Instructions for Continued Airworthiness
For
Rockwell Collins Pro Line 21
In
Hawker Beechcraft Corporation
Model B200/B200C/B200GT/B200CGT/B300/B300C

REPORT No. 324-00-0015

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Introduction

These Instructions for Continued Airworthiness document has been developed using the guidelines in Appendix "G" of FAR Part 23 as required by FAR 21.50 and 23.1529.

This document is designed to provide avionics and aircraft technicians with sufficient information to inspect, troubleshoot, adjust, repair, test, remove, and install the Rockwell Collins Pro Line 21 FMS-3000 system installed in accordance with FAA Supplemental Type Certificate No. SA10965SC. See the List of Applicable Publications (LOAP) in Appendix A of this document. The publications listed in the LOAP constitute the required information essential for continued airworthiness for the aircraft.

The information in this document supplements or supersedes the original manufacturer's maintenance manual only in those areas listed. For limitations, procedures and other information not contained in this document, refer to the aircraft manufacturer's maintenance manuals, illustrated parts manuals and wiring diagrams or the vendor manuals as listed in the LOAP.

Record of Revisions

For continuous use of this document, this document must be maintained in current revision status. Each time the STC holder finds it necessary to revise this document; a revision will be distributed to all users of the STC. Changes to this document will be incorporated by a "new" revision to the complete document. All pages will indicate the "new" revision level. Upon receipt of the revision, the "old" revision should be discarded and replaced with the "new" revision. Changes to this document will be listed in the revision block on page 1.

It is the responsibility of the person(s) performing maintenance on the installed system to ensure that this document is current prior to performing this maintenance. The current revision number may be verified by contacting the STC holder, BHE & Associates, 12002 Warfield Suite 250, San Antonio, Texas 78216.

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1. SYSTEM DESCRIPTION

1.1 GENERAL

1.1.1 Flight Management System (FMS)

The FMS supplies the capability of en route, terminal, and precision or non-precision approach lateral navigation. The system contains an advanced Global Positioning System (GPS) receiver that processes the transmissions from multiple satellites to calculate navigation solutions. When the Satellite Based Augmentation System (SBAS) is enabled, additional satellites provide corrections for lateral guidance and offer the user a true satellite based precision guidance capability. The system also supplies predictive Receiver Autonomous Integrity Monitoring (RAIM), which is used to determine whether the satellite geometry at the destination airport will be sufficient to support a non-precision GPS based approach at the planned time of arrival. When the FMS is in a GNSS navigation mode, the FMS uses only the Global Navigation Satellite System (GNSS) data and does not blend other sensors into the position estimation. The FMS also receives data from the AHS, ADC, DME, and VOR. The FMS supplies necessary controls for all input sensors, when appropriate. The FMS can be initialized, waypoints chosen, and destination selected by a variety of pilot-friendly means. Database SID, STAR, and airway routes are accommodated. A great circle route is calculated between waypoints for en route lateral navigation, and roll steering is supplied to the Flight Guidance System (FGS). A sophisticated interface with the FGS lets the FMS VNAV function select various FGS vertical modes of navigation. The FMS supplies vertical steering when appropriate. The FMS interfaces with a Data Base Unit (DBU) data loader to update its internal database. The FMS interfaces with the Adaptive Flight Display (AFD) electronic flight displays to supply conventional navigation information and state-of-the-art map presentation.

A single FMS system with single CDU and GPS is standard. A second FMS system with CDU 2 and GPS 2 is optional.

The FMC(s) are located in the IAPS assembly on the avionics shelves in the nose. The CDUs are located in the pedestal.

1.1.2 Global Positioning System (GPS)

The GPS-4000S Global Positioning System (GPS) provides accurate worldwide navigation capabilities. The GPS-4000S Global Positioning System processes GPS satellite signals to provide navigational data outputs. The GPS System contains two GPS-4000S receivers and two GPS antennas. The GPS antenna provides the GPS-4000S receiver with the radio frequency signals from the GPS satellites. The antenna is an active receive only device operating with the L-band frequency of 1575.42 10MHz. The antenna uses right hand circular polarization and is a microscopy patch type design. The Rockwell Collins, Inc. CDU-3000 Control Display Unit (CDU) provides backup display pages for the GPS navigation data. The GPS receivers process the GPS signals received from the antenna together with inputs from other airplane sensors to provide position, velocity, and time outputs through the integrated avionics processor's input/output data concentrators to the flight management system.

Both CDUs can display GPS data. The CDU INDEX page is used to select the FMS1 GPS CONTROL page. The FMS1 GPS CONTROL page is used to select a GPS receiver for position data and to deselect all usage of GPS data. The

FMS1 GPS CONTROL page displays the position difference between each GPS receiver position and flight management computers computed position.

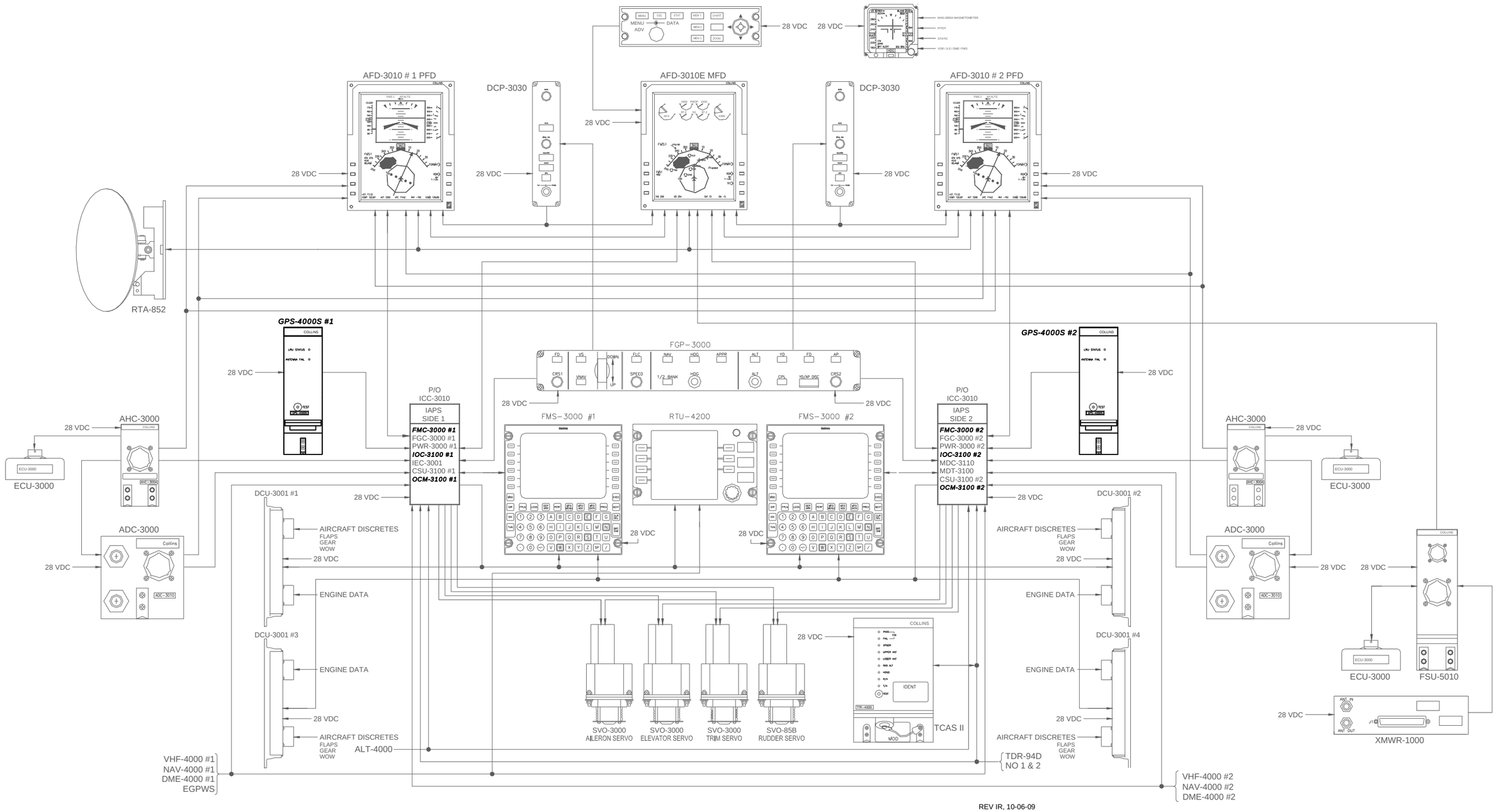
The CDU-3000 INDEX page is used to select the GPS1 POS page. The GPS1 POS page displays the following information from the on-side GPS receiver: GPS Date, Latitude, Longitude, Track Angle, Ground Speed, Receiver Autonomous Integrity Monitoring (RAIM) Limit, Probable Error, GPS Mode, and Number of GPS Satellites used.

All GPS position data, date, and time are displayed in green. If GPS data is flagged or missing, the GPS position Data is replaced with yellow dashes.

A detailed description and operation of the GPS-4000S Global Positioning Receiver and CDU-3000 Control Display Unit (CDU) is located in the Rockwell Collins, Inc. Raytheon King Air with IFIS Avionics System Manual 523-0807237.

1.1.3 Data Base Unit

The DBU-5000, located in the pedestal (reference Figure 2), is a panel mounted data loader that communicates with external equipment using an ARINC-429, RS-422 and Ethernet interfaces. The DBU has the capability of transferring data files between removable media (USB memory devices) and aircraft LRUs. It also performs the task of interfacing with aircraft LRUs. In particular, the FMS system uses the DBU to load data base updates into the FMS computers. The IAPS maintenance diagnostic computer uses the DBU to upload maintenance tables or download maintenance data files. The IFIS system uses the DBU for loading FSU database files.



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SECTION 1 – DESCRIPTION – BLOCK DIAGRAM

2. COMPONENTS

The Collins Pro Line 21 Avionics FMS-3000 System installation consists of the following systems and sub-systems with component locations noted:

2.1 Pro Line 21 Flight Management System (FMS)

1 ea	FMC-3000 Flight Management Computers	IAPS Cage-Nose
	Second FMC-3000 Optional	
1 ea	CDU-3000 Control Display Unit	Pedestal
	Second CDU-3000 Optional	
1 ea	GPS-4000S GPS Receiver	Nose
	Second GPS-4000S Optional	
1 ea	DBU-5000 Database Unit	Pedestal
2 ea	OCM-3100 Optional Control Module	IAPS Cage-Nose
2 ea	IOC-4110 Input Output Concentrator	IAPS Cage-Nose
2 ea	CI 429-210/400 GPS antennas	Top, forward Fuselage

3. AIRWORTHINESS LIMITATIONS

No additional Airworthiness Limitations have been issued due to the installation of the Pro Line 21. The Airworthiness Limitations section is FAA approved and specifies maintenance required under § 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

4. MAINTENANCE PRACTICES

4.1 MAINTENANCE – GENERAL

Reference Hawker Beechcraft Corporation approved inspection program in the Airplane Maintenance Manual. This document addresses additional maintenance for the Pro Line 21 FMS-3000 installation.

4.2 REMOVAL / INSTALLATION

The following installation and/or systems manuals contain complete detailed instruction for installation and removal of equipment and should be consulted for all maintenance activities:

FAA Approved Maintenance Manual Supplement for Raytheon Aircraft Company Model B200/B200C with Rockwell Collins Pro Line 21, document RCA-0019-001.

FAA Approved Maintenance Manual Supplement for Raytheon Aircraft Company Model B300/B300C with Rockwell Collins Pro Line 21, document RCA-0060.

Refer to Rockwell Collins, Inc. Raytheon King Air with IFIS Avionics System Manual 523-0807237, Chapter 2 – INSTALLATION and Chapter 5 – MAINTENANCE for the following systems: Flight Management System (FMS)

4.3 FMS SYSTEM

4.3.1 INPUT/OUTPUT CONCENTRATOR (IOC-3100) REMOVAL -

NOTE

Before removing the IOC-3100, remove electrical power from the airplane.

a. The IOC-3100 Input/Output Concentrator is located in the IAPS card cage. Gain access to the IAPS Card Cage by opening the access panels for the right nose avionics bay.

b. Perform the ICC-3000 IAPS Card Cage Modules removal procedure (Ref. Rockwell Collins, Inc. Raytheon King Air with IFIS Avionics System Manual 523-0807237, INSTALLATION AND REMOVAL PROCEDURES subsection in the INSTALLATION section).

4.3.2 INPUT/OUTPUT CONCENTRATOR (IOC-3100) INSTALLATION

NOTE

Before installing the IOC-3100, remove electrical power from the airplane.

a. Perform the ICC-3000 IAPS Card Cage Modules installation procedure (Ref. Rockwell Collins, Inc. Raytheon King Air with IFIS Avionics System Manual 523-0807237, INSTALLATION AND REMOVAL PROCEDURES subsection in the INSTALLATION section).

b. Restore electrical power to the airplane.

c. Perform Input/Output Concentrator (IOC-3100) Adjustment/Test procedure.

d. Close up all access panels that were opened while accessing the IOC-3100.

4.3.3 INPUT/OUTPUT CONCENTRATOR (IOC-3100) ADJUSTMENT/TEST

a. Ensure electrical power has been restored to the airplane.

b. Perform the IOC 1 and/or IOC 2 Test Procedure for the IOC-3100 (Ref. Rockwell Collins, Inc. Raytheon King Air with IFIS Avionics System Manual 523-0807237, TESTING AND TROUBLESHOOTING subsection in the MAINTENANCE section).

4.3.4 FLIGHT MANAGEMENT COMPUTER (FMC-3000) REMOVAL

NOTE

Before removing the FMC-3000, remove electrical power from the airplane.

a. The No. 1 and No. 2 FMC are located in the IAPS Card Cage. Gain Access to the IAPS Card Cage by opening the panel for the right nose avionics bay.

b. Perform the ICC-3000 IAPS Card Cage Modules removal/installation procedure (Ref. Rockwell Collins, Inc. Raytheon King Air with IFIS Avionics System Manual 523-0807237, INSTALLATION AND REMOVAL PROCEDURES subsection in the INSTALLATION section).

4.3.5 FLIGHT MANAGEMENT COMPUTER (FMC-3000) INSTALLATION

NOTE

Before installing the FMC-3000, remove electrical power from the airplane.

a. Perform the ICC-3000 IAPS Card Cage Modules removal/installation procedure (Ref. Rockwell Collins, Inc. Raytheon King Air with IFIS Avionics System Manual 523-0807237, INSTALLATION AND REMOVAL PROCEDURES subsection in the INSTALLATION section).

b. Restore electrical power to the airplane.

c. Perform the Flight Management Computer (FMC-3000) Adjustment/Test procedure.

d. Close up all panels that were opened while accessing the FMC-3000.

4.3.6 FLIGHT MANAGEMENT COMPUTER (FMC-3000) ADJUSTMENT/TEST

a. Ensure electrical power has been restored to the airplane.

b. Perform the FMC 1 and/or FMC 2 Test Procedure for the FMC-3000 (Ref. Rockwell Collins, Inc. Raytheon King Air with IFIS Avionics System Manual 523-0807237, TESTING AND TROUBLESHOOTING subsection in the MAINTENANCE section).

4.4 GLOBAL POSITIONING SYSTEM

4.4.1 GLOBAL POSITIONING SYSTEM ANTENNA (GPS-ANT) REMOVAL

a. The GPS antennas are located on the top, forward fuselage. Gain access to the respective GPS Antenna.

b. Remove sealant and screws (four places) from antenna base.

c. Carefully pry around antenna base with sealant removal tool until sealant is completely broken.

CAUTION

When removing antenna, do not pull on cables. Damage to cables could result. Lift antenna only far enough to disconnect cables.

d. Raise antenna until connector is accessible.

e. Disconnect antenna cable and remove antenna. Install protective cover to the antenna connector.

WARNING

Use cleaning solvents in a well ventilated area. Do not inhale vapor. Do not allow fluid to contact the skin. Prolonged exposure may result in unconsciousness or lung or skin irritation.

f. Remove existing sealant from aircraft skin.

4.4.2 GLOBAL POSITIONING SYSTEM ANTENNA (GPS-ANT) INSTALLATION

a. Visually inspect mounting surfaces of antenna and airplane for corrosion and dirt. Clean mounting surfaces as required.

WARNING

Use cleaning solvents in a well ventilated area. Do not inhale vapor. Do not allow fluid to contact the skin. Prolonged exposure may result in unconsciousness or lung or skin irritation.

b. Apply acceptable corrosion-inhibiting compound per aircraft maintenance manual to mounting surfaces of antenna and aircraft.

c. Remove the protective cover from the connector of antenna and inspect for dirt or damage.

d. Position antenna in place and install mounting screws (four places) through antenna mounting base. Tighten screws to near contact with bearing surface and determine friction drag torque required to turn the screw into securing nut. Torque screws to friction drag torque plus 20 in-lbs. maximum.

e. Verify antenna bonding by removing one mounting screw and measuring resistance from antenna mounting base to aircraft skin. Resistance/impedance must be less than 0.0025Ω.

f. Reinstall antenna mounting screw per step e above.

g. Apply Pro-Seal, P/S 870B-1/2 weather/aerodynamic fillet sealant or equivalent to periphery of antenna and shape as necessary. Remove any excess sealant.

h. Cover heads of mounting screws with layer of Dow-Corning RTV-3145 sealant, or electrical equivalent, having dielectric constant of 2.8, or less, at 100 Hz. Blend sealant smooth with the mounting holes. Remove any excess.

i. Perform Global Positioning System (GPS-4000A/4000S) Adjustment/Test procedure.

4.4.3 GLOBAL POSITIONING SYSTEM RECEIVER (GPS-4000S) REMOVAL

NOTE

Before removing the GPS-4000S Receiver, remove electrical power from the airplane.

a. The No. 1 GPS-4000S Global Positioning System Receiver(s) is located on the left middle nose avionic rack. Gain access to the No. 1 GPS receiver by opening the panel for the left nose avionics bay. The No. 2 GPS-4000S Global Positioning System Receiver(s) is located on the right middle nose avionic rack. Gain access to the No. 2 GPS receiver by opening the panel for the right nose avionics bay.

b. Perform the RACK MOUNTED LRU removal procedure for the GPS-4000S system (Ref. Rockwell Collins, Inc. Raytheon King Air with IFIS Avionics System Manual 523-0807237, INSTALLATION AND REMOVAL PROCEDURES subsection in the INSTALLATION section).

4.4.4 GLOBAL POSITIONING SYSTEM RECEIVER (GPS-4000S) INSTALLATION

NOTE

Before installing the GPS-4000S Receiver, remove electrical power from the airplane.

a. Perform the RACK MOUNTED LRU installation procedure for the GPS-4000S (Ref. Rockwell Collins, Inc. Raytheon King Air with IFIS Avionics System Manual 523-0807237, INSTALLATION AND REMOVAL PROCEDURES subsection in the INSTALLATION section).

b. Restore electrical power to the airplane.

c. Perform Global Positioning System Adjustment/Test procedure.

d. Close up all panels that were opened while accessing the GPS-4000S.

4.4.5 GLOBAL POSITIONING SYSTEM (GPS-4000S) ADJUSTMENT/TEST

a. Ensure electrical power has been restored to the airplane.

b. Perform the No. 1 GPS and/or No. 2 GPS Test Procedure for the GPS-4000S (Ref. Rockwell Collins, Inc. Raytheon King Air with IFIS Avionics System Manual 523-0807237, TESTING AND TROUBLESHOOTING subsection in the MAINTENANCE section).

4.4.6 DATA BASE UNIT (DBU-5000) REMOVAL

The DBU-5000 Data Base Unit is located in the pedestal. Perform the DBU-5000 removal procedure (Ref. Rockwell Collins, Inc. DBU-5000 Data Base Unit Installation Manual 523-0808860, INSTALLATION and REMOVAL subsection in the INSTALLATION section).

4.4.7 DATA BASE UNIT (DBU-5000) INSTALLATION

The DBU-5000 Data Base Unit is located in the pedestal. Perform the DBU-5000 installation procedure (Ref. Rockwell Collins, Inc. DBU-5000 Data Base Unit Installation Manual 523-0808860, INSTALLATION and REMOVAL subsection in the INSTALLATION section).

4.4.8 DATA BASE UNIT (DBU-5000) ADJUSTMENT/TEST

Perform the DBU Test Procedure for the DBU-5000 (Ref. Rockwell Collins, Inc. DBU-5000 Data Base Unit Installation Manual 523-0808860, TESTING PROCEDURES subsection in the MAINTENANCE section.

4.5 FMS-3000 NAVIGATION DATABASE LOADING

a. The FMS database memory stores VHF navaid and airport reference point information for use by the flight management subsystem. Each database also contains named en route waypoints for the applicable geographic area. The FMS database expires periodically and must be updated with the latest information on a 28-day cycle. When the database has expired, a warning displays on the CDU during FMS initialization

b. Every 28 days, Collins Business and Regional Systems will distribute the latest database information. Database updates may also be received via the Internet.

c. Subscription information may be obtained by contacting Rockwell Collins Database Technical Support at 319-295-2512 or via the Internet at www.RockwellCollins.com/FMS.

d. A new database should be loaded into system memory as soon as it arrives. Do not wait for the current database to expire. Perform the update while the airplane is parked on the ground.

e. Several types of databases may be loaded into the FMS: navigation database, route database, pilot waypoint database. Two navigation databases may be loaded into the memory of a flight management computer. In a dual FMS system, database loading is independent. (Ref. Rockwell Collins, Inc. Raytheon King Air with IFIS Avionics System Manual 523-0807237 and DBU-5000 Operators Guide 523-0808703).

5. SYSTEM TROUBLESHOOTING

For troubleshooting information refer to the following documents or follow the steps listed:

Refer to the Collins Pro Line 21 Raytheon King Air with IFIS System Manual 523-0807237 Section 5.8 Testing and Troubleshooting.

6. INSPECTION REQUIREMENTS

6.1 SCHEDULED INSPECTIONS AND MAINTENANCE CHECKS

No scheduled inspection or maintenance is required for the FMS-3000 LRUs.

6.2 VISUAL WIRING INSPECTION

Perform visual inspections of the Pro Line 21 System wiring. These visual inspections should be performed as part of the existing Phase or out of phase inspection at an interval not to exceed 800 hours.

A “visual inspection” is defined as the process of using the eye, alone or in conjunction with various aids, as the sensing mechanism from which judgments may be made about the condition of a unit to be inspected.

This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight or droplight and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked.

The inspection criteria provided below is intended to be used as general guidance. Special inspection should be conducted as deemed appropriate by each operator based on aircraft experience. Any discrepancies found should be repaired.

6.3 WIRING INSPECTION GUIDANCE

The inspection criteria provided below is intended to be used as general guidance. Special inspection should be conducted as deemed appropriate by each operator, based on aircraft experience. Any discrepancies found should be repaired.

a. Perform a visual inspection of the wiring for security of installation and cleanliness.

b. Perform a visual inspection of clamping points, and observe for signs of wire chaffing due to loose clamp, damaged clamp, clamp cushion migration, or improper clamp installation.

c. Perform a visual inspection of connectors and observe for signs of wiring and/or connector damage due to loose connector, excessive corrosion, missing plug, missing dummy contact, condition of strain relief, grommet degradation, and condition of drip loops near connectors.

d. Perform a visual inspection of wiring terminations and observe for mechanical damage, heat damage, and chemical contamination.

e. Perform a visual inspection of backshells and observe for wire damage and loss of bonding.

f. Perform a visual inspection of sleeving and conduits and observe for wire damage.

g. Perform a visual inspection of grounding points and observe for security (or tightness), condition of termination, cleanliness and corrosion.

h. Perform a visual inspection around electrical panels and observe for broken wires and/or damaged insulation.

i. Perform a visual inspection around LRUs and observe for broken wires and/or chaffed insulation.

j. Perform any other checks deemed necessary to observe condition of system wiring.

k. Perform any cleaning and/or repair deemed necessary based on the findings of these inspections.

CAUTION

Use care when disturbing or removing wire harness/bundles to minimize the possibility of wire insulation damage or cracking. Care must be especially used in areas with severe moisture problems. During any repair, modification, or installation work in close proximity to wire bundles, mounts, connectors and systems, ensure that these areas are protected from and/or cleaned of metal shavings and debris.

6.4 STRUCTURAL INSPECTIONS

Perform the following visual inspections at intervals shown in chart in section 6.8. Perform visual inspections as detailed in section 6.5. These inspections and intervals are taken from the King Air B200/B200C Maintenance Manual and the King Air B300/B300C Maintenance Manual and are repeated here for ease of maintenance.

6.4.1 Antennas

Inspect all external antennas for leading edge erosion and condition of base seals.

6.5 VISUAL INSPECTIONS

The equipment necessary for conducting a visual inspection usually consists of a strong flashlight, a mirror with a ball joint, and a 2.5x - 4x magnifying glasses. A 10x magnifying glass is recommended for positive identification of suspected cracks.

6.5.1 Corrosion Treatment

Before attempting a close, visual inspection of any selected part or structural area, it should be checked for signs of corrosion. Any corrosion found should be tested to discover its extent and severity. Heavy or severe corrosion requires immediate corrective action. If mild corrosion is present, it should be carefully, but completely, removed before continuing with preparations for the visual inspection.

6.5.2 Structural Failure Determination

The first step in a visual inspection should be an examination of the area for deformed or missing fasteners. These should be identified for subsequent replacement. A close examination for cracks in the surfaces of structural members should then be made with the aid of a flashlight. The majorities of cracks start at, and progress from, points of concentrated stress such as sharp corner cutouts and fastener holes. Cracks may also occur in sheet metal bend radii and similar places that were subjected to severe forming operations during manufacture.

6.5.3 Cleaning of Structural Parts

All parts of areas from which mild corrosion has been removed should be thoroughly cleaned using an approved solvent. (Metal conditioner should not be applied at this time as it may interfere with subsequent dye penetrant inspection.)

6.5.4 Cleaning Other Areas

All other areas to be inspected should also be cleaned of any deposits that might hinder the discovery of existing surface flaws. The protective finish need not be removed. The cleaning should be performed using any approved solvent. For cleaning high heat treat steel parts, or areas in which a high heat steel part is installed, use only the approved solvents.

6.5.5 Crack Detection Technique

When looking for surface cracks, the inspector should point his flashlight towards himself and hold it at an angle of 5° - 45° to the surface. (See Figure 1) The extent of the crack may be traced by directing the beam at right angles to the crack. Never direct the light beam at such an angle that the reflected beam shines directly into the eyes. The proper procedure is to keep the eyes above the reflected beam.

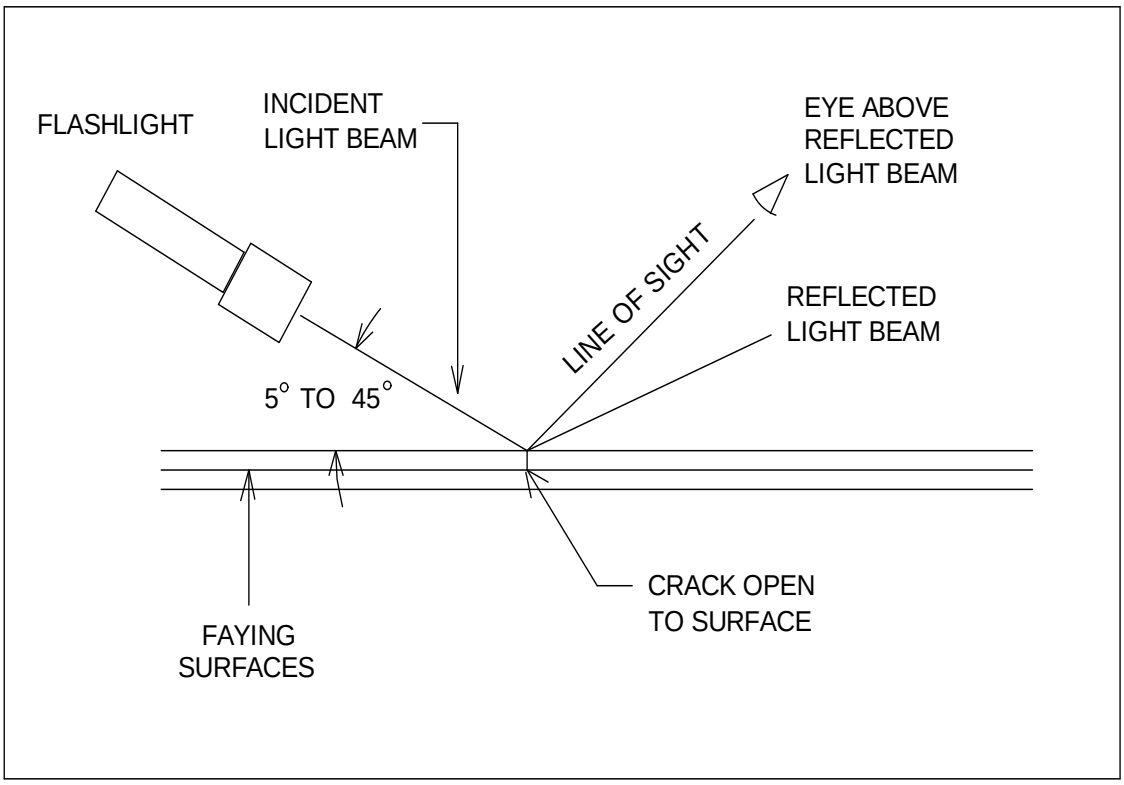

Figure 1

6.5.6 Verification of Cracks

A 10x magnifying glass may be used to confirm the existence or extent of a suspected crack.

6.6 RETURN TO SERVICE

This inspection form is provided only as a guide and checklist for inspecting the installed system.

Aircraft S/N: _____ **Aircraft Registration No:**_____

Aircraft Total Time: _____ **W/O No.:** _____

6.7 LRU INSPECTION

Any time a Pro Line 21 component is removed and replaced following repair or maintenance, a return to service test is required per BHE & Associates Ground Test 324-00-0011. Check applicable maintenance practices for each individual component removed to determine what level of testing is required for returning to service.

6.8 Mechanical and Electrical Hardware Inspection

Perform the following at each at an interval not to exceed 800 Hours	**Date**	**Technician**
1. Visually inspect the antenna from outside of aircraft for leading edge erosion and condition of the base seal. From inside the aircraft visually inspect all doublers and fasteners for cracking, corrosion and proper mounting.		
2. Inspect the fwd avionic compartment, instrument panel and pedestal for all Pro Line 21 IDS equipment mounting & attachment security.		
3. Inspect the circuit breaker(s) for security of attachment, operation, & chaffing and labeling		
4. Inspect all related wiring for general condition routing, chafing, bonding and integrity of stand offs and clamping.		

Appendix A
List of Applicable Publications

The publications listed in the LOAP constitute the required information essential for continued airworthiness for the aircraft.

Document Title	Document Number	Revision/Date
Flight Manual Supplement	324-00-0014	FAA Date
Master Drawing List	324-00-0001	Rev IR or later
Raytheon Aircraft Model King Air B200 and B200C Maintenance Manual	101-590010-19B11	Revised July 25, 2005 or later
Raytheon Aircraft Model King Air B300 and B300C Maintenance Manual	130-590031-11A20	Revised April 28, 20062005 or later
Raytheon Aircraft Beech Super King Air B200 & B200C Pilot's Operating Handbook and FAA Approved Flight Manual	101-590010-307C	Revised December, 20042005 or later
Raytheon Aircraft Beech Super King Air B300 & B300C Pilot's Operating Handbook and FAA Approved Flight Manual	130-590031-1C4	Revised November, 20012005 or later
Rockwell Collins, Inc. Raytheon King Air with IFIS Avionics System Manual	523-0807237	1st Edition 30 Sept 20052005 or later
Rockwell Collins, Inc. DBU-5000 Data Base Unit Installation Manual	523-0808860	2nd Edition, Rev 1 16 May 20082005 or later
Rockwell Collins, Inc. Installation Practices Manual	523-0775254	3rd Edition 1 Sept 19982005 or later

Appendix B
Special Tools and Equipment

No special tools or test equipment for the FMS-3000 System