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INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

For

Window Shade Installation

Document No.: AF-633

Revision "D"

Revision Date: 12-13-24

Applicable to:

Textron Aviation models 300, 300LW, B300 & B300C 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 Textron 300 & B300 Series Aircraft, only where covered in the items contained herein. For limitations and procedures not contained in the Supplement, consult the Textron 300 & B300 Series 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	08-01-19	STP, JRL
A	All	*Removed aircraft s/n break for B300 aircraft on pages 1 & 6 *Updates Section 10 to latest format *Deleted Section 11 *Added Washer to Top View of Figure 1.0C on page 9	02-08-21	STP, JRL
B	All	*Removed all specific P/N callouts and referred to STC Data List AF-513	05-20-22	STP, JRL
C	All	*Added Section 2.3 for High Utilization Inspection Program (HUIP) Time Limit for Window Shade Assembly Installations of 1600 hours, page 11	02-09-22	STP, JRL
D	All	*Added CSMP Time Limit note Section 2.4 on page 11	12-13-24	STP, HRL

TABLE OF CONTENTS

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	1
REVISION PAGE	2
TABLE OF CONTENTS	3
1.0 INTRODUCTION	5
2.0 INSPECTION REQUIREMENTS AND OVERHAUL SCHEDULE	10
3.0 DIMENSION AND ACCESS	11
4.0 LIFTING AND SHORING	11
5.0 LEVELING AND WEIGHING	11
6.0 TOWING AND TAXIING	11
7.0 PARKING AND MOORING	12
8.0 PLACARDS AND MARKINGS	12
9.0 SERVICE INFORMATION	12
10.0 AIRWORTHINESS LIMITATIONS	13

ABBREVIATIONS AND DEFINITIONS

Abbreviations	Definitions
FAA	Federal Aviation Administration
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
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 when installed in accordance with Aviation Fabricators design data included on STC Data 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 operator's 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 Fabricators STC Data 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 Data List: AF-513.

Installation: STC Data List: AF-513
Drawing D-10831

Parts: Refer to P/N's and respective drawings as listed on STC Data 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 Data List AF-513 Rev K or later approved revision.

Applicable Aircraft

Textron Aviation models 300, 300LW, B300, & B300C Series Aircraft

Window Shade Assembly

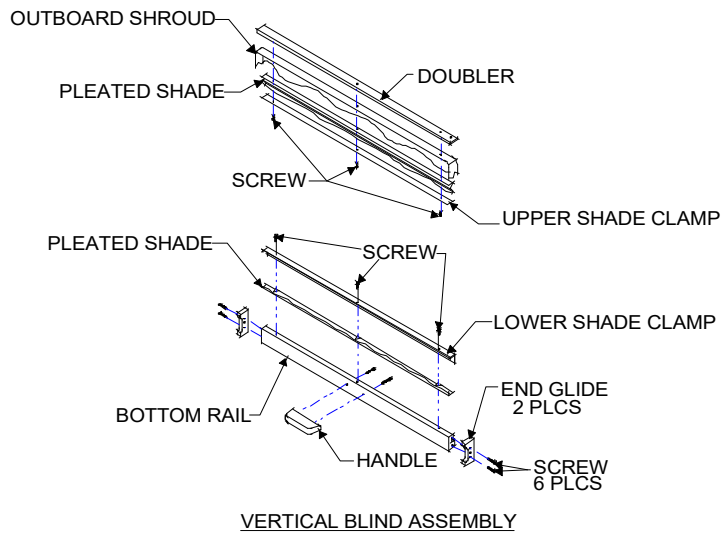
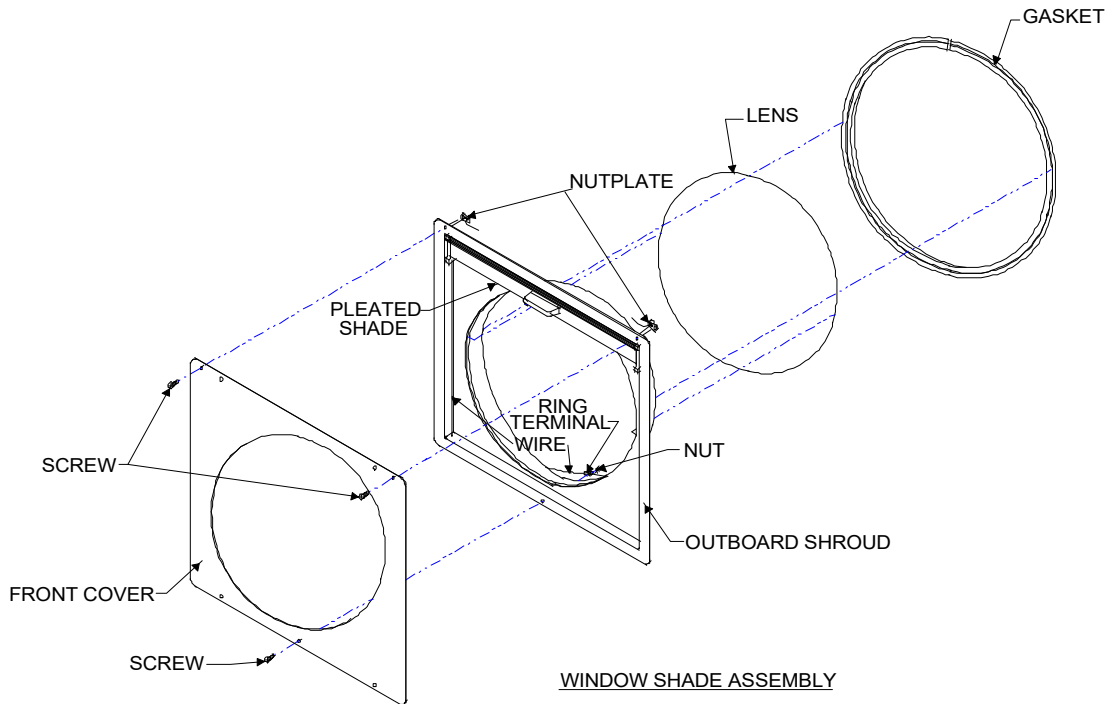
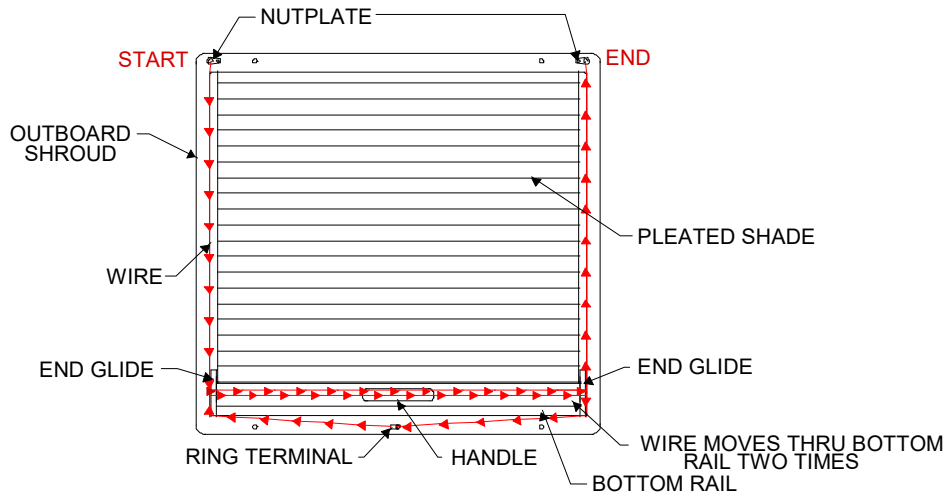
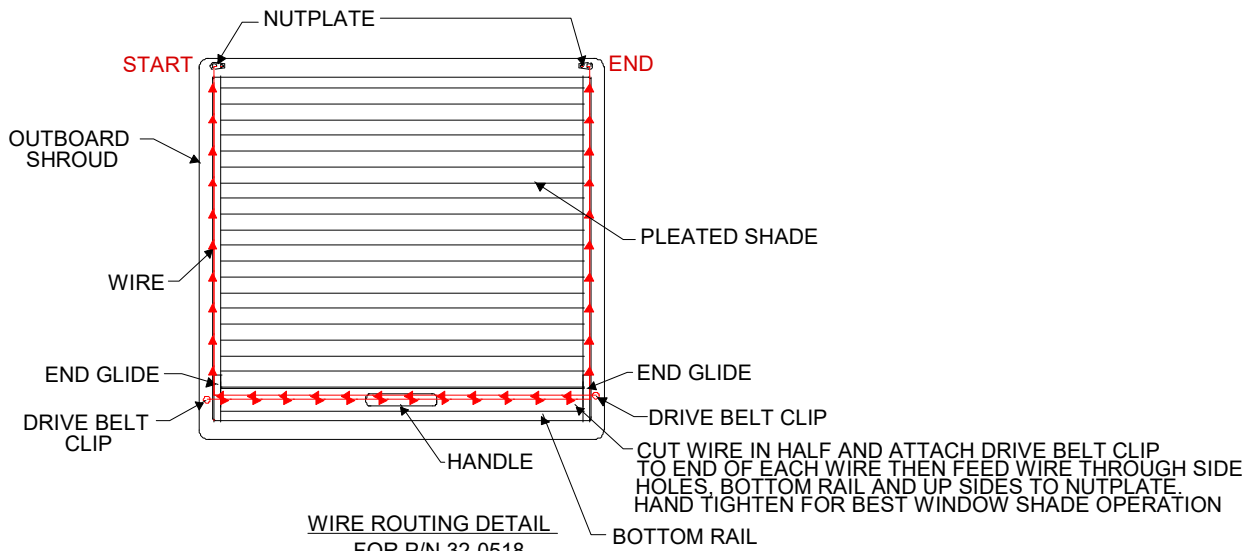


Figure 1.0A



WIRE ROUTING DETAIL
FOR P/N 32-0517

(SHOWN WITHOUT FRONT COVER AND WITH SHADE DOWN)



WIRE ROUTING DETAIL
FOR P/N 32-0518

(SHOWN WITHOUT FRONT COVER AND WITH SHADE DOWN)

Figure 1.0B

Window Shade Installation

Models B300 & B300C:

Window Shades to be installed on the cabin windows at FS 168.750 LH & RH, FS 211.900 LH & RH, FS 232.650 LH & RH, FS 250.650 LH & RH, FS 270.125 LH & RH, FS 289.875 LH & RH, and FS 325.875 RH

E Exit Window Shades to be installed at FS 190.650 LH & RH

Models 300 & 300LW:

Window Shades to be installed on the cabin windows at FS 196.65 LH & RH, FS 216.65 LH & RH, FS 236.13 LH & RH, FS 256.25 LH & RH, and FS 291.88 RH

E Exit Window Shades to be installed at FS 176.25 LH & RH

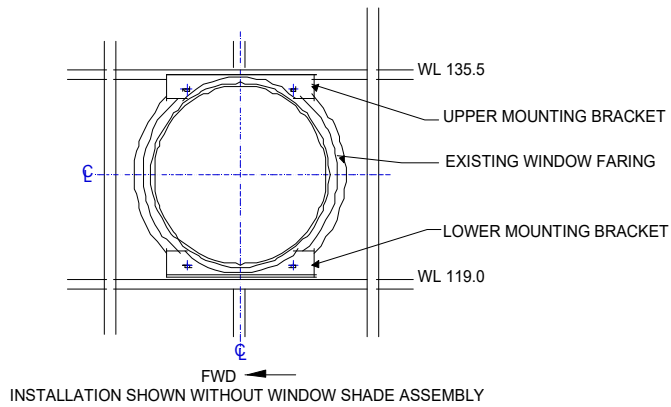
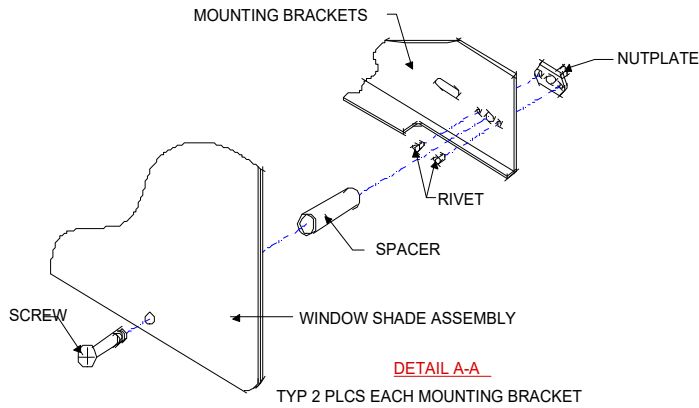
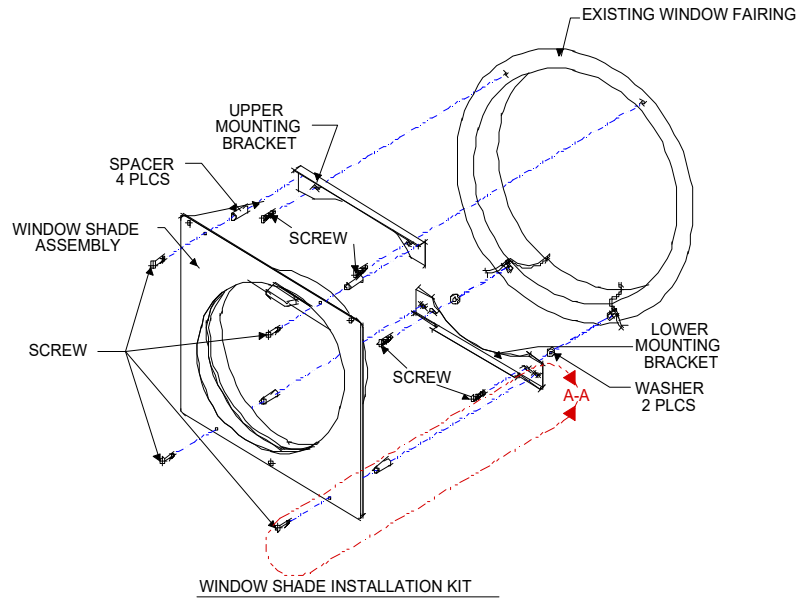


Figure 1.0C

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 Textron 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. General Inspection Time Limit for Window Shade Assembly Installations:
200 hour inspection or 24 months for the window shade assembly

Task Code			Schedule	Date	Mech	Insp
AFI-100	a.	Perform a General Visual Inspection (GVI) for damage to attaching points for cracks.				
AFI-101	b.	Perform a GVI of the vertical blind for wear, cuts, holes, damage, and deterioration.				
AFI-102	c.	Perform a GVI of the overall window shade for fit and function.				

3. High Utilization Inspection Program (HUIP) Time Limit for Window Shade Assembly Installations:

1600 hour inspection for the window shade assembly

4. CSMP Time Limit for Window Shade Assembly Installations:

1600 hour inspection for the window shade assembly

Task Code			Schedule	Date	Mech	Insp
AFI-100	a.	Perform a General Visual Inspection (GVI) for damage to attaching points for cracks.				
AFI-101	b.	Perform a GVI of the vertical blind for wear, cuts, holes, damage, and deterioration.				
AFI-102	c.	Perform a GVI of the overall window shade for fit and function.				

3.0 DIMENSION AND ACCESS

The installation of the new window shade 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

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 Textron Maintenance Manual Section 56-00-00 for window cleaning practices.

B. Typical 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 Textron 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 information contained herein supplements the basic Maintenance Manuals only in those areas listed, when the aircraft is modified in accordance with Aviation Fabricators STC Data List AF-513 Rev K or later approved revision. For limitations and procedures not contained in this supplement, consult the basic Airplane Maintenance Manuals.

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.

AIRWORTHINESS LIMITATIONS - LOG OF REVISIONS			
REV.	EFFECTED PAGE (s)	DESCRIPTION of REVISION	DATE
(IR)	All	Initial Release	08/01/19

AIRWORTHINESS LIMITATIONS

There are no Airworthiness Limitations to the aircraft with the addition of the window shade assembly installed by this STC.

Distribution:

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, email, or website.