/29 Blower Motor Circuit – Rework

- Applicability:** Model C90A aircraft, S/Ns LJ-1278, LJ-1288, LJ-1293, LJ-1299, LJ-1314 and LJ-1315 fitted with a EFIS-84 System and factory installed KLN-88 LORAN.
Model C90A aircraft, S/Ns LJ-1306, LJ-1316, LJ-1318 and LJ-1320 through LJ-1334 and LJ-1340 through LJ-1592 fitted with a Collins EFIS-84 System.
- Requirement:** To protect the blower motor circuit and reduce the possibility of emission of smoke or a burning odor into the cockpit or passenger compartment, as a result of a failed or seized blower motor, install a in-line fuse holder P/N HHJ-A and a 1-ampere slow-blow fuse P/N MDL1.

The installation of the in-line fuse holder and fuse is to be accomplished per Raytheon Mandatory Service Bulletin SB 34-3269 revision 1, dated October 2000.
(FAA AD 2001-11-03 refers)
- Note:** Installation of the in-line fuse holder and fuse, per Raytheon Mandatory Service Bulletin SB 34-3269, dated January 2000, is considered an alternative means of compliance to this AD.
- Compliance:** Within the next 600 hours TIS, or by 22 June 2006, whichever occurs sooner.
- Effective Date:** 22 December 2005

DCA/B90/30 MLG Torque Knees – Inspection and Replacement

- Applicability:** Model 65-90, 65-A90, B90, C90 and C90A aircraft, S/Ns LJ-1 through LJ-1559.
Model 65-A90-1 aircraft, S/Ns LM-1 through LM-141.
Model 65-A90-4 aircraft, S/Ns LU-1 through LU-16.
Model E90 aircraft, S/Ns LW-1 through LW-347.
Model H-90 aircraft, S/Ns LL-1 through LL-61.
- Requirement:** To detect cracked MLG torque knees, which could result in failure of the MLG and consequent loss of control of the aircraft, inspect the MLG upper torque knees and lower torque knees for fatigue cracks.

Inspect the MLG torque knees per the Accomplishment Instructions in Raytheon Aircraft Mandatory Service Bulletin SB 32-3134 revision 1, dated July 1999 and the applicable aircraft maintenance manual.

If fatigue cracks are found, replace the MLG torque knees, prior to further flight, per the Accomplishment Instructions in Raytheon Aircraft Recommended Service Bulletin SB 32-3116 dated October 1999 and the applicable aircraft maintenance manual.
- Note:** The replacement of both the left and right MLG upper and lower torque knees with new upper torque knees P/N 50-810032-12 and new lower torque knees P/N 50-810295-25, is a terminating action to the repetitive inspection requirements of this AD.

(FAA AD 2002-01-10 refers)
- Compliance:** Within the next 100 hours TIS, and thereafter at intervals not to exceed 1000 hours TIS.
- Effective Date:** 22 December 2005

DCA/B90/31 Nacelle and Spar Assy Rivets – Inspection and Replacement

Applicability: Model C90A aircraft, S/Ns LJ-1157 through LJ-1276, LJ-1278 through LJ-1537 and LJ-1540.

Requirement: To prevent reduced structural integrity, which could result in structural failure and possible loss of control of the aircraft

1. Insert Raytheon Temporary Changes TC3 (Log of Temporary Changes) into the Limitations Section of the Pilot's Operating Handbook (POH).

Note 1: Requirement 1 of this AD may be accomplished by the pilot in accordance with CAR Part 43, Appendix A.

Note 2: The operating limitations remain in force until requirement 2 of this AD has been accomplished.

2. Inspect the left-hand (LH) and right-hand (RH) nacelle and spar assembly for missing rivets, and rivets that are the wrong size and/or type, per the Accomplishment Instructions section of Raytheon Mandatory Service Bulletin SB 54-3308 dated October 2000, and the applicable maintenance manual.

Replace rivets that are the wrong size and/or type and fit missing rivets, prior to further flight, per SB 54-3308.

(FAA AD 2002-09-12 refers)

Note 3: Although not a requirement of this AD, Raytheon Mandatory Service Bulletin SB 54-3308 dated October 2000, recommends inspecting the aircraft per the Hard Landing Inspection procedure (Chapter 5-50-00) in the Beech King Air 90 Maintenance Manual, if the aircraft should experience a hard landing prior to the repair required by this AD. If serious structural damage occurred, contact the manufacturer for assistance.

Compliance:

1. Within the next 10 hours TIS, unless already accomplished
2. Within the next 400 hours TIS, or by 22 December 2006, whichever occurs sooner, unless already accomplished.

Effective Date: 22 December 2005

DCA/B90/32 Airstair Door and Emergency Exits – Modification

Applicability: Model 65-90, 65-A90, B90, C90 and C90A aircraft, S/Ns LJ-1 through LJ-1530.

Model 65-A90-1 (U-21A) aircraft, S/Ns LM-1 through LM-125.

Model 65-A90-1 (U-21G) aircraft, S/Ns LM-126 through LM-141.

Model 65-A90-2 (RU-21B) aircraft, S/Ns LS-1 through LS-3.

Model 65-A90-3 (RU-21C) aircraft, S/Ns LT-1 and LT-2.

Model 65-A90-4 (RU-21E) aircraft, S/Ns LU-1 through LU-16.

Model E90 aircraft, S/Ns LW-1 through LW-347.

Model F90 aircraft, S/Ns LA-2 through LA-236.

Model H90 (T-44A) aircraft, S/Ns LL-1 through LL-61.

Requirement: To assure that clear and complete operating instructions are visible for opening the airstair door and emergency exits, modify the exterior door by embodying the modification kit per the Accomplishment Instructions section in Raytheon Mandatory Service Bulletin SB 52-3096, revision 1, dated June 2002.

(FAA AD 2003-02-03 refers)

Compliance: Within the next 200 hours TIS or by 22 December 2006, whichever occurs sooner.

Effective Date: 22 December 2005

DCA/B90/33 Cross Shaft Attach Bolt – Inspection and Modification

Applicability: Model 65-A90, B90, C90 and C90A aircraft, S/Ns LJ-76 and LJ-114 through LJ-1691.
 Model E90 aircraft, S/Ns LW-1 through LW-347.
 Model F90 aircraft, S/Ns LA-2 through LA-236.
 Model 99, 99A, A99A, B99 and C99 aircraft, S/Ns U-1 through U-239.

Requirement: To detect and correct loose bolts not securing the pedestal cross shaft, 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 torque, per Part 1 of the Accomplishment Instructions in Raytheon Aircraft Company Mandatory Service Bulletin No. SB 73-3634, dated September 2003 and the applicable aircraft maintenance.

Correct improper installation and re-torque bolts, per Part 1 of the Accomplishment Instructions in SB 73-3634 and the applicable aircraft maintenance manual, prior to further flight.

2. Modify the pedestal and replace the engine controls cross shaft hardware, per Part 2 of the Accomplishment Instructions in SB 73-3634 and the applicable aircraft maintenance manual.

(FAA AD 2004-17-02 refers)

Note: Modification of the pedestal and replacement of the engine controls cross shaft hardware, per requirement 2 of this AD, is a terminating action to the repetitive inspections per requirement one of this AD.

Compliance: 1. Initially inspect within the next 50 hours TIS, unless already done within the last 50 hours TIS, and thereafter at intervals not to exceed 100 hours TIS.
 2. Before 22 December 2006.

Effective Date: 22 December 2005

DCA/B90/34 Rudder Trim Tab Moisture Drain - Inspection

Applicability: Model 65-90, 65-A90, B90 and C90 aircraft, S/Ns LJ-1 through LJ-1280.
 Model C90A aircraft, S/Ns LJ-1 through LJ-1732.
 Model E90 aircraft, S/Ns LW-1 through LW-347.
 Model 65-A90-1 (U-21A, JU-21A, RU-21D, RU-21H, RU-21A, U-21G) aircraft, S/Ns LM-1 through LM-141.
 Model 65-A90-2 (RU-21B) aircraft, S/Ns LS-1, LS-2, and LS-3.
 Model 65-A90-3 (RU-21C) aircraft, S/Ns LT-1 and LT-2.
 Model 65-A90-4 (RU-21EA, U-21H, RU-21H) aircraft, S/Ns LU-1 through LU-16.
 Model H90 (T-44A) aircraft, S/Ns LL-1 through LL-61.

Requirement: To prevent water accumulation in the rudder trim tab, which could result in an out of balance condition and possibly a lower flutter speed of the aircraft and loss of control of the aircraft, accomplish the following:

1. For all aircraft other than model C90A aircraft, S/Ns LJ-1281 through LJ-1732 inspect the rudder trim tab per Beech Service Bulletin No. 2365 revision 1. Modify per SB 2365 revision 1 if required, before further flight.

2. For model C90A aircraft, S/Ns LJ-1281 through LJ-1732 inspect the rudder trim tab per Raytheon Aircraft Company Service Bulletin No. 55-2365 revision 2. Modify per SB 55-2365 revision 2 if required, before further flight.

(FAA AD 2006-13-10 refers)

Compliance: 1. & 2. Within the next 150 hours TIS, unless already accomplished.

Effective Date: 27 July 2006

DCA/B90/35 MLG Actuator Nut Assembly – Inspection and Replacement

Applicability: Model F90 aircraft, S/Ns LA–2 through LA–225 with Beech Kit No. 90–8011 not embodied.

Requirement: To prevent failure of the actuator nut assembly for the right MLG actuator, which could prevent extension or retraction of the MLG, inspect the aircraft and the maintenance records to determine whether the right MLG actuator nut assembly P/Ns GMD115-810029-17 or GMD115-810029-23 have been replaced, per General Machine Diecron, Inc. Service Bulletin GM-D32-30-01/102505, dated 21 November, 2005.

If the right MLG actuator nut assembly P/Ns GMD115-810029-17 or GMD115-810029-23 have not been replaced, replace the specific assembly with a new actuator nut assembly P/N GMD115–810029–23B or with a manufacturer approved equivalent P/N, per SB GM-D32-30-01/102505, before further flight.

(FAA AD 2006-12-25 refers)

Note: Do not install actuator nut assemblies P/Ns GMD115–810029–17 or GMD115–810029–23 to the right MLG actuator of any aircraft.

Compliance: Within the next 50 hours TIS or by 27 August 2006, whichever occurs sooner, unless already accomplished.

Effective Date: 27 July 2006

* **DCA/B90/36 Cancelled - DCA/B90/37 refers**

Effective Date: 28 June 2007

* **DCA/B90/37 Flight Control System Rigging – Inspection and Rework**

Applicability: Model C90A aircraft, S/Ns LJ-1697 through LJ-1726, LJ-1728, LJ-1729, LJ-1731 through to LJ-1739 and LJ-1741 through to LJ-1743.

Note: This AD supersedes DCA/B90/36. AD applicability revised to include S/Ns LJ-1741 through to LJ-1743.

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: 28 June 2007