

**Aviation Fabricators Inc.  
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Page 1 of 14

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Clinton, MO. 64735**

## **INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**

For

2 Place Side Facing Divans

**Document No.: AF-487**

**Revision "A"**

**Revision Date: 07/14/11**

### **Applicable to:**

Learjet models 55, 55B, 55C, 60

**Modified by FAA STC ST01580WI**

The information in the Instruction for Continued Airworthiness is FAA accepted material and complies with 14 CFR 25.1529, Instructions for Continued Airworthiness. It supersedes or adds to that provided in the Maintenance Manual for the Learjet 55 & 60 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

Updates to the ICA will be made by Aviation Fabricators Inc. Updates will be listed in the log of revisions and the effective pages will be listed below.

<b>Log of Revisions</b>				
<b>REV. NO.</b>	<b>EFFECTED PAGE(S)</b>	<b>DESCRIPTION</b>	<b>DATE</b>	<b>APPROVED BY</b>
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A	All	*Added STC number to document *Added model 60 to document *Updated Section 10 *Added Section 11	07/14/11	GRL

## TABLE OF CONTENTS

DESCRIPTION	PAGE
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS .....	1
REVISION PAGE .....	2
TABLE OF CONTENTS .....	3
1.0 INTRODUCTION.....	5
2.0 INSPECTION REQUIREMENTS AND OVERHAUL SCHEDULE.....	8
3.0 DIMENSION AND ACCESS: .....	10
4.0 LIFTING AND SHORING .....	10
5.0 LEVELING AND WEIGHING .....	10
6.0 TOWING AND TAXIING .....	10
7.0 PARKING AND MOORING.....	10
8.0 PLACARDS AND MARKINGS.....	11
9.0 SERVICE INFORMATION .....	12
10.0 AIRWORTHINESS LIMITATIONS .....	14
11.0 TROUBLESHOOTING INFORMATION.....	14

## 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, hanger 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 2 place divans, per installation numbers 62-0255 and 62-0273, when installed onto existing seat track in the aircraft passenger cabin in accordance with Aviation Fabricators design data included on Drawing List AF-285 and per Supplement Type Certificate (STC) No. ST01580Wi.

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 25.1529, Instructions for Continues Airworthiness and supplements the basic Airplane Maintenance Manual only in those areas listed as pertains to the installation of divan assemblies, as installed per the Aviation Fabricators Drawing List AF-285. 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 ST01580WI.  
STC drawing list: AF-285.

Installation: Installation Instructions D-10241

Parts: p/n 62-0255, RH 2 Place Side Facing Divan  
p/n 62-0273, LH 2 Place Side Facing Divan

The divan is a self contained complete assembly that mounts to the existing seat track, using standard fittings, in accordance with FAA approved floor plans.

### Design Change Control

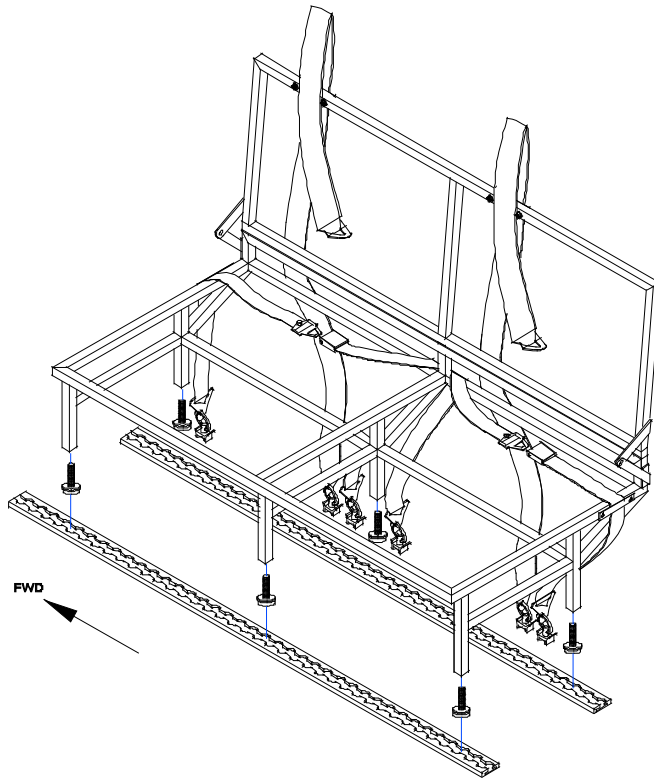
All data and changes to the parts and assemblies will be tracked per STC Drawing List AF-285 Rev E or later approved revision.

### Applicable Aircraft

Learjet models 55, 55B, 55C, 60

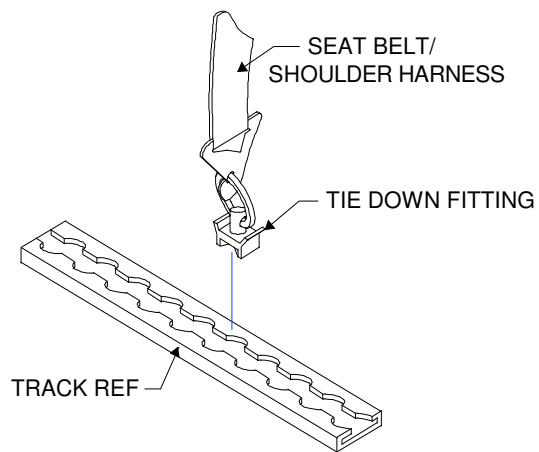
2 Place Divans

P/N's 62-0255 (shown), 62-0273  
Top not shown for clarity



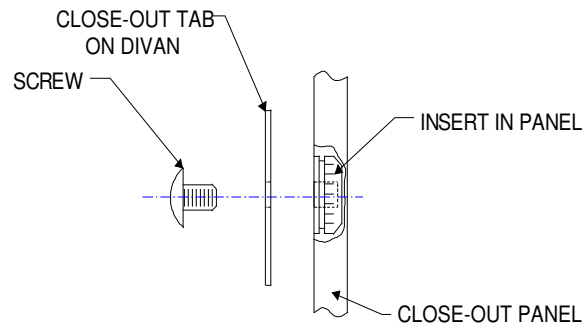
**Figure 1.0A**

Seat Belt & Shoulder Harness Attachment



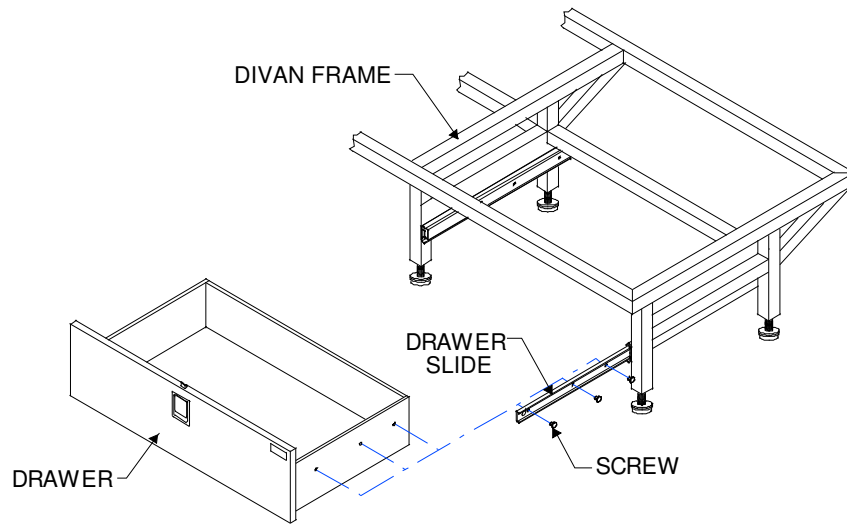
**Figure 1.0B**

Close-out Panel Assembly



**Figure 1.0C**

Underseat Drawer



**Figure 1.0D**

## 2.0 INSPECTION REQUIREMENTS AND OVERHAUL SCHEDULE

1. To comply with 14 CFR 25.1529, continue the new divan and restraint system on the same inspection and maintenance schedule used per the Learjet Maintenance Manual for seats and divans.
  - a. The new divan requires no service other than inspection at normal inspection interval of 300 hours or every 12 months.
  - b. The safety belts require no service other than inspection at normal inspection interval of 300 hours or every 12 months.
  - c. Perform a detailed visual inspection of each bottom and back cushion and cover to detect apparent or obvious defects, deterioration in the form of wear, tears, rips, punctures or irregularities that cause the cushion assembly to become worn or distorted. Replace the cushion assembly if this cover does not fit properly or the cushion develops a "lumpy" or irregular feel.
  - d. Perform a detailed visual inspection of each divan frame assembly including weld joints, diaphragm, fasteners and anchors, track fittings, seat belt and inertia reel assemblies to detect apparent or obvious defects, corrosion, cracks, large deformations (permanent deformation in frame tubes more than  $\frac{1}{4}$  the overall thickness of the tube diameter), irregularities that cause the frame assembly and/or anchor/fitting to become distorted and not fit into the intended seat track/anchor locations. If deformities are found the divan frame assembly must be removed from the aircraft and returned to Aviation Fabricators for repair or replacement.



2. Inspection Time Limit for 2 Place Side Facing Divan Assembly Installations:

300 hour or every 12 month inspection for the divan assembly and safety belts

Task Code			Schedule	Date	Mech	Insp
AFI-100	a.	Inspect for damage to upholstery.				
AFI-101	b.	Inspect safety belts for wear, cuts, fraying, damage, and deterioration.				
AFI-102	c.	Inspect safety belt attachment fittings for wear and damage				
AFI-103	d.	Inspect foot fittings for damage, security, and function.				
AFI-104	e.	Inspect seat frame for damage, and corrosion.				
AFI-105	f.	Inspect overall seat for fit and function.				

A. The new divan and restraint system are on the same inspection and maintenance schedule used per the Learjet Maintenance Schedule for passenger seats.

**3.0 DIMENSION AND ACCESS:**

The installation of the 2 place side facing divan assembly 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

Up to 4 placards are required in conjunction with this modification:

1. If optional drawers are installed, placard part number 15-0025 must be installed at the top of the face of the drawer where visible when open or closed.

MAXIMUM WEIGHT OF 20 LBS  
DRAWER MUST BE STOWED  
DURING TAKE-OFF AND LANDING

**Figure 8.0A**

2. If optional close out panels are installed, placard part number 15-0060 must be installed on the top outside of the close-out panel door so that it is visible when the door is closed.

MAX WEIGHT  
10 LBS.

**Figure 8.0B**

3. For the Lifevest Storage placard part number 15-0288 must be placed in plain view of the seat occupant.

LIFE VEST IS STORED  
IN UNDERSEAT  
COMPARTMENT

**Figure 8.0C**

4. A placard stating "to install harness over seat occupant's fwd shoulder" is sewn on to restraint system part numbers 3091-8-111-2396 and should be legible and easily viewed by the seat occupant.



**Figure 8.0D**

## 9.0 SERVICE INFORMATION

### Typical Divan Service Instructions:

#### A. Upholstery Cleaning:

##### Divan Service Instructions

1. Remove seat back and seat bottom cushion assemblies from sidewall and divan top.
2. If possible dry clean fabric cushions.
3. If dry cleaning is not possible clean fabric with Armour All fabric cleaner or equivalent.
4. Clean leather with Armour All leather cleaner or equivalent.
5. Clean drawer and/or close-out panel finish using Armour All multi-purpose cleaner or equivalent.
6. Clean and inspect restraint system for damage or excessive wear.
7. Inspect all attachment fittings and replace if necessary.
8. Inspect overall seat for fit and function.

### Typical Divan Maintenance Instructions:

#### Divan Assembly

The divans are self contained complete assemblies that mount to the existing aircraft cabin seat track using standard fittings in accordance with approved floor plans. Refer to Figures 1.0A.

#### Cushions

Seat back and seat bottom cushion assemblies are removed by simply pulling the cushion inboard away from the Velcro on the sidewall or up away from the Velcro on the pan of the divan assembly, respectively.

#### Restraint System

Seat belt and shoulder harness removal is accomplished by unhooking the belt/harness from the tie down fitting hardware or by removing the tie down fitting from the existing aircraft seat track. Ref. to Figure 1.0B

#### Closeout Panels

Underseat close-out panel removal is accomplished by removing screws from under the divan that are attached to inserts in back of panel and attached through tabs on divan frame. Ref. Figure 1.0C

#### Drawers

Underseat drawers are removed from the divan by removing slide screws attached to the drawer sides. The drawer slides are removed from the divan by removing attaching screws. Figure 1.0D

## **B. RECOMMENDED OVERHAUL PERIODS**

No additional overhaul time limitations and requirements apply to the Aviation Fabricators 2 Place Side Facing Divans.

## **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 2 Place Side Facing Divans installed by this STC.

## **11.0 TROUBLESHOOTING INFORMATION**

Refer to the existing Aircraft Maintenance Manual for troubleshooting the 2 place divan installations that are required beyond the information found on the installation drawing D-10241.

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.