

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

	OMB No. 2120 0020	Electronic Tracking Number 2019000604
	F	or FAA Use Only
-1		

Electronically Submitted 337

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

such violat	ion. (49 U.S.	C. §46301	(a))									
	Nationality	y and Regi	stratio					Serial No.				
1. Aircraft				N 214GB					BB-	1668		
I. All Clait	Make							Model				Series
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2. Owner	PTERODA						Address 3511	SILVI	ERSIDE RD	STE 105		
					Zip 198104902 Country UNITED STATES						UNITED STATES	
						3. F	or FAA Use	Only				
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Inspector								Designee	э		INUII	
Signature	Signature Signature											
4. Ty	4. Type 5. Unit Identification											
Repair	Alteration	Uni			Mak	—— е			1	Model		Serial No.
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		AIRFRAM	1E					(As described in Item 1 above)			above)	
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		APPLIAN		Manufacturer	nufacturer							
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	•				6.	Cor	formity Sta	tement				
A. Agency's	Name and A	ddress				B. k	(ind of Agend	у				
Name Southea	st Aerospace, Inc.				_	4		ated Mechanic				acturer
Address 1399 Ge	neral Aviation Driv	е			_	\perp					C. Certifica	ate No.
City Melbour				_ State FL	— Ł	$\stackrel{\times}{+}$		Repair Station			S66R266I	N
Zip <u>32935</u>	Co.	ıntry <u>UNITED</u>	STATES				Certificated N	faintenance Org	janiz	ation		
D. I certify	that the rep	air and/or a	alteration	on made to the u	ınit(s)	ide	ntified in item	5 above and	des	cribed on t	the reverse	or attachments hereto
				the requirements the best of my				. Federal Avia	tion	Regulatio	ns and that	the information
				ture/Date of Aut								
Extended rar per 14 CFR i		_	-				Idividual			signed by Randall Pickro		r. n 1801
App. B			Ka	andall Picl	kroi	n		/0>	.email≕rar	, o=FAA, ou=Southeast) ndy.pickron@seaerospac 19.08.28 15:50:22-04'00'	e.com	ie, ou=FL, cn=Randall Pickron,
7. Approval for Return to Service												
Pursuant t	to the author	rity aiven	perso						5 W=	as inspect	ted in the	manner prescribed by the
Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected												
l In	AA FIt. Stand spector	Flt. Standards		Manufacturer		Maintenance Or		ganization	Persons Approved by Canadian Department of Transport			
BY	AA Designee	×	Repa	air Station		Ins	pection Auth	orization		Other (Spe	cify)	
Certificate or			Signa	iture/Date of Aut	horize	ed Ir	ndividual					
Designation N	No.		~	ındall Pid), E	DN: c=U	signed by Randall S, o=FAA, ou=Sout	heast Aerospace, Inc., c	ou=Melbourne, ou=FL, cn=Randall Pickron,
S66R266N				man ri		<u> </u>	<u> </u>	(De	email=ra	andy.pickron@seae 19.08.28 15:54:30 -	rospace.com	

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

B. De (If	Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)							
	N2140	∋B	08/28/2019					
	Nationality and Re	egistration Mark	Date					
1)	1) Installed Garmin G1000Nxi System in accordance with STC SA01535WI-D. ADS-B Aeroflex IFR 6000 Test Set and both Transponders were found to be in compliant Approved Flight Manual Supplement, P/N: 190-00915-N2, Revision 3 dated 07/1 Installed the FAA Approved Instructions for Continued Airworthiness P/N: 190-00 into the Aircraft Maintenance Records.	ce with 14 CFR 6/2018 into the	91.227. Installed the FAA e Aircraft Flight Manual.					
2)	2) Installed Feed Through Connector in the Aft Pressure Bulkhead in accordance with a Structural 8110-3 dated 08/15/2019.							
3)	3) Aircraft was weighed and the Equipment List was updated.							
4)	4) EMF tests were conducted and aircraft systems and new installed equipment did r	not interfere witl	h each other.					
	End							
	Additional Sheets Are Attached							

Electronic Form (PDF)

US Department
of Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

OMB No. 2120-0020 Exp: 5/31/2018	Electronic Tracking Number
	For FAA Use Only

11-13-2017

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a)) Nationality and Registration Mark **BB-1668 N214GB** 1. Aircraft Make Model Series Beechcraft Name (As shown on registration certificate) Address (As shown on registration certificate) Address 15725 N Dallas Pkwy Ste 300 2. Owner GTG LLC Addison State TEXAS 75001 Country USA 3. For FAA Use Only 5. Unit Identification 4. Type Repair Alteration Unit Make Model Serial No. BB-1668 Beechcraft (As described in Item 1 above) AIRFRAME X **POWERPLANT PROPELLER** Туре **APPLIANCE** Manufacturer 6. Conformity Statement A. Agency's Name and Address B. Kind of Agency North Texas Aircraft Services, Inc. U. S. Certificated Mechanic Manufacturer 4480 Glenn Curtiss Drive Foreign Certificated Mechanic C. Certificate No. State Texas City Addison Certificated Repair Station 3554782 Certificated Maintenance Organization D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. Signature/Date of Authorized Individual Extended range fuel per 14 CFR Part 43 App. B bulli 7. Approval for Return to Service Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is x Approved Rejected FAA Flt. Standards Persons Approved by Canadian* Manufacturer Maintenance Organization Department of Transport Inspector ΒY Other (Specify)

Certificate or

FAA Designee

Designation No. 2885669

Repair Station

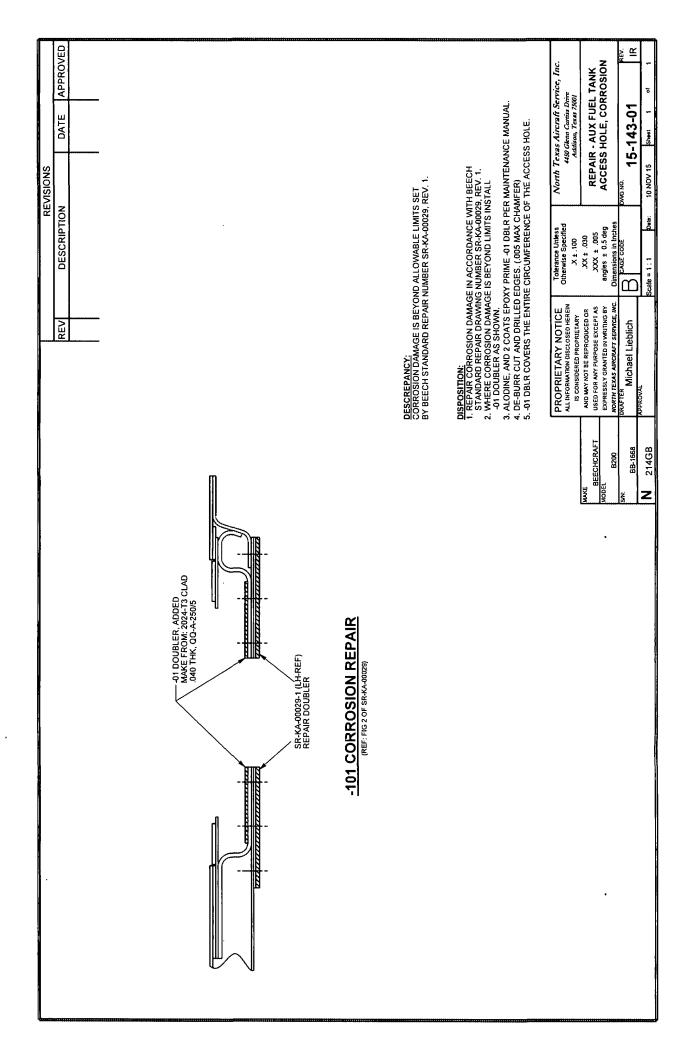
Signature/Date of Authorized Individual

Inspection Authorization

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

	N214GB	11/13/2015
	Nationality and Registration	Mark Date
6630.0 LDGS 8245		•
npleted repair to L/H Aux fuel tank access	hole per North Texas Aircr	aft Service Drawing #
43-01, Structural Analysis Report SA15-1		
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North Texas Aircraft Service®

STRUCTURAL ANALYSIS										
R	EPORT	NO: SA15-143	3		DATE: November 10, 2015					
	CORROSION REPAIR									
DEF	DEPARTMENT: REPAIR STATION CHECKED BY:									
	SECTION	ON: MECHANI	CAL							
PRE	PARED	BY: <u>Michael Li</u>	eblich	AF	PPROVAL:					
		•								
				REVISIONS	PROPRIETARY NOTICE THIS DATA AND INFORMATION DISCLOSED HEREIN IS PROPRIETARY DATA OF NORTH TEXAS AIRCRAFT SERVICE. NEITHER THIS DATA NOR THE DATA CONTAINED HEREIN SHALL BE REPRODUCED, USED OR DISCLOSED TO OTHERS WITHOUT THE WRITTEN AUTHORIZATION OF NORTH TEXAS AIRCRAFT SERVICE.					
REV LTR	REV BY	APPROVAL	DATE	REVI	SIONS AND / OR ADDITIONS					
IR	ML		11/10/15	Initial Release						
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INTRODUCTION

This report consists of the structural substantiation of the major repair which is defined in accordance with the following drawing;

1. 15-143-01

Repair - Aux Fuel Tank Access Hole, Corrosion

REFERENCES

- 1. 14 CFR Part 23 current revision level.
- 2. MMPDS-06, "Metallic Materials Properties Development and Standardization (MMPDS)," dated April 2011, FAA.
- 3. E-Systems Structures Manual.

LOADS

Loads are based on equivalent strength analysis, for this major repair. The loss in strength due to the installation is compensated by use of a reinforcing doubler, or equivalent materials which maintains the material stress levels at or below the original design levels.

CERTIFICATION BASIS

This airplane is a Beechcraft model B200, serial number BB-1668. The certification basis for this model airplane is presented in the Type Certification Data Sheet number A24CE. The certification basis is;

Certification Basis
(Model 200 Series)

FAR Part 23, effective February 1, 1965, as amended by 23-1 through 23-9, Amendment 23-11, FAR Paragraphs 23.175 and associated FARs 23.143(a), 23.145(d), 23.153, 23.161(c)(3), and 23.173(a) as amended by Amendment 23-14; FAR 23.951(c) and FAR 23.997(d) as amended by Amendment 23-15 (A200CT and B200 series, only); FAR 23.1545(a) as amended by Amendment 23-23 and FAR 23.1325(e) as amended by Amendment 23-20 (B200 Series only); FAR 23.1305(n), 23.1529 as amended by Amendment 23-26: FAA Special Conditions 23-47-CE-5 issued October 30, 1972, Amendment 1 dated December 18, 1973, and Amendment 2 dated January 12, 1979; FAR Paragraphs 25.929 and 25.1419 of FAR Part 25 as amended to December 31, 1972, and FAR 25.831(d) through Amendment 25-41 (For all Model 200 and B200 series aircraft approved for 35,000 feet); SFAR 27 through

This analysis will use the 14CFR Part 23 rules at amendment level 23-11.

Engr: M. Lieblich		North Texas Aircraft Service		Page 2 of 7	
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Date: 10-Nov-15	Rev: IR	Corrosion Repair	Model: B200	S/N: BB-1668	

REPAIR - AUX FUEL TANK ACCESS HOLE, CORROSION

The left center wing, upper skin panel, auxiliary fuel tank access hole, dish lower flange is susceptible to corrosion damage. The manufacturer of the airplane, Hawker Beechcraft, has developed a standard repair to address the common corrosion damage. The standard repair is presented in drawing number SR-KA-00029, Rev. 1. The limits of the damage are presented in the Figure 1.

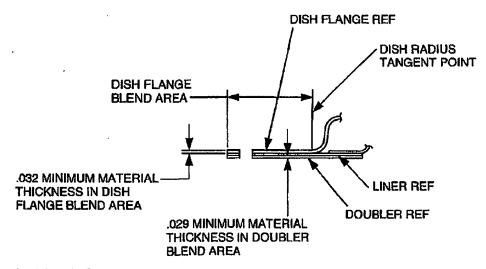


Figure 1. Standard Repair Corrosion Limits

There are two parts that are corroded. The upper dish flange which is nominally .063 inches thick, and the lower internal doubler which is nominally .040 inches thick. The corrosion damage is blended away and the remaining undamaged metal is shown in Figure 2. The lower damage limit is .029 inches, and there are seven (7) areas that were measured below the .029 limit. The critical depth is .022 inches noted on the right side (outboard) of Figure 2. The upper dish has a damage limit of .032 inches and there are two (2) areas that are measured at .018 inches deep as shown on the left (inboard) side of Figure 2.

Engr: M. Lieblich		North Texas Aircraft Service	Service Pa	
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Date: 10-Nov-15	Rev: IR	Corrosion Repair	Model: B200	S/N: BB-1668

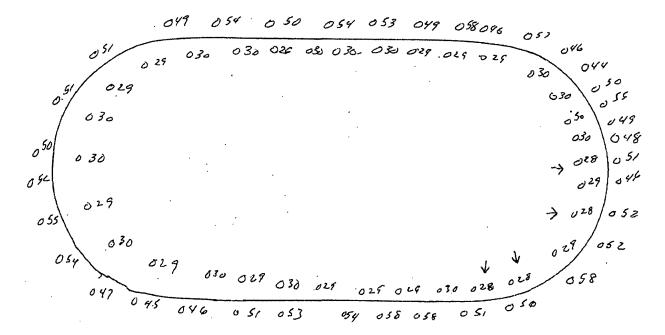


Figure 2. Thickness of Metal Remaining, Inches

The maximum amount of material removed from the lower doubler is .040 - .028 = .012 inches. This doubler is reinforced with an additional doubler per the Hawker Beechcraft, standard repair drawing number SR-KA-00029, Rev. 1. The added doubler is SR-SK-00029-1. The doubler is made from .063 inch thick 2024-T3 clad sheet. The maximum amount of material removed from the upper dish flange is .063 - .044 = .019 inches. Figure 2 shows that the maximum damage is both on the right side of the figure where .019 inch material remains on the upper dish and .012 inches remains on the lower doubler. Total material removed is .019 + .012 = .031 inches.

This repair adds an additional doubler around the circumference of the upper dish, as shown in Figure 3. The total doubler thickness added is .063 + .040 = .103 inches. The material strength of the added doublers is equal to the material strength of the existing parts.

MS(Material Shear & Tension, Equal Strength) = (.103 / .031) - 1 = +2.32

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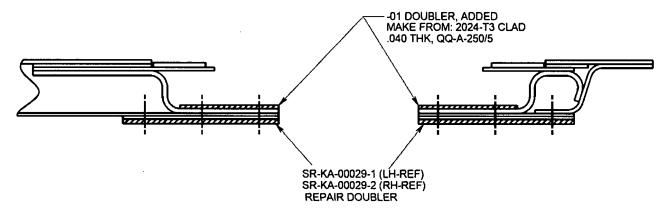


Figure 3. Added Upper Doubler

The -01 Doubler material is .040 inch thick 2024-T3 Clad sheet per QQ-A-250/5. The material properties for the Doubler material are found in reference 2 and are presented in Figure 4.

Table 3.2.4.0(e_1). Design Mechanical and Physical Properties of Clad 2024 Aluminum Alloy Sheet and Plate

Specification		AMS-QQ-A-250/5 ^a									
Form	Flat sheet										
Temper					T3						
Thickness, in	0.008	0.009	0.010	-0.062	0.063	-0.128	0.129-	0.249			
Basis	Α	В	Α	В	Α	В	Α	В			
Mechanical Properties:											
F_{tu} , ksi:								Ì			
Ĺ	59	60	60	61	62	63	63	64			
LT	58	59	59	60	61	62	62	63			
$F_{\rm re}$, ksi:					•						
Ĺ	44	45	44	45	45	47	45	47			
LT	39	40	39	40	40	42	40	42			
F_{cy} ksi:											
Ľ	36	37	36	37	37	39	37	39			
LT	42	43	42	43	43	45	43	45			
ST	·				ļ						
F_{su}^{b} , ksi	37	37	37	38	38	39	39	40			
$F_{bru}^{a,c}$, ksi:											
(e/D = 1.5)	96	97	97	99	101	102	102	104			
(e/D = 2.0)	119	121	121	123	125	127	127	129			

Figure 4. Material Properties for 2024-T3 Clad

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The added rivets are NAS1097AD4 rivets. The shear strength of the rivet is 388 lbf, which is taken from reference 3 as shown in Figure 5.

				Table	6-12a. Shear	Strength of S	olid Rivets (1		
	INAL HO			1/16 (.067)	3/32 (.096)	1/8 (.1285)	5/32 (.159)		
RIVET MAT'L	MIN	l. Fsu, I	csi			ULTIM	TIMATE SHEAR ST		
5056 (B)	ВС	28	BK	99 440	203 903	363 1615	556 2473		
7 2117-T3(AD)	BB	30	вТ	106 472	217 965	388 1726	596 2651		

Figure 5. Rivet Strength

The bearing strength of the rivet in the lower doubler is critical and is calculated as:

$$Pb = 121000(.040)(.1285) = 622 lbf.$$

The shear strength of the solid NAS1097AD4 rivet is critical. There is added one additional row of rivets around the lower, internal doubler using CR3213-4 rivets.

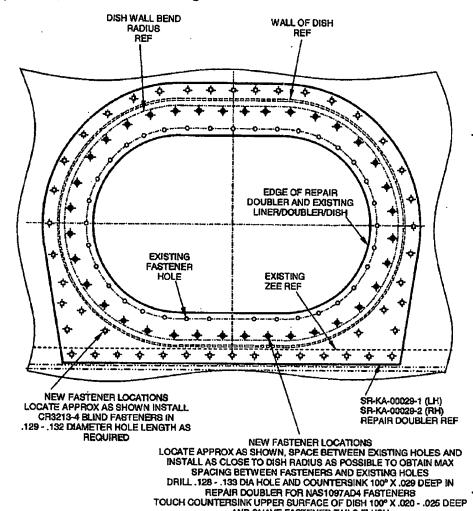


Figure 6. Fastener Layout

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AND SHAVE FASTENER TAILS FLUSH

The loss in shear strength due to the corrosion damage is based on a cross-section damage width of 0.500 inches. The area of material removed is $.500(.031) = .016 \text{ in}^2$. The shear strength of the material is 37 ksi per Figure 4. Conservatively the total critical loss in shear strength is .016(37000) = 574 lbf. Figure 6 shows that there is a minimum of 2 - NAS1097AD4 rivets and 2 - CR3213-4 rivets available to carry the 574 lbf into the structure.

The CR3213-4 rivets in .063 inch thick 2024-T3 clad have a shear strength of 518 lbf per Figure 7. The bearing strength of the rivet in .040 doubler is Pbr = .1285(.040)(121000) = 622 lbf. The rivets are shear critical. The shear strength of the two NAS1097AD4 rivets is (2)(388) = 776 lbf. The shear strength of the two CR3213-4 rivets is (2)(518) = 1036 lbf. Total capacity of the rivets is 776 + 1036 = 1812 lbf.

MS(Rivet Shear, Equivalent Strength) = $(1812 / 574) - 1 = \pm 2.16$

Ultimate Static Joint Strength Loads (ibs.) per MIL-HDBK-5 Criteria

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SHANK DIAM?	AND THE REPORT OF THE PERSON O	300					總Si			KNE						
1/8"	MS 20426 AD FLUSH	.016	.020 163	.025 221	272	309	.050 340	.063 363	.071 373	.080 388	.090	.100	.125 388	.160 388	.190 388	.250
SOLIDS	MS 20470 AD UNIV.	_	_	357	374	386	388	388	388	388	388	388	388	388		!
1/8*	CR3212 FLUSH M7885/3-4 (NAS3202B)	-	_		254	299	355	428	460	491	526	561	644	664	664	664
NOM.	CR 3213 UNIV. M7885/2-4 (NAS9301B)	152	206	272	342	392	454	518	538	561	586	611	664	664	664	664
1/8"	CR 3242 FLUSH M7885/7-4 (NAS9305B)	-	1	218	285	363	443	537	594	620	642	665	722	801	814	814
O.S.	CR 3243 UNIV. M7885/6-4 (NAS9304B)	187	245	319	395	451	520	610	641	667	697	726	801	814	814	814
5/32"	MS 20426 AD FLUSH	_		250	348	418	479	523	542	560	575	596	596	596	596	596
SOLIDS	MS 20470 AD UNIV.		_	1	551	575	593	596	596	596	596	596	596	596	596	596
5/32"	CR 3212 FLUSH M7885/3-5 (NAS9302B)	_	-	_	_	395	465	556	612	676	721	764	873	1005	1030	1030
NOM.	CR 3213 UNIV. M7885/2-5 (NAS9301B)	_	236	320	439	532	610	711	772	810	841	872	951	1030	1030	1030
5/32"	CR 3242 FLUSH _M7885/7-5 (NAS9305B)		_	_	345	442	561	684	759	838	922	.950	1020	1120	1205	1245
O.S.	CR 3243 UNIV. M7885/6-5 (NAS9304B)	_	288	378	506	608	694	804	873	949	987	1025	1115	1245	1245	1245

Figure 7. Shear Strength of Rivet.

This design is shown to be equal to or greater than the original design in material and fastener strength.

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Date: 10-Nov-15 Rev: IF	Corrosion Repair	Model: B200 S/N: BB-1668

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					MPONENT IDENTIFICAT				
2. MAKE		3. M	IODEL NO.	4. TYPE (Airc	craft, Engine, Propeller, etc.)		OF APPLICANT		
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	IDENTIFICATIO	MI	· · · · · · · · · · · · · · · · · · ·	LIST OF DATA					
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8. PURPOSE				<u> </u>					
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9. APPLICAB	LE REQUIREM	ENTS (List spe	cific sections)) Amenda	nent level in bra	ckets, [28] indicates amendme	nt level 23-2	8, and [0] indicates basic rule.		
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US Department
of Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

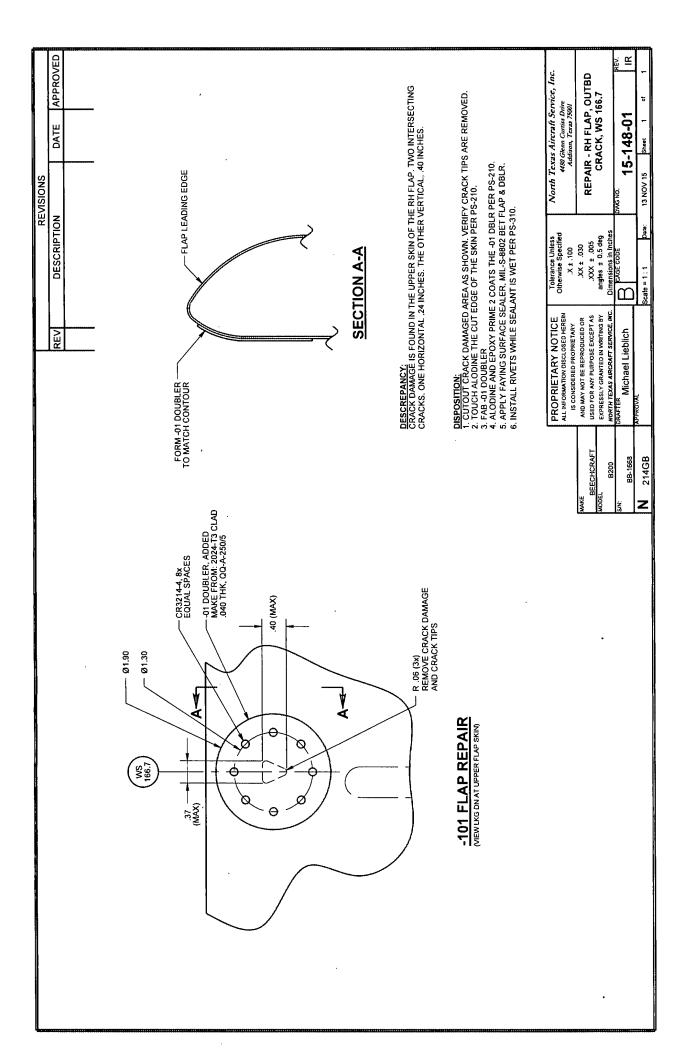
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of Transports Federal Avia Administrat	ation	(Airfran	ne, P	owerplant, F	'rop	ell _	ler, or Appl	iance)			
instructio	ons and dispos ation. (49 U.S	ition of this .C. §46301	form. (a))	This report is r	4 CF equir	Red	§43.9, Part 43 by law (49 U.\$	Appendix B, 6.C. §44701).	and AC 43.9 Failure to rep	-1 (or su oort can r	ubsequent revision thereof) for each
		Nationality and Registration Mark N214GB					Serial No. BB-1668				
1. Aircraft	Make	eech	cra	ft				Model B2			Series
	Name (As	s shown on	regist	ration certificate,)			Address (As		-	certificate)
2. Owner	GTG L	LC						Address 15725 City Addis	5 N Dallas Pkwy 9 on	Ste 300	State TEXAS
								Zip 75001	l	Cou	ntry USA
	3. For FAA Use Only										
4. 7	Туре	T				5.	Unit Identifica	ition			
Repair	Alteration	Unit Ma			Ma				Model		Serial No.
х		AIRFRAM	IE	Beechcraft				(As described in Item 1 above)		BB-1668	
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	s Name and A					_		ind of Agency U. S. Certificated Mechanic Manufacturer			
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	lison	LIDA	_	State Texas			Certificated F	Certificated Repair Station			3690938
Zip 750		untry USA		-		L		faintenance Orga			
have	been made in	accordanc	e with	on made to the t the requirement o the best of my	s of F	Part	t 43 of the U.S	5 above and d Federal Aviati	escribed on t on Regulation	he revers as and th	se or attachments hereto at the information
Extended r per 14 CFR App. B			Signa	eture/Date of Au	Diz	zed //	ndividual		(//	13/15	
Dues	to the sure	miles a miles					val or Return			/	
Administr	rator of the Fed	deral Aviati	perso on Adr	ninistration and	elow, is	, th		ed in item 5 Approved	Rejecte	d	ne manner prescribed by the
	FAA Flt. Stand Inspector	lards	Man	ufacturer		м	laintenance Or	ganization	Depa	rtment of 1	ved by Canadian Fransport
	FAA Designee	;	Rep	air Station	X	In	nspection Auth	orization	Other (Spe	city) 	•
Certificate of Designation	or n No. 28856	69	Signa	ature/Date of Au	thoriz	zed	Individual				
				_/	17	7/					1-13-2015

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

	N214GB	11/13/2015
	Nationality and Registration Ma	nrk Date
6630.0 LDGS 8245		
mpleted repair to R/H Outbd Flap WS 166. -148-01, Structural Analysis Report SA15-1 	148 and FAA Form 8110-3 da	ited 11/13/2015.
•	,	



North Texas Aircraft Service®

	STRUCTURAL ANALYSIS							
RI	EPORT I	NO: SA15-148	DATE: November 13, 2015					
FLAP CRACK REPAIR								
DEF	DEPARTMENT: REPAIR STATION CHECKED BY:							
i	SECTION: MECHANICAL							
PRE	PARED	BY: Michael Lie	eblich	AF	PPROVAL:			
				REVISIONS	PROPRIETARY NOTICE THIS DATA AND INFORMATION DISCLOSED HEREIN IS PROPRIETARY DATA OF NORTH TEXAS AIRCRAFT SERVICE. NEITHER THIS DATA NOR THE DATA CONTAINED HEREIN SHALL BE REPRODUCED, USED OR DISCLOSED TO OTHERS WITHOUT THE WRITTEN AUTHORIZATION OF NORTH TEXAS AIRCRAFT SERVICE.			
REV LTR	REV BY	APPROVAL	DATE	REVI	ISIONS AND / OR ADDITIONS			
IR	ML		11/13/15	Initial Release				
			ı	I				

INTRODUCTION

This report consists of the structural substantiation of the major repair which is defined in accordance with the following drawing;

1. 15-148-01

Repair - RH Flap, Outbd Crack, WS 166.7

REFERENCES

- 1. 14 CFR Part 23 current revision level.
- 2. MMPDS-06, "Metallic Materials Properties Development and Standardization (MMPDS)," dated April 2011, FAA.
- 3. E-Systems Structures Manual.

LOADS

Loads are based on equivalent strength analysis, for this major repair. The loss in strength due to the installation is compensated by use of a reinforcing doubler, or equivalent materials which maintains the material stress levels at or below the original design levels.

CERTIFICATION BASIS

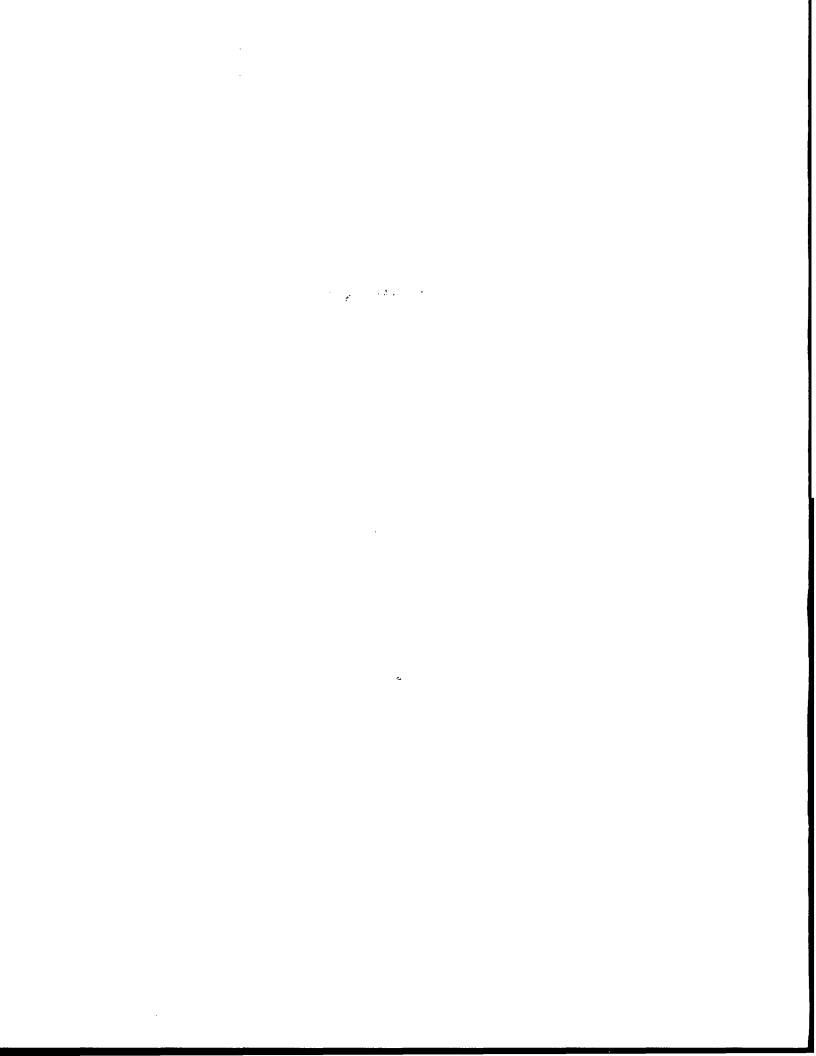
This airplane is a Beechcraft model B200, serial number BB-1668. The certification basis for this model airplane is presented in the Type Certification Data Sheet number A24CE. The certification basis is;

Certification Basis
(Model 200 Series)

FAR Part 23, effective February 1, 1965, as amended by 23-1 through 23-9, Amendment 23-11, FAR Paragraphs 23.175 and associated FARs 23.143(a), 23.145(d), 23.153, 23.161(c)(3), and 23.173(a) as amended by Amendment 23-14; FAR 23.951(c) and FAR 23.997(d) as amended by Amendment 23-15 (A200CT and B200 series, only); FAR 23.1545(a) as amended by Amendment 23-23 and FAR 23.1325(e) as amended by Amendment 23-20 (B200 Series only); FAR 23.1305(n), 23.1529 as amended by Amendment 23-26; FAA Special Conditions 23-47-CE-5 issued October 30, 1972, Amendment 1 dated December 18, 1973, and Amendment 2 dated January 12, 1979; FAR Paragraphs 25.929 and 25.1419 of FAR Part 25 as amended to December 31, 1972, and FAR 25.831(d) through Amendment 25-41 (For all Model 200 and B200 series aircraft approved for 35,000 feet); SFAR 27 through

This analysis will use the 14CFR Part 23 rules at amendment level 23-11.

Engr: M. Lieblich		North Texas Aircraft Service		Page 2 of 5
Checker:		Addison, TX 75001	Report	No: SA15-148
Date: 13-Nov-15	Rev: IR	Flap Crack Repair	Model: B200	S/N: BB-1668



REPAIR - RH FLAP, OUTBD CRACK, WS 166.7

The outboard leading edge of the right hand side flap is found to have to intersecting cracks. One is horizontal (spanwise). The horizontal crack is .24 inches in length and centered at WS 166.7. The second begins at the outboard-point of the horizontal crack and runs aft for a distance of .40 inches.. A photograph of the damage is presented in the Figure 1.



Figure 1. Existing Crack Damage

The crack damaged area is removed and a doubler is installed to strengthen the flap skin. The repair design is shown in Figure 2.

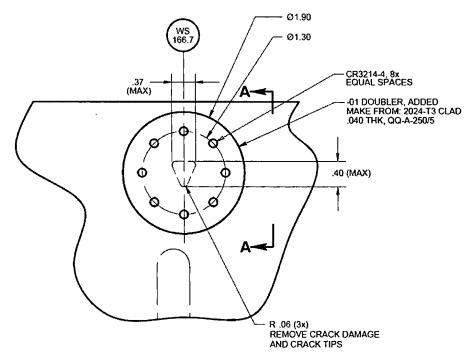


Figure 2. Crack Damage Repair.

Engr: M. Lieblich	North Texas Aircraft Service	Page 3 of 5
Checker:	Addison, TX 75001	Report No: SA15-148
Date: 13-Nov-15 Rev:	R Flap Crack Repair	Model: B200 S/N: BB-1668

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The flap skin is .025 inches thick and is made from 2024-T3 Clad material. The material properties are shown in Figure 3.

Table 3.2.4.0(e_1). Design Mechanical and Physical Properties of Clad 2024 Aluminum Alloy Sheet and Plate

Specification	AMS-QQ-A-250/5 ^a							
Form	Flat sheet							
Temper	Т3							
Thickness, in	0.008-	0.009	0.010	-0.062	0.063-	0.128	0.129-	0.249
Basis	Α	В	A	В	A	В	Α	В
Mechanical Properties:								
F_{tu} , ksi:								!
L	59	60	60	61	62	63	63	64
LT	58	59	59	60	61	62	62	63
F_{ry} , ksi:		1 .			j	j	ļ	
Ĺ	44	45	44	45	45	47	45	47
LT	39	40	39	40	40	42	40	42
F_{cy} , ksi:								
Ĺ	36	37	36	37	37	39	37	39
LT	42	43	42	43	43	45	43	45
ST				•••	•••			
F_{su}^{b} , ksi	37	37	37	38	38	39	39	40
$F_{bru}^{b,c}$, ksi:								
(e/D = 1.5)	96	97	97	99	101	102	102	104
(e/D = 2.0)	119	121	121	123	125	127	127	129

Figure 3. Material Properties for 2024-T3 Clad

The maximum length of material removed is .40 inches. The ultimate strength of the skin lost due to the crack is:

$$P = (.025)(.40)(60000) = 600 \text{ lbf}$$

The added rivets are CR3214-4AD4 rivets. The shear strength of the rivet is 254 lbf, which is taken from MIL-HDBK-5 data as shown in Figure 4.

Ultimate Static Joint Strength Loads (ibs.) per MIL-HDBK-5 Criteria

RIVET	ilver	Uni	versi	1 & 10 001	02 Flus	ush l h He	lead /	Jumi rets Ir	num Mac	Rivet hine	Sin 2i Coun	024 T	3 Alc nk St	ad Al	ŭhiln	un.
SHANK DIAM	PATI NUMBER						M SI									
- Marie Anna		.016	.020	.025	.032	.040	.050	.063	.071	.080	.090	.100	.125	.160	.190	.250
1/8″	MS 20426 AD FLUSH		163	221	272	309	340	363	373	388	388	388	388	388	388	388
SOLIDS	MS 20470 AD UNIV.	_	-	357	374	386	388	388	388	388	388	388	388	388	388	388
1/8*	CR3212 FLUSH M7885/3-4 (NAS3202B)	_	_	_	254	299	355	428	460	491	526	561	644	664	664	
NOM.	CR 3213 UNIV. M7885/2-4 (NAS9301B)	152	206	272	342	392	454	518	538	561	586		664	664	664	664
-																

Figure 4. CR3212-4 Rivet Shear Strength.

Engr: M. Lieblich	North Texas Aircraft Service	Page 4 of 5		
Checker:	Addison, TX 75001	Report	No: SA15-148	
Date: 13-Nov-15 Rev: IR	Flap Crack Repair	Model: B200	S/N: BB-1668	



The shear strength allowable shown in Figure 4 is acceptable because the CR3213-4 rivet has a standard countersink. The CR3214-4 rivet which was used to prevent a knife edge condition will have a higher shear strength because the knife edge condition doesn't exist. Machine countersink rivet shear strength per Ref. 3, Table 6-14 is shown in Figure 5.

RIVET MATER		3/32	Υ	T3 (AD)			2017.T3 /D	1	2004 T2	
RIVET NOM. D	IA. (1N.)	3/32	T			2017-T3 (D)			2024-T31 (DD)	
		1 5/52	1/8	5/32	3/16	5/32	3/16	1/4	3/16	1/4
			ULTI	MATE STRE	NGTH ~ LBS	.(NEWTONS)				
.0	20	132 587	163 ₍₁₎							
.0	32	178 792	272 1210	348 ₍₁₎ 1548					324 1441 (1)	
.0)40	193 859	309 1375	418 ₍₁₎ , 1859	525 ₍₁₎ 2335	476 ₍₁₎			555 2469 (1)	

Figure 5. NAS1097AD4 rivet shear strength.

The bearing strength of the rivet in the flap skin is critical and is calculated as:

$$Pb = 121000(.025)(.1285) = 389 lbf.$$

The shear strength of the solid CR3214-4 rivet is critical. This analysis will use the lower value of 254 lbf shown in Figure 4. There is 4 rivets on each side of the damage. The ultimate shear strength of the rivets is 4(254) = 1061 lbf.

MS(Rivet Shear, Equivalent Strength) =
$$(1061 / 600) - 1 = \pm 0.77$$

The minimum doubler area is:

$$A(min) = .032[1.9 - 2(.1285)] = .0526 in2$$

The ultimate strength of the doubler is F = .0526(60000) = 3155 lbf

MS(Doubler Strength, Equivalent Strength) =
$$(3155 / 600) - 1 = +4.26$$

This design is shown to be equal to or greater than the original design in material and fastener strength.

FATIGUE

The total skin thickness in the repaired area has gone from .025 inches thick to .025 + .032 = .057 inches thick. The two parts are also sealed together using MIL-S-8802 sealant. Fatigue life is improved over the existing skin.

Engr: M. Lieblich		North Texas Aircraft Service	Page 5 of 5		
Checker:		Addison, TX 75001	Report 1	No: SA15-148	
Date: 13-Nov-15	Rev: IR	Flap Crack Repair	Model: B200	S/N: BB-1668	

FEDERAL AVIATION ADMINISTRATION				1. DATE:				
STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION						November 13, 2015		
2. MAKE	·	T	3. MC	<u>AIRCRAFT OR AIF</u> DDEL NO.		MPONENT IDENTIFICAT raft, Engine, Propeller, etc.)		OF APPLICANT
BEECHCF	RAFT		B20			MRPLANE	North 4480 GL	Texas Aircraft Service ENN CURTISS DRIVE N, TX 75001
					LIST OF		1	
	IDENTIFICATIO)ota			7. TITLE		
Number 15-148-01	Rev IR	11/13	<u>ate</u> 3/15	REPAIR - RH	FLAP, OUT	BD CRACK, WS 16	86.7	•
SA15-148	IREND	11/13	8/15	REPAIR - RH FLAP, OUTBD CRACK, WS 166.7 STRUCTURAL ANALYSIS - FLAP CRACK REPAIR				
8. PURPOSE In support	of data of major re	epair to	S/N	: BB-1668				•
14 CFR 2	9. APPLICABLE REQUIREMENTS (List specific sections)) Amendment level in brackets, [28] indicates amendment level 23-28, and [0] indicates basic rule. 14 CFR 23.301(all)[0] 23.303[0] 23.305(a,b)[0] 23.307(a)[0] 23.321(a,b)[0] 23.341[7] 23.601[0] 23.603(a)[0] 23.605[0] 23.609(a,b)[0] 23.613(all)[0] 23.615(a,b)[7] .							
183, data liste applicable req	10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14.CFR Part 183, data listed above and on attached sheets numbered N/A have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed. Recommend approval of these data I (We) Therefore X Approve these data							
11. SIGNATU	11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) 12. DESIGNATION NUMBER(S) 13. CLASSIFICATION(S)							
Me	har	Lin	lh	// Micha	el Lieblich	DERT-710163	-SW	Structures
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UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

New

Old

NATIONALITY AND REGISTRATION MARKS MANUFACTURER AND MODEL AIRCRAFT SERIAL 4 CATEGORY RAYTHEON AIRCRAFT COMPANY N214GB B200 BB-1668 NORMAL

5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions

NONE

TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United

DATE OF ISSUANCE R-07-30-99 A12-18-99 FAA REPRESENTATIVE THOMAS PUCKER

DESIGNATION NUMBER

SW-FSDO-05

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years or both THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH, APPLICABLE FEDERAL AVIATION REGULATIONS

FAA Form 8100-2 (8-82)

* U.S. GPO: 1989-662-877

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

NATIONALITY AND REGISTRATION MARKS

MANUFACTURER AND MODEL

RAYTHEON AIRCRAFT COMPANY **B200**

NUMBER

CATEGORY

N6WU

BB-1668 **NORMAL**

AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein Exceptions:

NONE

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Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United

07-30-99 A12-18-99

FAA REPRESENTATIVE

DESIGNATION NUMBER

Robert Alliband

DOA, PC#8

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceed in \$1,000, or imprisonment not exceed in \$1,000

FAA Form 8100-2 (8-82)

★ U.S. GOVERNMENT PRINTING OFFICE: 1991 - 668-228

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Form Approved OMB No. 2120-0020
For FAA Use Only
Office Identification

MAJOR REPAIR AND ALTERATION . (Airframe, Powerplant, Propeller, or Appliance) Federal Aviation INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958) Model Make Beech B200 1. Aircraft Serial No. Nationality and Registration Mark BB-1668 USA N6WU Address (As shown on registration certificate) Name (As shown on registration certificate) 2. Owner Thyssen Aviation LLC 14901 Quorum Dr. Ste 300 GTG LLC Quorum Dr. Dallas TX 75254-6735 3. For FAA Use Only 4. Unit Identification 5. Type Repair Unit Make Model Serial No. Alteration \boxtimes -(As described in item 1 above)~ AIRFRAME **POWERPLANT** PROPELLER APPLIANCE Manufacturer 6. Conformity Statement A. Agency's Name and Address B. Kind of Agency C. Certificate No. U.S. Certified Mechanic Dallas Aircraft Services CRS D0FR289Y Foreign Certified Mechanic Radio Class I, II 5555 Apollo Drive. Dallas Exec. Airport. Certified Repair Station Limited Radio Class III Dallas. TX 75237 Manufacturer D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. Date Signature of Authorized Individual 12-3-2007 Dennis F. Sorbe 7. Approval for Return to Service Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the APPROVED REJECTED Administrator of the Federal Aviation Administration and is Other (Specify) FAA Flt Standards Manufacturer Inspection Authorization Inspector FAA Designee Repair Station Person Approved by Transport Canada Airworthiness Group Certificate or Date of Approval or Rejection Signature of Authorized Individ Designation No. 12-3-2007

Dennis F. Sorber

CRS D0FR289Y

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

R	Descri	ntion	٥f	Work	Accom	nliehad
о.	Descri	DUIDII	u	AAOLK	ACCOIL	Diiziiea

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N6WU

Beech King Air B200

S/N BB-1668

WO# 71493A

Removed Equipment:

1) Collins IND-270 Radar Display P/N 822-0416-001 at F.S. 105.0

Installed Equipment

- 1) Avidyne EX-500 Multifunction Display P/N 850-00010-826 at F.S. 105.0
- 2) Heads Up XM Weather Datalink Receiver P/N XMD076-01 at F.S. 57.0
- 3) Heads Up XM Antenna P/N CI420-1 at F.S. 138

Installed Avidyne EX-500 Multifunction display and Heads Up XM Weather Datalink Reciever system IAW STC# SA00161BO with reference to Avidyne EX-500 Multifunction Display Installation Manual P/N 600-00079-000 Rev. 06 and Heads Up XMD076 XM WX Datalink Receiver Installation Manual P/N XMD076-3 Rev. D dated 04/05/06.

All affected systems were operationally checked with no discrepancies noted. System checks were completed IAW Manufacturers installation instructions.

Instructions for Continued Airworthiness document # AVMFD-083 Rev. 05 dated 10-15-2004 approved via this STC was inserted into the aircraft records.

Ground checks were completed on 12-1-2007 IAW Avidyne EX-500 Installation Manual P/N 600-00079-000 Rev. 6 with all checks being satisfactory.

All affected systems were tested accordingly to show compliance with 14 CFR 23.301, .601, .603, .605, .607, .609, .611, .613, .771, .777, .867, .1301, .1303, .1307, .1309, .1311, .1321, .1322, .1357, .1367, .1381, .1397, .1529, .1541, .1543, .1555 and .1557

An Electrical Load Analysis was performed in accordance with AC 43.13-1B, Chapter 11, Paragraph 11-36.

FAA Approved Flight Manual Supplement dated 9-05-2003 (Avidyne Document #600-00083-000 Original Issue) was installed into Aircraft Flight Manual and is required to be onboard and available to the pilot for operation of this system.

Weight and Balance Data and Equipment List was updated and entered into the Aircraft Flight Manual

End-----End-------

United States Of America

Bepartment of Transportation - Nederal Abiation Administration

Supplemental Type Certificate

Number SA00161BO

This Certificate issued to

Avidyne Corporation 55 Old Bedford Road Lincoln, Massachusetts 01773

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the aircoorthiness requirements of Part 23 of the Federal Aviation Regulations.

Original Product Type Certificate Number:

Make.

See attached FAA Approved Model List (AML), Document No. AVMFC-076, Rev (D), dated February 08, 2005, or later FAA approved revisions for the list of approved airplane models and applicable regulations.

Model:

Description of Type Design Change:

Installation of Avidyne Corporation FlightMax 700-00007-() EX500 Multi-Function Display in accordance with Avidyne Corporation Master Document List, Document No. AVMFD-088, Revision 09, dated February 4, 2005, or later FAA-approved revisions.

Limitations and Conditions:

 The FlightMax EX500 Multi-Function Display integrates with separately approved system installations. Adherence to the limitations in the appropriate Aircraft Flight Manual Supplements for those systems is mandatory.

 Instructions for Continued Airworthiness (ICA), Avidyne Corporation Document AVMFD-083, Revision 05, dated October 15, 2004 or later FAA accepted revision shall be made available to the operator at the time of installation.

3. Compatibility of this design with previously approved modifications must be determined by the installer.

If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application . September 10, 2002

Date of issuance : February 6, 2003

Date reissued:

Date amended: February 8, 2005

TOMINISTRATION

By direction of the Administrator

Robert G. Mann

Manager

Boston Aircraft Certification Office

(Title)

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Avidyne 700-00007-XXX-() MFD Approved Model List

STC No. SA00161BO



55 Old Bedford Road Lincoln, MA 01773

FAA Approved: 1

Robert G Mann, Manager

Boston Aircraft Certification Office Federal Aviation Administration

Burlington, MA

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Log Of Revisions

Revision Number	Revised Pages	Description of Revisions	FAA Approval	Date
(-)	ALL	Initial Release	See Page 1 for Signature	Feb. 06, 2003
(A)	7	Addition of New Piper Aircraft model PA-46-500TP	R. G. Mann	March 18, 2003
· (B)	5	Addition of PA-60-602P (Aerostar 602P)	R. G. Mann	April 4, 2003
(C)	ALL	Addition of Diamond DA-40, Lancair LC40-550FG, LC42- 550FG, Class III aircraft w/ associated Notice changes.	R. G. Mann	September 5, 2003
(D)	4 5, 6	Update AFMS reference Addition of Cessna 182T, T182T, P206-series, TP206- series, T303; correction of miscellaneous typographical errors	Dhann	FEB. 8,2005

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Table of Contents

1.	Introduction4
2.	Approved Model List - Part 23 Class I and Class II5
3.	Approved Model List - Part 23 Class III9

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1. Introduction

This document is the FAA Approved Model List for STC No. SA00161BO for the installation of the Avidyne 700-00007-XXX-() Multi-Function Display into eligible aircraft. Revisions to the AML must be coordinated through the STC holder, and require FAA approval.

IMPORTANT NOTICE

This STC is only applicable to the 14 CFR Part 23 Class I, II, and III aircraft, as defined in Advisory Circular AC 23.1309-1C, which are listed in this AML.

When installed in Class III aircraft, an independent lightning detection and display system complying to TSO-C110a must also be installed for operations in IMC and FAA Approved Flight Manual Supplement, Document 600-00083-001 Rev (A), or later FAA approved revision is required and must be carried aboard the aircraft during all flights.

Installation in 14 CFR Part 23 Class IV, Part 25, Part 27 and Part 29 aircraft are not authorized under this STC.

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2. Approved Model List - Part 23 Class I and Class II

Aircraft Make	Aircraft Model(s)	Type Certificate Number	Certification Basis
Aerostar Aircraft Corporation	PA-60-600 (Aerostar 600), PA-60-601 (Aerostar 601), PA-60-601P (Aerostar 601P), PA-60-602P (Aerostar 602P)	A17WE	14 CFR Part 23
Alexandria Aircraft	14-19,. 14-19-2, 14-19-3, 14-19-3A, 17-30, 17-31, 17-31TC	1A3	CAR 3
	17-30A, 17-31A, 17-31ATC	A18CE	14 CFR Part 23
Cessna Aircraft	140A	5A2	CAR 3
Company	150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, A150L, 150M, A150K, A150M	3A19	CAR 3
	152, A152		
	170, 170A, 170B	A-799	CAR 3
	172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172R, 172S,	3A12	CAR 3, 14 CFR Part 23
	172RG, P172D, R172E, R172F, R172G, R172H, R172J, R172K	3A17	CAR 3
	175, 175A, 175B, 175C		
	177, 177A, 177B	A13CE	14 CFR Part 23
	177RG	A20CE	14 CFR Part 23
	180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K	5A6	CAR 3
	182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, 182S, 182T, R182, T182, T182T, TR182	3A13	CAR 3, 14 CFR Part 23
	185, 185A, 185B, 185C, 185D, 185E, A185E, A185F	3A24	CAR 3
	190	A-790	CAR 3
	195, 195A, 195B		
	206, 206H, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D, TP206E, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G, T206H, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G	A4CE	CAR 3, 14 CFR Part 23

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Aircraft Make	Aircraft Model(s)	Type Certificate Number	Certification Basis
Cessna	207, 207A, T207, T207A	A16CE	14 CFR Part 23
Continued	210, 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, 210R, 210-5 (205A), 210-5A (205A), P210N, P210R, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, T210R	3A21	CAR 3
	T303	A34CE	14 CFR Part 23
	310, 310A (USAF U-3A), 310B, 310C, 310D, 310E (USAF U-3B), 310F, 310G, 310H, 310I, 310J, 310J-1, 310K, 310L, 310N, 310P, E310H, E310J, T310P, 310Q, T310Q, 310R, T310R	3A10	CAR 3
·	320, 320-1, 320A, 320B, 320C, 320D, 320E, 320F	3A25	CAR 3
	340, 340A, 335, 340, 340A		
	336	A2CE	CAR 3
	337, 337A (USAF O2B), 337B, 337C, 337D, 337E, 337F, 337G, 337H, M337B (USAF O2A), P337H, T337B, T337C, T337D, T337E, T337F, T337G, T337H, T337H-SP	A6CE	CAR 3, 14 CFR Part 23
Commander Aircraft	112, 114, 112TC, 112B, 112TCA, 114A, 114B, 114TC	A12SO	CAR 3
de Havilland Inc.	DHC-2 Mk. I, DHC-2 Mk. II, DHC-2 Mk. III	A-806	CAR 3
Diamond Aircraft	DA 20-A1, DA20-C1	TA4CH	14 CFR Part 23
Industries	DA40	A47CE	14 CFR Part 21, 14 CFR.Part 23
Maule Aerospace Technology, Inc.	Bee Dee M-4, M-5-180C, MXT-7-160, M-4, M-5-200, MX-7-180A, M-4C, M-5-210C, MXT-7-180, M-4S, M-5-210TC, MX-7-180B, M-4T, M-5-220C, MXT-7-420, M-4-180C, M-5-235C, M-7-235B, M-4-180S, M-6-180, M-7-235A, M-4-180T, M-6-235, M-7-235C M-4-210 M-7-235 MX-7-180C, M-4-210C, MX-7-235, M-7-260, M-4-210T, MX-7-420, M-7-260C, M-4-220, MXT-7-180, M-7-420AC, M-4-220C, MT-7-235, MX-7-160C, M-4-220S, M-8-235, MX-7-180AC, M-4-220T, MX-7-160	3A23	CAR 3

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Aircraft Make	Aircraft Model(s)	Type Certificate Number	Certification Basis
Mooney Aircraft . Corp.	M20, M20A, M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20L, M20M, M20R, M20S	2A3	CAR 3
	M22	A6SW	CAR 3
Partenavia Costruzioni Aeronauticas S.p.A.	P 68, P 68B, P 68C, P 68C-TC, P 68 "OBSERVER", AP68 TP series 300, P68TC "OBSERVER", AP68TP 600, P68 "OBSERVER 2"	A31EU 14 CFR Pa	
The Lancair Company	LC40-550FG, LC42-550FG	A00003SE	14 CFR Part 23
The New Piper Aircraft, Inc.	PA-28-160, PA-28-150, PA-28-180, PA-28S-160, PA-28S-180, PA-28S-235, PA-28-140 2 PCLM, PA-28-140 4 PCLM, PA-28R-180, PA-28R-200, PA-28R-200, PA-28-181, PA-28-161, PA-28-161, PA-28-161, PA-28-161, PA-28R-201, PA-28R-201, PA-28RT-201, PA-28RT-201, PA-28RT-201T, PA-28-201T, PA-28-201T	2A13	CAR 3
	PA-32-260, PA-32-300, PA-32S-300, PA- 32R-300, PA-32RT-300, PA-32RT-300T, PA-32R-301, PA-32R-301, PA-32R-301T, PA-32-301, PA-32-301T, PA-32R-301T	A3SO	CAR 3
	PA-23, PA-23-160, PA-23-250 (Navy UO-1), PA-23-235, PA-E23-250, PA-23-250	1A10	CAR 3
	PA-30, PA-39, PA-40	A1EA	CAR 3
	PA-24-250, PA-24-260, PA-24-400	1A15	CAR 3
	PA-34-200, PA-34-200T, PA-34-220T, PA- 34-220T, PA-34-220T	A7SO	CAR 3
	PA-44-180, PA-44-180, PA-44-180T	A19SO	14 CFR Part 23
	PA-38-112	- A18SO	14 CFR Part 23
	PA-46-310P, PA-46-350P, PA-46-500TP	A25SO	14 CFR Part 23

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Aircraft Make	Aircraft Model(s)	Type Certificate Number	Certification Basis
Raytheon Aircraft Company	19A, B23, B19, C23, M19A, A24, 23 A24R, A23, B24R, A23A, C24R, A23-19, A23-24	A1CE	CAR 3
	H35, J35, K35, M35, 35-33, N35, 35-A355, 35-B33, P35, S35, 35-C33, E33, F33, V35, V35A, V35B, 35-C33A, E33A, E33C, 36, A36, F33A, F33C, G33, A36TC, B36TC	3A15	CAR 3
	95, B95, 95-55 and 95-A55, B95A, D95A and E95, 95-B55 and 95-B55A, 95-B55B, 95-C55, D55, 95-C55A, D55A, E55 and E55A, 56TC and A56TC, 58 and 58A	3A16	CAR 3
	58P and 58PA, 58TC and 58TCA	A23CE	14 CFR Part 23
	50 (L-23A), B50 (L-23B)	5A4	CAR 3
REVO, Incorporated	Colonial C-1, Colonial C-2, Lake LA-4, LA-4A, LA-4P, Lake LA-4-200, Lake 250	1A13	CAR 3, 14 CFR Part 23
SOCATA - Groupe AEROSPATIALE	TB 20, TB 10, TB 21, TB9, TB 200	A51EU	14 CFR Part 23
Tiger Aircraft (American General)	AA-1, AA-1A, AA-1B, AA-1C	A11EA	14 CFR Part 23
	AA-5, AA-5A, AA-5B, AG-5B	A16EA	14 CFR Part 23
Twin Commander	500, 520, 560, 560-A	6A1	CAR 3

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3. Approved Model List - Part 23 Class III

Aircraft Make	Aircraft Model(s)	Type Certificate Number	Certification Basis
Aerostar Aircraft Corporation	PA-60-700P (Aerostar 700P)	A17WE	14 CFR Part 23
Cessna Aircraft Company	208, 208A, 208B	A37CE	14 CFR Part 23
	401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, 425	A7CE	CAR3
	404, 406	A25CE	14 CFR Part 23
	441	A28CE	14 CFR Part 23
	501, 551	A27CE	14 CFR Part 23
	525, 525A	A1W1	14 CFR Part 23
De Havilland Inc.	(Twin Otter) DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300	A9EA	CAR3
Fairchild	SA26-T, SA26-AT, SA226-T, SA226-AT, SA226-T(B), SA227-AT, SA227-TT	A5SW	CAR3
	SA-226-TC, SA227-AC (C-26A), SA227-BC (C-26A), SA227-PC	A8SW	14 CFR Part 23
	SA227-CC, SA227-DC	· A18SW	14 CFR Part 23
Learjet	23	A5CE	CAR3
Mitsubishi Heavy Induştries, Ltd.	MU-2B, MU-2B-10, MU-2B-20, MU-2B-15, MU-2B-30, MU-2B-35, MU-2B-25, MU-2B- 36, MU-2B-26	A2PC	CAR 3
	MU-2B-25, MU-2B-35, MU-2B-26, MU-2B-36, MU-2B-26A, MU-2B-36A, MU-2B-40, MU-2B-60	A10SW	CAR 3
Partenavia	"SPARTACUS", AP68TP 600	A31EU	14 CFR Part 23
Costruzioni Aeronauticas S.p.A.	"VIATOR", VA300		
Piaggio Aero Industries S.p.A.	P-180	A59EU	14 CFR Part 23
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Pilatus Aircraft Limited	PC-12, PC-12/45	A78EU	14 CFR Part 23

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Aircraft Make	Aircraft Model(s)	Type Certificate Number	Certification Basis
·	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, PC-6/C1-H2	7A15	CAR3
The New Piper Aircraft, Inc.	PA-31, PA-31-300, PA-31-325, PA-31-350	A20SO	CAR3
	PA-31P, PA-31T, PA-31T1, PA-31T2, PA- 31T3, PA-31P-350	A8EA	CAR3
	PA-42, PA-42-720, PA-42-720R, PA-42- 1000	A23SO	14 CFR Part 23
Raytheon Aircraft Company	200 (A100-1 (U-21J)), 200C, 200CT, 200T, A200 (C-12A) or (C-12C), A200C (UC-12B), A200CT (C-12D) or (FWC-12D) or (RC-12D) or (C-12F) or (RC-12G) or (RC-12H) or (RC-12K) or (RC-12P) B200, B200C (C-12F) or (UC-12F) or (UC-12M), or (C-12R), B200CT, B200T, 300, B300, B300C, 300LW, 1900, 1900C (C-12J), 1900D	A24CE	14 CFR Part 23
	A100 (U-21F), A100A, A100C, B100	A14CE	14 CFR Part 23
	F90	A31CE	14 CFR Part 23
	E50 (L-23D, RL-23D), C50, F50, D50 (L-23E), G50, D50A H50, D50B, J50, D50C, D50E, D50E-5990	5A4	CAR 3
	60, A60, B60	A12CE	14 CFR Part 23
	65, 65-A90-1, A65, 65-A90-2, A65-8200, 65-A90-3, 65-80, 65-A90-4, 65-A80, 65-A80-8800, 65-B80, 65-88, 65-90, 65-A90, 70, B90, C90, C90A, E90, H90	3A20	CAR3, 14 CFR Part 23
SOCATA - Groupe AEROSPATIALE	TBM 700	A60EU	14 CFR Part 23
Twin Commander	560-F, 681, 680, 690, 680E, 685, 680F, 690A, 720, 690B, 680FL, 690C, 680FL(P), 690D, 680T, 695, 680V, 695A, 680W, 695B	2A4	CAR 3
	500-A, 500-B, 500-U, 560-E, 500-S	6A1	CAR 3
	700	A12SW	14 CFR Part 23

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MAJOR REPAIR AND ALTERATION(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OM3 No. 2120-0020

For FAA Use Only

Office Identification

NE-FSDO-05

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		erry, NH 0305	53				Manufacturer	<u> </u>				LIMITED INSTRU LIMITED ACCESS	MENT
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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

REGISTRATION - N6WU

MAKE - RAYTHEON AIRCRAFT COMPANY

MODEL - B200

S/N - BB-1668

Enabled the Mark VI EGPWS installation in accordance with Pro Star Aviation's STC number SA00157BO.

The operator was furnished with Instructions for Continued Airworthiness document number 0102-ICA-01 and FAA Approved flight manual supplement document number 0102-FMS-01 dated 10/09/02.

Pertinent details of work performed are retained in Pro Star Aviation, LLC. work order number 20328.

END -----



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	Ε	. ТН	IE FOLLOWING RESTRICTIO	ONS ARÉ CÓI		E OPERATION (Use a	atta	chment if necessary)			9
	F	. CE	ERTIFICATION — I hereby ce	erlify that I am	the registered owner (or his agent)	of the aircraft describe	ed a	above; that the aircraft is	registered with the	e Federal Aviation	ı Administration in
	Fai	. CE	ERTIFICATION — I hereby ce	erlify that I am		of the aircraft describe	ed a	above; that the aircraft is	registered with the	e Federal Aviation	ı Administration in
	Fai	. CE	ERTIFICATION — I hereby ce dance with Section 501 of the	erlify that I am	the registered owner (or his agent)	of the aircraft describe	ed a	above; that the aircraft is	registered with the	e Federal Aviation	ı Administration in
	F aa dd	. CE	ERTIFICATION — I hereby ce dance with Section 501 of the	ertify that I am he Federal Av	the registered owner (or his agent)	of the aircraft describe	ed a	above; that the aircraft is	registered with the aft has been inspe	ected and is airwo	ı Administration in
	F aa dd	. CE	ERTIFICATION — I hereby ce dance with Section 501 of the	ertify that I am he Federal Av	the registered owner (or his agent) viation Act of 1958, and applicable	of the aircraft describe	ed a	above; that the aircraft is	aft has been inspe	ected and is airwo	ı Administration in
VII. SPECIAL FL	Fadd	. CE ccon escri	ERTIFICATION — I hereby ce dance with Section 501 of the	ertify that I am he Federal Av NAM	the registered owner (or his agent) iation Act of 1958, and applicable IE AND TITLE (<i>Print or type</i>)	of the aircraft describe	ed a	above; that the aircraft is	signature	ected and is airwo	n Administration in orthy for the flight
VII. SPECIAL FL	Fadd	. CE ccon escri	ERTIFICATION — I hereby ce dance with Section 501 of the ibed.	ertify that I am he Federal Av NAM	the registered owner (or his agent) iation Act of 1958, and applicable IE AND TITLE (<i>Print or type</i>)	of the aircraft describe	ed a	above; that the aircraft is lions; and that the aircra	SIGNATURE	ected and is airwo	n Administration in orthy for the flight
VII. SPECIAL FL	Fadd	C. CE cconnescri	ERTIFICATION — I hereby conditions and the condition of t	ertify that I am he Federal Av NAM Markings in C	the registered owner (or his agent) iation Act of 1958, and applicable IE AND TITLE (<i>Print or type</i>)	of the aircraft describe	ed a	above; that the aircraft is tions; and that the aircra	SIGNATURE SIGNATURE mity, FAA Form 813	ected and is airwo	n Administration in orthy for the flight
VII. SPECIAL FL	Fadd	CE ccondescri	ERTIFICATION — I hereby conducted with Section 501 of the distribution of the distribu	ertify that I am he Federal Av NAM Markings in C	the registered owner (or his agent) riation Act of 1958, and applicable IE AND TITLE (<i>Print or type</i>) ompliance with FAR 91.9	of the aircraft describe	ed a	above; that the aircraft is lions; and that the aircra G. Statement of conforr H. Foreign Airworthines	SIGNATURE mity, FAA Form 813 ss Certification for to add)	E 30-9 (Attach when	n Administration in orthy for the flight n required)
VII. SPECIAL FL	Fadd	OATE	ERTIFICATION — I hereby conducted with Section 501 of the distribution of the distribu	ertify that I am he Federal Av NAM Markings in C ons Attached hs, etc. (<i>Attac</i>	the registered owner (or his agent) ination Act of 1958, and applicable IE AND TITLE (<i>Print or type</i>) ompliance with FAR 91.9	of the aircraft describe Federal Aviation Reg	ed a	above; that the aircraft is lions; and that the aircra G. Statement of conform H. Foreign Airworthines (Attach when require)	SIGNATURE SIGNATURE mity, FAA Form 813 as Certification for Ineed) as Certificate Issued	30-9 (Attach when	n Administration in orthy for the flight n required)
ARWORTHINESS DOCUMENTATION VII. SPECIAL FL	Fadd	OATE	ERTIFICATION — I hereby conducted with Section 501 of the distribution of the distribu	ertify that I am he Federal Av NAM Markings in C ons Attached hs, etc. (Attached ce Information	the registered owner (or his agent) riation Act of 1958, and applicable IE AND TITLE (Print or type) ompliance with FAR 91.9 hed when required) Available in Aircraft	of the aircraft describe Federal Aviation Reg	ed a	G. Statement of conform H. Foreign Airworthines (Attach when require I. Previous Airworthines FAR 21.183 (a) per 2 (Original Attached)	SIGNATURE SIGNATURE mity, FAA Form 813 ss Certification for 16 ed) ss Certificate Issued	30-9 (Attach wheeld in Accordance value of CAR	n Administration in orthy for the flight n required)
VII. SPECIAL FL	Fadd	OATE	ERTIFICATION — I hereby conducted with Section 501 of the distribution of the distribu	ertify that I am he Federal Av NAM Markings in C ons Attached hs, etc. (Attaca ce Information n, FAA Form 3	the registered owner (or his agent) riation Act of 1958, and applicable IE AND TITLE (Print or type) ompliance with FAR 91.9 hed when required) Available in Aircraft 337 (Attached when required)	of the aircraft describe Federal Aviation Reg	ed a	G. Statement of conform H. Foreign Airworthines (Attach when require I. Previous Airworthines FAR 21.183 (a) per 2	SIGNATURE SIGNATURE mity, FAA Form 813 ss Certification for to the ed.) ss Certificate Issued 21.273 ss Certificate Issued	30-9 (Attach when Import Aircraft ed in Accordance well and Accord	n Administration in orthy for the flight n required)

UNITED STATES OF AMERICA

PARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS

2. MANUFACTURER AND MODEL

3 AIRCRAFT SERIAL NUMBER

4 CATEGORY

N6WU

RAYTHEON AIRCRAFT COMPANY B200:

BB-1668

NORMAL

5. AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions:

NONE

6. TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE

FAA REPRESENTATIVE

DESIGNATION NUMBER

07-30-99 412-18-99

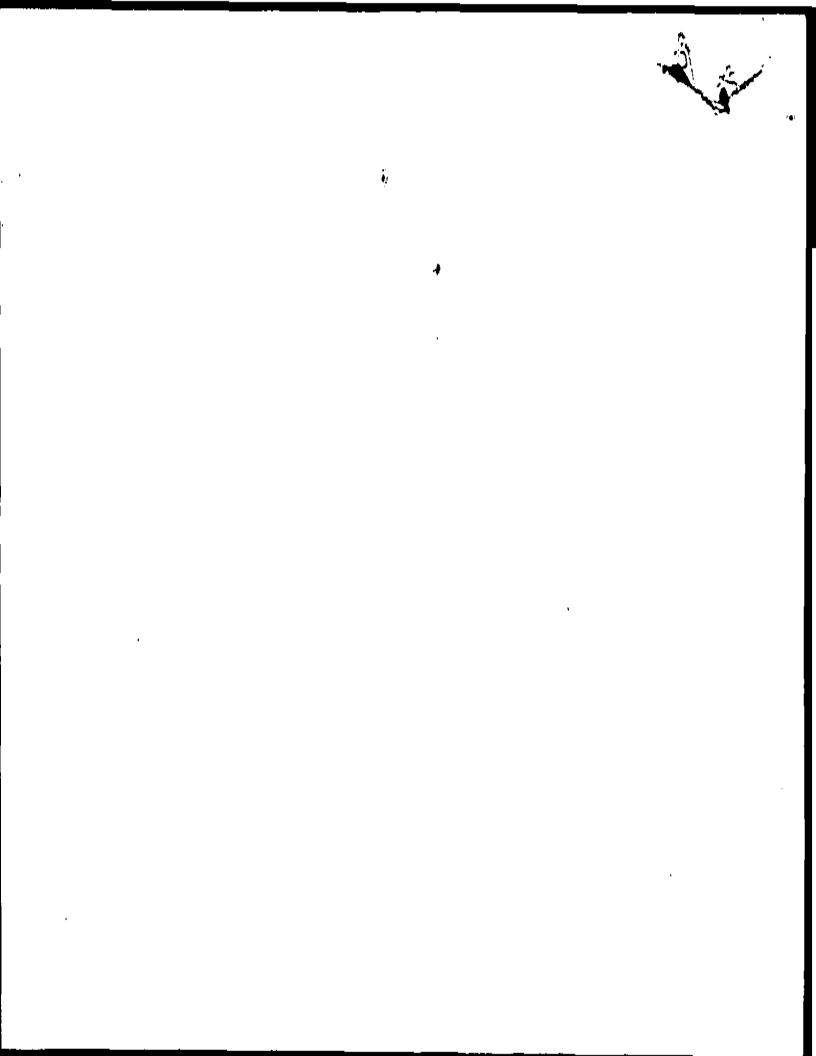
Robert Alliband

DOA, PC#8

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (8-82)

★ U.S. GOVERNMENT PRINTING OFFICE: 1991 - 668-228



UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS

N3168F

2. MANUFACTURER AND MODEL RAYTHEON AIRCRAFT COMPANY B200

3. AIRCRAFT SERIAL

NUMBER

BB-1668

4. PATEGORY

NORMAL

5. AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein

Exceptions:

12-18-99

TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE

FAA REPRESENTATIVE

DESIGNATION NUMBER

07-30-99

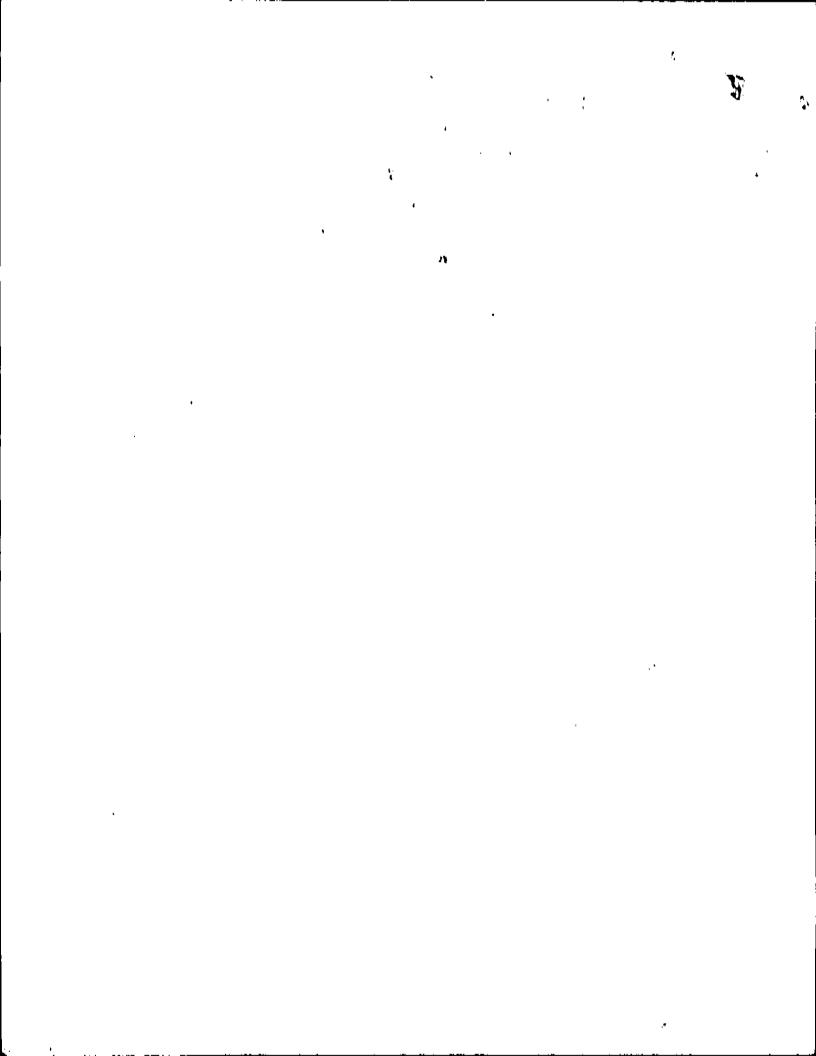
Robert Alliband

DOA, PC#8

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FAA Form 8100-2 (8-82)

★ U.S. GOVERNMENT PRINTING OFFICE: 1991 - 668-228



U.S. Department of Transportation **Federal Aviation**

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

orm A	\ppr	ovec	1	
OMB	No.	212	0-00	20

For FAA Use Only

Office Ide

ntification		000
FSDO	17	age

Administration SW INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958). Make Model RAYTHEON 1. Aircraft Serial No. Nationality and Registration Mark **BB-1668** USA N3168F Name (As shown on registration certificate) Address (As shown on registration certificate) 9709 E CENTRAL AVE 2. Owner RAYTHEON AIRCRAFT COMPANY WICHITA, KANSAS 67206-2507 3. For FAA Use Only THE DATA IDENTIFIED HEREIN COMPLIED WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7. DEC 28 1999 _ FAA INSPECTOR: BLEE_ R. Ru SAT-FSDO 4. Unit Identification 5. Type Unit Make Model Serial No. Repair Alteration AIRFRAME ****** (As described in Item 1 above) X POWERPLANT PROPELLER Type APPLIANCE Manufacturer 6. Conformity Statement A. Agency's Name and Address B. Kind of Agency C. Certificate No. RAYTHEON AIRCRAFT SERVICES U.S. Certificated Mechanic CRS-XA14605K 1115 PAUL WILKINS ROAD Foreign Certificated Mechanic LIMITED AIRFRAME X Certificated Repair Station SAN ANTONIO TEXAS 78216 RADIO CLASS I,II,III Manufacturer I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. Date Signature of Authorized Individual 12-20-99 MONTY CARROLL 7. Approval for Return to Service Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is X APPROVED ☐ REJECTED FAA Fit. Standards Inspection Authorization Manufacturer Other (Specify) Inspector BY FAA Designee Repair Station Person Approved by Transport X Canada Airworthiness Group

Signature of Authorized Individual

Date of Approval or Rejection

01-07-08

Certificate or

Designation No.

CRS-XA14605K

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

MAKE: RAYTHEON B200	S/N: BB-1668	REG: N3168F	DATE: 12-20-99
REFERENCE THE FORM 337 DA FLIGHT MANAGEMENT SYSTEM			L AVIONICS UNS-1K
THE UNIVERSAL AVIONICS UN AND FLIGHT CHECKED ON <u>12-</u> IN AC 20-130A, AC 91-49 AND AG	<u>15-99</u> AND FOUND TO M		
THE FAA APPROVED FLIGHT M UNIVERSAL AVIONICS UNS-1K #2423sv603 DATED 01-30-98 MUS THE USE OF THE FLIGHT MANA	FLIGHT MANAGEMENT ST BE ABOARD THE AIR	T SYSTEM OPERATOR'S M	IANUAL, REPORT
THE UNIVERSAL AVIONICS UN ENROUTE, TERMINAL AND API		MENT SYSTEM IS NOW AF	PPROVED FOR IFR
THE PREVIOUSLY INSTALLED I	PLACARD WHICH READ	"GPS VFR ONLY" HAS BI	EEN REMOVED FROM
	END		
•			



MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

orm	Appr	oveo	ŀ
OME	3 No.	212	0-0020

For FAA Use Only

Office Identification 7 REPC

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

for eac	ch such violation (Sect	ion 901 l	Federal A	viation A	ct of 1	<u>95</u> 8).				•	•	. ,
	Make							Model				
1. Aircraft								B200				
	Serial No. BB-1668						Nationality and Registration Mark USA N3168F					
	Name (As sho	wn on re	gistration	า certifica	ate)						ation certificate)	
2. Owner	RAYTHEO		-		•			9709 E CENTI			sorunoale)	
			·	•				WICHITA, KA			6-2507	
). F	r FAA Use O	nly			-	
						. rol	, AA USE U	····y				
										· · · · · · · · · · · · · · · · · · ·		
************				4.	Unit k	dentif	ication				5. Type	
Unit	M	ake				Model		Serial N	io.		Repair	Alteration
AIRFRAME	E ****	****	** (As	describ	bed in	Item	1 above)	*****				Х
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POWERPL	ANT			•								
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PROPELLE	ER			1						-		
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APPLIANC	Type E			•						1		
	Manufacturer			1						l		
		· .	<u> </u>	<u></u>	6. (Confe	ormity Stater	nent				<u> </u>
A. Agency's	s Name and Address				B. Kin	d of A	gency			C. Certifi	icate No.	
	EON AIRCRAFT S		ES .				tificated Mecha				KA14605K	
	UL WILKINS ROA						Certificated Med ted Repair Stati				ED AIRFRAI	
	TONIO TEXAS 78				Ma	anufac	rtificated Repair Station R				O CLASS I,II,	
D. I certify	that the repair and/or	r alteration	on made i	to the un	it(s) ide	entifie	d in item 4 at	ove and described	on the	reverse	or attachments	hereto
	een made in accordar ed herein is true and o						tne U.S. Fec	ierai Aviation Regula	ations a	and that	the information	
Date							f Authorized I	ndividual /	1	, /	<u> </u>	11
	12-15-99				М	ТИС	Y CARRO		_#	-/-) //	
				l 7	L		for Return to	1/0	ny	<u>, </u>	wood	
	ant to the authority give			fied below	ν, the ι	unit ide	entified in iter	n 4 was inspected ir		•	rescribed by the	;
Auminis	FAA Flt. Standards	Aviation	Administr		iu IS		X APPRO		JECTE		5.0	
зү	Inspector		ivianufac	ciurer			Inspection A	uunonzation	Othe	r (Specif	īy)	
	FAA Designee	X	Repair S	Station	-		Person Appr	roved by Transport	1			
late of ^	proval or Rejection						Canada Airv	vorthiness Group				
vale of Abb	_		Certifica Designa	ite or ition No.				Authorized Individua	al) N
	12-15-99			XA1460			MONT	Y CARROLL	D	1/ca	toa	cold

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

MAKE: RAYTHEON B200

S/N: BB-1668

REG: N3168F

DATE: 12-15-99

INSTALLED A UNIVERSAL AVIONICS UNS-1K FLIGHT MANAGEMENT SYSTEM CONSISTING OF THE FOLLOWING EQUIPMENT:

MFG/MOD	DESCRIPTION	P/N	WEIGHT	ARM
UNIVERSAL	FLT MANAGEMENT SYS NCU	1116-40-1116	6.5	68.0
UNIVERSAL	MOUNT KIT	K12036	1.5	68.0
UNIVERSAL	CONTROL DISPLAY UNIT	1117-12	2.6	128.0
UNIVERSAL	DATA TRANSFER UNIT	1405-01-2	3.5	141.3
UNIVERSAL	CONFIG. MODULE	11921	0.1	68.0
UNIVERSAL	GPS ANTENNA	10706	0.5	137.3
ROSEMONT	OAT SENSOR	122-384003-1	0.5	90.5

THE UNIVERSAL AVIONICS UNS-1K FMS DTU UNIT WAS INSTALLED IN ACCORDANCE WITH THE RAYTHEON AIRCRAFT SERVICES DWG. #417-2300-002 REV. A DATED 11-15-99. THE UNS-1K FMS CDU UNIT, OAT SENSOR AND THE ANNUNCIATOR WERE INSTALLED IN ACCORDANCE WITH THE RAYTHEON AIRCRAFT SERVICES DWG. #421-3160-001 REV. IR DATED 11-04-99. REFERENCE THE FORM 8110-3 DATED 12-13-99 FOR BOTH DRAWINGS LISTED ABOVE APPROVED BY KAMALA J. MEADER, DESIGNATED ENGINEERING REPRESENTATIVE, #DERT-405126-CE, STRUCTURAL. THE UNS-1K NCU UNIT WAS INSTALLED IN ACCORDANCE WITH THE REPORT #121399-1S REV. IR DATED 12-13-99 AND THE RAYTHEON AIRCRAFT SERVICES DWG. #RAS991209 REV. IR DATED 12-09-99, REFERENCE THE FORM 8110-3 DATED 12-13-99 APPROVED BY VICTOR JUAREZ, DESIGNATED ENGINEERING REPRESENTATIVE, #DERT-710148-SW, STRUCTURES. THE GPS ANTENNA WAS INSTALLED IN ACCORDANCE WITH THE REPORT #101599A REV. IR DATED 10-15-99 (SECTION 3), REFERENCE THE FORM 8110-3 DATED 12-13-99 APPROVED BY VICTOR JAUREZ, DESIGNATED ENGINEERING REPRESENTATIVE, #DERT-710148-SW, STRUCTURES. THE ELECTRICAL WIRING WAS INSTALLED IN ACCORDANCE WITH THE RAYTHEON AIRCRAFT SERVICES DWG. #RAS-32-9913 REV. IR DATED 11-15-99, REFERENCE THE FORM 8110-3 DATED 12-12-99 APPROVED BY ROBERT M. HURLEY, DESIGNATED ENGINEERING REPRESENTATIVE, #DERT-710137-SW, SYSTEMS AND EQUIPMENT.

A FUNCTIONAL TEST OF THE EQUIPMENT HAS BEEN PERFORMED IN ACCORDANCE WITH FAR 23.1301, FAR 23.1309 AND CHECKED IN ACCORDANCE WITH FAR 23.1431 FOR OPERATING SATISFACTORILY AND DID NOT ADVERSELY AFFECT OTHER COMPONENTS INSTALLED IN THE AIRCRAFT.

THE UNS-1K OPERATOR'S MANUAL, REPORT #2423sv603 DATED 01-30-98, THE UNS-1K OPERATOR'S CHECKLIST, REPORT #2411sv603/703 DATED 04-06-98 AND THE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS DOC. #UNS-1K-ICA-BB-1668 DATED 12-13-99 HAVE BEEN PUT IN THE AIRCRAFT AS PART OF THE AIRCRAFT'S PERMANENT RECORDS. THE INSTRUMENT PANEL IS PLACARDED "GPS VFR ONLY."

THE AIRCRAFT WEIGHT AND BALANCE FORM AND EQUIPMENT LIST HAVE BEEN REVISED TO REFLECT THIS MODIFICATION AND BOTH FORMS HAVE BEEN INSERTED IN THE AIRCRAFT FLIGHT MANUAL.

---END-

	FEDERAL AVIATION AT	MANSPORTATION MINISTRATION	DATE
STATEMENT (of compliance wi	TH THE FEDERAL AVIATION	December 13, 19
	REGULAT	IONS	i i
MAKE	MODEL NO.	RAFT COMPONENT IDENT	IFICATION
Beech Aircraft		TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Corporation	Super King Air Model B200	Airplane	Raytheon Aircraft Services -
	1	LIST OF DATA	San Antonio, Texas
IDENTIFICATION		TITLE	
			
<u>DRAWINGS</u>			
421-3160-001			
421-3100-001	UNS-1K Equipme	nt Instl. King Air B300", Revisi	on IR, dated 11/4/99 by Rayther
	Aircraft Services, Sa	an Antonio, Texas.	,
417-2300-002			
	Equipment Instl Ki	ng Air B200", Revision A, date	d 11/15/99 by Raytheon Aircraft
	Services, San Anton	io, Texas.	• •
		•	
	NOTE: The above d	gts is approved for atmentional d	esign aspects only. Conformity
	inspection is still requ	njusy 12 opproved for Structural G	esign aspects only. Conformity
JRPOSE OF DATA			
In support of major alte	eration for aircraft serie	al number BB-1668 (Registration	on Number N3169E) only
PPLICABLE REQUIREMENTS			
23 605(a) 23 607 (03, 23.305, 23.307	(a), 23.321(a), 23.561(b3)	, 23.601, 23.603,
23.605(a), 23.607,	23.613, 23.615, 23	.625(a)(b)(c).	·
ERTIFICATION - Und	er authority vested by dir	ection of the Administrator and in	
unitations of appointment umbered NA			
rith applicable requiremen	nave been examinated its of the Federal Aviation	ned in accordance with established	procedures and found to comply
I (We) Therefore	Recommend approve		
X	Approve these data	or these data	
SIGNATURE(S) OF DE	SIGNATED ENGINEERIN	IG DESIGNATION	
, .		DERT-405126-CE	CLASSIFICATION(S)
Kamala J. Y	Vieader	22KT 403120-CE	Structural
Kamala	Jane Meader		
	·		
PUTER GENERATE	D FAA Form 8110-3		

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99-0368-5

_	U.S. DED LETTER	00-0000-0	
		OF TRANSPORTATION	DATE
STATEMENT OF CO	rederal AVIATI	ION ADMINISTRATION HE FEDERAL AVIATION REGULATION	12/13/99
O'A'LINENT OF CO	NS		
MAKE		AIRCRAFT COMPONENT IDENTIFICAT	ΓΙΟΝ
1	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
BEECHCRAFT	B200	Airplane	RAYTHEON AIRCRAI SERVICES
IDENTIFICATION	T	LIST OF DATA	
IDENTIFICATION		TITLE	
Report Number:			
121399-1S Rev. IR Date: 12/13/99	Structural Substantial BEECHCRAFT Mode	tion of TCAS Antenna Installation in el B200, AC Reg. No. N3168F, S/N BB-166	8
·	(-)	ortions of the installation will require separate ing No. RAS991209 defines the modified ins ing No. RAS991209 is included in Pages 5 ti	tolistic
AR's 23.301 THROUGH	(<i>List specific sections)</i> 23.341, 23.471, 23.5	T OF MAJOR ALTERATION S/N BB-1668 61, 23.601 THROUGH 23.615, 23.571	
Olider auti	nonty vested by directic	In of the Administrator and in a t	th conditions and
- FF - William Gift dilac	are too of the Ledel	al Aviation Regulations, data listed above or	ad an attack of the
	o poor evanimen ill 90	CONTROL With Actablished procedures	found to comply
applicable requirements of	the Federal Aviation Ro	egulations.	to comply
! (We) therefore ☐ Rec	commend approval of the	hese data	
	rove these data		
ATURE(S) OF DESIGNATED ENG		IVE(S)	
r Juarez	001	DERT-710148-SW	CLASSIFICATION(S)
17000	19	DEI(1-7 10 146-5VV	Structures
		1	

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•	U.S. DEPARTMENT	OF TRAI	ICOOPTATION								
	DATE										
STATEMENT OF COM	12/13/99										
			DERAL AVIATION REGULATIONS AFT COMPONENT IDENTIFICATIONS								
MAKE	MODEL NO.										
BEECHCRAFT	B200		irplane, Radio, Helicopter, etc.)	NAME OF APPLICANT RAYTHEON AIRCRAFT							
DELOTIONAL I	B200		Airplane	SERVICES							
IDENTIFICATION			IST OF DATA								
IDENTIFICATION	 		TITLE								
Report Number:											
101599A Rev. IR Date: 10/15/99	Structural Substantia	tructural Substantiation of GPS Installation in BEECHCRAFT Model B200									
	to the S/N BE (3) Raytheon Dra	allation pe 3-1668 G wing No.	of the installation will require separate or Page 2-5 of the approved report doe PS installation. RAS991006 which defines the GPS in the approved report.	s not apply							
URPOSE OF DATA											
	ATA ONLY IN SUPPO	DRT OF A	MAJOR ALTERATION S/N BB-1668								
PPLICABLE REQUIREMENTS	(List specific section	s)	MOOK ALTERATION SIN BB-1008	· · ·							
			3.601 THROUGH 23.615, 23.571								
ERTIFICATION - Under aut	hority vested by direct	ction of th	ne Administrator and in accordance with	h conditions and							
nitations of appointment unde	er Part 183 of the Fe	deral Avia	ation Regulations, data listed above ar	id on attached sheets							
imbered <u>NONE</u> ha	ive been examined in	n accorda	nce with established procedures and t	ound to comply							
th applicable requirements of	f the Federal Aviatior	n Regulat	ions.								
I (V) therefore ☐ Re	ecommend approval	of these o	iata								
⊠ _{Ap}	prove these data										
ENATURE(S) OF DESIGNATED EN	IGINEERING REPRESEN	ITATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)							
ctor Juarez	225	<u>.</u>	DERT-710148-SW	Structures							
1/100/				Graciales							
<i>U</i>											
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	DEPARTMENT OF TRANSPORT EDERAL AVIATION ADMINISTR	RIATION	DATE
STATEMENT OF COME	TANKED LANGUAGE	ATION	12/12/99
- STATEMENT OF COMP	LIANCE WITH THE P	EDERAL AVIATION REGULAT	TIONS
MAKE	AIRCRAFT OR AIR	CRAFT COMPONENT IDENTIFICATIO	N
	MODEL NO.	TYPE (Airplane Radio, Helicopter.	NAME OF APPLICANT
Beechcraft	1	etz.)	
Beediolait	200	Airplane	Raytheon Aircraft Service
		LIST OF DATA	
IDENTIFICATION		TITLE	
RAS-49-9915 Rev IR Dated 12/04/99 RAS-32-9913 Rev IR Dated 11/15/99	TCAS CAS-66A ST		-
	4 1	his approval is for the Electrical	Tation approval
	A A F/ Af te	opproval for aircraft S/N BB-1668 opproval of TCAS minor deviation AA STC SA115CH. Ter modification is complete, pest in accordance with Raytheon AS-GF-9714, EMI/RFI Test Process.	3 only. ns only to rform EMI/RFI report
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PAGE 1 OF 2 DOCUMENT NO. UNS-1K-ICA-BB-1668 DATE: 12-13-99

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

FOR A RAYTHEON AIRCRAFT MODEL B200

WITH A UNIVERSAL AVIONICS UNS-1K FLIGHT MANAGEMENT SYSTEM

- 1. INTRODUCTION: THIS MAJOR ALTERATION TO THIS AIRCRAFT OBLIGATES THE AIRCRAFT OPERATOR TO INCLUDE THE FOLLOWING MAINTENANCE INFORMATION PROVIDED BY THIS DOCUMENT IN THE OWNER/OPERATOR'S AIRCRAFT MAINTENANCE MANUAL AND THE OWNER/OPERATOR'S AIRCRAFT SCHEDULED MAINTENANCE PROGRAM.
- 2. DESCRIPTION: THE UNIVERSAL AVIONICS UNS-IK FLIGHT MANAGEMENT SYSTEM CONSISTS OF A UNS-IK FLIGHT MANAGEMENT SYSTEM NCU, ONE CONTROL DISPLAY UNIT, ONE DATA TRANSFER UNIT, ONE CONFIGURATION MODULE, ONE GLOBAL POSITIONING SENSOR ANTENNA, ONE OAT SENSOR, ASSOCIATED WIRING, AND ANY RELATED HARDWARE. THE UNS-IK FLIGHT MANAGEMENT SYSTEM (NMS) IS A FULLY INTEGRATED NAVIGATION AND FLIGHT MANAGEMENT SYSTEM DESIGNED TO PROVIDE THE PILOT WITH CENTRALIZED CONTROL FOR THE AIRCRAFT NAVIGATION SENSORS, COMPUTER BASED FLIGHT PLANNING, AND FUEL MANAGEMENT.
- 3. CONTROL, OPERATION INFORMATION: REFERENCE THE UNIVERSAL AVIONICS UNS-1K FLIGHT MANAGEMENT SYSTEM TECHNICAL MANUAL, REPORT #34-60-12, REV. 2 DATED 11-01-98, THE UNS-1K OPERATOR'S MANUAL, REPORT #2423sv603 DATED 01-30-98 AND THE UNS-1K OPERATOR'S CHECKLIST, REPORT #2411sv603/703 DATED 04-06-98 OR LATER REVISION.
- 4. SERVICING INFORMATION: THE UNIVERSAL AVIONICS UNS-1K FLIGHT MANAGEMENT SYSTEM IS ON CONDITION AND THERE IS NO PERIODIC, PREVENTIVE, OR SCHEDULED MAINTENANCE REQUIRED FOR CONTINUED OPERATION OF THIS SYSTEM.
- 5. MAINTENANCE INSTRUCTIONS: THE SCHEDULED MAINTENANCE TASKS REQUIRED BY THIS MODIFICATION TO BE ADDED TO THE AIRCRAFT OWNER/OPERATORS APPROPRIATE AIRPLANE MAINTENANCE PROGRAM AS FOLLOWS:
 - a. PERFORM, ON AT LEAST AN ANNUAL BASES, A PERIODIC INSPECTION OF THE EQUIPMENT RACK, EQUIPMENT MOUNTINGS, ASSOCIATED WIRING, CABLES, CONNECTORS, HARDWARE, ANTENNA AND RELATED AIRCRAFT STRUCTURE FOR INTEGRITY, SECURITY, WEAR, CHAFFING, AND ETC.. SPECIAL ATTENTION SHOULD BE GIVEN TO THE AIRCRAFT PRIMARY STRUCTURE WITH REGARDS TO FATIGUE AND STRESS CRACKING, CORROSION, AND ETC..
- 6. TROUBLESHOOTING INFORMATION: REFERENCE THE UNIVERSAL AVIONICS UNS-1K FLIGHT MANAGEMENT SYSTEM TECHNICAL MANUAL, REPORT #34-60-12, REV. 2 DATED 11-01-98, THE UNS-1K OPERATOR'S MANUAL, REPORT #2423sv603 DATED 01-30-98 AND THE UNS-1K OPERATOR'S CHECKLIST, REPORT #2411sv603/703 DATED 04-06-98 OR LATER REVISION.
- 7. REMOVAL AND REPLACEMENT INFORMATION: REFERENCE THE UNIVERSAL AVIONICS UNS-1K FLIGHT MANAGEMENT SYSTEM TECHNICAL MANUAL, REPORT #34-60-12, REV. 2 DATED 11-01-98, THE UNS-1K OPERATOR'S MANUAL, REPORT #2423sv603 DATED 01-30-98 AND THE UNS-1K OPERATOR'S CHECKLIST, REPORT #2411sv603/703 DATED 04-06-98 OR LATER REVISION. SHOULD IT BECOME NECESSARY TO REMOVE THE UNIVERSAL AVIONICS UNS-1K FLIGHT MANAGEMENT SYSTEM, SECURE THE ASSOCIATED CABLES AND WIRING, COLLAR THE APPLICABLE CIRCUIT BREAKERS, PLACARD THE AIRCRAFT THAT THE UNIT HAS BEEN REMOVED, REVISE THE WEIGHT & BALANCE AND THE EQUIPMENT LIST AND MAKE A LOGBOOK ENTRY THE UNIT HAS BEEN REMOVED FOR SERVICE, REFER TO 91.213 OF TITLE 14 OF THE CODE OF FEDERAL REGULATIONS AND/OR THE AIRCRAFT'S MEL.
- 8. DIAGRAMS: THERE ARE NO ACCESS PLATES THAT NEED TO BE REMOVED FOR INSPECTION.
- 9. SPECIAL INSPECTION REQUIREMENTS: SPECIAL INSPECTION REQUIREMENTS ARE NOT APPLICABLE.
- 10. APPLICATION OF PROTECTIVE TREATMENTS: APPLICATION OF PROTECTIVE TREATMENTS ARE NOT APPLICABLE.

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- 11. DATA: INSTALLATION REQUIREMENTS MAY BE FOUND WITHIN THE ACCEPTED INDUSTRY PRACTICES CONTAINED WITHIN THE APPLICABLE SECTIONS OF ADVISORY CIRCULAR AC 43.13-1B AND THE APPLICABLE SECTIONS OF ADVISORY CIRCULAR AC 43.13-2A.
- 12. LIST OF SPECIAL TOOLS: SPECIAL TOOLS ARE NOT REQUIRED.
- 13. FOR COMMUTER CATEGORY AIRCRAFT: N/A, THIS AIRCRAFT IS NOT COMMUTER CATEGORY AIRCRAFT
 - a. ELECTRICAL LOADS: THE RAYTHEON AIRCRAFT SERVICES ELECTRICAL LOAD ANALYSIS DOCUMENT REV. DATED AND THE RAYTHEON AIRCRAFT SERVICES EMI/RFI GROUND TEST PROCEDURES DOCUMENT REV. DATED HAVE BEEN PLACED IN THE AIRCRAFT AS PART OF THE AIRCRAFT'S PERMANENT RECORDS.
 - b. METHODS OF BALANCING FLIGHT CONTROLS: N/A TO THIS INSTALLATION
 - c. IDENTIFICATION OF PRIMARY AND SECONDARY STRUCTURES: N/A TO THIS INSTALLATION
 - d. SPECIAL REPAIR METHODS APPLICABLE TO THE AIRPLANE: N/A TO THIS INSTALLATION
- 14. RECOMMENDED OVERHAUL PERIODS: THERE ARE NO ADDITIONAL OVERHAUL TIME LIMITATIONS.
- 15. AIRWORTHINESS LIMITATION SECTION: THERE ARE NO ADDITIONAL AIRWORTHINESS LIMITATIONS.
- 16. REVISION: THE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS CHECKLIST (ICA) MAY BE REVISED BY SUBMITTING A LETTER TO THE LOCAL FSDO WITH A COPY OF THE REVISED FAA FORM 337 AND REVISED ICA. THE FAA INSPECTOR ACCEPTS THE CHANGE BY SIGNING BLOCK 3 AND INCLUDING THE FOLLOWING STATEMENT: "THE ATTACHED REVISED/NEW INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (DATE______) FOR THE ABOVE AIRCRAFT OR COMPONENT MAJOR ALTERATION HAVE BEEN ACCEPTED BY THE FAA, SUPERSEDING THE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (DATE_______)." ONCE THE REVISION HAS BEEN ACCEPTED, A MAINTENANCE RECORD ENTRY WILL BE MADE, IDENTIFYING THE REVISION, ITS LOCATION AND DATE OF THE FORM 337.
- 17. ASSISTANCE: NOT APPLICABLE.
- 18. IMPLEMENTATION AND RECORD KEEPING:
 - a. FOR MAJOR ALTERATIONS PERFORMED IN ACCORDANCE WITH FAA FIELD APPROVAL POLICY, THE OWNER/OPERATOR OPERATING UNDER PART 91 IS RESPONSIBLE FOR ENSURING THAT THE ICA IS MADE PART OF THE APPLICABLE SECTION 91.409 INSPECTION PROGRAM FOR THEIR AIRCRAFT. THIS IS ACCOMPLISHED WHEN A MAINTENANCE ENTRY IS MADE IN THE AIRCRAFT'S MAINTENANCE RECORD IN ACCORDANCE WITH SECTION 43.9. THIS ENTRY RECORDS THE MAJOR ALTERATION AND IDENTIFIES THE ORIGINAL ICA LOCATION (e.g., BLOCK 8 OF FAA FORM 337) ALONG WITH AN INSPECTION/MAINTENANCE REQUIREMENTS.
 - b. FOR MAJOR ALTERATIONS PERFORMED IN ACCORDANCE WITH A FIELD APPROVAL ON AIR CARRIER AIRCRAFT, THE AIR CARRIER OPERATOR IS RESPONSIBLE FOR ENSURING THAT THE ICA IS MADE PART OF THE APPLICABLE INSPECTION/MAINTENANCE PROGRAM FOR THEIR AIRCRAFT. IF A PROCEDURE IS NOT CURRENTLY INCLUDED IN THE OPERATOR'S MANUAL TO INCORPORATE ICA, THIS PROCESS WILL NEED TO BE APPROPRIATELY ADDRESSED (i.e. THE OPERATOR SUBMITS A REVISION TO ITS MAINTENANCE PROGRAM TO THE APPLICABLE CERTIFICATE-HOLDING DISTRICT OFFICE (CHDO).
 - c. FOR AIRCRAFT INSPECTED UNDER AN APPROVED AIRCRAFT INSPECTION PROGRAM (AAIP), THE OPERATOR WILL SUBMIT A CHANGE TO THE CHDO IN ACCORDANCE WITH SECTION 135.419B.
- d. FOR AIR CARRIER AIRCRAFT INSPECTED USING AN ANNUAL 100 HOUR INSPECTION PROGRAM, A REFERENCE TO NEW ICA WILL BE MADE IN THE AIRCRAFT'S MAINTENANCE RECORD IN ACCORDANCE WITH SECTION 43.9. THIS ENTRY RECORDS THE MAJOR ALTERATION AND IDENTIFIES THE ORIGINAL ICA LOCATION (e.g., ICA ARE LOCATED/ATTACHED TO BLOCK 8 OF FAA FORM 337). IN ADDITION, THE OPERATOR WILL REQUEST A REVISION TO THE OPERATOR'S OPERATIONS SPECIFICATIONS, ADDITIONAL MAINTENANCE REQUIREMENTS, WHICH INCORPORATES THE ICA INTO THE INSPECTION PROGRAM.

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U.S. Denartment of Transportation Federal Aviation Administration

· MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

orm Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

SW FSDO 17 INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958). Make Model RAYTHEON **B200** 1. Aircraft Serial No. Nationality and Registration Mark **BB-1668** USA N3168F Name (As shown on registration certificate) Address (As shown on registration certificate) 9709 E CENTRAL AVE 2. Owner RAYTHEON AIRCRAFT COMPANY WICHITA, KANSAS 67206-2507 3. For FAA Use Only 4. Unit Identification 5. Type Unit Make Model Serial No. Repair Alteration AIRFRAME ****** (As described in Item 1 above) X POWERPLANT PROPELLER Type APPLIANCE Manufacturer 6. Conformity Statement A. Agency's Name and Address B. Kind of Agency C. Certificate No. U.S. Certificated Mechanic RAYTHEON AIRCRAFT SERVICES CRS-XA14605K Foreign Certificated Mechanic 1115 PAUL WILKINS ROAD LIMITED AIRFRAME X Certificated Repair Station SAN ANTONIO TEXAS 78216 RADIO CLASS I.II.III Manufacturer I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. Date Signature of Authorized Individual 12-15-99 MONTY CARROLL 7. Approval for Return to Service Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is X APPROVED ☐ REJECTED FAA Fit. Standards Manufacturer Inspection Authorization Other (Specify) Inspector BY FAA Designee X Repair Station Person Approved by Transport Canada Airworthiness Group Date of Approval or Rejection Certificate or Signature of Authorized Individual Designation No. 12-15-99

MONTY CARROLL

CRS-XA14605K

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

MAKE: RAYTHEON B200 S/N: BB-1668 REG: N3168F DATE: 12-15-99

INSTALLED A BENDIX/KING CAS-66 TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM I (TCAS I) CONSISTING OF THE FOLLOWING EQUIPMENT:

MFG/MOD	DESCRIPTION	P/N	WEIGHT	ARM
TPU-66A	TCAS I PROCESSOR	066-01145-0101	17.2	74.0
ALLIEDSIGNAL	PROCESSOR MOUNT KIT	050-03078-0000/0001	3.1	74.0
ANT-67A	TCAS ANTENNA	071-01548-0101	1.8	74.0
ANT-67A	TCAS ANTENNA	071-01548-0101	1.8	154.3
CP-66B	TCAS CONTROLLER	071-01568-0401	1.3	197.5
IVA-81A	TCAS/VSI INDICATOR	066-50001-3104	2.8	133.5

THE BENDIX/KING TCAS I SYSTEM WAS INSTALLED IN ACCORDANCE WITH THE STC #SA115CH ISSUED 09-24-93, AMENDED 04-24-98 AND THE ELLIOTT AVIATION REPORT #EFS TCAS 200 REV. 8, FAA APPROVED ON 11-04-98. THE UPPER TCAS ANTENNA, ADAPTER PLATE, DOUBLER AND THE TCAS I PROCESSOR WERE INSTALLED IN ACCORDANCE WITH THE REPORT #121399-1S REV. IR DATED 12-13-99 AND THE RAYTHEON AIRCRAFT SERVICES DWG. #RAS991209 REV. IR DATED 12-09-99, REFERENCE THE FORM 8110-3 DATED 12-13-99 APPROVED BY VICTOR JUAREZ. DESIGNATED ENGINEERING REPRESENTATIVE, #DERT-710148-SW, STRUCTURES. THE PULL TEST REQUIREMENTS THAT ARE CALLED OUT IN THE STC PAGE 2-8 ARE REFERENCED IN THE REPORT #121399-1S, PAGE 4a OF 12. THE ELECTRICAL WIRING WAS INSTALLED IN ACCORDANCE WITH THE RAYTHEON AIRCRAFT SERVICES DWG. #RAS-49-9915 REV. IR DATED 12-04-99, REFERENCE THE FORM 8110-3 DATED 12-12-99 APPROVED BY ROBERT M. HURLEY, DESIGNATED ENGINEERING REPRESENTATIVE, #DERT-710137-SW, SYSTEMS AND EQUIPMENT. THE AEROSONIC VSI INDICATOR P/N RC-30-V-10-1 S/N 353968 WAS REMOVED FOR THIS INSTALLATION PER THE REQUIREMENTS OF THE STC.

THE BENDIX/KING CAS-66 TCAS I FLIGHT MANUAL SUPPLEMENT, FAA APPROVED ON 10-07-94 HAS BEEN PUT IN THE SUPPLEMENT SECTION OF THE AIRCRAFT FLIGHT MANUAL.

A FUNCTIONAL TEST OF THE EQUIPMENT HAS BEEN PERFORMED IN ACCORDANCE WITH FAR 23.1301, FAR 23.1309 AND CHECKED IN ACCORDANCE WITH FAR 23.1431 FOR OPERATING SATISFACTORILY AND DID NOT ADVERSELY AFFECT OTHER COMPONENTS INSTALLED IN THE AIRCRAFT.

THE AIRCRAFT WEIGHT AND BALANCE FORM AND EQUIPMENT LIST HAVE BEEN REVISED TO REFLECT THIS MODIFICATION AND BOTH FORMS HAVE BEEN INSERTED IN THE AIRCRAFT FLIGHT MANUAL.

-END-----

United States of America

Bepartment of Transportation -- Federal Abiation Administration

Supplemental Type Certificate

Number SAIISCH

This cortificate issued to

Elliott Aviation P. O. Box 100, Quad City Airport Moline, IL 61266-0100

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 23 of the Federal Aviation Progulations.

Original Product -- Typo Certificate Number:

Make: Beech

Model: 200; 300; B200; B300

Doscription of Type Dosign Change:

Installation of Bendix/King CAS-66 Traffic Alert and Collision Avoidance System I (TCAS I) in accordance with Elliott Aviation Report No. EFS TCAS 200, Rev. 7, dated April 1, 1998, or later FAA approved revision.

Limitations and Conditions:

1. Compatibility of this design change with previously approved modifications must be determined by the installer.

Elliott Aviation Airplane Flight Manual Supplement, FAA approved September 24, 1993, or later FAA approved revision, must be on board for operation of the modified aircraft.

(See continuation sheet 3 of 3)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, receked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Dalo of application: April 01, 1993

Dalo of issuance . September 24, 1993

Dato reissued:

Dato amended: April 24, 1998

By direction of the Administrator

Charles L. Smalley

Manager, Systems & Flight Test Branch Chicago Aircraft Certification Office

(Title)



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Hnited States of America Department of Transportation - Nederal Abiation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number SALISCH

Date of Issuance: September 24, 1993 Date Amended: April 24, 1998

Limitations and Conditions (Continued):

3. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

...END...

INSTALLATION

OF THE

BENDIX/KING CAS-66

TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM (TCAS-1)

IN BEECH 200, B200, 300, B300 MODEL AIRCRAFT

REPORT NUMBER: EFS TCAS 200
STC NUMBER SA115CH

ORIGINATION DATE: APRIL 1, 1993

FAA APPROVED ACE 117C NOV 0 4 1998

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REV	. PAGE NO.	DESCRIPTION	DATE
0	ALL	ORIGINAL	APRIL 1.1993
1	I II III IV V 1-4 SECTION 2	TITLE PAGE RECORD OF REVISIONS TABLE OF CONTENTS TABLE OF CONTENTS ADD TO MASTER DWG LIST CORRECT GC362A PART NUMBE REVISE. RENUMBER AND ADD	JULY 12.1993
	SECTION 3 4-1 4-3 4-6 4-11 4-12 4-13 6-2 SECTION 7 SECTION 8 9-1 9-2 9-4 9-7 SECTION 10	LOCATION DWG. ADD SECTION 3 ANTENNA INSTADD PRESS BLKHD TO DWG CORRECT KRA-405 PIN b* CORRECT SPELLING ERROR. CO ADD PIN 47 CONNECTION ADD NOTES PAGE ADD NOTES AND SYMBOLS PAGE CHANGE PARAGRAPH E TO 7 NA R.F. CABLES SET P/N AND DE	TALLATION , ORRECT LABEL TALLATION , ORRECT LABEL TALLATION , ORRECT LABEL TALLATION , ORRECT LABEL ORRECT
2	1-4 2-6 2-12 4-3 4-6 4-11 8-2D 8-2E	ADD TEMPORARY REVISION 34-C TITLE PAGE RECORD OF REVISIONS ADDED SECOND PAGE OF REVISION RENUMBERED TABLE OF CONTENT RENUMBERED MASTER DRAWING IN CORRECT GC362A PART NUMBER ADDED REFERENCE TO 1.0" HOLD ADDED. LOCATION. COMM ANTEN CORRECTED REVERSED KRA-405 REDUCE AUDIO VOLUME TO 5MW DELETE CIRCLE MODE LINE TYPO CORRECTIONS ADDED APPLICABILITYCONT	SEPT 15.1993 TONS TS TS+ADD PG 8-8J LIST TE IN FS 84 TNA-LOWER PINS K + b OUTPUT
REV 2	SEPT 15,199	93 ELLIOTT FLYING SERVICE	INC PG II

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		RESORE SI REVISIONS
		DESCRIPTION DATE
3 CON	T = S - JF	ELIMINATED NOTE 5
	8−2G	ADDED 1.0 DIA HOLE FOR WIRING AND
	•	UPDATED APPLICABILITY
	<i>6−2H</i>	ENALARE CONNECTOR HOLDS TO
	8-2I	ENALARE CONNECTOR HOLES TO 1.125 IN DIA.
	•	RELOCATED ANTENNA AND ENLARGED ANTENNA
	82J	HOLES TO 1.125 IN DIA. ADD NOTES.
	8-2K	ENLARGE CONNECTOR HOLES TO 1.125 IN DIA.
	8-2L	
	8–3B	
	8-3C	REVISE ANALYSIS FOR 1.125 IN DIA HOLES
	8-3D	
	8–5C	
	E-8J	
	jo grana	** - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	3-10A	REVISE ANALYSIS FOR CORRECTED STOR OF
	a	DOUDLES
	8-13	SUPPLEMENTAL 8110-3. H.D. NEUSERT & ASSOC
3	I	CHANGE TO REV 3 OCT 1 1903
	III	ADD REV 3 CHANGES OCT 1.1993
	2-12	ADD DOUBLER THICKNESS
	3-1>3-3	RENUMBER AS SECTION 3 & REPRINT CLEARER
	پـــ تي	RENUMBER AND REWORD PARAGRAPH 3.3.9
	3-5	RENIMBER 15 SECTION 5 7 3.3.9
	S-1 18 -6	RENUMBER AS SECTION 3 & REPRINT CLEARER
	5-7	- ** **********************************
		RENUMBER AND NOTED -3 AND -7 PLATE NOT APPROVED
	8-8>8-10	AI PROVEL!
4	I	CHANGE TO REV 4 DEC 13.1993
-	III>IV	ADD REV 4 CHANGES
	V>V1	UPDATE TABLE OF CONTENTS FOR DEV.
	•	OFDAIL MASTER DRAWING I TOT BOD DOTE .
FAA	VIII>IX	ADD OPTIONAL CONFIGURATION PAGES FOR
APPROVED		APPLICABILITY FOR
E LILIKO V E D	X>XII	ADD TO AND RENUMBER HINTS
MAD 1 = 100/	1-2	ADD IVA-81A TO COMPONENT CURRENT DRAWS
MAR 15 1994	1-3	ADD IVA-81A TO COMPONENT WEIGHTS
CHICAGO AIRCRAFT		ADD IVA-81A TO TSO DATA
CERTIFICATION OFFICE		ADD INSTALLATION INCOMPLETE
CENTRAL REGION	2-14	ADD INSTALLATION INSTRUCTIONS FOR IVA-81A
CB		ADD TA/RA VSI LOCATION DWG ADD TWO WIRING DIAGRAMS
~~		CONT
		COTA I ——

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REV.	PAGE NO.	DESCRIPTION	DATE
4 CONT	4-14>4-15	MOVE AND ADD MORE NOTES	
	4-16	MOVE SYMBOLS	
	<i>5-1</i>	CHANGE WORDING TO "IGNORE EQUIP.	n
	6-1>6-4	REVISE FLIGHT TEST PROCEDURE TO	••
		INCLUDE TAVSI	
	SECTION 9	REV 3 TO FMS FOR TAVVSI EQUIPPED	
		AIRCRAFT	
5	1	CHANGE TO REV 5	AUG 8,1994
	IV	ADD REV 5 TO RECORD OF REVISIONS	7100 0, 7007
	V-VI	UPDATE AND REPRINT TABLE OF CONTE	=∧ <i>iT</i> *
	VII	UPDATE MASTER DWG LIST (DWG IVA81)	A)
	VIII	REPRINT THIS PAGE	")
	IX	REPRINT THIS PAGE	
	X	ADD TID-66A APPLICABILITY PAGE	
	XI-XIII	RENUMBER AND REPRINT HINTS PAGE	
	1-2	ADD DATA FOR TID-66A	
	1-3	ADD DATA FOR TID-66A	
	1-4	ADD DATA FOR TID-66A	
	2-13	ADD TID-66A INSTALLATION	
	2-14	PEV 5 TO DIVICAGE BANGULOG ADDITION	
	Z. 14	REV 5 TO DWG.NO.PANELLOC,ADD TID-66	6A
	4-12	INSTALLATION LOCATION	
	712	REV 5 TO DWG.NO. IVA81A, ADD TID-66A WIRING DIAGRAM	
	<i>4</i> -13		
	- 13 4-14	REV 5 TO DWG.NO. TPU66A9, ADDED TID-	66A TO NOTE
	4-14 4-15	REPRINT THIS PAGE	
		UPDATE NOTES FOR PAGES 4-12 AND 4-1.	3 [.]
	SECTION 6	REVISE TO INCLUDE TID-66A	
	SECTION 9	REV 4 TO FMS FOR TID-66A	
	1	CHANGE TO REV 6	
	IV	ADD REV 6 TO RECORD OF REVISIONS	
	VI	ADD SECTION 11 TO TABLE OF CONTENTS	}
	SECTION 11	TPU-66A PROCESSOR ALTERNATE LOCAT	ON
	1	CHANGE TO REV 7	04/01/1998
	IV	ADD REV 7 TO RECORD OF REVISIONS	
	VI	UPDATE TABLE OF CONTENTS TO REFLEC	T REV 7
	VII	UPDATE DRAWING LIST TO SHOW TCAS CA	BI ES
	7-1	REMOVE THE FIRST AND SECOND PARAGE	PAPHS
	7-2	ADD 200-TCAS1-01 TCAS CABLE DRAWING	uni 110
	7-3	ADD 200-TCAS1-02 TCAS CABLE DRAWING	

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ACE - 117 C 1580 APR 2 4 1998

REV 7 APRIL 01, 1998 FAA Approved date CERTIFICATION OFFICE CENTRAL REGION

PG. IV

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REV.	PAGE NO.	DESCRIPTION	DATE
8	1	Change to Rev 8	08/25/98
	IV-A	add additional page	
	VI	Revise for revision 8	
	VII	Add new cable sets, bulkhead	& alt antenna location
	XIII	Add hints on alternate lower a	ntenna location
	· 2-2	Add alternate lower antenna lo	ncation
	<i>2-</i> 3	Add alternate lower antenna lo	nation
	2-4	Add alternate lower antenna lo	vation
	2-5	Add alternate lower entered to	calion
	7-1	Add alternate lower antenna lo	cation
	7-4	Add new RF cable data	
	- ·	Add new cable drawing	
	7-5	Add new cable drawing	
	7-6	Add new cable drawing -	
	<i>8-7</i>	Add note for feedthrough	
	<i>8-13</i>	Add alternate bottom antenna d	loubler
	8-14	Add alternate bottom doubler riv	vot nottom
	<i>8-15</i>	Add alternate bottom doubler lo	vet pattern
	8-16	Add Bulkhood foodbrowsh Is a	valion v-
	8-17	Add Bulkhead feedthrough local	tion
	- · ·	Add Bulkhead feedthrough draw	ving
	8-18 3-19	Add Willis & Kaplan report 85-1:	35-1 Rev 0
	8-19	Add Willis & Kaplan report 88-1:	32-1 Rev 1

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CENTRAL REGION

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COMPONENT TSO DATA
SECTION 2 INSTALLATION
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EQUIPMENT LOCATIONS AND WIRE ROUTING
TPU66A INSTALLATION INSTRUCTIONS
GC362A INSTALLATION INSTRUCTIONS
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DWG. NO. TPU66A
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MASTER DRAWING LIST

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2-1 2-14 3-8 7-2 7-3 7-4 7-5 7-6 8-13 8-14 8-15 8-16 8-17	SHELFLOC PANALLOC RIVPTN CABLE TCAS1-01 CABLE TCAS1-02 CABLE TCAS1-04 CABLE TCAS1-05 CABLE TCAS1-06 BOT DOB 1-3 BOT DOB 2-3 BOT DOB 3-3 BULKHEAD FPB DOUBLER	EQUIPMENT LOCATION, NOSE & PEDESTAL IVA-81A OR TID-66A PANEL LOCATION ACTUAL SIZE RIVET PATTERN, TOP ANTENNA 200-TCAS1-01 ANTENNA CABLE DRAWING 200-TCAS1-02 ANTENNA CABLE DRAWING 200-TCAS1-04 ANTENNA CABLE DRAWING 200-TCAS1-05 ANTENNA CABLE DRAWING 200-TCAS1-06 ANTENNA CABLE DRAWING ALTERNATE LOWER ANTENNA DOUBLER ALTERNATE LOWER ANTENNA DOUBLER RIVET PATTERN ALTERNATE LOWER ANTENNA INSTALLATION BULKHEAD FEED THRU LOCATION BULKHEAD FEED THRU DETAILED DRAWING
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4-11 4-12 4-13	CP66A TPU66A1 TPU66A2 TPU66A3 TPU66A4 TPU66A5 TPU66A6 TPU66A8 ANT67A GC362A IVA81A TPU66A9	CONTROL PANEL TCAS POWER, ATTITUDE, HEADING TCAS 26VAC REF, RADIO ALT TCAS ALTITUDE INPUT TCAS STRAPS AND DISCRETES JUMPER PLUG A - RADAR DISPLAY TCAS AUDIO INTERFACE, SUPPRESSION TCAS DIAGNOSTIC/DATA RECORDER MODE S ADDRESS (EXAMPLE) TCAS DIRECTIONAL ANTENNAS RADAR GRAPHICS ADAPTER IVA-81A TAVSI INDICATOR AND TID-66A TRAFFIC DISPLAY JUMPER PLUG A-TAVSI DISPLAY
2-12 2 8-2D 2 8-2E 2 8-2F 2 8-2G 2 8-2H 2 8-2I 2 8-2J 2 8-2X 2	200-091493 200-062593 10f4 200-062593 20f 4 200-062593 30f4 200-062593 40f4 200-072993 200-082493 200-073093 200-082393	LOCATION COMM ANTENNA LOWER STA 84.00 BULKHEAD-REINFORCEMENT LOCATION, ANTENNA HOLES UPPER LOCATION, ANTENNA LOWER HOLES LOCATION, ADAPTER UPPER INSTALLATION, ADAPTER ANT-81A UPPER PATCH, NON-STRUCTURAL, EXIST.HOLE

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APPLICABILITY

RADAR DISPLAY CONFIGURATION

THE FOLLOWING DRAWINGS ARE APPLICABLE TO ALL INSTALLATIONS USING THE <u>RADAR</u> <u>INDICATOR ONLY</u> FOR TCAS I DISPLAY.

PAGE 1	NO. DWG. NO.	DESCRIPTION
2-1	SHELFLOC	EQUIPMENT LOCATIONS, NOSE + PEDESTAL
<i>3-</i> 8	RIVPTN	ACTUAL SIZE RIVET PATTERN, TOP ANT.
	WIRING DIAGRAMS	
4-1	CP66A	CONTROL PANEL
4-2	TPU66A1	TCAS POWER, ATTITUDE, HEADING
<i>4-3</i>	<i>TPU66A2</i>	TCAS 26VAC REF, RADIO ALT
4-4	TPU66A3	TCAS ALTITUDE INPUT
4-5	TPU66A4	TCAS STRAPS AND DISCRETES
4-6	TPU66A5	JUMPER PLUG A - RADAR DISPLAY
4-7	TPU66A6	TCAS AUDIO INTERFACE, SUPPRESSION
<i>4-</i> 8	<i>TPU66A7</i>	TCAS DIAGNOSTIC/DATA RECORDER
4-9	TPU66A8	MODE S ADDRESS (EXAMPLE)
4-10	ANT67A	TCAS DIRECTIONAL ANTENNAS
4-11	GC362A	RADAR GRAPHICS ADAPTER
S	TRUCTURAL DIAGR	AMS
2-12	200-091493	LOCATION, COMM ANTENNA-LOWER
8-2D	200-062593 lof4	STA 84.00 BULKHEAD-REINFORCEMENT
8-2E	200-062593 2of4	"
8-2F	200-062593 3of4	n
8-2G	200-062593 4of4	n
8-2H	200-072993	LOCATION, ANTENNA HOLES-UPPER
8-2I	200-082493	LOCATION, ANTENNA-LOWER, HOLES
8-2J	<i>200-072893</i>	LOCATION, ADAPTER-UPPER
8-2K	200-073093	INSTALLATION, ADAPTER ANT-81A-UPPER
8-2L	200-082393	PATCH, NON-STRUCTURAL, EXIST. HOLE
EQUIPME	NT REQUIRED:	1 ea - TPU-66A TCAS PROCESSOR
		P/N 066-01145-0101
		l ea - CP-66A CONTROL PANEL
		P/N 071-01547-0101
		2 ea - ANT-67A DIRECTIONAL ANTENNA
		P/N 071-01548-0101
		1 ea - GC-362A GRAPHICS ADAPTER
		P/N 071-02978-0102

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APPLICABILITY

IVA-81A TA/VSI DISPLAY CONFIGURATION

THE FOLLOWING DRAWINGS ARE APPLICABLE TO ALL INSTALLATIONS USING A PILOTS <u>IVA-81A TA/VSI ONLY</u> FOR TCAS I DISPLAY.

PAGE	ENO. DWG. NO.	DESCRIPTION
2-1	SHELFLOC	EQUIPMENT LOCATIONS, NOSE + PEDESTAL
2-14	<i>PANELLOC</i>	TA/RA VSI INSTALLATION LOCATION
<i>3-</i> 8	RIVPTN	ACTUAL SIZE RIVET PATTERN, TOP ANT.
	WIRING DIAGRAMS	•
4-1	CP66A	CONTROL PANEL
4-2	TPU66A1	TCAS POWER, ATTITUDE, HEADING
4-3	TPU66A2	TCAS 26VAC REF, RADIO ALT
4-4	TPU66A3	TCAS ALTITUDE INPUT
4-5	TPU66A4	TCAS STRAPS AND DISCRETES
4-7	TPU66A6	TCAS AUDIO INTERFACE, SUPPRESSION
<i>4-8</i>	TPU66A7	TCAS DIAGNOSTIC/DATA RECORDER
4-9	TPU66A8	MODE S ADDRESS (EXAMPLE)
4-10	ANT67A	TCAS DIRECTIONAL ANTENNAS
4-12	IVA81A	IVA-81A TA/VSI INDICATOR AND TID-66A TCAS DISPLAY
4-13	TPU66A9	JUMPER PLUG A - TAVVSI DISPLAY
	STRUCTURAL DIAGRA	IMS
2-12	200-091493	LOCATION, COMM ANTENNA-LOWER
8-2D	200-062593 lof4	STA 84.00 BULKHEAD-REINFORCEMENT
8-2E	200-062593 2of4	"
8-2F	200-062593 3of4	n
8-2G	200-062593 4of4	n
8-2H	200-072993	LOCATION, ANTENNA HOLES-UPPER
8-2I	200-082493	LOCATION, ANTENNA-LOWER, HOLES
8-2J	200-072893	LOCATION, ADAPTER-UPPER
8-2K	200-073093	INSTALLATION, ADAPTER ANT-81A-UPPER
8-2L	200-082393	PATCH, NON-STRUCTURAL, EXIST. HOLE
		, SIROCI OIGH, EAISI. HOLE
<i>EQUIPM</i>	IENT REQUIRED:	1 ea - TPU-66A TCAS PROCESSOR
		P/N 066-01145-0101
		1 ea - CP-66A CONTROL PANEL
		P/N 071-01547-0401
		2 ea - ANT-67A DIRECTIONAL ANTENNA
		P/N 071-01548-0101
		1 TT24 O.1 4 M 4 M 4 M 90 T 1

1 ea - IVA-81A TA/RA VSI INDICATOR

P/N 066-50001-3104

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APPLICABILITY

TID-66A TRAFFIC DISPLAY CONFIGURATION

THE FOLLOWING DRAWINGS ARE APPLICABLE TO ALL INSTALLATIONS USING A <u>TID-66A TRAFFIC DISPLAY ONLY</u> FOR TCAS I DISPLAY.

PAGE	NO. DWG. NO.	DESCRIPTION
2-1	SHELFLOC	EQUIPMENT LOCATIONS, NOSE + PEDESTAL
2-14	PANELLOC	TA/RA VSI INSTALLATION LOCATION
<i>3-</i> 8	RIVPTN	ACTUAL SIZE RIVET PATTERN, TOP ANT.
		The state of the s
	WIRING DIAGRAMS	
4-1	CP66A	CONTROL PANEL
4-2	TPU66A1	TCAS POWER, ATTITUDE, HEADING
<i>4-3</i>	TPU66A2	TCAS 26VAC REF, RADIO ALT
4-4	TPU66A3	TCAS ALTITUDE INPUT
<i>4-5</i>	TPU66A4	TCAS STRAPS AND DISCRETES
<i>4-</i> 7	TPU66A6	TCAS AUDIO INTERFACE, SUPPRESSION
4-8	TPU66A7	TCAS DIAGNOSTIC/DATA RECORDER
<i>4-9</i>	TPU66A8	MODE S ADDRESS (EXAMPLE)
4-10	ANT67A	TCAS DIRECTIONAL ANTENNAS
4-12	IVA81A	IVA-81A TA/VSI INDICATOR AND TID-66A TRAFFIC DISPLAY
<i>4-13</i>	TPU66A9	JUMPER PLUG A - TA/VSI DISPLAY
	STRUCTURAL DIAGRA	MS .
2-12	200-091493	LOCATION, COMM ANTENNA-LOWER
8-2D	200-062593 lof4	STA 84.00 BULKHEAD-REINFORCEMENT
8-2E	200-062593 2of4	"
8-2F	200-062593 3of4	n
8-2G	200-062593 4of4	n
8-2H	200-072993	LOCATION, ANTENNA HOLES-UPPER
8-2I	200-082493	LOCATION, ANTENNA-LOWER, HOLES
8-2J	<i>200-072893</i>	LOCATION, ADAPTER-UPPER
8-2K	200-073093	INSTALLATION, ADAPTER ANT-81A-UPPER
8-2L	200-082393	PATCH, NON-STRUCTURAL, EXIST. HOLE
<i>EQUIPM</i>	ENT REQUIRED:	1 ea - TPU-66A TCAS PROCESSOR
		P/N 066-01145-0101
		1 ea - CP-66A CONTROL PANEL
		P/N 071-01547-0401
		2 ea - ANT-67A DIRECTIONAL ANTENNA
		P/N 071-01548-0101
		l ea - TID-66A TRAFFIC DISPLAY
		P/N 066-50011-0201

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***** READ THIS BEFORE DOING THE INSTALLATION *****

EFS TCAS 200 INSTALLATION HINTS

1. SYSTEM CONFIGURATION

THIS STC COVERS THREE **POSSIBLE** CONFIGURATIONS FOR THE DISPLAY OF TCAS I TRAFFIC INFORMATION:

- TCAS ON THE EXISTING RADAR INDICATOR. SEE PAGE VIII FOR APPLICABILITY OF WIRING DIAGRAMS AND EQUIPMENT REQUIRED.
- -- TCAS DISPLAYED ON SINGLE IVA-81A TA/RA VSI. TA/RA VSI INSTALLED IN PLACE OF THE PILOTS IVSI. SEE PAGE IX FOR APPLICABILITY OF WIRING DIAGRAMS AND EQUIPMENT REQUIRED.
- -- TCAS DISPLAYED ON A TID-66A TRAFFIC DISPLAY DEDICATED SOLELY TO THE TCAS I SYSTEM. SEE PAGE X FOR APPLICABILITY OF WIRING DIAGRAMS AND EQUIPMENT REQUIRED.

2. TOP DIRECTIONAL ANTENNA

THE TOP TCAS DIRECTIONAL ANTENNA LOCATION (FS 150.00) IS THE NEXT BULKHEAD AFT OF THE LAP JOINT ON TOP OF THE COCKPIT. THIS LARGE VISIBLE LAP JOINT IS THE BEST REFERENCE FOR LOCATING THE CORRECT TOP DIRECTIONAL ANTENNA LOCATION.

BEFORE DRILLING **ANY** HOLES IN THE SKIN FOR THE TOP ADAPTER PLATE LAY OUT THE INTERNAL STRUCTURE ON THE OUTSIDE SKIN USING THE EXISTING RIVETS AS A REFERENCE. THIS WILL PREVENT DRILLING ON EDGES, HALF THROUGH EXISTING RIVETS ETC. **REMEMBER** RIVET LOCATION MAY BE ADJUSTED ONLY IN ACCORDANCE WITH NOTE 2, PAGE 8-2K, DWG.NO. 200-073093.

YOUR AIRCRAFT MAY HAVE THREE ROUNDHEAD SCREWS IN A TRIANGULAR PATTERN ON THE CENTERLINE THAT INTERFERE WITH THE ADAPTER PLATE. THESE SCREWS WERE SOMETIMES INSTALLED AS A PROVISION FOR AN HF RADIO ANTENNA. THEY MAY BE REPLACED WITH COUNTERSUNK SCREWS IN THE SAME MANNER THE BOTTOM SCREW HOLES FROM THE REMOVED COMM ANTENNA ARE FILLED WITH COUNTERSUNK SCREWS. THIS IS ASSUMING THESE SCREWS ARE NOT USED. REF. PAGE 8-2L, DWG. NO. 200-082393.

DON'T BE AFRAID TO ORDER EXTRA DYNAMOLD MOLDABLE SHIM. IT IS NOT VERY EXPENSIVE AND THE SHELF LIFE IS 3 YEARS. WE USED TWO 100 GRAM FIELD KITS.

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EFS TCAS 200 INSTALLATION HINTS (CONT)

3. BOTTOM TCAS DIRECTIONAL ANTENNA

THE EXISTING BOTTOM COMM ANTENNA IS REMOVED AND THE EXISTING DOUBLER (MASSIVE) IS USED FOR THE INSTALLATION OF THE BOTTOM TCAS DIRECTIONAL ANTENNA.

THE REAR TCAS ANTENNA MOUNTING SCREWS GO THROUGH THE FLANGE OF FS 158.00 BULKHEAD. THE TCAS ANTENNA IS ACTUALLY ONE BAY AFT OF WHERE THE COMM ANTENNA CONNECTOR HOLE IS LOCATED.

THE POSITION OF THE ANTENNA SIDE TO SIDE IS TO LINE UP CENTERLINE TO CENTERLINE WITH THE OLD COMM ANTENNA LOCATION. THIS KEEPS THE EXISTING NUTPLATES FROM INTERFERING WITH THE TCAS ANTENNA CONNECTOR HOLES IN THE FUSELAGE.

THE PATCH OVER THE OLD COMM ANTENNA CONNECTOR HOLE SHOULD HAVE A DISK OF ALUMINUM RIVETED TO IT TO PROVIDE A FLUSH PATCH WITH THE OUTSIDE SKIN.

4. EQUIPMENT MOUNTING

THE TCAS PROCESSOR INSTALLATION AND THE GRAPHICS ADAPTER INSTALLATION MUST BE PULL TESTED.

IF THE TCAS PROCESSOR INSTALLATION LOCATION IS DIFFERENT THAN THAT SHOWN IN THE STC PACKAGE THE RF CABLES SET MAY NEED TO BE REDESIGNED TO ACCOMMODATE ANY CHANGE IN LENGTH REQUIRED FROM FS 84.00 FEEDTHROUGHS TO THE PROCESSOR. WHEN ORDERING THE CABLE SET PLEASE BE SURE AND SPECIFY IN WRITING ANY CHANGE NEEDED IN THIS LENGTH AND THE INTENDED INSTALLATION LOCATION.

A COMPLETE TEST REPORT AND A CABLE ASSEMBLY CERTIFICATION WILL ACCOMPANY EVERY RF CABLE SET.

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EFS TCAS 200 INSTALLATION HINTS (CONT)

3. BOTTOM TCAS DIRECTIONAL ANTENNA

THE EXISTING COMM ANTENNA IS REMOVED AND THE EXISTING DOUBLER (MASSIVE) IS USED FOR THE INSTALLATION OF THE BOTOM TCAS DIRECTIONAL ANTENNA.

THE REAR TCAS ANTENNA MOUNTING SCREWS GO THROUGH THE FLANGE OF FS. 158.00 BULKHEAD. THE TCAS ANTENNA IS ACTUALLY ONE BAY AFT OF WHERE THE COMM ANTENNA CONNECTOR HOLE IS LOCATED.

THE POSITION OF THE ANTENNA SIDE TO SIDE IS TO LINE UP CENTERLINE TO CENTERLINE WITH THE OLD COMM ANTENNA LOCATION. THIS KEEPS THE EXISTING NUTPLATES FROM INTERFERING WITH THE TCAS ANTENNA CONNECTOR HOLES IN THE FUSELAGE.

THE PATCH OVER THE OLD COMM ANTENNA CONNECTOR HOLE SHOULD HAVE A DISK OF ALUMINUM RIVETED TO IT TO PROVIDE A FLUSH PATCH WITH THE OUTSIDE SKIN.

3A. ALTERNATE BOTTOM DIRECTIONAL ANTENNA LOCATION

WHEN THE ALTERNATE MOUNTING LOCATION IS USED (JUST AFT OF THE MAIN SPAR REF DWG.NO. BOT DOB 3-3 PAGE 8-15) THE COMM ANTENNA WILL NOT HAVE TO BE RELOCATED. BUILD AND INSTALL THE ANTENNA DOUBLER AS SHOWN ON PAGES 8-13 THRU 8-15. WHEN THE DOUBLER IS INSTALLED SEAL THE AREA WITH PS890B ½ OR EQUIVALENT PRESSURE SEALENT.

4. EQUIPMENT MOUNTING

THE-TCAS PROCESSOR INSTALLATION AND THE GRAPHICS ADAPTER INSTALLATION MUST BE PULL TESTED.

IF THE TCAS PROCESSOR INSTALLATION LOCATION IS DIFFERENT THAN THAT SHOWN IN THE STC PACKET THE RF CABLE SET MAY NEED TO BE REDESIGNED TO ACCOMMODATE ANY CHANGES IN THE LENGTH REQUIRED FROM FS 84.00 FEED THROUGHS TO THE PROCESSOR. WHEN ORDERING THE CABLE SET PLEASE BE SURE AND SPECIFY IN WRITING ANY CHANGES NEEDED IN THIS LENGTH AND THE INTENDED INSTALLATION LOCATION.

A COMPLETE TEST REPORT AND A CABLE ASSEMBLY CERTIFICATION WILL ACCOMPANY EVERY RF CABLE SET.

WHEN THE FORWARD PRESSURE BULKHEAD FEED THROUGH (AS SHOWN ON PAGE 8-16 & 8-17) IS USED YOU CAN INSTALL A CABLE SET THAT DOES NOT REQUIRE TNC BULKHEAD FEED THROUGHS FROM THE PROCESSOR TO THE ANTENNAS.

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	U.S. DEPARTMENT	OF TRANS	PORTATION		DATE
	FEDERAL AVIATI	ION ADMIN	IISTRATION		12/13/99
STATEMENT OF CO	TATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS				12710/00
			T COMPONENT IDENTIFIC		
MAKE	MODEL NO.	TYPE (Air	plane, Radio, Helicopter, etc.)		NAME OF APPLICANT
BEECHCRAFT	B200		Airplane		RAYTHEON AIRCRAF SERVICES
		LIS	T OF DATA		I OLKVICES
IDENTIFICATION			TITLE		
Report Number:					
121399-1S Rev. IR Date: 12/13/99	Structural Substantia BEECHCRAFT Mode	ation of TC lel B200,	AS Antenna Installation in AC Reg. No. N3168F, S/N BB-	1668	
·	(2) Raytneon Draw	wing No. R	the installation will require sepa AS991209 defines the modifie AS991209 is included in Pages	d installat	tion
PLICABLE REQUIREMENTS	(List specific sections)	;)	JOR ALTERATION S/N BB-		
PAR'S 23.301 THROUGH	23.341, 23.471, 23.	.561, 23.6	601 THROUGH 23.615, 23.	571	
RIFICATION - Under aut	thority vested by direct	tion of the	Administrator and in accordance	ce with co	onditions and
nbered <u>NONE</u> ha	er Part 183 of the Fede	leral Aviati	on Regulations, data listed abo	ve and or	n attached sheets
	ive been examined in a	accordance	e with established procedures	and foun	d to comply
n applicable requirements o					
I (We) therefore □ Re	ecommend approval of	f these dat	a		
	prove these data				
NATURE(S) OF DESIGNATED EN	IGINEERING REPRESENTA	ATIVE(S)	DESIGNATION NUMBER(S)		CLASSIFICATION(S)
or Juarez	m'		DERT-710148-SW	_	Structures
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,	U.S. DEPARTMENT OF TRANSF	PORTATION		DATE			
STATEMENT OF OR	FEDERAL AVIATION ADMINIS	STRATION		12/12/99			
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MAKE	AIRCRAFT OR A	AIRCRAFT COMPONENT IDENTIFI	CATION				
	MODEL NO.	TYPE (Arrplane, Radio, Helicopter.	NAME OF APP	PLICANT			
Beechcraft	200	etc.)					
	200	Airplane	Rayt	heon Aircraft Services			
NE PIENTEN		LIST OF DATA					
DENTIFICATION		TITLE					
RAS-49-9915 Rev IR Dated 12/04/99	TCAS CAS-66A	STC Deviations					
RAS-32-9913 UNS-1K GPS System with EFIS-84 Dated 11/15/99							
		This approval is for the Electrosign data only, and is not Approval for aircraft S/N BB Approval of TCAS minor deverage and the FAA STC SA115CH. After modification is completed in accordance with Rayl RAS-GF-9714, EMI/RFI Testrosign of the Electrosic Approval is for the Electrosic Approval of TCAS minor development of the Electrosic Approval of TCAS minor data for the Electrosic Approval of TCAS m	installation appro -1668 only. viations only to te, perform EMI/F	oval.			
RPOSE OF DATA							
n support of a modification	on to install A TCAS and	GPS in serial number BB-1	668				
		The state of the s	000.				
LICABLE REQUIREMENTS (List)	pecific sections)		· · · · · · · · · · · · · · · · · · ·				
AR 23.1301 a,b,c AR 23.1307 b3 AR 23.1329 h	FAR 23.1359 c FAR 23.1431 b						
RTIFICATION - Under authorpointment under Part 183 of Alone Entrements of the Federal Avia	have been evening in	e Administrator and in accordance tions, data histed above and on atta ardance with established procedure	with conditions and ched sheets numbers and found to compl	limitations d y with applicable			
(e) Therefore	Recommend approval of these de						
GNATURE(S) OF DESIGNATED E	NGINEERING REPRESENTATIVE	E(S) DESIGNATION NUMBER	RS(S) ~	ACQUITE STATE			
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Form 8110-3 (11-70) 8	LIPERSEDSS PREVIOUS EDITION			620.001-6			

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of Tra	APPLICATION FOR US.Department of Transportation Federal Aviation Administration 11.REGISTRATION MARK APPLICATION FOR AIRWORTHINESS CERTIFICATE LEAGURGE STRATION MARK 12.AIRCRAFT BUILDER'S NAME (Make)				INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable																
		EGISTR	ATIO! 168F				RAFT BU HEON A						AFT MODE B200	L DESI	IGNAT	ION	4. YR. MFR 1999	FAA COI			50006
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	X.	F. This inspection Recorded in Aircraft	seords		FAR 21.183 (a) pe	21.273 (Copy attached)	
VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)		E. Major Repair and Atteration, FAA F	(beniupen nehw behastlA) TEE m	x	J. Current Airworthines	s Certificate Issued in Accordanc	rtiiv eone
F S S	X	D. Current Weight and Balance Inform	fiscatiA ni eldslisvA noi		AA4	ячэ	(bertastlA laniginO)
I SE SE		C. Data, Drawing, Photographs, etc. (A	tached when required)		I. Previous Airworthine	s Certificate Issued in Accordance	ance with
B A E		B. Current Operating Limitations Attac	pa	<u> </u>	(Attach when requir	, (p:	, 3
N Siss		eldsoilgqA as 9-16.19			H. Foreign Airworthine	s Certification for Import Aircraft	
	X	A. Operating Limitations and Markings	n Compliance with FAR 91.9		G. Statement of confor	nity, FAA Form 8130-9 (Attach w	(рәліпрел пәчм н
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UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL RAYTHEON AIRCRAFT	COMPANY	3.	AIRCRAFT SERIAL NUMBER	4	CATEGORY
N3168F	B200	•		BB-1658		MORNAL

5. AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions:

NONE

6 TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE

07-30-99

FAA REPRESENTATIVE

Robert Alliband

DESIGNATION NUMBER

DOA, PC#8

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding \$ years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (8-82)

★ U.S. GOVERNMENT PRINTING OFFICE: 1991 - 668-228

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		*				19: Used Parts - Piè	cec usanées	CAR	571.10 - Maintenance Release	
14. New	Parts - Pièces neuves		Chapter 561			13. 63.21.21.5-1.10	cco asagono	RAC	571.10 - Certification après maintenance	
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		ifed above event or	Il est certifié ou	e la (les) nièce	(s) identifiée(s) ci-	Certified that the m	aintenance sp	ecified above	Il est certifié que la maintenance spécifié ci-haut, a été effectuée conformément aux normes de	
Certifies	that the part(s) ident	(13 has (have) been	haut, sauf si autre	ement spécifié à	la case 13, a (ont)	has been performed applicable standar	l in accorda	hiness Excent as	navigabilité applicables. Sauf si autrement	
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,15, Sign:	ature	(5)	16. Appr	oval Ref. No F	Réf. d'aiutorisation	20. Signature			21. Approval Ref. No Ref. d'autorisation	
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Installer must cross-check eligibility with applicable technical data - Le monteur doit vérifier l'admissibilité avec les données techniques pertinentes

USER/INSTALLER RESPONSIBILITIES

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/ component/assembly.

Where the user/installer works in accordance with the national regulations of an Airworthiness Authority different than the Airworthiness Authority of the country specified in block 1 it is essential that the user/installer ensures that his/her Airworthiness Authority accepts parts/components/assemblies from the Airworthiness Authority of the country specified in block 1.

Statements 14 and 19 do not constitute installation certification. In all cases the aircraft maintenance record must contain an installation certification issued in accordance with the national regulation by the user/installer before the aircraft may be flown.

RESPONSABILITES DE L'USAGER/MONTEUR

Il est important de bien comprendre que de par son existence ce document ne constitue pas forcément l'autorisation d'installer la pièce/composant/ensemble.

Lorsque l'usager/monteur (euse) travaitle conformément aux règlements nationaux d'une autorité de navigabilité, autre que l'autorité de navigabilité inscrite à la case 1, il est essentiel que l'usager/monteur (euse) s'assure que son autorité de navigabilité accepte les pièces/composants/ensembles de l'autorité de navigabilité inscrite à la case 1.

Les déclarations appraiseant aux case 1.

Les déclarations apparaissant aux cases 14 et 19 ne constituent pas une certification de montage. En tout temps le dossier de maintenance de l'aéronef doit contenir une certification de montage émise selon les règlements nationaux, par l'usager/monteur (euse), avant que l'aéronel puisse décoller.

BB-1668 L

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6. Item 7. Description 8. Part No No de pièce 9. Eligibility-Admissibilité 10. Oty-Oté 11. Serial/Batch NoNo de série/ 12. Status/Work - État/travail									
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13. Rema	rks - Remarques								
CANAI	DIAN TYPE CE	RTIFICATE E-12, FA	AA TYPE CE	RTIFICATE	E E4EA				
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									NDITION FOR SAFE OPERATION.
THIS E	NGINE HAS BE	EN SUBJECTED BY	THE MANU	IFACTURE	R TO A FINAL OF	PERATION CHE	CK AND	IS IN A PROPE	R STATE OF AIRWORTHINESS.
									
14. New I	Parts - Pièces neuves		Chapter 561			19: Used Parts - Piè	es usagées	CAR	571.10 - Maintenance Release
		M de N	Chapitre 561					RAC	571.10 - Certification après maintenance
Carrifica	that the part(s) identi-	Fad above event or	Il act certifié que	la (lac) nièce/	s) identifiée(s) ci-	Certified that the ma	intensace spe	cified above	Il est certifié que la maintenance spécifié ci-haut,
	specified in block				la case 13, a (ont)	has been performed	in accordan	se with the	a été effectuée conformément aux normes de
manufacti	ured/inspected in acc	cordance with the	été construite(s)	/inspectée(s) co	informément aux	applicable standard otherwise specified			navigabilité applicables. Sauf si autrement spécifié, à la case 13, la remise en service de la
	design data and wit				inentes et aux	released for service.		me ban(s) is tale)	(des) pièce(s) est autorisée.
regulation	egulations of the stated country. règlements de navigabilité au pays indiqué.								
15. Signa	ture	1) (E) 70 A.E.	I6. Appro	val Ref. No R	é£ d'aiutorisation	20. Signature	**********		21. Approval Ref. No Ref. d'autorisation
15. Signature 7.c. 4-58 NO. 027 16. Approval R					VL 4 - 58				
//17.Name(typed or printed)-Nom/dactylographić ou imprimé) 18. Date						22.Name(typed or prin	ted)-No(dact	vlographić ou	23. Date
	J. MACD		,	1999 APR	29	imprimé)	,		

Installer must cross-check eligibility with applicable technical data - Le monteur doit vérifier l'admissibilité avec les données techniques pertinentes

USER/INSTALLER RESPONSIBILITIES

It is important to understand that the existence of this document alone does not automatically constitute

authority to install the part/ component/assembly.

Where the user/installer works in accordance with the national regulations of an Airworthiness Authority different than the Airworthiness Authority of the country specified in block 1 it is essential that the user/installer ensures that his/her Airworthiness Authority accepts parts/components/assemblies from the Airworthiness Authority of the country specified in block 1.

Statements 14 and 19 do not constitute installation certification. In all cases the aircraft maintenance record must contain an installation certification issued in accordance with the national regulation by the user/installer before the aircraft may be flown.

RESPONSABILITES DE L'USAGER/MONTEUR

3. Certificate Ref. No. - No de référence du bon

Il est important de bien comprendre que de par son existence ce document ne constitue pas forcément l'autorisation d'installer la pièce/composant/ensemble.

Lorsque l'usager/monteur (euse) travaille conformément aux règlements nationaux d'une autorité de navigabilité, autre que l'autorité de navigabilité inscrite à la case 1, il est essentiel que l'usager/monteur (euse) s'assure que son autorité de navigabilité accepte les pièces/composants/ensembles de l'autorité de navigabilité

Les déclarations apparaissant aux cases 14 et 19 ne constituent pas une certification de montage. En tout temps le dossier de maintenance de l'aéronef doit contenir une certification de montage émise selon les règlements nationaux, par l'usager/monteur (euse), avant que l'aéronel puisse décoller.

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1. Country-Pays

