INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

For

Beech 200 Series Aft Jump Seat Installation Kits

Document No.: AF-500

Revision "C"

Revision Date: 10/01/19

Applicable to:

Textron Aviation models 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, B200GT, B200CGT

Modified by FAA STC SA00635WI

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 Beech 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

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.

Log of Revisions

REV. NO.	EFFECTED PAGE(S)	DESCRIPTION	DATE	APPROVED BY
IR	All	Initial Release	06/14/09	JRL
A	All	*Added Note to Section 9A, Seat Upholstery Cleaning, on page 14 *Changed Note 9A2 to refer to company responsible for upholstery covering for cleaning recommendations on page 14 *Corrected installation description in Section 10 to say "aft jump seat installation" on page 16 *Added Section 12, Troubleshooting Information, page 22 *Added Figures 1.0B thru 1.0E for Oxygen, Air Vent, and Light installation diagrams pages 7 & 8	10/11/10	JRL
B	All	*Updated Section 10 to latest format *Added p/n's 32-0210K-25 & -26 references to Section 1.0 Introduction, Data on pages 5 & 6 for new kits installed in aircraft with Avcon's Cargo Door Mod *Updated Section 5.0 with the -25 & -26 kit weight and balance information, page 12	02/20/13	JRL
C	All	*Added Figure 1.0F for Optional Inboard Armrest, p 9 *Added "Optional Inboard Armrest Removal and Installation" paragraph in Section 9.0, p 15	10/01/19	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.

TABLE OF CONTENTS

ABBREVIATIONS AND DEFINITIONS

Abbreviations	Definitions
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 aft jump seat installation, per installation numbers 32-0210K-XX, when installed in accordance with Aviation Fabricators design data included on STC Data List AF-251-2 and per Supplement Type Certificate (STC) SA00635WI.

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 the aft jump seat assemblies, as installed per the Aviation Fabricator STC Data List AF-251-2. 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 SA00635WI

STC Data List: AF-251-2.

Installation: Installation Instruction:

D-10162 for Beech 200 series aircraft p/n's 32-0210K-1, 32-0210K-2, 32-0210K-3, 32-0210K-25, or 32-0210K-26 Installations

Oxygen, Air, & Light System Installation Drawings:

D-10222 for Beech 200 series aircraft for s/n's BB-1 thru BB-413 except BB-310, BB-343, & BB-383

D-10248 for Beech 200 series aircraft for s/n's BB-383, BB-415, BB-416, BB-418 thru BB-448, BB-450 to BB-733, BB-734, BB-793, BB-829, BB-854 thru BB-870, BB-874 thru BB-891, BB-894, BB-896 thru BB-911, BB-913 thru BB-923, BB-925, & After

Parts: Part number 32-0210K-1 Beech Dual Aft Jump Seat Installation Kit,
Part number 32-0210K-2 Beech LH Aft Jump Seat Installation Kit,
Part number 32-0210K-3 Beech RH Aft Jump Seat Installation Kit,
Part number 32-0210K-25 Beech Dual Aft Jump Seat Installation Kit for aircraft equipped with Avcon's Cargo Door Modification
Part number 32-0210K-26 Beech LH Aft Jump Seat Installation Kit for aircraft equipped with Avcon's Cargo Door Modification
as listed on respective drawings per STC Data List AF-251-2.

The installation of the new aft jump seats require the installation the floor boards, side wall parts, and the oxygen, air, & light system installations. The new seats are installed on to floor fittings that are attached to the floor board panels and they are attached at the outboard points with "U" brackets into existing side wall supports. The restraint system is also attached to a floor fitting on the floorboard on the inboard side of the seat and through the side wall support on the outboard side of the seat. The harness is looped through a footman loop attached to the aft bulkhead. An additional 3 mask oxygen container assembly is plumbed into the existing aircraft system in the aft section of the passenger cabin.

Design Change Control
All data and changes to the parts and assemblies will be tracked per STC Data List AF-251-2 Rev L or later approved revision.

Applicable Aircraft
Textron 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, B200GT, B200CGT Aircraft

Seat Installation

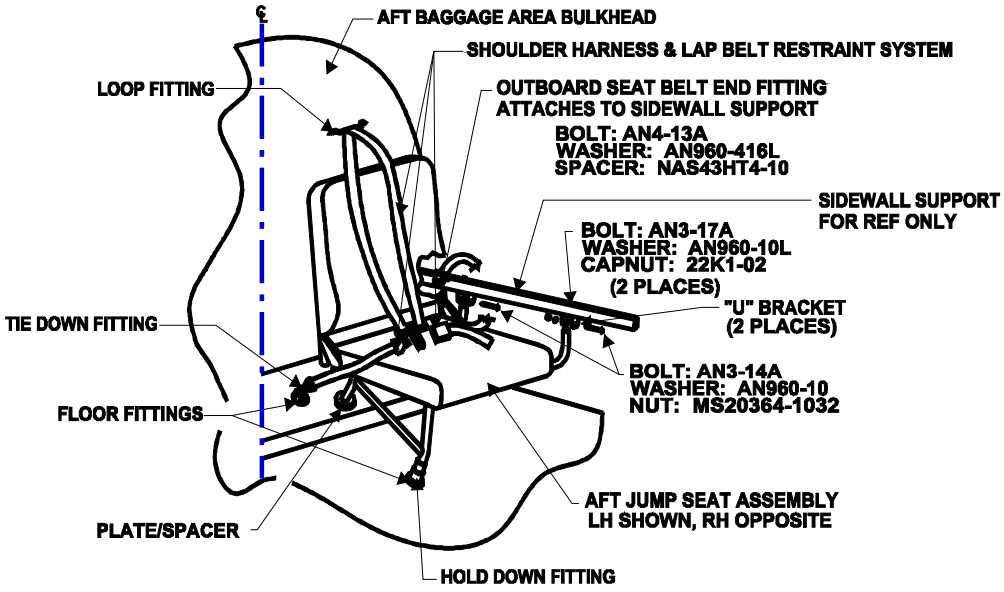


Figure 1.0A

Oxygen, Air Vent, & Light System Installations

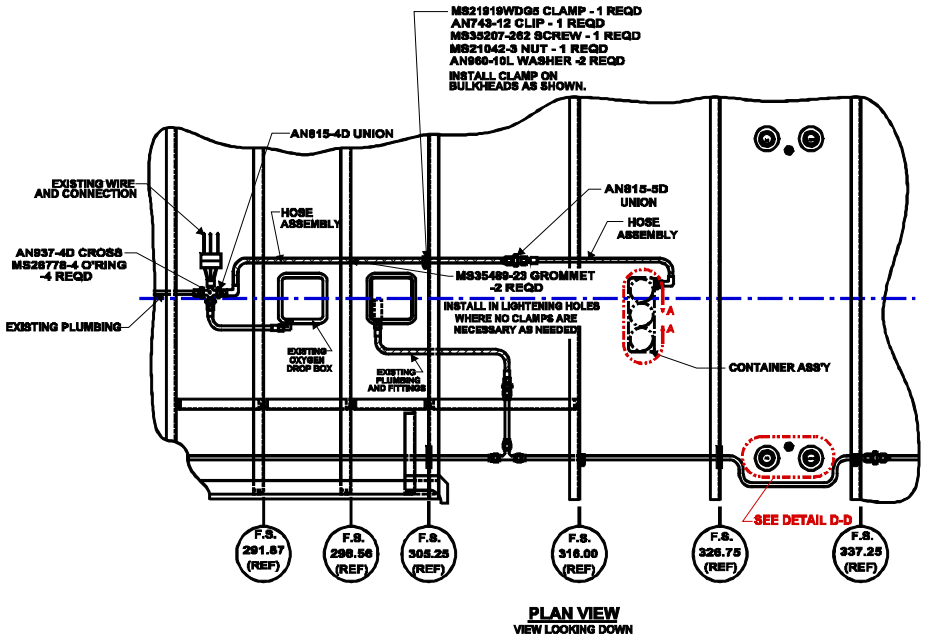


Figure 1.0B

O2 Container Assembly

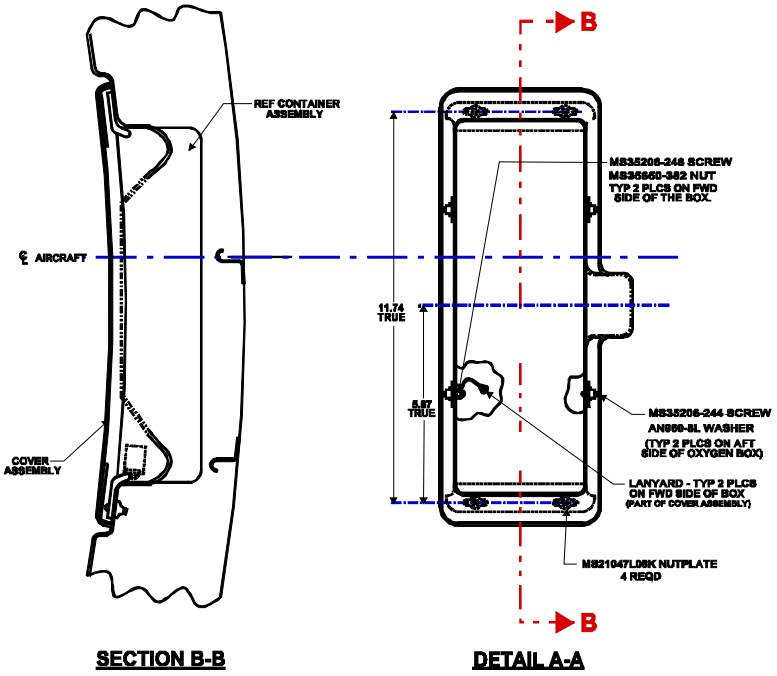


Figure 1.0C

Air Vent and Light Assemblies

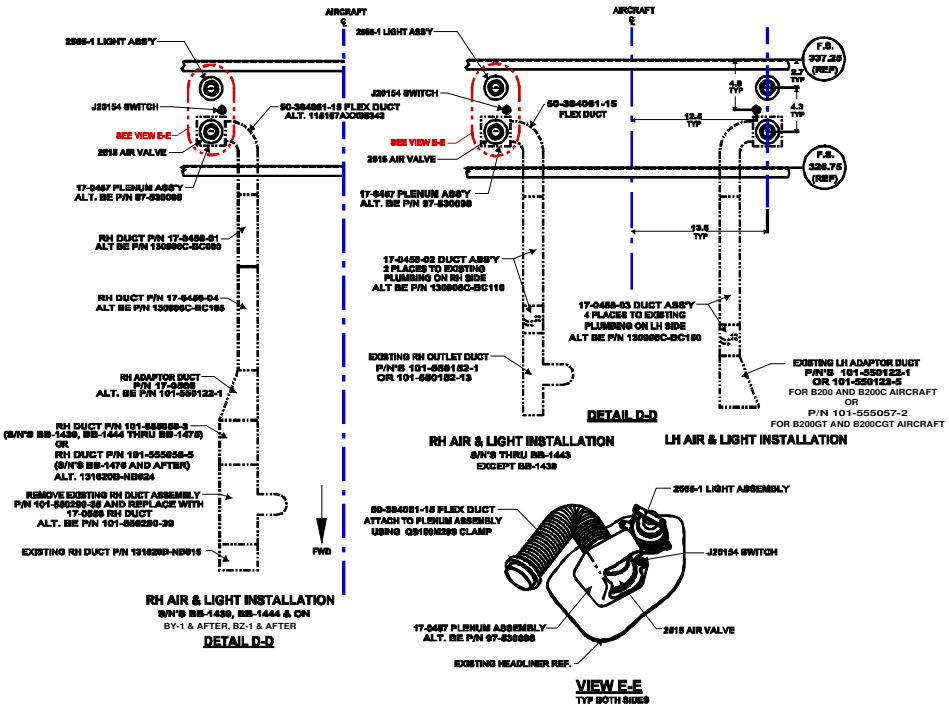
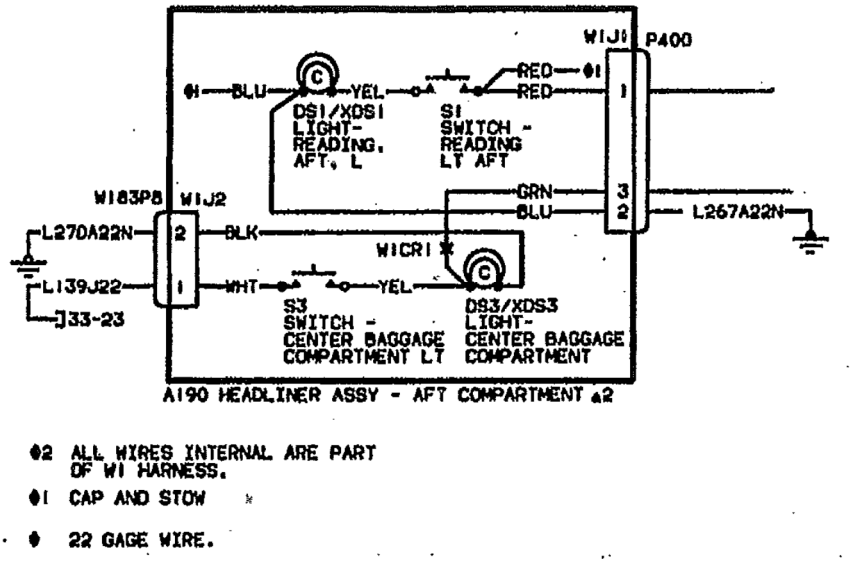


Figure 1.0D

Light Wiring Diagram



For complete Wiring Diagram Details see Section 33-22-00 of the appropriate Wiring Diagram Manual for the applicable aircraft serial number.

Figure 1.0E

Optional Inboard Armrest

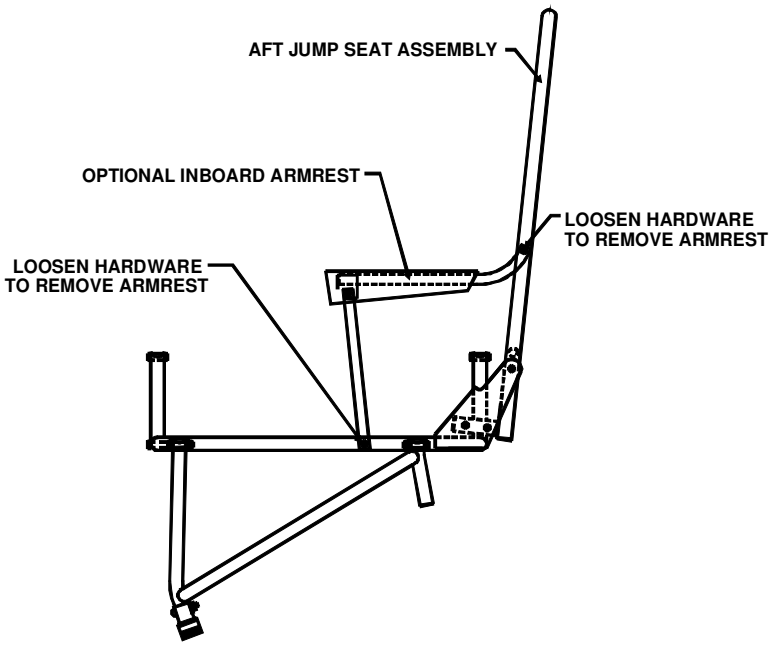


Figure 1.0F

2.0 INSPECTION REQUIREMENTS AND OVERHAUL SCHEDULE

1. To comply with 14 CFR Part 23.1529, continue the seat installation on the same inspection and maintenance schedule used per the Beechcraft Maintenance Manual for passenger seating.

   a. The new seat requires no service other than inspection at normal inspection interval of 200 hours.

   b. The safety belts require no service other than inspection at normal inspection interval of every 24 months.

   c. Perform a detailed visual inspection of the seat bottom and back cushions and the covering of the seat assembly to detect apparent or obvious defects or irregularities.

      On the cushion assemblies, check for cracks and punctures within a 4" diameter circle. The cushion assembly can have no more than three defects found within the 4" diameter circle. If a cushion develops a "lump", check to see if there are no more than two lumps within a 4" diameter circle. Any damage to the cushions outside of the described limits will require them to be replaced.

      Visually inspect the covering assemblies for holes, punctures, and tears. If the damage to the covering is holes smaller than ½" in diameter or a cut at a maximum of 2" in length then the covering is satisfactory. The sewing of the cover assemblies cannot have a tear or cut exceeding 1" in length. Any damage to the covering assemblies outside of the described limits will require them to be replaced.

   d. Visually inspect the seat assembly tubing and diaphragm for cracks and deformation. Damaged conditions can be detected as a crack at the edge of the tube or along the length of the tubes or as a crack, tear or cut found on the seat bottom diaphragm. Visually inspect all hardware for excessive wear before and after installation.

      Replace the bottom diaphragm if two cracks or deformations are found within a 4" diameter circle. If a tear or cut is found with a maximum 6" length, replace the diaphragm.

      There shall be no broken tubes. There shall be no sharp corners, edges, or protrusions that may injure passengers. Replace the tubes if they are bent in such a way that they are more than 2" off center. Replace the seat tubes if

crack length is found to be .125" or greater. Replace the tube if a dent is found running longer than 3". Replace the seat tubes if deformation is greater than .25" the overall thickness of the tube diameter.

Cracked or broken fasteners or fittings are to be replaced with new immediately.

For repair or replacement of damaged or broken parts or assemblies contact Aviation Fabricators Inc.

e. The additional oxygen container assembly is to be added to the normal aircraft inspection system at Phase 1 & 3 Inspection of 200 hours or 24 months whichever occurs first.

Annual and/or 200 hour inspection

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.				
AF-106	g.	Inspect oxygen mask and container.				
AFI-107	h.	Function Test Oxygen Container assembly. See Section 11.				

A. Continue the new aft jump seat assembly, and restraint system on the same inspection and maintenance schedule used per the Hawker Beechcraft Maintenance Manual for passenger seats.

B. Continue the additional oxygen container assembly installation on the same inspection and maintenance schedule used per the Hawker Beechcraft Maintenance Manual for the oxygen system.

3.0 DIMENSION AND ACCESS

The installation of the new seat installation kit 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

KIT NO.	WEIGHT LB.	H-ARM (IN)	H-MOMENT (LB – IN)
32-0210K-1 (LH AND RH SEATS) w/-4,-5, or -20 kits	+73.5	+330	+24255
32-0210K-2 or –3 (LH OR RH ONLY) w/-4, -16, -17, -18, -19, or -21 kits	+50	+329	+16450

KIT NO.	WEIGHT LB.	H-ARM (IN)	H-MOMENT (LB – IN)
32-0210K-25 (LH AND RH SEATS) w/-4,-5, or -20 kits	+73.5	+330	+24255
32-0210K-26 (LH ONLY) w/-17 or -19 kits	+50	+329	+16450

NOTE: WEIGHTS INCLUDE OXYGEN, AIR, & LIGHT SYSTEM INSTALLATIONS, AND UPHOLSTERED SEATS

**Refer to aircraft flight manual for occupant weight and balance calculations.

For aircraft that already include acceptable aft floor panels deduct 20 lbs from total weight shown above.

Upholstery allowance is 5 lbs per seat.

6.0 TOWING AND TAXIIING

No change.

7.0 PARKING AND MOORING

No change.

8.0 PLACARDS AND MARKINGS

Up to 6 placards are required in conjunction with this modification:

1. Placard P/N 15-0288 is to be installed just below the window on each side a seat is installed.

Figure 8.0A

2. Placard P/N 32-0210-22 is to be installed on the aft side of the LH aft divider in plain sight of the seat occupant.

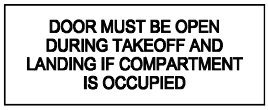


Figure 8.0B

3. Placard P/N 32-0210-39 or 32-0210-40 is to be installed on the aft bulkhead center line just above W.L. 119.0

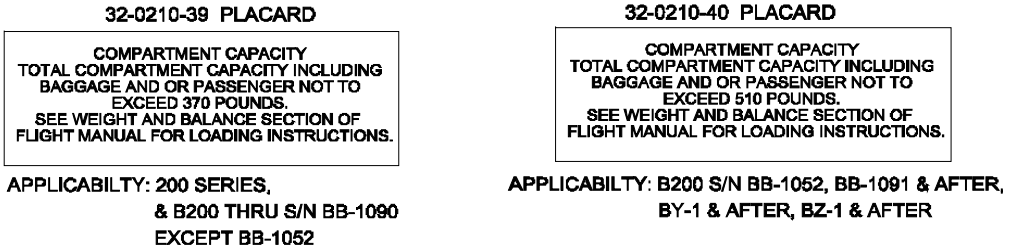


Figure 8.0C

4. Placard P/N 32-0210-23 is to be installed on the aft side of the LH aft divider in plain sight of the seat occupant.

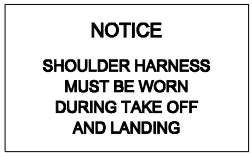


Figure 8.0D

5. Placard P/N 15-0401 is to be installed on the inside of the 3 mask oxygen container cover assembly so that it is visible when masks are deployed.

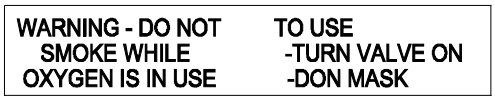


Figure 8.0E

6. Placard P/N 32-0210-41 is to be installed on the aft side of the aft right hand divider above W.L. 119.0, 2.00” from the IB edge.

Figure 8.0F

9.0 SERVICE INFORMATION

Typical Seat Service Instructions:

A. Seat Upholstery Cleaning:

1. Remove seat back and seat bottom cushion assemblies from seat assembly.
2. Clean the cushions in accordance with instructions issued by the company responsible for the upholstery covering so that knowledge of the upholstery material’s fire retardant properties are known and will not be compromised.
3. Clean and inspect restraint system for damage, fraying, cuts or seam deterioration.
4. Inspect all attachment fittings and replace if necessary.
5. Inspect overall seat for fit and function.

Note: Limit the cleaning area of the aft jump seats them only so that the cleaner used will not affect the fire retardant properties of any other components in the aircraft.

B. Oxygen System Service Instructions:

See Section 11.0

Typical Seat Maintenance Instructions:

Seat Assembly:
The aft jump seats are installed on to existing floor fittings that are attached to the floor board panels and attached at the outboard points with "U" brackets into existing side wall supports. See Figure 1.0.

Seat Removal:
To remove the seat from the aircraft: (1) remove the nut, bolt, and washer from the outboard "U" bracket that attaches the seat to the sidewall support, and (2) then lift the hold down fitting keeper to remove the leg from the floor board fitting. The "U" bracket can be removed by loosening the vertical bolt, nut, and washer that goes through the sidewall support.

Seat Installation:
To install the seat into the aircraft: (1) attach the hold down fitting into the floor board fitting, (2) attach the "U" bracket to the sidewall support using a bolt, nut, and washer, and (3) attach the seat's outboard fittings into the "U" bracket and secure with a bolt, nut, and washer.

Restraint System:
The seat belt of the restraint system is removed by unhooking the tie down fitting from the floor board fitting on the inboard side of the seat and by loosening the bolt, washer, and spacer from the outboard location in the sidewall support. The shoulder harness is removed from the loop fitting attached to the aft bulkhead. Reverse this procedure to install the restraint system. See Figure 1.0.

Cushions
Seat back and seat bottom cushion assemblies are removed by lifting the back cover from over the seat back frame or by simply pulling the cushion away from the Velcro on the seat frame, respectively. The seat bottom and seat back cushions should weigh no more than 5 lbs total. All covering and upholstery materials must comply with 14 CFR 23.853.

Optional Inboard Armrest Removal and Installation:
The optional inboard armrest is can be removed as desired by loosening the attaching hardware at two points as shown in Figure 1.0F. It can be installed by using the same hardware and tightening into place at two the same two points.

Typical Oxygen System Maintenance Instructions:

Oxygen System:
The passenger oxygen mask is an airline conical, constant flow type. When the system is actuated, the initial high pressure surge operates an actuator that opens the cover assembly. After the mask is removed from the container, a lanyard pin must be pulled from the mask valve. With the oxygen turned on, the mask supply tube contains a positive-flow indicator that is readily visible to the user when the mask is being worn. To shut off the flow of oxygen to the mask, install the lanyard pin in the mask valve. See Figure 1.0B and 1.0C.

See Section 11.0 for oxygen system maintenance instructions.

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 aft jump seat installation kits installed by this STC.

11.0 SERVICE INSTRUCTIONS FOR OXYGEN SYSTEM

PASSENGER OXYGEN MASK AND CONTAINER INSPECTION (AUTODEPLOYMENT OXYGEN SYSTEM)

It is recommended that the passenger oxygen masks be inspected at the proper interval (See Section 2.0)
Check that none of the following exist:

a. The oxygen mask sticks to the container or to itself.
b. Contamination of the oxygen mask or the container.
c. Excessive force (over four pounds) to remove lanyard pin.
d. Improper installation of lanyard pin in valve actuator.
e. Tears, cracks or deterioration of the mask or reservoir bag (unfold bag if necessary).
f. Hose linking.
g. Improper connection of oxygen hose to oxygen outlet.

PASSENGER OXYGEN MASK CLEANING (AUTODEPLOYMENT OXYGEN SYSTEM)

Should the oxygen masks need cleaning, wipe the surface to be cleaned with a clean, soft, lint-free cloth that has been moistened with a mild detergent and warm solution (not to exceed 110° F; 43° C). Rinse thoroughly with clean water and allow to completely air dry.

NOTE

Isopropyl alcohol (3, Chart 1) can also be used for cleaning as well as for disinfecting. Refer to CABIN OXYGEN MASK AND CONTAINER DISINFECTING.

PASSENGER OXYGEN MASK AND CONTAINER DISINFECTING (AUTODEPLOYMENT OXYGEN SYSTEM)

a. Clean the mask and container as instructed in CABIN OXYGEN MASK CLEANING.
b. Disinfect the mask and container with an aqueous solution of zephiran chloride (5, Chart 1), disinfectant (4, Chart 1) or isopropyl alcohol (3, Chart 1).
c. Use a clean, lint-free cloth moistened with a solution per step b. Wipe quickly and lightly over the entire area.
d. After disinfecting, thoroughly air dry the mask or container.
e. After drying, lightly dust the outside of the face piece with neo-novacite (6, Chart 1).
f. Install passenger mask in container per PASSENGER OXYGEN MASK PACKING.

PASSENGER OXYGEN MASK PACKING (AUTODEPLOYMENT OXYGEN SYSTEM)

WARNING

Packing and installation of the passenger masks shall be performed by personnel familiar with the procedures and warnings presented in these instructions. Failure to properly pack and install the passenger masks can result in damage to the mask or failure of the mask to deploy properly.

All procedures describe in these instructions shall be performed in an area free of oil, grease, flammable solvents or other contaminants.

SCOTT PASSENGER OXYGEN MASK PACKING (AUTODEPLOYMENT OXYGEN SYSTEM)

a. Inspect the mask and container as instructed in PASSENGER OXYGEN MASK AND CONTAINER INSPECTION.
b. Insert headstrap into the mask cup.
c. Fold the outside thirds of the rebreather bag over the center third.

CAUTION

Prior to BB-1745, BL-141, BN-5, and BT-44, container door can be positioned 180° off. If this happens, the plunger cannot push the door open when activated.

1. Position the door so that the plunger can strike the block on the door when activated.

PURITAN – BENNETT PASSSENGER OXYGEN MASK PACKING (AUTODEPLOYMENT OXYGEN SYSTEM)

a. Inspect the mask and container as instructed in PASSENGER OXYGEN MASK AND CONTAINER INSPECTION.
b. Fold the outside thirds of the reservoir bag over the center third,
c. Place the head strap inside the face piece. Then fold the reservoir bag into the face piece on top of the head strap.
d. Coil the oxygen hose on top of the reservoir bag.
e. If disconnected, connect the end of the oxygen hose to the valve outlet.
f. Install the lanyard pin in the valve actuator.
g. Place the mask in the container with the coiled hose on top.

CAUTION

Prior to BB-1745, BL-141, BN-5, and BT-44, container door can be positioned 180° off. If this happens, the plunger cannot push the door open when activated.

h. Position the door so that the plunger can strike the block on the door, when activated.
i. Close the door, making sure that the hose is not crimped and the lanyard cord is free of obstructions and not caught in the container door.

OXYGEN SYSTEM PLUMBING MAINTENANCE

When oxygen lines are being connected, the first three male (external) threads of the fittings should be wrapped with anti-seize tape (1, Chart 1) prior to being connected back into the system.

When the oxygen system plumbing has been connected after maintenance, the new connections should be checked for leakage by applying leak detector fluid (2, Chart 1) to the connections and pressurized. Wipe dry immediately after testing.

When connections leak, check that they are tightened to the proper torque value for that fitting. If this does not stop the leakage, disassemble the connection and check all mating surfaces for damage. Smooth rough mating surfaces if possible to provide a tight connection or install new fittings.

OXYGEN SYSTEM FUNCTIONAL TEST (BB-2 THRU BB-54 WITHOUT THE AUTODEPLOYMENT OXYGEN SYSTEM INSTALLED)

This procedure checks the oxygen system for flow to the mask outlets (manifold) and system pressure at the outlets.

a. Connect an oxygen pressure gage to the pilot's oxygen outlet.
b. Pull out on the control knob OXYGEN PULL ON SYS READY.
c. Observe the system pressure increase. The pressure gag should indicate 70± 10 psi.
d. Verify oxygen flow through each mask and outlet fitting by plugging the mask into the fitting and checking for oxygen flow.
e. Remove the test gage from the pilot's oxygen outlet.
f. Push in on the oxygen controls to shut off the oxygen supply.

OXYGEN SYSTEM FUNCTIONAL TEST (BB-2 THRU BB-54 WITH THE AUTODEPLOYMENT OXYGEN SYSTEM; BB-55 THRU BB-309, BB-311 THRU BB-342, BB-344 THRU BB-382, BB-384 THRU BB-414, BB-417, BB-449, BT-1 THRU BT-4)

MANUAL OVERRIDE SYSTEM CHECK

a. Connect an oxygen pressure gage to the pilot's oxygen outlet.
b. Pull out the control knobs OXYGEN PULLON SYS READY and the PASSENGER MANUAL OVERRIDE.
c. Observe the system pressure increase. The pressure gage should indicate 70±10 psi.
d. Verify that all of the following occur:
    1. Cabin oxygen masks deploy.
    2. PASS OXYGEN ON advisory annunciator illuminates.

NOTE

If item 1 occurs but item 2 does not occur, the oxygen pressure-sense switch is not working properly. If neither occurs, the mechanical portion of the passenger manual-override shutoff valve is not working properly.

e. Verify oxygen flow to each mask by pulling the lanyard pin out. When oxygen flow is verified, replace the lanyard pin to shut off the flow of oxygen.
f. Remove the test gage from the pilot's oxygen outlet.
g. Push in on the oxygen controls to shut off the oxygen supply.
h. Refer to the applicable passenger oxygen mask packing procedure and repack the masks and latch the mask container doors.

AUTODEPLOYMENT OXYGEN SYSTEM CHECK (LESS BAROMETRIC PRESSURE SWITCH)

a. Disconnect the wires attached to the barometric pressure switch.
b. Using an insulated 22 gauge wire, connect a jumper wire between the wires that connect to the barometric pressure switch.
c. Pull out on the control knobs OXYGEN PULL ON SYS READY.
d. Apply electrical power to the airplane.
e. Verify that all of the following occurs:
1. Cabin oxygen masks deploy.
2. PASS OXYGEN ON advisory annunciator illuminates.
3. Foyer light, center baggage compartment light and cabin lights illuminate.
4. NO SMOKING sign illuminates.

NOTE

If items 1 thru 4 occur the system activated by the barometric pressure switch is working properly. If items 1, 3, and 4 occurs but item 2 does not occur, the oxygen pressure-sense switch is not working properly. If none of the items occur, the solenoid in the passenger manual-override shutoff valve is not working properly.

f. Remove electrical power from the airplane.
g. Remove the jumper wire from the wires that connect to the barometric pressure switch.
h. Connect the wires to the barometric pressure switch.

OXYGEN SYSTEM FUNCTIONAL TEST (BB-310, BB-343, BB-383, BB-415, BB-416, BB-418, THRU BB-448, BB-450, AND AFTER; BL-1 AND AFTER; BN-1 AND AFTER; BT-5 AND AFTER)

MANUAL OVERRIDE SYSTEM CHECK

a. Connect an oxygen pressure gage to the pilot's oxygen outlet.
b. Pull out on the control knobs OXYGEN PULL ON SYS READY and the PASSENGER MANUAL OVERRIDE.
c. Observe the system pressure increase. The pressure gage should indicate 70±10psi
d. Verify that all of the following occur:
1. Cabin oxygen masks deploy.
2. PASS OXYGEN ON advisory annunciator illuminates.
3. Foyer light, center baggage light and cabin lights illuminate.
4. NO SMOKING sign illuminates.

CHART 1
RECOMMENDED MATERIALS

MATERIAL	SPECIFICATION	PRODUCT	SUPPLIER
1. Tape, anti-seize, polytetrafluoroethylene	MIL-T27730		Obtain locally
2. Leak Detector Fluid, Oxygen System	MIL-L-25567		Obtain locally
3. Isopropyl	TT-I-735		Obtain locally
4. Disinfectant, Oxygen system		QS4	Brulin and Co., Inc. 2920 Dr. Andrew J. Brown Ave. PO Box 270 Indianapolis, IN 46206
5. Zephiran Chloride		00-2572	Scott Aviation 123 E. Montecito Ave. Sierra Madre, CA 91024
6. Neo-novacite		00736	Scott Aviation 123 E. Montecito Ave. Sierra Madre, CA 91024

12.0 TROUBLESHOOTING INFORMATION

Refer to the existing Aircraft Maintenance Manual for troubleshooting the aft jump seat kit, and oxygen, air vent, and light systems that is required beyond the information found on the installation drawings D-10162, D-10222, and D-10248.

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.