



Model Communiqué

King Air Series

Communiqué # 2015-08
December 2015

ATA 04 - King Air Special Purpose Aircraft - Wing Life Evaluation

All

The King Air was designed and certified as an executive transport airplane. This means that the King Air was designed to carry passengers from point A to point B by taking off, ascending to a comfortable cruising altitude (generally above 20,000 feet), and descending after an hour or more of flight and landing at the destination.

The standard inspection program was developed to provide the level of inspection needed to ensure that the airplane operates in a safe and reliable manner throughout the life of the airplane.

Operators around the world have discovered that the King Air is an excellent platform for a number of missions outside the executive transport role. Operators have found that the King Air can be used in ambulance operations, maritime patrol, airway calibration, mosquito control, surveillance, mapping, search and rescue and lead airplanes for forest fire control, just to mention a few.

These missions, however, differ from the original intent for what the airplane was designed. The standard wing inspection program may not provide the adequate level of inspection to ensure a continued safe operation of the airplane. The King Air Structural Inspection and Repair Manual (SIRM) states the following. This is typical for the section covering the King Air 200 but it reads similar for the other models:

The inspection schedule (Chart 201) in Chapter 57-17-01 and 57-17-02 identifies the inspection areas, initial inspection periods, recurring inspection intervals and component replacement times. This schedule is based on airplane utilization, operation and maintenance in the category of service for which the airplane was originally designed; specifically, a pressurized executive or corporate transportation vehicle wherein the majority of cruise is above 10,000 feet altitude and flight duration is more than one hour. Should the aircraft be used for missions other than that intended by design, such as an air taxi, commuter air service, pipeline surveillance, livestock/predator animal control, search and rescue, navigation aids inspection, extraordinary service at low altitude or unusually short duration flights (less than 30 minutes), the inspections specified in the Standard Flight Profile Inspection Schedule (Chart 201) are not appropriate for continued airworthiness of the airplane structure. In such cases, promptly notify **Beechcraft** Technical Support and a special inspection program will be established to address the unique requirements of the airplane's mission.

The King Air SIRM is a FAA approved manual, therefore this requirement is mandatory. Operators must contact Beechcraft via Technical Support to obtain an inspection program. The end result is a special inspection program specifically for the serial number of the airplane based on the mission profiles the airplane is flying. The inspection program is then listed in the Airworthiness Limitations Manual (ALM) for the airplane under the Special Purposes Section of the ALM. For operators who do not want their mission profiles to be known to the world, they can opt to having an Airworthiness Limitations Supplement or SIRM Supplement specifically for their serial number airplane.

Beechcraft Engineering requires the basic flight profile information to be able to perform the Wing Evaluation on your King Air. First, you need to collect as much information as available on the past, present and future flight profiles for each mission the airplane has or is going to fly and send it to Beechcraft Customer Service along with a list of the STCs or modifications the airplane has installed and the total times and cycles at time of installation. In the event the future usage is not established due to the aircraft just entering into the projected role, Beechcraft Engineering can recommend a time for which data collection can occur to establish a representative future usage.

The Flight Profile Definition Requirements, shown below, provide the details Engineering needs to perform the evaluation. You can also depict the flight profiles in a graph form as the examples shown below.

The process of developing a Wing Life Evaluation is extensive and requires several departments' involvement from structures, certification, publications, etc. The cost to develop the evaluation depends on the level of study needed which depends on the complexity of the flight profiles and can take up to nine months to complete due to interaction required with the regulatory authorities.

The final published results of the evaluation establishes reduced inspection intervals, but does not add any additional locations to those defined in the SIRM, and in some cases establishes new wing and component life limits, depending on the model King Air.

Once you have all the information required, you can contact King Air Technical Support. We will collect all the information and get you in contact with our Contracts Department. The contact information for King Air Technical Support is as follows:

Kingair_support@txtav.com

1-800-429-5372

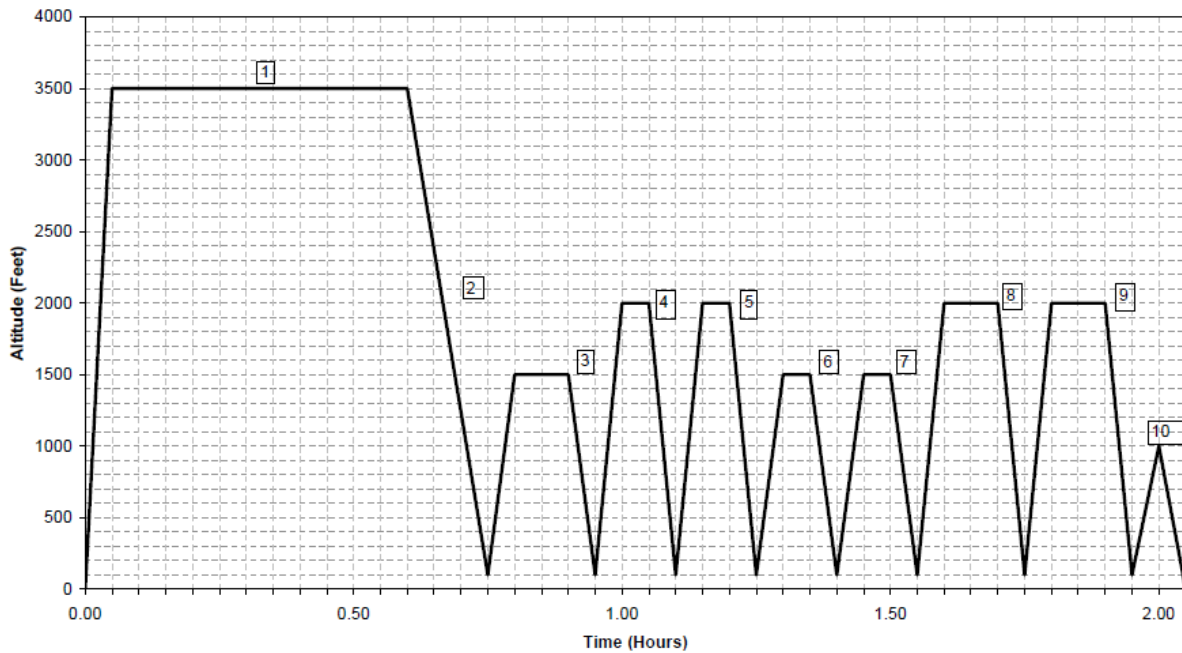
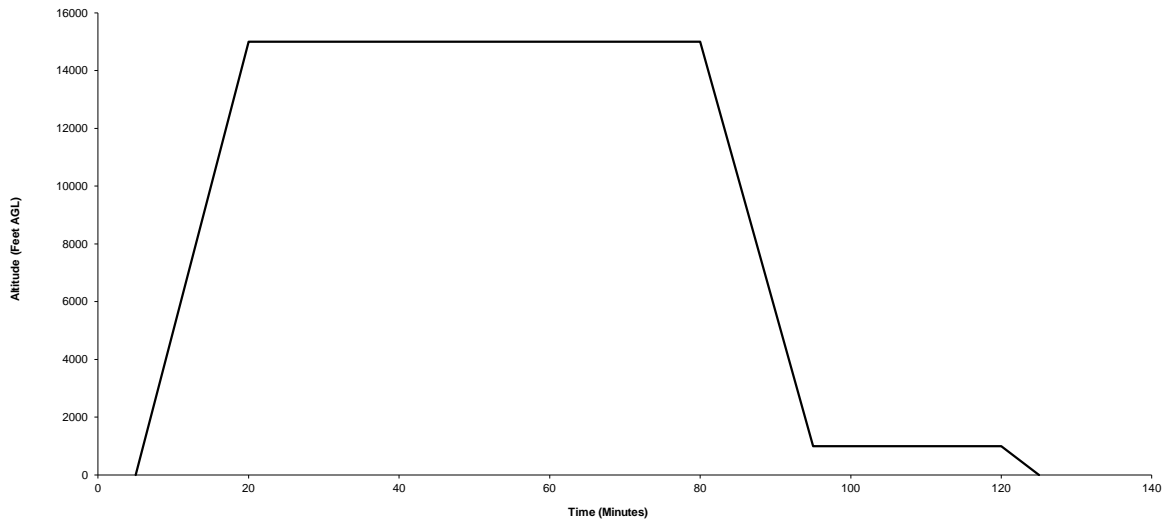
316-676-3140

FLIGHT PROFILE DEFINITION REQUIREMENTS

The following list of typical details is required to perform a durability and/or damage tolerance evaluation of the aircraft structure. An associated tolerance for the information required is presented in parenthesis after each item.

1. Gross weight of aircraft at takeoff (± 100 lbs).
2. Fuel weight of aircraft at takeoff (± 50 lbs).
3. Total flight time (± 20 Minutes).
4. Time associated with each segment of flight (± 10 minutes or POH values where appropriate).

5. Altitude of each cruise segment in feet AGL (± 1000 feet if $< 10,000$ feet or ± 2500 feet if $\geq 10,000$ feet).
6. Velocity in KIAS associated with each segment of flight (± 25 KIAS or POH values where appropriate).
7. If Touch and Go's are performed, the number and location, i.e., first, middle or last of flight (± 2 Touch and Go's).
8. If more than 1 distinct profile is flown, list all profiles and the estimated percentage of time each will be flown ($\pm 5\%$).
9. If multiple flights are conducted before refueling the aircraft, please provide the information from items 1 – 7 above for each leg of the mission.
10. In order to have a clear understanding of the above requested information, a schematic of the flight profile(s) showing altitude versus time, which appropriate detailed information included, will help to expedite the analysis. An example of such a schematic is shown below.
11. A list of all STCs or modifications installed.
12. Total times and cycles.



ATA 24 - Starter Generator Ground Point
All

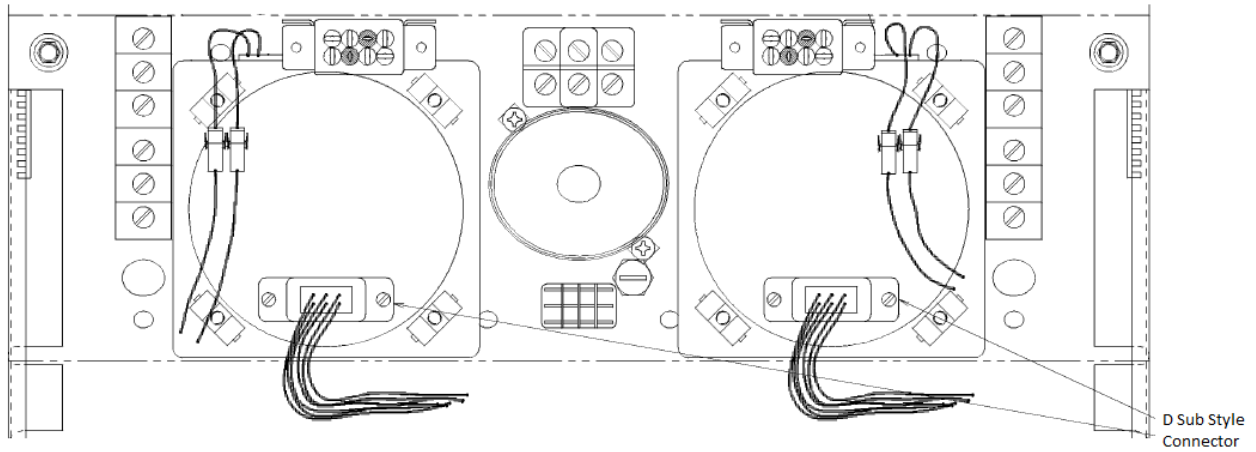
Poor electrical bonding of the starter generator ground point to the firewall can cause severe damage to the firewall. See pictures. This ground clip is the ground point for the starter generator. The firewall is the airframe ground for the starter generator. The only thing that would cause this damage is a poor electrical connection between the clip and the firewall due to the bolts not being tight or a significant amount of corrosion between the clip and the firewall that caused high resistance. The ground path for any electrical system carries as much current as the positive side. Whenever this ground clip is removed, proper electrical bonding to the firewall should be accomplished using the procedures in Chapter 20. There should be zero ohms

resistance between the clip and the firewall. However, testing it with an ohmmeter is not the best way to test it. Using a voltmeter is more reliable. Place one lead on the cables attached to the clip and the other lead to the firewall, then motor the engine. The voltmeter should indicate zero volts. If the voltmeter indicates positive voltage greater than 0.5 VDC, cleaning of the cables and re-bonding of the clip are in order.



ATA 28 - Fuel Quantity Indicator Change - Kit 101-3111-1 S

This is reminder that Beechcraft developed a kit that installs the current production indicators with the 15 pin D sub style connector on airplanes that were built with the round plastic type connector. The kit number is 101-3111-1 S. The kit comes with one indicator, one plug, one potting shell, one connector assembly and two screws. Also required is potting compound part number PR1201Q that is not included in the kit.



ATA 61 - King Air C90GTx Swept Blade Propellers
LJ-2121 and after

Beechcraft has made a model change to the King Air C90GTx starting at LJ-2121. These airplanes are equipped with Swept Blade Hartzell Propellers HC-D4N-3C/D9510SK. The propellers are installed on the assembly line under Raisbeck Engineering's Supplemental Type Certificate (STC) SA3593NM. The Instructions for Continued Airworthiness (ICA) for the STC are delivered with the airplane. This is a reminder that these airplanes must be maintained in accordance with Raisbeck Engineering Maintenance Manual Document 85-120 and not the King Air 90 Maintenance Manual. This document is available for download from Raisbeck Engineering's website at www.raisbeck.com.

KING AIR COMMUNIQUÉ INDEX

This is a running index. Discard the old index and insert the new index.

Up thru 2015-08

<u>ATA CHAPTER</u>	<u>DESCRIPTION</u>	<u>KAC No.</u>
00	AIRPLANE GENERAL	
	Engine Start Procedures	97-001
	RDO (Repair Design Office)	98-001
	STARS	98-001
	Log Book Bags	98-002
	Year 2000 Readiness Disclosure Update	99-004
	Raytheon Aircraft Publication System (REPS)	2001-03
	Importing and Exporting Aircraft	2001-04
	Factory Technical Support	2003-01
	Pro Line 21 Aircraft	2004-02
	Kit Catalogue Now on Line	2005-02
	Maintenance Practices for STC's on B300	2005-02
	Phase Inspection Tolerance Clarification	2006-01
	Gravel Runway Protection Kit (2014-01)	2006-02
	Part Number Understanding	2006-02
	Passenger Briefing Cards	2007-02
	Communiqué CD's	2008-02
	Window Stencils	2008-03
	Ghost "B" Paint	2008-03
	My Pubs Account	2009-01
	Emissions Trading System Scheme and Monitoring	2009-02
	Class Program Announcement	2009-03
	Volcanic Ash	2010-02
	Flight in Airspace w/ Low Contamination of Volcanic Ash	2010-03
	Emissions Trading Scheme (ETS) and Monitoring Reporting and Verification	2010-05
	King Air 90 Weight Increase STC	2010-05
	HBC Aircraft Modified by STCs	2011-04
	Aircraft Data Plates	2012-04
	Introducing the New King Air 250	2012-04
	Quality Assurance Instructions (QAI)	2012-04
	Class Program Update	2013-01
	Gravel Runway Protection Kit, Rev 1	2014-01
	Repair Design Office Damage Report Procedures	2014-01
	Direct Approach Communication	2015-02
	Technology Briefings	2015-03
	King Air 200 MTOW Increase Kit	2015-05
04	AIRWORTHINESS LIMITATIONS	

	Life Limited Aircraft Parts	2002-02
	King Air Special Purpose Aircraft-Wing Life Evaluation	2015-08
05	TIME LIMITS/MAINTENANCE CHECKS	
	Phase Inspection Program	97-001
	Inspection	97-001
	Structural Limitations	98-001
	Special Inspections Calendar Tolerance	98-002
	Service Instructions' Effectivity	2001-03
	Structural Inspection Interval	2001-03
	Special Purpose Airplanes Wing Life	2001-03
	Phase Inspection Tolerance Clarification	2005-02
	King Air Inspection "Month" Definition	2006-01
	Phase Inspection Tolerance Clarification	2006-01
	FAQ Regarding the Inspection Program	2006-02
	Flammable Fluid Carrying Hoses Replacement	2006-02
	Inspection Access (Obsolete) See 2011-03	2008-02
	Inspection Program Clarification	2008-02
	Phase 3 Inspection Access-Pilots Compartment/Cabin	2011-03
	Flammable Liquid Carrying Hose Kits from HBP&D (2014-02)	2011-03
	Aging Aircraft Inspection Program	2013-02
	High Utilization Inspection Program	2013-03
	High Utilization Inspection Program Q&A	2013-04
	Flammable Liquid Carrying Hose Kits From HBP&D, Rev 1	2014-02
11	PLACARDS	
	King Air Emergency Exit Placards	2000-04
	Engine Oil Service Placard Change	2000-04
	Spanish Language Placard Kits	2003-01
	Emergency Exit Markings, 2" Band Requirement	2007-02
	Interior/exterior Placards in Spanish	2014-01
12	SERVICING	
	Flap Motor Gear Box Lubrication	97-002
	Electric Toilet Servicing	99-001
	Wing Bolt Special Tool	99-003
	Wing Bolt Tools	99-003
	Wing Bolt Grease Gun	2001-03
	King Air Flap Actuator Lubrication Supercedure	2006-02
	King Air Lubrication: AerosShell 17 Grease	2006-02
	Mobile Grease SHC 100	2008-01
	Dow Corning #33	2008-03
	Grease Change	2015-07

20	STANDARD PRACTICES	
	Paint Removal	98-002
	Aromatic Polyimide Wiring	98-003
	Rivet Installation Criteria	98-003
	Aircraft Cleaning	99-001
	Paint Stripping Procedures	2000-03
	Gyro Handling and Packaging	2001-03
	Liquid Mercury Contacting Aluminum	2003-01
	Typical AN386 Taper Pin Installation	2003-02
	Ground Hazard Zone	2003-03
	RDO Standard Repair Index (Updated See 2011-03)	2005-02
	Metal Damage Assessment	2006-01
	King Air Wiring and Sleeve Inspection	2006-02
	Erosion Protection System	2007-02
	Standard Component Installation/Removal	2008-03
	Aircraft Plumbing Routing and Installation	2009-03
	Aircraft Inspections-Inspection of Adjacent Areas	2010-04
	Repair Design Office Standard Repair Index	2011-03
	Electrical Connectors Maintenance Practices/Contact Cleaner	2011-03
	Wing Locker Paint Cracking	2011-03
	Ground Stud Installation Tool (See 2014-01)	2013-02
	Ground Stud Installation Tool Rev 1	2014-01
21	AIR-CONDITIONING	
	Air-Conditioning Compressor Pivot Plate	97-002
	Pressurization System Test Safety Belt	98-001
	Air Conditioning Leaking Hoses	98-002
	134a Freon Air-Conditioning Dust Caps	98-003
	Aft Evaporator Plenum	99-003
	Air-Conditioning "Low" & "High" Hoses Reversed	2000-03
	Ram Air Door Rigging	2000-03
	Insufficient Cabin Heat	2000-04
	Pressurization Low/Normal Switch Operation	2000-04
	Pressurization Leak/Landing Gear Shaft	2001-01
	Air Conditioner Compressor Drive	2001-01
	King Air Series Vapor Cycle Air Conditioning	2001-02
	Pneumatic Flow Control Solenoid	2001-03
	Air-conditioning Plumbing Seals	2002-03
	Pressurization Troubleshooting	2002-04
	Vibration/Buzz Sound Traced to the A/C Condenser Blower	2002-05
	Electronic Flow Control System Test Procedure	2002-05
	Pressurization System Rubber Tubes	2003-01
	Water Manometer Test Ports	2003-02
	New Air Conditioning Compressors Hard to Turn	2003-02

	King Air Cabin Barometric Switches Test Options	2003-02
	Vent Blower Troubleshooting Tips	2003-03
	Aft Evaporator Caused Bad Odor	2005-02
	Air-Conditioning Hoses Length Change	2005-02
	Air Conditioner Motor Brush Wear (EM56-2)	2006-01
	Air Conditioner Quill Shaft Wet/Dry Spline	2006-01
	Air Conditioner Flushing Procedures	2006-01
	King Air Air-Conditioning PC Board A130	2006-02
	Air-Conditioner Compressor & Mount Assembly	2006-02
	Bad Smell with the Air-Conditioning Running	2006-02
	Servicing Oil in the Air-Conditioning Systems	2006-02
	Air Conditioner Motor Brush Wear (ASC motor)	2007-02
	New Air Conditioner System Introduced	2007-02
	Air Conditioning Compressor Usability 90/100	2007-02
	Aft Ducts for Air Conditioning and Heating	2007-02
	Flow Control Valve Replacement & Fit-O-Seal	2007-02
	Keith Air Conditioning Battery Discharge	2008-01
	Keith Air Conditioning Battery Discharge (Revisited)	2008-03
	Environmental Ducts Insulation and Tape	2009-05
	Keith Products Environmental System/Manometer	2010-05
	Keith Products Environmental/Aft Evaporator Installation	2010-05
	Condenser Blower Keith Products Environmental System	2011-03
	Keith Products Cabin Evaporator Blowers Handling	2012-04
	Condenser Blower Inlet Kit	2012-04
	350i Cabin Management/Environmental System	2013-02
	Air Conditioner Continues to Run with Air Conditioner Mode Switch OFF	2014-02
	Air Conditioning Electrical Troubleshooting	2015-05
	Keith Products Troubleshooting/Lap Top Set Up Information	2015-05
22	AUTO FLIGHT	
	GPS/Auto Pilot Upgrade	97-001
	GPS Approach Capability	97-001
	APC-65H Auto Pilot Computer Enhancements	98-002
	APC-65H/J Auto Pilot Computer Enhancements	98-002
	Rockwell Collins Autopilot Servo SVO-85B/85C Service Bulletin	2001-04
	Busing Module Issue on the Meggit Altimeter	2003-02
	Ground Communication	2004-02
23	COMMUNICATIONS	
	Cockpit Voice Recorder	97-002
	Torque Transmitter Change	99-001
	VHF Communication-8.33 KHZ	99-002
	VHF Communication 8.33 KHZ Up Date	99-005
	Collins Pro Line II VHF Comm 8.33 KHZ Up Date	99-005
	Elliott's Ultra Quiet System	2000-02

	Elliott's Ultra Quiet System Technical Support	2001-01
	BRNAV KLN-90B Service Bulletin	2002-01
	Proper Maintenance and Care of the Ultra Quite Sound Management System	2002-01
	Ultra Quiet Speaker and Patch Cable Service Bulletin	2002-04
	Honeywell Service Bulletin: Enhanced GPWS	2002-05
	Ultra Quiet Speaker and Patch Cable Service Bulletin	2002-05
	Ultra Quiet System Software Maintenance Terminal	2005-04
	Static Wick Bonding Check	2006-01
	Elliott System ANVS Maintenance Terminal	2007-02
	Elliott Aviation Sound Management System Technical Support	2013-02
24	ELECTRICAL POWER	
	Chafing Wire Bundle	99-005
	King Air Starter Generator Ground Terminal	2000-02
	Dual Fed Bus Circuit Breakers	2000-03
	Alternate Generator Control Unit Breakout Box	2000-03
	Alternate Generator Control Unit Breakout Box R1	2001-01
	Replacement Batteries	2001-03
	External Power Annunciator	2002-05
	Electrical Load Analysis	2002-05
	Lead Acid Battery Replacement Kit	2003-01
	Generator Control Unit Part Numbers	2003-03
	King Air Voltage Regulators	2005-02
	Starter Generator and Oil Filter	2006-01
	Starter Generator Terminal Adapter Nuts	2014-02
	Starter Generator Ground Point	2015-08
25	EQUIPMENT/FURNISHINGS	
	Arm Rest Stop	97-001
	Longer Seat Belts	97-002
	Cabin Partition Tool	2000-02
	Hot Tank Lid Repair	2000-02
	Cabin Seat Installation	2001-01
	Passenger Briefing Card	2001-01
	Two Place Side Facing Couch and Seat Belts	2001-01
	ELT Batteries	2001-03
	Utility Covers, Crew and Cabin Chairs	2002-03
	Sheep Skin Crew Chair Covers	2002-03
	Hot Tank Assembly	2002-04
	Crash Axe Installation Kit	2003-01
	Cabin Passenger Shoulder Harness Stop Button	2003-01
	Aft Facing Seats Head Rest Installation and Inspec.	2003-01
	Seat Belt Extenders	2003-02
	ELT Testing	2004-02
	Cabin Seat Base Paint	2004-02
	Interior Cabinets and Tables	2005-02

	King Air B300 Seat Attach Hardware	2005-02
	Crew Seat Removal Kit	2005-02
	Smoking Option Aircraft	2006-02
	Global Engineering Cabin Table Repair Kit	2007-02
	Global Engineering Hot Tank Spigot Replacement	2007-02
	Global Engineering Divider Pivot Pin Installation	2007-02
	Collapsible Arm Rest Repair	2008-02
	Up-right Cabinet Hot Tank Slide Strips	2009-05
	Ottoman Installation	2010-05
	Cabin Chime Locations	2010-05
	Clarification of MSB 25-4055	2011-01
	Toilet Seat Bottom Cushion Release Mechanism Placard	2011-03
	ELT Antenna Replacement Kit	2012-04
	First Air Kits – Contaminated Iodine Wipes	2012-04
	Narco Emergency Locator Transmitter Batteries	2014-01
	Crew Seats Shoulder Harness Binging	2014-02
26	FIRE PROTECTION	
	Fire Detection System Functional Test	97-001
	Fire Extinguisher Relocation/Foreign Certification	2002-03
	King Air Flame Detectors Parts and Availability	2005-02
	Engine Fire Extinguisher Connections	2009-05
	Bleed Air Warning System Description and Troubleshooting	2013-02
	Bleed Air Warning Sense Line Repairs	2014-01
27	FLIGHT CONTROLS	
	Elevator Trim Actuator	98-001
	Rudder Torque Shaft See ATA 55	98-002
	Flap Gearbox Shims	98-002
	Elevator Trim Tab	98-002
	Rudder Boost System and Troubleshooting	98-002
	Flap Actuator Installation	98-003
	Elevator Trim Actuator	99-001
	Universal Travel Board See 2001-04	99-005
	Flap Gear Box Grease	2000-02
	Rudder Boost Pneumatic Line Chaffing	2000-04
	Flap Roller and Washer Position 200/300 (See 2006-02 for other models)	2000-04
	Rudder Boost Filter Replacement (see 2003-02)	2001-01
	Universal Travel Board	2001-04
	Service Bulletin 27-3095, "Flight Controls-Addition of Jumper Wire to Stall Warning Lift Computer", Serial Effectivity Clarification	2002-01
	Unapproved Hardware on Primary Control Surfaces	2002-05
	Flap Linkage and Bracket Interference	2003-01
	Rudder Boost Filter Replacement and Up-grade (see 2001-01)	2003-02
	Flight Control Rig Pins	2003-02

	Aileron Installation	2003-03
	Horizontal Stabilizer Actuator Installation	2003-03
	Rudder Boost Filter Supercedure	2004-02
	Flap Roller and Washer Position Installation 90, Series, F90 and 100 Series (See 2000-04 for other models)	2006-02
	Control Wheel Grips	2012-04
	King Air 250 Stall Warning Calibration	2014-01
	Towing Aircraft with Gust Lock Installed-Consequences	2014-01
	Lower Attach Bolt Bent	2015-01
	Elevator Bob Weight Inspection	2015-05
	Stall Warning Vane Heat	2015-07
28	FUEL	
	Flush Fuel Drain Valve	97-001
	Biological Contamination Inspection (See also 2006-02)	97-002
	Fuel Caps	98-001
	Wing Tip Vent Float Valve "O" Ring Installation	98-002
	Auxiliary Fuel Tank Seals	98-002
	Fuel Vapor Smell in the Cabin	98-003
	Defueling Valve	98-003
	Airborne Fuel Boost Pumps	99-001
	Fuel Flow Test Tool	99-003
	New Lower Operating Pressure Fuel Cap (2007-02)	2001-01
	Nacelle and Auxiliary Tanks Fuel Cover Kit	2001-03
	Lockable Fuel Caps	2001-04
	Fuel Access Covers (SB-28-3401)	2002-03
	Fuel Quantity Indicator Bench Check	2002-05
	Fuel Cell Cover Assembly Part Numbers (2007-02)	2002-05
	Firewall Shutoff Valve Product Improvement	2003-02
	B200/B300 Fuel Vent System Inspection	2004-02
	Fuel Quantity Test Equipment	2004-02
	Fuel Probe Matrix Block Tool	2004-02
	Firewall Fuel Filter Reset	2005-02
	Fuel Cell Inspection for Corrosion, Microbiological Growth (See also 97-002)	2006-02
	King Air Fueling Procedures	2007-02
	Fuel Cells Cover Assemblies, Rev. 1 (2002-05)	2007-02
	New Lower Operating Pressure Fuel Cap (2001-01)	2007-02
	Center Section Fuel Cell Installation (dual lock fasteners)	2008-02
	Fuel Crossfeed Control Printed Circuit Board	2009-05
	Biobor JF Alternate	2009-05
	Fuel Wing Tip Float Valve Improvement Kit	2012-04
	Corrosion Preventive of Nacelle, Auxiliary Fuel Cell & Auxiliary Fuel Cell Inboard Fuel Probe Dish, Cover and Pans	2012-04
	Fuel Quantity Indication System History & Test Equipment	2013-02
	Fuel Tank Foreign Objects	2014-01
	Corrosion Prevention on Nacelle, Aux. Tanks Covers	2014-01
	Fuel Migration-King Air 200 & 300 Series	2014-01
	Barfield DC-400 Operating Instructions	2014-02
	Improper De-Fueling Procedures Causes Nacelle Structural	2014-02

	Damage	
	Fuel Drain Inspection	2015-05
	Fuel Tank Access Corrosion Prevention	2015-07
	Fuel Quantity Indicator Connector Change-Kit 101-3111-1 S	2015-08
30	ICE & RAIN PROTECTION	
	Stall Strip Installation (See also 2006-02)	97-001
	Stall Strip Installation Correction	97-001
	Engine Anti-Ice Valve Brackets and Hardware	97-001
	BFG News Letter (De-Ice Boots)	98-001
	Anti-Icing/Fuel	98-001
	Engine Operations in Icing Conditions	98-003
	Ice-Vane Door Hinge Pin Installation	99-001
	Type IV De-ice Fluids Announcement	2000-01
	Ice Vane Door Brush Seal	2000-04
	Defog System Filter Installation	2001-01
	Window Defrost Filter Kit and Replacement Interval	2002-03
	Engine Inlet Discoloration	2002-03
	Goodrich FASTboots Installation	2005-02
	Engine Heated Inlet Modified per Kit 101-9048	2006-01
	Stall Strip Bonding Material	2006-01
	Stall Strip Installation, Combi-Bond (See also 97-001)	2006-02
	Brake De-Ice System Removal Kit (See 2014-01)	2010-05
	Wing De-ice Boot 3M Adhesive 1300L Sold in Europe	2011-03
	SMR De-Ice Boot Supplier Advisory (SA12-33-01)	2012-04
	Brake De-ice System Removal Kit, Rev 1	2014-01
	Brake De-ice System Troubleshooting	2014-01
	King Air 250 De-ice Boots	2014-01
	King Air C90GTx De-ice Boots	2014-01
	King Air B200GT/B200CGT (250) Propeller Heat-Blade Damage	2015-07
31	IND/RECORDING SYSTEMS	
	Flight Data Recorder	98-002
	Radio Frequency Interference	99-001
	Airspeed Bugs	2001-01
	Pitot Heat Indicator Kit	2003-01
	Instrument Leak Causes Pressurization Leak and Squeal	2003-02
	Annunciator Dimming Transistor Installation	2003-03
	Oil Indicator packaging	2008-01
	Pro-Line 21 Maintenance Diagnostic Computer; Maintenance Diagnostic Tables and Electronic Check Lists	2014-01
32	LANDING GEAR	
	Wide Area Wheel Retention Washer Seal	97-001

	Brake Master Cylinder Repair Kit	97-002
	Valve Stem Torque, ABS Wheels	98-001
	Inflation Valve Torque Procedures (BF Goodrich)	98-002
	Inflation Valve Torque Procedures (ABS)	98-002
	Torquing of Wheel Tie Bolts	98-003
	Landing Gear Piston and Axle Assembly Leaks	99-001
	Landing Gear 60 Amp Circuit Breaker Relocation	99-001
	Brake De-ice Valve Installation	99-001
	Hydraulic Power-pack Parts Breakdown. See Rev. 1 on Comm. 2001-04	99-003
	BF Goodrich Brake Repairs	99-003
	Hydraulic Landing Gear Actuator Installation	99-003
	Tire Usability (See 2003-01 for Rev 1)	99-005
	BF Goodrich Nose Wheel Torque Value Mislabeled	2000-03
	Landing Gear Torque Knees	2000-03
	Bumper Block Installation. See ATA 54	2000-04
	Nose Landing Gear Actuators Swivel Parts. (See 2005-02)	2000-04
	Main Landing Gear Side Brace Crack	2000-04
	Aircraft Steering	2001-01
	Exceeding Aircraft Turning Limits	2001-01
	Landing Gear Actuator Clevis Limits and Part Numbers. See 2002-03 for Rev. 1.	2001-03
	Hydraulic Power-pack Parts Breakdown. Rev. 1 (99—003)	2001-04
	Foot and Mouth Disease, Wheel and Brake Components	2001-04
	Nose Landing Gear Fork Assembly Replacement	2001-04
	Landing Gear Power Pack Motor Wiring	2002-01
	Landing Gear Actuators End Play Check	2002-03
	Landing Gear Actuator Clevis Wear Limits and Part Numbers. Rev. 1 (See 2001-03)	2002-03
	Accelerated Wear of Brake Assemblies	2002-03
	SB 32-2102 and 53-2472 up coming revisions	2002-04
	King Air C90A Tires	2002-05
	Brake Reservoir	2003-01
	Nose Landing Gear Scraper and Wiper Ring Installation Hints	2003-01
	Hi-Flotation Landing Gear Wheel Service Bulletin from ABS	2003-01
	Tire Usability. Rev 1 (99-005)	2003-01
	Hydraulic Landing Gear Actuator Restrictors	2003-02
	Nose Wheel Spares	2003-02
	Nose Landing Gear Actuator Swivel Parts Breakdown. See 2000-04	2005-02
	Wheel and Brake Cross-over Part Numbers	2005-02
	Nose Landing Gear Actuator Swivel Parts Rev. 1 (See 2000-04)	2005-02
	Landing Gear Inspection vs. Overhaul	2005-02
	Landing Gear Grease Gun Modification	2006-01
	Nose Landing Gear Stop Block Installation	2006-01
	Cycling of Hydraulic Power Packs	2006-02
	King Air Overhaul vs. Inspection in Landing Gear CMM	2006-02
	Landing Gear Attach Hole Inspection	2006-02
	Hydraulic Plumbing Replacement Procedures	2006-02
	Tire and Brake STC Comparability Issue	2007-02
	King Air 100 Tire Usage	2008-01

	CMM Index	2008-02
	Landing Gear Attach Hole Inspection	2008-03
	Brake Overhaul Kit	2009-01
	Main Landing Gear Tires, King Air 90 Series	2009-05
	Landing Gear Seals Parts List	2011-03
	Landing Gear RCCB Installation Kit	2012-04
	MSB 32-3345 Compliance Reminder	2014-01
	Wheel Eddy Current Inspection Probes	2014-01
33	LIGHTS	
	Cabin Indirect Lighting	98-001
	Cabin Indirect Lighting	99-005
	Cold Cathode Connector Assembly & Potting Instr.	2000-03
	Rotating Beacon Replacement (See 2006-01)	2001-04
	Wing Tip Navlight Lense Installation	2001-04
	Fluorescent Light Power Supplies	2002-01
	Recommended SB 33-3410, Flashing Beacon Hardware Kit	2002-05
	Wing High Intensity Nav Light Bulb Replacement	2003-02
	Flashing Beacon Light Bulb Replacement	2003-02
	King Air Landing and Taxi Lights Kits	2005-02
	Rotating Beacon Replacement (2001-01 Rev. 1)	2006-01
	Overhead Panel Transistor Layout	2006-01
	Cold Cathode Lighting Systems	2006-01
	Smoking Option Aircraft	2006-02
	Fluorescent Power Supply Replacement	2011-02
	Cold Cathode Lighting Power Supplies	2012-04
	LED Taxi Landing Lights Kit	2015-01
34	NAVIGATION/PITOT STATIC	
	AlliedSignal GPS Receiver Software Bulletin	98-003
	Standby Power Supplies	99-001
	Revised Copilot Side Gyro Horizon Part Numbers	2001-01
	Standby Compass Calibration	2002-03
	Cockpit Voice Recorder Installation Kit	2003-01
	ProLine 21 Electronic Check List	2004-03
	King Air Meggitt Altimeters Issues	2004-04
	Elementary and Enhanced Mode S Transponders	2005-01
	EGPWS Terrain Database Subscriptions	2005-02
	MMEL RVSM Revisions	2005-02
	Clarification of FAA Advisory Circular AC 90-100	2005-03
	RVSM Instructions for Initial and Continued Airworthiness	2007-01
	Pro Line 21 24 Month ADC-3000 and ESIS GH-3100 91.411 Recertification	2009-05
	FAA Special Airworthiness Information Bulletin CE-10-14	2010-01
	TDR-94/TDR-94D Mode S Transponders Installed Without TCAS II	2012-02
	Universal Avionics Navigation Database, Magnetic Variation &	2012-04

	System Support Updates	
	TCAS 4000 Update to Software Version 7.1	2012-04
	ProLine 21 FMC & MDC Battery Life	2012-04
	FAA AD 2014-18-01 on TDR 94/94D Transponders	2014-02
	Reduced Vertical Separation Minimum	2015-04
	ACSS TAWS+ System Override Mode Operation	2015-07
35	Oxygen	
	Oxygen Valve Manual Override Location (B300)	98-003
	Oxygen Leak Detection Equipment	99-001
	Oxygen Mask Container Door Part Numbers	99-001
	Passenger Oxygen Mask Packing	99-005
	Oxygen System Barometric Switch Moisture	2000-02
	Passenger Oxygen Mask Manual Over-Ride "O" Ring Replacement	2006-01
	Oxygen Masks Quick Donning Replacement Kits	2006-02
	Oxygen Cylinder Assembly P/Ns vs. DOT Cross Reference Chart	2011-03
38	Water/Waste	
	Relief Tube Installation	98-003
	Toilet Blue Water	2012-04
44	Cabin Systems	
	350i Venue Cabin Management System Software Version 3.0 Service Bulletin	2013-02
52	DOORS	
	King Air Cabin Door Warning Switch Striker Plate	98-001
	Air Stair Door Panels, Improved	2001-03
	Air Stair Door Lower Latch Pins, Change	2001-03
	Cabin Door Hinge Break Down	2001-04
	Cabin Door Latch Bolts Green Indicator Tape	2002-03
	Cabin Door Placard Installation, SB 52-3096	2002-04
	Cabin Airstair Door Latch Bolt Kits	2002-04
	Cabin Door Upper Hook Mechanism and Latch Bolt Kits	2003-01
	Cabin Door Lock Keys	2003-01
	Keyed Lock Replacement on Emergency Exits	2006-01
	Air-Stair Door Hinge Lug Limitation	2006-01
	Cabin Door Warning Switch Striker Plate Spring (98-001 Rev.1)	2006-01
	King Air Cabin Door Closing Procedures	2007-02
	Door Handle Lock Changing Procedure	2008-03
	Medeco Door Handle Installation	2009-01

	Medeco Door Handle Removal	2009-01
	Emergency Exit Skin Cracks	2010-05
	Cabin Door Hook Mechanism Kit	2012-04
	Cabin Door Roller Assembly	2013-02
	Cabin Door Lighted Folding Steps	2014-01
53	FUSELAGE	
	Avionics Nose Door, Ice Protection	97-001
	Fuselage Skin Cracks Repair Kit	98-001
	Aft Fuselage Drain Tube	99-001
	Fuselage Cross-Tie Cracks	2000-02
	Nose Bay Water Ingression	2000-04
	Entry Door Floorboard Assembly (See also 2013-02)	2000-04
	Fuselage Rivet Sealing Procedure	2002-03
	SB 32-2102 and 53-2472 up coming revisions	2002-04
	"Lower Skin Rumble" Kit for C90B	2003-01
	Evaporator Cover Panel Gasket	2003-02
	Pressurization Leaks/Stringer Seal	2003-02
	Fuselage Structural Inspection Report	2004-02
	Fuselage Repair, Skins	2006-01
	Cross Tie Inspection	2011-03
	Entry Door Floorboard Assembly (See also 2000-04)	2013-02
54	NACELLES/PYLONS	
	Inlet Duct Skin Repair	99-005
	Bumper Block Installation (2014-02)	2000-04
	Cowling Fixed Vane Assembly	2001-01
	Engine Anti-Ice Inlet Installation	2001-01
	Drag Leg Attach Fitting Crack	2002-03
	Bumper Block Installation, Rev 1	2014-02
55	STABILIZERS	
	SB 2422, Rev.1. Rudder Torque Shaft	98-002
	Horizontal Stabilizer Aft Pivot	99-003
	Elevator Torque Tube Assembly	99-003
	Empennage Inspection Panel Kit	2008-01
	Horizontal and Vertical Stabilizer Inspection Limitation	2012-01
	Vertical Stabilizer Front Spar Cap Angles Cracks	2012-03
	Horizontal/Vertical Stabilizer Inspection Panel Kits from Third Party Vendors	2012-04
56	WINDOWS	
	Windshield Performance Data	97-002

	PPG's "Surface Seal"	97-002
	Windshield "Hump" Seal (See 2010-05) (2013-02)	98-001
	Window Seal Creeping	98-001
	Windshield "Surface Seal Kit" (See 2002-03)	98-002
	Windshield Hump Seal Temporary	98-002
	Windshield Cleaning	99-005
	Cockpit and Cabin Windows	99-005
	Repaired King Air Windshields	2000-02
	New and Improved Storm Window Seal	2001-03
	Windshield Surface Seal	2002-03
	Windshield Screw Replacement Kit	2003-01
	Polarized Window Knob	2003-01
	Windshield Delamination	2003-01
	Windshield Sealant Alternatives	2004-02
	Cabin Window Seals	2004-02
	King Air Windshield Supercedure History	2005-02
	King Air Windshield Anti-Static Coating	2005-02
	Windshield Cleaning	2006-01
	Side Windows Inspection Actions	2007-02
	Storm Window Seal Installation (See 2009-05)	2008-02
	Storm Window Seal Installation, Kit Announcement	2009-05
	Hump Seal Kit Not Longer Available (See 2013-02)	2010-05
	Windshield Hump Seal Kit Available Again	2013-02
57	WINGS	
	Wing Attach Drain Holes	99-001
	Air to Air Heat Exchanger Duct Assembly	99-001
	Battery Access Door Air Scoop	99-001
	Wing Trailing Edge Cracks	99-005
	Auxiliary Tank Upper Panel Insert Replacement	2000-03
	Auxiliary Tank Upper Panel Insert Replacement R1	2001-01
	SIRM Inspection	2001-01
	SIRM Inspection, Rev. 1	2001-03
	Lower Forward Wing Bolt Kit	2003-01
	Wing Bolt Covers	2003-02
	SIRM Training Requirements	2004-02
	SIRM Lower Forward Fitting Inspection	2004-02
	Wing Center Section Upper Wing Panel Debond	2004-02
	Aft Spar Lower Cap Inspection-SIRM	2005-02
	Outboard Wing Structure Lower Forward Spar Cap Replacement	2005-02
	S.I.R.M. Lower Fitting Initial Inspection Interval Addition- F-90	2006-01
	Wing Structure Inspection Training Course	2006-02
	King Air Wing Bolt Kits	2007-02
	Flap Cove Spot Welds	2007-02
	F-90 wing bolt kit (correction to 2007-02)	2008-02
	Upper Forward Wing Bolt Change	2009-01
	Wing Bolt Cover Plate Part Number	2010-05
	Wing Inspection per AD 89-25-08 and 89-25-10	2011-03

	Upper Aft Wing Bolt Cover Improvement Kit	2012-04
	Wing Lockers Service Bulletin From Raisbeck	2014-02
	Wing Bolt Cover Sealing	2014-02
61	PROPELLERS	
	Woodward Governor Company Service Bulletin	98-002
	McCauley Service Letter 1998-7	98-003
	Woodward Governor Company Service Bulletin	99-005
	Propeller Governors and Sudden Engine Stoppage	2000-04
	Hartzell Four Bladed Prop Feather Blade Angle Adj.	2001-01
	Propeller Balance	2001-03
	Four Bladed Propellers on King Air C90A	2001-03
	Autofeather Flashing Lights	2001-04
	Hartzell Propeller Service Bulletin Mounting Bolt Inspection	2002-04
	Hartzell Propeller Grease Over-Servicing	2003-01
	Auto-feather System Troubleshooting, Engines Off	2005-02
	Torque Manifold Bleeding Procedures	2006-02
	Propeller Synchrophaser Target Installation (F90)	2006-02
	Propeller to Prop Shaft "O" Ring for Hartzell Propellers	2006-02
	Synchrophaser Pickup Gap (200 Series)	2007-02
	Ground Idle Solenoid Installation & Maintenance F-90	2007-02
	Hartzell Counterweight Slug Bolts	2008-03
	Four-Bladed Propellers Reaction less Mode Resonant Vibration	2011-05
	Ground Idle Stop Solenoids Drop Off Line During Engine Start	2012-04
	Propeller Synchronization Test Equipment for Rent	2015-01
	King Air C90GTx Swept Blade Propellers	2015-08
71	POWER PLANT	
	Engine Vibrator Isolators	97-002
	Engine Fuel Pump Inlet Filter	97-002
	Handling Pneumatic P3 and PY Lines	2001-01
	ITT Harness	2001-04
	Engine Fuel Pump Inlet Filter	2002-04
	Engine Compressor Wash Ring Kit	2003-01
	Engine Compressor and Turbine Washing	2003-01
	Engine Truss Paint	2006-02
	P&WC S.I.L.- Fuel Control Unit Health Monitoring	2014-02
	Engine Isolator Mounts-TBO	2015-05
73	ENGINE FUEL and CONTROL	
	Engine Driven Low Pressure Fuel Pump	2002-01
	Engine Driven Low Pressure Fuel Pumps	2003-02
	Garrett Engines Service Bulletin TPE331-2102	2003-03
	C90GT P3 Filter	2008-02

	Fuel Control Unit Inspection	2015-06
74	IGNITION	
	Engine Ignition (90/100 Series)	98-003
	T5 Thermocouple Wiring Terminal	99-001
	Ignition Exciter Box Spares Replacement	2004-02
76	ENGINE CONTROLS	
	McCauley 4 Blade Flight Idle Low Pitch Chart	2000-04
	Correcting Throttle Backlash	2008-02
	Fuel Control Arm Installation Orientation	2015-07
77	ENGINE INDICATING	
	ITT Analog to Digital Change	98-001
	Power Check	98-001
	Meggitt Torque Indicator Replacement and Calibration	2002-05
	ITT Calibration Checks	2003-02
	Torque Indication Calibration C90GT	2007-02
	ProLine 21 Aircraft Engine Indicating System Operation and Troubleshooting	2010-10
78	EXHAUST	
	Exhaust Stack Fairings Camloc	98-002
	Exhaust Stack Material and Welding Specifications	2003-01
	Exhaust Stack Flex Tubes, STC	2004-02
	King Air B100 Exhaust Pipe Insulating Blanket	2005-02
	Exhaust Stack Fairing Installation	2009-05
	Exhaust Stack Fairing Product Improvement	2014-01
79	Oil	
	Oil Pressure Slow to Register	2002-03
	Oil Pressure Transducer and Connector Change	2005-02
80	STARTING	
	Smart Start	97-002
99	Beechcraft "How To" Videos Now Available on YouTube	2014-03

100	ATA	
	ATA 97 Wiring Reporting	2000-04