



BY TEXTRON AVIATION

Multi-Engine Turboprop Communiqué

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Revision 1 May 2022	ATA 05 - High Utilization Inspection Program-Update with new model applicability, benefits, contact information.
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ATA 05 - High Utilization Inspection Program (HUIP)

What is the High Utilization Inspection Program (HUIP)?

The HUIP program optimizes the inspection tasks in chapter 5 for airplanes flying 400 or more hours per year to reduce repetitive inspection and save on maintenance time and costs.

Who qualifies for the HUIP?

Owners/operators flying 400 hours or more in a year qualify.

What stays the same between the HUIP and standard inspection program?

Both programs arrange the bulk of inspection tasks into four detailed inspections. Both programs require inspections every 200 hours, with a calendar limit of 48 months to carry out all tasks. Both programs require inspections outside of the detailed inspections, as listed in chapter 4, the Standard Inspection and Repair Manual (SIRM) and special inspections. These are unchanged between the programs.

How do the first four detail inspections change in the HUIP?

The standard inspection program arranges tasks evenly into four detail inspections, to be completed every 200 hours. The average estimated time to complete a standard detail inspection is 70-90 hours.

The HUIP collects the common 200-hour drivers into routine inspections. Items such as wheel bearing lubrication requirements, lights, engine, and airframe fuel filter inspection requirements, and an Operational Inspection are combined into routine inspections, to be completed between detail inspections. Textron Aviation estimates these inspections/requirements will take 10 to 12 hours. By adding these routine inspections, the time between detailed inspections is changed from 200 to 400 hours.

As an example, an operator flying 800 hours per year would perform these inspections over two years, in addition to SIRM, chapter 4 and special inspections (which are the same for both programs):

<i>Aircraft Hours</i>	<i>Standard program</i>	<i>HUIP</i>
200	Detail 1 (80 hours)	Detail 1 (80 hours)
400	Detail 2	Routine (12 hours)
600	Detail 3	Detail 2
800	Detail 4	Routine
1000	Detail 1	Detail 3
1200	Detail 2	Routine
1400	Detail 3	Detail 4
1600	Detail 4	Routine
Total	80 * 8 = 640 hours	92 * 4 = 368 hours

Can I have an advance copy of the inspection program to review before purchase?

Beechcraft cannot release the inspection program before purchase. For specific questions, contact King Air Technical Support at turboprop@txtav.com or 800-429-5372 or 1-316-676-3140.

What airplanes qualify for the HUIP? What are the part numbers?

Model King Air B200/C - Part Number 101-590010-559

Serial Numbers BB-1158, BB-1167, BB-1193 and after; BL-73 and after; BT-31 and after; BN-5 and after; BY-1 thru BY-206, BY-208 thru BY-238, BY-240 thru BY-249.

Model King Air B200GT/B200CGT Fusion - Part Number 434-590168-0023

Serial Numbers BY-207, BY-239, BY-250 and after; BZ-1 and after.

Model King Air 300/300LW - Part Number 130-590031-0637

Serial Numbers FA-2 and after.

Model King Air B300/C - Part Number 130-590031-495

Serial Numbers FL-1 and after; FM-1 and after; FN-1 and after.

Model King Air B300/B300C Fusion - Part Number 434-590169-0027

Serial Numbers FL-945, FL-1010, FL-1031 and after, FM-66 and after.

Why do the King Air C90A and F90 not qualify?

The criteria used to qualify a model were based on airplanes equipped with the three element wing spar and hydraulic landing gear. The C90A does meet the criteria; however, Beechcraft's research showed that there are not enough King Air C90A operators that would meet the 400-hours-a-year requirement. The same is the case for the F90; there are only 10 F90s that meet the three element wing spar and hydraulic landing gear requirement.

How much does it cost?

Contact Technical Manual Distribution Center at tmdc@txtav.com or 1-800-796-2665 or 316-517-6215.

Are there any discounts for fleet operators?

There is a 15% discount for fleet operators of 10 airplanes or more. The discount applies to the initial fee only. The discount does not apply to the annual renewal fee.

What do I get?

Once the HUIP is purchased, the customer will receive a paper manual and a Letter of Authorization. Online access is included at no extra charge. The manual can be viewed online at <http://pubs.txtav.com> then click on 1View. The letter is the authorization for the serial number airplane to use the inspection program. The letter is airplane serial number specific. The letter will specify the validity of 12 months from the date of issuance. Close to the expiration date of the letter, the owner/operator will receive a renewal notice reminder from Beechcraft's Technical Manual Distribution Center (TMDC) to renew the inspection program.

How do I sign up?

Owners/operators can sign up for the program by contacting the Technical Manual Distribution Center at tmdc@txtav.com or 1-800-796-2665 or 316-517-6215. An airplane serial number is required for purchase.

How do I transition from the current Phase Inspection Program to the HUIP?

Owners/operators can transition from the Phase Inspection Program to the HUIP by completing the current cycle the airplane is on or by performing a Complete Inspection if it is desired to do it before the current cycle is completed. The date and times at which either of these inspections are performed, mark the base line for the beginning of the new cycle for the HUIP.

What happens if the usage of the airplane drops below 400 hours a year while in the HUIP?

It is very important that owner/operators understand that their airplane must be flown more than 400 hours per year to qualify. If the usage of the airplane drops below the 400-hour requirement, the airplane would need to transition to the Phase Inspection Program. The transition will have to be made at the 12-month renewal time or the completion of Detail 4, whichever occurs first. For airplanes that drop below the 400-hour-per-year requirement before the airplane reaches Detail 4, the operator will have to complete the remaining Details at the renewal time to transition to the Phase Inspection Program.