Beechcraft

BY TEXTRON AVIATION

Multi-Engine Turboprop Communiqué

Communiqué ME-TP-0032
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ATA 00- Type Certificate Data Sheets - Beechcraft Engineering Export Drawings

Effectivity: All

The Type Certificate Data Sheets (TCDS) mentions Beechcraft engineering drawings that are used to export airplanes from the factory to different parts of the world. See figures 1 and 2 below.

Technical Support receives requests for copies of these drawings. Unfortunately, this is not applicable outside the company. This technical data is used by the factory on new uncertified airplanes prior to certification when an airplane is going to be exported to the countries listed. This information is not required if an airplane has already received its Certificate of Airworthiness.

When importing an airplane that has received an airworthiness certificate from another country, you will need to work with your local aviation authorities, such as EASA, CASA, etc., to identify any modifications needed to meet any specific local requirements. Both local requirements and airframe configuration are likely to have changed since the original Certificate of Airworthiness was issued.

NOTE 25 Export:

a. The Beech Model C90 is eligible for export to United Kingdom when modified in accordance with Modification Drawing 90-005000.

b. The Beech Model C90A is eligible for export to United Kingdom when modified in accordance with Modification Drawing 90-005006.

The above models are eligible for return to U.S. certification when the modifications incorporated by the above drawings have been removed.

Figure 1: TCDS for the C90

NOTE 9. Models B300/B300C are eligible for export to the countries noted when modified to the following drawings:

Country	Model	Beech Drawing
United Kingdom	B300	130-005002*
Canada	B300/B300C	130-005003
France	B300/B300C	130-005005*
Russia (CIS)	B300	130-005007

* Only required if modified prior to September 2003 with this installation.

Figure 2: TCDS for the B300

ATA 00 - Military King Airs in Civilian Use
Effectivity: All

Dating back to the 1960s, the United States military purchased a number of King Air models. These airplanes were specially built to each department's custom specifications and carried their own serial number designations, such as LM, BC, BP, BV, FE, etc. Some of these airplanes resemble their commercial sister ships, but some models were highly modified airplanes. These airplanes were not issued an FAA Airworthiness Certificate.

As these airplanes aged and the military started to upgrade their fleets, these military airplanes were sold to the civilian world or ended up in the hands of state agencies. Before they can be used in the civilian world the airplanes need a FAA Airworthiness Certificate. Some military airplanes can be converted for civilian use. For airplanes that meet this qualification, refer to the King Air 200 Type Certificate Data Sheets, Note 11.

As part of this process, a Wing Life Evaluation is required to be completed by Textron Aviation Engineering. For instructions on how to accomplish this, refer to King Air Communique 2015-08: "King Air Special Purpose Aircraft-Wing Life Evaluation".

ATA 24 - Diode Installation and Parts Stack Up
Effectivity: All

Diodes are used by various systems in the airplane. The diode installations require attention when being assembled to make sure they do not short out. This is done using several insulators and washers. The stack-up of these components is important for the assembly to perform as designed. We have put together the different stack-up options (see figure 3) as this is a frequently asked question in Tech Support.

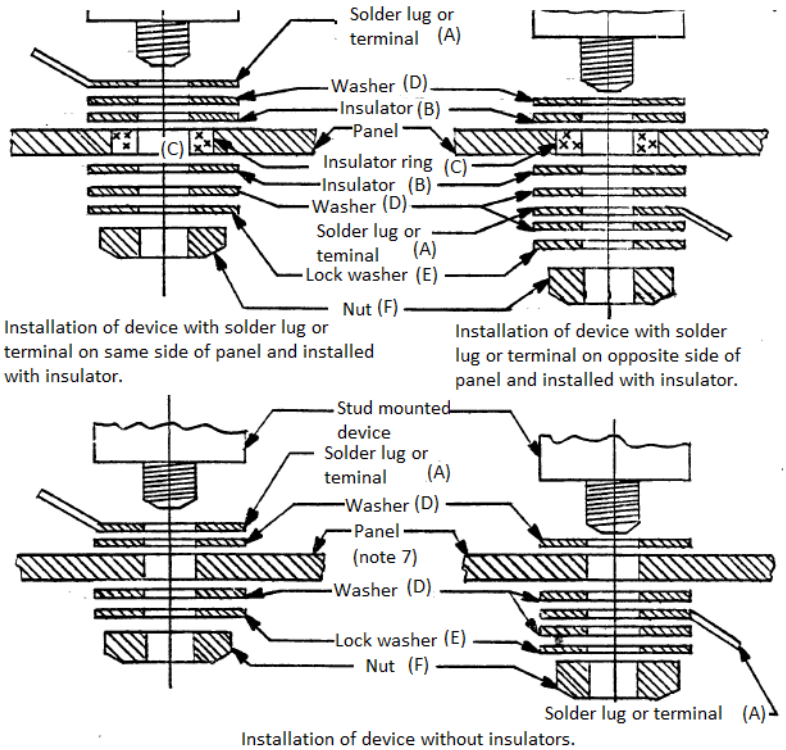


Figure 3

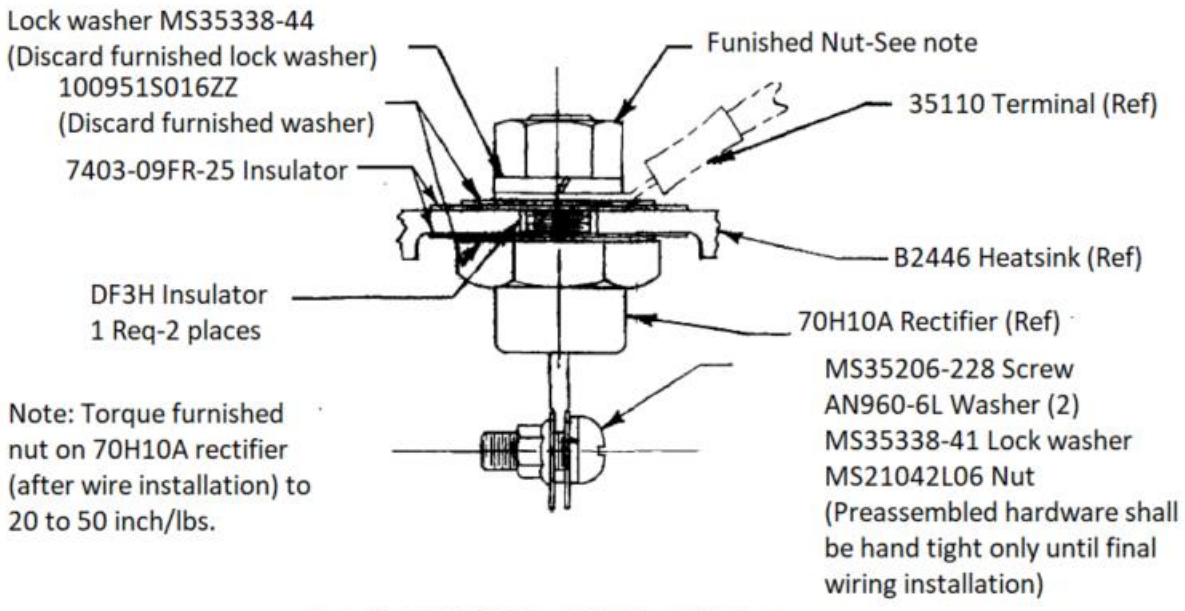
Item Description	Device Stud Size				
	10-32	1/4-28	3/8-24	1/2-20	3/4-16
(A) Terminal or Solder lug	115110(*)10 130319-1	115110(*)12	115110(*)16	11510(*)20	
(B) Insulator	7403-09FR-22	7403-09FR-25	7403-09FR-80	7403-09FR-79	
(C) Insulator ring	DF3D	DF3H			
(D) Washer	100951XO40ZH	100951SO16ZZ	100951SO16YP	100951SO16XE	100951SO16XP
(E) Lock washer	MS35338-138	MS35338-139	MS35338-141	MS35338-143	MS35338-146
(F)Nut	MS35650-305T	AN316-4R	MS35650-3385T	MS35650-3395T	
Hole size	.188 Min.	.250 Min.	.375 Min	.580 Min	.750 Min
(G) Hole size	.280 Min	.320 Min			
Torque	13.5 +/-1.5 in.lb.	25+/-5 in.lb.	105+/-5 in.lb.	130 +/-5 in.lb.	280 +/-5 in.lb.
Above torque values are for non-lubricated threads. Reduce above torque by 50% if threads are lubricated (*) Denotes wire gage. Above part numbers are for reference only (G) With insulator ring					

Figure 4 showing details

ATA - 24 Installation of the 70H10A Rectifier

Effectivity: As applicable

Rectifier part number 70H10A is used on a number of King Airs and installations. The correct installation of this rectifier requires the correct combination of hardware including the correct location of the insulator. The cross section below provides these details. Refer to figure 5.



Detail of 70H10A Rectifier Installation

Figure 5

ATA 32- Main and Nose Wheel Paint Stripping
Effectivity: All

The main and nose wheels are inspected in accordance with the appropriate component maintenance manual. These inspections require removal of the paint. The vendor has stated that the paint can be removed by using plastic media that conforms to MIL-P-85891.

ATA 32 - Six Year Landing Gear Inspection vs Three Year Landing Gear Inspection
Effectivity: All

The King Air inspection program requires that the landing gear be inspected at either 6 years/8,000 cycles or 3 years/8,000 cycles depending on the number of landings done on paved or unpaved runways. Though the inspection guide provides an example (see below), this still causes questions coming to Technical Support.

Table 609. ATA 32 - Landing Gear

	INSPECTION INTERVAL	MECH		INSP	
		L	R	L	R
1. MAIN GEAR SHOCK ABSORBER ASSEMBLY - Inspect for cracks, wear and interior and exterior corrosion (disassembly required).					
a. IF OPERATED FROM A PAVED RUNWAY	8,000 CYCLES OR 6 YEARS				
b. IF OPERATED ON OR FROM UNPAVED (GRASS / GRAVEL) RUNWAYS 20% OR MORE OF THE TIME **NOTE:** **One unpaved runway landing (URL) = Three paved runway landings (PRL) EXAMPLE: 1,000 URL plus 5,000 PRL equals 8,000 cycles.**	8,000 CYCLES OR 3 YEARS				

Maintenance Manual Shown

You can calculate this requirement by determining the number of landings done on paved runways and unpaved runways at the 3-year mark. If the landings on unpaved runways are 20 percent of the total landings, then the landing gear inspection is to be performed at the 3-year mark. You can determine this requirement by calculating the anticipated number of landings in the 6-year period. If the projected number of landings on unpaved runways exceed 20 percent of the total projected landings, then the landing gear inspection is to be performed at the 3-year mark.

ATA 56 – Electronic Window Shade Emergency Power Supply
Effectivity: LJ-2129 and after; BY-207, BY-239, BY-250 and after; BZ-1 and after; FL-954, FL1010, FL-1031 and After

On King Air's equipped with electronic window shades, the emergency escape hatches are equipped with independent emergency power supplies, P/N IT21770-EPS-0002A. The independent emergency power supplies are used to keep the window shades in the escape hatches clear for 45 +/- 2 minutes after power in the airplane has been turned off. More information about their operation within the system can be found in Model Communique ME-TP-0011.

Recently, there has been a reliability improvement to the emergency power supply aimed at increasing the number of cycles it can operate before there is a decrease in battery capacity. The improved emergency power supply will be designated by a letter "P" at the end of the functional test date marked on the power supply's sticker. Refer to the picture below.


FUNCTIONAL TESTED
BY JF
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