N53RD 1981 Cessna Citation I

FAA Form 337s

MSN: 500-0415



Prepared by the worldwide aviation specialists at RidgeAire, Inc.

②
US Department
of Transportation
Federal Aviation

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

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

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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 airworthlness requirements.

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MAJOR REPAIR AND ALTERATION

Form Approved OMB No.2120-0020

For FAA Use Only

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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 DEC 0 9 2003 Signature of Authorized Individual Christopher White									
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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.)

Removed the following:

- Comm Receiver / Transmitter model VHF20A pn 622-1879-001 (Qty 2)
- Nav Receiver model VIR30A pn 622-0876-001 (Qty 2) 2.
- Transponder model TDR90 pn 622-1270-001. 3.
- 4. GNS 500A RCU pn 10050-6-5M-1140.
- GNS 500A OEU pn 10600-3-202. 5.
- GNS 500A ACU pn 11155-1.
- GNS 500A CDU pn 11555-2. 7
- GNS 500A CDI pn 10070-1.
- GPS Downconverter pn 400-014135-01. 9.
- 10. Nav / Comm / Transponder control panel pn IU434-001.

Installed the following:

- Garmin Nav / Comm / GPS model GNS530 pn 010-00182-31.
- Garnin Nav / Comm / GPS model GNS430 pn 010-0013931. 2
- Garmin GAD 42 Interface adapter pn 010-00154-01 (Qty 2).
- Garmin Transponder model GTX 330 pn 010-00230-21. 4.
- 5. Garmin Transponder model GTX 327 pn 010-00188-12.
- GPS Antenna model GA56 pn 010-10040-01 (Qty 2). 6.
- Bendix King Marker Beacon Receiver model KR-21 pn 066-1021-02 (Qty 2).
- 8 Transponder antenna pn DMNI 70-2.
- Shadin Fuel Flow / Airdata Computer model ADC200 pn 962820-3.
- Shadin OAT probe pn 681201-1.

Dual Garmin Nav / Comm / GPS installed in accordance with Avionics Services Dwg. no. ASI-34-1382-1003. Dual Transponders installed in accordance with Avionics Services Dwg. no. ASI-34-1382-04-1003. Dual Marker Beacon receivers installed in accordance with Avionics Services Dwg. no. ASI-34-1382-02-1003. ADC 200 installed in accordance with Avionics Services Dwg. no. ASI-34-1382-01-1003. Installed provisional wining for Stormscope WX500 in accordance with Avionics Services Dwg. no. ASI-34-1382-03-1003. All wining installed in accordance with AC 43.13-1B chapter 11. Electrical load analysis reflects no adverse effects on existing electrical / avionics buss. EMI test completed in accordance with AC 43.13-1B chapter 11, section 8, para. 11-107.

GPS antennas installed in accordance with Dwg. no. 230-3457-001, Transponder antenna installed in accordance with Dwg. no. 230-3452-001, reference approved FAA Form 8110-3 by Kamela J. Meader.

Installed placard "DUAL GPS FOR VFR USE ONLY"

Instructions for Continued Airworthiness ref:

ASI-1382-GPS-ICA Dual Garmin Nav / Comm / GPS

Dual Garmin Transponders

ASI-1382-TXP-ICA

Dual Marker Receivers

ASI-1382-MB-ICA

Shadin ADC 200

ASI-1382-ADC-ICA

Revised aircraft equipment list. See new weight and balance.

******	End	Report	*******

Additional Sheets Are Attached



FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT for GTX 330 with ADS-B Out as installed in

Cessna 500

Reg. No. N53RD S/N 500-0415

This supplement must be attached to the FAA Approved Airplane Flight Manual, when the Garmin GTX 330 with ADS-B Out is installed in accordance with FAA337 dated 5 - 14 - 15. The information contained herein supplements or supersedes the basic AFM only in those areas listed. For limitations, procedures and performance information not contained in this supplement consult the basic Airplane Flight Manual.

FAA APPROVED

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AVIATION SAPÉTY INSPECTOR (AVIONICS) FEDERAL AVIATION ADMINISTRATION CE-FSDO-19; NASHVILLE, TN



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DATE: S/14/2015 Original



Section I. GENERAL

1.1 GTX 330 ES

The GARMIN GTX family consists of the GTX 330 and GTX 33 (Non-Diversity Mode S Transponders) and the GTX 330D and GTX 33D (Diversity Mode S Transponders). The ES option of any of the transponders provides ADS-B extended Squitter functionality.

All GARMIN GTX transponders are a radio transmitter/receiver that operates on radar frequencies, receiving ground radar or TCAS interrogations at 1030 MHz and transmitting a coded response of pulses to ground-based radar on a frequency of 1090 MHz. Each unit is equipped with IDENT capability and will reply to ATCRBS Mode A, Mode C and Mode S All-Call interrogation. Interfaces to the GTX 330 are shown in the following block diagrams.

Figure 1, GTX 330 Interface Summary

Bottom Antenna Audio Panel **GPS Heading Source** Altitude Source GTX 330 Traffic System Power/Ground Secondary GPS Display External Ident Squat Switch External STBY Temperature

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Optional Interfaces

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Required Interfaces



The GTX 330 performs the following ADS-P. Out functions:

- Transmission of ADS-B out data on 1090 extended squitter (1090ES) (1090 MHz)
- Integration of data from internal and external sources to transmit the following data per 14 CFR 91.227:
 - GPS Position, Altitude, and Position Integrity.
 - Ground Track and/or Heading, Ground Speed, and Velocity Integrity
 - o Air Ground Status
 - o Flight ID, Call Sign, ICAO Registration Number
 - o Capability and Status Information
 - o Transponder squawk code, IDENT, and emergency status
- · Pressure Altitude Broadcast Inhibit

1.2 Capabilities

The GARMIN GTX 330 with ADS-B Out functionality as installed in this aircraft has been shown to meet the equipment requirements of 14 CFR § 91.227.

1.3 Installation Configuration

This aircraft is equipped with a GTX 330 with ADS-B Out system with the following interfaces/ features: Equipment Installed: #1 GTX 330

Interfaced Position Source(s): GTN 750

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1.4 Definitions

The following terminology is used within this document:

ADS-B: Automatic Dependent Surveillance-Broadcast

AFM: Airplane Flight Manual

AFMS: Airplane Flight Manual Supplement

ATCRBS: Air Traffic Control Radar Beacon System

CFR: Code of Federal Regulations

ES: **Extended Squitter**

GNSS: XXXX Navigation System GPS: Global Positioning System

GTX: XXXX Transponder

GTN: XXXX Touchscreen Navigator

ICAO: International Civil Aviation Organization

LRU: Line Replaceable Unit

PABI: Pressure Altitude Broadcast Inhibit

POH: Pilot Operating Handbook

SBAS: Satellite-Based Augmentation System

SW: Software

TCAS: Traffic Collision Avoidance System

TX: Transmit

Section 2, LIMITATIONS

Minimum Equipment

The GTX 330 with ADS-B Out must have the following system interfaces fully functional in order to be compliant with the requirements for 14 CFR 91.227 ADS-B Out operations:

Table 1. Required Equipment

Interfaced Equipment	Number Installed	Number Required	
Uncorrected Pressure Altitude Source	1	l 	
GPS SBAS Position Source		ı	

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2.2 ADS-B Out

The GTX 330 only complies with 14 CFR 91.227 for ADS-B Out when all required functions are operational. When the system is not operational, ADS-B Out transmit failure messages will be present on the GTN 330 display.

Applicable System Software

This AFMS/AFM is applicable to the software versions shown in

Table 2.

The Main GTX software version is displayed on the splash screen during start up, for the GTX 330.

Table 2. Software Versions

Software item	Software Version (or later FAA Approved versions)
Main SW Version	7.02

Pressure Altitude Broadcast Inhibit (PABI)

Pressure Altitude Broadcast Inhibit shall only be enabled when requested by Air Traffic Control while operating within airspace requiring an ADS-B Out compliant transmitter, per 14 CFR 91.227, PABI is enabled by selecting: . the GTX to ON mode.

Section 3. EMERGENCY PROCEDURES

Emergency Procedures 3.1

None.

3.2 Abnormal Procedures

None

3.2.1 Abnormal Indications

The loss of an interfaced input to the GTX 330 may cause the transponder to stop transmitting ADS-B Out data. Depending on the nature of the fault or failure, the GTX may no longer be transmitting all of the required data in the ADS-B Out messages.

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If the GTX 330 detects any internal faults or failures with the ADS-B Out functionality, the GTX 330 will annunciate this event via the NO ADSB annunciator on the GTX 330 display screen. When the GTX 330 annunciates the NO ADSB annunciation, one of the following failures or faults have occurred:

- · Loss of adequate GPS position data
- ADS-B TX (transmit) is selected OFF

When the CTX 330 annunciates FAIL to the flight crew, the CTX 330 has detected an internal failure and no transponder data is transmitted.

When a GTX 330 NO ADSB, or FAIL amunciation is received, verify proper operation of all interfaced equipment (refer to Section 1.3) as the failure of one of these devices could be the cause of the abnormal indication.

3.2.2 LOSS OF AIRCRAFT ELECTRICAL POWER GENERATION

Loss of electrical power generation _______REMOVE POWER FROM GTX

If the GTX should be load shed due to a loss of electrical power generation, ADS-B Out data will no longer be available.

NOTE

This guidance is supplementary to any guidance provided in the POH or AFM for the installed aircraft for loss of power generation.

3.2.3 LOSS OF GPS NAVIGATION DATA

When the GPS 500W GPS receiver is ineperative or GPS position information is not available or invalid, the GTX will no longer be transmitting ADS-B Out data.

NO ADSB annunciator illuminated:

Interfaced GPS position sources......VERIFY VALID POSITION

Section 4. NORMAL PROCEDURES

The procedures described below are specific only to the GTX 330. Cockpit Reference Guides and Pilot Guides.

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ADS-B Out functionality resides within the GTX transponders thereby providing a single point of entry for Mode 3/A code, Flight ID, IDENT functionality and activating or deactivating emergency status for both transponder and ADS-B Out functions. Details on performing these procedures are located in the GTX 330/330D Pilot's Guide.

4.1	Unit Power On	
	NO ADSB	
		NOTE
		ated display annunciations) may illuminate as the unit on external systems, to include the SBAS position
4.2	Before Takeoff	
	NO ADSB	EXTINGUISHED
		NOTE
	for the system to meet the requirements sp	ited display annunciations) must be EXTINGUISHED pecified in 14 CFR 91.227. This system must be TNGUISHED) in certain airspaces after January 1, 2020
		nin GTN's for control, display of the squawk code, mode of ponder. See Garmin GTN 750 operation manual operation.
Sect	tion 5. PERFORMANCE	
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Sect	tion 6. WEIGHT AND BALANCE	
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Section 7. SYSTEM DESCRIPTIONS

7.1 Pilot's Guide

The GARMIN GTX 330 Pilot's Guide, part number and revision listed below, contain additional information regarding GTX system description, control.

Title Part Number Revision
GTX 330 Pilot's Guide 190-00207-00 Rev G (or later)

7.2 Power

Power to the GTX 330 is provided through a circuit breakers labeled "# 1 TXP."

Section 8. Handling, Service, and Maintenance

No Change

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Instructions for Continued Airworthiness

Garmin GTX 330 With ADS-B Out

For

Cessna 500

Reg No. N53RD

S/N <u>500-0415</u>



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Rev. No.	Page .	Description	Date				
ORIGINAL,	11	Initial Release	3-12-15				



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Section 1. Introduction:

This document identifies the Instruction for Continued Airworthiness for the modification of the aircraft for activation of the Garmin GTX330ES ADS-B out in System into Cessna, 5001, S/N 500-0415, N53RD.

Section 2. Description of Alteration:

The Garmin GTX 330 consists of a Panel mounted unit and a bottom mounted L-Band antenna. The system is interfaced to the Garmin GTN 750 for position interface and to the IS&S Airdata display unit for altitude information.

Section 3. Control, Operating Information:

See Garmin GTX 330 Pilot's Guide P/N 190-00207-00 REV G, dated September, 2012.

Section 4. Servicing Information:

None. In the event of system failure, return the unit to the manufacturer or an approved Garmin repair station.

Section 5. Periodic Maintenance Instructions:

During the annual inspections or other scheduled aircraft inspections:

- a. Inspect the GTX 330 unit, and antenna for signs of corrosion or external damage.
- b. Inspect equipment to ensure that it is securely attached
- c. Inspect the electrical wiring for insulation damage and chafing.

Section 6. Troubleshooting Information:

See Garmin GTX 330 Installation manual P/N 190-00207-02 REV IJ Dated December, 2013.

Section 7. Removal and Replacement Information:

See Garmin GTX 330 installation manual P P/N 190-00207-02 REV U Dated December, 2013.

Section 8. Diagrams:

See Garmin GTX 330 installation manual P/N 190-00207-02 REV U Dated December, 2013 for system interface.

Section 9. Special Inspection Requirements:

Every 10 years or 2000 hours check the electrical bonding in accordance with Garmin Maintenance Manual P/N 190-00734-11 Rev 2 section 4.6.

Section 10. Application of Protective Treatment:

None

Section 11. Data:

None

Section 12. Special Tools:

No Special tools are required for system checkout.

Section 13. For Commuter Aircraft Category:

None

Section 14. Overhant Period:

No additional overhaul time limitations.

Section 15. Airworthiness Limitations Section:

No additional airworthiness limitations.

Section 16. Revision:

In writing to the approving FSDO.

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Cescription of Work Accomplished (If more space is required, attach additional should identify with orderall satisficate.)	onality and registration mark and date work completed.)
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	NeSenality and Registration Mark Date
Installed a Garmin GDL 88 ADS-8 Receiver pn.011-02369-00, sr compariment at FS: 56.5, weighing 2.4 lbs., in accordance with C 00, Rev. A, dated November 2012, and powered by a existing 3ar panel on copilot's sidewall, labeled "GDL 88," and Interfaced to C Nav/Com/GPS, and NAT audio panel, installed a Com ent Industr of the aircraft, in the unprescurized aera, at FS 58.5, weighing 0.3 Reciever.	n.227000515, mounted in the nose avionics Samin GDL 88 TSO Installation Manual pn. 190-01122- np circuit breaker, located in avionics circuit breaker Samin GTX 330 Transpender, Gamin GTN 750 ries CI-105 Antenna sn.59822, mounted on the bottom
All work performed IAW AC 43.13-18, Chapter 11, Section 4, Par 10, Paragraph 11-137, AC43,13-28 Chapter 1, paragraph 1, 9, 1 Paragraph 27; and Chapter 3, Paragraph 36 (A,8).	
Bus load computed not to exceed 80% of total atternator output.	
A ground evaluation of the aircraft systems has been accomplish other equipment by the GDL 88 ADS-8 display receiver installation	
Instructions for continued airworthiness are as follows: -During required inspections, inspect this installation in accordance (4) of FAR 43 Appendix DDuring required inspections, inspect the equipment circuit breais are present and legibleInspect Antenna for physical damage, and ensure that the antennal serviced Aircraft Weight & Balance Report & Equipment List.	kar placard referenced above to ensure these placard matter.
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FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT for Garmin GDL 88 ADS-B Transceiver as installed in

Cessna 500

Reg. No. N53RD S/N 500-0415

This supplement must be attached to the FAA Approved Airplane Flight Manual, when the Garmin GDL 88 is installed in accordance with FAA337 dated 5-14-i5. The information contained herein supplements or supersedes the basic AFM only in those areas listed. For limitations, procedures and performance information not contained in this supplement consult the basic Airplane Flight Manual.

FAA APPROVED

Date:

AVIATION SAFETY INSPECTOR (AVIONICS)

• FEDERAL AVIATION ADMINISTRATION

CE-FSDO-19: NASHVILLE, TN



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Rev. No.	No.	Page Date	Description	FAA Approved						
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Page 2 of 10

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Section I. GENERAL

1.1 Garmin GDL 88 UAT Transceiver

The Garmin GDL 88 UAT Transceiver is an ADS-B system comprised of a Garmin TSO-C154c GDL 88, one UAT/1090 antenna, Garmin GPS/SBAS position source, and other interfaces as shown in the following block diagram.

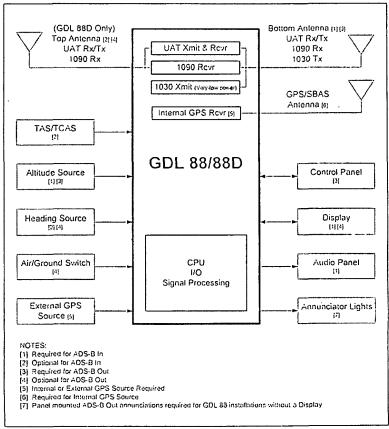


Figure 1 - GDL 88 Block Diagram

The GDL 88 system performs the following functions:

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- Transmission of ADS-B out data on UAT (978 MHz)
 - Integration of data from internal and external sources to transmit the following data per 14 CFR 91.227
 - GPS Position, Altitude, and Position Integrity
 - Ground Track and/or Heading, Ground Speed, and Velocity Integrity
 - Air Ground Status
 - Flight ID, Call Sign, ICAO Registration Number
 - Capability and Status Information
 - Transponder squawk code, IDENT, and emergency status
 - Anonymous Mode
 - Pressure Altitude Broadcast Inhibit
- Reception of ADS-B In data on UAT (978 MHz)
 - ADS-B (Data directly from another transmitting aircraft)
 - ADS-R (Rebroadcast of ADS-B data from a ground station)
 - TIS-B (Broadcast of secondary surveillance radar (SSR)-derived traffic information from a ground station)
 - FIS-B (Broadcast of aviation data from a ground station)
- Reception of ADS-B In data on 1090 MHz
 - ADS-B (Data directly from another transmitting aircraft)
 - ADS-R (Rebroadcast of ADS-B data from a ground station)
- Provide traffic information to the pilot via an approved display.
 - Output of traffic data to an external approved display
- Provide FIS-B data to the pilot via an optional approved display
 - Processing and output of FIS-B data to an external display
 - Graphical and textual weather products
 - NEXRAD
 - PIREPs
 - AIRMET/SIGMETs
 - METARs
 - TAFs
 - · Winds Aloft
 - Aviation Data
 - TFRs
 - NOTAMs

The GDL 88 is installed as an ADS-B system with an interface to an approved display for showing traffic, FIS-B weather, and aviation data.

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1.2 Capabilities

As installed in this aircraft, the Garmin GDL 88 system complies with the requirements of AC 20-165 and meets the equipment performance and functional requirements to comply with 14 CFR 91.227.

The GDL 88 meets the requirements of TSO-C154c for ADS-B Out operation. The GDL 88 meets the requirements of TSO-C195a Class C1, C2, C3, C5, TIS-B Services TSO-C166b Class A1, and FIS-B TSO-C157a for ADS-B In Operation and AC 20-172A for Airworthiness Approval for ADS-B In Systems and Applications.

Installation Configuration 1.3

This aircraft is equipped with a GDL 88 system with the following interfaces/ features:

Equipment Installed:

GDL 88

Interfaced to Active Traffic System:

No

Interfaced Transponder(s):

Single Transponder interfaced to the GDL 88 via self-interrogation

Interfaced Radio Altimeter(s):

No

Interfaced GPS/SBAS Position Source(s):

GPS #1:

GTN 750

1.4 Definitions

The following terminology is used within this document:

ADS-B: Automatic Dependent Surveillance-Broadcast ADS-R: Automatic Dependent Surveillance-Rebroadcast

CSA: Conflict Situational Awareness

FIS-B: Flight Information Service-Broadcast

GDL: Garmin Datalink

GPS: Global Positioning System

GTN: Garmin Touchscreen Navigator

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LRU: Line Replaceable Unit

PABI: Pressure Altitude Broadcast Inhibit SBAS: Satellite-Based Augmentation System

TAS: Traffic Awareness System

TCAD: Traffic Collision Avoidance Device TCAS: Traffic Collision Avoidance System TIS-B: Traffic Information Service-Broadcast

UAT: Universal Access Transceiver

VFR: Visual Flight Rules

Section 2. LIMITATIONS

Minimum Equipment

The GDL 88 must have the following system interfaces fully functional in order to be compliant with the requirements for 14 CFR 91.227 ADS-B Out operations:

Interfaced Equipment	Number Installed	Number Required
Interfaced Display	2	1
GPS SBAS Position Source	1	l
Transponder	1	1

Table 1 - Required Equipment

2.2 ADS-B Out

The GDL 88 only complies with 14 CFR 91,227 for ADS-B Out when all required functions are operational as indicated by interfaced display ADS-B messages not being present.

2.3 Anonymous Mode

Anonymous Mode must only be operated while operating under VFR while squawking a VFR code. If requested by Air Traffic Control, Anonymous Mode must be turned off.

2.4 Applicable System Software

This AFMS/SAFM is applicable to the software versions shown in Table 2.

The Main software version is displayed on the External LRU page available on some interfaced display devices.

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Software Item	Software Version (or later FAA Approved versions)
Main SW Version	2.01

Table 2 - Software Versions

2.5 Pressure Altitude Broadcast Inhibit (PABI)

While operating within airspace requiring an ADS-B Out compliant transmitter, per 14 CFR 91.227, Pressure Altitude Broadcast Inhibit shall only be enabled when requested by Air Traffic Control.

2.6 Traffic Alerting

Traffic alerting is an aid to visual acquisition and may not be used as the sole basis for aircraft maneuvering

Section 3. EMERGENCY PROCEDURES

3.1 Emergency Procedures

None.

3.2 Abnormal Procedures

3.2.1 Abnormal Indications

The loss of an interfaced input GDL 88 may cause the GDL 88 to stop transmitting ADS-B Out data or providing ADS-B In function.

Depending on the nature of the fault or failure, the GDL 88 may no longer be transmitting all of the required data in the ADS-B Out messages and Traffic Alerts may not be provided by the system.

3.2.2 LOSS OF AIRCRAFT ELECTRICAL POWER GENERATION

If the GDL 88 is load shed due to a loss of electrical power generation, ADS-B Out, ADS-B In, and the display of interfaced traffic system data will no longer be available.

NOTE

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Section 5. PERFORMANCE

No Change.

Section 6. WEIGHT AND BALANCE

See Current weight and balance

Section 7. SYSTEM DESCRIPTIONS

7.1 Pilot's Guide

The Garmin GDL 88 Pilot's Guide, part number and revision listed below, contain additional information regarding GDL 88 system description, control, and function. Cockpit Reference Guides and Pilot Guides for interfaced displays provide additional operating information.

• GDL 88 Pilot's Guide

P/N 190-01122-03 Rev D or later

7.2 Traffic Sources

The GDL 88 is capable of receiving ADS-B, ADS-R, and TIS-B traffic reports in order to track traffic around the aircraft and provide alerts to the flight crew to aid in visual acquisition. ADS-B Traffic Data is for Reference only and may not be used as the sole basis for aircraft maneuvering

Traffic alerting is provided via an installed visual annunciator inside the Garmin GTN 750 unit.

Due to the nature of TIS-B, its service volumes, and incomplete equipage/adoption of ADS-B Out equipment, not all traffic will be tracked by the GDL 88. This is much like an active traffic system and does not track non-transponder equipped aircraft. The flight crew must use "see and avoid" procedures to visually acquire other aircraft.

7.3 Power

Power to the GDL 88 is provided through a circuit breaker labeled "GDL-88."

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This guidance is supplementary to any guidance provided in the POH or AFM for the installed aircraft for loss of power generation.

3.2.3 LOSS OF GPS/SBAS NAVIGATION DATA

When the GPS/SBAS receiver is inoperative or GPS position information is not available or invalid, the GDL 88 will no longer be transmitting ADS-B Out data and ADS-B traffic alerting functions will be unavailable.

Reference GTN 750 Operation Manual P/N 190-01007-03 Rev G or Later for applicable annunciation: Interfaced GPS position sources VERIFY VALID POSITION 3.2.4 VISUAL/AURAL TRAFFIC ALERT Traffic Alert Annunciation and Aural Traffic......VISUALLY ACQUIRE Section 4. NORMAL PROCEDURES The procedures described below are specific only to the GDL 88. Cockpit Reference Guides and Pilot Guides for interfaced displays will provide additional operating information specific to the displays or other traffic systems. 4.1 Unit Power On

NOTE

The GDL 88 / GTN750 display annunciations may illuminate as the unit powers on and begins to receive input from external systems, to include the SBAS position source.

The GDL 88 only complies with 14 CFR 91.227 for ADS-B Out when all required functions are operational as indicated by GTN 750 annunciators.

Before Takeoff 4.2

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US Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION

(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB Nº 2120-0020
3/2 (/2011)

Electronic Tracking Number

For FAA Use Only

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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.

Cessna/500/500-0415/N53RD

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

Form Approved OMB Nº 2120-0020 2/28/2011
OMB Nº 2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS. Print or type all entries. See Title CFR 94.9. Part 43 Appendix 8, and AC 43.9-1 for subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S. C. \$4701). Failure to report can result in a civil penalty for each such violation (49 U.S. C. \$46301(a)). 1. Aircraft 1. Aircraft 1. Aircraft 1. Aircraft 2. Owner Name (As shown on registration contilients) 3. For FAA Uso Only 1. Aircraft 2. Owner Name (As shown on registration contilients) 3. For FAA Uso Only 1. Aircraft 3. For FAA Uso Only 4. Type 4. Type 4. Type 4. Type 4. Type 4. Applianco 5. Unit Identification 6. Conformity Statement 7. Approach the report and/or alteration made to the unit(s) deminded in item 5 above and described on the reverse or alteration made to the unit(s) deminded in item 5 above and described on the reverse or alteration made to the unit(s) deminded in item 5 above and described on the reverse or alteration made to the unit(s) deminded in item 5 above and described on the reverse or alteration made to the unit(s) deminded in item 5 above and described on the reverse or alteration for a special or unit of the best of my knowledge. 6. Conformity statement 7. Approval for Recent in 16 Sepach proposed for the formation formation furnished herein is sue and the authority given persons specified before institution and is applicat	Auministration											
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6. Conformity Statement A. Agency's Name and Address B. Kind of Agency Corporate Flight Management, Inc. 276 Doug Warpoole Road Smyrna, TN 37167 U.S.A □ Foreign Certificated Mechanic □ Foreign Certificated Mechanic □ Certificated Repair Station □ Certificated Maintenance Organization □ FJTR92CD 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. Extended range fuel per □ Signature/Date of Authorized Individual T, 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 ☑ Approved □ Rejected FAA FIL. Standards Inspector □ Maintenance Organization □ Person Approved by Canadian Depart of Transportation Certificate or Designation № Signature/Date of Authorized Individual		Propeller										
6. Conformity Statement A. Agency's Name and Address B. Kind of Agency Corporate Flight Management, Inc. 276 Doug Warpoole Road Smyrna, TN 37167 U.S.A Certificated Repair Station Certificated Repair Station FJTR920D 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. Extended range fuel per 14 CFR Part 43 App. 8 FAA Pit. Standards Inspector Manufacturer Manufacturer Manufacturer Manufacturer Manufacturer Manufacturer Manufacturer Manufacturer Person Approved by Canadian Depart of Transportation Person Approved by Canadian Depart of Transportation Signature/Date of Authorized Individual Signature/Date of Authorized Individual Signature/Date of Authorized Individual Person Approved by Canadian Depart of Transportation Person Approved Person Appro		Турс							·			
A. Agency's Name and Address B. Kind of Agency Corporate Flight Management, Inc. 276 Doug Warpoole Road Smyrna, TN 37167 U.S.A Certificated Mechanic Certificated Mechanic Certificated Meintenance Organization FJTR92CD 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. Extended range fuel per Signature/Daterof Authorized Individual Extended range fuel per Signature/Daterof Authorized Individual FURSUAN TO THE FACE FIL. Standards inspector Manufacturer Manufacturer T. 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 Approved Rejected Person Approved by Canadian Depart of Transportation Certificate or Designation Na Signature/Date of Authorized Individual FJTR920D Signature/Date of Authorized Individual	L	Manufacturer	anufacturer									
A. Agency's Name and Address B. Kind of Agency Corporate Flight Management, Inc. 276 Doug Warpoole Road Smyrna, TN 37167 U.S.A Certificated Mechanic Certificated Mechanic Certificated Meintenance Organization FJTR92CD 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. Extended range fuel per Signature/Daterof Authorized Individual Extended range fuel per Signature/Daterof Authorized Individual FURSUAN TO THE FACE FIL. Standards inspector Manufacturer Manufacturer T. 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 Approved Rejected Person Approved by Canadian Depart of Transportation Certificate or Designation Na Signature/Date of Authorized Individual FJTR920D Signature/Date of Authorized Individual												
Corporate Flight Management, Inc. 276 Doug Warpoole Road Smyrna, TN 37167 U.S.A	A. Agency's Nam	e and Address										
Corporate Flight Management, Inc. 276 Doug Warpoole Road Smyrna, TN 37167 U.S.A □ Certificated Repair Station □ Certificated Maintenance Organization □ Certificated Maintenance Organization □ Certificated Maintenance Organization □ Certificated Maintenance Organization □ Certificated Maintenance Organization □ Certificated Maintenance Organization □ Certificated Maintenance Organization □ Certificated Maintenance Organization □ Certificated Maintenance Organization □ Certificated Maintenance Organization □ Certificated Maintenance Organization □ 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. Extended range fuel per □ Signature/Data of Authorized Individual T. 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 ☑ Approved □ Rejected □ FAA Fit. Standards □ Manufacturer □ Maintenance Organization □ Person Approved by Canadian Depart of Transportation Other (Specify) Certificate or Designation № Signature/Data of Authorized Individual FJTR920D	, , , , , , , , , , , , , , , , , , ,					<u> </u>		ic			Manufacturar	
Smyrna, TN 37167 U.S.A Smyrna, TN 37167 U.S.A Certificated Repair Station FJTR92CD Certificated Maintenance Organization Certificated Individual Certificated Maintenance Organization Certificated Maintenance Organization Certificated Individual Cert			it, Inc.	누	- -							
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. Extended range fuel per Signature/Date of Authorized Individual 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 ⊠ Approved □ Rejected FAA FIL Standards Manufacturer □ Maintenance Organization □ Person Approved by Canadian Depart of Transportation Person Approved by Canadian Depart of Transportation Certificate or Designation № Signature/Date of Authorized Individual FJTR920D				 					····	C. Certin	Cale N2	
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. Extended range fuel per 14 CFR Part 43 App. B Signature/Date of Authorized Individual 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 FAA Fit. Standards Inspector Maintenance Organization Maintenance Organization Other (Specify) FAA Designee Repair Station Inspection Authorization Certificate or Designation Ne Signature/Date of Authorized Individual FJTR920D	Sillyilla, IN 37	101 0.3.5	1	 						-	FJTR920D	
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. Extended range fuel per 14 CFR Part 43 App. B Signature/Date of Authorized Individual 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 Approved Rejected Person Approved by Canadian Depart of Transportation Person Approved by Canadian Depart of Tr	D. I certify that	the repair and	or alter	ation made to the u	nit(s) id	dentified in	item 5	above and de	escribed	on the rever	se or allachments hereto have	
correct to the best of my knowledge. Extended range fuel per 14 CFR Part 43 App. B The proval 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 Approved Rejected Rejected Manufacturer Maintenance Organization Person Approved by Canadian Depart of Transportation Person Approved by Canadian Depart of Transportation Other (Specify) Certificate or Designation Na Signature/Date of Authorized Individual FJTR920D Signature/Date of Authorized Individual	Deen											
Extended range fuel per 14 CFR Part 43 App. B	anu				or the t	J.J. 1 eden	ai Maisin	on Regulatio	ns and tr	nat the intoff	nation turnished herein is true	
Extended range fuel per 14 CFR Part 43 App. B	correct to the	best of my kr			and Inc	lividual			·····			
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 Approved Rejected FAA Fit. Standards Manufacturer Maintenance Organization Person Approved by Canadian Depart of Transportation			0.9.			- ^						
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 Approved Rejected Rejected Rejected Rejected Rejected Rejected Rejected Rejected Rejected Rejected Rejected Rejected Rejected Rejected Rejected Rejected Rejected Repair Station Inspection Authorization Repair Station Repair Statio	14 CFR Part 43 A	рр. В	1	$-\infty$		L. (3	1			Ľ	11/1	
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 Rejected Rejec					4	1 0	U, W				19-15	
Administrator of the Federal Aviation Administration and is Approved Rejected FAA FIL Standards Manufacturer Maintenance Organization Person Approved by Canadian Depart of Transportation	7. Approval for Return to Service Pursuant to the authority given persons specified helply, the unit identified in the specified in the authority given persons specified helply, the unit identified in the specified in the spec											
By Standards Inspector	Administrator of the Federal Aviation Administration and is 🖾 Approved 🔲 Rejected											
FAA Designee	Star Insp	ndards		Manufacturer	Maintenance		nce Orga	1 1 1 1				
FJTR920D 3-14-15	· /	AA Designee		Repair Station		Inspection	ı Authori:	zation	Other	(Specify)		
	Certificate or Desi	uthorize	ed Individua	al .		1						
	FJTR920D		2n	,7.	$\mathcal{N}(\mathcal{N})$	١_			5-14	1-15		
	FAA Form 337 (10											

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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.

Cessna/500/500-0415/N53RD

FAA Form 337 (10-06)

8. Description of Work Accomplished (If more space is required, aliach additional	sheets. Identify with aircraft nationality and registrati	on mark and data work completed)
(space to required, attach additional		on mark and date work completed.)
	U.S.A 53RD	5-14-15
	Nationality and Registration Mark	
The Course CDL 80 ADO S T	•	Dale
the attached FAA approved 337). During Manual Supplement for the operations of the Approved Flight Manual Supplement was re GDL 88 system was tested and a Flight Maircraft.	as previously installed and approved into the aircoinspection of the aircraft it was noted that there he system included with the 337 dated 1/29/2013 quired for operation of the Garmin GTN 750 system annual Supplement was generated that reflects the content of	was not an FAA approved Flight 3. It was determined that an FAA ems. The operation of the Garmin he operation of the system in the
entry was made.	15/500/GDL88 dated	
·} ·} ·} ·} ·} ·} ·} ·} ·	+ >>>>>	······································
•		
	Additional Sheets are Attached	

US Department of Transportation

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

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

Federal Aviation Administration

INSTRUCTIONS: Print or type all entries. See FAR 43.9 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).

\$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).														
			Make				Model							
4 4	Aircra	fŧ	CESSNA						500					
1. <i>F</i>	Aircra	π	Serial No. 500-0415					Nationality and Registration Mark N53RD						
					on registration	certificate)		Address (As show					
2 (STG REALT	ΥV	ENTURES				1260 N DUTTO					
2. (Owne	,						i	SANTA ROSA,	CA 954	01-46	5/3		
		•				3	. For	FAA Use Only	y					
					4. Uni	t Identific	catio	n				5. Type		
	Ur	nit		Make	e		1	Model	Seri	al No.	1	Repair	Alteration	
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			Туре								1			
API	PLIAN	ICE							Ì					
			Manufacture	r							Ī			
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A /	Agenc	vis Nami	and Address			Ь. (ormity Statem (ind of Agency	ent		0.0	ertificate No.		
, ,	190110		er Aviation		\overline{C}		U.S. Certified Mechanic					PCPR439B		
			Macready A				Foreign Certified Mechanic				1	Airframe 1,3,4		
			r, Ca. 95655				x Certificated Repair Station					Radio 1,2.		
							Manufacturer s) identified in item 4 above and described on the rev							
D.	l cert	ify that th	e repair and/oi	r alte	ration made to	the unit(s	s) ide Part /	ntified in item 4	l above and descri Federal Aviation R	bed on the	e reve	rse or attachn	nents hereto	
	furnis	shed here	in is true and	corre	ct to the best o	f my knov	wledg	je.	Cociai Aviation 10	egulations	and ti	nat the inform	1	
Dat									rized Individual	/				
		Octol	per 3, 2007	7			Susan M. Harmon							
								proval for Return to Service						
Pu	rsuar	it to the a	uthority given	perso	ons specified b					in the ma	nner r	prescribed by	he	
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 APPROVED REJECTED														
		FAA Fit.	Standards Manufacturer				Inspection Au	thorization	Other (S	pecify	<i>'</i>)			
BY							Person Approved by Transport							
	FAA Designee X Repair Station		า			orthiness Group		_						
Date of Approval or Rejection				Signature of Authorized Individual										
DCPR430R			Susan M. Harmon											
October 3, 2007														

_	_	
8.		ription of Work Accomplished ore space is required, attach additional sheets, Identify with aircraft nationality and registration mark and date work accomplished.)
N5	3RD	CESSNA MODEL 500 SERIAL # 500-0415 UNIT # 0629 AFTT: 6772.9
		Inspected installation of a previously installed Concorde Model RG380E/44 battery installation to assure conformity with STC# ST00010WI. Completed installation per
		Wilco Inc. Drawing No. W500-300.
		The Aircraft's Equipment List and Weight & Balance records were revised.
	3.	The VRSLA battery operation is identical to the operation of the original NiCad battery and therefore requires no changes in the Pilots Operating Handbook.
	4.	Instructions for Continued Airworthiness are to be followed in accordance with Concorde Maintenance Manual supplement drawing: 5-0142, Revision H or later.
•		END
		☐ Additional Sheets Are Attached

US Department of Transportation

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

Form Approved	
OMB No. 2120-0020	
For FAA Use	o

Office Identification

Federal Aviation Administration

INSTRUCTIONS: Print or type all entries. See FAR 43.9 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).

\$1,000	0 for each	such violation	(Sec	tion 901 Feder	al Aviatio	n Act	of 1958).								
Make								Model							
4 A!		CE	SSI	NA	<u> </u>			500							
1. Aircr	art	Serial No. 50	0-04	115				Nationality and N53R	ition Mark						
				on registration	certificate	;)				stration certificate)					
2. Own	or	STG REAL	TY '	VENTURES				1260 N DUTTO							
Z. OWII	CI							SANTA ROSA,	CA 954	01-46/3					
					3	. For	FAA Use Onl	у							
										,	•				
					t Identific	atio				5. Type					
					t identili			1		3. Type					
	Jnit 		Make	e			Model ————————	Seri	al No. 	Repair	Alteration				
AIRFRA	\МЕ 			~~~~~ ('As descri	bed i	in Item 1 above	9) ~~~~			xx				
POWE	RPLANT			į											
PROPELLER															
		Туре													
APPLIA	NCE									"					
741		Manufacturer													
<u> </u>	ovía Nam	and Addraga			6. (ormity Statem (ind of Agency			C. Certificate No.					
A. Ager		e and Address er Aviation	77	<u> </u>		<u> </u>	U.S. Certified			PCPR439B					
•		er Aviation Macready A						fied Mechanic	Airframe 1,3,4						
		r, Ca. 95655		ue		X	Certificated R			Radio 1,2.					
						Manufacturer									
								4 above and descri							
				ot to the best of				Federal Aviation Re	egulations	and that the inform	ation				
Date						Signature of Authorized Individual									
	Octo	ber 3, 200	7												
							Susan M. Harmon								
Pursua	ent to the a	uthority given	nerso	ons specified b			for Return to	m 4 was inspected	in the ma	nner prescribed by	tha				
				Administration					ECTED						
	FAA Flt.	. Standards Manufacturer					Other (Specify) Inspection Authorization								
BY	FAA Des	signee	х	Repair Station	n			ved by Transport orthiness Group							
Date of	Approval	or Rejection		tificate or		Sigr	nature of Autho	orized Individual.	·	//					
Octob	per 3, 2	007	Des	ignation No. PCPR439	В	Susan M. Harmon									

8. Description of Work Accomplished (If more space is required, attach additional sheets, Identify with aircraft nationality and registration mark and date work accomplished.) N53RD CESSNA MODEL 500 SERIAL # 500-0415 UNIT # 0629 AFTT: 6772.9								
 Installed Pilot's, control wheel mounted, alternate gear horn silence switch approved for Cessna model 500 aircraft under Sierra Industries, LTD STC ST09011SC in accordance with Sierra Drawing List SI260-800 Revision IR, dated January 25, 1994 								
2. All aircraft systems are compatible with this modification.								
3. Amended Aircraft Weight and Balance and Equipment List.								
4. Inspections of the above installation for condition, security, corrosion and function are to be performed concurrent with scheduled inspections per FAR 91.409(f)(3) or other inspection program approved by the Administrator.								
END								
Additional Sheets Are Attached								

US Department
of Transportation,
Federal Aviation
Administration

Form Approved: CMB No. 2120-0020 11/30/2007	Electronic Tracking Number
	For FAA: Use Only

US Department of Transponsion, Pederal Aviation Administration									ř		- HJGVZGC		For FAA Use Only	
instruct	UCTIONS: Print tions and dispos olation: (49 U.S.	ition of this	:form, T	s. See Title 14 CF This report is requir	R	şı.	3.9, Part 43 law (49 U.S	Append C. §44	lix 8, ar 701). Fa	id AC	43.9-1 o repor	(or subs	sequent revision thereof) (or ult in a civil penalty for each	
	USA	y and Regis	stration	Mark N53RD	ı,	Serial No. 500-0415								
1. Aircraí	ft Make: Cessr	na.	-			Model 500						5	Series	
2. Owner	Name (As	s snown cn	registra	tion certificate)	-							n registration certificate) re: Dr NW' State, 'OR'		
								ZΙρ	97304	_=		Count	·y/	
The require	emonts and	Identifie I is appr nity insp	d her oved ection	ein complies for use only h by a person	Ŵ	lth	the application the application to the application the application to	loable	airva oribae 1 42.7	orihi Leiro	Ress Tait,	R	NK J. VAVRA ENO FSDO JAN 2 9 2013	
4.	. Туре				.5	. U	nit identifica	tion.		·		-	<u> </u>	
Repair	r. Alteration,	Unit	1	Ma	ake	1				Mac	lef.		Serial No.	
	X	AIRFRAM	IE						(As described in Item 1 above)					
		POWERPLANT		т .			,							
		PROPELLER					-		_					
		APPLIAN	CE L	ype Ianufacturer				,						
					6. (Car	nformity Sta	tement						
	y's Name and A viation Classics				15	3. K	and of Agend	· /	N			1		
	eno-Stead Airp				1	╁		certificated Mechanic Manufacturer n Certificated Mechanic C. Certificate No.						
. –	eno			State NV	b	Foreign Cartificated Mechanic X Certificated Repair Station					NA3R703L			
zio <u>89</u>	9506 co	untry			Γ		Certificated I	Maintena	nce:Orga	nizatio	n .	יייני ישינעהיי	······································	
hav	ve been made in	accordance	e with t	on made to the uni he requirements of the best of my kno	ſ₽	art i	43 of the U.S	em 5 al Feder	ove and al Aviati	des on Re	cribed o gulation	n the revision the	verse or attachments hereto at the information	
	d range fuel FR Part 43		//	Z9 - Zo(3	7-42		Robb Steel		Ru	- 0	to	>	(Neb)	
Pursua Admini	nt to the authorstrator of the Fe	ority given deral Aviati	persor on Adm						item 5		inspect		e manner prescribed by the	
-8%	FAA FIL Stand	dards	Manu	dacturer	T	Maintenance Organization			ion			na Approv Iment of T	ed by Canadian ransport	
BY.	FAA Designee	, X	Repa	ir Station	1	Ins	pection Auth	onzatio	ñ	Oth	er (Spe	cify)		
Certificate	e or		Signal	ture/Date of Author	nze	d l	ndividual						MOS.	
Designati NA:	ion No. 3 2 7031		1-	29-2013	. , ,		Tand Signal (Pada Jean)	K	200	6	1		$\begin{pmatrix} 8 \\ NSP \end{pmatrix}$	

FAA Form 337 (10-08)

8. Description of Work Accomplished (If more space is required, attach additional sheets, Identify with aircraft nation	nality and registration mark and date	e work completed.)
	USA N53RD	
	Nationality and Registration Mark	Date
Installed a Garmin GDL 88 ADS-B Receiver pn.011-02369-00, sn. compartment at FS: 56.5, weighing 2.4 lbs., in accordance with G. 00, Rev. A, dated November 2012, and powered by a existing 2am panel on copilot's sidewall, labeled "GDL 88," and interfaced to G Nav/Com/GPS, and NAT audio panel. Installed a Comant Industriof the aircraft, in the unpressurized aera, at FS 58.5, weighing 0.2 Reciever.	armin GDL 88 TSO Installation of circuit breaker, located in a armin GTX 330 Transponder, es CI-105 Antenna sn.59682.	n Manual pn.190-01122- vionics circuit breaker Garmin GTN 750 mounted on the bottom
All work performed IAW AC 43.13-1B, Chapter 11, Section 4, Para 10, Paragraph 11-137, AC43.13-2B Chapter 1, paragraph 1, 9, 12 Paragraph 27; and Chapter 3, Paragraph 36 (A,B).	graph 11-48, 11-49, 11-50 (A ; Chapter 2, Paragraph 21, 2	, B), 11-51 and Section 2, 23 (A, B, C, F),
Bus load computed not to exceed 80% of total alternator output.		
A ground evaluation of the aircraft systems has been accomplished other equipment by the GDL 88 ADS-B display receiver installation	ed, and no interference with the was noted.	he normal operation of
Instructions for continued airworthiness are as follows: During required inspections, inspect this installation in accordant (4) of FAR 43 Appendix D. During required inspections, inspect the equipment circuit break are present and legible. Inspect Antenna for physical damage, and ensure that the antenna Revised Aircraft Weight & Balance Report & Equipment List. Nothing Follow	er placard referenced above to a sis free of dirt, paint or foreign	to ensure these placard
The localities berein agencies of a passer of the first and a passer o	••	1 分 据 《 4
y Comment of the Comm		
	1951 (1951)	
Additional Sheat	s Ara Attaction	

US Department
of Transportation
Federal Aviation
Administration

Form Approved I OMB No. 2120-0020 11/30/2007 Electronic Tracking Number

of T Fed	Department Fransportation deral Aviation ministration	on on													For FAA Use Only		
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] [Serial No.]																	
4 A	ircraft	USA	/ and F	Regis	tration	n Mark N53F				No. -0415							
1. AI	rcran	Make Cessn	Make Cessna									Model Series 500					
2. O	wner	Name (As Zeus L		n on i	registr	ration certificate)	r			Address (As shown on registration certificate) Address 942 Windemere Dr. NW City Salem State OR Zip 97304 Country							
_				_				3. F	or FAA Use	Only							
te(The DATA identified herein complies with the applicable directhiness requirements and is approved for use only on the above described aircraft, subject to conformity inspection by a person authorized in PAR 43.7 FRANK / VAVRA RENO FSDO DEC 2 7 2012																
_	4. Ty	pe		_			_	5. l	Jnit Identifica	ition							
R	Repair	Alteration		Unit			Mak	ke				Mod	el		Serial No.		
		X	AIRF	RAM	E		(As described in Item 1 above)										
			POW	/ERPL	LANT												
			PRO	PELL	ER												
		□·	APPL	JANC	Œ	E Manufacturer											
Α Δ	concy's I	Name and Ad	Adrocs				6.		nformity Sta								
Name	<u> </u>	on Classics,					\dashv	5.	Kind of Agend U. S. Certific		anic			Man	ufacturer		
Addre	Reno-	-Stead Airpo	~	_			_								cate No.		
City	Reno					_ State NV	_	X	Certificated F					NA3R70	3L		
Zip	89506		untry					لــا	Certificated I								
D. 	have be	een made in	accord	dance	e with rrect to	the requirement to the best of my	ts of i	Part vled	43 of the U.S ge.						erse or attachments hereto at the information		
	ended ran		<u> </u>		Signa	ature/Date of Aut	horiz	ed I	Individual		_	_			8		
App		'arı 45	<u> </u>		1-2	29-2013			Robb Steel	e 16	de	8	*		IŅĒP		
									/al for Return								
						ons specified be ministration and i		, the		ied in ite X Appro			nspecte Rejecte		e manner prescribed by the		
BY	1 1.	AA Fit. Standards			Man	anufacturer Maintenance Org				Department of Transport							
	F/	AA Designee	,	×	Rep	air Station		In:	spection Auth	Other			r (Spe	cify)			
Desi	ificate or gnation N	No.			_	ature/Date of Aut	thoriz	ed l)	1	(8 1NS			
	NA3R703L 1-29-2013 Robb Steele Roll (8)																

FAA Form 337 (10-06)

8. Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
USA N53RD
Nationality and Registration Mark Date
Removed existing Garmin GNS430W GPS pn.011-01060-00, from the instrument panel at FS: 128.5; weighing 5.1 lbs. Removed existing Garmin GA-56 GPS antenna pn.011-00134-00, from the top of the aircraft, at FS: 174,77, weighing .5 lbs. Removed existing Garmin GNS530W/TWAS pn.011-00940-11, from the instrument panel, at FS; 128.5, weighing 7.0 lbs. Removed existing Garmin GA-56 GPS antenna pn.011-00134-00, from the top of the aircraft, at FS: 187.0, weighing .5 lbs.
Installed a new Garmin GTN 750 Nav/Com/GPS pn.011-00282-00, mounted in the instrument panel, No.1 position, at FS: 128.5, weighing 9.2 lbs., in accordance with Garmin Installation Manual pn.190-01007-A3, Rev. 4, dated December 2012, and powered by an existing 10amp circuit breaker, labeled "1GTN750," located on the circuit breaker panel, and interfaced to an existing Sperry SPZ-200A/500 autopilot, existing GAD 42 roll computer, existing WX 500 Stormscope, existing ADC-200, and new GTN 750. Installed new Garmin GA-35W GPS antenna pn.013-00235-00, utilizing the existing antenna doubler, on top of the aircraft, at FS: 174.77, weighing .5 lbs., in accordance with Garmin Installation Manual pn.190-01007-A3, Rev. 4, dated December 2012. Owner supplied with all supporting documents.
Installed a new Garmin GTN 750 Nav/Com/GPS pn.011-00282-00, mounted in the instrument panel, No.2 position, at FS: 128.5, weighing 9.2 lbs., in accordance with Garmin Installation Manual pn.190-01007-A3, Rev. 4, dated December 2012, and powered by an existing 10amp circuit breaker, labeled "2GTN750," located on the circuit breaker panel, and interfaced to an existing Sperry SPZ-200A/500 autopilot, existing WX 500 Stormscope, and GAD-42 roll computer. Installed new Garmin GA-35W GPS antenna pn.013-00235-00, utilizing the existing antenna doubler, on top of the aircraft, at FS: 187.0, weighing .5 lbs., in accordance with Garmin Installation Manual pn.190-01007-A3, Rev. 4, dated December 2012.
All work performed IAW AC 43.13-1B, Chapter 11, Section 4, Paragraph 11-48, 11-49, 11-50 (A, B), 11-51 and Section 10, Paragraph 11-137. AC43.13-2B Chapter 1, paragraph 1, 9, 12; Chapter 2, Paragraph 21, 22, 23 (A, B, C, F), Paragraph 27: and Chapter 3, Paragraph 36 (A,B). Also used as a reference in the installation of the IFR GPS Certified Unit was AC 20-138A, Paragraph 23.
Bបីទាំចែង២៤០៣២៤៥២ ក៏ប៉ាំ២២៩៥២១%/of-total afternator output លេខប្រភព្វាស់ និង ២០០០ ខេត្ត ប្រជាពល ១០០០ ១០០០ ១០០០០០០០០០០០០០០០០០០០០០០០០០០
other equipment by the GPS installation was noted.
Instructions for continued airworthiness are as follows: -During required inspections, inspect this installation in accordance with Paragraph (b)(2),(c)(1), (7), and (i) (1) through (4) of FAR 43 Appendix DDuring required inspections, Inspect the equipment circuit breaker placards referenced above to ensure these placards are present and legibleInspect Antennas for physical damage, and ensure that the antennas is free of dirt, paint or foreign matter.
Revised Aircraft Weight & Balance Report & Equipment ListNothing Follows
Additional Sheets Are Attached

of Transportation

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

Form	Appr	oved	
OMB	No.	2120	-0020

For FAA Use Only

Office Identification

Administration INSTRUCTIONS: Print or type all entries. See FAR 43.9 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). Model Make 500 **CESSNA** 1. Aircraft Nationality and Registration Mark Serial No. N53RD 500-0415 Name (As shown on registration certificate) Address (As shown on registration certificate) 1260 N DUTTON AVE STE 270 STG REALTY VENTURES 2. Owner SANTA ROSA, CA 95401-4673 3. For FAA Use Only 4. Unit Identification 5. Type Alteration Model Serial No. Repair Make Unit ~ (As described in Item 1 above) ~~ AIRFRAME XX **POWERPLANT** PROPELLER Type **APPLIANCE** Manufacturer 6. Conformity Statement C. Certificate No. A. Agencyis Name and Address B. Kind of Agency U.S. Certified Mechanic PCPR439B Mather Aviation LLC Foreign Certified Mechanic Airframe 1,3,4 10360 Macready Avenue Certificated Repair Station Radio 1.2. Mather, Ca. 95655 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. Signature of Authorized Individual Date October 3, 2007 Susan M. Harmon 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 REJECTED Administrator of the Federal Aviation Administration and is Other (Specify) FAA Flt. Standards Manufacturer Inspection Authorization Inspector BY Person Approved by Transport Repair Station **FAA Designee** Canada Airworthiness Group Signature of Authorized Individual Date of Approval or Rejection Certificate or Designation No.

Susan M. Harmon

PCPR439B

Description of Work Accomplished (If more space is required, attach additional sheets, Id N53RD CESSNA MODEL 500	lentify with aircraft SERIAL #		gistration ma NIT # 0629		work accomp AFTT: 6772	lished.) 2.9
1. Installed Pilot's, control wheel mounted, alternunder Sierra Industries, LTD STC ST09011SC January 25, 1994						
2. All aircraft systems are compatible with this mo	odification.					
3. Amended Aircraft Weight and Balance and Eq	uipment List.					
4. Inspections of the above installation for condit with scheduled inspections per FAR 91.409(f)(3)	or other inspecti	on program ap	proved by	the Admini	strator.	
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US Department of Transportation Federal Aviation Administration

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

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

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions

and disposition \$1,000 for each	of this form. ' ' such violation	Γhis ι (Sec	report is requirection 901 Fede	ed by law	/ (49 on Ac	U.S.C. 1421). et of 1958).	Failure to report	can result in	n a civ	vil penalty no	t to exceed
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B 1 20 11 11	· · · · · · · · · · · · · · · · · · ·				Manufacturer (s) identified in item 4 above and described on the reverse or attachme						
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furnished herein is true and correct to the best of my known Date October 3, 2007					Signature of Authorized Individual						
					L	san M. Harmo					
Pursuant to the a	authority given	perso	ons specified b			for Return to sidentified in item	n 4 was inspected	l in the man	ner n	rescribed by	the
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Date of Approval	or Rejection		tificate or ignation No. PCPR439	В		nature of Author san M. Harmo		rio /	1/0-		

(If m N53RD 1. 2. 3.	 Inspected installation of a previously installed Concorde Model RG380E/44 battery installation to assure conformity with STC# ST00010WI. Completed installation per Wilco Inc. Drawing No. W500-300. The Aircraft's Equipment List and Weight & Balance records were revised. The VRSLA battery operation is identical to the operation of the original NiCad battery and therefore requires no changes in the Pilots Operating Handbook. 								
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MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

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

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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

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acc	ordance with	the requirements of	of Pai	t 43 of the U.S. Federal A	viatio	n Regulations and that t	he information	on furnished herin is tru	e and corre	ct to the best of	my knowledge.
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No weight and balance change. 13 pages attached. END		-
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	DATE April 23, 2007							
	FEDERAL AVIATION ADMINISTR IANCE WITH THE FEDER	AL AVIATION REG		April 23, 2007				
MAKE	AIRCRAFT OR AIRCR	AFT COMPONENT II YPE (Airplane, Radio, He		NAME OF APPLICANT				
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IDENTIFICATION								
DENTI OTTON			TITLE					
REPAIR DEFINITION S-501-0280/01RD A	REPAIR OF DAMAGE	ON THE LOWER	RH WING SKIN					
	paragraph listed be 3. Reference Repair Description 4. Compatibility of this installer.	gn only, not install pliance only with telow as "APPLICA Definition File Fold at a with the airc	he regulations sp BLE REGULATI er 501-0280/01 i eraft configuration	pecified by paragraph and sub- ONS". In Structures Group Files. In must be determined by the				
PURPOSE OF DATA: To provide Model 50° APPLICABLE REQUIREMENTS (List:	1-0280 (unit 0415), Regis	amage to the RH stration Number N	lower wing skin (53RD.	P/N 5522551-6) on aircraft				
·	•							
DERY-830749-CE		DERY-230	284-CE					
14 CFR 23.301 23.60		23.62	23.627					
23.303 23.605 23.572(a)(2)thru Amend 23-16 23.305 23.609 23.307 23.613								
CERTIFICATION - Under authori	ty vested by direction of	the Administrator	and in accordan	ce with conditions and limitations				
of appointment under Part 183	of the Federal Aviation	Regulations, data	a listed above an	id on attached sheets numbered				
have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.								
((We) Therefore ☐ Recommend approval of these data ☐ Approve these data								
SIGNATURES OF DESIGNATED ENG	SINEERING REPRESENTATION		SIGNATION UMBER(S)	CLASSIFICATION(S)				
R. J. Lamberger	1		7-830749-CE	Structures 14 CFR Parts 23 & 25				
M. J. Nienhaus Mark	J. Aluihard		Y-230284-CE	Structures 14 CFR Parts 23 & 25				
	<u>/</u>							
FAA Form 8110-3 (11-70) SUPERSE	EDES PREVIOUS FORM							



CESSNA AIRCRAFT COMPANY P. O. BOX 7704 WICHITA, KANSAS 67277-7704

STRUCTURES

MODEL NO: 501 REPORT NO: \$-501-0280/01RD

REPAIR DEFINITION REPAIR OF DAMAGE ON THE LOWER RH WING SKIN

REPORT DATE:	April 17, 2007
PREPARED BY:	R. M. Wade
CHECKED BY:	R. J. Lamberger
CHECKED BY:	M.J. Nienhaus
APPROVED BY:	R. J. Lamberger

Page i Report S-501-0280/01RD Aircraft 501-0280 (Unit 0415)

REVISIONS

LETTER	DATE	DESCRIPTION	BY	APPROVED
N/C	17APL2007	Original release, ECR 099005.	RMW	See cover page.
Α	23APL2007	Revised Section 1.0 to reflect correct A/C data	RMW	RIL

1.0 AIRCRAFT DATA

Serial Number: 501-0280

Unit Number: 0415

A/W Date: 11/30/1977

6638 Hrs / 6849 Ldgs

Reg. No.: N53RD

Date of Occurrence: On or about 01/15/2007

Owner/Operator: STG Realty Ventures

Repair Facility: Sonoma Jet Center

SPECIAL NOTES

 This Repair Definition covers only the damage defined in this document and it is the responsibility of the repair facility to assure that the defined damage agrees with the actual damage.

 All nondestructive inspections (NDI) specified in the Repair Definition must be performed by a qualified facility and meet the requirements defined in the Cessna Model 500 Series Nondestructive Testing Manual, Part 1 – General.

The repair described in the report satisfies applicable strength and fatigue, fail safe, and/or damage tolerance requirements. This repair also satisfies applicable lightning strike requirements. Structural substantiation and back-up data for this repair are contained in Engineering's Repair Definition File Folder 501-0280/01.

The structural repairs designed herein for this aircraft do not affect the original structural inspection criteria (procedures or timing) as published in the Cessna Model 500/501 Maintenance Manual.

The repair definition contained within this document has been found to comply to the following regulations:

14 CFR 23.301, 23.303, 23.305, 23.307, 23.603, 23.605, 23.609, 23.613, 23.627 23.572(a)(2) as amended by amendments 23-1 through 23-16.

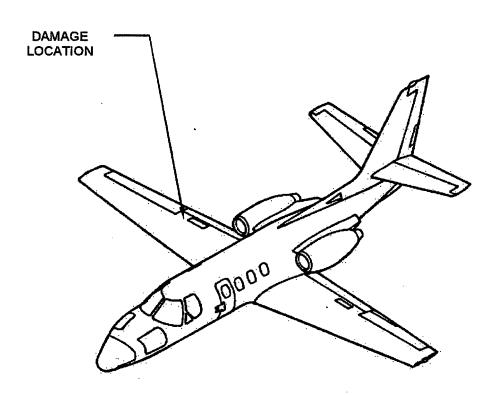


2.0 DAMAGE DESCRIPTION

The RH wing SKIN (P/N 5522551-6) was punctured outboard of WS91, the puncture was between the aft spar and the stringer immediately forward. The puncture was approximately 4 inches in diameter. There was also damage to the Rib Cap (P/N5522620-50).

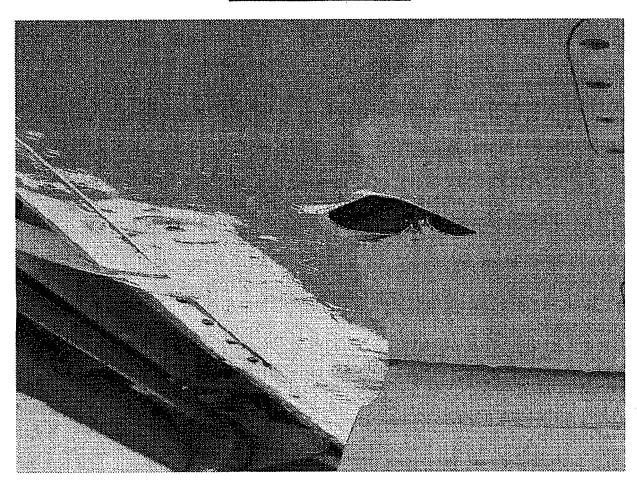
Figure 2.1 is a sketch showing the general location of the damage. Figure 2.2 is a photograph of the damage provided by the repair facility.

FIGURE 2.1:
GENERAL AIRCRAFT DAMAGE LOCATION

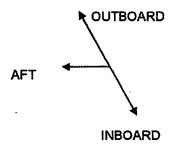


MODEL 500/501 AIRCRAFT

FIGURE 2.2: DAMAGE PHOTOGRAPH



(VIEW LOOKING INBOARD AT DAMAGE IN THE LOWER RH WING SKIN (P/N 5522551-6))



3.0 REPAIR DEFINITION

The repair will consist of trimming out the damaged components and installing a doubler and rib splice. Read entire repair definition prior to beginning the repair and contact Cessna Customer Service if the repair can not be installed as described.

Repair per the following instructions:

3.1 REMOVAL OF DAMAGE

 Place a stainless steel shim between the wing skin and sub-structure to protect the sub-structure during the skin trimming operation. Trim as shown in Figure 3.1. Trim only the Lower Skin. Break all sharp edges using 0.03"-0.06" minimum radius.
 Clean, chem. film and epoxy prime per Model 500 Series Structural Repair Manual, Chapter 51-10-02, "Protective Treatment Of Metal", all bare areas.

3.2 FABRICATION OF REPAIR PARTS

- Fabricate the –2 Repair Doubler from 0.040 inch 2024-T3 Al Sheet Per QQ-A-250/5
 per Figure 3.1. Break all sharp edges to 0.03 to 0.06 inch radius. Clean, chem. film
 and epoxy prime per Model 500 Series Structural Repair Manual, Chapter 51-10-02,
 "Protective Treatment Of Metal"
 - NOTE: Fabricate the Repair Doubler larger than required and trim prior to installation. Actual geometry of the Repair Doubler may vary slightly to accommodate 4D to 8D fastener spacing, 2D minimum edge distance and number of fasteners as shown in Figure 3.1.
- Fabricate the –3 Repair Doubler from 0.040 inch 2024-T3 Al Sheet Per QQ-A-250/5
 per Figure 3.1. Break all sharp edges to 0.03 to 0.06 inch radius. Clean, chem. film
 and epoxy prime per Model 500 Series Structural Repair Manual, Chapter 51-10-02,
 "Protective Treatment Of Metal"
- Fabricate the –4 Repair Filler from 0.020 inch 2024-T3 Al Sheet Per QQ-A-250/5 per Figure 3.1. Break all sharp edges to 0.03 to 0.06 inch radius. Clean, chem. film and epoxy prime per Model 500 Series Structural Repair Manual, Chapter 51-10-02, "Protective Treatment Of Metal"
- Fabricate the –5 Repair Filler from 0.040 inch 2024-T3 Al Sheet Per QQ-A-250/5 per Figure 3.1. Break all sharp edges to 0.03 to 0.06 inch radius. Clean, chem. film and

epoxy prime per Model 500 Series Structural Repair Manual, Chapter 51-10-02, "Protective Treatment Of Metal" Max gap of 0.03 inch between -5 Filler and Skin trim.

- Fabricate the –6 Repair Filler from 0.063 inch 2024-T3 Al Sheet Per QQ-A-250/5 per Figure 3.1. Break all sharp edges to 0.03 to 0.06 inch radius. Clean, chem. film and epoxy prime per Model 500 Series Structural Repair Manual, Chapter 51-10-02, "Protective Treatment Of Metal". The -6 Filler is under the joggled portion of the Rib Segment common to the stringer. Roughly a 1.25 inch X 1.25 square, trim to fit.
- Fabricate the –7 Rib Segment from a new Rib Cap (P/N 5522620-50) or 0.050 inch 2024-T3 Al Sheet Per QQ-A-250/5 per Figure 3.2. The Rib Segment should emulate the pattern and bend radius of the segment removed from the Rib Cap (P/N 5522620-50). Break all sharp edges to 0.03 to 0.06 inch radius. Clean, chem. film and epoxy prime per Model 500 Series Structural Repair Manual, Chapter 51-10-02, "Protective Treatment Of Metal". If fabricated from the T3 material, perform a Surface Eddy Current inspection for cracks along the bend radius of the rib segment. Surface eddy current inspect per Model 500 Series Nondestructive Testing Manual, Part 6 "Eddy Current".
- Fabricate the –8 Splice from 0.050 inch 2024-T3 Al Sheet Per QQ-A-250/5 per Figure 3.2. Break all sharp edges to 0.03 to 0.06 inch radius. Clean, chem. film and epoxy prime per Model 500 Series Structural Repair Manual, Chapter 51-10-02, "Protective Treatment Of Metal"
- Fabricate conical washers (or purchase S3962 repair washers) to fit each of the preexisting countersinks (for the area directly under the -2 Doubler). Clean, chem. film
 and epoxy prime per Model 500 Series Structural Repair Manual, Chapter 51-10-02,
 "Protective Treatment Of Metal".

3.3 INSTALLATION OF REPAIR PARTS

- Install a conical washer in each preexisting countersink wet with B-2 Sealant per
 Model 500 Maintenance Manual Chapter 51-10-02, "Protective Treatment Of Metal".
- Install the Repair Doublers and Fillers as shown in Figures 3.1 & 3.2. Install blue
 print size and type fasteners common to the wing skin, in the damaged area, use
 B/P spacing. Use XLZ4 fasteners in the new fastener locations. Pay close attention

to underlying structure while laying out the pattern. There must be a minimum of three rows of fasteners in the forward/aft direction from the damage area.

- The -2 Doubler is installed common to the external skin surface.
- The -3 Doubler & -4 Filler are installed internally.
- NOTE: Fay surface seal all mating surfaces per Model 500 Maintenance Manual, Chapter 20-32-00, "Fuel, Weather, Pressure and High-Temperature Sealing Maintenance Practices". It is acceptable to apply a generous amount of sealant in the effected area.
- NOTE: Install fasteners wet with Type I, Class B sealant per Model 500 Series Structural Repair Manual, Chapter 51-10-02, "Protective Treatment Of Metal".
- NOTE: Fastener substitution is allowed, as required, per Model 500 Series Structural Repair Manual, Chapter 51.
- If while reforming the skins back to contour, the skin becomes debonded to the underlying stringer, continue the staggered fastener pattern in the stringer for the duration of the debond area.

3.4 **GENERAL**

- Perform fuel leak test per Model 500/501 Citation/Citation I Maintenance Manual -Chapter 28, Section 28-10-00 "Fuel Storage - Maintenance Practice".
- Pre-assembly operations such as fitting, filing, drilling, dimpling and deburring shall be completed prior to cleaning.
- Fasteners are not to have an edge distance (ED) of less than less than 2D to the
 nearest part edge. The distance between fasteners is not to be less than 4D and not
 more than 8D. This note applies in all cases except where specifically noted in this
 report.
 - o E. D. = edge distance, measured from the center of hole to edge of part.
 - o 2D = two times the hole diameter, 4D = four times the hole diameter, etc.

- Unless indicated otherwise below, all repairs and modification to the airplane are to conform to the Cessna Model 500/501 Maintenance Manual. This repair is authorized for the stated Serial Numbered airplane only.
- This repair is for an unmodified airplane. Any non-Cessna modification that affects
 the aircraft gross weight, original design, or performance may invalidate published
 Continued Airworthiness requirements (i.e., inspection techniques and/or interval).
 Contact the STC Holder or originator of the modification for revised inspection
 criteria.
- If this Repair Definition Report (RD) is provided in support of a non-USA registered aircraft, acceptance of these findings is at the discretion of the civil aviation authority of the State of Registry. Compatibility of this data with the aircraft configuration must be determined by the installer.
- Prior to fastener removal, note the size, type, and location of any fasteners to be removed. This will facilitate later installation of similar fasteners (or oversized, as required, and as permitted by the Model 500/501 Maintenance Manual or SRM).
- Seal all parts on installation, using the sealants specified in the Maintenance
 Manual, for each location. If no sealant or procedure is specified, Seal as instructed
 in the Maintenance Manual, using MIL-S-8802 Class B2 sealant on Assembly. Drive
 all fasteners wet with sealant.
- Break all edges, clean, chem. film and epoxy prime all bare aluminum surfaces and abrasive clean and epoxy prime all stainless steel surfaces per the applicable Model 500/501 Service Documentation.

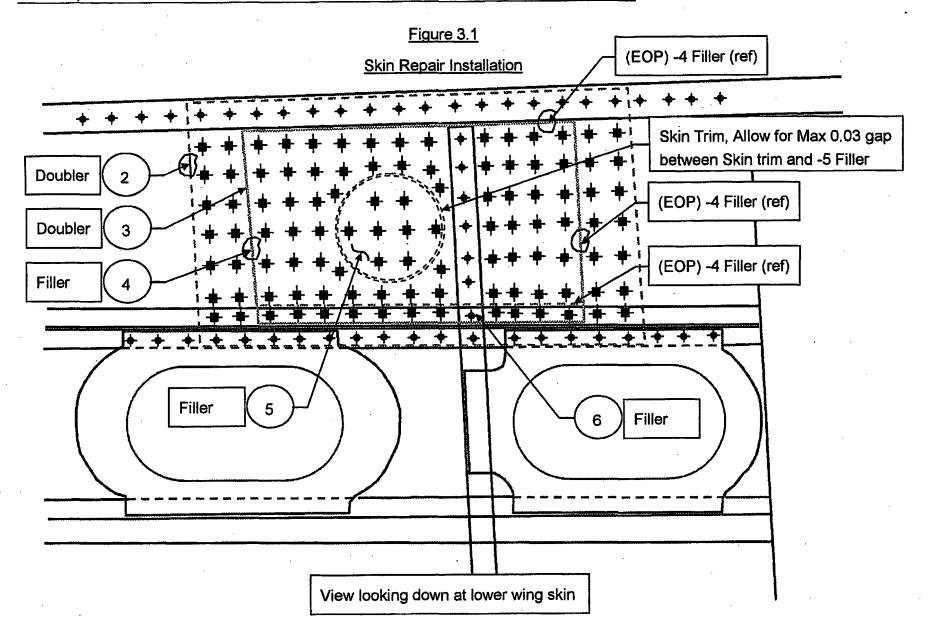
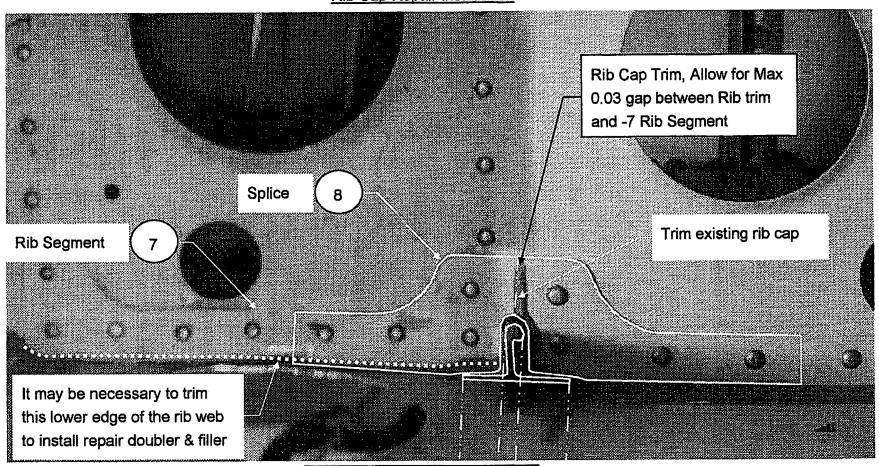


Figure 3.2

Rib Cap Repair Installation



View looking Inboard at WS 91

Transportation Federal Aviation

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

orm	Approved
	No.2120-0020

For FAA Use Only Office Identification

Christopher White

SWI7 JK

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 1. Aircraft Cessna 500 Serial No. Nationality and Registration Mark 500-0415 N53RD Name (As shown on registration certificate) Address (As shown on registration certificate) 2. Owner Africano Aircraft Management LLC 3821 N Bigelow St. Peoria IL 61614-7320 THE DATA APPLICABLE AIRMORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7. FAA Inspector, SAT-FSDO Date 4. Unit Identification 5. Type Unit Make Model Serial No. Repair Alteration X **AIRFRAME** -- (As described in item 1 above)-**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 Avionics Services Inc. 18SR028Y 216 Howard Langford Dr. Limited Airframe Foreign Certificated Mechanic Uvalde TX 78801 Certificated Repair Station 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 01/28/2005 **Christopher White** 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 APPROVED REJECTED FAA Flt. Standards Other (Specify) Manufacturer Inspection Authorization BY Inspector X Person Appoved by Transport **FAA Designee** Repair Station Canada Airworthiness Group Signature of Authorized Individual Date of Approval or Rejection Certificate or Designation No. MAY 1 6 2005

I8SR028Y

8. Description of Work Accomplished (If more space is required, attach additional sheets.	Identify with aircr	aft nationality and registration	mark and date work completed.)
Reference FAA Form 337 dated 01/13/2005 Installation	on of Universal Avid	nics Voice Recorder.	
Removed placard "CVR INOP".			
Performed preflight test of system and all operations n	omal.		
The Voice Recorder 28V DC power is supplied from the shutdown in case of aircraft ground impact. If the system inadvertently "tripped". Access to the switch is obtained foreward face of the "G" switch for resetting. Aircraft programmes are supplied from the suppli	tem does not pass ited by opening the a	its self procedure, the "G" swit aft baggage access door. A pu	ch may have been
System complies to FAR 25.1457.			
Cockpit Area microphone installed within the recomme manufacturer installation manual.	ended locations ide	ntified within AC 25.1457-1A,	and in accordance with
Installed FAA Approved Flight Manual Supplement da	ted MAY 1 1 2005		
The FAA approved Flight Manual Supplement dated the use of the CVR.	MAY 1 1 2005	must be kept aboard the airc	raft for all flights predicated on
Audio integrity was verified in accordance with manufa ULB battery replacement due Oct 2010.	acturer specification	ns by Universal Avionics Syste	m Corp.
Instructions for continued airworthiness ref doc. no. AS	SI-31-1463-CVR-IC	A, still in effect.	•
*********	* NOTHING FOL	LOWS ************************************	*****
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- · · · .	Additional Sheets Ar	re Attatched	

All Donnets and A	MAJOR R	EPAIR AND ALT	ERATION	Form Approved OMB No. 2120-00	120	*****		
U.S Department of Transportation Federal Aviation		erplant, Propelle			For FAA Use Only			
Administration	(p	n, or Application,	Office Identification		NICE		
ana aispositio	NS: Print or type all entries. See FAR 43.9, F/ on of this form. This report is required by law (a violation (Section 901 Federal Aviation Act 19	9 U.S.C. 1421). Failure to reno	-1 (or subsequent revision the ort can result in a civil penalty r	iot to exceed \$1,000		VII S		
	Make Cessna		Model 500	· ·				
1. 'Aircraft	Serial No. 500-0415		Nationality and Registration N 53RD	on Mark				
2. Owner	Name (As shown on registration certificate Africano Aircraft Management LL		Address (As shown on re 3821 Bigelow Street Peoria, IL 61614-7					
	<u> </u>							
The close	n triantified herein/complies with	3/ For FAA U	se Only					
s ubleet	d for the above described circles conformity inspection by a described circles conformity inspection by a described circles in FAR 48.7.							
	2 2005 // (M	/// r, D/9 A-FSDO						
		4. Unit Identi	fication		5. Type			
Unit	Make	Model	Model Set		Repair	Alteration		
AIRFRAME	***************************************	-(As described in item	1 above)					
POWERPLANT	:							
PROPELLER								
4551141105	Туре							
APPLIANCE	Manufacturer							
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A. Agency's Nam	e and Address	B. Kind of Agency		C. Certificate No.				
J.A.Air Center		U.S. Certified		NF2R029L				
DuPage Airpo West Chicago		Foreign Certified Repa	ied Mechanic air Station	Rating:	Radio Class 1,2,	,3		
Have Deell	t the repair and/or alteration made to the unit(s) n made in accordance with the requirements of rue and correct to the best of my knowledge.	identified in item 4 share and	described on the reverse or att ation Régulations and that the	achments hereto information furnished				
Date 22 March 2005	5	Signature of A	uthorized Individual	171/	<u></u>			
		William T.						
	authority given persons specified below, the u	7. Approval for Re		•				

Inspection Authorization

Person Approved by Transport Canada Airworthiness Group

David H. Krant

Other (Specify)

FAA Form 337 (12-88)

Date of Approval or Rejection

23 March 2005

FAA Fit Standards Inspector

FAA Designee

Manufacturer

Certificate or Designation No.

NF2RO29L

Repair Station

 \boxtimes

s. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
Cessna 550 (Citation) N 53RD
Removed Garmin GNS-530 GPS/Nav/Comm/GS/Map. Unit was sent to factory for upgrade.
Reinstalled Garmin GNS-530 GPS/Nav/Comm/GS/Map with upgrade to include TAWS in accordance with Garmin 500 Series Installation Manual #190-00181-02 Revision K dated November 2004 with reference to STC #SA00864WI.
This installation does not change existing equipment interfaces. This installation does not change existing antenna. This installation does not add an antenna.
Post Installation Configuration & Checkout Procedures were accomplished in accordance with Garmin 500 Series Installation Manual. Transmit check was completed for the following frequencies: 121.150, 121.175, 121.185, 121.190, 121.200, 130.285, 131.250, 131.275, 131.290 and 131.300 MHz.
FAA Approved Flight Manual Supplement dated 140 2 2 2005 is required for this approval.
This equipment has been ground checked and functions properly. There were no adverse effects with any of the other aircraft systems.
All work has been done in accordance with AC43.13-1B Chapters 10, 11 & 12, and AC43.13-2A Chapters 2 & 3, and AC20-138A, and TSO-C129a Class A(1), and TSO-C37d Class 4 & 6, and TSO-C38d Class C & E, and TSO-C40c, and TSO-C36e, and TSO-C34e, and TSO-C151b Class B.
No additional maintenance due beyond the requirements of 14CFR, Part 91, Subpart E ("Maintenance, Preventive Maintenance and Alterations"). See attached checklist for Continued Airworthiness.
No change to Weight & Balance.
end
•
Additional Sheets Are Attached

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.

Description of Work Accomplished (If more space is required, attach additional sheets. Identity with aircraft nationality and registration mark and date work completed.) Cessna 500 (Citation) N 53R) 22 March 2005 NSTRUCTIONS FOR CONTINUED AIRWORTHINESS CHECKLIST 1. INTRODUCTION: See block #4 of Form 337. 2. DESCRIPTION: See block #8 of Form 337. 3. CONTROUOPERATION INFORMATION: Operating Manual has been included in aircraft paperwork. 4. SERVICING INFORMATION: Not applicable. 5. MAINTENANCE INSTRUCTIONS: Not applicable. 6. TROUBLESHOOTING INFORMATION: Not applicable. 7. REMOVAL AND REPLACEMENT INFORMATION: Weight & Balance was calculated. Equipment List was updated. 8. DIAGRAMS: Not applicable. 9. SPECIAL INSPECTION REQUIREMENTS: Not applicable. 10. APPLICATION OF PROTECTIVE TREATMENTS: Not applicable. 11. DATA (STRUCTURAL FASTENERS, INSTALLATION REQUIREMENTS): Not applicable. 12. LIST OF SPECIAL TOOLS: Not applicable. 13. COMMUTER CATEGORY AIRCRAFT: Not applicable. 14. RECOMMENDED OVERHAUL PERIODS: Not applicable. 15. AIRWORTHINESS LIMITATION SECTION: No additional airworthiness limitations. 16. REVISION: Should a revision of this ICA become necessary, a letter will be submitted to the local FSDO with a copy of the revised FARENCE in the submitted to the local FSDO with a copy of the revised FARENCE.	
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10. APPLICATION OF PROTECTIVE TREATMENTS: Not applicable. 11. DATA (STRUCTURAL FASTENERS, INSTALLATION REQUIREMENTS): Not applicable. 12. LIST OF SPECIAL TOOLS: Not applicable. 13. COMMUTER CATEGORY AIRCRAFT: Not applicable. 14. RECOMMENDED OVERHAUL PERIODS: Not applicable. 15. AIRWORTHINESS LIMITATION SECTION: No additional airworthiness limitations.	
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12. LIST OF SPECIAL TOOLS: Not applicable. 13. COMMUTER CATEGORY AIRCRAFT: Not applicable. 14. RECOMMENDED OVERHAUL PERIODS: Not applicable. 15. AIRWORTHINESS LIMITATION SECTION: No additional airworthiness limitations.	TALLATION REQUIREMENTS): Not applicable.
 13. COMMUTER CATEGORY AIRCRAFT: Not applicable. 14. RECOMMENDED OVERHAUL PERIODS: Not applicable. 15. AIRWORTHINESS LIMITATION SECTION: No additional airworthiness limitations. 	,
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	DN: No additional airworthiness limitations.
16. REVISION: Should a revision of this ICA become necessary, a letter will be submitted to the local FSDO with a copy of the revised FAA	
	become necessary, a letter will be submitted to the local FSDO with a copy of the revised FAA
Form 337 and revised ICA.	

Additional Sheets Are Attached



of Transportation

MAJOR REPAIR AND ALTERATION

(Airframe, Powerplant, Propeller, or Appliance)

Form Approved

OMB No. 2120-0020



For FAA Use Only

Office-Identification

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ministration	

Federal	Aviation
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INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision the cor) for instructions and disposition of this form. This report is required by law (49 U S C 1421) Failure to report can possible a children to report can be called a children to c

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Weight and balance 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).

Instructions for Continued Airworthiness

- 1. Introduction: Installed STC SA2673NM, New Flight Corporation optional takeoff gross weight increase.
- 2. Description: Optional takeoff gross weight increase.
- 3. Control: Original.
- 4. Servicing Information: As per New Flight Corporation Cessna Citation Model 500/501 Maintenance Manual Supplement Document No. MMS-920 revision B, dated 6-17-2002 or later.
- 5. Maintenance Instructions: As per New Flight Corporation Cessna Citation Model 500/501 Maintenance Manual Supplement Document No. MMS-920 revision B, dated 6-17-2002 or later.
- 6. Trouble Shooting Information: N/A
- 7. Removal And Replacement Information: N/A
- 8. Diagrams: Ref STC SA2673NM and accompanying drawings number 91891 sheet 1-3 Rev. A 1 Jul 94 and 91893 original.
- 9. Special Inspection Requirements: None.
- 10. Application of Protective Treatments: None
- 11. Data: As per New Flight Corporation Cessna Citation Model 500/501 Maintenance Manual Supplement Document No. MMS-920 revision B, dated 6-17-2002 or later, STC SA2673NM, and New Flight Corporation Cessna Citation Model 500/501 Aircraft Flight Manual Supplement Maintenance Document No. FMS-965 latest revision.
- 12. List of Special Tools: None
- 13. For Commuter Category Aircraft: no special requirements or data.
- 14. Recommended Overhaul Periods: As per revised life limits as listed in New Flight Corporation Cessna Citation Model 500/501 Maintenance Manual Supplement Document No. MMS-920 revision B, dated 6-17-2002 or later.
- 15. Airworthiness Limitation Section: As per revised life limits as listed in New Flight Corporation Cessna Citation Model 500/501 Maintenance Manual Supplement Document No. MMS-920 revision B, dated 6-17-2002 or later.
- 16. Revision: For any revision to these instructions, a letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised Instructions for Continued Airworthiness. 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 Dated: 01-08-2005." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, and date of the Form 337.

U.S. Department

of Transportation Federal Aviation Administration

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

Form Approved OMB No.2120-0020

For FAA Use Only

Christopher White

Office Identification

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) Model 1. Aircraft Cessna Serial No. Nationality and Registration Mark 500-0415 Name (As shown on registration certificate) Address (As shown on registration certificate) 2. Owner Africano Aircraft Management LLC 3821 N Bigelow St. Peoria IL 61614-7320 3. For FAA Use Only 4. Unit Identification 5. Type Unit Make Model Serial No. Alteration Repair Х **AIRFRAME** (As described in item 1 above) **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 Avionics Services Inc. 18SR028Y 216 Howard Langford Dr. **Limited Airframe** Foreign Certificated Mechanic Uvalde TX 78801 Certificated Repair Station 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 Individua 01/06/2005 Christopher White 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 APPROVED REJECTED FAA Flt. Standards Other (Specify) Manufacturer Inspection Authorization Inspector BY Person Appoved by Transport **FAA Designee** X Repair Station Canada Airworthiness Group Date of Approval or Rejection JAN 13 2005 Signature of Authorized Individual Certificate or Designation No.

I8SR028Y

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.)

Installed the following:

- Universal Avionics CVR pn 1603-02-03.
- 2. CVR Control pn 1634-01.
- 3. Area Mic pn 16301-01.
- 4. Inertia Switch pn 3LO-453/3.
- Summing Amplifiers model M1090 pn 990-3138-000 (Qty 2). 5.
- 6. ULB model DK120
- Stormscope receiver model WX500 pn 805-11500-001 7.
- Stormscope antenna model NY-163 pn 805-10930-001 8.
- WSI receiver model AV-200 pn 305391-000
- 10. WSI antenna model CI1530-1 pn 305394
- 11. WSI adapter pn AVX-5
- 12. Standby Gyro model Al-804 pn 501-1197-05
- 13. Power Supply model PS-835C pn 501-1228-03

Voice Recorder installed in accordance with Avionics Services Dwg. no. ASI-31-1463-01-1004. Standby Gyro system installed in accordance with Avionics Services Dwg. no. ASI-34-1463-02-1004. WSI system installed in accordance with Avionics Services Dwg. no. ASI-34-1463-03-1004. Stormscope system installed in accordance with Avionics Services Dwg. no. ASI-34-1463-04-1004. All wiring installed in accordance with AC 43.13-1B chapter 11. Electrical load analysis reflects no adverse effects on existing electrical / avionics buss. EMI test completed in accordance with AC 43-13-1B chapter 11, section 8, para. 11-107. WX 500 Stormscope antenna installed in accordance with dwg. no. J358CC500-3442-01. WSI antenna installed in accordance with dwg. no. J358CC500-3457-01. Reference approved FAA Form 8110-3 by Kamala J. Meader.

Disabled Voice Recorder pending readout / certification.

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Instructions for continued airworthiness:		
Voice Recorder ref ASI-31-1463-CVR-ICA Stormscope ref ASI-34-1463-SS-ICA Standby Gyro ref ASI-34-1463-GYRO-ICA WSI Weather Link ref ASI-34-1463-WSI-ICA		•
Revised Aircraft equipment list. See new weight and balance.		
******	****** NOTHING FOLLOWS ********	********
• :	Additional Sheets Are Attatched	
	Reproduced by Avantext, Inc.	*U.S.GPO:1994-568-012/0001

05.977.1

	U.S. DEPARTMENT OF TR FEDERAL AVIATION A.D.		DATE				
STATEMENT O	January 6, 2005						
	REGULATIONS						
All		RAFT COMPONENT IDEN					
MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT				
Cessna	Citation I, Model 500	Airplane	Avionics Services, Inc. – Uvalde, Texas				
		LIST OF DATA					
IDENTIFICATION		TITLE					
-							
DRAWINGS		•					
J358CC500-3442-01	4	"WX-500 Stormscope Antenna Instl Cessna Citation 500", Revision IR, dated 1-5-05, by J.Strickland Aircraft Design, San Antonio, Texas.					
J358CC500-3457-01	1	"CI1530-1 Weather Data Antenna Instl Cessna Citation 500", Revision IR, dated 1-5-05, by J.Strickland Aircraft Design, San Antonio, Texas.					
REPORT R977-001 "Structural Substantiation Analysis of Weather Data and Stormscope Antenna Installations", Revision IR, dated 1/6/05 by Kamala Meader, Ann Arbor, Michigan.							
PURPOSE OF DATA	Note: The above data is apprequired.	proved for structural design aspe	cts only. Conformity inspection is stil				
	with applicable requir	ements for aircraft serial num	ber 500-0415 (Registration Number				
APPLICABLE REQUIREMENTS							
14 CFR Part 25 includ 25.365(a)(b)(d), 25.60	ing Amendments 25- 1, 25,603, 25.605(a),	1 through 25-17 § 25.301, 25. 25.607, 25.609, 25.611, 25.61	303, 25.305(a), 25.307(a), 3, 25.625.				
CERTIFICATION - Und	ler authority vested by dir ander Part 183 of the Fede have been exami	ection of the Administrator and in acral Aviation Regulations, data listed and in accordance with established a	cordance with conditions and I above and on attached sheets				
I (We) Therefore	Recommend approv	al of these data					
SIGNATURE(S) OF E	ESIGNATED ENGINEE	RING DESIGNATION	CLASSIFICATION(S)				
1	9. Meader						
Kamal	a Jane Meader						
OMPUTER GENERATED FA	A Form 8110- 3						

Avionics Services Inc. 216 Howard Langford Dr. Uvalde TX 78801

Document No. ASI-31-1463-CVR-ICA Registration No. N53RD

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS
CESSNA CITATION 500
N53RD
COCKPIT VOICE RECORDER

- 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 Scheduled Maintenance Program.
- 2. **DESCRIPTION:** The voice recorder system consists of the voice recorder unit, control unit, area microphone, inertia switch, and, summing amplifiers.
- **3. CONTROL, OPERATION INFORMATION:** Refer to the Universal Avionics System Corporation CVR 30B installation manual chap. 23-70-03.
- 4. **SERVICING INFORMATION:** N/A
- 5. MAINTENANCE INSTRUCTIONS: Maintenance manual information for the CVR 30B / 120 (system description, removal, installation, testing, etc.) is contained in Universal Avionics Systems Corporation's (UASC) Installation Manual Report No. 23-70-03.

Scheduled Maintenance Program tasks to be added to the aircraft operator's appropriate airplane maintenance program are as follows:

a. Recommended Periodic Scheduled Servicing Tasks: Per Maintenance Section of

Report 23-70-03

b. Recommended Periodic Scheduled Preventative Maintenance Tests/Checks to Determine System Condition and/or Latent Failures:

Per Maintenance Section of

Report 23-70-03

NOTE:

(System performs full self test BITE at each power on, and any failures are annunciated to the pilot.)

c. Recommended Periodic Inspections: Per Maintenance Section of

Report 23-70-03

d. Recommended Periodic Structural Inspections: None Required

- 6. TROUBLESHOOTING INFORMATION: Refer to the CVR-30B Maintenance Manual.
- 7. REMOVAL AND REPLACEMENT INFORMATION: Should it become necessary to remove a system component, the CVR and inertia switch is located in the tail section of the aircraft, the control is located in the pilot instrument panel, the area microphone is located on the glare shield, and the summing amplifiers are located in the pilot and copilot respectively. Revise weight and balance as necessary and make a logbook entry.

Document No. ASI-31-1463-CVR-ICA Registration No. N53RD

- 8. DIAGRAMS: There are no access plates that need to be removed for inspection.
- 9. SPECIAL INSPECTION REQUIRMENTS: Special inspection requirements are not applicable.
- 10. APPLICATION OF PROTECTIVE TREATMENTS: Application of protective treatments are not applicable.
- 11. DATA: Installation requirements may be found within the accepted industry practices contained within AC 43.13-1B Chapter 11, 15, and 16.
- 12. LIST OF SPECIAL TOOLS: Special tools are not required.
- 13. FOR COMMUTER CATEGORY AIRCRAFT: Not applicable, this aircraft is not a commuter category aircraft.
- 14. RECOMMENDED OVERHAUL PERIODS: Not applicable
- 15. AIRWORTHINESS LIMITATION SECTION: There are no additional airworthiness limitations.
- 16. REVISION: The instructions for Continued Airworthiness (ICA) Checklist 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, superceding the Instructions for Continued Airworthiness (date_____)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, it's 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, dated_____) along with 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 operators 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).

Document No. ASI-31-1463-CVR-ICA Registration No. N53RD

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 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 dated). 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.
FAA Accepted Billy Rhuhey
DateJAN 1 1 2005

Document No. ASI-34-1463-SS-ICA Registration No. N53RD

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS CITATION 500 N53RD WX 500 Stormscope

- 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 Scheduled Maintenance Program.
- **2. DESCRIPTION:** The Stormscope system consists of a processor, and an antenna. The Stormscope information is displayed on the Garmin GNS-530 GPS.
- 3. CONTROL, OPERATION INFORMATION: Reference manufacturers operation manuals for system components operating instructions.
- **4. SERVICING INFORMATION:** Per FAR 23.1529 and 25.1529 Instructions for continued airworthiness is met per the following instructions

WX 500 Stormscope No scheduled maintenance is required to ensure continued airworthiness.

- 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 an annual basis, a periodic inspection of all system components, antenna, associated wiring and related aircraft structure for integrity, security, wear, chafing, and etc. Special attention should be given to the primary structure with regards to fatigue and stress cracking, corrosion, and etc.
- **6. TROUBLESHOOTING INFORMATION:** Reference manufacturers operations manuals for troubleshooting procedures.
- 7. REMOVAL AND REPLACEMENT INFORMATION: Should it become necessary to remove a system component, The processor is located in the nose avionics bay, and the antenna is on the top of the aircraft. Revise weight and balance as necessary and make a logbook entry.
- 8. **DIAGRAMS:** There are no access plates that need to be removed for inspection.
- **9. SPECIAL INSPECTION REQUIRMENTS:** Special inspection requirements are not applicable.
- **10. APPLICATION OF PROTECTIVE TREATMENTS:** Application of protective treatments are not applicable.
- 11. DATA: Installation requirements may be found within the accepted industry practices contained within AC 43.13-1B Chapter 11, 15, and 16.
- 12. LIST OF SPECIAL TOOLS: Special tools are not required.

Document No. ASI-34-1463-SS-ICA Registration No. N53RD

13. FOR COMMUTER CA commuter category aircraft.	TEGORY AIRCRAFT:	Not applicable, this aircraft is not a
14. RECOMMENDED OVI	ERHAUL PERIODS: N	ot applicable
15. AIRWORTHINESS LIN limitations.	MITATION SECTION: 1	There are no additional airworthiness
submitting a letter to the local FAA inspector accepts the cha attached revised/new Instruction component major alteration has	FSDO with a copy of the renge by signing Block 3 and ons for continued airworthing been accepted by the FA Once the revision has been	orthiness (ICA) Checklist may be revised by vised FAA form 337 and revised ICA. The including the following statement: "The less (date) for the above aircraft or A, superceding the Instructions for Continued accepted, a maintenance record entry will be form 337.
17. ASSISTANCE: Not ap	pplicable	
operating under part 91 is responsible aircraft/s maintenance recomplished alteration and identifies the original with inspection/maintenance responsible aircraft operator is responsible aircraft operator is responsible aircraft operator submits a revision to a office (CHDO). c. For aircraft inspected under submit a change to the CHDO d. For air carrier aircraft inspected under submit a change to the CHDO d. For air carrier aircraft inspected under submit a change to the CHDO d. For air carrier aircraft inspected under submit a change to the CHDO d. For air carrier aircraft inspected under submit a change to the CHDO d. For air carrier aircraft inspected under submit a change to the CHDO d. For air carrier aircraft inspected under submit a change to the CHDO d. For air carrier aircraft inspected under submit a change to the CHDO d. For air carrier aircraft inspected under submit a change to the CHDO d. For air carrier aircraft inspected under submit a change to the CHDO d. For air carrier aircraft inspected under submit a change to the CHDO d. For air carrier aircraft inspected under submit a change to the CHDO d. For air carrier aircraft inspected under submit a change to the CHDO d. For air carrier aircraft inspected under submit a change to the CHDO d. For aircraft inspected under submit a change to the CHDO d. For aircraft inspected under submit a change to the CHDO d. For aircraft inspected under submit a change to the CHDO d. For aircraft inspected under submit a change to the CHDO d. For aircraft inspected under submit a change to the CHDO d. For aircraft inspected under submit a change to the CHDO d. For aircraft inspected under submit a change to the CHDO d. For aircraft inspected under submit a change to the CHDO d. For aircraft inspected under submit a change to the CHDO d. For aircraft inspected under submit a change to the CHDO d. For aircraft inspected under submit a change to the chang	rmed in accordance with FA onsible for ensuring that the their aircraft. This is accorded in accordance with section ginal ICA location (e.g., Blacquirements. The image in accordance with a first for ensuring that the ICA is an for their aircraft. If a process will need its maintenance program to the image in accordance with section accordance with section accordance with section accordance record in accordance recordance re	AA Field Approval policy, the owner/operator ICA is made part of the applicable section applished when a maintenance entry is made in on 43.9. This entry records the major ock 8 of FAA Form 337, dated) along all approval on air carrier aircraft, the air made part of the applicable ocedure is not currently included in the data to be appropriately addressed (i.e. the the applicable certificate holding district ection Program (AAIP), the operator will
FAA Accepted Billy	PRehey	
DateJAN	1 1 2005	

Document No. ASI-34-1463-GYRO-ICA Registration No. N53RD

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS CITATION 500 N53RD STANDBY GYRO

- 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 Scheduled Maintenance Program.
- 2. **DESCRIPTION:** The gyro system consists of an indicator and power supply.
- **3. CONTROL, OPERATION INFORMATION:** Reference manufacturers operation manuals for system components operating instructions.
- 4. **SERVICING INFORMATION:** The indicator is on condition only and there is no periodic, preventative maintenance required for continued operation of the indicator. The battery condition must be checked every 100 hours or 3 months of use in aircraft or after 15 days of non use.
- 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 an annual basis, a periodic inspection of indicator, power supply and associated wiring.
 b. Reference JET Electronics installation manual dated June 10, 1987 or later revision for battery maintenance instructions.
- **6. TROUBLESHOOTING INFORMATION:** Reference manufacturers operations manuals for troubleshooting procedures.
- 7. REMOVAL AND REPLACEMENT INFORMATION: Should it become necessary to remove a system component, The indicator is located in the pilot instrument panel, and the battery is located in the nose avionics shelf. Revise weight and balance as necessary and make a logbook entry.
- **8. DIAGRAMS:** There are no access plates that need to be removed for inspection.
- 9. SPECIAL INSPECTION REQUIRMENTS: Special inspection requirements are not applicable.
- 10. APPLICATION OF PROTECTIVE TREATMENTS: Application of protective treatments are not applicable.
- 11. DATA: Installation requirements may be found within the accepted industry practices contained within AC 43.13-1B Chapter 11, 15, and 16.
- 12. LIST OF SPECIAL TOOLS: Special tools are not required.
- 13. FOR COMMUTER CATEGORY AIRCRAFT: Not applicable, this aircraft is not a commuter category aircraft.

14. RECOMMENDED OVERHAUL PERIODS: Not applicable

Document No. ASI-34-1463-GYRO-ICA Registration No. N53RD

15. AIRWORTHINESS LIMITATION SECTION: There are no additional airworthiness limitations.
16. REVISION: The instructions for Continued Airworthiness (ICA) Checklist 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, superceding the Instructions for Continued Airworthiness (date)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, it's 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, dated) along with 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 operators 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 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 dated). 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.
FAA Accepted Bill RRihe
Date <u>JAN 1 1 2005</u>

Document No. ASI-34-1463-WSI-ICA Registration No. N53RD

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS CITATION 500 N53RD WSI WEATHER DATA RECEIVER

- 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 Scheduled Maintenance Program.
- 2. **DESCRIPTION:** The installation consists of a AV-200 Receiver, and an antenna. The system is interfaced to a Garmin GNS-530 GPS.
- 3. CONTROL, OPERATION INFORMATION: Reference manufacturers operation manuals for system components operating instructions.
- **4. SERVICING INFORMATION:** The WSI system is on condition only and there is no periodic, preventative maintenance required for continued operation of the 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 an annual basis, a periodic inspection of WSI Receiver, antenna, associated wiring and related aircraft structure for integrity, security, wear, chafing, and etc. Special attention should be given to the primary structure with regards to fatigue and stress cracking, corrosion, and etc.
- **6. TROUBLESHOOTING INFORMATION:** Reference manufacturers operations manuals for troubleshooting procedures.
- 7. REMOVAL AND REPLACEMENT INFORMATION: Should it become necessary to remove a system component, The receiver is located in the copilot armrest, and the antenna is located on the top of the aircraft. Revise weight and balance as necessary and make a logbook entry.
- 8. DIAGRAMS: There are no access plates that need to be removed for inspection.
- 9. SPECIAL INSPECTION REQUIRMENTS: Special inspection requirements are not applicable.
- 10. APPLICATION OF PROTECTIVE TREATMENTS: Application of protective treatments are not applicable.
- 11. DATA: Installation requirements may be found within the accepted industry practices contained within AC 43.13-1B Chapter 11, 15, and 16.
- 12. LIST OF SPECIAL TOOLS: Special tools are not required.
- 13. FOR COMMUTER CATEGORY AIRCRAFT: Not applicable, this aircraft is not a commuter category aircraft.

Document No. ASI-34-1463-WSI-ICA Registration No. N53RD

14. RECOMMENDED OVERHAUL FERIODS: Not applicable
15. AIRWORTHINESS LIMITATION SECTION: There are no additional airworthiness limitations.
16. REVISION: The instructions for Continued Airworthiness (ICA) Checklist 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, superceding the Instructions for Continued Airworthiness (date)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, it's location and date of the form 337.
17. ASSISTANCE: Not applicable
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, dated) along with 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 operators 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 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 dated). 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.
FAA Accepted Billy Okhey

JAN 1 1 2005

Date

U.S. Departme

U.S. Department of Transportation Federal Aviation Administration

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

Form Approved OMB No.2120-0020

For FAA Use Only

Office Identification

Appendix B, and AC 43 9-1 (or subsequent revision thereof) for

instruc	tions	s and di	isposition of t	his fo	ntries. See FAF orm. This report on (Section 901	is require	ed by	/ law (49 U.S.	C. 142	C 43.9-1 1). Failu	or subsection (or subsection)	quent res	vision thereof sult in a civil p) for enalty not to
1. Ai			Make Cessna						Model 500					
			Serial No. 500-0415						Nationality and Registration Mark N53RD					
2. O	wnei	r	Name (As shown on registration certificate) Africano Aircraft Management LLC						Address (As shown on registration certificate) 3821 N Bigelow St. Peoria IL 61614-7320					
	3. For FAA Use Only													
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ļ	Unit			Mak	e 			Model			Serial No.		Repair	Alteration
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PROP	ELLE	R												
APPLI	ANCE	Type Manufacturer												
6. Conformity Statement														
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		ervices d Langi					\vdash						BSR028Y imited Airframe	
Uvalde	e TX	78801		•			X							
				\vdash	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 Signatu 11/10/2004				ure of Authoriz	ed Inc	lividual	4 C	Ille	Christe	opher White				
7. Approval for Return To Service														
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BY			t. Standards		Manufacturer			Inspection		ization	Other (Specify)		
		FAAI	Designee	X	Repair Station	1		Person Appov Canada Airwo			,			
Date o	f App	oroval c	or Rejection		Certificate or Des	ignation No	o .	Signature	of Aut	horized h	ndividual	111	//	
11/10/2004 I8SR028Y						(a	ef C	NU	Christo	opher White				

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.)

N53RD

Cessna 500

500-0415

11/10/2004

Removed the following:

Qty 1 Air data computer model AZ-241 pn 4013241-931

Qty 1 Altimeter model BA-141 pn 4016341-905

Installed the following:

Qty 2 Air Data Display Unit pn 9D-80130-16

Qty 1 Analog Interface Unit on 9B-81040-26

Qtv 2 Configuration module pn 9B03508-15

- 3. This work has been accomplished under Avionics Services Inc. Work Order ASI-1463
- The above listed components were introduced into the aircraft's IS&S Air Data Computer System as the result of Group flight testing and development of the SSEC curve. Additional wires were installed per Electrosonics drawings ES560-120028-01 dated 03-21-01.
- 5. These replacement components were installed and wiring changes were made in accordance with STC ST01392CH-D.
- 6. Aircraft related functions as defined in 2.4.1, "Servicing Information For Initial Airworthiness" contained within the Garrett Aviation Services document 52-8008-004 Rev F, dated 8 September 2003, have been satisfactorily performed.
- The requirements of the Garrett Aviation "Instructions for Initial and Continued Airworthiness for Cessna model 500/501 and 550/551 Series Aircraft Qualified for Operations in Reduced Vertical Separation Minimum (RVSM) Airspace", 52-8008-004 Revision F, dated 8 September 2003, have been satisfactorily complied with, excluding any program requirements made of the operator.
- The Certification of the aircraft for Reduced Vertical Separation Minimum (RVSM) operational capability was accomplished in accordance with STC ST01636CH dated June 26, 2002. Final operational approval for Flight Operations in an RVSM environment for this aircraft must be obtained by the operator from the FAA.
- FAA Approved Flight Manual Supplement, Garrett Aviation Services Document Number 51-8008-003, Revision A, dated June 03, 2002 or later FAA approved revision, must be immediately available to the flight crew whenever flight operations are predicated on RVSM.
- The owner / operator is responsible to ensure the Continuing Airworthiness instructions contained in Garrett Aviation Services Document 50-8008-004, Rev. F dated 8 September 2003 or later approved revision are in compliance in order that the aircraft maintain its RVSM approval.
- The owner / operator must comply with manufacturer's maintenance instructions to ensure continued airworthiness any time the above equipment is removed and / or repaired and reinstalled.
- The aircraft equipment list has been ammended by Avionics Services Inc.
- 13. The aircraft weight and balance has been revised by Avionics Services Inc.
- 14. Electrical loading of the aircraft has been performed IAW the prescribed loading information from the manufacturer.
- Reduced Vertical Separation Minimum Skin Waviness Inspection Procedures, Reference Garrett Aviation Services Document No. 50-8432-001, Revision C, dated 1 July 2003 or later approved revision.
- 16. FAA Approved Flight Manual Supplement, Electrosonics Document Number ES560-120028-100 Revision 3, dated August 18,

		Reproduced by Avantext, Inc.	*U.S.GPO:1994-568-012/0001
	Mary's Take	×	
	***********	**************************************	***********
.003, or later re	evision, must be immediately av	vailable to the flight crew whenever flight open	ations are predicated on RVSM.

United States of America

Bepartment of Transportation - Nederal Abiation Administration

Supplemental Type Certificate

Number ST01636CH

This certificate issued to

Garrett Aviation Services 1200 North Airport Drive Capital Airport Springfield, IL 62707

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 25 of the Federal Aviation Regulations. See Type Certificate Data Sheet A22CE for complete certification basis.

Original Product - Type Certificate Number :

A22CE

Make

Cessna Aircraft Company

Model:

500, 550, 560, S550

Description of Type Design Change:

Certification of Reduced Vertical Separation Minimum (RVSM) operational capability initiated in accordance with FAA Approved Instructions for Initial and Continued Airworthiness, Garrett Aviation Services Doc. No. 50-8008-004, Revision F, dated September 8, 2003, or later FAA approved revision, FAA Approved Instructions for Initial and Continued Airworthiness, Garrett Aviation Services Doc. No. 50-8008-004, Revision C, dated June 10, 2002, or later FAA approved revision, or FAA Approved Instructions for Initial and Continued Airworthiness, Garrett Aviation Services Doc. No. 52-8008-004, Revision "Orig. Issue", dated April 25, 2002, or later FAA approved revision, as applicable.

Limitations and Conditions:

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

(See Continuation Sheet)

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 Tederal Boiation Administration.

Date of application: October 29, 2001

Date of issuance : May 6, 2002

Dale reissued :

Dalo amended . June 26, 2002, September 29, 2003

By direction of the Administrator

(Signature)

mailes:

Charles L. Smalley

Manager, Systems and Flight Test Branch Chicago Aircraft Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

United States of America

Bepartment of Transportation - Federal Abiation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number ST01636CH

Date Amended: June 26, 2002, September 29, 2003

Limitations and Conditions (Continued):

- 2) FAA Approved Airplane Flight Manual Supplement, Garrett Aviation Services Doc. No. 50-8008-001, Revision A, approved June 3, 2002, or later FAA approved revision; or Garrett Aviation Services Doc. No. 51-8008-003, Revision A, approved June 3, 2002, or later FAA approved revision; or Garrett Aviation Services Doc. No. 51-8008-003, Revision A, approved June 3, 2002, or later FAA approved revision; or Garrett Aviation Services Doc. No. 52-8008-003, Revision "Orig. Issue", approved June 26, 2002, or later FAA approved revision; or Garrett Aviation Services Doc. No. 52-8008-005, Revision "Orig. Issue", approved June 26, 2002, or later FAA approved revision; or Garrett Aviation Services Doc. No. 52-8008-003, Revision "Orig. Issue", approved June 26, 2002, or later FAA approved revision; or Garrett Aviation Services Doc. No. 52-8008-003, Revision C, approved August 4, 2003, or later FAA approved revision; or Garrett Aviation Services Doc. No. 52-8008-005, Revision B, approved August 4, 2003, or later FAA approved revision as applicable, is required on board the modified aircraft.
- 3) FAA Approved Instructions for Initial and Continued Airworthiness, Garrett Aviation Services Doc. No. 50-8008-004, Revision F, dated September 8, 2003, or later FAA approved revision, or FAA Approved Instructions for Initial and Continued Airworthiness, Garrett Aviation Services Doc. No. 50-8008-004, Revision C, dated June 10, 2002, or later FAA approved revision, or FAA Approved Instructions for Initial and Continued Airworthiness, Garrett Aviation Services Doc. No. 52-8008-004, Revision "Orig. Issue", dated April 25, 2002, or later FAA approved revision, as applicable, is required for this certification.
- 4) 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...

Bepartment of Transportation -- Hederal Abiation Administration

Supplemental Type Certificate

Number ST01392CH-D

This certificate issued to

ElectroSonics 4391 International Gateway Columbus, OH 43219

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 25 of the Federal Aviation Regulations. See Type Certificate Data Sheet A22CE as amended by Special Condition No. 25-177-SC, dated April 10, 2001, Docket No. NM188 for complete certification basis.

Original Product - Type Certificate Number : ;

A22CE

Make:

Cessna Aircraft Company

Model:

500, 550, S550, 560

Description of Type Design Change:

Installation of a Innovative Solutions & Support Air Data Computer. Installed per ElectroSonics Drawing ES560-120028-01, Rev 5, dated April 09, 2002 or later FAA approved revision.

Limitations and Conditions:

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

FAA Approved Flight Manual Supplement, ElectroSonics document ES560-120028-100, Rev. 1, dated May 02, 2002 or later
FAA Approved revision for Option 1 & 2, FAA Approved Flight Manual Supplement, ElectroSonics document number ES560120028-101, Rev. 1, dated May 02, 2002 or later FAA Approved revision for Option 3 is a required part of this STC.

 Continuing airworthiness requirements specified in ElectroSonics document ES560-120028-200, Revision IR, dated March 28, 2001 or later FAA Approved revision, must be complied with in addition to the basic airplane maintenance manuals.

4. 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 Aciation Administration.

Dale of application: August 10, 2000

Dale reissued: November 29, 2001

Dale of issuance . April 12, 2001

Date amended . January 25, 2002, May 02, 2002

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By direction of the Administrator

Tim Winiesdorffer, DAS Administrator, DAS 3 CH

ElectroSonics, Columbus. Ohio

(Title)

U.S. Department of Transportation
Federal Aviation

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

Form Approved No.2120-0020	OMB
For FAA	Use Only
Office Identificati	ion 1/14/04
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Administration									noe	SAT- CSDC	,SW17
instructions and d	isposition of this fo	entries. See FAR 4 form. This report is on (Section 901 Fe	required l	by I	law (49 U.S.C.						ty not to
1. Aircraft	Make Cessna					Model 500					
	Serial No. 500-0	415				Nation N50h		egistration Ma	ark		
2. Owner	Name (As shown on registration certificate) Africano Aircraft Management LLC Address (As shown on registration on registration and a shown on registration on registration and a shown on registration on registration and a shown on registration and a sho							ation certi	ficate)		
THE DATA/ALEGE	IDENTIFIED HER	EIN COMPLIES WITH	APPLIGABE	For	FAA Use Only						
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! 		4. Unit	Identific	atio	on					5. 7	уре
Unit	Ма	ke			Model			Serial No.		Repair	Alteration
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POWERPLANT											
PROPELLER											
APPLIANCE	Type Manufacturer										
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Avionics Services 216 Howard Lang				屵	U.S. Certificated Foreign Certifica					R028Y nited Airframe	
Uvalde TX 7880	1 .			苊	<u> </u>	Certificated Repair Station					
	Manufacturer 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 01/07/2004 Signature of Authorized Individual Christopher White											
		7	'. Approv	val	for Return To	Servic	e	- 1-7			
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 APPROVED REJECTED											
BY FAA F	It. Standards tor	Manufacturer		<u> </u>	Inspection A			Other (Specify)		
FAA	Designee	Repair Station	[[_	Person Appove Canada Airwor						
Date of Approval of JAN 1 1	or Rejection 2004	Certificate or Des I8SR028Y	ignation N	No.	Signature of A Christopher W		zed Individ	duel /		whe	

FAA Form 337 (12-88)

Creation of the second

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.)					
Reference FAA Form 337 dated 12/12/2003, Installation of Garmin GNS 530, and GNS 430 for VFR use only.					
The Dual Garmin installation has been ground checked and flight checked on 12/17/2003 and found to meet the accuracy requirements found in AC 20-130A, and AC 91-49, and AC 120-33.					
The GNS 530, and GNS 430 are now approved for IFR enroute, and non-precision approach.					
Installed FAA Approved Flight Manual Supplement dated JAN 0.72004 into the airplane flight manual.					
Removed placard "DUAL GPS FOR VFR USE ONLY".					
Instructions for continued airworthiness ref doc. no. ASI-1382-GPS-ICA.					

in the state of th					
•					
Additional Sheets Are Attached					

Document No. ASI-1382-GPS-ICA Registration No. N50KR

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INSTRUCTIONS FOR CONTINUED AIRWORTHINESS CESSNA CITATION 500-0415 N50KR DUAL GARMIN GPS / GAD 42 INTERFACE ADAPTERS

- 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 Scheduled Maintenance Program.
- 2. DESCRIPTION: The Dual GPS installation consists of a GNS 530, GNS 430, with dual GAD 42 interface adapters, and GPS antennas.
- 3. CONTROL, OPERATION INFORMATION: Reference manufacturers operation manuals for system components operating instructions.
- 4. SERVICING INFORMATION: The GNS 530, GNS 430, and the GAD 42s are on condition only and there is no periodic, preventative maintenance required for continued operation of the 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 an annual basis, a periodic inspection of GNS 530, GNS 430, GAD 42s, GPS antenna and associated wiring.
- 6. TROUBLESHOOTING INFORMATION: Reference manufacturers operations manuals for troubleshooting procedures.
- 7. REMOVAL AND REPLACEMENT INFORMATION: Should it become necessary to remove a system component, The GNS 530, and GNS 430 is located in the center instrument panel, the GAD 42s are located in the nose avionics bay. The GPS antennas are located on the top of the aircraft. Revise weight and balance as necessary and make a logbook entry.
- 8. DIAGRAMS: There are no access plates that need to be removed for inspection.
- 9. SPECIAL INSPECTION REQUIRMENTS: Special inspection requirements are not applicable.
- 10. APPLICATION OF PROTECTIVE TREATMENTS: Application of protective treatments are not applicable.
- 11. DATA: Installation requirements may be found within the accepted industry practices contained within AC 43.13-1B Chapter 11, 15, and 16.
- 12. LIST OF SPECIAL TOOLS: Special tools are not required.
- 13. FOR COMMUTER CATEGORY AIRCRAFT: Not applicable, this aircraft is not a commuter category aircraft.
- 14. RECOMMENDED OVERHAUL PERIODS: Not applicable

Document No. ASI-1382-GPS-ICA Registration No. N50KR

U.S. Department of Transportation

of Transportation Federal Aviation Administration

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

Form App	roved
OMB No.	2120-0020

For FAA Use Only

Office Identification

5W17

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 isrequired 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 each su	ich violation (Sect	ion 9	01 Federal Aviation	n Act o	f 195	8).	mare to teb	on can result in a ci	vii perialty	HOLIO EXCEE	u ֆ1,000	
	Make							Model				
I. Aircraft	Cessna				500							
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					U.S. Certificated Mechanic							
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D. I certify	that the repair an	id/or a	alteration made to t ce with the requirer	ne unit	(s) ide	entified in iten	14 above a	and described on the Aviation Regulations	e reverse of and that t	or attachmen he informatio	ts hereto n	
furnish	ed herein is true a	and c	orrect to the best o	f my kı	nowle	dge.	Judiai F					
Date				-	Sig	nature of Au	thorized In	dividual	\sim	, ,	1 1	
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12/18/2003		gein		•	HA	CALLE A	cke free	S,				
FAA Form :			263X Airframe/ Ltd Sp Se	TVICOS	1.70	i ocit i v ixau	OAC JI	//				

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.)

Page 1 of 2

Hobbs: 2385.2

Performed complete interior refurbishment and modifications to Aircraft as follows:

Recovered all seating in leather; pilot and copilot with sheepskin inserts. All cabin seating comply with fireblocking requirements of FAR 25.853 (c) Appendix F, part II amendment 25-83 and FAR 25.853 (a) Appendix F, Part I (a) (l) (ii), reference Accufleet Test AFI53303, FAA Project # SP0256WI-Q-FO 1441 & approved FAA Form 8110-3 dated 10/29/03. All seat belts inspected, re-webbed or replaced by Aircraft Belts, Inc., Kemah TX., FAA Repair station # YB1R632K. Had original Hydrolok seat actuator units on both pilot and copilot seats, pn SL4300-8, rebuilt by Aviation Fabricators Repair station # GVRR304K. Removed all EL Panels, sent to Air Capitol Dial, Cert # C64R675N for refurbishment, reinstalling upon return. Repainted instrument panel. Replaced instrument panel placards. Recovered cockpit ledges and side panels with new leather. Recovered glare shield in black mock leather. Fabricated new forward divider curtains with accent fabric. Recovered all center headliner and windowline sidewall panels with new Ultraleather material. As it is necessary to remove the passenger masks to recover the center headliner panels all passenger oxygen masks are inspected for kinked supply lines and for the deterioration of the face cushion, before being reinstalled as per the requirements of AD 99-08-21. All mask found to be satisfactory. Oxygen system /oxygen box drop test was performed upon completion of center headliner installation and system was found to be satisfactory. Recovered cabin area ledges and side panels with leather. Made minor repairs to and repainted plastic trim moldings. Installed 100% wool carpet. Relined nose baggage area with new Grospoint material. Laminated cabinetry in new trim laminate and veneer with clearcoat. Painted air stair. Installed LH table and RH Fwd divider pn 9912179-18 at FS 151.00 using original mounting hardware. Installed new LH refreshment galley in accordance with drawing 212-2531-001. Installed ordinance sign on new galley. Installed 1 new 18"1-place divans pn 42-0145(C18P) and 1 new 24"1-place divan pn 42-0145(C24P). Reference STC SA4054SW for divans. Fabricated and installed stowage closeout for beneath the new divans in accordance with drawing 212-2526-001. New fabrications and modifications that are installed in accordance with drawings 212-2531-001 and 212-2526-001 and approved FAA form 8110-3 # E03.056 dated 12/18/03. Note that one piece arm ledge, extended barrel seat and aft divan were installed by Sierra, Industries. Uvalde, TX and are not addressed with the exception of their upholstering and covering. Replaced inoperative temp sensor pn 501260-11. entry way switch pn MLW3022 01B1B and broken air register pn. 4811924012. Placards and pocket for display of registration are installed as required. All work accomplished using Cessna Citation Maintenance Manual as reference. Details of work performed are filed under WO# 3265 of Southstar's job files.

New items installed:

RH Fwd Divider, 10.5 lbs., FS 151.00

LH Fwd Galley, 89.0 lbs., FS 163.00

1-place 18" side facing divan, 16.0 lbs., FS 159.00

1-place 24" side facing divan, 19.5 lbs., FS 170.00

Divan closeout for 18" side facing divan, 2.5 lbs., FS 159.00

Divan closeout for 24" side facing divan, 3.0 lbs., FS 170.00

All materials used meet FAR 25.853(a) Appendix F, Part I (a)(l)(ii).

Materials used for interior refurbishment include:

Seat Leather - Garrett Leather Corp. Chatham 613 Natural, DL# 70647,

Ref. approved FAA form 8110-3 dated 08/16/03.

Sheepskin - Garrett Leather Corp. 540, Doe DL# 70537,

Ref. approved FAA form 8110-3 dated 12/15/03.

Veneer Material - Carl Booth, Inc., Carl Booth Birdseye Maple, SS30731-1 with clear coat,

Ref. approved FAA form 8110-3 dated 12/17/03.

Trim Laminate - Wilsonart, D331-60-335 Sand,

Ref. approved FAA form 8110-3 dated 12/16/03.

Headliner - Tapis, Inc., Ultraleather, 3961 Natural Lot B10,

Ref. approved FAA form 8110-3 dated 08/13/03.

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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.

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more space is requried, N50KR 12/18/20	ацаст ациципа! S! ^?	iceis. identity with	aırcraπ nationality a	nd registration man	k and date wo	
			μ.			Page 2 of 2
Divider Curtain - Aı	chitex Internation	al, Top Maybeli	ne,			
Ref. approved FA	A form 8110-3 da	ated 09/18/03.				
Baggage - Tapis, In	2., 108 Beige Gros	spoint, Lot W,				
Ref. approved FA Carpet - Stark Carpe	A Iorm 8110-3 da	ated 10/14/03.				
Ref. approved FA	A form \$110-3 de	K/Biege, ated 12/16/02				
Glareshield - Tapis -	5809 Sable Ultra	tech 7000 Lot F	10			
Ref. approved FA	A form 8110-3 da	ated 12/10/03.	10,			
Seat Belts - Aircraft	Belts, Inc., Webbi	ing color #13 Fa	wn.			
Tanury Industries, Fi	nish, Champagne	gold, Satin.				
WEIGHT AND BAI	LANCE: See Weig	ght and Balance b	y Planeweights US	SA Inc. TX FAA	Repair Station	n#
POUR547Y dated 12	ي ^{17/} 03.					
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☐ Additional Sheets Are Attached

US Department of Transportation Federal Aviation

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

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

N-17

Administration 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 form 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 500 Cessna 1. Aircraft Serial No. Nationality and Registration Mark 500-0415 N50KR Name (As shown on registration certificate) Address (As shown on registration certificate) Africano Aircraft Management 3821 N Bigelow ST 2. Owner Peoria, Illinois 61614-7320 3. For FAA Use Only 4. Unit Identification 5. Type Unit Make Model Serial No. Repair Alteration AIRFRAME (As described in item 1 above) Х 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 Gilbert Rodriquez AP454456960 312 Perez Street Foreign Certificated Mechanic Uvalde, Texas 78801 Certificated Repair Station 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 11-25-2003 Gilbert Rodriguez 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 Other (Specify) FAA Flt. Standards Manufacturer Inspection Authorization Inspector BY Person Approved by Transport FAA Designee Repair Station Canadian Airworthiness Group Signature of Authorized adividual Date of Approval or Rejection Certificate or Designation No. lau 11/25/03 SI6R285J

Kavier Ybarra

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.)										
INSTALLATION OF QUICK RELEASE NOSE RADOME LATCH MECHANISMS IN ACCORDANCE WITH SIERRA INDUSTRIES, INC., DRAWING LIST NO. SI160-000, REV. B, DATED JULY 13, 1992 OR LATER FAA APPROVED REVISION.										
INSTALLATION APPROVED BY SIERRA INDUSTRIES, INC., STC #SA8437SW.										
FUNCTIONAL TEST OF THE RADOME LATCHING MECHANISM PERFORMED AND FOUND SATISFACTORY.										
WEIGHT AND BALANCE CHANGE IS NEGLIGIBLE.										
PERTINENT DETAILS OF THIS ALTERATION ARE ON FILE WITH SIERRA INDUSTRIES INC., UNDER WORK ORDER #17541/5654.										
E N D										
Additional Sheets Are Attached										

U.S Department of Transportation
Federal Aviation

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

Form Approved	
OMB No. 2120-0020	

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

	ion of this form. This h violation (Section)				2. 1421). Failure to	o report ca	n result in a civil ;	penalty not to exceed	\$1,000			
	Make Cessna Citat	Make Cessna Citation				Model 500						
1. Aircraft	Serial No. 415						Nationality and Registration Mark N50KR					
2. Owner	Name (As shown Africano Airc		Address (As shown on registration certificate) 3821 Bigelow St. Peoria IL 61614-7320									
	applicable	airwort	hiness rec	uirei	3.9For FAA Use C	Only						
	authorize	to confor d in FAR 43	mity insper .7. 3. Rock	ction	cribed aircriby a pars	ر <u>د</u>						
	T				4. Unit Identificat	tion			5. Type	1		
Unit	Make			Model		Se	rial No.	Repair	Alteration			
AIRFRAME		escri	bed in item 1 a	bove)~~	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			×				
POWERPLANT												
PROPELLER												
APPLIANCE	Type Manufacturer											
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Kristoffer C \	me and Address Nerth				III.S. Certificated Mechanic			C. Certificate No.				
923 E. Lavto Milwaukee V	n Ave.				1A334/08/20				AP			
have bee	at the repair and/or a n made in accordand true and correct to th	e with the rec	uirements of Pa	identifi art 43 (ed in item 4 above of the U.S. Federa	and desc I Aviation	ribed on the rever Regulations and t	se or attachments he hat the information fu	ereto urnished			
Date 09-25-03					Signature of Add	horized to	lividual					
				7. A	proval for Return	ı to Servi	се					
	e authority given per of the Federal Aviati			 /		inspected	-	escribed by the				
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	AA Fit Standards spector	Manufa	octurer	х	Inspection Author	orization		Other (Specify)				
5. F/	AA Designee	Repair	Station		Person Approve Canada Airworth							
Date of Approva	•	Certificate of Designation IA334708	No.		Signature of Aut	norized Inc	dividual			i		
(*	117004100	120/15									

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.

3. D	escrip	tion (of	Work	Acco	m	plis	hed
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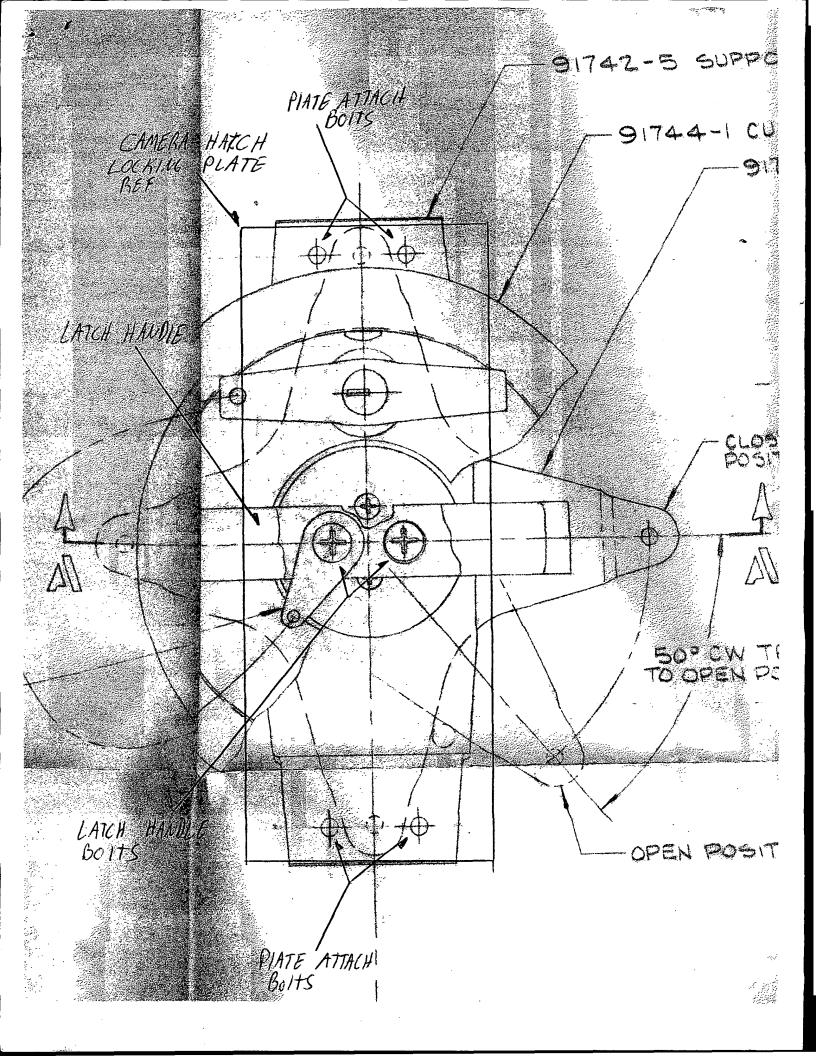
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Instructions For Continued Airworthiness

- 1. Introduction: Side looking camera hatch Alteration.
- Description: Altered and Disabled STC SA79RM Side looking camera hatch by removing the following items: Hatch guide rails, cameraman seat install, cameraman shoulder harness, cameraman seat tracks. Fabricated and installed a locking plate for the hatch locking mechanism out of alodined and primed .063 2024T3 Alclad.
- Control: Origional
- Servicing Information: No servicing required.
- 5. Maintenance Instructions: Remove and inspect Hatch every Phase 5 inspection (1200hrs or 3 Years whichever occurs first) in the same manner as the inspection of the emergency exit hatch as outlined in item code numbers A522001- A521003, and A531009 or their equivelents.
- Troubleshooting Information: N/A
- 7. Removal and replacement information: Remove hatch by removing the 6 bolts securing the locking plate, remove locking plate. Install hatch locking mechanism handle with 2 bolts, turn handle and remove hatch. Install by reversing removal instructions.
- Diagrams: Attached sheets.
- Special inspection requirements: N/A
- 10. Application of protective treatments: N/A
- 11. Data: Reference STC SA79RM drawings and attached diagram of locking plate and latch handle install.
- 12. List of special tools: N/A
- 13. For commuter category aircraft: N/A
- 14. Recommended overhaul periods: N/A
- 15. Airworthiness limitation section: For flight during which the camera door is to remain closed, the airplane is operated in the Transport Category and the basic Airplane Flight Manual applies. The camera hatch must remain closed.
- 16. Revision: For any revision to these instructions, a letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised Instructions for Continued Airworthiness. 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, Superceding the Instructions for Continued Airworthines	ss Dated 09-25-03" Once the revision has
been accepted, a maintenance recordentry will be made, identifying the revision, its location, date of	of the form 337.

	END	·	
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U.S Departr	
Federal Av	

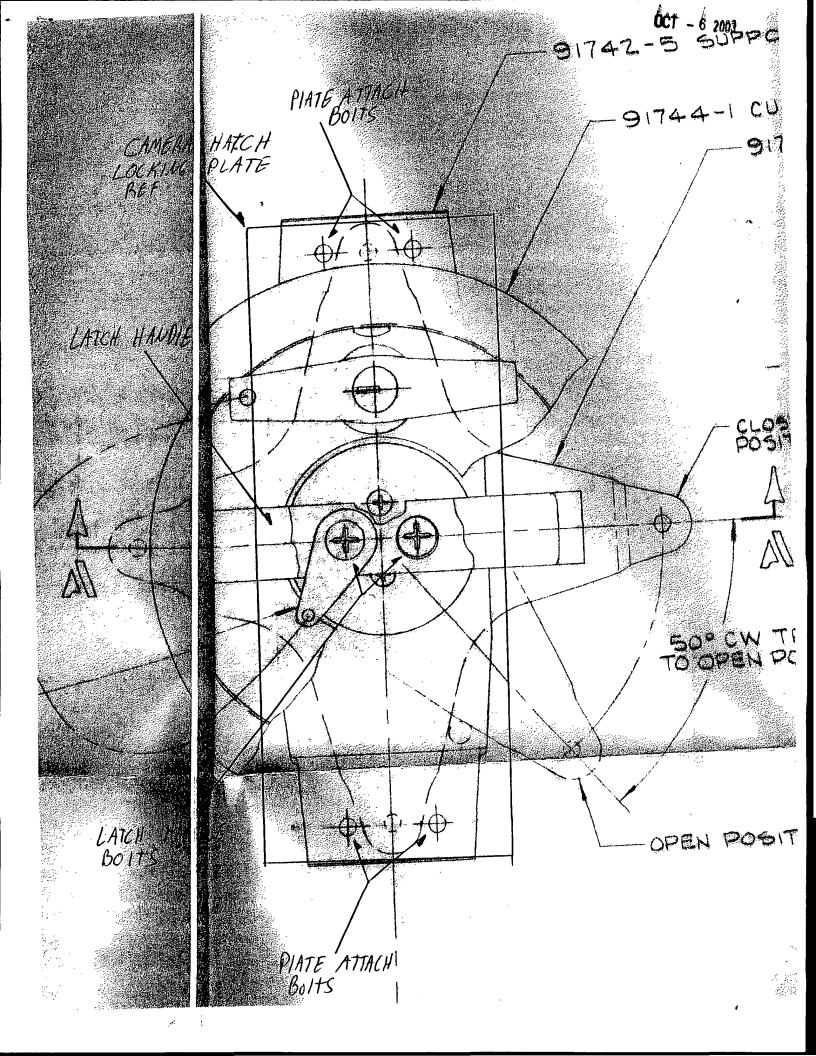
MAJOR REPAIR AND ALTERATION

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

U.S Department of			(Airframe, Powerplant, Propeller, or Appliance)								Office Identification			
Transpor Federal	Aviation												·	
INS	TRUCTIO	on of this form	This re	ntries. See FA port is required Federal Aviati	by law (49	U.S.C	Appendix i 3. 1421). I	B, and AC 4 Failure to re	13.9-1 (or sub eport can resu	sequent rev It in a civil p	ision thereof) for ins enalty not to exceed	tructions 1 \$1,000		
107 6	,acii 300i	Make						M	lodei					
Cessna			itation	١				500						
1. Aircn	aft	Serial No. 415							ationality and	Registration	n Mark		, , , , , , , , , , , , , , , , , , ,	
			own or	registration ce	rtificate)			Address (As shown on registration certificate)						
2. Own	er	Africano Aircraft Management LLC.					3821 Bigelow St. Peoria IL 61614-7320							
	the data identified herein complex with													
		logs	able	airworthing	ss reo	uirer	geffor FA	AA:Use Onl	У					
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							4. Unit ld	ientificatio	n			5. Type	T	
Uı	nit		Make	Make Model					Ser	ial No.	Repair	Alteration		
AIRFRA	ME	~	(As described in Item 1 above)								х			
POWER	RPLANT													
PROPE	LLER													
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APPLIA	NCE	Manufacture												
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h	ave beer	made in acc	irdance v	with the require	ments of Pa	dentifi	ed in item	4 above ar	nd described over the contraction of the contractio	on the rever ations and t	se or attachments hat the information f	ereto urnished		
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Date 09-25-	-03											_		
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	1	A FIt Standa	Is	Manufactur	er	х	Inspecti	on Authoriz	ation		Other (Specify)			
BY		A Designee		Repair Stat	ion			Approved b	y Transport ess Group				•	
Date of	Approval	or Rejection		ertificate or			Signatu	re of Author	ized Individu		_			
Date of Approval or Rejection $9-26-03$				esignation No. \33470872()AP									

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. Description of Work	ccomplished
(If more space is requi	ad, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
	Instructions For Continued Airworthiness
4 tetroduction: Side lo	king camera hatch Alteration.
	t Directed CTC CAZORM Side looking camera hatch by removing the following items: Hatch guide rails,
cameraman seat install. C	meraman shoulder harness, cameraman seat tracks. Fabricated and installed a locking plate for the hatch locking and primed .063 2024T3 Alclad.
3. Control: Original	•
Servicing Information	No servicing required.
 Maintenance Instruction 	ons: Remove and inspect Hatch every Phase 5 inspection (1200hrs or 3 Years whichever occurs first) in the same of the emergency exit hatch as outlined in item code numbers A522001- A521003, and A531009 or their equivelents.
Troubleshooting Info	nation: N/A
hatch locking mechanism	nent information: Remove hatch by removing the 6 bolts securing the locking plate, remove locking plate. Install nandle with 2 bolts, turn handle and remove hatch. Install by reversing removal instructions.
B. Diagrams: Attached	·
Special inspection re	
Application of protect	ive treatments: N/A
 Data: Reference ST 	: SA79RM drawings and attached diagram of locking plate and latch handle install.
12. List of special tools:	
For commuter categ	
14. Recommended over	raul periods : N/A
Category and the basic A	on section: For flight during which the camera door is to remain closed, the airplane is operated in the Transport plane Flight Manual applies. The camera hatch must remain closed.
revised Instructions for Co statement.	rision to these instructions, a letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and national Airworthiness. The FAA inspector accepts the change by signing block 3 and including the following
alteration have been acce	d revised / new Instructions for Continued Airworthiness Date: for the above aircraft or component major ited by the FAA, Superceding the Instructions for Continued Airworthiness Dated 09-25-03" Once the revision has ince record entry will be made, identifying the revision, its location, date of the form 337.
17. Placards: A placard reference FAA form 337 c	indicating the hatch is disabled has been installed reading " STC SA79RM Side looking Camera hatch disabled, ited 09-25-03"
	END
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	Additional Sheets Are Attached



US Department
of Transportation

MAJOR REPAIR AND ALTERATION (Air rame, Powerplant, Propeller, or Appliance)

Form Appr	oved
OMB No.	2120-002

Office Identification

For FAA Use Only

Federal Aviation Administration	
INSTRUCTIONS: and disposition of	this fon

Cessna itation

INSTRUCTIONS: Print or and disposition of this for . This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000 for each such violation (Se ition 901 Federal Aviation Act of 1958).

Model 500

Nationality and Registration Mark

Links	Senal No.					N50KR								
	415	have as	maintration confilinates			Address	As sh	own on registreti	on certific	ate)				
Owner	Name (As Africar	Aircra	registration certificate) ft Management LL	c.		3821	3821 Bigelow St. Peoria IL 61614-7320							
					3, Fo	FAA Use Only								
										5. Type				
					4. Ur	it Identification	г—				Alteration			
Unit		Mak	re			Model		Serial No.		Repair	Alleration			
			/A	s desc	ribed	in Item 1 above)				ĺ	х			
IRFRAME		(As described at item 1 days)												
OWERPLA	ANT									<u> </u>				
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ROPELLE	R									<u> </u>				
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APPLIANC	E Marie													
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				6		formity Statement			C Corti	ficate No.				
	s Name and A				B. K	ind of Agency U.S. Certificated Mechan				A334708720AP				
	fer C. Wert ayton Ave.	1			Foreign Certificated Mechanic									
Milwauk	ee WI 5320					Certificated Repair Statio	_							
			Manufacturer air and/or alteration made to the unit(s) identified in item 4 above and described on the reverse							Hachmonte be	reto			
D. I cert	lify that the rep	air and/or a	alteration made to the with the requirements	unit(s) s of Pa) iden art 43	lified in item 4 above ar of the U.S. Federal Avia	ia ae: tion R	schoed on the rev egulations and th	at the info	emation	1610			
fumis	shed herein is	ar and/or attention made to the unit(s) identified in term 4 desired and that the information requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information and correct to the best of my knowledge.												
Date					Sig	nature of Authorized Indi	viduai							
08-29-2	2003													
						al for Return To Service								
Pursuan Administ	t to the authori	given per eral Aviation	sons specified below, on Administration and	the un	iit ide	tified in item 4 was insp	ected REJ	in the manner pri ECTED	escribed b	y the				
	FAA Fit. Stand		Manufacturer	х	Ins	pection Authorization		Other (Specify)					
BY -	FAA Designer		Repair Station		Pe Ca	son Approved by Transp nada Airworthiness Grou	port							
Date of Ap	oproval or Reje	tion	Certificate or Designation No.		Sig	nature of Authorized and	ividua	~	·					
08-29-6	03		IA334708720AP											

FAA Form 337 (12-88)

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

8. Description of Work Acc implished (If more space is required attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.) **Instructions for Continued Airworthiness**

Introduction: Removal of HF, VLF and COMM 3.

Description: Removed the following items along with associated wiring and circuit breakers:

2 Description: Removed the	622-4093-001	111
HF CONTROL HEA)	V	3
RECIEVER EXCITE &	622-2631-001	1250
RECIEVER EXCITI	787-6781-004	1358
AMPLIFIER COUPI ER	14403	
ANTENNA HF	PF10-167	117
ANTENNA COMM		451
ANTENNA	DM C144-1-1	
	C118-1	229
ANTENNA	CE706S-3A	282273
CONTROL HEAD		282274
CONTROL HEAD	CE706S-3A	282275
CONTROL HEAD	CE706S-3A	282273

Plugged holes in uselage per Citation 500 series SRM. Aircraft weighed after removal, see updated weight and balance informat in.

Control: or gional 3

Servicing I formation: No servicing required.

Maintenan e Instructions: N/A 5

Trouble St poting Information: N/A 6

Removal And Replacement Information: N/A 7

Diagrams: N/A 8

Special In pection Requirements: N/A 9

Application of Protective Treatments: N/A 10

11 Data: N/A

List of Sp cial Tools: N/A 12

For Computer Category Aircraft: N/A 13

Recomme aded Overhaul Periods: N/A 14

Airworth ness Limitation Section: N/A 15

Revision: For any revision to these instructions, a letter will be submitted to the local FSDO with a copy of the revised FA. Form 337 and revised Instructions for Continued Airworthiness. The FAA Inspector accepts the change by signing Block 3 and including the Following statement.

' The attached revised /new instructions for Continued Airworthiness Date: aircraft or com onent major alteration have been accepted by the FAA, Superseding the Instructions for Continued Airworthiness lated: 08-25-03 " Once the revision has been accepted, a maintenance record entry will be made,

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

compatible with all pri	vious arerauoris to uccurs comments
8. Description of Work Acc	implished ettach additional sheets. Identify with aircraft nationality and registration mark and date work completed.) sion, its location, date of the Form 337.
identifying the rev	sion, its location, date of the Form 337.
	·
	,
	Additional Sheets Are Attached

REG. NO.	MODEL		Serial No.
N50KR	500		415
	Weight	Arm	Moments
Items: (Description / P/N / S/N)	Pounds	Inches	Inch/Pounds
Previous Aircraft Empty Weight:	6902	261.94	18079.37
Remove special #8 FWD facing seat	-34.2	179	-6121.8
		-	(
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		·-·-	
			(
			(
			(
Totals	6867.8		11957.57
10tais	[0.007.0]		11007.07
A. Old Empty Weight		6902	Pounds
B. Old Empty CG	4	261.94	Inches
2. Old Empty Weight CG Moment			Inch/Pounds
D. Max Gross Weight			Pounds
E, Old Useful Load		5098	Pounds
A. New Empty Weight			Pounds
3. New Empty CG		1.741106	
C. New Empty Weight CG Moment			Inch/Pounds
D. Max Gross Weight			Pounds
E. New Useful Load		5134.4	Pounds
This new weight & balance information supers For aircraft loading, see instructions in Weigh		· · · · · · · · · · · · · · · · · · ·	
FAA Form 337 Completed? Equipment List Amended?	N Y		
By: Kristoffer C Werth	Date:	9/23/2003	

Maintenance Transaction Report

Citation Product Support
The Cessna Aircraft Company
Post Office Box 7706 / Wichita, Kansas 67277
Telefax: 316-945-9006 / Phone: 316-941-6291

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	This Maintenance Tran	saction Report is To Be Solely For (Chec	& Cine)
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2 Re	placed pilots upp	er LH master cylinder at	tach brack	cet with new.	****											
Re	placed i nut plat	e in LH wing panel. Lea	k ck good	<u> </u>												
Re	placed RH OBD	flap bonding jumper wi	in new.				····			· · · · · · · · · · · · · · · · · · ·						
Fa	bricated Externa	ID plate and installed.														
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1 Re	moved autopilot	computer and controller	and reins	talled after fund	ctional check b	oy Duncan Aviation. Op	s ck good.		635	22.00 May 241.00 mg/s		**************************************	NWS			
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MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form	Appr	oved	
OME	3 No.	2120	0-0020

For FAA Use Only

Office Identification

Federal Aviation Administration

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 of	dispositio ach such	n of this form. Thi violation (Section !	s report is required b 901 Federal Aviation A	y law (4) act of 195	9 U.S 8).	6.C. 1421). Faila	re to report	can result in civil p	enalty not t	to exceed \$1,0	00
		Make Cessna Citat	tion				Model . 500		**	~	
1. Aircı	raft	Serial No. 415					Nationality a N50KR	and Registration M	ark		
		Name (As show	on registration certific	cate)			Address (A	s shown on registr	ation certii	ficate)	-
2. Own	er	Africano Ai	rcraft Management	LLC.				igelow St. IL 61614-7320			
					3. F	or FAA Use On	ly				
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Date					Sign	nature of Author	zed Individu	al _y			
08-2	9-2003	•				1		<u></u>			
				7. Ap	provi	al for Return To	Service				
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BY	FAA Inspe	Fit. Standards ector	Manufacturer	х	Insp	pection Authoriza	ation	Other (Specify))		
		Designee	Repair Station		Per Car	son Approved by nada Airworthine	Transport ss Group				
Date of 08-2		l or Rejection	Certificate or Designation No. IA334708720AI	·	Sigi	nature of Author	zed Individu	al ·			

FAA Form 337 (12-88)

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.)

Instructions for Continued Airworthiness

1 Introduction: Removal of HF, VLF and COMM 3.

2 Description: Removed the following items along with associated wiring and circuit breakers:

Description. Removed the	following itemie dierig with decor	nated mining and once
HF CONTROL HEAD	622-4093-001	111
RECIEVER EXCITER	622-2631-001	3
AMPLIFIER COUPLER	787-6781-004	1358
ANTENNA HF	14403	
ANTENNA COMM 3	PF10-167	117
ANTENNA	DM C144-1-1	451
ANTENNA	CI18-1	229
CONTROL HEAD	CE706S-3A	282273
CONTROL HEAD	CE706S-3A	282274
CONTROL HEAD	CE706S-3A	282275

Plugged holes in fuselage per Citation 500 series SRM. Aircraft weighed after removal, see updated weight and balance information.

3 Control: origional

4 Servicing Information: No servicing required.

5 Maintenance Instructions: N/A

6 Trouble Shooting Information: N/A

7 Removal And Replacement Information: N/A

8 Diagrams: N/A

9 Special Inspection Requirements: N/A

10 Application of Protective Treatments: N/A

11 **Data:** N/A

12 List of Special Tools: N/A

13 For Commuter-Category Aircraft: N/A

4 Recommended Overhaul Periods: N/A

15 Airworthiness Limitation Section: N/A

Revision: For any revision to these instructions, a letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised Instructions for Continued Airworthiness. 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 Dated: 08-25-03" Once the revision has been accepted, a maintenance record entry will be made,

X Additional Sheets Are Attached

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.) identifying the revision, its location, date of the Form 337.
identifying the revision, its location, date of the Form 337. ENDEND
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