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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the 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.

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### Beechcraft 55, 58 and 95-55 (Baron) Series Aeroplanes

**AD/BEECH 55/96**

**Structural Life Limit for Airframe**

**13/2007**

**Applicability:** Model 58P and 58TC aircraft, with the following serial numbers: TJ-177, TJ-178, TJ-180, TJ-211, TJ-213, TJ-247, TJ-284, TJ-285, TJ-289, TJ-290, TJ-314, TJ-322, TJ-367, TJ-368, TJ-370, TJ-371, TJ-425, TJ-426, TJ-433, TJ-442 and TK-33, that are certified in any category. These aircraft were used as lead aircraft by the United States Forest Service for fire fighting missions.

**Requirement:**

1. Insert Raytheon Model 58P/58PA and Model 58TC/58TCA POH/AFM Supplement, part number 102-590000-67, issued January 2005, into the limitations section of the pilots operating handbook/AFM (P/N 102-590000-41 or 106-590000-5). The POH/AFM Supplement limits the structural fatigue life of the airframe (wing, fuselage, empennage and associated structure) to 4,500 hours TIS.
2. Do not operate any Model 58P and 58TC aircraft (with any serial number as listed in the applicability of this AD).

*Note: FAA AD 2007-21-02, Amendment 39-15220 refers.*

**Compliance:**

1. Before further flight after 20 December 2007, unless already accomplished.
2. As of the effective date of this AD, upon accumulation of 4,500 hours TIS on the airframe (wing, fuselage, empennage and associated structure) or before further flight, whichever occurs later.

This Airworthiness Directive becomes effective on 20 December 2007.

**Background:** This AD is a result of the FAA's analysis and determination that the operational history and usage of the affected aircraft requires a reduction in the structural life limit to 4,500 hours TIS. The actions specified in this AD are intended to prevent structural failure of the airframe.



David Villiers  
Delegate of the Civil Aviation Safety Authority

9 November 2007