# INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

## For

## Textron Aviation Inc. B300 Drink Rail and Table Installations

## Document No.: AF-665

**Revision "IR"**

**Revision Date: 01-18-23**

**Applicable to:**

**Textron B300, B300C**

**Series Aircraft**

STC Number: SA01101DE

Aircraft Serial Number: _____

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 above listed Textron B300 series Aircraft, only where covered in the items contained herein. For limitations and procedures not contained in this supplement, consult the Component Maintenance Manual, or other approved airplane data.

# *REVISION PAGE*

Document Title: Instructions for Continued Airworthiness

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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** | **FAA ACCEPTANCE** |
| IR | All | Initial Release | 01-18-2023 | ODA Accepted, 5/11/23<br>Cert Works<br>ODA(AIR)-833887-NM |

## TABLE OF CONTENTS

## ABBREVIATIONS AND DEFINITIONS

| Abbreviations | Definitions |
|---|---|
| AED | Aircraft Evaluation Division |
| 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 drink rail and table system installed by Supplemental Type Certificate (STC) per P/N 32-0553K.

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 Continues Airworthiness and supplements the basic Airplane Maintenance Manual only in those areas listed as pertains to the to the drink rail and table installation. For limitations and procedures not contained in this supplement, consult the Airplane Maintenance Manual.

### 1.1 Applicability

This document Applies to Textron Aviation Inc. models B300 and B300C with the Aviation Fabricators Inc. drink rail and table system installed.

### 1.2 Language

This manual is written to the Simplified English (SE) specification. This International Aerospace Maintenance Language Specification is important to maintenance personnel whose first language is not English.

### 1.3 Commuter Category Aircraft

The models B300 and B300C are commuter category aircraft. There are no changes to aircraft electrical loads associated with this modification. There are no changes to aircraft primary or secondary structure other than the attachment of the drink rail and table assemblies and sidewall panels. There are no special repair methods applicable.

### 1.4 Units of Measure

Unless otherwise noted, measurements throughout this manual are shown in American Standard units.

Example: 175.79 in

### 1.5 Torque Values

Refer to Mil-Spec or hardware manufacturer specifications for torque values.

### 1.6 Revisions to ICA

When a revision to the ICA is necessary, an updated ICA will be submitted to the Aircraft Evaluation Group (AEG) for review and acceptance. The AEG accepts the change by sending an acceptance letter. The date of the acceptance will be annotated on the Revision Page of the ICA.

It is the responsibility of the operator to ensure they have the latest revision of this ICA. Current versions of Instructions for Continued Airworthiness may be obtained at the following website: https://avfab.com/ica-documentation.

### 1.7 Change Bars

The use of change bars in the right margin identifies text, figures or pages that have been added or extensively modified in accordance with this revision.

### 1.8 Data

Approved design data supporting the continued airworthiness of this modification is contained on Master Data List AF-655.

*Design Change Control*

All data and changes to the parts, assemblies, and installations will be tracked per Master Data List AF-655.

## 2.0 SYSTEM DESCRIPTION

This STC installs the Aviation Fabricators, Inc. (AvFab) Textron B300/B300C drink rail and table system kits, which allow the operator to remove the existing interior shell items typically consisting of the old-style executive tables, arm ledges, and side panels, and then to replace them with new lower profile tables and a sleek drink rail installation similar in design to the newer production model 300 aircraft (also referred to as the King Air 360). The drink rail and table systems are installed from the window line panel down to the floorboard on both sides of the aircraft cabin. The modification will consist of four new tables, lower side wall panels, and all parts and hardware used to attach the new system to the existing aircraft frame structure. The new drink rail and table systems do not affect any of the electrical or systems components of the aircraft.

The modification type design and installation data are defined by the Master Data List, document number AF-655, Revision IR or later FAA Approved revision.

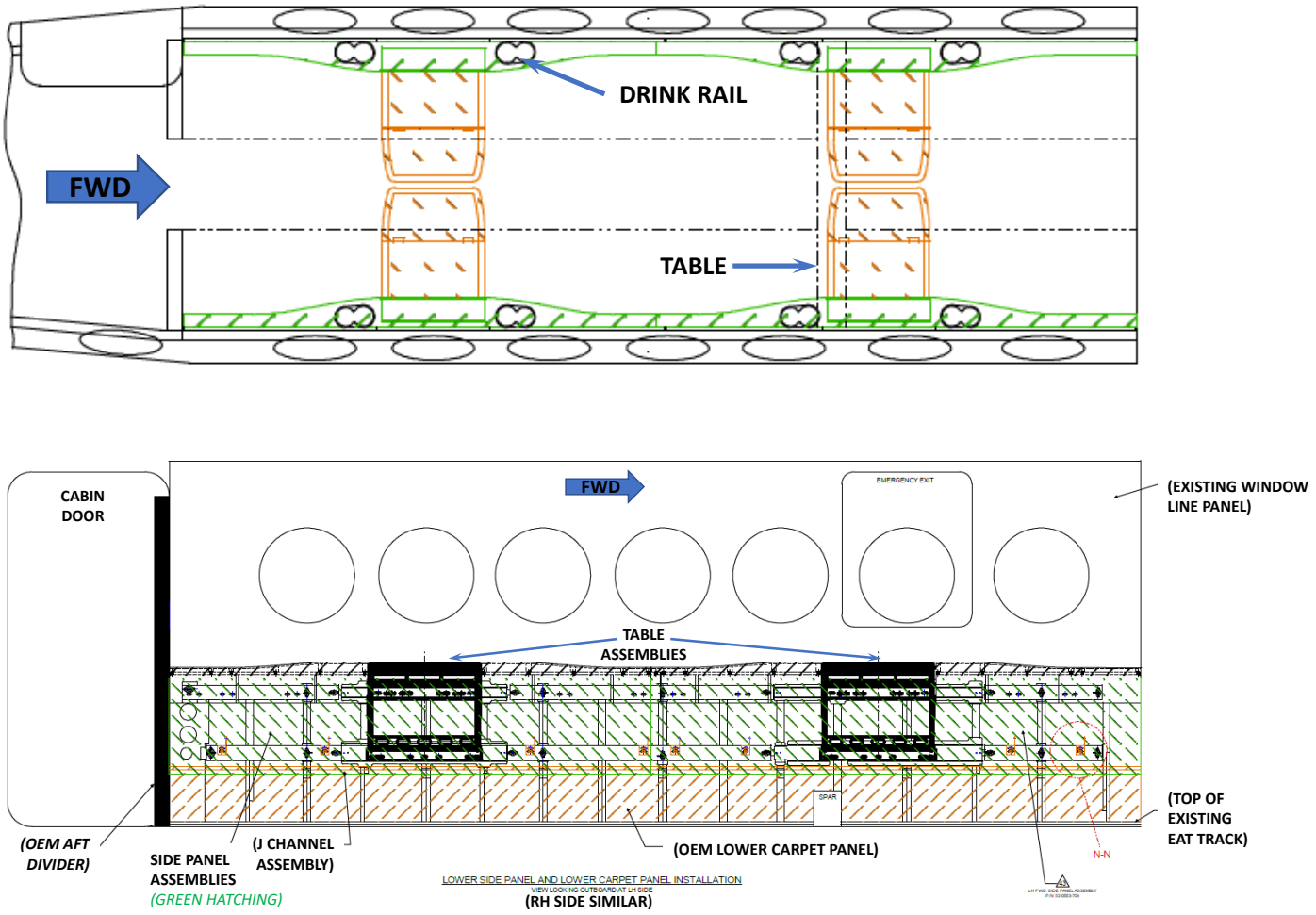


**Figure 1 B300, B300C Drink Rail and Table Installations**

## 3.0 INSPECTION REQUIREMENTS AND OVERHAUL SCHEDULE

This chapter contains the inspection requirements for this design change.

The inspections must be accomplished by qualified personnel to ascertain the airworthiness of the aircraft, and any discrepancy must be eliminated prior to further flight. The following inspections may be performed in conjunction with the Airframe Inspection Program for the aircraft. It is permissible to inspect only portions of the system during other inspection procedures provided the entire system in inspected in accordance with the inspection requirements listed below.

There are no recommended overhaul periods for the components associated with this STC. Components to be replaced when required.

The drink rail / arm ledge and table system should be inspected on the same maintenance schedule per the applicable B300/B300C Maintenance Manual for cabin interior panels and structure, coincident with the Phase 3 inspection, or at an annual inspection interval..

| Task Code | Inspection Task Description | Schedule | Mech | Insp |
|---|---|---|---|---|
| AFI-101 | Inspect side wall panels for any damage. | | | |
| AFI-102 | Inspect side wall panels for security of attachments. | | | |
| AFI-103 | Inspect table surfaces for damage. | | | |
| AFI-104 | Inspect table frames for damage and corrosion. | | | |
| AFI-105 | Check operation and stowage of table assemblies, inspect table mechanism for damage, | | | |
| AFI-106 | Inspect drink rails for damage and security of attachment | | | |
| AFI-107 | Check security of attachment of lower trim panels (Ref. drawing D-10918). If trim panel appear loose, inspect potted inserts for damage/loss of retention. Replace inserts if required. | | | |

## 4.0 DIMENSIONS AND ACCESS:

The installation of the drink rail and table assemblies does not change the dimensions of the aircraft or alter the access to any existing aircraft system or egress provisions.

## 5.0 LIFTING AND SHORING

Not Applicable to this modification.

## 6.0 LEVELING AND WEIGHING

No change to basic aircraft weight and balance limits. The drink rail and table installations are considered to be permanent modifications to the aircraft and the basic aircraft weight and balance shall be updated upon completion of the modification.

## 7.0 TOWING AND TAXIING

Not Applicable to this modification.

## 8.0 PARKING AND MOORING

Not Applicable to this modification.

## 9.0 PLACARDS AND MARKINGS

The following placards are installed associated with the drink rail and table installations. This placard is installed to the table leaf assembly surface (Ref. drawing D-10905).

STOW BEFORE TAKEOFF AND LANDING

## 10.0 SERVICE INFORMATION

***Table and Drink Rail Cleaning:***

1. Typically only a soft cloth dampened with water is necessary to clean table, side wall panel, and drink rail assemblies. Avoid abrasive cleaners.
2. Placards should be wiped clean with warm water and soap. Minimize the amount of liquid applied to placards.

## 11.0 Installation and Removal

### *A. Lower Sidewall Panels*

The top of the Lower Side Panels fit into a slot on the underside of Drink Rail Assemblies right behind the face of drink rail cap. The bottom of the Lower Side Panel will latch into place and the bottom of Lower Side Panel will fit over the Lower Carpet Panels. Trim Panels will fit behind the Drink Rail Assemblies and velcro in place. Refer to the Installation Instructions (AF-656) for additional information on the sidewall panel installations; removal is completed in the reverse order of installation.

### *B. Drink Rail Assemblies*

The drink rail assemblies, defined by drawing D-10907, consist of the cap assemblies (drawing D-10908) and the composite sub-structure assemblies (drawing D-10909), and associated trim and finishing components, which are considered good by inspection. We review the installation of the drink rail assemblies here. The drink rail assemblies are installed on drawing D-10918.

The composite sub structure of the drink rail assemblies have mounting holes that line up to pre-installed nutplates on the extrusion assemblies of the rail management system. The drink rail assembly is installed to the extrusion assemblies using AN525-10R14 Screws with AN960-10 Washers, that are retained by nutplates in the extrusion assemblies. Refer to the Installation Instructions (AF-656) for additional information on the drink rail installations; removal is completed in the reverse order of installation.

### *C. Tables*

The table assemblies, when stowed, reside behind the aircraft sidewall panels and below the drink rail assemblies. There is a latching cover assembly which closes over each table. The table assemblies are installed to the upper and lower channel assemblies in the forward and aft left and right hand positions. In all cases, the tables

are installed to the channel assemblies using sixteen AN525-10R7 screws. The Table Assemblies have slotted mounting holes that allow for forward/aft adjustment if needed to adjust to the Drink Rail Assembly table opening. Refer to the Installation Instructions (AF-656) for additional information on the table assembly installations; removal is completed in the reverse order of installation.

## 12.0 SPECIAL TOOLS

No special tools are required to support the installation or maintenance of this modification.

## 13.0 TROUBLESHOOTING AND REPAIRS

Refer to the existing Aircraft Maintenance Manual for troubleshooting the drink rail and table system installation that is required beyond the information found on the installation Drawings (Reference MDL AF-655) and in the installation instructions.

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

## 14.0 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 Master Data List AF-655 Rev IR 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 Secs. 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

### AIRWORTHINESS LIMITATIONS INFORMATION

No airworthiness limitations are associated with this type design change.

| AIRWORTHINESS LIMITATIONS - LOG OF REVISIONS | | | | |
|---|---|---|---|---|
| **REV.** | **AFFECTED PAGE (s)** | **DESCRIPTION of REVISION** | **DATE** | **APPROVED** |
| (IR) | All | Initial Release | 5/11/2023 | Kreg Voorhies 2023.05.11 15:11:05 -06'00'<br>Kreg R. Voorhies,<br>ODA administrator<br>Cert Works ODA<br>ODA(AIR)-833887-NM |