Beechcraft

BY TEXTRON AVIATION

Multi-Engine Turboprop Communiqué

Communiqué ME-TP-0026
July 2021

ATA 5 – Mandatory Service Bulletins: Part 135 operators vs Part 91 operators

All

Technical Support occasionally gets questions about whether Part 91 and Part 135 operators should comply with Mandatory Service Bulletins (MSB) published by Textron Aviation.

Textron Aviation does not publish MSBs that are applicable based on the operation of the airplane. In other words, Textron Aviation does not publish some MSB for Part 91 operators and others for Part 135 operators. The same can be said for Airworthiness Directives (AD) published by the FAA. The safety and reliability of every airplane is the most important objective, regardless of how it is operated.

Changes to the King Air fleet are solved by issuing Service Bulletins, which fall into three different categories:

A "MANDATORY" Service Bulletin contains information pertaining to inspections, repairs, procedures, limitations, or modifications to specific airplanes, engines or appliances for which Textron Aviation considers compliance to be mandatory.

A "RECOMMENDED" Service Bulletin contains information pertaining to changes, modifications, improvements or inspections which may benefit the owner/operator. Textron Aviation strongly encourages compliance with Recommended Service Bulletins and owner/operators should give this document a high degree of attention.

An "OPTIONAL" Service Bulletin contains information pertaining to changes, modifications, improvements or inspections which may benefit the owner/operator and may be implemented at the owner/operator's discretion.

Refer to Chapter 5 of the respective maintenance manual for more information about Service Bulletins.

You may also want to consider the impact of the decision on whether to comply with a Service Bulletin as it relates to resale value, insurance and potential liability.

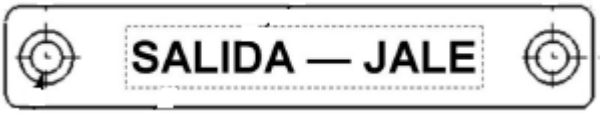
ATA 11/52 – Emergency exit sign placard
Effectivity: All

The emergency exit “EXIT-PULL” sign, part number 99-384012, has been superseded to part number 132848-XX. This supersedure has allowed for this placard to be made with the legend “EXIT-PULL” in other languages other than English. The dash number following the base number determines the language. The following shows the most common languages:

132848-4 for French

132848-5 for Spanish

132848-6 for Spanish (alternate)



132848-13 for English

132848-19 for German

132848-18 for Portuguese

132848-17 for Japanese

ATA 21 – Air conditioning drive motor cable assembly
LJ-982 and after; LW-348 and after; LA-1 and after

The part number of the air conditioner drive motor assembly is 90-360060-601. The assembly consists of the positive and negative wires and their terminals. A breakdown of the assembly is provided below in the event only one of the wires needs replacing.

90-360060-601

- 131681AA0-9 (Wire Code H221A0N, 20 inches)
  MS25036-133 Terminal
  322086 Terminal
- 131681AA0-9 (Wire Code H222A0, 15 inches)
  MS25036-133
  322908 Terminal

ATA 21 – Ground cooling STC
Effectivity: 200 Series/300 Series

Textron Aviation has developed a ground cooling STC for the King Air 200 Series and the 300 Series airplanes.

The newest King Air Ground Cooling System is a R-134a vapor cycle cooling system providing refreshing flood cooling to the cabin at the aft pressure bulkhead while the system is plugged into a dedicated ground power unit (GPU) receptacle. The system provides:

- On demand flood cooling into the cabin
- Non-primary, ground-only operation from onboard electrical and environmental systems
- A System weight of 60 pounds
- Available for the following airplanes:
  King Air 200 Series BB-2 and after; BL-1 and after; BY-1 and after BZ-1 and after.
  King Air 300 FA-1 and after
  King Air B300 series FL-1 and after; FM-1 and after.

The FAA STC is exclusively available from Textron Aviation Service Centers. Additional foreign certifications are in work. For more information please visit the following link:

https://txtav.com/en/lp/king-air-ground-cooling

ATA 31 – Collins Proline Fusion, L3 ESIS, and IS&S autothrottle/ESIS maintenance cables

Effectivity: FL-954, FL-1010, FL-1031 and after; FM-66 and after; BY-207, BY-239, BY-250 and after; LJ-2129 and after.

King Air models are equipped with a 37 pin D Sub maintenance connector located on the pedestal. This maintenance connector allows for laptop serial communication with Cobham's ASPU, L3's ESIS, and IS&S's Autothrottle and ESIS systems. Each of these vendors have published a variety of maintenance cables that can be connected at this port. This maintenance notice is to help identify which cables can be used with which systems and what the possible cross references of the maintenance tools are.

TE79-KA-MAINT/935 – Beechcraft Test Box for Fusion Equipped Airplanes.

This test box can either be procured from TAPD or locally fabricated using the instructions in Figure 220 of Chapter 20-14-00 Special Tools and Equipment in the King Air Maintenance Manuals. This box is capable of connecting a laptop with all 3 of the above systems depending on the serial to USB adapter used. Cobham and L3 utilize RS232 to USB. IS&S use RS422 to SUB. Some commercially available adapters are capable of both. It also has the added functionalities of Selecting COMP/AUTOLEVEL Functions of the AHRS units and allowing you to short the maintenance pins for Fusion's Report and Field Load functions.

RCA-5176-003 – Rockwell Collins Cable for Cobham ASPU Maintenance.

Originally developed by Rockwell Collins for use with their STC installations of Fusion, it will also allow for connection to factory installations of airplanes which are equipped with Cobham ASPUs for Aural Warning System maintenance.

RCA-5176-002 – Rockwell Collins Cable for L3 ESIS Maintenance.

This cable was developed by Rockwell Collins for use with their STC installations of Fusion. It can also be used for all factory installations of the L3 ESIS or the IS&S Autothrottle/ESIS on Fusion Equipped King Airs. The Maintenance Switch is only used for the L3 ESIS but this does not prevent its use with the IS&S Autothrottle/ESIS systems. Use with IS&S is dependent on using the correct serial to USB adapter.

PR0014575 – IS&S Autothrottle/ESIS Maintenance Cable.

Developed by IS&S for connecting through the factory maintenance port this cable will only function with the IS&S Autothrottle/ESIS. It does not have the additional maintenance switch needed to enable maintenance mode on the L3 ESIS units.

	TE79-KA-MAINT/935	RCA-5176-003	RCA-5176-002	PR0014575
Cobham ASPU	X	X		
L3 ESIS	X		X	
IS&S Autothrottle/ESIS	X		X	X
Bonus Features	Also performs functions of Field Load Enable Plug, and engages AHRS leveling controls			

ATA 34-GPS 4000S Global positioning system software update
Effectivity: Per MTL-34-01

An Airworthiness Directive (AD) 2021-08-07 has been issued effective May 12, 2021, which applies to Rockwell Collins, Inc. GPS-4000S Global Positioning System (GPS), part number 822-2189-100. The GPS must be replaced within 24 months of the effective AD date. The AD can be found at https://www.faa.gov/regulations_policies/airworthiness_directives/search/?q=2021-08-07

Many airplanes are affected by this AD. In the interest of scheduling, we recommend pursuing the upgrade as soon as practical.

The following Textron Aviation airplanes may have included the 822-2189-100 GPS-4000s as part of the production configuration. Textron Aviation has issued Service Letter MTL-34-01 to provide an upgrade path to the 822-2189-101 GPS, along with warranty coverage.

The airplanes affected by MTL-34-01 are:

King Air C90GTx LJ-2151 thru LJ-2173
King Air B200GT BY-324 thru BY-379
King Air B300 FL-1140 thru FL-1222
King Air B300C FM-76 thru FM-85

ATA 34-TCAS Fly-to-Cue
Effectivity: FL-954, FL-1010, FL-1031 and after; FM-66 and after; BY-207, BY-239, BY-250 and after; LJ-2129 and after.

The FAA has released AD 2021-05-17, which supersedes AD 2019-12-09. This affects Collins FDSA-6500 flight display system applications, which is part of the Fusion Avionics suite. AD 2021-05-17 adds a requirement to upgrade the FDSA-6500 field loadable software by following the instructions in Collins SIL FDSA-6500-19-1. This document is available through contacting your local Collins Representative.

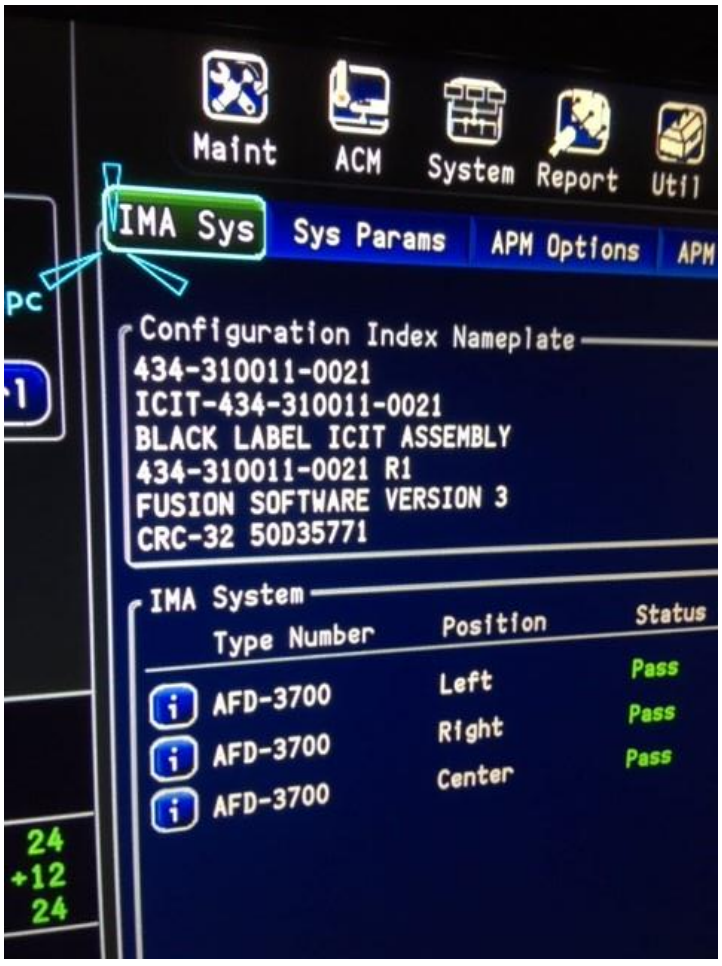
Operators who have complied with Textron Aviation Service Bulletins MTB-34-02 and/or SB 34-4171 should find that their FDSA and ICIT files are the same as the part numbers that are called out in the Collins Service Information Letter.

Prior to AD 2021-05-17 being released, an alternative means of compliance (AMOC) was needed to remove the placards and Airplane Flight Manual Revision required by AD 2019-12-09. The new AD allows these to be removed after the appropriate software updates are verified, so an AMOC is no longer needed.

To verify the software level of your Fusion System, access the maintenance screen as follows:

1. Set the maintenance page to Advanced Mode.
2. Select the system tab.
3. Select the IMA system configuration page.

This figure below shows one example of an updated FDSA file. This is for reference only as different serial numbers may require different software levels, refer to FDSA-6500-19-1 for the correct files for your airplane.



ATA 52-Stainless steel fasteners kit
Effectivity: B300 Series

Textron Aviation has developed a kit with the instructions to install stainless steel fasteners on the nose avionics doors, oxygen fill access door, tail access door, hydraulic service access door, battery cover, auxiliary fuel tank access panels, auxiliary fuel tank probe covers and the exhaust stack fairings. The part number of the kit is 130-4060-0001. Please be aware that this is an information only kit. The actual hardware is ordered separately.