



Model Communiqué

Hawker Series

Communiqué # HK-0037
August, 2011

ATA 7 - Aircraft Flexible Maintenance Schedule (AFMS)

LUBRICATION

Hawker Beechcraft Corporation (HBC) recognizes that some owner/operators have low airplane utilization, which results in lubrication servicing being extended over a long period of time. After approximately six months, the oil and the thickening agent tend to separate. This condition allows the thickening agent to dry out and moisture to be absorbed. As a result, corrosion may start. Some airplanes may exceed this period between servicing. The landing gear in particular are an area that appear to be affected by this issue.

The AFMS is compiled using an 800-hour per year schedule with 200-hour increments set for lubrication every three months. HBC suggests a three-month time period to carry out required lubrication on the airplane. In regions where high humidity and heat are present, this period may need to be reduced.

The introduction in the AFMS states that the utilization of the airplane and environmental conditions should be noted to adjust maintenance accordingly. Item I. in the introduction of AFMS is copied in its entirety for information as follows:

I. Special Conditions Cautionary Notice

Airplanes operated for Air Taxi, or other than normal operation, and airplanes operated in humid tropics, cold and damp climates, etc., may need more frequent inspections for wear, corrosion and/or lack of lubrication. Under these adverse conditions, perform periodic inspections in compliance with this guide at more frequent intervals until the owner or operator can set his own inspection periods based on the contingencies of field experience.

Caution: The recommended periods do not constitute a guarantee the item will reach the period without malfunction as the aforementioned factors cannot be controlled by the manufacturer.

HBC recommends a reread of the 'Flight Ready' storage procedures in Chapter 10-10-00 of the applicable 800XP/850XP and 900XP Aircraft Maintenance Manuals (AMM). This information may be used to maintain any Hawker/125 series airplane in a serviceable condition.

Manuals will be periodically revised to include these requirements, but attention should also be given to the requirements of the engine manufacturers.

ATA 29 - Hydraulic Power

The Master Minimum Equipment List (MMEL) provides information for allowing the airplane to dispatch with the hydraulic pressure annunciator indicating HYD # LO PRESS (where # is the associated engine number 1 or 2) on the Master Warning System in the center instrument panel. This may be because the annunciator is ON and indicating low pressure with the pressure of the affected pump verified at engine start. HBC has received reports of loss of hydraulic fluid from the pressure switches when the body cracks. HBC suggests that the switches and the hydraulic box in the rear equipment bay be checked for leaks prior to dispatch as there could be a large enough leak to reduce fluid level to zero. The loss of fluid could result in damage to the pumps and may require labor-intensive maintenance after the leak event.

Should an owner/operator or service center have any questions or concerns, contact Hawker Beechcraft Customer Support at 1-800-429-5372 or 1-316-676-3140.