Instrument number CASA 11/24

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 11/24 — Alternate Means of Compliance with Airworthiness Directive AD/BEECH 95/26 Amdt 4 Approval 2024

1 Name

 This instrument is *CASA 11/24 — Alternate Means of Compliance with Airworthiness Directive AD/BEECH 95/26 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(b) is repealed on the earlier of the following: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 (ii) the day AD/BEECH 95/26 Amdt 4, as in force at the commencement of this instrument (the ***AD***), is repealed or revoked.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 the Beechcraft Shop 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.