

Beechcraft



Hawker

TEXTRON AVIATION

# Multi-Engine Turboprop Communiqué

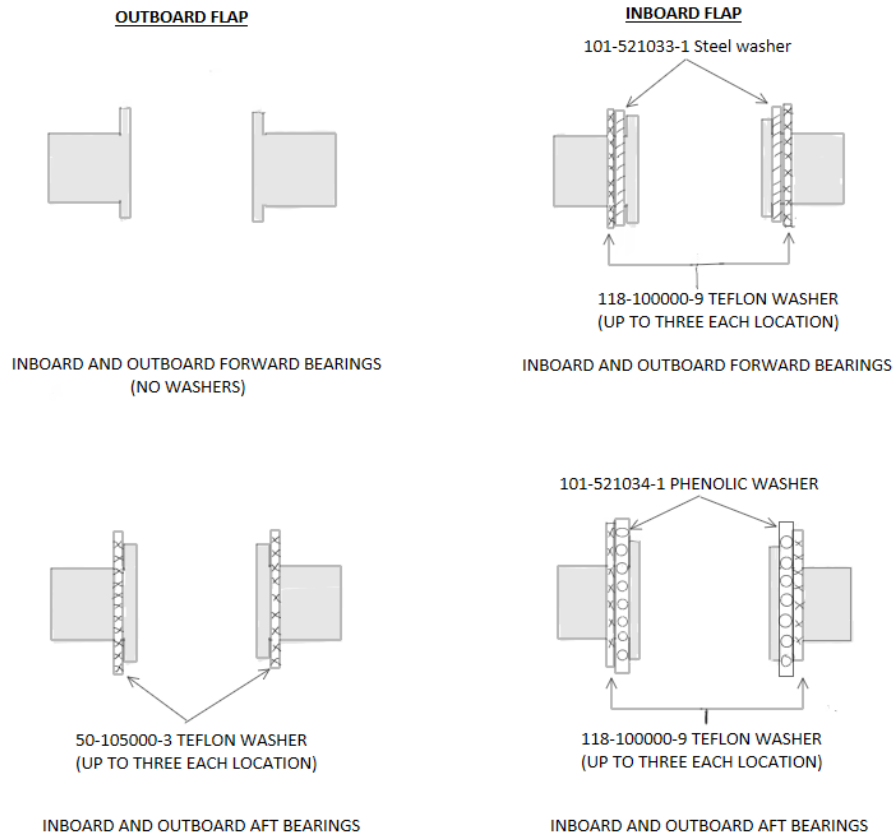
Communiqué ME-TP-0016 Rev 2  
Original Issued September 2019  
Revision Issued July 2020

## Revision Summary

Revision 1 March 2020	ATA 5 – Bumper Block Installation
Revision 2 July 2020	ATA 31 - Release of MTB-34-02 for Fusion FDSA Software Update (All King Air Models with Fusion Avionics) ATA 34 – Phase 3 B200GT and B300 King Air Pro Line Fusion Radar RTA-4122 Non-Volatile Memory Reset

## **Chapter 27 - Flap Roller/Washer Installation** **200/300 Series**

King Air Communiqué 2000-04 illustrated the inboard and outboard flap bearing and washer orientations, however, engineering has changed slightly since that article was written; The 118-100000-9 Teflon washers are now added to both the forward and aft positions for the inboard flap and up to 3 ea. Teflon washers can be installed to prevent interference in each location.



## **ATA 31 - Release of MTB-34-02 for Fusion FDSA Software Update (All King Air Models with Fusion Avionics)**

Textron Aviation recently released recommended Multi Engine Technical Bulletin 34-02 to correct the Traffic Collision and Avoidance System (TCAS) II Fly To cues on Fusion equipped aircraft. The service bulletin (SB) provides direction to update the Flight Display System Application (FDSA) software on all production Fusion King Airs. This SB applies to all Fusion aircraft even if they do not currently have TCAS II installed. The non-TCAS II aircraft were included to prevent issues should an aircraft be upgraded in the future from TCAS I to a TCAS II system.

The FAA also released Airworthiness Directive (AD) 2019-12-9 on the subject. Due to the timing of the AD and the release of the SB, the FAA has stated that the SB cannot at this time be counted as compliance for the AD. The FAA has requested that after the SB is released that Textron Aviation submit documentation showing the SB as an alternate means of compliance (AMOC) for the AD. This means that the SB can be complied with however the limitations and requirements stated in the AD must remain in effect. Once the FAA has accepted the SB as an AMOC, the AD can then be signed off and all limitations and placards can be removed. Textron will provide further updates in future web site and Communique articles.

EASA did not adopt the FAA AD and published EASA AD 2019-0179 which became effective 31 July 2019. The AD provides 6 months from the effective date of the AD to comply with the software update. Unlike the FAA AD, the EASA AD does reflect that MTB 34-02 is accepted as a means of compliance to modify the aircraft and sign off the AD. EASA final approval of MTB-34-02 is now contingent on its approval of the Collins Aerospace STC revision which defines the new FDSA software.

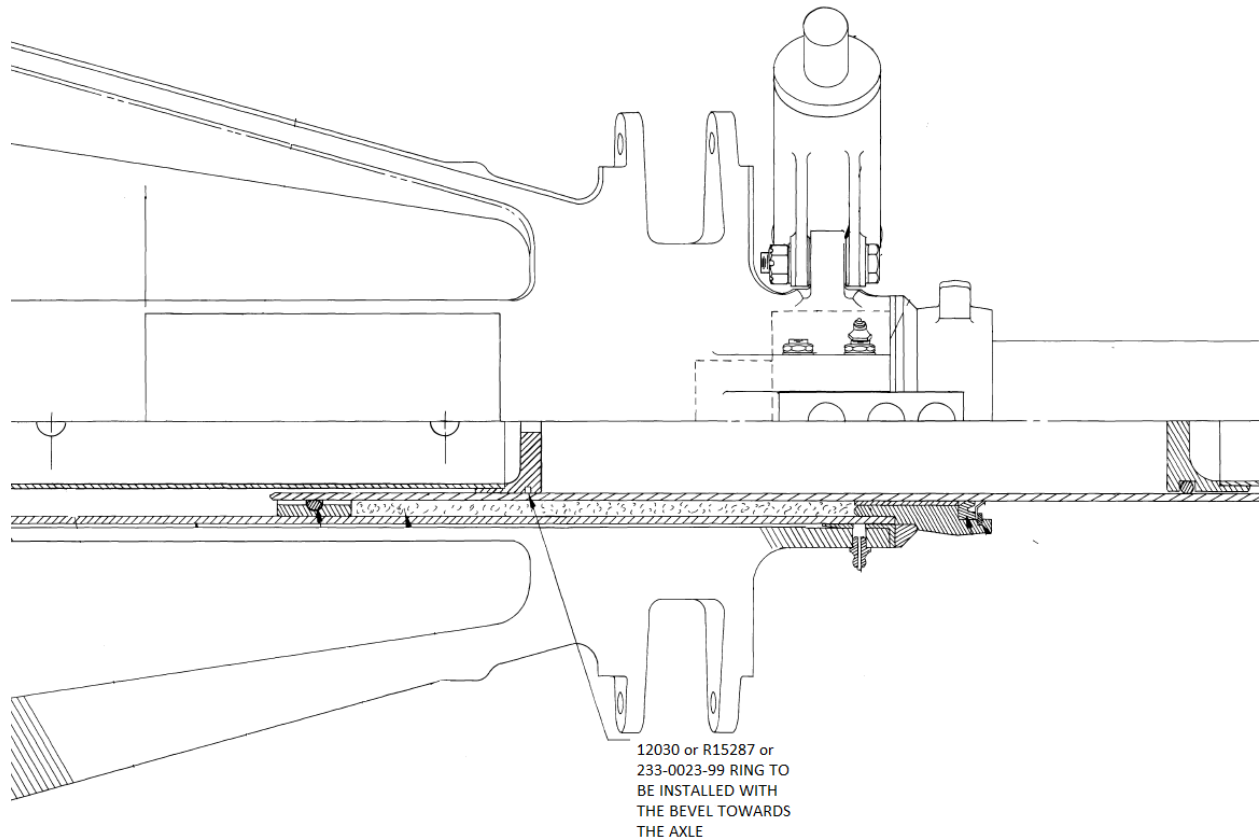
Textron Aviation will provide updates as soon as new information is received from the FAA and EASA related to final approvals for relief from the ADs.

**Revision 2 issued July 2020:** On 30 September 2019, the FAA approved MTB-34-02 as an AMOC for the AD. This allows the limitation to be removed once the TB is complied with. The specific requirements and conditions of the AMOC approval are defined in the FAA letter. After logging in at <http://txtavsupport.com>, a copy of the letter can be downloaded here:

[https://support.cessna.com/custsupt/csupt/docview?doc\\_id=52629](https://support.cessna.com/custsupt/csupt/docview?doc_id=52629)

## **ATA 32 – Nose Landing Gear Installation 233-0023-99 or 12030 or R15287 Ring** **All**

The nose landing gear requires the installation of P/N 233-0023-99 or 12030 or R15287 ring. This ring has a bevel cut on it. We continue to receive questions related to the orientation of the ring. This ring should be installed with this bevel facing towards the axle.



## **ATA 34 - Phase 3 B200GT and B300 King Air Pro Line Fusion Radar RTA-4122 Non-Volatile Memory Reset**

Phase 3 Fusion aircraft equipped with the Collins Aerospace MultiScan RTA-4112 radar have internal non-volatile memory (NVM) which captures component diagnostic data. The NVM in the Radar Transmitter Antenna (RTA) currently has the potential to lock up when 991 entries are stored. When this lock up occurs, the radar will display a continuous WXR Fault and will need to be returned to Collins for the NVM to be cleared. Collins estimates that in normal operation the limit could be reached in approximately 330 flight legs. Collins has identified the root cause and will release Service Bulletin (SB) 8 for the RTA in mid-2020 to correct the issue. In the interim, to prevent the NVM from reaching this limit, Collins has released information document (IDOC) 0168-19 titled Information and Usage of the RTA-41XX NVM Erasure Tool. The IDOC provides procedures and lists equipment which will allow the NVM to be cleared in the field prior to it reaching its limit precluding removal of the RTA for clearing. Textron Aviation is recommending that aircraft with RTA-4122 have the NVM cleared during routine inspections until SB 8 is released and incorporated. The RTA-4122 was installed in production as standard equipment beginning at FL-1161 and was a factory option on BY-324 and after. Any phase 3 B200GT, B200CGT, B300, B300C aircraft could have also had the radar installed post-delivery.

**Revision 2 issued July 2020:** Collins has released service bulletin RTA-41XX-34-8 Digital Signal Processor (DSP) Communication (COM) Fault Reliability Improvement. This service bulletin reduces continuous faults after 991 writes to Non-volatile Memory. RTA-4112 units that incorporate SB8 do not require periodic NVM resets described in IDOC 0168-19.

## **ATA 52 – Cabin Door Channel Part Number 50-430043-1329 Cracking** **All**

We continue to receive reports that channel part number 50-430043-1329 is cracking. This channel is located at the cabin door hinge as shown in the picture below. When this channel cracks it causes damage to the hinge. This condition is more prominent on airplanes equipped with only one handrail cable although it can also occur on airplanes with the dual cabin door handrail if the cables are not rigged so that both cables can share the load of passengers using the door.

Textron Aviation has developed a channel made from heavier material that can be used to replace the current channel. The procedure and part number of the new channel can be found in the King Air Structural Inspection and Repair Manual Chapter 52-00-01.



## **ATA 54 – Bumper Block Installation**

**Revision 1 issued March 2020:** The information contained in this article has been incorporated in the King Air Structural and Inspection Repair Manual Chapter 57.