

The logo for Kelly Aerospace Thermal Systems features a stylized red square icon on the left, composed of geometric shapes. To its right, the word "KELLY" is written in a bold, red, sans-serif font. Below "KELLY", the word "AEROSPACE" is written in a larger, bold, red, sans-serif font. Underneath "AEROSPACE", the words "Thermal Systems" are written in a bold, red, sans-serif font, with "Thermal" on one line and "Systems" on the line below.

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Title: Baron 55, 56, 58 and Bonanza 36 Air Conditioning System ICA

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Revisions

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B	ECN 19-063 Changed Title was "Baron 58 and Bonanza 36..." Added NC-20-001 Short Duct, NC-20-011 Long Duct, AC-02245 Baron Schematic (A1235), AC-02257 Bonanza Schematic, Beechcraft Shop Manual for 56TC & A56TC Added Section 2.3.2 A1235 Normal Checklist Added same new references to Section 2.7 & 2.8	Eric Farmer	1/22/2020	Jeff Barlett
C	ECN 20-027 Added NC-16-015 Weight & Balance to Section 2.1, Referenced Publications Section	Eric Farmer	10/01/2020	Jeff Barlett

The latest revision of the maintenance manual can be obtained from the Kelly Aerospace website at www.kellyaerospace.com.

In the event Internet access is not available, please contact the Customer Service Office for inquiry or a copy of the latest revision:

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1. INTRODUCTION

1.1. Purpose

This document is designed for use by the installing agency of Kelly Aerospace Thermal Systems Air Conditioning Kit Number KATS-16-002 or KATS-16-003 as Instructions for Continued Airworthiness in response to Federal Aviation regulation (FAR) Part 23.1529, and Part 23 Appendix G. The ICA includes information required by the operator to adequately maintain the Air Conditioning System installed.

1.2. Scope

This document identifies the Instruction for Continued Airworthiness for the modification of the aircraft for installation of the Kelly Aerospace Thermal Systems Air Conditioning Kit Number KATS-16-002 or KATS-16-003 under the approved STC.

1.3. Document Control

This document shall be released, archived and controlled in accordance with the Kelly Aerospace Thermal Systems document control system. When this document is revised, refer to Section 2.15 ICA Revision and Distribution for information on how to gain FAA acceptance or approval and how to notify customers of changes.

1.4. Airworthiness Limitations

There are no additional Airworthiness Limitations as defined in 14 CFR § 23, Appendix G. G23.4 that result from this modification. The Airworthiness Limitations section is FAA approved and specifies maintenance required under §§43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

1.5. Permission to Use Certain Documents

Permission is granted to any corporation or person applying for approval of a Kelly Aerospace Thermal Systems Air Conditioning System Kit to use and reference appropriate STC documents to accomplish the Instructions for Continued Airworthiness and show compliance with STC engineering data. This permission does not construe suitability of the documents. It is the responsibility of the applicant to determine the suitability of the documents for the ICA.

1.6. Definitions

The following terminology is used within this document:

- 1) **ACO:** Aircraft Certification Office
- 2) **AEG:** Aircraft Evaluation Group
- 3) **CFR:** Code of Federal Regulations
- 4) **DER:** Designated Engineering Representative
- 5) **FAA:** Federal Aviation Administration
- 6) **ICA:** Instructions for Continued Airworthiness
- 7) **STC:** Supplemental Type Certificate
- 8) **KATS:** Kelly Aerospace Thermal Systems

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2. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

2.1. Introduction

Content, Scope, Purpose and Arrangement:	This document identifies the Instructions for Continued Airworthiness for the modification of the aircraft by installation of the Kelly Aerospace Thermal Systems Air Conditioning Kit Number KATS-16-002 or KATS-16-003
Applicability:	Applies to aircraft altered by installation of the Kelly Aerospace Thermal Systems Air Conditioning Kit Number KATS-16-002 or KATS-16-003
Definition of Abbreviations:	See Section 1.6 Definitions
Precautions:	None
Units of measurement:	None
Referenced publications:	<p>NC-16-008: Baron and Bonanza Air Conditioning System Kit List</p> <p>NC-16-014: Baron and Bonanza Air Conditioning System Installation Manual</p> <p>NC-20-001: Baron and Bonanza Short Duct Install Manual</p> <p>NC-20-011: Baron and Bonanza Long Duct Install Manual</p> <p>NC-16-015: Baron 55, 56 & 58 Air Conditioning System Weight & Balance</p> <p>AC-01390: Baron & Bonanza Condenser & Compressor Installation Details</p> <p>AC-01391: Baron 58 & Bonanza 36 Sidewall Cutout & Reinforcement Details</p> <p>AC-01392: Baron & Bonanza Evaporator Installation Details</p> <p>AC-01393: Baron & Bonanza Air Conditioning Installation Details</p> <p>AC-01394: Baron 55, 56 & 58 AC Schematic (CB-2)</p> <p>AC-01489: Bonanza A36, A36TC, B36TC & G36 AC Schematic (CB-2)</p> <p>AC-02245: Baron 55, 56 & 58 AC Schematic (A1235)</p> <p>AC-02257: Bonanza A36, A36TC, B36TC & G36 AC Schematic (A1235)</p> <p>Beechcraft Baron 55, A55, B55, C55, D55, E55, 58 & G58 Maintenance Manual</p>

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Referenced Publications (Continued):

[Beechcraft Turbo-Baron Shop Manual 56TC & A56TC](#)

Bonanza 36 Series Shop Manual 36, A36 & A36TC

AC 43.13-1B: Acceptable Methods, Techniques, and Practices - Aircraft Inspection and Repair

Retention:

This document or the information contained within, shall be included in the aircraft's permanent records

2.2. Description of Alteration

The Air Conditioning System consists of an electric hermetically sealed compressor, condenser and evaporator all located in the tail cone. The system is operated through temperature selection and a climate controller located on the instrument panel. There is both a fan mode only and a cooling mode. R-134a is used as a refrigerant for the system.

Power is run from the alternator under the floor to the components in the rear of the aircraft.

The Baron Model 58 Air Conditioning System S/N: TH-2125 and after is powered by the Left Distribution Bus. Baron Models [55](#), [56](#) & 58 S/N: TH-2124 and before is powered by the Main Distribution Bus. The Bonanza Model 36 Air Conditioning System is powered by Bus 1A.

The power for the Air Conditioning System is tapped off the Main Distribution Bus just downstream of the Battery Master Relay.

An electrical load analysis was done for this STC; load shedding of the Prop Deice is required for Baron Model 58 (TH-2125 and after). Load shedding of the Cabin Heater, Windshield Anti-Ice, Prop Deice, Cabin Heater and Cigarette Lighter is required for Baron Models [55](#), [56](#) & 58 (TH-2124 and before). Load shedding of the Prop Deice is required for Bonanza Model 36 aircraft.

2.3. Control, Operating Information

The system is operated through temperature/fan speed selection on a climate controller located in the instrument panel or center console.

The system may be operated during all phases of operation to include takeoff and landing.

The air-conditioning system may be operated on the ground and without the engine running by connecting an APU or GPU to the ground power receptacle on the aircraft. The GPU or APU must be of sufficient capacity to run the A/C system with a minimum capacity of 45 amps at 28 volts.

Caution: Do not attempt to operate the air conditioning system with an APU or GPU with the aircraft battery disconnected as this could result in damage to the digital compressor controller.

The system may be operated during level flight, takeoff and landing or on the ground during taxi.

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2.3.1. Air Conditioning System Normal Checklist: CB-2 Climate Controller



Figure 1 – CB-2 Controller

Prior to Engine Start

- 1) Ensure Air Conditioning is OFF by verifying that there is nothing displayed on the CB-2 climate controller LCD screen.
- 2) Follow normal procedures for engine start-up.

Air Conditioning AC Mode

- 1) Press the lower right button on the CB-2 Climate Controller, the display will first show the logo and software version; then it will show temperature set point, fan speed bar graph, and mode display.
- 2) Press the bottom left button and toggle between modes with the middle right button.
- 3) After selecting AC mode, either press the bottom right button to enter or wait 3 seconds and the display will return to the main screen. The snow flake symbol in the bottom center of the display will indicate Air Conditioning mode

Air Conditioning Fan Only Mode

- 1) Press the bottom left button and toggle between modes with the middle right button.
- 2) After selecting fan mode, either press the bottom right button to enter or wait 3 seconds and the display will return to the main screen.

To Control Fan Speed

- 1) Press the middle left button to bring up the fan speed screen.
- 2) Toggle the fan speed up or down using the middle and upper right buttons. Speed Range is 1 to 3.
- 3) After selecting desired fan speed press the bottom right button to enter or wait 3 seconds and the display will return to the main screen. The fan speed bar graph on the right side of the screen will show selected fan speed. Fan speed can be controlled in both AC and Fan Only modes.

Changing Temperature Set Point

- 1) Press the top or middle right buttons to adjust the temperature set point up or down.
- 2) The set point temperature will be displayed with an SP indication. The CB-2 display will default to the temperature set point.

To display cabin temperature

- 1) Press and release the bottom right button, the cabin temperature will be displayed with a TEMP indication. After a few seconds the temperature set point will be displayed again.

To turn air conditioning system off

- 1) Press and hold lower right button.

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2.3.2. Air Conditioning System Normal Checklist: A1235 Climate Controller

Climate Controller Power-On Self Check

- 1) Climate controller initiates a self-check at power-on. A fault is indicated by the red "FAIL" illuminated. Normal operation defaults to FAN Mode with a fan speed "0".



Figure 2 – A1235 Controller Front Panel – Self Check Mode

Prior to Engine Start

- 1) Ensure Air Conditioning is OFF by verifying that the "AC" light is not illuminated; press the "FAN ▼" until the display shows a fan speed of "0".
- 2) Follow normal procedures for engine start-up.

Air Conditioning AC Mode

- 1) Push the AC button to toggle operating modes between "FAN" and "AC".
- 2) Select "AC".
- 3) Adjust desired temperature using "TEMP" buttons. Evaporator fan speed will adjust automatically based on set temperature and actual temperature indicated.



Figure 3 – A1235 Controller Front Panel – AC Mode

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Air Conditioning Fan Mode

- 1) Ensure the “AC” light is not illuminated; otherwise press the AC button to toggle operating modes between “FAN” and “AC”.
- 2) Select “FAN”
- 3) Adjust desired fan speed using “FAN” buttons. Speed Range is “0” to “5”.



Figure 4 – A1235 Controller Front Panel – Fan Mode

Air Conditioning Fault

- 1) Red “FAIL” light illuminated indicates a fault has occurred.
- 2) Select “FAN” Mode.

Before Engine Shut-Down

- 1) Turn “OFF” Air Conditioner.

2.4. Servicing Information

Charging the system with Refrigerant:

Only trained and qualified personnel may service this system.

The Air Conditioning System should contain 34 oz. of R-134A Refrigerant. There are no substitutions permitted.

- 1) Remove the Aft baggage sealing panel.
- 2) Connect a Refrigerant Recovery, Recycling & Recharging Machine to the service ports. The service ports can be accessed through a reinforced cutout in the bulkhead panel. The service ports are located just in front of the condenser / compressor plenum in the tail cone just aft of the baggage compartment. The small service port is the high pressure side and the large service port is the low pressure side.
- 3) Following the Refrigerant Recovery, Recycling & Recharging Machine manufacturer’s instructions, perform the following:
 - a) Evacuate the system.
 - b) Pull a vacuum to 500 microns of mercury (.01 PSI) or less and hold for a minimum of 1 hour.
 - c) Fill the system with 34 +/- 0.5 ounces of R-134A Refrigerant.
- 4) Disconnect the service machine and replace the service port caps.
- 5) Replace the Aft baggage sealing panel.

Caution: It is vital that the compressor is NOT operated while the system is under vacuum. Doing so will instantly damage the compressor.

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2.5. Maintenance Instructions

There are no maintenance requirements for the Air-conditioning System outside of normal 100hr/Annual inspection intervals.

Perform a system functional test after any maintenance is performed on the air-conditioning system. Follow the procedures shown in [Section 2.3.1](#) or [Section 2.3.2](#) to verify the system is working correctly.

Note: Before inspections or maintenance are performed it is the responsibility of the owner/operator and maintenance agency to assure that they are in possession of the latest revision of the applicable documentation and drawings.

2.6. Troubleshooting Information

Failures of the Kelly Aerospace Air Conditioning System can include but may not be limited to the following items:

- 1) Fan motor failure, characterized by no or little airflow. Corrective action: Troubleshoot the fan motor wiring, relay and fan for proper operation, repair or replace as necessary.
- 2) Compressor failure, characterized by low amp draw, or little cold air output. Corrective action: Troubleshoot compressor and compressor controller and wiring, repair or replace as necessary.
- 3) Low or no refrigerant, characterized by little or no cold air. Corrective Action: Inspect system for leaks, repair as necessary, and service system appropriately with R-134A refrigerant. See section [2.4](#) Servicing Information.
- 4) Any or all of these probable failures require inspection as necessary, or system must be secured and placarded until repaired.

2.7. Removal and Replacement Information

When replacement of any refrigerant containing device is necessary, such as a compressor or evaporator, it is necessary to evacuate the refrigerant prior to removal. An EPA approved refrigerant evacuation machine is required. Prior to recharging the system with refrigerant, the system must be evacuated. Allow the vacuum source to remain connected for a minimum of one hour to assure there are no leaks and verify system integrity.

If a component needs to be removed or replaced, review the NC-16-014 Baron and Bonanza Air Conditioning Installation Manual, [and if applicable, NC-20-001 Short Duct Install Manual or NC-20-011 Long Duct Install Manual](#).

Reference: AC-01391 Sidewall Cutout & Reinforcement Details for basic structural information

Reference: AC-01390 Condenser & Compressor Installation Details for the hot side information

Reference: AC-01392 Evaporator Installation Details for the cold side information

Reference: AC-01393 Air Conditioning Installation Details for connections between the hot side, cold side and the rest of the aircraft

All required KATS drawings and documents are provided by Kelly Aerospace Thermal Systems in Kit Number KATS-16-002 or KATS-16-003. Replacement documents may be obtained by contacting Kelly Aerospace by calling 440-951-4744.

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2.8. Diagrams

AC-01390 Condenser & Compressor Installation

AC-01391 Sidewall Cutout & Reinforcement

AC-01392 Evaporator Installation Details

AC-01393 Air Conditioning Installation Details

AC-01394 Baron 55, 56 & 58 AC Schematic (CB-1)

AC-01489 Bonanza A36, A36TC, B36TC & G36 AC Schematic (CB-1)

AC-02245 Baron 55, 56 & 58 AC Schematic (A1235)

AC-02257 Bonanza A36, A36TC, B36TC & G36 AC Schematic (A1235)

All required KATS drawings and diagrams are provided by Kelly Aerospace Thermal Systems in Kit Number KATS-16-002 or KATS-16-003. Replacement documents may be obtained by contacting Kelly Aerospace by calling 440-951-4744.

2.9. Special Inspection Requirements

Inspect the system during 100 Hour and/or Annual inspections.

During the annual or 100 hour inspections check for the following items:

1. Security of attachment of all components.
2. Evidence of any leaks.
3. Fretting or cracking of any sheet metal structures.
4. Insect or animal nests in condenser or evaporator sections.
5. Bent or obstructed fins on the condenser and evaporator coils.
6. Loose or missing hardware.
7. Loose or chaffing tubing.
8. Loose or chaffing wires.

2.10. Application of Protective Treatments

None, N/A.

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2.11. Data Related to Structural Fasteners

Structural fasteners should be installed per AC43.13-1B.

Unless otherwise specified, use the following torque values.	
6-32 UNC	7-9 inch-lbs.
8-32 UNC	17-19 inch-lbs.
10-24 UNC	20-22 inch-lbs.
10-32 UNF	28-31 inch-lbs.
1/4-20 UNC	70-75 inch-lbs.
1/4-28 UNF	90-94 inch-lbs.
5/16-24 UNF	120-145 inch-lbs.
3/8-24 UNF	200-250 inch-lbs.
7/16-20 UNF	520-630 inch-lbs.
Table 1 – Fastener Torque Specifications	

Unless otherwise specified, use the following torque values.	
5/8-18 UNF	15-20 inch.-lbs.
3/4-16 UNF	21-27 inch-lbs.
7/8-14 UNF	28-33 inch-lbs.
7/8-18 UNS	28-33 inch-lbs.
Table 2 – A/C Hose Fitting Torque Specifications	

Refer to the Beechcraft Maintenance Manual.

2.12. Special Tools

An EPA approved refrigerant evacuation machine is required.

2.13. Additional Instructions

None

2.14. Overhaul Period

No additional overhaul time limitations.

2.15. ICA Revision and Distribution

To revise this ICA, a letter must be submitted to the ACO along with the revised ICA. The ACO will obtain AEG acceptance and approve any revision to [Section 1.4](#) Airworthiness Limitations. After FAA acceptance / approval Kelly Aerospace will release the revised ICA for customer use and provide any required notification of the revision.

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2.16. Assistance

The customer may refer questions regarding this equipment and its installation to the manufacturer, Kelly Aerospace Thermal Systems. Kelly Aerospace customer assistance may be contacted during normal business hour via telephone 440-951-4744 or email from Kelly Aerospace website at www.kellyaerospace.com.

2.17. Implementation and Record Keeping

Modification of an aircraft by this Supplemental Type Certificate obligates the aircraft operator to include the maintenance information provide by this document in the operator's aircraft maintenance manual and/or the operator's aircraft scheduled maintenance program.

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