

Aviation Fabricators  
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## ***INSTRUCTIONS FOR CONTINUED AIRWORTHINESS***

For

Window Shade Installation

**Document No.: AF-514**

**Revision "F"**

**Revision Date: 01/19/18**

**Applicable to:**

**Beechcraft C90, C90A, C90GT, C90GTi, E90, F90,  
200, 200C, 200CT, 200T,  
B200, B200C, B200CT, B200T,  
B200GT, and B200CGT Series Aircraft**

**Modified by FAA STC SA01672WI**

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 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

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>
IR	All	Initial Release	01-10-11	G.R. Lowe III
A	11	*Updated Section 10 to latest format, page 11	11-12-12	G.R. Lowe III
B	6 & 7	*Updated hardware p/n's shown in Figure 1.0A & B, pages 6 & 7	01-20-15	Jeffrey R. Lowe
C	1,2,5,&6	*Added new assembly p/n 32-0438 to ICA	10-21-15	G.R. Lowe III
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E	7	*Updated installation view with new spacer added	09-13-17	Jeffrey R. Lowe
F	1,2,5,&6	*Added new assembly p/n 32-0497 to ICA	01-19-18	Jeffrey R. Lowe

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 window shade installation, per installation numbers 32-0328K, 32-0438K, or 32-0497K when installed in accordance with Aviation Fabricators design data included on STC Drawing List AF-513 and per Supplement Type Certificates (STC) SA01672WI.

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 Continued Airworthiness and supplements the basic Airplane Maintenance Manual only in those areas listed as pertains to the installation of the window shade assembly, as installed per the Aviation Fabricator STC Drawing List AF-513. 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 SA01672WI.  
STC Drawing List: AF-513.

Installation: STC Drawing Lists: AF-513  
Drawing D-10629

Parts: Refer to P/N's 32-0328, 32-0438, or 32-0497 and respective drawings as listed on STC Drawing List AF-513.

The window shade assembly is a complete unit assembly that has a vertical blind assembly in it that can be raised and lowered per passenger preference. It is attached to brackets added to the existing window retainer. The new Avfab window shade replaces the existing problematic polarized windows.

### **Design Change Control**

All data and changes to the parts and assemblies will be tracked per STC Drawing List AF-513 Rev IR or later approved revision.

**Applicable Aircraft**

Beechcraft C90, C90A, C90GT, C90GTi, E90, F90, 200, 200C, 200CT, 200T, B200, B200C, B200CT, B200T, B200GT, and B200CGT Series Aircraft

Window Shade Assembly

P/N 32-0328, 32-0438, or 32-0497

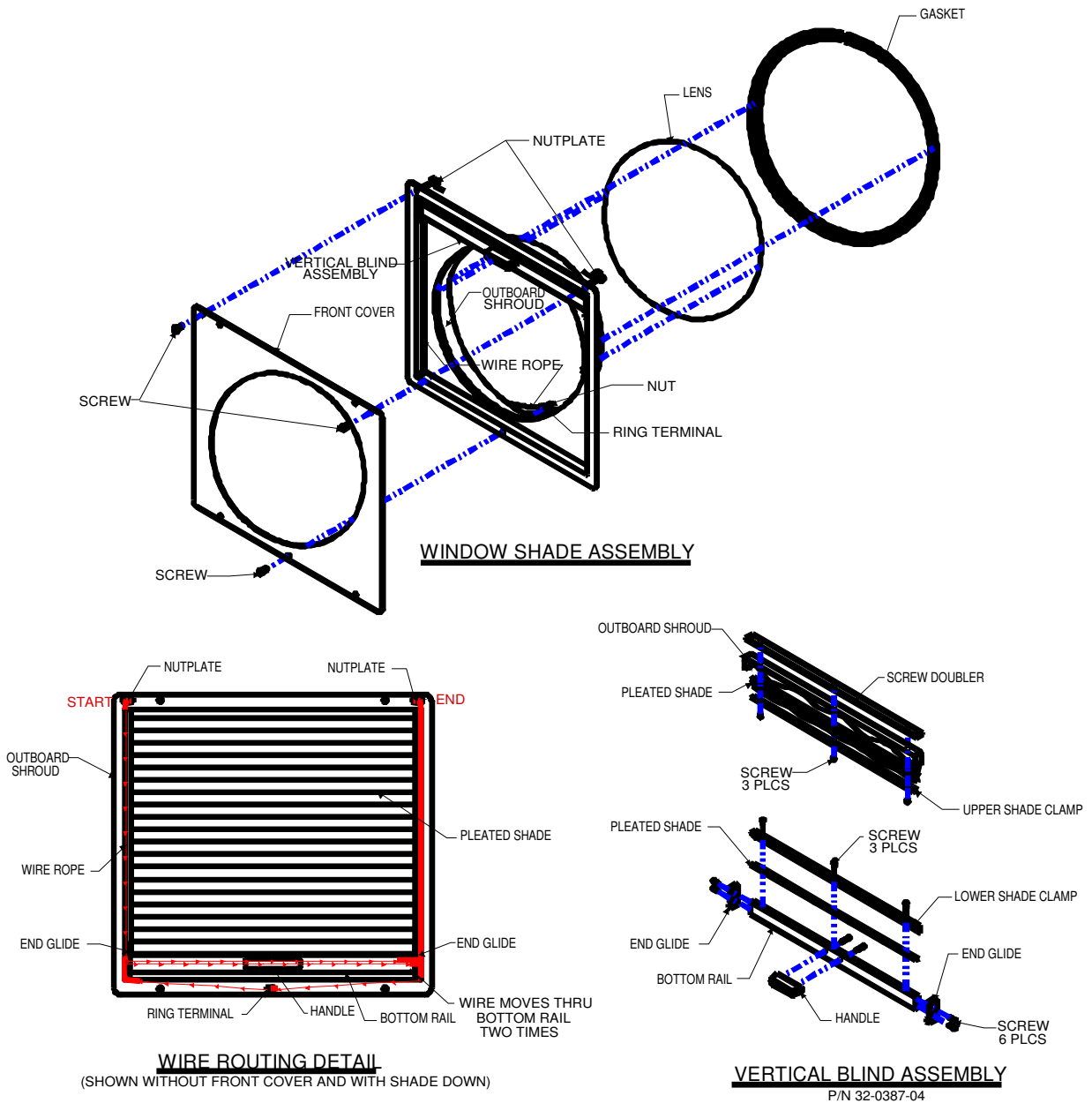
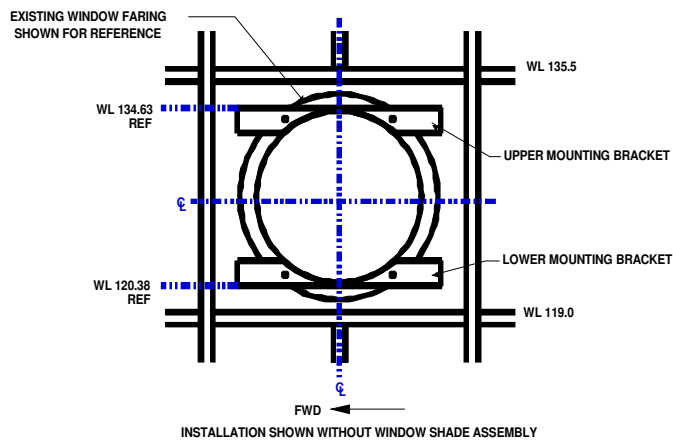
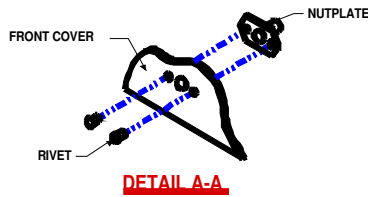
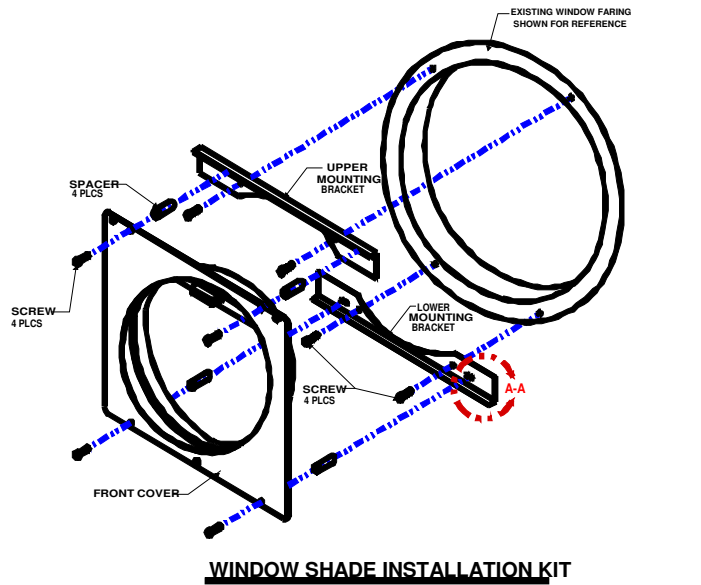


Figure 1.0A

Window Shade Installation

Notes for 90 Series Aircraft: The window shade can be installed on any cabin window. FS 166.90 LH & RH, FS 186.37 LH & RH, FS 206.13 LH & RH, and FS 235.43 RH

Note for 200 Series Aircraft: The window shade can be installed on any cabin window. FS 177.5 LH & RH, FS 197.5 LH & RH, FS 217.0 LH & RH, FS 236.0 LH & RH, FS 256.25 LH & RH, and FS 291.88 RH.



**Figure 1.0B**

## **2.0 INSPECTION REQUIREMENTS AND OVERHAUL SCHEDULE**

1. To comply with 14 CFR 23.1529, continue the window shade on the same inspection and maintenance schedule used per the applicable Beechcraft Maintenance Manual.
  - a. The window shade installation requires no service other than inspection at normal Phase 1, 2, 3, & 4 inspection schedule of 200 hours or 24 months whichever occurs first.
  - b. Perform a detailed visual inspection of the window shade assembly to detect apparent or obvious defects, deterioration in the form of wear, tears, rips, punctures or irregularities that cause the outboard shroud and vertical blind assembly to become worn or distorted and not function properly. If deformities are found the window shade assembly must be removed from the aircraft and returned to Aviation Fabricators for repair or replacement.
  
2. Inspection Time Limit for Window Shade Assembly Installations:  
 200 hour inspection or 24 months for the window shade assembly

<b>Task Code</b>			Schedule	Date	Mech	Insp
AFI-100	a.	Inspect for damage to attaching points for cracks.				
AFI-101	b.	Inspect vertical blind for wear, cuts, holes, damage, and deterioration.				
AFI-102	c.	Inspect overall window shade for fit and function.				



### **3.0 DIMENSION AND ACCESS**

No change.

### **4.0 LIFTING AND SHORING**

No change.

### **5.0 LEVELING AND WEIGHING**

Window Shade Assembly	= 2.25 lbs
Installation Parts	= <u>0.75 lbs</u>
Total	= 3.00 lbs

### **6.0 TOWING AND TAXIING**

No change.

### **7.0 PARKING AND MOORING**

No change.

### **8.0 PLACARDS AND MARKINGS**

None.

## **9.0 SERVICE INFORMATION**

### **Window Shade Service Instructions:**

#### **A. Cleaning:**

Refer to Beechcraft Maintenance Manual Section 56-00-00 for window cleaning practices.

#### **B. Maintenance Instructions:**

##### Window Shade Removal:

- a. Remove the six screws securing the window escutcheon to the service panel enclosing the window and remove the escutcheon.
- b. Remove the two retaining screws from the bottom of the service panel enclosing the window and blind assembly. The service panel is made of a rigid honeycomb core material that can be broken if subject to excessive force; this it should be removed carefully per Beechcraft MM Section 56-20-00.
- c. Remove the four screws and spacers securing the window and blind assembly to the outer window frame at the top and bottom corners of the window shroud. Remove the window and blind assembly.
- d. The window shade mounting brackets can also be removed if needed by removing the four attaching screws that attach the brackets to the outer window frame.

##### Window Shade Installation:

- a. Install mounting bracket if removed to the outer window frame using four screws.
- b. Position the window shade assembly so that the four mounting holes in the shroud align with the bracket nutplate holes and attached using four screws and spacers.
- c. Insert the top of the service panel into the upper retaining track and push it in and up until the bottom of the panel snaps into the lower retaining track.
- d. Install the two retaining screws in the lower corners of the service panel.
- e. Position the window escutcheon so that its mounting holes align with those in the service panel. Install the six retaining screws securing the escutcheon to the service panel.

#### **C. RECOMMENDED OVERHAUL PERIODS**

No additional overhaul time limitations.

## ***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 window shade assembly installed by this STC.

## ***11.0 TROUBLESHOOTING***

Refer to the existing Aircraft Maintenance Manual for troubleshooting the window shade installation that is required beyond the information found on the installation drawings D-10629.

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.