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CAeS COMMERCIAL IN CONFIDENCE

Service Bulletin
Disabling of Tamarack ATLAS System

CAS/M0132 Issue B

EASA STC 10056170

Modification Nos. CAeM/Cessna/1375, CAeM/Cessna/1430, CAeM/Cessna/1440 and CAeM/Cessna/1452

30 April 2019

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on behalf of Cranfield Aerospace Solutions Limited

*The technical content of this document is approved under the authority of DOA ref. EASA.21J.145 * /*
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** delete as appropriate*

AMENDMENT RECORD

Issue	Date	Author	Detail of Changes
A	18 Apr 2019	PJH	Original Issue
B	30 Apr 2019	GM	Raised in issue to clarify the use of Speed Tape. Para 9c) added with cleaning instructions. Step 9d) (was 9c) reworded with additional installation instructions. Figure 1 added – annotated photograph of TACS with required Speed Tape areas added.

DISTRIBUTION LIST

1 Archive
2 EASA
3 All Operators

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1. INTRODUCTION

This Service Bulletin provides instructions for the disabling of the Tamarack ATLAS system, together with associated Operational and Airworthiness limitations associated with that condition.

2. EFFECTIVITY

All aeroplanes with EASA STC 10056170 embodied as follows:

Cessna 525, Serial Number: All (with modification CAeM/Cessna/1375 or CAeM/Cessna/1430 embodied via SB CA/DD/SB1375)

Cessna 525A, Serial Number: All (with modification CAeM/Cessna/1452 embodied via SB CA/DD/SB1375)

Cessna 525B, Serial Number: All (with modification CAeM/Cessna/1440 embodied via SB CA/DD/SB1375)

3. COMPLIANCE

Compliance with this Service Bulletin is Mandatory.

This Service Bulletin may be recorded as "completed" in an aircraft log only when the following requirements are satisfied:

1) Complete all instructions in the Service Bulletin
2) A copy of the Service Bulletin is included in the Airplane Flight Manual as a supplement
3) The Airworthiness Limitations contained herein are reflected in the aircraft maintenance planning documentation.

Cranfield Aerospace Solutions Ltd (CAeS) are not responsible for the quality of any maintenance activities performed for compliance with this Service Bulletin.

4. APPROVAL

This Service Bulletin is approved by Cranfield Aerospace Solutions Ltd under its EASA DOA privilege.

5. ESTIMATED TIME TO COMPLETE

Time to disable system, 0.5 hour.

6. FLIGHT CREW OPERATIONS

Incorporation of this Service Bulletin results in the following Operational Limitations:

Type	Operational Limitations
Cessna 525	a) Aircraft is operated at FL250 or below. b) Aircraft is operated at or below 140 KIAS c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
Cessna 525A	a) Aircraft is operated at FL250 or below. b) Aircraft is operated at or below 161 KIAS c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
Cessna 525B	a) Aircraft is operated at FL250 or below. b) Aircraft is operated at or below 161 KIAS c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.

Prior to flight, as part of the pre-flight pilot checks, during walk round ensure that each Tamarack Active Camber Surface (TACS) is faired at the neutral position and that the speed tape installed in step 9(c) is intact and in good condition.

7. MAINTENANCE INFORMATION

Incorporation of this Service Bulletin results in the following Airworthiness Limitations:

Flight in this configuration is limited to 100 Hours.

Within this period, all scheduled maintenance activity must be carried out unchanged.

8. PUBLICATIONS AFFECTED

a) A copy of this Service Bulletin must be included in the Airplane Flight Manual.

b) MMEL Supplements CA/DD/M020 (525), CAS/MMEL1452 (525A) and CAS/MMEL 1440 (525B) must be amended, in Item 27-60-01 "ATLAS Inoperative", to revise the Flight Time limit to 100 Flight Hours.

9. ACCOMPLISHMENT INSTRUCTIONS

The ATLAS system is disabled as follows:

a) Identify the ATLAS MAIN, ATLAS EMER1 and ATLAS EMER2 circuit breakers in the Co-Pilot circuit breaker panel.

b) Pull and collar the ATLAS MAIN, ATLAS EMER1 and ATLAS EMER2 circuit breakers (see AMM Supplement CA/DD/M021 Annex A Step L(1)(a)(1)).

c) With the TACS in the faired, neutral position, clean the area on and around both the port and starboard TACS with a mild detergent or any other approved cleaner listed in the Cessna AMM and dry using a soft, lint-free cloth. Ensure at least 1.5" (37mm) on each side of all gaps is cleaned.

d) Ensure all surfaces are dry prior to application of tape then apply Aluminium Foil Tape (3M^T 425 Aluminium Foil Tape, Nashua 324A Cold Weather Tape or Shurtape AF100 are acceptable) of no less than 2.5" (63.5mm) width, over all the gaps around each TACS on the forward and outboard sides only (see Figure 1), on both upper and lower surfaces and evenly across the gap, to ensure that free movement of the TACS is not possible. Check that the tape is well pressed down, especially at the edges, and that there are no gaps or raised portions. Ensure that free movement of the aileron is unaffected. If the specified tape is not available, requests for the use of an alternative tape type or manufacturer must be made to the Design Organisation in the first instance, see Section 10 for contact details.

e) Apply a placard in the cockpit, adjacent to the ATLAS INOP button, stating "ATLAS Inoperative. See AFM for Flight Limitations". The placard may be formed from paper, card, tape etc and is intended to be non-permanent.

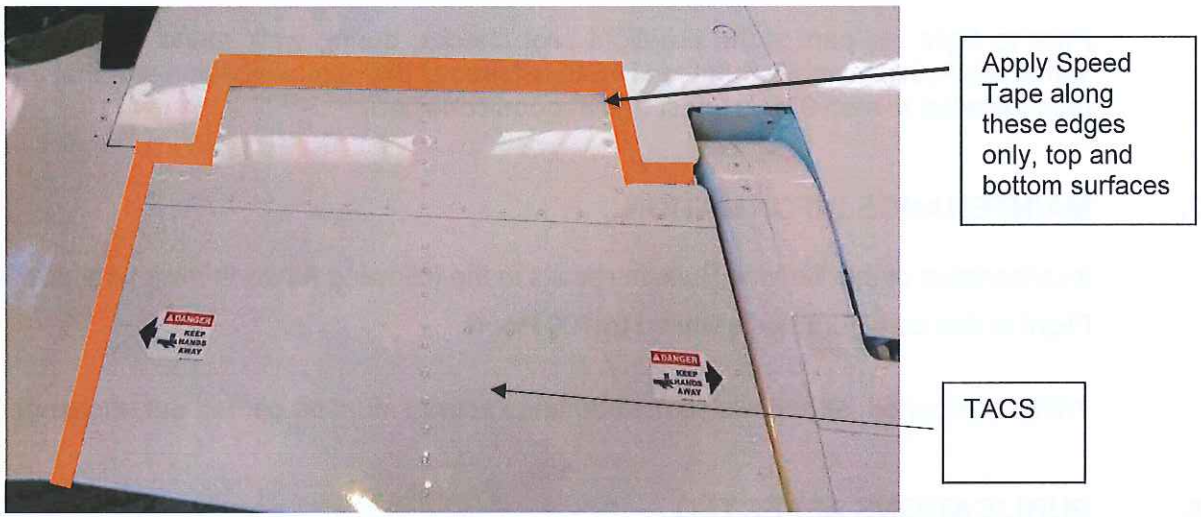

Figure 1 Locations for Speed Tape (Upper and Lower Surfaces)

10. AIRCRAFT INSTALLATION RECORD

Service Bulletin: CAS/M0132 Issue B

Aircraft Registration: .....

Aircraft Serial Number: .....

Flight Hours at Installation: .....

Date of Installation: .....

Installing Organisation: .....

Signature and Stamp is required to confirm above detail correct:

.....

On completion of this Service Bulletin please sign and return this Appendix, completed, to:

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