

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

For

1 Place Side Facing Divans

Document No.: AF-607

Revision "A"

Revision Date: 11-18-19

Applicable to:

Textron 1900, 1900C, & 1900D Series Aircraft

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 Textron 1900, 1900C, & 1900D 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

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	04-29-19	G.R. Lowe III
A	11	*Corrected Paragraph a.) Phase inspection to 3 from 4 and corrected inspection schedule total hours to 1200 from 800 to match OEM Maintenance Schedule *Removed Paragraph b.) for separate seat belt check every 200 hours or annually and added to Paragraph a.) to inspect the seat belts on the same schedule as the divan per the OEM Maintenance Schedule.	11-18-19	G.R. Lowe III

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

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.
TSO	Technical Standard Order

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 1 place divan assembly part numbers 32-0295K, 32-0536K, & 32-0537K.

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 1 place divan assemblies. 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 on Master Data List AF-647.

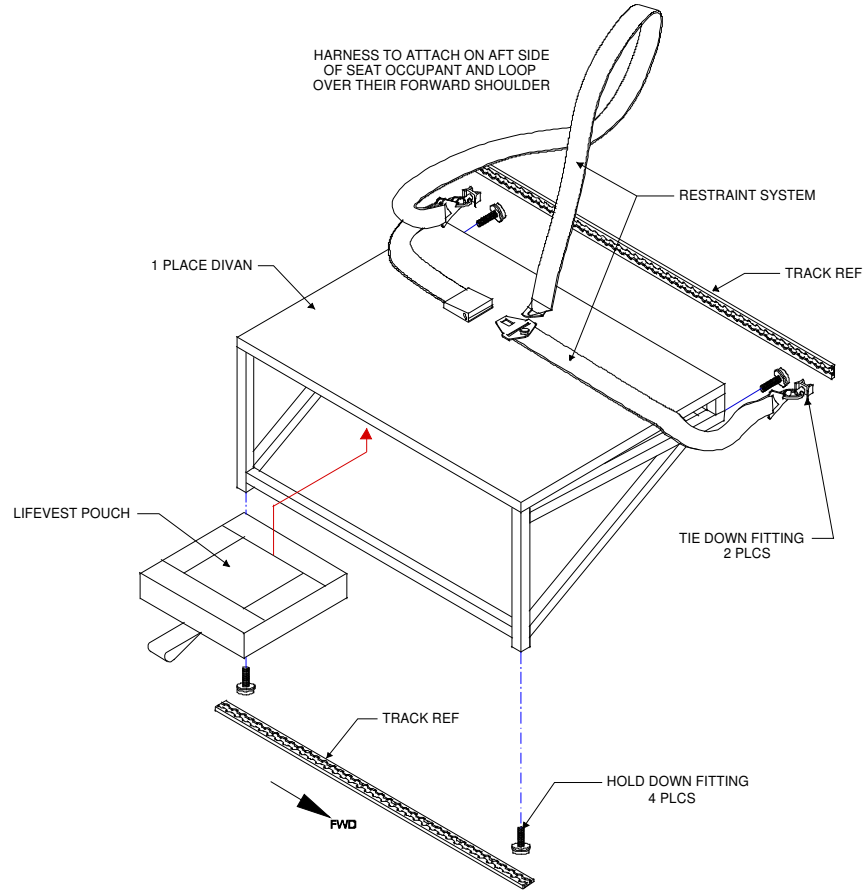
The divan is a self-contained complete assembly that mounts anywhere in the cabin to the existing seat track, using standard fittings, in accordance with a separate installer obtained FAA field approval.

Design Change Control

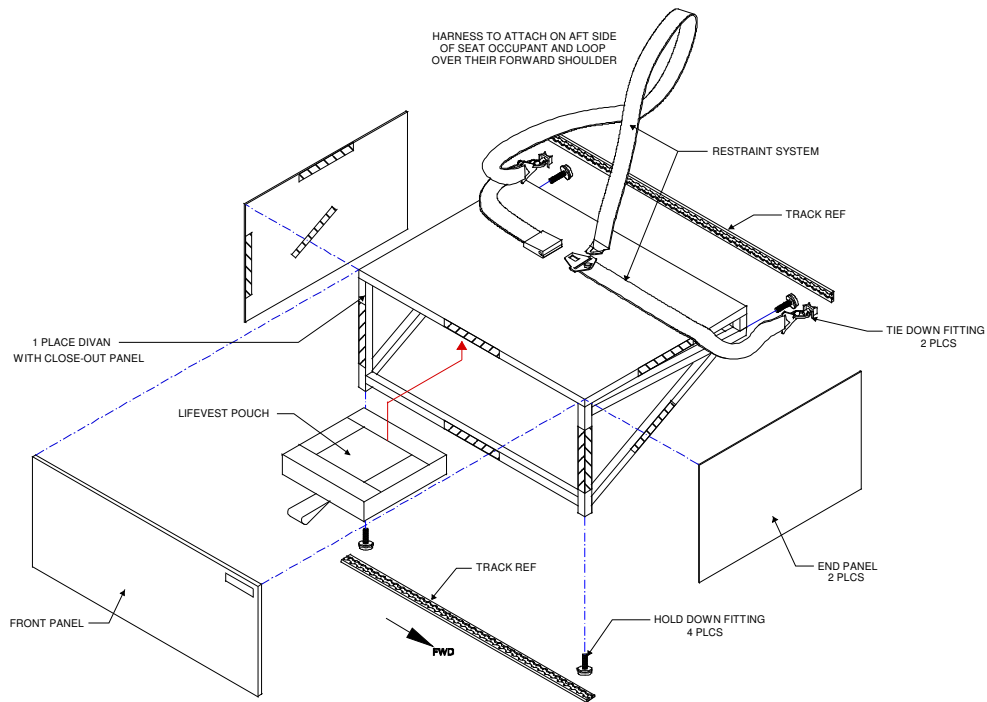
All data and changes to the parts and assemblies will be tracked per Master Data List AF-647.

1 Place Divan Assemblies

P/N 32-0295K – 1 Place Divan



P/N 32-0536K – 1 Place Divan w/ Close-out Panel



P/N 32-0537K – 1 Place Divan w/ Drawer

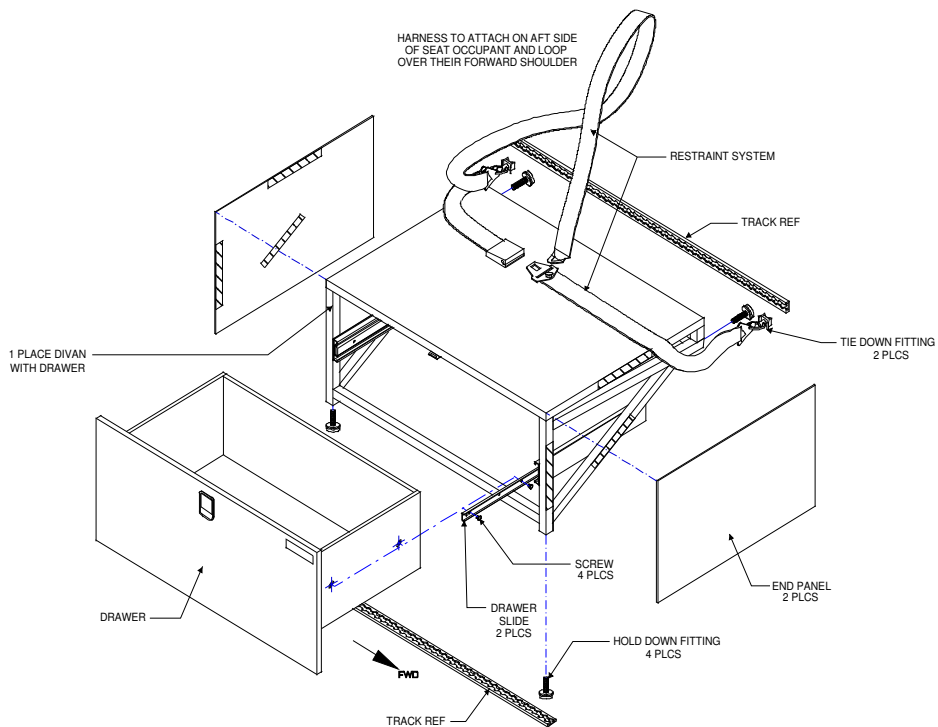


Figure 1.0A

Foot Installation

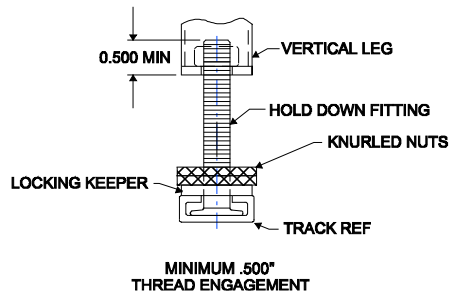


Figure 1.0B

Restraint Attachment

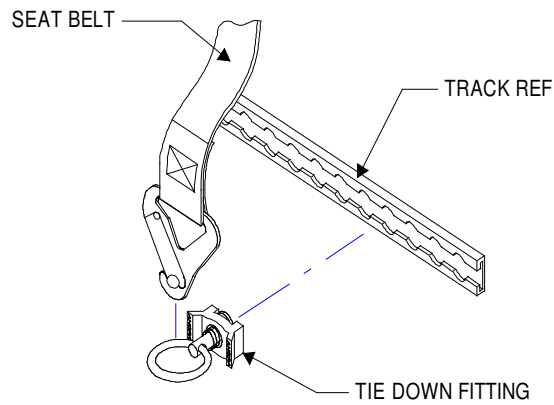


Figure 1.0C

Cushions

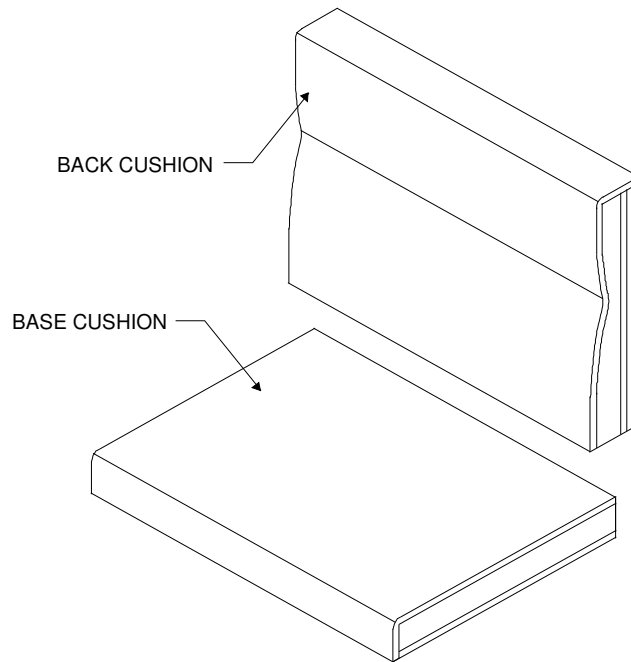


Figure 1.0D

Lifevest Pouch Installation

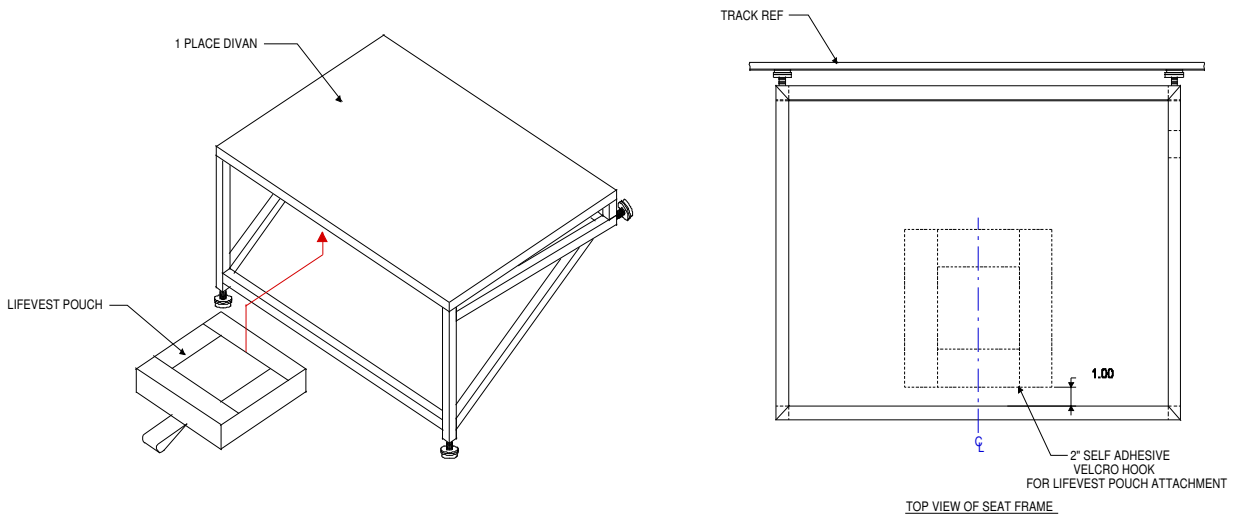


Figure 1.0E

Drawer Assembly

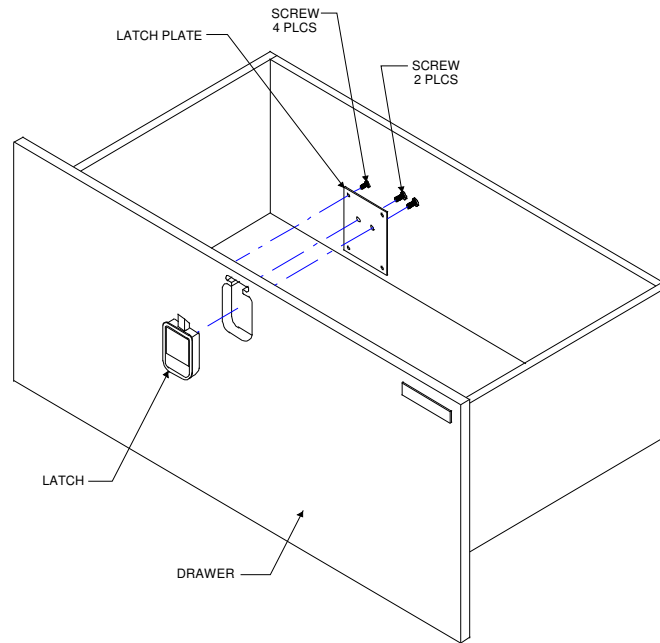


Figure 1.0F

Drawer Slide Installation

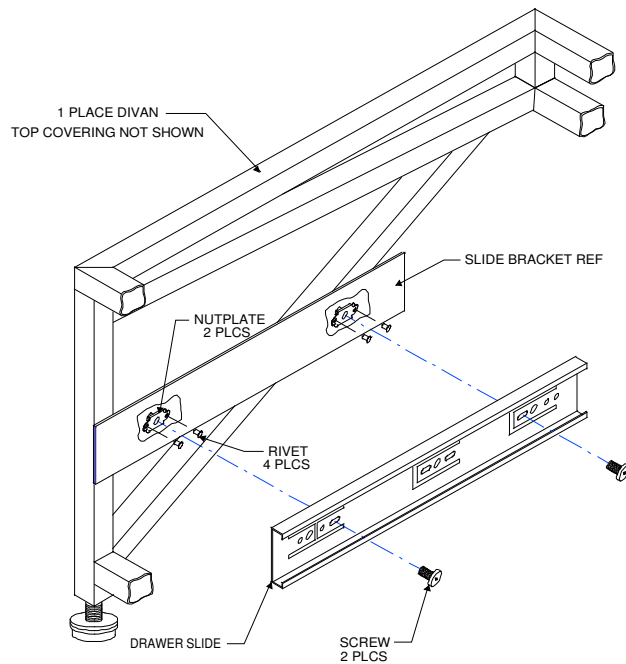


Figure 1.0G

2.0 INSPECTION REQUIREMENTS AND OVERHAUL SCHEDULE

1. To comply with 14 CFR 23.1529, continue the new divan and restraint system on the same inspection and maintenance schedule used per the applicable Beechcraft Maintenance Manual for seats.
 - a. The new divan installation and seat belt requires no service other than inspection at normal Phase 3 inspection schedule of 1200 hours or 24 months whichever occurs first.
 - b. 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.
 - c. Perform a detailed visual inspection of each divan frame assembly including weld joints, diaphragm, fasteners and anchors, track fittings, and restraint systems 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.

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.				

3.0 DIMENSION AND ACCESS

The installation of the divan 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

It is the responsibility of the installer to determine the exact final divan weight and location when installing and removing the divan.

32-0295K 1 Place Divan Assembly	= 10 lbs
32-0536K 1 Place Divan Assembly w/ Close-out Panel	= 13 lbs
32-0537K 1 Place Divan Assembly w/ Drawer	= 17.5 lbs
Back and Base Cushions	= 5.5 lbs total
Restraint & Hardware	= 2 lbs

6.0 TOWING AND TAXIING

No change.

7.0 PARKING AND MOORING

No change.

8.0 PLACARDS AND MARKINGS

1. A placard stating “to install harness over seat occupant’s forward shoulder” is sewn on to restraint system and should be legible and easily viewed by the seat occupant.



Figure 8.0B

2. Placard p/n 15-0288 is to be installed on the top outside of the front panel so that it is easily viewed when the panel is in place.



Figure 8.0C

3. On the drawer assembly, placard p/n 15-0025 must be installed at the top of the face of the drawer where visible when open or closed.

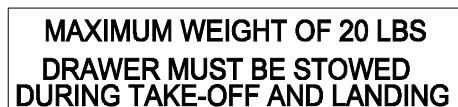


Figure 8.0D

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 finish using Armour All multi-purpose cleaner or equivalent.
6. Clean and inspect restraint system for damage, fraying, cuts or seam deterioration.
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. Refer to Figure 1.0A.

Divan Installation:

The installation of the divan requires (1) setting the divan into the correct location, (2) sliding the divan forward or aft on the track to allow the hold down fitting keeper to lock in place and (3) tightening provided hold down fitting knurled nuts on to the existing seat track on the floor and the outboard sidewall.

Divan Removal:

Removal of the divan assembly requires (1) loosening the attaching hold down fitting hardware, (2) sliding the divan forward or aft to remove the hold down fitting keeper from locking into the seat track, and (3) lifting the divan from its previous location.

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. All covering and upholstery materials must comply with 14 CFR 23.853. Figure 1.0D

Restraints:

The restraint system is attached by clipping the hook end fittings to tie down fittings attached to the outboard seat track. On the aft side of the divan the shoulder harness and seat belt fitting are attached to the same tie down fitting.

B. 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 1 place side facing divan assemblies.

11.0 TROUBLESHOOTING

Refer to the existing Aircraft Maintenance Manual for troubleshooting the 1 place divan installation that is required beyond the information found on the installation drawings D-10316.

For replacement parts or repair of damage parts contact Aviation Fabricators at (660) 885-8317.

Troubleshooting the installation of these assemblies 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.