



Australian Government

Civil Aviation Safety Authority

Instrument number CASA 09/24

I, STEVEN JAMES CAMPBELL, Executive Manager, National Operations & Standards, a delegate of CASA, make this instrument under paragraph 39.004(3)(a) of the *Civil Aviation Safety Regulations 1998*.

[Signed S.Campbell]

Steven Campbell

Executive Manager, National Operations & Standards

4 March 2024

CASA 09/24 — Alternate Means of Compliance with Airworthiness Directive AD/BEECH 35/67 Amdt 4 Approval 2024

1 Name

This instrument is *CASA 09/24 — Alternate Means of Compliance with Airworthiness Directive AD/BEECH 35/67 Amdt 4 Approval 2024*.

2 Duration

This instrument:

- (a) commences on the day after it is registered; and
- (b) is repealed on the earlier of the following:
 - (i) the end of 28 February 2025;
 - (ii) the day AD/BEECH 35/67 Amdt 4, as in force at the commencement of this instrument (the *AD*), is repealed or revoked.

3 Alternate means of compliance for private operations aircraft

- (1) The following means of compliance with the AD other than that set out in the AD is approved for a relevant aircraft:
 - (a) for an inspection due on or before 12 March 2024 under Requirement 2 in the AD, completion of the inspection by not later than 12 April 2024;
 - (b) instead of the magnetic particle inspection required under Requirement 2 of the AD, removal of the wing bolts and performance of a detailed visual inspection of each wing bolt using a 10-power or stronger magnifying glass for corrosion, cracks, and mechanical damage and replacement of any wing bolt that is corroded, cracked or has mechanical damage;

Note 1 A magnetic particle inspection is required under both the Beechcraft Shop Manual and Beechcraft Maintenance Manual, as described in the AD, that are adopted by reference by Requirement 2 of the AD.

Note 2 The cadmium plating of a wing bolt may display areas that appear rubbed, discoloured, or polished. These areas are usually the result of prevailing installation procedures and are of no significance. A wing bolt should not be rejected because of cadmium plating deterioration.

- (c) the increase of the compliance time for Requirement 3 in the AD from 15 years to 20 years after the first installation of a new zero-time wing bolt.

Note All other requirements and compliance times stated in the AD remain unchanged.

- (2) In this section:

relevant aircraft means an aircraft to which the AD applies that is operated only in private operations.

Note ***private operation*** is defined in Part 1 of the CASR Dictionary.
