

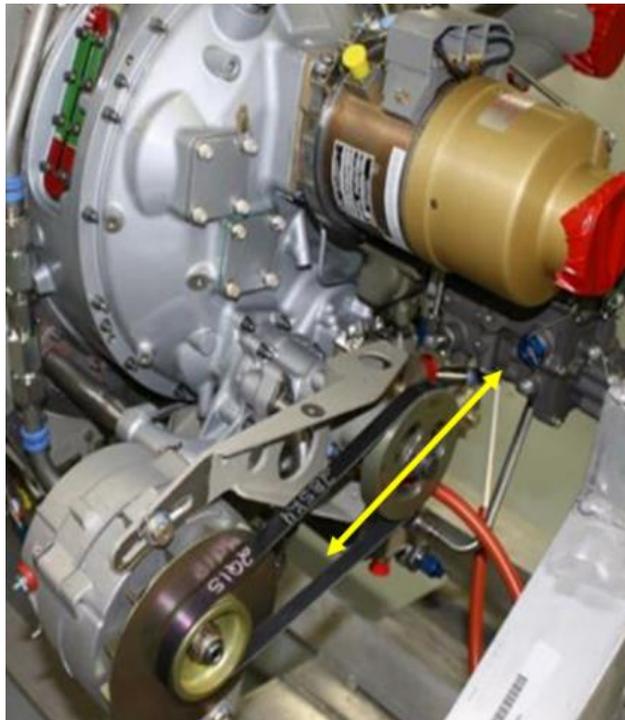
# Single-Engine Turboprop Communiqué

Communiqué # SE-TP-004  
December 2018

## ATA 24 - Alternator Drive Assemblies

Effectivity: 208 and 208B: All Serial numbers

Maintenance manual task 24-36-00-220 requires that you inspect the alternator drive assembly pulley for fore-and-aft play. Removing the alternator belt during this inspection allows for a more thorough check of the pulley assembly, as it does for checking side-to-side play.



## ATA 30 - TKS System Usage

Effectivity: 208 and 208B: All Aircraft equipped with a TKS System

It is very important to only use clean, approved, TKS fluid in the TKS system. Pay attention to ice that may have formed on TKS panels due to freezing temperatures when performing the preflight inspection. Do not operate the TKS system when the TKS panels are covered by ice. The ice accumulation can restrict fluid flow and can cause the porous panels to bulge. Avoid getting TKS ice protection fluid on clothing and footwear prior to boarding the aircraft. Tracking TKS fluid into the cabin may create odors and/or slippery surfaces on the cabin floor, brake and rudder pedals, etc. Remember that Flight Into Known Icing (FIKI) training is required within 12 months before

flight into known icing conditions. Refer to POH Supplement 1 for system information and training requirements.

### **ATA 34 - ADS-B Out Options offered by Textron Aviation**

Effectivity: 208 and 208B: All Aircraft

In the United States, all required aircraft must be equipped for ADS-B “Out” by January 1<sup>st</sup>, 2020. NXI aircraft are ADS-B “Out” compliant standard from the factory and are ADS-B “In” capable with the appropriate transponder option installed. Textron Aviation has two bulletins to update your G1000 non NXI aircraft to an ADS-B “Out” configuration. CAB 34-03 installs 0767.23 software and some airframe hardware and wiring modifications. This allows for the installation of ADS-B “Out” compliant transponders via CAB-34-04. You must comply with CAB-34-03 prior to complying with CAB-34-04. For aircraft prior to G1000, contact your local service center for an ADS-B solution to work with your current avionics.

### **ATA 52 - Passenger Door Cable Stretch Indication**

Effectivity: 208 and 208B: All Aircraft

The lower passenger entry door is designed to be supported by the lower door cables, not the dampers. Over time these cables stretch and can stretch to the point where they are no longer supporting the door and passenger. When this happens, the door dampers will be forced to support the weight of the passenger. If this happens the damper will be pulled out of the door, resulting in damage. The best way to monitor your door cable stretch is to fabricate a go-no-go gage that measures the extension of the damper. Check the dampers on a suitable interval based on your operation. When the go-no-go gage fits into the strut, order new cables because the dampers will be supporting the door and passenger soon.

#### **Fabrication of go-no-go gage:**

1. Measure the length of the fully extended door damper.
2. Cut a ruler, dowel or similar, to a length that is just shorter than the fully extended strut, ( $\frac{1}{4}$ " to  $\frac{1}{2}$ " shorter should work).
3. Reinstall damper.
4. Stand on the door step and verify that the go-no-go gage does not fit into the strut.
5. When the go-no-go gage fits, order new door cables.

