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**Aviation Fabricators Inc.  
805 North Fourth Street  
Clinton, MO. 64735**

## **INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**

For

Arm Ledge System and Table Installation Kits

**Document No.: AF-485**

**Revision "A"**

**Revision Date: 11/12/12**

**Applicable to:**

**Hawker Beechcraft models 200, 200T, 200C,  
200CT, B200, B200C, B200T, & B200CT**

**Modified by FAA STC SA01638WI**

The information in the Instruction for Continued Airworthiness is FAA accepted material and complies with 14 CFR 23.1529, Instructions for Continued Airworthiness. It supersedes or adds to that provided in the Maintenance Manual for the Hawker Beechcraft 200 Series Aircraft, only where covered in the items contained herein. For limitations and procedures not contained in the Supplement, consult the Component Maintenance Manual, or other approved airplane data.

**REVISION PAGE**

Document Title: Instructions for Continued Airworthiness

Prepared By: Todd Pogue

<b>Log of Revisions</b>				
<b>REV. NO.</b>	<b>EFFECTED PAGE(S)</b>	<b>DESCRIPTION</b>	<b>DATE</b>	<b>APPROVED BY</b>
Orig. Issue	All	Initial Release	08/26/09	
A	All	*Added STC number in two locations on page 5 *Added Section 11, Troubleshooting, p13 *Updated Section 10 with latest layout, p13	11/12/12	JRL

Per the requirement of Appendix G of 14 CFR Part 23 paragraph G23.1 (c), the changes made to the ICA by the applicant will be distributed via mail by means of paper copy.

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## ABBREVIATIONS AND DEFINITIONS

<b>Abbreviations</b>	<b>Definitions</b>
AML	FAA Approved Model List (AML)
Detailed Inspection (DET)	An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, etc. may be necessary. Surface cleaning and elaborate access procedures may be required.
FAA	Federal Aviation Administration
FAA MIDO	FAA Manufacturing Inspection District Office
General Visual Inspection (GVI)	A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. 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.
ICA	Instructions for Continued Airworthiness
Special Detailed Inspection (SDI)	An intensive examination of a specific item, installation , or assembly to detect damage, failure or irregularity. The examination is likely to make extensive use of specialized Inspection Techniques and/or equipment. Intricate cleaning and substantial access or disassembly procedure may be required.
STC	Supplemental Type Certificate

## 1.0 INTRODUCTION

The purpose of this Maintenance Manual Supplement and Instructions for Continued Airworthiness (ICA) is to provide the maintenance technician with the information necessary to ensure the continued airworthiness of the Aviation Fabricators arm ledge system and table installations, per installation numbers 32-0343K and 32-0340K, when installed in accordance with Aviation Fabricators design data included on Installation Data List AF-268IDL and per Supplement Type Certificate (STC) SA01638WI.

Modifications to an aircraft obligates the operator to include the maintenance information provided by this document into the operators aircraft Maintenance Manual and operator's aircraft scheduled maintenance program. This document defines supplementary maintenance operations and frequencies recommended by Aviation Fabricators Inc., to ensure the aircraft's airworthiness.

The information contained herein addresses the requirements specified in 14 CFR 23.1529, Instructions for Continues Airworthiness and supplements the basic Airplane Maintenance Manual only in those areas listed as pertains to the installation of arm ledge system and table installation kits, as installed per the Aviation Fabricator Installation Data List AF-268IDL. For limitations and procedures not contained in this supplement, consult the basic Airplane Maintenance Manual.

### DATA

All information to support the continued airworthiness of this modification is contained in:

STC SA01638WI.  
Installation Data List AF-268IDL

Installation: Installation Data List AF-268IDL:  
Drawing D-10504 for p/n 32-0343K  
Drawing D-10568 for p/n 32-0340K

Parts: Refer to part numbers 32-0343K & 32-0340K and respective drawings as listed on Installation Data List AF-268IDL.

The purpose of this installation is to replace the existing recessed style of table and update the side panel system with a new look, less problematic table and arm ledge system. The assembly will be accomplished by cutting the existing wall panels just below the window line and installing new lower Side Wall Panels and Arm Ledge Panels using brackets and hardware provided with the kit.

### Design Change Control

All data and changes to the parts and assemblies will be tracked per Installation Data List AF-268IDL Rev IR or later approved revision.

**Applicable Aircraft**

Hawker Beechcraft models 200, 200T, 200C, 200CT, B200,  
B200C, B200T, & B200CT

**SIDE WALL PANEL INSTALLATION DETAILS**

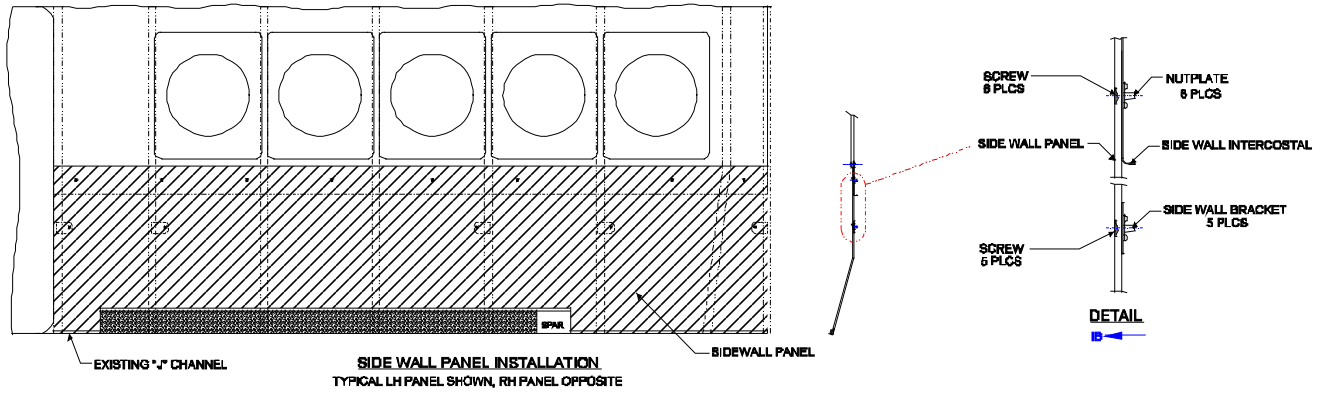


Figure 1.0A

**ARM LEDGE PANEL INSTALLATION DETAILS**

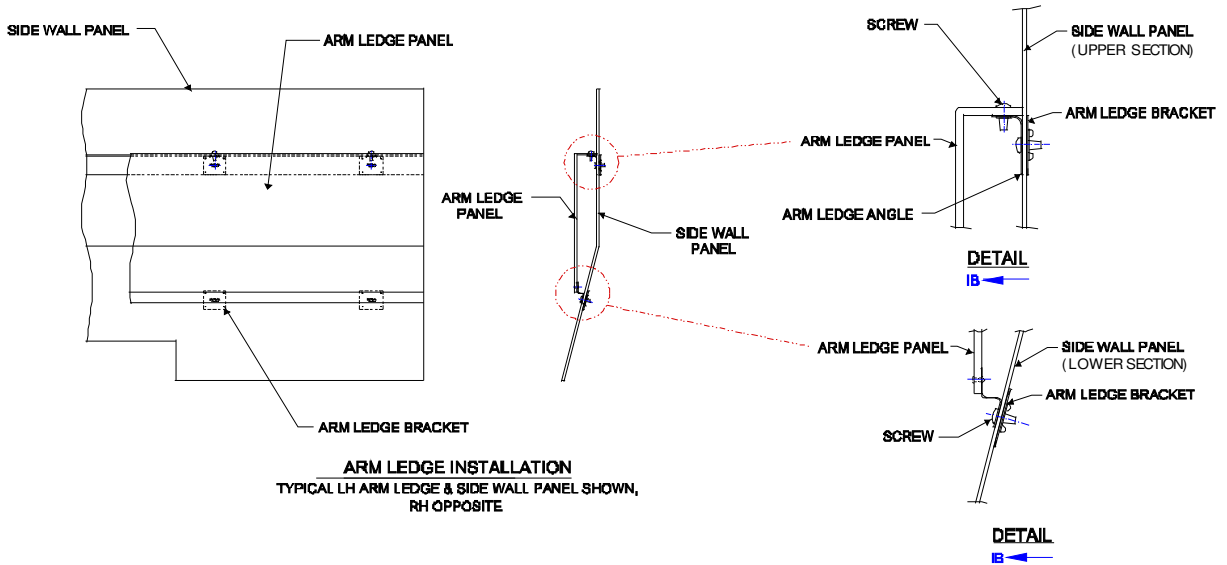


Figure 1.0B

## TABLE INSTALLATION DETAIL

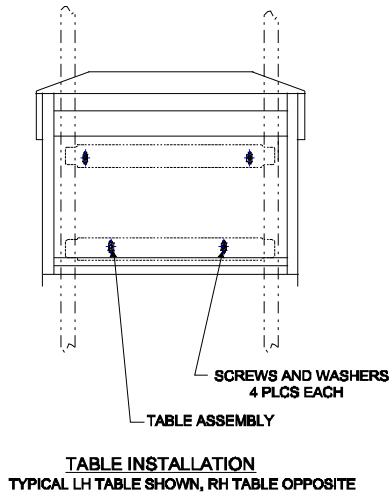


Figure 1.0C

## SIDE WALL STRUCTURE INSTALLATION DETAILS

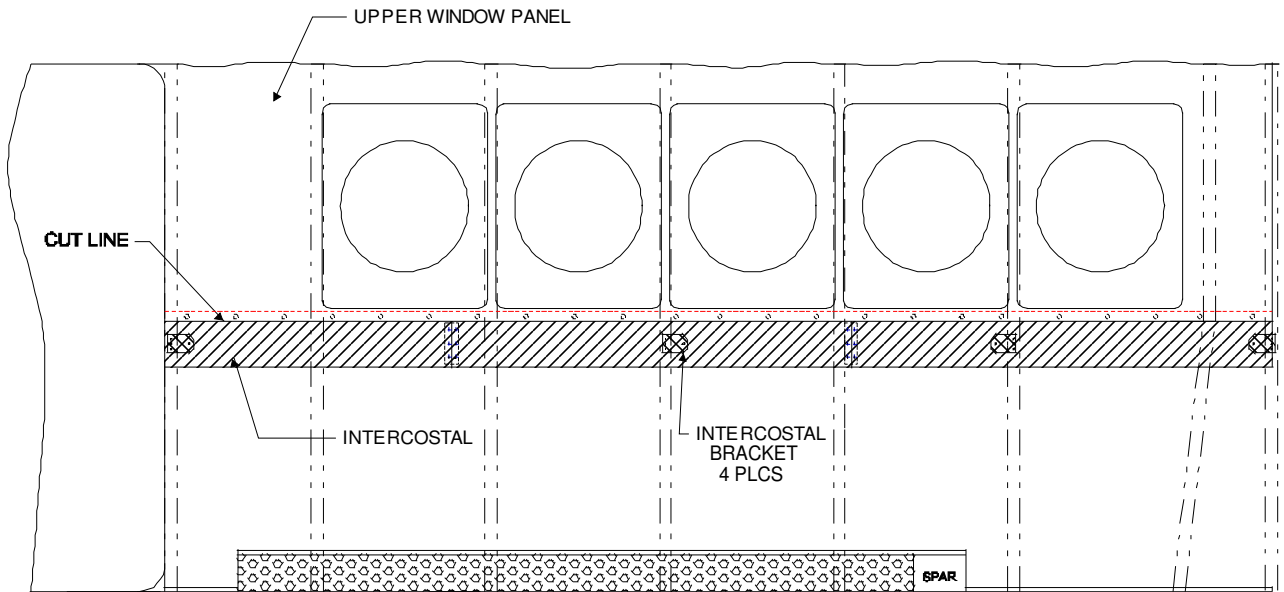


Figure 1.0D

## 2.0 INSPECTION REQUIREMENTS AND OVERHAUL SCHEDULE

1. To comply with 14 CFR 23.1529, continue the new arm ledge system and table assemblies on the same inspection and maintenance schedule used per the applicable Hawker Beechcraft 200 Series Maintenance Manual for interior panels and cabinetry.
  - a. The new arm ledge and table system requires no service other than inspection at the normal phase 2 inspection of 400 hours then 400 hours after the last complete phase 4 inspection at 800 hours, or every 24 months, whichever comes first.

2. Inspection Time Limit for the arm ledge system and table installations:

Phase 2 inspection of 400 hours or every 24 months, whichever comes first.

Task Code			Schedule	Date	Mech	Insp
AFI-100	a.	Inspect side wall panels for damage to upholstery.				
AFI-101	b.	Inspect side wall panels for attachment and security.				
AFI-102	c.	Inspect for damage to table finish and table upholstery.				
AFI-103	d.	Inspect table frame for damage, and corrosion.				
AFI-104	e.	Check operation of table assembly.				
AFI-105	f.	Check operation of table frame assembly.				

- A. The arm ledge and table system on the same inspection and maintenance schedule used per the applicable Hawker Beechcraft Maintenance Manual for cabin upholstery panels.



**3.0 DIMENSION AND ACCESS:**

The installation of the arm ledge system does not change the dimensions of the aircraft or alter the access to any existing aircraft system.

**4.0 LIFTING AND SHORING**

No change.

**5.0 LEVELING AND WEIGHING**

No change.

**6.0 TOWING AND TAXIING**

No change.

**7.0 PARKING AND MOORING**

No change.

## 8.0 PLACARDS AND MARKINGS

Only (1) placard is required in conjunction with this modification:

1. For the table installation, placard part number 32-0343-16 must be installed just above the table assembly on the window panel.

TABLE MUST BE IN STOWED  
POSITION DURING  
TAKEOFF AND LANDING

Figure 8.0A

## 9.0 SERVICE INFORMATION

### Typical Arm Ledge and Table Service Instructions:

#### A. Upholstery Cleaning:

##### Upholstery Panel Instructions

1. If possible dry clean fabric cushions.
2. If dry cleaning is not possible clean fabric with Armour All fabric cleaner or equivalent.
3. Clean leather with Armour All leather cleaner or equivalent.
4. Clean wood finish or laminate finish using Armour All multi-purpose cleaner or equivalent.
5. Inspect all attachment locations and replace if necessary.

##### Table and Table Upholstery Cleaning:

1. Typically only a soft cloth dampened with water is necessary to clean table assembly.
2. If table has a high gloss finish, if desired, use a high quality auto wax that does not contain silicone to shine table assembly.
3. Clean fabric with Armour All fabric cleaner or equivalent.
4. Clean leather with Armour All leather cleaner or equivalent.

## Typical Arm Ledge and Table System Service Instructions:

### A. Sidewall Panel

Each sidewall panel is attached to the aircraft structure through brackets with nutplates riveted to the bulkhead frames. It is attached with eight screws just below the window panel and five screws behind the arm ledge panel. The bottom of each side wall panel rests in existing "J" track.

To remove each sidewall panel, first removed the arm ledge panel and table assembly. Then remove attaching screws eight places at the top of the sidewall panel at five places near the center of the sidewall panel. Lift the panel from the "J" track at the bottom. To install each sidewall panel place the bottom edge into the "J" track and align attachment holes to brackets and attaching using screws. See Figure 1.0A.

### B. Arm Ledge Panel

Each arm ledge panel is attached using screws through aluminum angles and brackets that are attached to the sidewall panel. At the top, the screws are driven down into an aluminum angle that is attached to the sidewall panel. At the bottom, each arm ledge panel is attached through aluminum "Z" channel into the sidewall panel.

Each arm ledge panel can be removed from each sidewall panel by first removing the velcroed upholstery panels and caps to access the screws placed down through the top of the arm ledge panel and through the "Z" channel at the bottom of the arm ledge panel. Each arm ledge panel is installed with screws through the top of the arm ledge panel into an aluminum angle with nutplates that is attached to each side wall panel. At the bottom, each arm ledge panel is installed using screws through the "Z" channel into brackets with nutplates installed on the backside of the sidewall panel. See Figure 1.0B.

### C. Table

Each table is attached to intercostal brackets with nutplates which are riveted to the aircraft structure. Each table is attached to the brackets in four places using screws and washers.

Each table is removed by opening the table assembly and removing the four attaching screws and washers from the intercostals brackets. Each table is installed by placing the open table in position and attaching it to the intercostals brackets using four screws and washers. See Figure 1.0C.

**D. Window Panel**

Each upper window panel is removed by first removing the tables, arm ledge panel, and sidewall panel. Then remove the four screws which are placed through the aluminum intercostals that are attached to the bottom of each window panel. To install the upper window panel, align the holes in the aluminum intercostals with brackets attached to the aircraft structure and attach using screws. See Figure 1.0D.

**B. RECOMMENDED OVERHAUL PERIODS**

No additional overhaul time limitations and requirements apply to the Aviation Fabricators arm ledge/ table installation kits.

## **10.0 AIRWORTHINESS LIMITATIONS**

The Airworthiness Limitations section is FAA approved and specifies maintenance required under Sec. 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

There are no Airworthiness Limitations to the aircraft with the addition of the arm ledge system/tables installed by this STC.

## **11.0 TROUBLESHOOTING**

Refer to the existing Aircraft Maintenance Manual for troubleshooting the arm ledge system installation that is required beyond the information found on the installation drawings D-10504 or D-10568.

For replacement parts or repair of damage parts:

Contact Aviation Fabricators at (660) 885-8317.

Troubleshooting this installation should only be accomplished by FAA approved repair stations with the appropriate ratings or appropriately rated operator/individuals, with required test equipment and service data.