



US Department
of Transportation
Federal Aviation
Administration

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

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

Electronic Tracking Number

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))

| | | | |
|-------------|---|---|--------|
| 1. Aircraft | Nationality and Registration Mark N959JT | Serial No. T20608983 | |
| | Make CESSNA | Model T206H | Series |
| 2. Owner | Name (As shown on registration certificate) PSL Surveys | Address (As shown on registration certificate) Address PO Box # 756 City Bristow State VA Zip 20136 Country United States | |

3. For FAA Use Only

| 4. Type | | 5. Unit Identification | | | |
|--------------------------|-------------------------------------|------------------------|----------------------|--------------------------------|------------|
| Repair | Alteration | Unit | Make | Model | Serial No. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | AIRFRAME | _____ | (As described in Item 1 above) | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | POWERPLANT | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | PROPELLER | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | APPLIANCE | Type Manufacturer | | |

6. Conformity Statement

| | | | |
|---|--|---|---------------------------------------|
| A. Agency's Name and Address | | B. Kind of Agency | |
| Name Straight Flight, Inc. | | <input type="checkbox"/> U. S. Certificated Mechanic | <input type="checkbox"/> Manufacturer |
| Address 13251 E. Control Tower Road, K12 | | <input type="checkbox"/> Foreign Certificated Mechanic | C. Certificate No. |
| City Englewood State Colorado | | <input checked="" type="checkbox"/> Certificated Repair Station | |
| Zip 80112 Country United States | | <input type="checkbox"/> Certificated Maintenance Organization | OMKR399L |

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 <input type="checkbox"/> | Signature/Date of Authorized Individual Ernest L. Smith IV <i>Ernest L. Smith IV</i> November 13, 2013 |
|--|---|

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

| | | | | |
|----|--|----------------|--------------------------|--|
| BY | FAA Fit. Standards Inspector | Manufacturer | Maintenance Organization | Persons Approved by Canadian Department of Transport |
| | FAA Designee <input checked="" type="checkbox"/> | Repair Station | Inspection Authorization | Other (Specify) |

| | |
|---|---|
| Certificate or Designation No. OMKR399L | Signature/Date of Authorized Individual Ernest L. Smith IV <i>Ernest L. Smith IV</i> November 13, 2013 |
|---|---|

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.)

N959JT

November 13, 2013

Nationality and Registration Mark

Date

Installed Gomolzig Flugzeug und Maschinenbau STC #SA03134NY "Low Noise Silencer Exhaust Extension" IAW Installation Instructions # II_Eng_16291_rev2_20120301 dated 1-03-2013 and Drawing #CT206H-606570.

Instructions for Continued Airworthiness: The Gomolzig Maintenance Manual Supplement issue 15.5.2012 was inserted into the aircraft records which requires 100 hour and 500 hour separate inspections.

Gomolzig Flight Manual Supplement issue 08.07 was inserted into the aircraft flight manual.

Weight and Balance was amended and inserted into the aircraft flight manual.

Information on this alteration is on file under Straight Flight's project number 7137.

*****END*****

☐ Additional Sheets Are Attached



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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))

| | | | |
|-------------|---|---|--------------------|
| 1. Aircraft | Nationality and Registration Mark N959JT | Serial No. T20608983 | |
| | Make Cessna | Model T206 | Series |
| 2. Owner | Name (As shown on registration certificate) PSL Surveys | Address (As shown on registration certificate) Address PO Box 756 | |
| | | City Bristow | State VA |
| | | Zip 20136 | Country USA |

3. For FAA Use Only

The technical data identified herein has been found to comply with the applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person authorized in CFR title 14, Part 43, section 43.7.
Approving Inspector: Julie A. Sumner Date: 3/29/2013
Denver FSDO, NM-03

| 4. Type | | 5. Unit Identification | | | |
|--------------------------|--------------------------|------------------------|--------------|--------------------------------|------------|
| Repair | Alteration | Unit | Make | Model | Serial No. |
| <input type="checkbox"/> | <input type="checkbox"/> | AIRFRAME | _____ | (As described in Item 1 above) | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | POWERPLANT | _____ | _____ | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | PROPELLER | _____ | _____ | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | APPLIANCE | Type | _____ | _____ |
| | | | Manufacturer | | |

6. Conformity Statement

| | | | |
|------------------------------|---|---|---------------------------|
| A. Agency's Name and Address | | B. Kind of Agency | |
| Name Philip Glasgow | Address 2533 Dallas Creek Court City Fort Collins State CO Zip 80528 Country USA | <input checked="" type="checkbox"/> U. S. Certificated Mechanic | Manufacturer |
| | | <input type="checkbox"/> Foreign Certificated Mechanic | C. Certificate No. |
| | | <input type="checkbox"/> Certificated Repair Station | A&P 3292572 IA |
| | | <input type="checkbox"/> Certificated Maintenance Organization | |

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

| | |
|--|---|
| Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/> | Signature/Date of Authorized Individual Philip Glasgow <u>[Signature]</u> 4/2/13 |
|--|---|

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

| | | | | |
|----|------------------------------|----------------|--|---|
| BY | FAA Flt. Standards Inspector | Manufacturer | Maintenance Organization | Persons Approved by Canadian Department of Transport Other (Specify) |
| | FAA Designee | Repair Station | <input checked="" type="checkbox"/> Inspection Authorization | |

| | |
|---|---|
| Certificate or Designation No. A&P 3292572 IA | Signature/Date of Authorized Individual Philip Glasgow <u>[Signature]</u> 4/2/13 |
|---|---|

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.)

N959JT

Nationality and Registration Mark

4/2/13

Date

-Installed a Paravion Technology Inc Infrared camera mounting provisions IAW STC STC SA 00295DE for a L3 Wescam MX10 camera system.

-Installed a Churchill Augmented Reality System IAW manufacturers installation drawings # ARS 500C-201210 Rev 6 10/24/12. Power is supplied from the avionics buss and is protected using a Klixon C/B P/N 7277-2-3 labeled "Mapping" Mounted the ARS system to the above installed Infrared camera mount and secured the ARS to the mount by fabricating 2 X support brackets. Ref Paravion Technology drawing 206ARS-1000 sheet 1 for full fabrication details. Mounted the GPS antenna to the roof of the aircraft structure at station 104.0 using manufacturer provided hardware.

-Mounted a 9.0" Airborne display monitor into the instrument panel. The primary display monitor is mounted to the instrument panel on the R/H side using 2X MS24693-363 screws. Attached 2X MS21059-L3 nut plates to the instrument panel using 4 X MS21426-3-4 countersunk rivets. The remote control unit is provided power from the avionics buss and is protected using a 3 Amp Klixon C/B P/N 7277-2-3. And is labeled "Monitor". The remote control unit for the monitor is mounted to aircraft structure behind the instrument panel. Attached the control unit to the support brackets using 4 X screws P/N MS24693S26 and 4 X clip nuts P/N 294667. Fabricated the two supports from stock 6061 T6 aluminium and machined the support brackets. Ref Paravion Technology drawing 206ARS-1000 sheet 5 for fabrication details. Attached the support brackets to the instrument panel using 4 X screws P/N and 4 X nutplates P/N which are riveted to the support brackets using 8 X MS20426AD3-5 rivets. Fabricated a support brace from 6061 T6 aluminium 0.063" and bent to a 90 deg angle. Attached the brace to the supports using 2 X nutplates P/N MS21059L06 and 2 X screws P/N MS24693S26. Fabricated a plate for the remote control controls from 6061 T6 aluminum 1.5" X 4". Secured the power switch, dimmer switch, menu control switch, Video selection switch & the Downlink switch to this panel using the manufacturers provided switches. Secured the panel to the arm rest of the interior plastic using 4 X MS35206-226 screws, 4 X AN 960-6L washers & 4 X MS21083N06 nuts.

-Mounted The Janteq Downlink Control ECU to the floor at station 133.75 using 4 X MS27039-1-09 screws. Attached 3 X nut plates P/N MS2105L3N and attached to the existing structure using 6 X CR3213 4-4 rivets. Fabricated a doubler from 6061 T6 .063" 8.5" X .7 X .7 angle. Attached two of the afore mentioned nut plates to this doubler using the rivets mentioned above. Installed the Janteq Down link IAW manufacturers Dwgs. System is protected using a Klixon C/B switch P/N 7270-3-10 and is labeled "Down Link" Mounted two antennas on the bottom of the aircraft. Mounted the first antenna at station 150.0" on the bottom of the aircraft to the R/H side of the aircraft center line. Fabricated a doubler from 6061 T6 aluminium 4" X 5". Attached the antenna to the aircraft using 4 X P/N MS51987-48 screws, 4 X P/N AN960C8 washers & 4 X P/N MS21042-L08 nuts. Mounted the second antenna to the bottom of the aircraft at station 159.0" to the L/H side of the center line. Fabricated a doubler from 6061 T6 aluminium 4" X 5". Attached the antenna to the aircraft using 4 X P/N MS51987-48 screws, 4 X AN960C8 P/N washers & 4 X P/N P/N MS21042-L08 screws. Mounted the control head to the center console using 4 X P/N 2-56 screws. Fabricated a double and machined to fit. ref Paravion Technology Dwg C206ARS-1000 sheet 11 for fabrication details.

-Installed 2 X Aux Foot switches on the floor at station location 20.00". Fabricated foot switch holder form the same material as mentioned above for the center console and installed a 2 X switches P/N M8805/55-001 X 2. Attached the Foot switch housing Using 2 x MS35206-228 screws and 2 X AN960JD6L washers. to the floor using 3 X Nut plates P/N MS21075L06 & 1 X MS21069L06 nut plate. Attached the nut plates to the floor using 8 X MS20426AD3-3.5 Rivets.

☒ Additional Sheets Are Attached

NOTICE

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8. Description of Work Accomplished

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

N959JT

Nationality and Registration Mark

4/2/13

Date

-Fabricated a breaker panel from .25" X 6.5" X 6.5" stock. Machined the required holes and location for the various connectors required. fabricated 2 X angles form .040" 6.5"X .75" X 1.25" 6061 T6 aluminium. Attached the angles to the breaker panel using 6 X screws P/N MS24693S26. Attached the assembly to the airframe using 4 X screws P/N MS24693S26. Attached 4 X nut plates P/N MS21069L06 to the existing structure using 8 X MS20426AD-3-4 rivets. Ref Paravion Technology Dwg C206ARS-1000 sheet 8 for fabrication details.

- Fabricated a carbon fiber housing to mount 2 X USB ports and 1 X hand controller cannon plug. Attached the housing to the aircraft structure on the floor between the seats at station 55.0 just aft of the existing vent using 4 X MS21075L3N nut plates. Attached the nut plates to the the floor using 4 X MS20426-3-4 countersunk rivets. used 4 X screws P/N MS27039-1-09 screws and 4 X AN960C10L washers. Ref attached Paravion Technology dwg C206ARS-1000 sheet 10 for fabrication details of the housing.

- Fabricated a mount for the existing Motorola XTVA radio housing form .063 6061 T6 aluminium 9" X 2". Attached the mount to the floor aft of the USB housing at station 65.0 using 2 X MS21075L3N nut plates. Attached the nut plates to the the floor using 4 X MS20426-3-4 countersunk rivets. used 2 X screws P/N MS27039-1-09 screws and 2 X AN960C10L washers. Ref Paravion Technology drawing C206ARS-1000 sheet 9 for fabrication details.

Wire gauge selection was done in accordance with AC43-13-1B Chapter 11, Aircraft Electrical System, section 5 (wiring rating) paragraphs 11-66, 11-67 section 6 (Aircraft Electrical Wire section) paragraphs 11-76, 11-77.

An electrical load does not exceed limitations of AC43-13-1b Chapter 11, paragraphs 424 (Electrical load limits), 425 (generator) and 428 (determination of electrical load).

The Instructions for Continued Airworthiness (ICA) contained in the Flight Standards Handbook Bulletin for Airworthiness (HBAW-8900.1) are not applicable as these components are not field repairable and are "Remove and Replace" items only.

Aircraft weight & balance and equipment list amended as required.

----- Nothing follows -----

☒ Additional Sheets Are Attached

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SA00295DE

This certificate, issued to

Paravion Technology, Inc.
2001 Airway Avenue
Fort Collins, CO 80524

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 3 of the Civil Air Regulations.

Original Product—Type Certificate Number:

A4CE

Make:

Cessna Aircraft Company

Model:

TU206G, 206H, & T206H

Description of the Type Design Change:

Installation of an external Infrared Imaging System in accordance with Paravion Technology Master Drawing List Report No. DL-C206IR-100, Revision N/C, dated March 29, 1997 or later FAA approved revision.

Limitations and Conditions:

1. This approval should not be extended to aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft.
2. A copy of this Certificate and Flight Manual Supplement must be maintained as part of the permanent records for the modified aircraft.
3. FAA approved Aircraft Flight Manual Supplement, PR-C206IR-100M, Revision 0, dated June 11, 1997 or later FAA approved revision is required.
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 Aviation Administration.

Date of application: January 10, 1997

Date reissued:

Date of issuance: June 12, 1997

Date amended: April 8, 2004



By direction of the Administrator

Melissa Sandow

Melissa Sandow, (Signature) Small Airplane Program Manager
Northwest Mountain Region
Denver 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.

This certificate may be transferred in accordance with FAR 21.47.

**PARAVION TECHNOLOGY, INC.
2001 AIRWAY AVENUE
FT. COLLINS, COLORADO 80524**

REPORT NO. PR-C206IR-900M

INSTALLATION INSTRUCTIONS

FOR

INFRARED IMAGING SYSTEM

REVISIONS

| <u>REV.</u> | <u>DATE</u> | <u>DESCRIPTION</u> | <u>BY</u> |
|-------------|-------------|--|-----------|
| N/C | 11/02/00 | Original | MR |
| A | 05/18/01 | Added Video Output Note. | MR |
| B | 09/06/02 | Added reference to C2061R-101-2 Support Installation, section 2.1.1. | GP |
| C | 10/25/04 | Section 2.1.1 added reference to FLIR U8000, U8500 Section 2.1.3 re-worded to clarify doubler installation Added Table 2.2, other minor wording changes to clarify | REB |
| D | 01-07-05 | Section 2.2.10 edited to include assembly of Item 33 Doubler and Item 26 beam Assembly. | REB |
| E | 12/06/05 | Sect. 2.1.8, page 1 was "... Remove fasteners which conflict with angle installation. Adjust clamps to support tube in center of opening and level tube to cabin floor." Clarified to indicate positioning laterally and longitudinally. | REB |

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1.0 INTRODUCTION

This document provides a step-by-step procedure for installation of the C2061R-100 Infrared Camera System Installation in the Cessna 206 Aircraft. The instructions contained herein are intended to supplement the information contained on the installation drawings.

2.0 INSTALLATION PROCEDURES

2.1 Support Installation (Drawing C2061R-101)

- 2.1.1 If your camera system has a dual power/control cable from the gimbal to the electronic control unit (Ref. FLIR MK-I and MK-II) then use C2061R-101-1. If your camera system has a single power/control cable from the gimbal to the electronic control unit (Ref. FLIR MK-III, U7000 and U7500, U8000, U8500) then use C2061R-101-2.
- 2.1.2 Remove baggage floor covering and all necessary side panels.
- 2.1.3 Verify location of doubler between longitudinal stringers in baggage compartment area and trim doubler/shim as necessary. Mark location of doubler on fuselage and remove all conflicting fasteners. Match drill doubler to existing fastener holes. Locate and drill additional fastener holes per drawing. Remove doubler, de-burr holes and install using indicated hardware.
- 2.1.4 Locate and drill indicated hole through both fuselage and doubler as shown, de-burr. Install rivets around hole through fuselage and doubler.
- 2.1.5 Adhere extrusion to circumference of opening.
- 2.1.6 Temporarily clamp angles to support assembly.
- 2.1.7 Position clamped support assembly in aircraft through hole and perpendicular to aircraft centerline.
- 2.1.8 Remove fasteners which conflict with angle installation. Adjust clamps to center the tube in the previously drilled opening and parallel to the baggage compartment floor (laterally). The support tube longitudinal angle should be set by leveling the Electronic Control Unit Mount Bracket to the cabin floor, not to the baggage compartment floor.
CAUTION: The C2061R-2500-1 Spacer (if used) and IR-1030-1 Angle are not symmetrical. Note correct orientation of parts before drilling baggage compartment floor.
- 2.1.9 Mark and match drill floor to support angles, remove clamped assembly.
- 2.1.10 Temporarily install indicated beam Assembly and support angles as shown. Match mark the beam for angles installation. Attach the angles to the beam in accordance to the drawing and temporarily re-install the assembly. Match drill the Beam Assembly to the previously drilled floor. Remove the beam Assembly and install the indicated Doubler (Nut Plate Assembly) using indicated fasteners(**NOTE:** It will be necessary to

trim the width of the doubler to fit inside the beam). Permanently install the beam Assembly using indicated hardware.

- 2.1.11 Match drill support legs to angles and secure using indicated hardware.
- 2.1.12 Reinstall support assembly by securing angles through spacer(optional if needed to adjust height) into the installed fastener assemblies in floor using indicated hardware.
- 2.1.13 Reinstall floor covering and fairing, trimming as necessary.
- 2.1.14 Install placard in a conspicuous location near existing baggage weight limits placard.
- 2.1.15 Optional use of MIL-S-8802F Class B2 sealant and DC4 or equivalent products, as indicated, may be desirable.

2.1 Equipment Cabinet Installation (Drawing C2061R-201)

- 2.2.1 Aircraft built prior to 1997 incorporate a lighter seat rail and require use of the C2061R-201-1 installation. The heavier seat rails in post-1997 aircraft require use of the C2061R-201-2 installation.
- 2.2.2 The equipment cabinet mount plate assembly may be installed to the seat rail pair in place of the copilot seat.

NOTE: See Table 2.2 for available Mount Plate options

TABLE 2.2; EQUIPMENT CABINET MOUNT PLATE INSTALLATIONS

| Aircraft Mfr. Date | C2061R-201-1 Equipment Cabinet Installation | C2061R-201-2 Equipment Cabinet Installation |
|--------------------|---|---|
| Pre-1997 | C1821R-2500-1 Mount Plate Assy. Optional C1821R-2500-3 Assy. | |
| 1997 and Later | | C1821R-2500-2 Mount Plate Assy. Optional C1821R-2500-4 Assy. |

- 2.2.3 Install Mount Plate Assembly to rail pair in desired location by sliding clamps onto rails. Mark locations for seat pin assemblies and remove to drill indicated holes.
- 2.2.4 Reinstall mount plate assembly to rail, slide clamps tight against rails and tighten screws.
- 2.2.5 Secure FWD/AFT movement by installing seat pin assemblies in drilled holes.
- 2.2.6 Install cabinet by inserting studs on bottom of cabinet into slots in the Mount Plate assembly and slide forward to small end of slot. Secure by inserting bolt through Mount Plate assembly and into cabinet nut plate.
- 2.2.7 Assure all fasteners are securely installed.

NOTE: Weight and balance data must be adjusted in accordance with actual weights and locations of installed equipment.

2.2 Equipment Installation (Drawing C206IR-251)

NOTE: All video outputs to any monitors should come from the VCR if installed.

The monitor and electronics support module (EU) installations are addressed by this drawing.

The equipment cabinet installation is designed to carry up to 25 lb. The equipment mounting bracket for the electronics support module is provided on the C206IR-1010-2 support assembly.

2.3.1 Monitor Installation:

2.3.1.1 The swivel support is designed to carry the Inframetrics monitor. Other monitor installations may require different mounting provisions and separate approval.

2.3.1.2 Remove the top cover of the monitor, then drill and install plate nuts on each side using the indicated rivets.

NOTE: Cover monitor assembly when modifying top cover to keep foreign material out. Reinstall monitor cover.

2.3.1.3 Adhere extrusion to perimeter of monitor glare shield using indicated adhesive.

2.3.1.4 Using indicated hardware, install the swivel support assembly to the monitor.

2.3.1.5 Place the monitor assembly on the top of the equipment cabinet, and secure using indicated hardware.

2.3.2 Electronics Unit Installation:

2.3.2.1 Install IR-2000-1 buttons to EU using indicated hardware.

2.3.2.2 Remove the clip from the rail assembly of EU mount.

2.3.2.3 Move the sliding shafts away from the keyholes in the rail assembly.

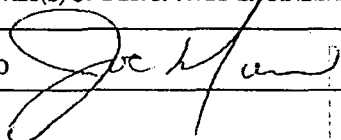
2.3.2.4 Fit the buttons on the EU into the keyways, and slide them into the keyway slots.

2.3.2.5 Move the sliding shafts against the EU and tighten the lock knobs. Replace the clip.

NOTE: Weight and balance calculations must include installed equipment.

2.4 Power Supply Wiring (Drawing C206IR-301)

- 2.4.1 Refer to drawing and camera system specification data for cable identification and connection.
- 2.4.2 Remove panels as necessary.
- 2.4.3 Install indicated circuit breaker in available aircraft breaker panel position. Provide electrical power through avionics buss.
- 2.4.4 Locate unused rocker type switch in lighting panel for use as infrared on/off switch.
- 2.4.5 Route power cable to electronics unit from infrared on/off switch. General cable routing should follow existing electrical wiring.
- 2.4.6 When system is installed for use, loose cables should be routed under seats and otherwise secured.
- 2.4.7 When system is disabled or removed, loose cables and controls must be stowed or removed.

| | | | |
|--|--------------------------------|---|---|
| U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS | | | 1. DATE 12/28/2012 |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION | | | |
| 2. MAKE Cessna Aircraft Company | 3. MODEL NO. 206 | 4. TYPE (Airplane, Radio, Helicopter, etc.,) Airplane | 5. NAME OF APPLICANT Paravion Technology Inc. |
| LIST OF DATA | | | |
| 6. IDENTIFICATION Paravion Technology Drawing IR-605 Rev A dated 11/13/2012 Paravion Technology Document ER-C206ELP-2 (MX-10 Installation) Rev 4 dated 12/21/2012 | | 7. TITLE Support Plate Structural Analysis for Wescam MX-10 Installation Using 206IR-101 Support Installation & IR-605 Support Plate Notes: 1. Only structural aspects of the above data are approved herein. This approval is for engineering design data only and is not an installation approval. It indicates the data listed above demonstrates compliance with the regulations specified by paragraph and subparagraph listed below as 'APPLICABLE REQUIREMENTS'. (Compliance to additional regulations not listed here may be required). This form does not constitute FAA approval of all engineering data necessary for substantiation of compliance to necessary requirements for the entire alteration/repair. 2. This approval is valid for Cessna Aircraft Company Model 206 S/N T20608983 | |
| 8. PURPOSE OF DATA Submittal of data in support of FAA Major Alteration | | | |
| 9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR 23.301, 23.303, 23.305(a), 23.307(a), 23.337(a), 23.601(a), 23.603, 23.605(a), 23.607(a), 23.609(a)(2), 23.611, 23.613, & 23.625(a). | | | |
| 10. CERTIFICATION -Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered <u>2</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. 1. Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data | | | |
| 11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) | | 12. DESIGNATION NUMBERS(S) | 13. CLASSIFICATION(S) |
| Joe Musco  | | DERT-605388-NM | Structures |
| | | | |

Applicable Requirement Amendment Levels:

| FAR | Title | Amdt. |
|--------------|--|-------|
| 23.301 | Loads | 23-42 |
| 23.303 | Factor of safety | - |
| 23.305(a) | Strength and deformation | - |
| 23.307(a) | Proof of structure | - |
| 23.337(a) | Limit maneuvering load factor | - |
| 23.601(a) | Design | - |
| 23.603 | Materials | - |
| 23.605(a) | Fabrication methods | - |
| 23.607(a) | Fasteners | - |
| 23.609(a)(2) | Protection of structure | - |
| 23.611 | Inspection provisions | 23-7 |
| 23.613 | Material strength properties and design values | - |
| 23.625(a) | Fitting factors | - |

FLAMMABILITY REPORT, TEST, AND TEST RESULTS

PARAVION TECHNOLOGY, INC.
2001 AIRWAY AVENUE
FORT COLLINS, CO 80524

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| 12. REFERENCES..... | 6 |
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| 14. APPENDIX B: FAA FORM 8110-3 | B-1 |

flammability tests described in this document. The Vertical Flammability Test Cabinet meets the requirements of 14 CFR Part 25, Appendix F, Part I, Section (b)(3) and DOT/FAA/AR-00/12, Aircraft Materials Fire Test Handbook.

| Equipment Nomenclature | Model Number | Manufacturer |
|---------------------------------------|---------------------------------|--|
| Conditioning Chamber | Stabil-Therm Laboratory Oven | Blue M Electric Co. Blue Island, IL |
| Vertical Flammability Test Cabinet | 7633A | United States Testing Co., Inc. Hoboken, NJ |

5. TEST ARTICLE CONDITIONING

The test articles will be conditioned to $70^{\circ} \pm 5^{\circ}\text{F}$ and at $50\% \pm 5\%$ relative humidity until moisture equilibrium is reached or for 24 hours. Each specimen must remain in the conditioning environment until it is subjected to the flame.

6. CONFORMITY INSPECTIONS

Company conformity of the test articles will be conducted by Paravion Technology and documented on FAA Form 8130-9, Statement of Conformity. The test set-up will be verified by the witnessing Flammability DER to be in accordance with this test plan. The witnessing DER will coordinate with Paravion Technology, Inc, if design data changes are necessary, prior to DER approval.

7. VERTICAL TEST SET UP CONFIGURATION

The vertical test will be configured and conformed as follows, in accordance with 14 CFR Part 25, Appendix F, Part I, Section (b)(4):

- A Bunsen burner with a nominal 3/8 inch I.D. tube will be used for the test.
- Prior to testing, ignite the burner and set the flame height to 1½ inches.
- Using a calibrated thermocouple pyrometer, verify that the minimum flame temperature in the center of the flame is 1550° F. Record the flame temperature on the Test Data Sheet in Appendix B, and extinguish the flame.
- Set the automatic timer on the Flame Control Module to 12.0 seconds.
- Verify that the conditioning chamber has maintained the test articles at $70^{\circ} \pm 5^{\circ}\text{F}$ and $50\% \pm 5\%$ relative humidity for a minimum of 24 hours.
- Remove one test article from the conditioning chamber.

- Verify the test article has been positioned in the chamber in accordance with Section 7.0.
- Activate the automatic flame timer switch.
- Verify that the burner ignites and the flame is applied to the center of the edge of the specimen.
- Verify that the automatic flame timer extinguishes the flame after 12 seconds.
- Observe the behavior of the specimen after the burner flame is extinguished. Continue timing as long as the specimen continues to flame. Note any drippings from the specimen and the flame time of the drippings.
- Record the flame time, burn length (to the nearest 0.1 inch) and flame time of drippings on the test data sheet.

9. PASS/FAIL CRITERIA

The material is considered to pass this test if all of the following criteria are met:

- The average flame time of the specimen after removal of the flame source may not exceed 15 seconds.
- The average burn length may not exceed 8 inches.
- Drippings from the test specimen may not continue to flame for more than an average of 5 seconds after falling.

10. TEST WITNESSING AND DATA APPROVAL

The selected Flammability DER will witness the tests and approve the test results. A copy of the approved test report and 8110-3 will be forwarded to Paravion Technology, Inc.

11. DESIGNATED PERSONNEL

The following is a list of designated personnel to be involved in this project:

| Title | Name |
|------------------|--------------------------------|
| DER Flammability | Bob Lazaroff DERT-660022-NM |

12. REFERENCES

The following documents form a part of this document to the extent specified herein:

13. APPENDIX A: TEST RESULTS REPORT FROM MR. LAZAROFF

FLAMMABILITY TEST REPORT DATA SHEET

| Test Article ID/PN | Material | Representative of: (list part number and description) | Regulatory Requirement and Amendment Level | Test Criteria per Part 25 Appendix F, Part I (mark "X" in appropriate block) | | | |
|--------------------|---|--|--|---|-------------------------------------|---|--|
| | | | | (a)(1)(i) 60 second Vertical | (a)(1)(ii) 12 second Vertical | (a)(1)(iv) 15 second Horizontal 2.5 in/min | (a)(1)(v) 15 second Horizontal 4.0 in/min |
| 1, 2, 3 | 1x1 Plain Weave Carbon 2x2 Twill 3K Carbon LAM-135-FR Resin LAM-229 Hardener | Console | 23.853(a) Amdt 23-62 * | | X | | |

| Test Sample | Test Results per Part 25 Appendix F, Part I (enter results in appropriate block) | | | | | | | |
|-------------|---|---------------------------|-------------------------|-------------------------------------|---------------------------|-------------------------|---------------------------------------|--------------------------------------|
| | (a)(1)(i) 60 second Vertical | | | (a)(1)(ii) 12 second Vertical | | | (a)(1)(iv) 15 second Horizontal | (a)(1)(v) 15 second Horizontal |
| | Burn Length (< 6 in) | After-Flame (< 15 sec) | Drip Flame (< 3 sec) | Burn Length (< 8 in) | After-Flame (< 15 sec) | Drip Flame (< 5 sec) | Burn Rate (< 2.5 in/min) | Burn Rate (< 4.0 in/min) |
| 1 | | | | 1.75 in | 10.8 sec | No drips | | |
| 2 | | | | 1.75 in | 11.1 sec | No drips | | |
| 3 | | | | 1.0 in | 2.9 sec | No drips | | |
| Average | | | | 1.50 in | 8.3 sec | No drips | | |

* Tested to Part 25 requirements

Results: PASS ☒ FAIL ☐

DER: Robert C. Loyard DEET-660022-NM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS

1. DATE
04/10/2013

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

| | | | |
|-------------------|----------------------|---|---|
| 2. MAKE Cessna | 3. MODEL NO. T206 | 4. TYPE (Aircraft, Engine, Propeller, etc.) Aircraft | 5. NAME OF APPLICANT Paravion Technology, Inc. |
|-------------------|----------------------|---|---|

LIST OF DATA

6. IDENTIFICATION

7. TITLE

Report No.
C206-CF Console
Revision 1,
04/08/2013

Flammability Report, Test and Test Results

Notes:

1. All engineering aspects of the above listed data are approved herein. This approval is for engineering data only. It indicates the data listed above demonstrates compliance only with the regulation specified by paragraphs and subparagraph listed below as "Applicable Requirements".

2. This approval is for flammability aspects of the proposed installation only. Additional approvals may be required for the substantiation of compliance to necessary requirements for the entire type design change.

3. Delegation to approve test plan and witness tests by Satish Lall, Denver ACO, per Special Authorization, 4/1/13.

4. This approval is valid for the installation of the Hand Control Connector Housing on Cessna Model T206 S/N T20608983 only.

8. PURPOSE OF DATA In support of a major alteration to Cessna Model 206 S/N T20608983

9. APPLICABLE REQUIREMENTS (List specific sections)

14 CFR 23.853(a), Amendment 23-62

10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered N/A have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.

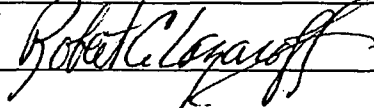
☐ Recommend approval of these data

I (We) Therefore

☒ Approve these data

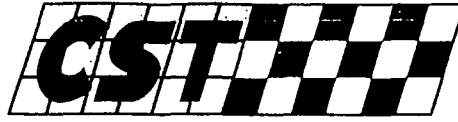
| | | |
|--|----------------------------|-----------------------|
| 11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) | 12. DESIGNATION NUMBERS(S) | 13. CLASSIFICATION(S) |
|--|----------------------------|-----------------------|

Robert C. Lazaroff



DER-T-660022-NM

Structures



The Composites Store, Inc.

COPY

PRODUCT CONFORMANCE CERTIFICATION

Customer No.: R17364

Ship Date: 03/11/2013

Sold To: PARAVION TECHNOLOGY, INC. Ship To: SAME

Purchase Order No. 43778

Invoice No.: 130964

| Item No. | Description | Quantity |
|-----------------|--|-----------------|
| CF141 | 3.5 oz. Carbon Fabric, 42" wide, Plain Weave | 9 ft. |

FDI Style Number: 824

Lot Number: 22032 Yarn Type: T300 1K 309 NT

Roll Number: 6A Date of Mfg: 08/2012

Weave: PW, Count: 24.1 x23.2 inches; Width: 42 3/4"; Weight: 126.0 g/m²

Thickness: 0.008 inches

We hereby certify that the material listed conforms to applicable commercial specifications, or government specifications as shown below.

SPECIFICATION: Commercial Grade

Gail Gewain, President

Website: www.cstsales.com

P.O. Box 622, Tehachapi, California 93581-0622 • Phone: 661-822-4162 • Fax 661-822-4121

U.S. COMPOSITES, INC.
561/588-1001
6670 WHITE DRIVE
WEST PALM BEACH FL 33407

* * * Invoice 256020 * * *

Bill To :
Paravion Technology, Inc.
Valerie McAlpine
2001 Airway Ave.
FORT COLLINS 80524

Ship To :

Customer No. 270051

| DATE | ORDER NO. | SLS.NO. | ORDER DATE | PURCHASE ORDER | SPECIAL INSTRUCTIONS |
|----------|-----------|---------|------------|----------------|----------------------|
| 03/28/13 | | | 03/28/13 | | |

| Quantity U/M | Description Stock Number | Code | Price | Extension |
|--------------|-----------------------------|------|-------|-----------|
|--------------|-----------------------------|------|-------|-----------|

| | | | | |
|---------|--|------|---------|---------|
| 1.00 ea | CERT FEE FOR PREVIOUS SHIPMENT INVOICE # 255095 | 0004 | \$10.00 | \$10.00 |
|---------|--|------|---------|---------|

LOT # 1233808
ROLL # 0003802464

Payment/Terms :
prepaid credit card

SUBTOTAL : \$10.00

TAX :
FREIGHT :

INVOICE TOTAL DUE =====> \$10.00

From the Quality Control Laboratories of:



U S COMPOSITES INC
6670 WHITE DRIVE
WEST PALM BEACH FL 33407

Attention:

Cust P.O.: 403389
Weave: 2X2 TWILL

Yarn Type Warp: TR30S 3K

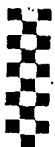
Date: 01/29/13 9:35:25
Page: 2

Style: 94933
Width: 50.0
Code/Part#
Contract: KB00219873 10

Lot Number: 01233808/00010

Fill: TR30S 3K

| Lot # | Cut | Roll # | Shipment Yards | Defect Summary Distortion | Yard Length | Defect |
|---------|-----|------------|----------------|---------------------------|-------------|---------------------|
| 1233808 | 009 | 0003802303 | 100 | .1 | 6 | DISTORTION |
| 1233808 | 011 | 0003802308 | 100 | .0 | | No Defects Recorded |
| 1233808 | 013 | 0003802463 | 100 | .1 | | No Defects Recorded |
| 1233808 | 012 | 0003802464 | 100 | .0 | | No Defects Recorded |
| 1233808 | 017 | 0003803687 | 100 | .2 | | No Defects Recorded |
| 1233808 | 016 | 0003803688 | 100 | .0 | | No Defects Recorded |



Jan. 16. 2013 9:15AM

No. 0079 P. 1



Certificate of Conformity

6900 88th Street
Sacramento, CA 95828 USAPhone No. 916/386-1733 or 800/365-5633
Fax No. 916/379-2183

Order No. 30586

Customer No. BGF01

Certificate of Conformity: 23444

GI Reference: 30586

Certificate Date: 01/16/2013

Fiber Type: TR30S 3K 1.2%S
PYROFIL

Size: 1.2%S

Quantity in lbs: 3,491.84

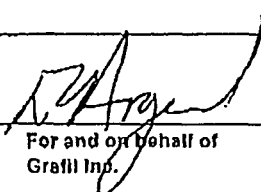
Deliver To: BGF Industries Inc.
Cheraw Specialty Weaving
90 Huger Street
90 Huger Street
Cheraw, SC 29520
USA

| Customer Purchase Order | | Item # | Specification | | | Salesperson | Customer Part # | |
|-------------------------|---------------------|----------------|----------------|--------------|---------------|-------------------------------------|--------------------------|----------------|
| 03006103-20 | | TR-30S-3LSL | CF-202 Ver.1 | | | Wayne Schaefer | | |
| Batch No. | Date of Manufacture | Quantity (lbs) | Strength (ksi) | Modulus (me) | Yield (yd/lb) | Fiber Density (lb/in ³) | Size Content (% by Mass) | Elongation (%) |
| 1233303A | 03/2012 | 357.12 | 604.0 | 33.8 | 2460.0 | 0.06429 | 1.2 | 1.80 |
| 1263304A | 05/2012 | 3,134.72 | 603.0 | 33.4 | 2460.0 | 0.06419 | 1.2 | 1.80 |
| | Cert total: | 3,491.84 | | | | | | |

Shelf Life for Pyrofil: 3 years from Date of Manufacture

Certified that the supplies/services detailed herein have been inspected and tested in accordance with the conditions and requirements of the contract or conform in all respects to the specification(s), drawings relevant thereto.

Signed: _____


For and on behalf of
Grafil Inc.

Monday, March 11, 2013



To Whom it May Concern:

This is to certify that the PRO-SET® product(s) that you recently purchased were manufactured in accordance with our standard quality control procedures. In addition, a representative sample from each batch was tested for conformity to our internal specifications and a portion of that sample will be retained for 18 months from the production date.

RESULTS OF ANALYSIS

| <u>Product:</u> | <u>Batch Number:</u> | <u>Date Produced</u> | <u>Tested With:</u> |
|-------------------------|-----------------------------|-----------------------------|----------------------------|
| LAM-135-FR | 1363018A | 01-18-2013 | LAM-224 |
| <u>DSC 822e</u> | | <u>Limits</u> | |
| TPeak1=85.69(°C) | | 85.38-86.73(°C) | |
| TPeak2=0(°C) | | -(°C) | |
| dH=489.44(J/g) | | 434.82-505.34(J/g) | |
| tg=90.43(°C) | | 89.77-93.4(°C) | |
| <u>Viscosity</u> | | <u>Limits</u> | |
| 3972cPs | | 3662-4027cPs | |

STATEMENT OF SHELF LIFE

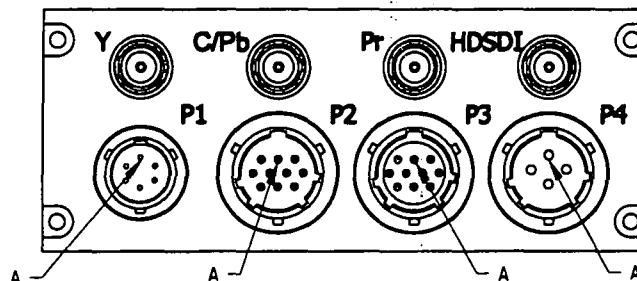
Minimum 3 years from date of manufacture when stored in original sealed container.

Sincerely,

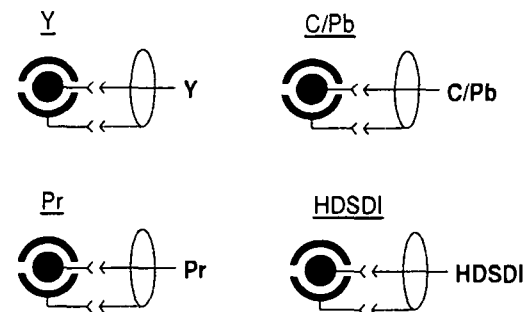
PRO-SET, INC.

A handwritten signature in black ink, appearing to read "Julie VanMuller".

NOTES:
 VOLTAGE RANGE: 11 - 30 VOLTS
 POWER CONSUMPTION: 72 VA
 TROLL INTERFACE: CONNECTOR P2 PINS H, J & K
 FOR REFERENCE USE ONLY

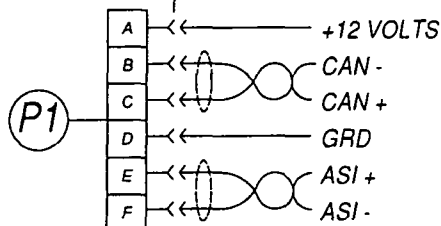


| REVISION HISTORY | | | |
|------------------|-----------------|-----------|----------|
| REV | DESCRIPTION | DATE | APPROVED |
| A | INITIAL RELEASE | 3/16/2011 | O REYES |



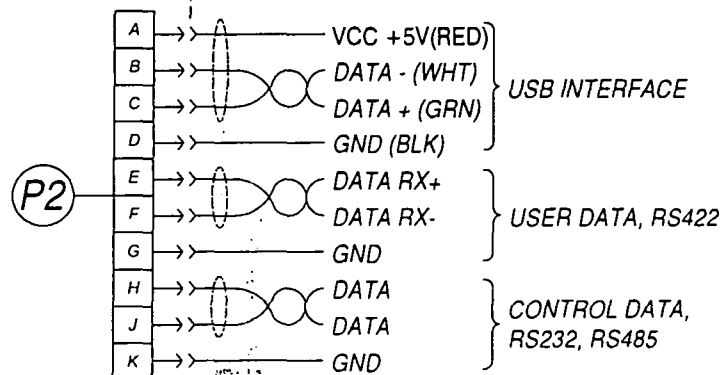
HAND HELD CONTROLLER

PT02E-10-6S (TX Chassis) --- PT06E10-6P(SR) (Free Plug)



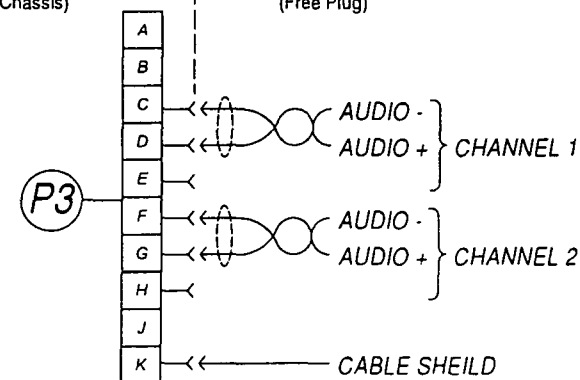
DATA INTERFACE

PT02E-12-10S (TX Chassis) --- PT06E12-10P(SR) (Free Plug)



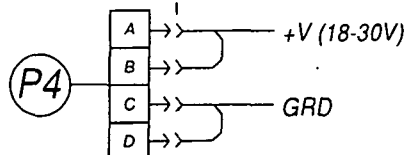
AUDIO INTERFACE

PT02E-12-10S (TX Chassis) --- PT06E12-10P(SR) (Free Plug)



POWER INTERCONNECT

PT02E-12-4P (TX Chassis) --- PT06E12-4S(SR) (Free Plug)



TOLERANCE INFO:
 ALL DIMENSIONS ARE IN INCHES.
 DECIMAL .XX ±.01, .XXX ±.0025, ANGULAR ±.3°
 HOLE SIZE +.003, -.002, CONCENTRICITY ±.001,
 FLATNESS ±.0025, SURFACE FINISH 63 OR BETTER

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 CONFIDENTIAL AND THE SOLE PROPERTY OF JANTEQ
 INC. AND MAY NOT BE REPRODUCED OR DISTRIBUTED
 WITHOUT THE WRITTEN CONSENT OF JANTEQ INC.

PART NO: 1011139
 REV: A
 DESIGNER: J PORTER
 ENGINEER: O REYES
 SHEET: 1 OF 1
 DATE: 3/16/2011

AVIATION Tx WIRING
 INTERFACE
JANTEQ
 CORPORATION
 9272 JERONIMO RD.
 IRVINE, CA, 92618
 PH: (949) 215-2603
 FAX: (949) 215-2604

INFORMATION HEREIN IS THE PROPERTY OF WESCAM INC.
UNAUTHORIZED DISSEMINATION OR REPRODUCTION IS PROHIBITED.

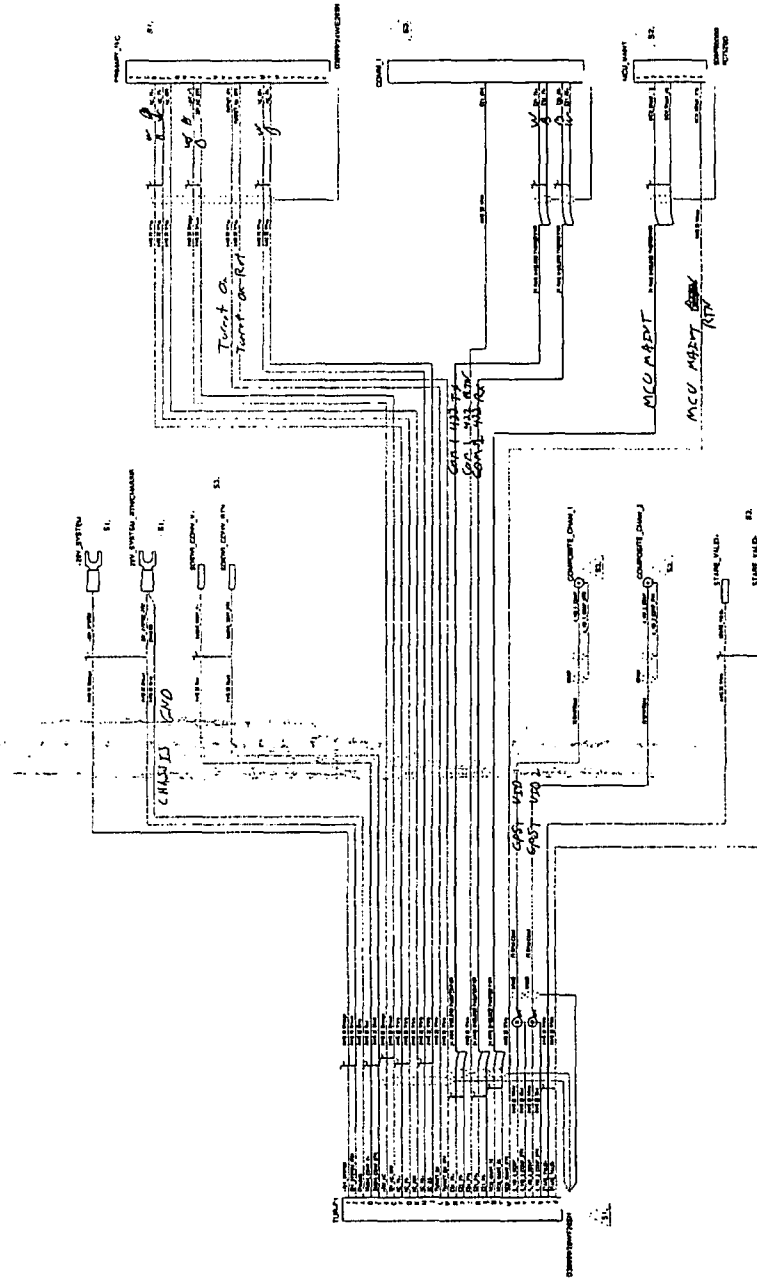
CONTROL SYSTEMS
BY WESCAM INC.

33371-01

REVISIONS
DESCRIPTION

DATE APP'D

DATE REV.



- NOTES:
- 1. SPECIFIED CONNECTOR IS REQUIRED.
 - 2. RECOMMENDED CONNECTOR WOULD BE USEFUL FOR WESCAM TROUBLE SHOOTING, HOWEVER IT IS NOT REQUIRED.
 - 3. OPTIONAL REQUIREMENT DEPENDANT ON INDIVIDUAL SYSTEM CONFIGURATION AND OPTIONAL SPECIFIED CONNECTOR IS REQUIRED IF CONFIGURATION IS DESIRED.
 - 4. ENSURE GOOD ELECTRICAL CONDUCTIVITY BETWEEN SHIELDS AND BACKSHELL.
 - 5. MINIMUM WIRE GAUGE IS IDENTIFIED.
 - 6. REFERENCE DOCUMENT: 64470 ICD FOR M16 DIGITAL TURRET.
 - 7. REFERENCE ONLY, ICD TAKES PRECEDENCE.

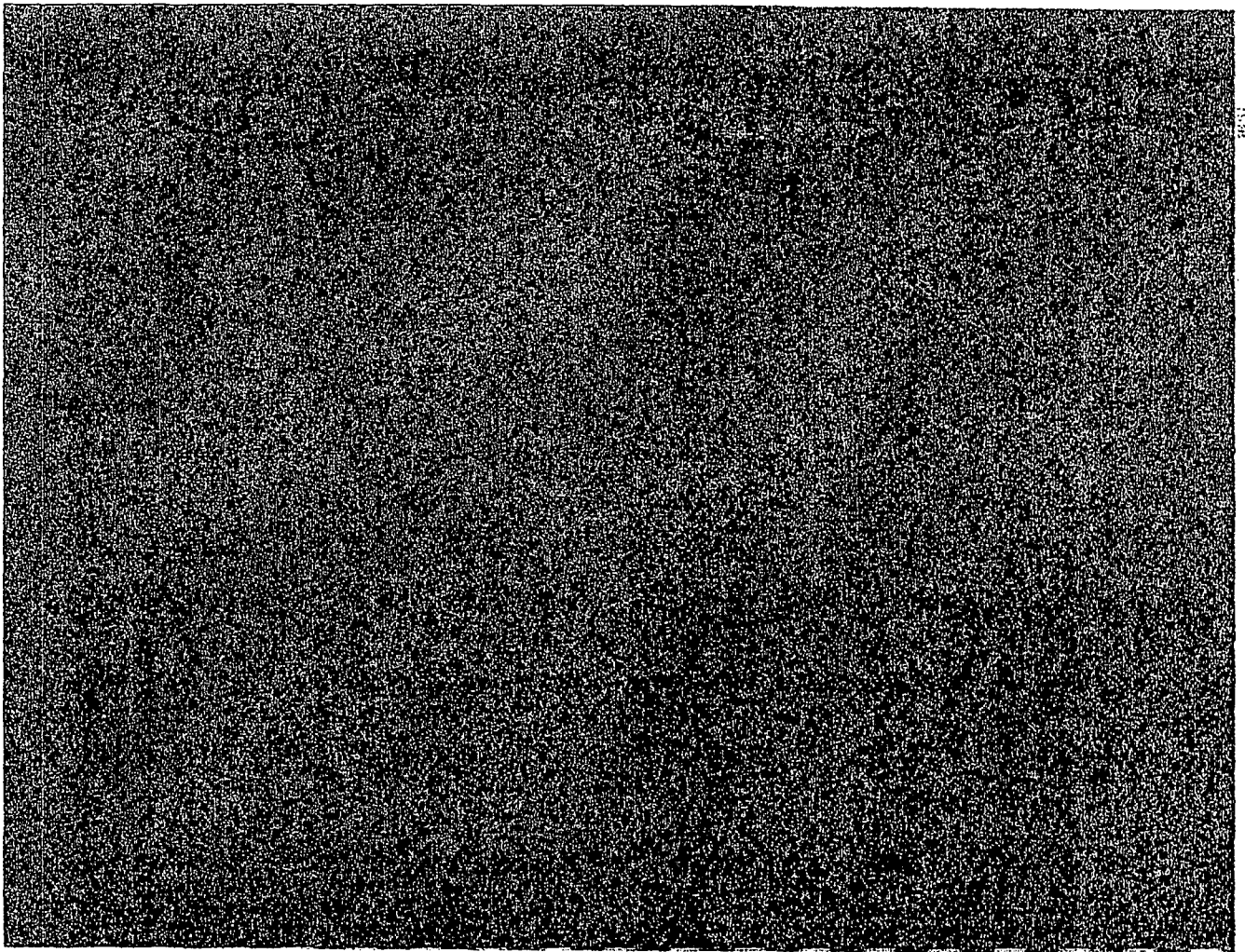
WESCAM
BURLINGTON, ONTARIO, CANADA

SHEET 1 OF 1

DATE APP'D



SHEET 1 OF 1

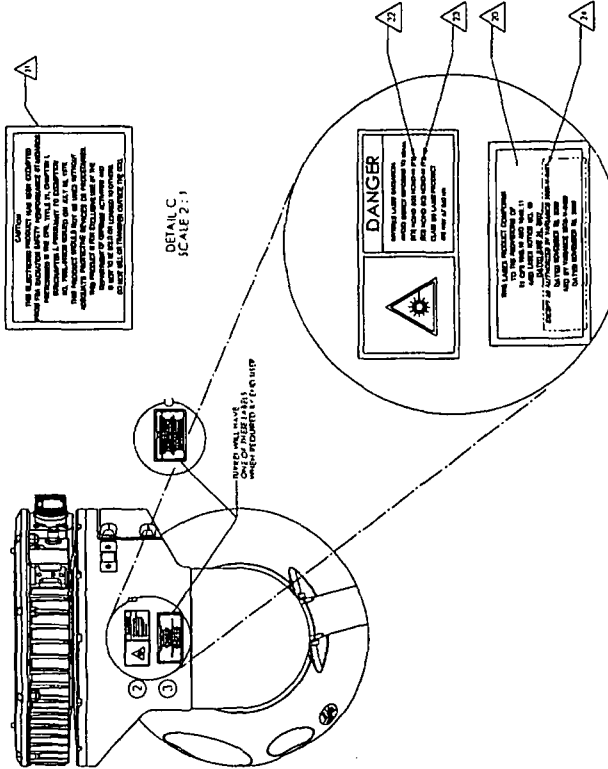




DETAIL A
SCALE 2:1

[illegible]

FOR REPLY ONLY



DETAIL B
SCALE 2:1

LASER RADIATION WARNING LABELS

INFORMATION HEREIN IS THE PROPERTY OF WESCAM INC. AND IS NOT TO BE USED FOR ANY PURPOSE EXCEPT THAT AUTHORIZED BY WESCAM IN WRITING.

COMPUTER GENERATED
DO NOT REUSE MANUALLY
DO NOT SCALE DRAWING

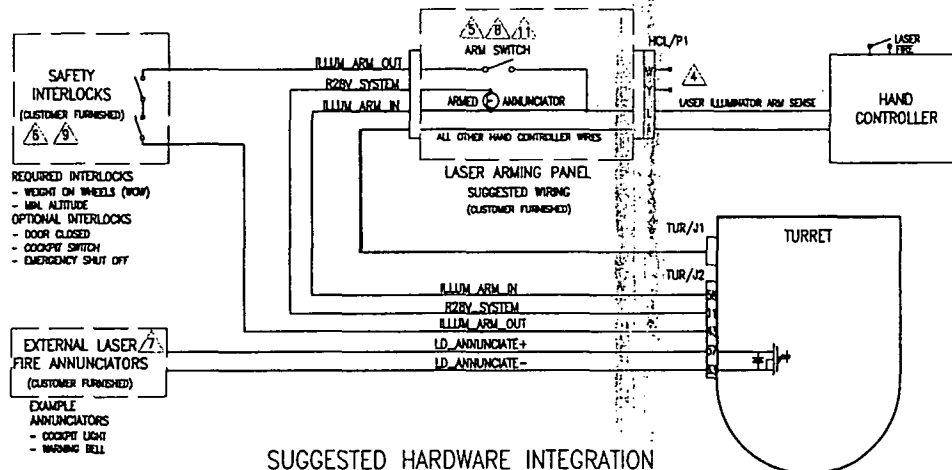
3AC24 53412 1 A04

REVISIONS

| ZONE | REV. | DESCRIPTION | DATE | APP'D |
|------|------|------------------------|-----------|-----------|
| | A01 | INITIAL RELEASE | 27-FEB-09 | EC07013 |
| | A02 | AS PER ALPHA EC07492 | 31-MAR-09 | EC07492 |
| | A03 | AS PER ALPHA EC0011470 | 29 JAN 10 | EC0011470 |
| | A04 | AS PER ALPHA EC0011698 | 16 FEB 10 | EC0011698 |

NOTES

- THIS IS A FUNCTIONAL DIAGRAM ONLY. DO NOT RELY ON FOR DETAIL ELECTRICAL DESIGN. INSTALLATION REQUIREMENTS MAY DIFFER FROM THE FEATURES PROVIDED BY THIS DRAWING.
- +28VDC IS IN REFERENCE TO R28V_SYSTEM UNLESS OTHERWISE STATED
- ENSURE DESIGN KEEPS "ILLUM_ARM_IN" OPEN (UNARMED STATE) OR AT +28VDC (ARMED STATE).
- PINS W & Y OF THE HAND-CONTROLLER ARE NOT CONNECTED.
- ALL DEVICES (INCLUDING ANNUNCIATORS) THAT ARE POWERED FROM ILLUM_ARM_IN OR ILLUM_ARM_OUT MUST BE SUNK TO R28V_SYSTEM; MAX CURRENT 250mA. ALL OTHER DEVICES MUST BE ISOLATED FROM ILLUM_ARM_OUT/ILLUM_ARM_IN/R28V_SYSTEM. ENSURE THAT ILLUM_ARM_OUT (+28VDC) AND ILLUM_ARM_IN ARE NEVER PERMITTED TO MAKE A DIRECT CONNECTION TO R28V_SYSTEM, OR CHASSIS.
- MAX RESISTANCE BETWEEN PINS 43 AND 58 (ILLUM_ARM_IN/OUT) WHEN SAFETY INTERLOCKS ARE CLOSED IS < 0.5 Ohm.
- INDEPENDENTLY POWERED LASER FIRE WARNING DEVICES MAY BE ACTIVATED VIA A SWITCH CLOSED BY SOFTWARE ACROSS J2 PINS 57 AND 83 (LD_ANNUNCIATE+/-). SWITCH IS 28V LOGIC, 250mA MAX AT HIGH STATE. ENSURE VOLTAGE OF PIN 57 WITH RESPECT TO 83 IS +28VDC WITHIN THE TOLERANCES SPECIFIED IN MIL-STD-704F.
- IT IS RECOMMENDED THAT THE ARM SWITCH, AS REPRESENTED IN THIS SCHEMATIC, INCORPORATE A KEYED SWITCH. THE KEY SHOULD NOT BE REMOVABLE IN THE ENABLED (CLOSED) POSITION. ARM SWITCH MUST TRANSITION FROM AN 'ARMED' TO AN 'UNARMED' STATE UPON ANY INTERRUPTION OF 'SAFE28' (SAFETY INTERLOCKS).
- WOW AND MIN ALT INTERLOCKS MUST BE IMPLEMENTED. MIN ALT SHALL PROVIDE CLOSURE ONLY WHEN AIRCRAFT ALT AGL EXCEEDS THE LARGEST UNARMED NHDH SPECIFIED IN OUTLINE & INSTALLATION DRAWING.
- LASER ILLUMINATOR IS A NON-EYE SAFE AND IMMEASURABLE CLASS IV LASER. FAILURE TO COMPLY WITH MANDATORY INTEGRATION REQUIREMENTS MAY COMPROMISE SAFETY AND RESULT IN HAZARDS. SEE SAFETY WARNINGS IN OPERATOR'S MANUAL.
- IT IS RECOMMENDED THAT AN EMERGENCY STOP SWITCH BE INCORPORATED.



SUGGESTED HARDWARE INTEGRATION

LASER ARMING SEQUENCE

- SAFETY INTERLOCK(S) MUST BE CLOSED FOR "ILLUM_ARM_OUT" TO PROVIDE POWER TO THE ARMING PANEL.
- LASER ARMING PANEL KEY(S) AND/OR SWITCH(S) SWITCH "ILLUM_ARM_IN" FROM OPEN TO +28VDC.
- WHEN "ILLUM_ARM_IN" IS +28VDC, POWER TO THE LASER IS ENABLED AND THE LASER IS ARMED.

LASER FIRING SEQUENCE

- THE LASER MUST BE ARMED.
- TO FIRE THE LASER, THE "LASER" BUTTON ON THE HANDCONTROLLER MUST BE HELD CLOSED FOR TWO SECONDS. AFTER THE TWO SECOND DELAY, THE LASER IS ISSUED THE FIRE COMMAND IN SOFTWARE.
- THERE IS A 50 MILLISECOND DELAY AFTER RECEIVING THE FIRE COMMAND BEFORE ACTUAL LASING.

LASER ARMED ANNUNCIATION

- WHILE THE LASER IS ARMED, AN "ARMED" ANNUNCIATOR ACROSS J2 PINS 11 AND 58 IS ILLUMINATED, THE "ARMED" LED ON THE HAND CONTROLLER IS ILLUMINATED, AND THE TEXT CUE "ARMED" IS DISPLAYED ON THE VIDEO OVERLAY.
- NOTE THAT WHEN "CUTOUT" IS DISPLAYED ON THE VIDEO OVERLAY THE LASER IS ARMED BUT CANNOT FIRE UNTIL THE LASER LINE OF SIGHT IS OUTSIDE OF THE CUTOUT ZONES DEFINED IN SOFTWARE.

LASER FIRING ANNUNCIATION

- WHILE THE LASER IS FIRING, SOFTWARE CLOSSES A MOSFET ACROSS J2 PINS 57 AND 83 ACTIVATING CUSTOMER FURNISHED RELAYS TO DRIVE LASER FIRE WARNING DEVICES.
- WHILE THE LASER IS FIRING, SOFTWARE ILLUMINATES THE HANDCONTROLLER "FIRING" LED AND DISPLAYS "ACTIVE" ON THE OVERLAY.

MX-10 WITH HANDCONTROLLER (HCL)

DATE: 2009/03/31

DESIGNED BY: P. QUEVEDO

CHECKED BY: J. GOMBOS

DATE: 2009/03/31

DESIGNED BY: EDD7492

DATE: 2009/03/31

DESIGNED BY: 534121A041.DWG

DATE: 2009/03/31

DESIGNED BY: NTS

DATE: 2009/03/31

DESIGNED BY: SHEET 1 OF 1

WESCAM communications



communications
WESCAM

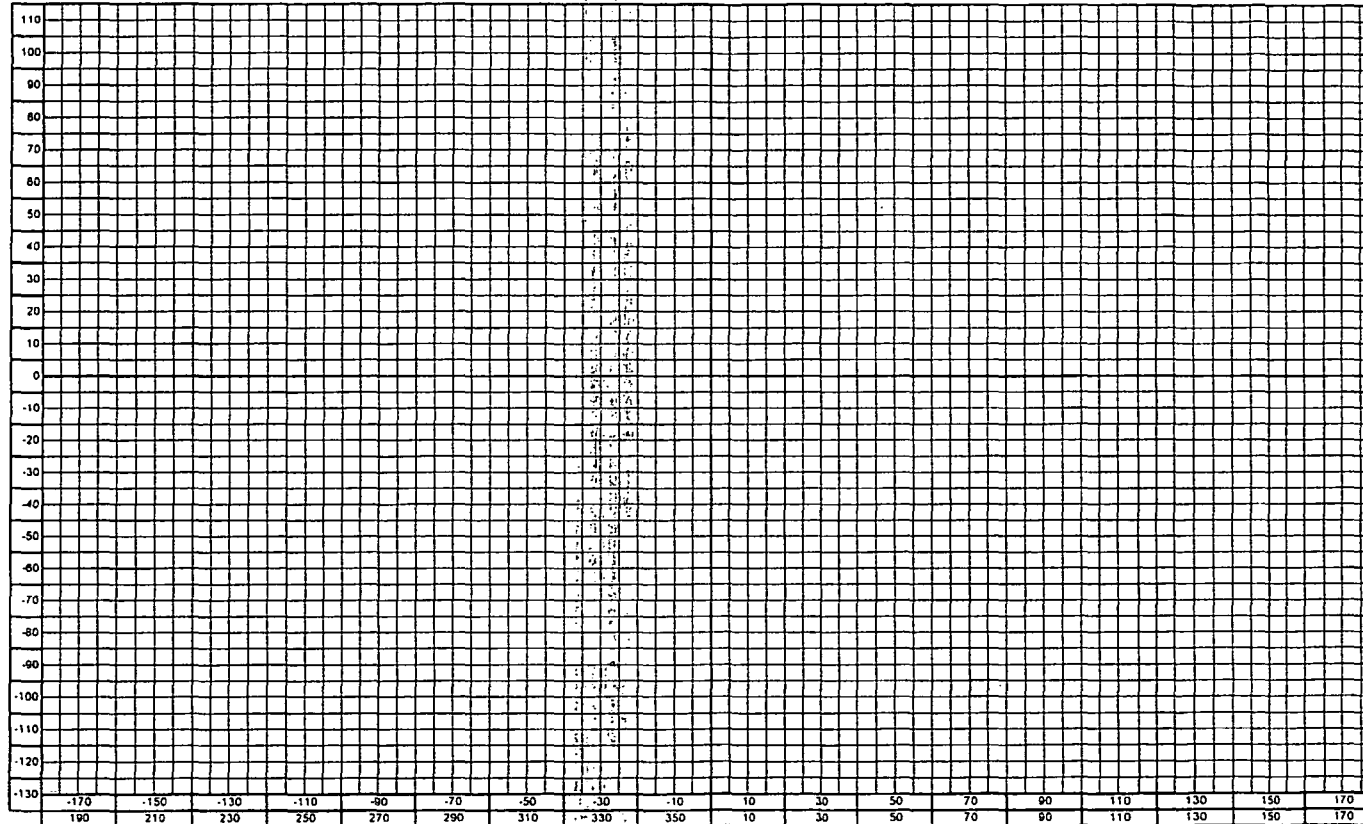
LASER CUTOUT DEFINITION FORM

FM1287
Rev. -

Customer Name: _____

Date: _____

E
L
E
V
A
T
I
O
N

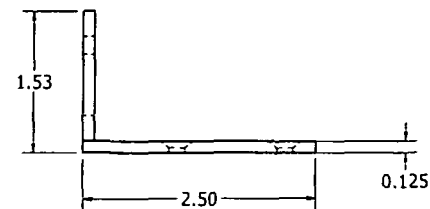
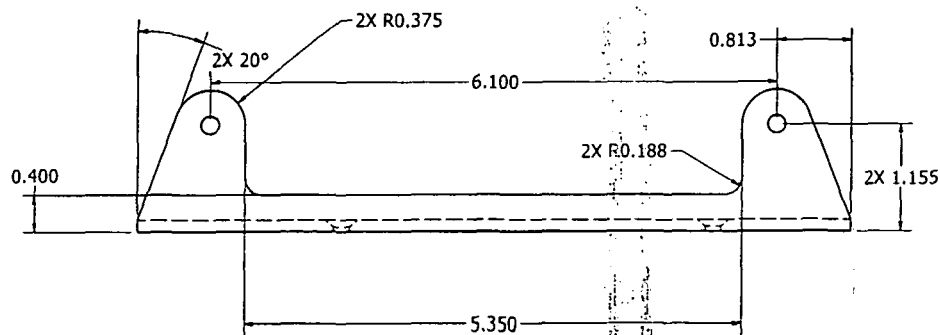
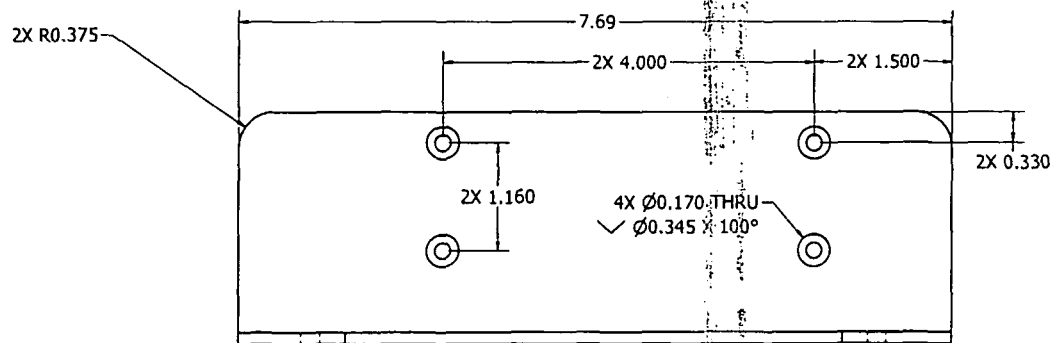


L-3 WESCAM 849 NORTH SERVICE ROAD W. BURLINGTON ONTARIO CANADA L7P 5B9
Phone : 905-633-4000 Fax : 905-633-4100

Sheet 1 of 2

Approval: _____

Customer Signature

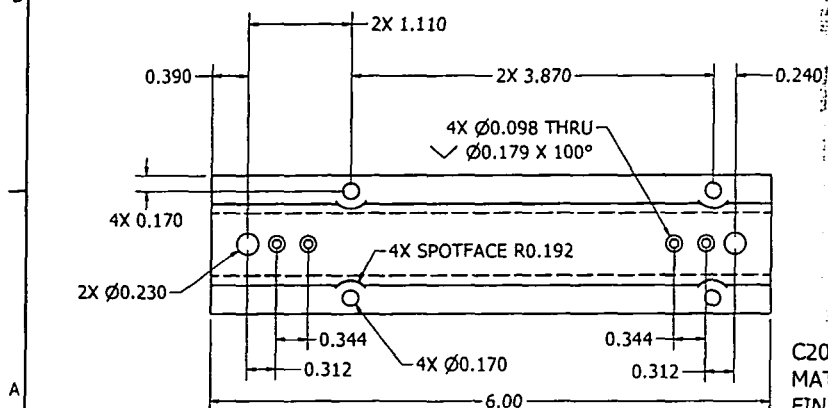
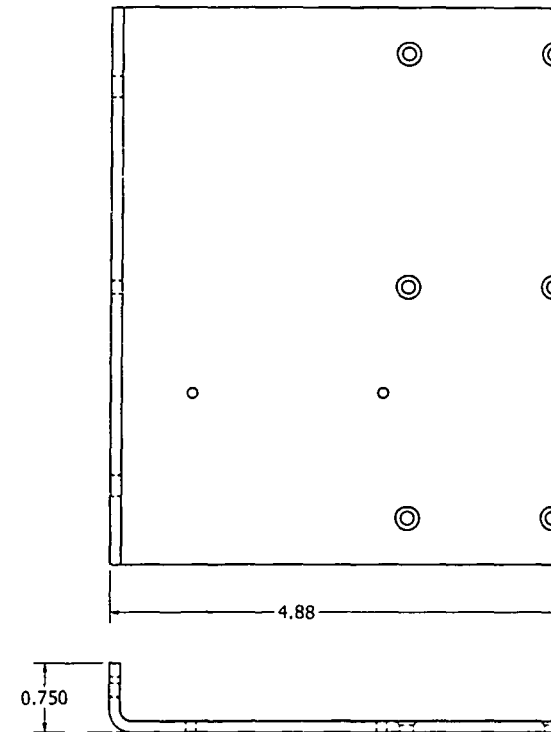
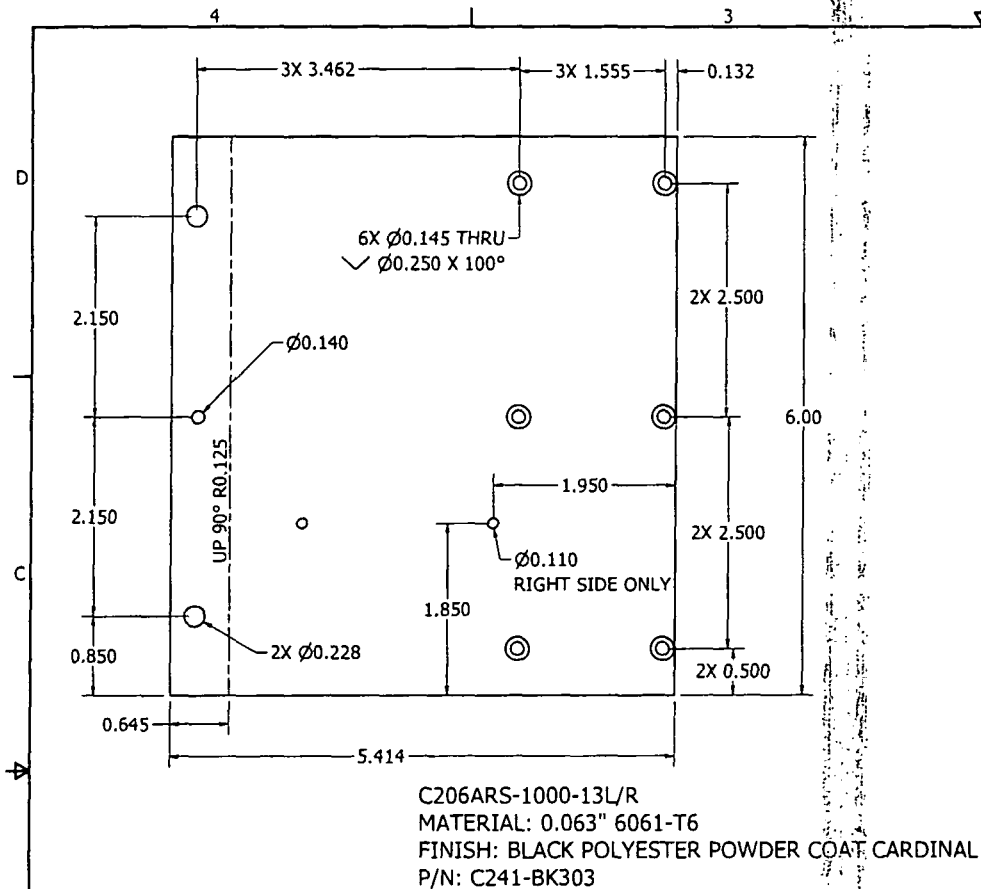


C206ARS-1000-21
 MATERIAL: 6061-T6
 FINISH: BLACK POLYESTER POWDER COAT, CARDINAL P/N: C241-BK303

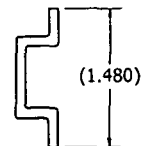
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PICTU

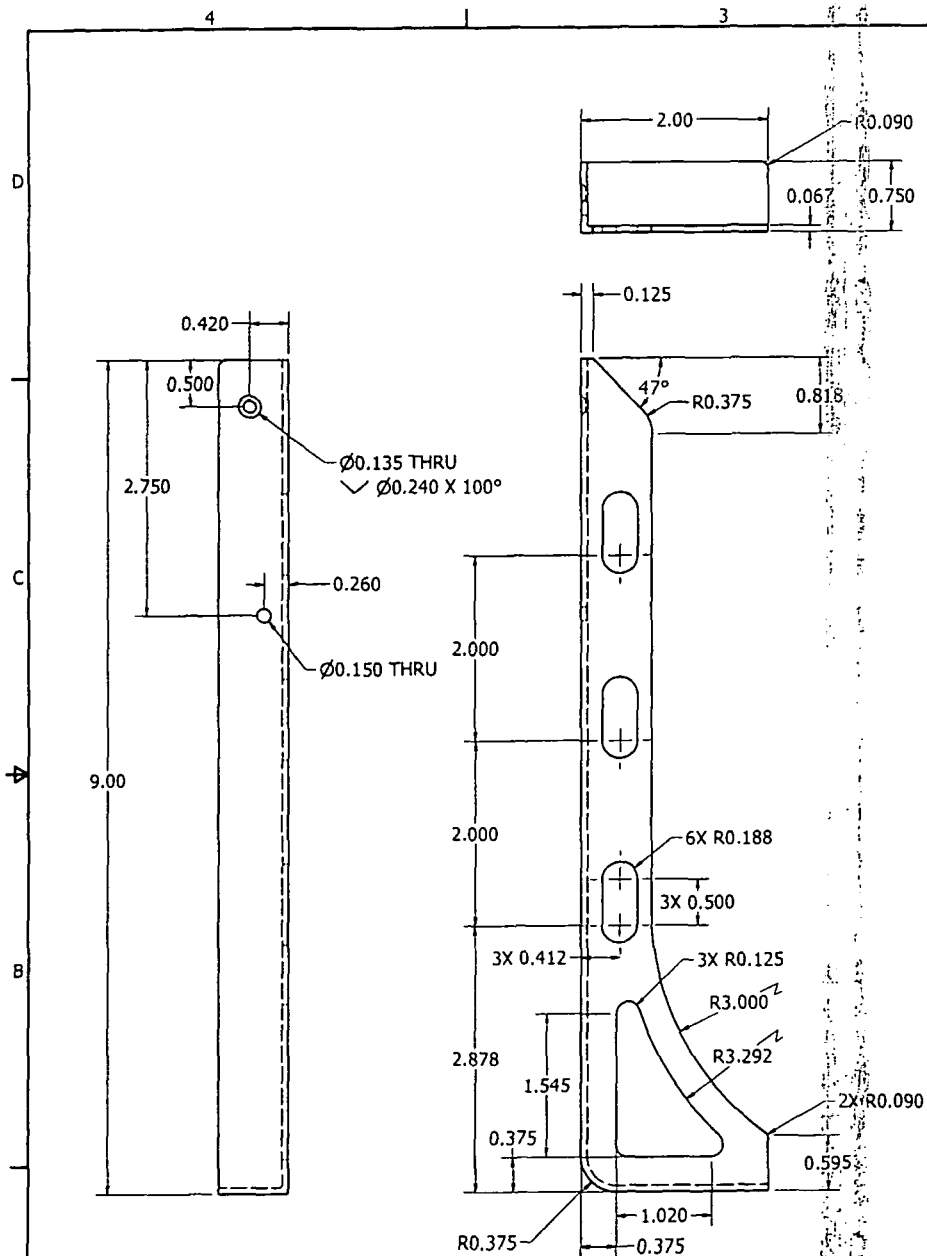
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| Paravion [®] Technology Inc. | | TITLE C206 CHURCHILL ARS EQUIPMENT | | DRAWING NUMBER C206ARS-1000 | |
| UNLESS OTHERWISE SPECIFIED TOLERANCES EXCEPT WHERE NOTED X = ±.1 XX = ±.05 XXX = ±.010 ANGLES ±.1° | DRAWN BY | CHK'D BY | DATE 2/28/13 | REV A | BY EVO |
| DWG | | | | | |
| THREADS INTERNAL: CLASS 2B EXTERNAL: CLASS 2A | DO NOT SCALE DRAWING | | | SHEET 1 OF 12 | |
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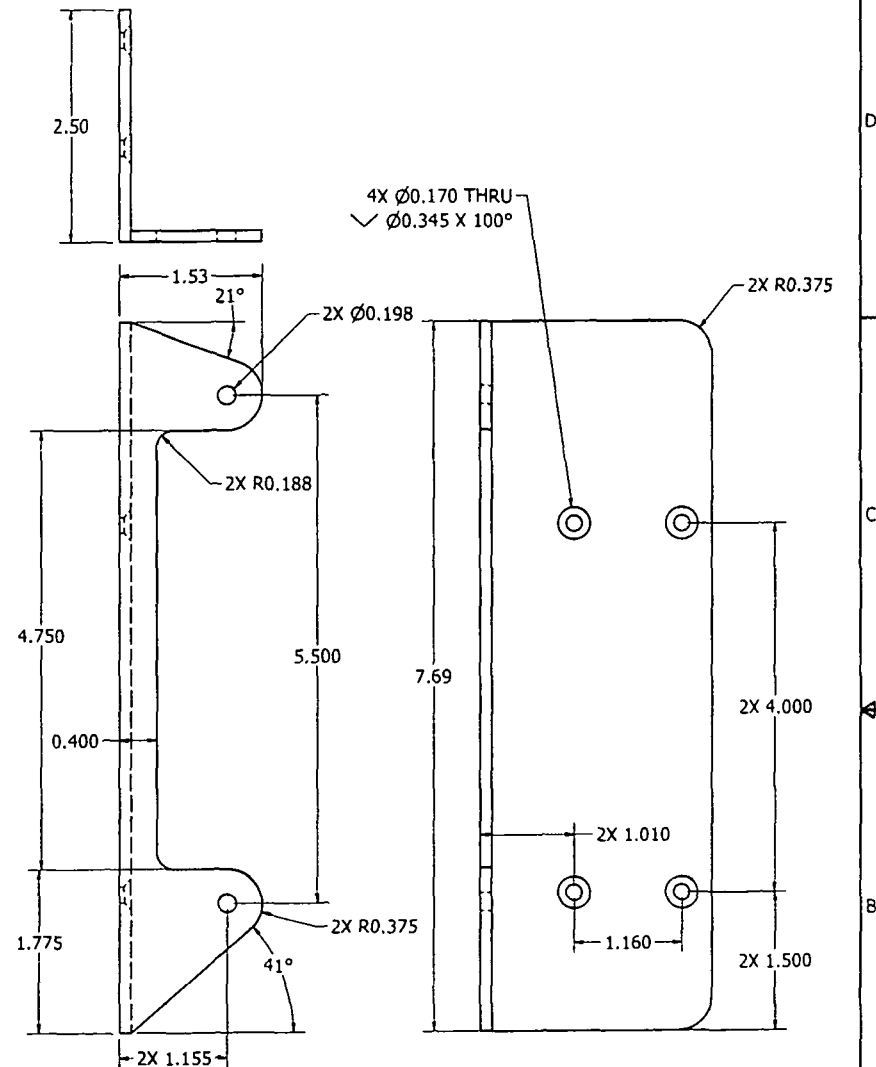
C206ARS-1000-18
MATERIAL: ES37200-1
FINISH: BLACK POLYESTER POWDER COAT CARDINAL
P/N: C241-BK303



| | | | | | |
|---|---------------|--|----------|--------------------------------|----------------------|
| Paravision Technology Inc. | | TITLE C206 CHURCHILL ARS EQUIPMENT | | DRAWING NUMBER C206ARS-1000 | |
| DRAWN BY DGW | CHKD BY RY | DATE 2/28/13 | REV A | ETD | |
| DIMENSIONS IN INCHES TOLERANCES EXCEPT WHERE NOTED X = ±.1 XX = ±.05 XXX = ±.010 ANGLES ± 1° | | | | | NOT SCALE DRAWING |
| THREAITS INTERNAL CLASS 2B EXTERNAL CLASS 2A | | | | | 300 ANGLE PROJECTION |
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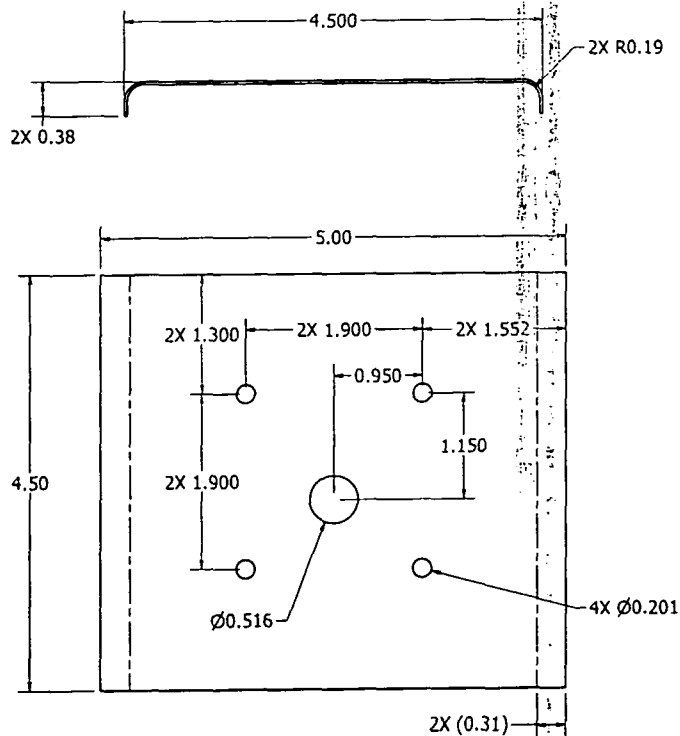


C206ARS-1000-15, -24
 MATERIAL: 6061-T6
 FINISH: BLACK POLYESTER POWDER COAT CARDINAL
 P/N: C241-BK303
 C206ARS-1000-19 MIRROR IMAGE



C206ARS-1000-16
 MATERIAL: 6061-T6 0.125" THICK ANGLE
 FINISH: BLACK POLYESTER POWDER COAT CARDINAL
 P/N: C241-BK303

| | | | | | |
|---|--|--|------------------|--------------------------------|----------|
| Paravision Technology Inc. | | TITLE C206 CHURCHILL ARS EQUIPMENT | | DRAWING NUMBER C206ARS-1000 | |
| DIMENSIONS IN INCHES TOLERANCES DECIMAL WHERE NOTED | | DRAWN R | CHECKED R | DATE 2/28/13 | REV A |
| .X = ±.1 .XX = ±.05 .XXX = ±.010 ANGLES ± 1° | | DO NOT SCALE DRAWING | SHEET 5 OF 12 | | |
| THREADED INTERNAL CLASS 2B EXTERNAL CLASS 2A | | © 2012 PARAVISION TRADING, INC. PARAVISION IS A TRADEMARK OF PARAVISION TECHNOLOGY, INC. | | | |

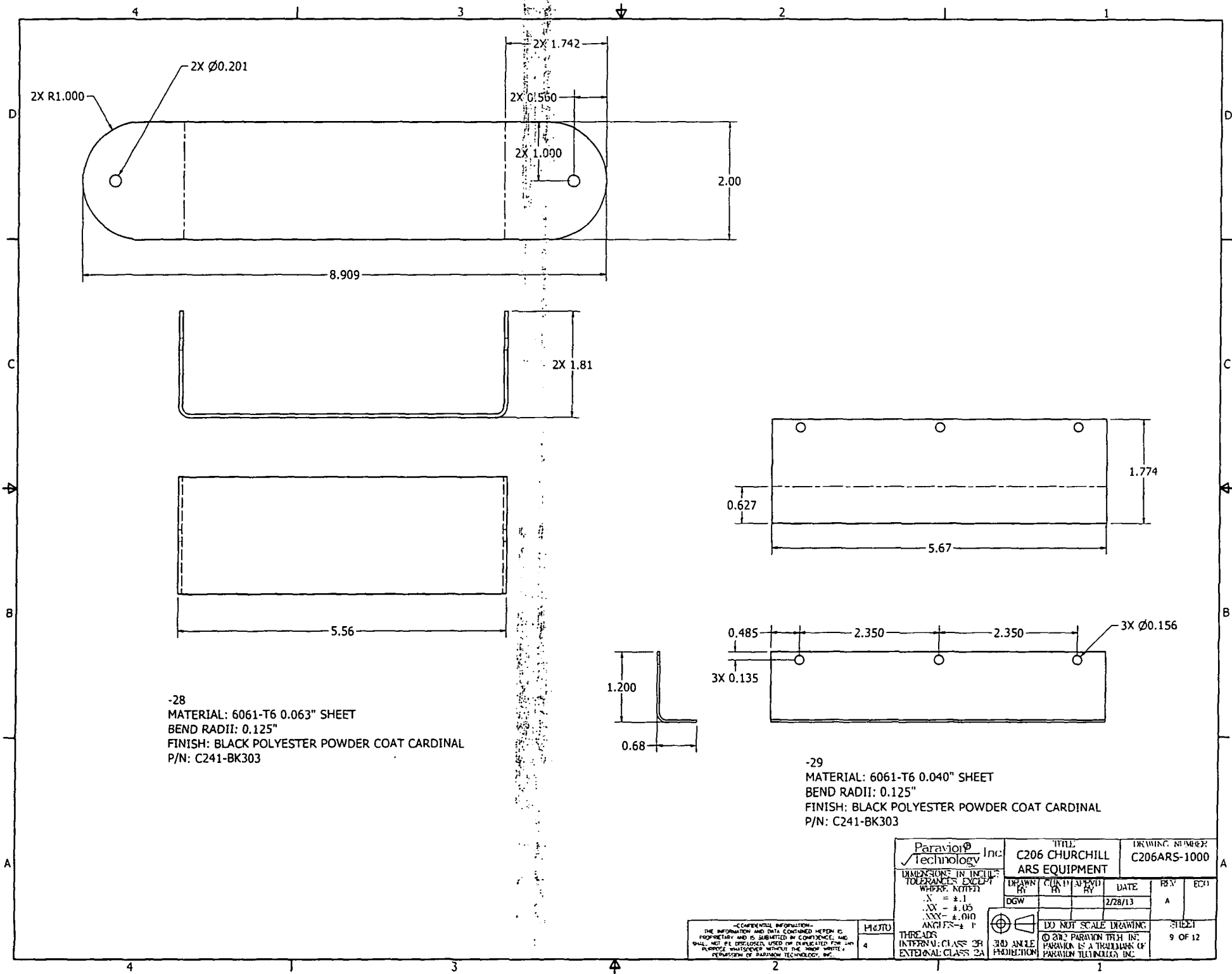


C206ARS-1000-25
 MATERIAL: 6061-T6 0.032"
 FINISH: BLACK POLYESTER POWDER COAT CARDINAL
 P/N: C241-BK303

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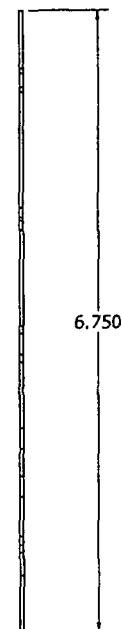
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| TOLERANCES UNLESS OTHERWISE SPECIFIED: .X = ±.1 .XX = ±.05 .XXX = ±.010 ANGLES = ±.1° | | | DO NOT SCALE DRAWING | | |
| THREADS INTERNAL: CLASS 2B EXTERNAL: CLASS 2A | | | 3RD ANGLE PROJECTION | | |
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| Paravion [®] Inc. Technology | | TITLE C206 CHURCHILL ARS EQUIPMENT | | DRAWING NUMBER C206ARS-1000 | |
| UNLESS OTHERWISE SPECIFIED DIMENSIONS IN INCHES TOLERANCES EXCEPT WHERE NOTED X = ±.1 XX = ±.05 XXX = ±.010 ANGLES ±.1° | DRAWN BY DGW | CHKD BY | DATE 2/28/13 | REV A | ECO |
| THREADS INTERNAL CLASS 2B EXTERNAL CLASS 2A | DO NOT SCALE DRAWING © 2013 PARAVION TECH. INC. PARAVION IS A TRADEMARK OF PARAVION TECHNOLOGY, INC. | | SHEET 9 OF 12 | | |



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|--|--|--|------------------------------|---------------------------------------|-----------|
| Paravision [®] Inc. Technology | | TITLE C206 CHURCHILL ARS EQUIPMENT | | DRAWING NUMBER C206ARS-1000 | |
| DIMENSIONS IN INCHES TOLERANCE: DECIMAL WHERE: (X) (Y) (Z) .X = ±.1 .XX = ±.05 .XXX = ±.010 ANGLES ±.010 | | DRAWN BY DGW | CHECKED BY [Signature] | DATE 2/28/13 | REV. A |
| INTERNAL CLASS 2A EXTERNAL CLASS 2B | |  DO NOT SCALE DRAWING | | SHEET 11 OF 12 | |

Bill of Materials

*IR-440-1, REV. N/C

| ITEM # | P/N | DESCRIPTION | QTY | TYP |
|--------|---------------------|---------------------|-----|-----|
| 0 | *IR-440-1, REV. N/C | GIMBAL ADAPTER ASSY | 1 | KIT |
| 1 | IR-606-1 | SUPPORT PLATE | 4 | EA |
| 2 | MS16998-44 | BOLT | 4 | EA |
| 3 | NAS1149C0463R | WASHER | 1 | EA |
| 4 | MS24693S279 | SCREW | 1 | EA |
| 5 | NAS43DD3-32FC | SPACER | 1 | EA |
| 6 | NAS1149F0332P | WASHER | 1 | EA |
| 7 | MS21042L3 | NUT | 1 | EA |

| | |
|-------------------------------------|---|
| PARAVION TECHNOLOGY, INC | Instructions for Continued Airworthiness |
| | IR-605-1 Support Plate – Cessna 206 Revision: <u>IR</u> Date: <u>12/19/2012</u> A/C N#: _____ A/C S/N: <u>T20608983</u> |
| | |

The installation is to be inspected in accordance with the following criteria or equivalent operator's Approved Airworthiness Inspection Program:

1.0 INTRODUCTION

These Instructions for Continued Airworthiness contain the necessary information for carrying out the ongoing maintenance and inspections on the installation of an IR-605-1 Support Plate on a Cessna 206 aircraft in accordance with FAA Form 337 dated _____.

2.0 DESCRIPTION

Paravion Technology drawing IR-605 describes the support plate used as provisions for a Wecam MX-10 camera. The plate is installed in the belly of the aircraft at approximately the center of the fuselage along the centerline of the aircraft. It weighs approximately 1.6 lbs and is installed using 4 x NAS1351C4 screws.

3.0 CONTROL, OPERATION INFORMATION

N/A

4.0 SERVICING INFORMATION

N/A

5.0 MAINTENANCE INSTRUCTIONS

The inspection program for this installation consists of a 12-month annual inspection for the condition of the support plate and associated components. This inspection is a complete visual inspection requiring only a single logbook entry.

12-Month Inspection

- A. Inspect condition of support plate and all associated mounting structure for loose hardware or damage, i.e. bent, cracked or dented structures, and repair or replace as necessary.

The 12-month inspections shall be accomplished by an appropriately rated mechanic assigned to this aircraft and can be accomplished earlier to match up with other aircraft inspections.

6.0 TROUBLESHOOTING

N/A

7.0 REMOVAL AND REPLACEMENT INSTRUCTIONS

- A. Paravion Technology drawing IR-605 (provided) shows the details of the support plate and report number ER-C206ELP-2 shows the installation of the plate and can be used as a reference in the event the plate needs to be removed and replaced.

8.0 DIAGRAMS

N/A



US Department
of Transportation
Federal Aviation
Administration

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

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

Electronic Tracking Number

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))

| | | |
|-------------|---|---|
| 1. Aircraft | Nationality and Registration Mark N959JT | Serial No. T20608983 |
| | Make Cessna | Model T206 |
| 2. Owner | Name (As shown on registration certificate) PSL Surveys | Address (As shown on registration certificate) Address PO Box 756 City Bristow State VA Zip 20136 Country USA |

3. For FAA Use Only

The technical data identified herein has been found to comply with the applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person authorized in CFR title 14, Part 43, section 43.7.
Approving Inspector: Julia J. Sumner Date: 3/29/2013
Denver FSDO, NM-03

| 4. Type | | 5. Unit Identification | | | |
|--------------------------|--------------------------|------------------------|-----------------------|--------------------------------|------------|
| Repair | Alteration | Unit | Make | Model | Serial No. |
| <input type="checkbox"/> | <input type="checkbox"/> | AIRFRAME | _____ | (As described in Item 1 above) | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | POWERPLANT | _____ | _____ | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | PROPELLER | _____ | _____ | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | APPLIANCE | Type _____ | _____ | _____ |
| | | | Manufacturer _____ | | |

6. Conformity Statement

| | | | |
|------------------------------|---|---|---------------------------|
| A. Agency's Name and Address | | B. Kind of Agency | |
| Name Philip Glasgow | Address 2533 Dallas Creek Court City Fort Collins State CO Zip 80528 Country USA | <input checked="" type="checkbox"/> U. S. Certificated Mechanic | Manufacturer |
| | | <input type="checkbox"/> Foreign Certificated Mechanic | C. Certificate No. |
| | | <input type="checkbox"/> Certificated Repair Station | |
| | | <input type="checkbox"/> Certificated Maintenance Organization | A&P 3292572 IA |

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 <input type="checkbox"/> | Signature/Date of Authorized Individual Philip Glasgow <u>[Signature]</u> 4/2/13 |
|--|---|

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

| | | | | |
|----|------------------------------|----------------|--|--|
| BY | FAA Fit. Standards Inspector | Manufacturer | Maintenance Organization | Persons Approved by Canadian Department of Transport |
| | FAA Designee | Repair Station | <input checked="" type="checkbox"/> Inspection Authorization | |

| | |
|---|---|
| Certificate or Designation No. A&P 3292572 IA | Signature/Date of Authorized Individual Philip Glasgow <u>[Signature]</u> 4/2/13 |
|---|---|

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.)

N959JT

4/2/13

Nationality and Registration Mark

Date

-Installed a Paravion Technology Inc Infrared camera mounting provisions IAW STC STC SA 00295DE for a L3 Wescam MX10 camera system.

-Installed a Churchill Augmented Reality System IAW manufacturers installation drawings # ARS 500C-201210 Rev 6 10/24/12. Power is supplied from the avionics buss and is protected using a Klixon C/B P/N 7277-2-3 labeled "Mapping" Mounted the ARS system to the above installed Infrared camera mount and secured the ARS to the mount by fabricating 2 X support brackets. Ref Paravion Technology drawing 206ARS-1000 sheet 1 for full fabrication details. Mounted the GPS antenna to the roof of the aircraft structure at station 104.0 using manufacturer provided hardware.

-Mounted a 9.0" Airborne display monitor into the instrument panel. The primary display monitor is mounted to the instrument panel on the R/H side using 2X MS24693-363 screws. Attached 2X MS21059-L3 nut plates to the instrument panel using 4 X MS21426-3-4 countersunk rivets. The remote control unit is provided power from the avionics buss and is protected using a 3 Amp Klixon C/B P/N 7277-2-3. And is labeled "Monitor". The remote control unit for the monitor is mounted to aircraft structure behind the instrument panel. Attached the control unit to the support brackets using 4 X screws P/N MS24693S26 and 4 X clip nuts P/N 294667. Fabricated the two supports from stock 6061 T6 aluminium and machined the support brackets. Ref Paravion Technology drawing 206ARS-1000 sheet 5 for fabrication details. Attached the support brackets to the instrument panel using 4 X screws P/N and 4 X nutplates P/N which are riveted to the support brackets using 8 X MS20426AD3-5 rivets. Fabricated a support brace from 6061 T6 aluminium 0.063" and bent to a 90 deg angle. Attached the brace to the supports using 2 X nutplates P/N MS21059L06 and 2 X screws P/N MS24693S26. Fabricated a plate for the remote control controls from 6061 T6 aluminum 1.5" X 4". Secured the power switch, dimmer switch, menu control switch, Video selection switch & the Downlink switch to this panel using the manufacturers provided switches. Secured the panel to the arm rest of the interior plastic using 4 X MS35206-226 screws, 4 X AN 960-6L washers & 4 X MS21083N06 nuts.

-Mounted The Janteq Downlink Control ECU to the floor at station 133.75 using 4 X MS27039-1-09 screws. Attached 3 X nut plates P/N MS2105L3N and attached to the existing structure using 6 X CR3213 4-4 rivets. Fabricated a doubler from 6061 T6 .063" 8.5" X .7 X .7 angle. Attached two of the afore mentioned nut plates to this doubler using the rivets mentioned above. Installed the Janteq Down link IAW manufacturers Dwgs. System is protected using a Klixon C/B switch P/N 7270-3-10 and is labeled "Down Link" Mounted two antennas on the bottom of the aircraft. Mounted the first antenna at station 150.0" on the bottom of the aircraft to the R/H side of the aircraft center line. Fabricated a doubler from 6061 T6 aluminium 4" X 5". Attached the antenna to the aircraft using 4 X P/N MS51987-48 screws, 4 X P/N AN960C8 washers & 4 X P/N MS21042-L08 nuts. Mounted the second antenna to the bottom of the aircraft at station 159.0" to the L/H side of the center line. Fabricated a doubler from 6061 T6 aluminium 4" X 5". Attached the antenna to the aircraft using 4 X P/N MS51987-48 screws, 4 X AN960C8 P/N washers & 4 X P/N P/N MS21042-L08 screws. Mounted the control head to the center console using 4 X P/N 2-56 screws. Fabricated a double and machined to fit. ref Paravion Technology Dwg C206ARS-1000 sheet 11 for fabrication details.

-Installed 2 X Aux Foot switches on the floor at station location 20.00". Fabricated foot switch holder form the same material as mentioned above for the center console and installed a 2 X switches P/N M8805/55-001 X 2. Attached the Foot switch housing Using 2 x MS35206-228 screws and 2 X AN960JD6L washers. to the floor using 3 X Nut plates P/N MS21075L06 & 1 X MS21069L06 nut plate. Attached the nut plates to the floor using 8 X MS20426AD3-3.5 Rivets.

☒ Additional Sheets Are Attached

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.)

N959JT

4/2/13

Nationality and Registration Mark

Date

-Fabricated a breaker panel from .25" X 6.5" X 6.5" stock. Machined the required holes and location for the various connectors required. fabricated 2 X angles form .040" 6.5"X .75" X 1.25" 6061 T6 aluminium. Attached the angles to the breaker panel using 6 X screws P/N MS24693S26. Attached the assembly to the airframe using 4 X screws P/N MS24693S26. Attached 4 X nut plates P/N MS21069L06 to the existing structure using 8 X MS20426AD-3-4 rivets. Ref Paravion Technology Dwg C206ARS-1000 sheet 8 for fabrication details.

- Fabricated a carbon fiber housing to mount 2 X USB ports and 1 X hand controller cannon plug. Attached the housing to the aircraft structure on the floor between the seats at station 55.0 just aft of the existing vent using 4 X MS21075L3N nut plates. Attached the nut plates to the the floor using 4 X MS20426-3-4 countersunk rivets. used 4 X screws P/N MS27039-1-09 screws and 4 X AN960C10L washers. Ref attached Paravion Technology dwg C206ARS-1000 sheet 10 for fabrication details of the housing.

- Fabricated a mount for the existing Motorola XTVA radio housing form .063 6061 T6 aluminium 9" X 2". Attached the mount to the floor aft of the USB housing at station 65.0 using 2 X MS21075L3N nut plates. Attached the nut plates to the the floor using 4 X MS20426-3-4 countersunk rivets. used 2 X screws P/N MS27039-1-09 screws and 2 X AN960C10L washers. Ref Paravion Technology drawing C206ARS-1000 sheet 9 for fabrication details.

Wire gauge selection was done in accordance with AC43-13-1B Chapter 11, Aircraft Electrical System, section 5 (wiring rating) paragraphs 11-66, 11-67 section 6 (Aircraft Electrical Wire section) paragraphs 11-76, 11-77.

An electrical load does not exceed limitations of AC43-13-1b Chapter 11, paragraphs 424 (Electrical load limits), 425 (generator) and 428 (determination of electrical load).

The Instructions for Continued Airworthiness (ICA) contained in the Flight Standards Handbook Bulletin for Airworthiness (HBAW-8900.1) are not applicable as these components are not field repairable and are "Remove and Replace" items only.

Aircraft weight & balance and equipment list amended as required.

----- Nothing follows -----

☒ Additional Sheets Are Attached

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate

Number SA00295DE

This certificate, issued to

Paravion Technology, Inc.
2001 Airway Avenue
Fort Collins, CO 80524

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 3 of the Civil Air Regulations.

Original Product—Type Certificate Number:

A4CE

Make:

Cessna Aircraft Company

Model:

TU206G, 206H, & T206H

Description of the Type Design Change:

Installation of an external Infrared Imaging System in accordance with Paravion Technology Master Drawing List Report No. DL-C206IR-100, Revision N/C, dated March 29, 1997 or later FAA approved revision.

Limitations and Conditions:

1. This approval should not be extended to aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft.
2. A copy of this Certificate and Flight Manual Supplement must be maintained as part of the permanent records for the modified aircraft.
3. FAA approved Aircraft Flight Manual Supplement, PR-C206IR-100M, Revision 0, dated June 11, 1997 or later FAA approved revision is required.
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 Aviation Administration.

Date of application: January 10, 1997

Date reissued:

Date of issuance: June 12, 1997

Date amended: April 8, 2004



By direction of the Administrator

Melissa Sandow

Melissa Sandow, (Signature) Small Airplane Program Manager
Northwest Mountain Region
Denver 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.

This certificate may be transferred in accordance with FAR 21.47.

**PARAVION TECHNOLOGY, INC.
2001 AIRWAY AVENUE
FT. COLLINS, COLORADO 80524**

REPORT NO. PR-C206IR-900M

INSTALLATION INSTRUCTIONS

FOR

INFRARED IMAGING SYSTEM

REVISIONS

| <u>REV.</u> | <u>DATE</u> | <u>DESCRIPTION</u> | <u>BY</u> |
|-------------|-------------|--|-----------|
| N/C | 11/02/00 | Original | MR |
| A | 05/18/01 | Added Video Output Note. | MR |
| B | 09/06/02 | Added reference to C2061R-101-2 Support Installation, section 2.1.1. | GP |
| C | 10/25/04 | Section 2.1.1 added reference to FLIR U8000, U8500 Section 2.1.3 re-worded to clarify doubler installation Added Table 2.2, other minor wording changes to clarify | REB |
| D | 01-07-05 | Section 2.2.10 edited to include assembly of Item 33 Doubler and Item 26 beam Assembly. | REB |
| E | 12/06/05 | Sect. 2.1.8, page 1 was "... Remove fasteners which conflict with angle installation. Adjust clamps to support tube in center of opening and level tube to cabin floor." Clarified to indicate positioning laterally and longitudinally. | REB |

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| Table of Contents | ii |
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| 2.0 Installation Procedures | 1 |

1.0 **INTRODUCTION**

This document provides a step-by-step procedure for installation of the C206IR-100 Infrared Camera System Installation in the Cessna 206 Aircraft. The instructions contained herein are intended to supplement the information contained on the installation drawings.

2.0 **INSTALLATION PROCEDURES**

2.1 **Support Installation** (Drawing C206IR-101)

- 2.1.1 If your camera system has a dual power/control cable from the gimbal to the electronic control unit (Ref. FLIR MK-I and MK-II) then use C206IR-101-1. If your camera system has a single power/control cable from the gimbal to the electronic control unit (Ref. FLIR MK-III, U7000 and U7500, U8000, U8500) then use C206IR-101-2.
- 2.1.2 Remove baggage floor covering and all necessary side panels.
- 2.1.3 Verify location of doubler between longitudinal stringers in baggage compartment area and trim doubler/shim as necessary. Mark location of doubler on fuselage and remove all conflicting fasteners. Match drill doubler to existing fastener holes. Locate and drill additional fastener holes per drawing. Remove doubler, de-burr holes and install using indicated hardware.
- 2.1.4 Locate and drill indicated hole through both fuselage and doubler as shown, de-burr. Install rivets around hole through fuselage and doubler.
- 2.1.5 Adhere extrusion to circumference of opening:
- 2.1.6 Temporarily clamp angles to support assembly.
- 2.1.7 Position clamped support assembly in aircraft through hole and perpendicular to aircraft centerline.
- 2.1.8 Remove fasteners which conflict with angle installation. Adjust clamps to center the tube in the previously drilled opening and parallel to the baggage compartment floor (laterally). The support tube longitudinal angle should be set by leveling the Electronic Control Unit Mount Bracket to the cabin floor, not to the baggage compartment floor.
CAUTION: The C206IR-2500-1 Spacer (if used) and IR-1030-1 Angle are not symmetrical. Note correct orientation of parts before drilling baggage compartment floor.
- 2.1.9 Mark and match drill floor to support angles, remove clamped assembly.
- 2.1.10 Temporarily install indicated beam Assembly and support angles as shown. Match mark the beam for angles installation. Attach the angles to the beam in accordance to the drawing and temporarily re-install the assembly. Match drill the Beam Assembly to the previously drilled floor. Remove the beam Assembly and install the indicated Doubler (Nut Plate Assembly) using indicated fasteners(**NOTE:** It will be necessary to

trim the width of the doubler to fit inside the beam). Permanently install the beam Assembly using indicated hardware.

- 2.1.11 Match drill support legs to angles and secure using indicated hardware.
- 2.1.12 Reinstall support assembly by securing angles through spacer(optional if needed to adjust height) into the installed fastener assemblies in floor using indicated hardware.
- 2.1.13 Reinstall floor covering and fairing, trimming as necessary.
- 2.1.14 Install placard in a conspicuous location near existing baggage weight limits placard.
- 2.1.15 Optional use of MIL-S-8802F Class B2 sealant and DC4 or equivalent products, as indicated, may be desirable.

2.1 Equipment Cabinet Installation (Drawing C2061R-201)

- 2.2.1 Aircraft built prior to 1997 incorporate a lighter seat rail and require use of the C2061R-201-1 installation. The heavier seat rails in post-1997 aircraft require use of the C2061R-201-2 installation.
- 2.2.2 The equipment cabinet mount plate assembly may be installed to the seat rail pair in place of the copilot seat.

NOTE: See Table 2.2 for available Mount Plate options

TABLE 2.2; EQUIPMENT CABINET MOUNT PLATE INSTALLATIONS

| Aircraft Mfr. Date | C2061R-201-1 Equipment Cabinet Installation | C2061R-201-2 Equipment Cabinet Installation |
|--------------------|---|---|
| Pre-1997 | C1821R-2500-1 Mount Plate Assy. Optional C1821R-2500-3 Assy. | |
| 1997 and Later | | C1821R-2500-2 Mount Plate Assy. Optional C1821R-2500-4 Assy. |

- 2.2.3 Install Mount Plate Assembly to rail pair in desired location by sliding clamps onto rails. Mark locations for seat pin assemblies and remove to drill indicated holes.
- 2.2.4 Reinstall mount plate assembly to rail, slide clamps tight against rails and tighten screws.
- 2.2.5 Secure FWD/AFT movement by installing seat pin assemblies in drilled holes.
- 2.2.6 Install cabinet by inserting studs on bottom of cabinet into slots in the Mount Plate assembly and slide forward to small end of slot. Secure by inserting bolt through Mount Plate assembly and into cabinet nut plate.
- 2.2.7 Assure all fasteners are securely installed.

NOTE: Weight and balance data must be adjusted in accordance with actual weights and locations of installed equipment.

2.2 Equipment Installation (Drawing C2061R-251)

NOTE: All video outputs to any monitors should come from the VCR if installed.

The monitor and electronics support module (EU) installations are addressed by this drawing.

The equipment cabinet installation is designed to carry up to 25 lb. The equipment mounting bracket for the electronics support module is provided on the C2061R-1010-2 support assembly.

2.3.1 Monitor Installation:

2.3.1.1 The swivel support is designed to carry the Inframetrics monitor. Other monitor installations may require different mounting provisions and separate approval.

2.3.1.2 Remove the top cover of the monitor, then drill and install plate nuts on each side using the indicated rivets.

NOTE: Cover monitor assembly when modifying top cover to keep foreign material out. Reinstall monitor cover.

2.3.1.3 Adhere extrusion to perimeter of monitor glare shield using indicated adhesive.

2.3.1.4 Using indicated hardware, install the swivel support assembly to the monitor.

2.3.1.5 Place the monitor assembly on the top of the equipment cabinet, and secure using indicated hardware.

2.3.2 Electronics Unit Installation:

2.3.2.1 Install IR-2000-1 buttons to EU using indicated hardware.

2.3.2.2 Remove the clip from the rail assembly of EU mount.

2.3.2.3 Move the sliding shafts away from the keyholes in the rail assembly.

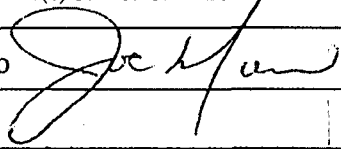
2.3.2.4 Fit the buttons on the EU into the keyways, and slide them into the keyway slots.

2.3.2.5 Move the sliding shafts against the EU and tighten the lock knobs. Replace the clip.

NOTE: Weight and balance calculations must include installed equipment.

2.4 Power Supply Wiring (Drawing C206IR-301)

- 2.4.1 Refer to drawing and camera system specification data for cable identification and connection.
- 2.4.2 Remove panels as necessary.
- 2.4.3 Install indicated circuit breaker in available aircraft breaker panel position. Provide electrical power through avionics buss.
- 2.4.4 Locate unused rocker type switch in lighting panel for use as infrared on/off switch.
- 2.4.5 Route power cable to electronics unit from infrared on/off switch. General cable routing should follow existing electrical wiring.
- 2.4.6 When system is installed for use, loose cables should be routed under seats and otherwise secured.
- 2.4.7 When system is disabled or removed, loose cables and controls must be stowed or removed.

| | | | |
|--|--------------------------------|--|---|
| U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS | | | 1. DATE 12/28/2012 |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION | | | |
| 2. MAKE Cessna Aircraft Company | 3. MODEL NO. 206 | 4. TYPE (Airplane, Radio, Helicopter, etc.,) Airplane | 5. NAME OF APPLICANT Paravion Technology Inc. |
| LIST OF DATA | | | |
| 6. IDENTIFICATION Paravion Technology Drawing IR-605 Rev A dated 11/13/2012 Paravion Technology Document ER-C206ELP-2 (MX-10 Installation) Rev 4 dated 12/21/2012 | | 7. TITLE Support Plate Structural Analysis for Wescam MX-10 Installation Using 206IR-101 Support Installation & IR-605 Support Plate Notes: 1. Only structural aspects of the above data are approved herein. This approval is for engineering design data only and is not an installation approval. It indicates the data listed above demonstrates compliance with the regulations specified by paragraph and subparagraph listed below as 'APPLICABLE REQUIREMENTS'. (Compliance to additional regulations not listed here may be required). This form does not constitute FAA approval of all engineering data necessary for substantiation of compliance to necessary requirements for the entire alteration/repair. 2. This approval is valid for Cessna Aircraft Company Model 206 S/N T20608983 | |
| 8. PURPOSE OF DATA Submittal of data in support of FAA Major Alteration | | | |
| 9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR 23.301, 23.303, 23.305(a), 23.307(a), 23.337(a), 23.601(a), 23.603, 23.605(a), 23.607(a), 23.609(a)(2), 23.611, 23.613, & 23.625(a). | | | |
| 10. CERTIFICATION -Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered <u>2</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. 1. Therefore <input type="checkbox"/> Recommend approval of these data X <input checked="" type="checkbox"/> Approve these data | | | |
| 11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Joe Musco  | | 12. DESIGNATION NUMBERS(S) DERT-605388-NM | 13. CLASSIFICATION(S) Structures |

Applicable Requirement Amendment Levels:

| FAR | Title | Amdt. |
|--------------|--|-------|
| 23.301 | Loads | 23-42 |
| 23.303 | Factor of safety | - |
| 23.305(a) | Strength and deformation | - |
| 23.307(a) | Proof of structure | - |
| 23.337(a) | Limit maneuvering load factor | - |
| 23.601(a) | Design | - |
| 23.603 | Materials | - |
| 23.605(a) | Fabrication methods | - |
| 23.607(a) | Fasteners | - |
| 23.609(a)(2) | Protection of structure | - |
| 23.611 | Inspection provisions | 23-7 |
| 23.613 | Material strength properties and design values | - |
| 23.625(a) | Fitting factors | - |

FLAMMABILITY REPORT, TEST, AND TEST RESULTS

PARAVION TECHNOLOGY, INC.
2001 AIRWAY AVENUE
FORT COLLINS, CO 80524

LOG OF REVISIONS

| Revision | Date | Description | By |
|----------|-----------|--------------------|---------------|
| 0 | 3/15/2013 | Original | Douglas White |
| 1 | 4/8/2013 | Added test results | Douglas White |

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1. PURPOSE

This report defines the plan for the testing of a carbon fiber composite material, which will be used in the center console of a Cessna 206 aircraft. Upon completion of testing, this document will be revised to include test results and supporting data.

2. REGULATORY REQUIREMENTS

The flammability requirement for a composite console installed in compartment interiors, as defined in the certification basis for the Cessna 206, is as follows (Ref. TCDS 3A13):

14 CFR 23.853, Amendment 23-62:

Compartment interiors

For each compartment to be used by the crew or passengers:

(a) The materials must be at least flame-resistant

To meet this requirement, testing will be conducted in accordance with Part 25 Appendix F paragraph (a)(1)(ii), 12-second vertical.

3. TEST ARTICLE CONFIGURATION

The components to be qualified are manufactured from a carbon fiber resin composite, configured as follows:

- 1x1 Plain Weave Carbon (visible layer) – from CST
- 2x2 Twill 3K Carbon (inner layers) – from US composites
- LAM-135-FR Resin – from Pro-set
- LAM-229 Hardener – from Pro-set

In accordance with Appendix F of Part 25, the test articles will be cut from stock material, without finished or protected edges, representative of the actual cross-section and thickness of the part as installed in the aircraft.

The overall size of the specimen will be 3 inches wide and 13 inches long, exposing an area 2 inches wide and 11 inches long to the flame. Three specimens will be tested.

4. TEST FACILITY AND EQUIPMENT

The test facility is located at Centennial Aircraft Interiors Annex, 12559 E. Broncos Pkwy, Centennial, CO 80112. The following equipment will be used to perform the

flammability tests described in this document. The Vertical Flammability Test Cabinet meets the requirements of 14 CFR Part 25, Appendix F, Part I, Section (b)(3) and DOT/FAA/AR-00/12, Aircraft Materials Fire Test Handbook.

| Equipment Nomenclature | Model Number | Manufacturer |
|---------------------------------------|---------------------------------|--|
| Conditioning Chamber | Stabil-Therm Laboratory Oven | Blue M Electric Co. Blue Island, IL |
| Vertical Flammability Test Cabinet | 7633A | United States Testing Co., Inc. Hoboken, NJ |

5. TEST ARTICLE CONDITIONING

The test articles will be conditioned to $70^{\circ} \pm 5^{\circ}\text{F}$ and at $50\% \pm 5\%$ relative humidity until moisture equilibrium is reached or for 24 hours. Each specimen must remain in the conditioning environment until it is subjected to the flame.

6. CONFORMITY INSPECTIONS

Company conformity of the test articles will be conducted by Paravion Technology and documented on FAA Form 8130-9, Statement of Conformity. The test set-up will be verified by the witnessing Flammability DER to be in accordance with this test plan. The witnessing DER will coordinate with Paravion Technology, Inc, if design data changes are necessary, prior to DER approval.

7. VERTICAL TEST SET UP CONFIGURATION

The vertical test will be configured and conformed as follows, in accordance with 14 CFR Part 25, Appendix F, Part I, Section (b)(4):

- A Bunsen burner with a nominal 3/8 inch I.D. tube will be used for the test.
- Prior to testing, ignite the burner and set the flame height to 1½ inches.
- Using a calibrated thermocouple pyrometer, verify that the minimum flame temperature in the center of the flame is 1550° F. Record the flame temperature on the Test Data Sheet in Appendix B, and extinguish the flame.
- Set the automatic timer on the Flame Control Module to 12.0 seconds.
- Verify that the conditioning chamber has maintained the test articles at $70^{\circ} \pm 5^{\circ}\text{F}$ and $50\% \pm 5\%$ relative humidity for a minimum of 24 hours.
- Remove one test article from the conditioning chamber.

- Position the specimen in the support frame of the vertical test stand so that the edge being tested is centered $\frac{3}{4}$ -inch above the top of the burner and the flame is applied to the center of the specimen. See Fig 1.
- Close the test cabinet door.

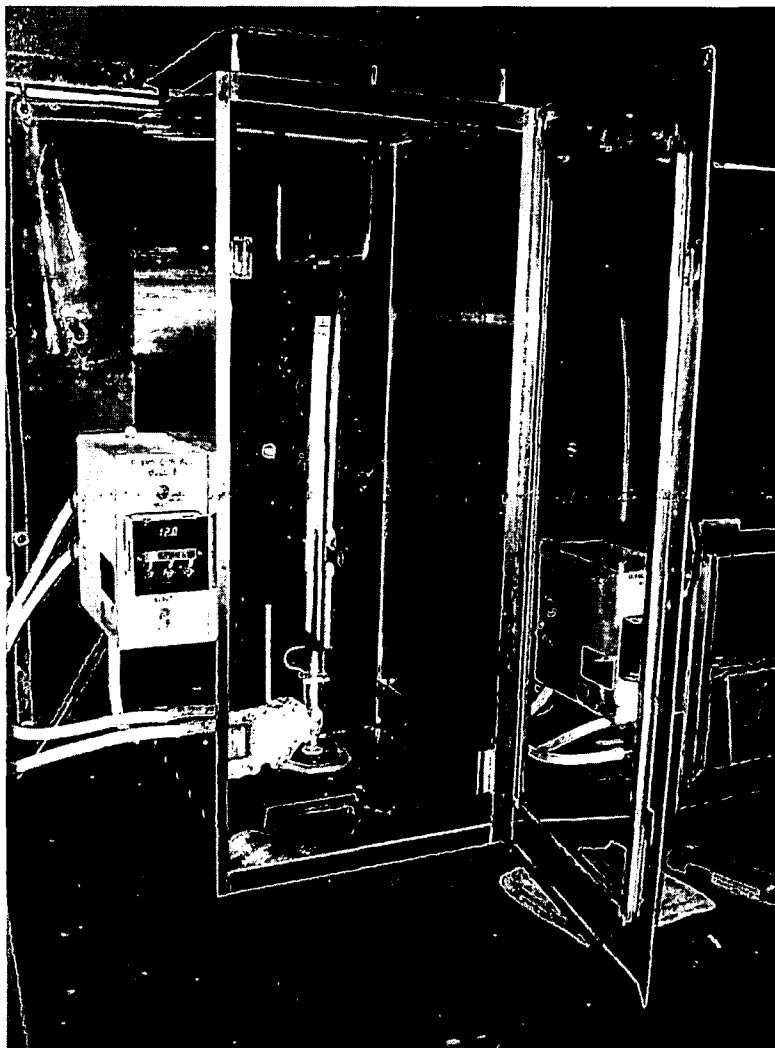


Fig 1. Test Specimen in Support Frame and Placement in Vertical Test Stand

8. TEST CONDUCT PROCEDURES

The vertical test will be conducted as follows, in accordance with 14 CFR Part 25, Appendix F, Part I, Section (b)(4). A minimum of three samples must be tested, and the results averaged.

- Verify the test article has been positioned in the chamber in accordance with Section 7.0.
- Activate the automatic flame timer switch.
- Verify that the burner ignites and the flame is applied to the center of the edge of the specimen.
- Verify that the automatic flame timer extinguishes the flame after 12 seconds.
- Observe the behavior of the specimen after the burner flame is extinguished. Continue timing as long as the specimen continues to flame. Note any drippings from the specimen and the flame time of the drippings.
- Record the flame time, burn length (to the nearest 0.1 inch) and flame time of drippings on the test data sheet.

9. PASS/FAIL CRITERIA

The material is considered to pass this test if all of the following criteria are met:

- The average flame time of the specimen after removal of the flame source may not exceed 15 seconds.
- The average burn length may not exceed 8 inches.
- Drippings from the test specimen may not continue to flame for more than an average of 5 seconds after falling.

10. TEST WITNESSING AND DATA APPROVAL

The selected Flammability DER will witness the tests and approve the test results. A copy of the approved test report and 8110-3 will be forwarded to Paravion Technology, Inc.

11. DESIGNATED PERSONNEL

The following is a list of designated personnel to be involved in this project:

| Title | Name |
|------------------|--------------------------------|
| DER Flammability | Bob Lazaroff DERT-660022-NM |

12. REFERENCES

The following documents form a part of this document to the extent specified herein:

| Document | Description |
|-------------------------------------|---|
| 14 CFR Part 23 | Airworthiness Standards, Normal Category Aircraft |
| 14 CFR Part 25 | Airworthiness Standards, Transport Category Aircraft |
| 14 CFR Part 25, Appendix F, Part I | Test Criteria and Procedures for Showing Compliance with Flammability Requirements |
| DOT/FAA/AR-00/12 | Aircraft Materials Fire Test Handbook |
| FAA Order 8110-113 | Approval of Flammability Test Data in Support of Major Repairs or Major Alterations |
| Type Certificate Data Sheet 3A13 | Type Certificate for Cessna Model 206 |

13. APPENDIX A: TEST RESULTS REPORT FROM MR. LAZAROFF

FLAMMABILITY TEST REPORT
TEST RESULTS

TEST SUMMARY

Testing was conducted on April 8, 2013 at the Centennial Aircraft Interiors Annex, 12559 E Broncos Pkwy, Centennial, CO 80112 by DER Bob Lazaroff, who was also delegated by the Denver ACO to witness the tests on their behalf. The test set-up was verified by the witnessing DER.

Three test articles were placed into the conditioning chamber, at 70°F and 50% humidity, at 1030 on April 6, 2013. The test articles remained in the conditioning chamber until they were removed one at a time for testing.

The test articles were tested vertically in accordance with Sections 7 and 8 of this test plan. All three test articles self-extinguished after flame removal, with an average burn length of 1.50 inches, and with no flaming drips, thus successfully meeting the requirements of 14 CFR 23.853(a) as stated in Section 2 of this test plan.

FLAMMABILITY TEST REPORT DATA SHEET

| Test Article ID/PN | Material | Representative of: (list part number and description) | Regulatory Requirement and Amendment Level | Test Criteria per Part 25 Appendix F, Part I (mark "X" in appropriate block) | | | |
|--------------------|---|--|--|---|-------------------------------------|---|--|
| | | | | (a)(1)(i) 60 second Vertical | (a)(1)(ii) 12 second Vertical | (a)(1)(iv) 15 second Horizontal 2.5 in/min | (a)(1)(v) 15 second Horizontal 4.0 in/min |
| 1, 2, 3 | 1x1 Plain Weave Carbon 2x2 Twill 3K Carbon LAM-135-FR Resin LAM-229 Hardener | Console | 23.853(a) Amdt 23-62 * | | X | | |

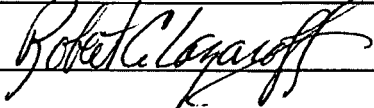
| Test Sample | Test Results per Part 25 Appendix F, Part I (enter results in appropriate block) | | | | | | | |
|-------------|---|---------------------------|-------------------------|-------------------------------------|---------------------------|-------------------------|---------------------------------------|--------------------------------------|
| | (a)(1)(i) 60 second Vertical | | | (a)(1)(ii) 12 second Vertical | | | (a)(1)(iv) 15 second Horizontal | (a)(1)(v) 15 second Horizontal |
| | Burn Length (< 6 in) | After-Flame (< 15 sec) | Drip Flame (< 3 sec) | Burn Length (< 8 in) | After-Flame (< 15 sec) | Drip Flame (< 5 sec) | Burn Rate (< 2.5 in/min) | Burn Rate (< 4.0 in/min) |
| 1 | | | | 1.75 in | 10.8 sec | No drips | | |
| 2 | | | | 1.75 in | 11.1 sec | No drips | | |
| 3 | | | | 1.0 in | 2.9 sec | No drips | | |
| Average | | | | 1.50 in | 8.3 sec | No drips | | |

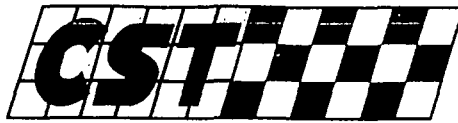
* Tested to Part 25 requirements

Results: PASS ☒ FAIL ☐

DER: Robert Claggett DECT-660022-NM

14. APPENDIX B: FAA FORM 8110-3

| | | | |
|--|----------------------|--|---|
| U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION | | 1. DATE 04/10/2013 | |
| STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS | | | |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION | | | |
| 2. MAKE Cessna | 3. MODEL NO. T206 | 4. TYPE (Aircraft, Engine, Propeller, etc.) Aircraft | 5. NAME OF APPLICANT Paravion Technology, Inc. |
| LIST OF DATA | | | |
| 6. IDENTIFICATION | | 7. TITLE | |
| Report No. C206-CF Console Revision 1, 04/08/2013 | | Flammability Report, Test and Test Results | |
| | | Notes: 1. All engineering aspects of the above listed data are approved herein. This approval is for engineering data only. It indicates the data listed above demonstrates compliance only with the regulation specified by paragraphs and subparagraph listed below as "Applicable Requirements". 2. This approval is for flammability aspects of the proposed installation only. Additional approvals may be required for the substantiation of compliance to necessary requirements for the entire type design change. 3. Delegation to approve test plan and witness tests by Satish Lall, Denver ACO, per Special Authorization, 4/1/13. 4. This approval is valid for the installation of the Hand Control Connector Housing on Cessna Model T206 S/N T20608983 only. | |
| 8. PURPOSE OF DATA | | In support of a major alteration to Cessna Model 206 S/N T20608983 | |
| 9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR 23.853(a), Amendment 23-62 | | | |
| 10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>N/A</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed. <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data I (We) Therefore | | | |
| 11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) | | 12. DESIGNATION NUMBERS(S) | 13. CLASSIFICATION(S) |
| Robert C. Lazaroff  | | DER-T-660022-NM | Structures |
| | | | |
| | | | |



The Composites Store, Inc.

COPY

PRODUCT CONFORMANCE CERTIFICATION

Customer No.: R17364

Ship Date: 03/11/2013

Sold To: PARAVION TECHNOLOGY, INC. Ship To: SAME

Purchase Order No. 43778

Invoice No.: 130964

| Item No. | Description | Quantity |
|-----------------|--------------------|-----------------|
|-----------------|--------------------|-----------------|

| | | |
|-------|--|-------|
| CF141 | 3.5 oz. Carbon Fabric, 42" wide, Plain Weave | 9 ft. |
|-------|--|-------|

FDI Style Number: 824

Lot Number: 22032 Yarn Type: T300 1K 309 NT

Roll Number: 6A Date of Mfg: 08/2012

Weave: PW, Count: 24.1 x23.2 inches; Width: 42 3/4"; Weight: 126.0 g/m²

Thickness: 0.008 inches

We hereby certify that the material listed conforms to applicable commercial specifications, or government specifications as shown below.

SPECIFICATION: Commercial Grade

Gail Gewain, President

Website: www.cstsales.com

P.O. Box 622, Tehachapi, California 93581-0622 • Phone: 661-822-4162 • Fax 661-822-4121

U.S. COMPOSITES, INC.
561/588-1001
6670 WHITE DRIVE
WEST PALM BEACH FL 33407

* * * Invoice 256020 * * *

Bill To :
Paravion Technology, Inc.
Valerie McAlpine
2001 Airway Ave.
FORT COLLINS 80524

Ship To :

Customer No. 270051

| DATE | ORDER NO. | SLS.NO. | ORDER DATE | PURCHASE ORDER | SPECIAL INSTRUCTIONS |
|----------|-----------|---------|------------|----------------|----------------------|
| 03/28/13 | | | 03/28/13 | | |

| Quantity U/M | Description Stock Number | Code | Price | Extension |
|--------------|-----------------------------|------|-------|-----------|
|--------------|-----------------------------|------|-------|-----------|

| | | | | |
|---------|--|------|---------|---------|
| 1.00 ea | CERT FEE FOR PREVIOUS SHIPMENT INVOICE # 255095 | 0004 | \$10.00 | \$10.00 |
|---------|--|------|---------|---------|

LOT # 1233808
ROLL # 0003802464

Payment/Terms :
prepaid credit card

SUBTOTAL : \$10.00

TAX :
FREIGHT :

INVOICE TOTAL DUE ====> \$10.00

From the Quality Control Laboratories of:



U S COMPOSITES INC
6670 WHITE DRIVE
WEST PALM BEACH FL 33407

Date: 01/29/13 9:35:25
Page: 1

Attention:

Style: 94933
Width: 50.0
Code/Part#
Contract: KB00219873 10

Cust P.O.: 403389
Weave: 2X2 TWILL

Lot Number: 01233808/00010

Yarn Type Warp: TR30S 3K

Fill: TR30S 3K

Warp Lot: 1233303A
Fill Lot: 1233305A

1233303A

1253304A

Specifications: Min -
Max -

| Lot# | Cut | Roll # | Net Wgt LBS | Yards | Meas. | | Warp | | Fill | | Dry Weight G/M2 | Ext. Weight G/M2 | Thick- ness Inch | Date of MFG. |
|---------|-----|------------|-------------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------------|------------------------|------------------------|--------------------|
| | | | | | Width Inch | Yarn /Inch | Yarn /Inch | Yarn /Inch | Yarn /Inch | Yarn /Inch | | | | |
| 1233808 | 009 | 0003802303 | 55 | 100 | 50.1 | 13.1 | 13.5 | 211.0 | 208.6 | | | | .0090 | 012513 |
| 1233808 | 011 | 0003802308 | 52 | 100 | 50.1 | 13.1 | 13.5 | 210.4 | 208.0 | | | | .0095 | 012513 |
| 1233808 | 013 | 0003802463 | 52 | 100 | 50.1 | 13.1 | 13.5 | 208.6 | 206.2 | | | | .0093 | 012513 |
| 1233808 | 012 | 0003802464 | 52 | 100 | 50.1 | 13.1 | 13.5 | 210.4 | 208.0 | | | | .0095 | 012513 |
| 1233808 | 017 | 0003803687 | 53 | 100 | 50.1 | 13.1 | 13.5 | 211.4 | 209.0 | | | | .0097 | 012813 |
| 1233808 | 016 | 0003803688 | 50 | 100 | 50.1 | 13.1 | 13.5 | 211.2 | 208.8 | | | | .0092 | 012813 |
| Total: | | | 314 | 600 | | | | | | | | | | |

We Certify that this material meets the requisites of

BGF DATA SHEET

Prepared and Verified by

Robert Gatti

Robert Gatti
Authorized Quality Representative

From the Quality Control Laboratories of:



U S COMPOSITES INC
6670 WHITE DRIVE
WEST PALM BEACH FL 33407

Attention:

Cust P.O.: 403389
Weave: 2X2 TWILL

Yarn Type Warp: TR30S 3K

Date: 01/29/13 9:35:25
Page: 2

Style: 94933
Width: 50.0
Code/Part#
Contract: KB00219873 10

Lot Number: 01233808/00010

Fill: TR30S 3K

| Lot # | Cut | Roll # | Shipment Yards | Defect Summary Distortion | Yard Length | Defect |
|---------|-----|------------|----------------|---------------------------|-------------|---------------------|
| 1233808 | 009 | 0003802303 | 100 | .1 | 6 | DISTORTION |
| 1233808 | 011 | 0003802308 | 100 | .0 | | No Defects Recorded |
| 1233808 | 013 | 0003802463 | 100 | .1 | | No Defects Recorded |
| 1233808 | 012 | 0003802464 | 100 | .0 | | No Defects Recorded |
| 1233808 | 017 | 0003803687 | 100 | .2 | | No Defects Recorded |
| 1233808 | 016 | 0003803688 | 100 | .0 | | No Defects Recorded |



Certificate of Conformity

5900 88th Street
Sacramento, CA 95828 USA

Phone No. 916/386-1733 or 800/365-5533
Fax No. 916/379-2183

Order No. 29952

Customer No. BGF01

Deliver To: BGF Industries Inc.
Cheraw Speciality Weaving
90 Huger Street
90 Huger Street
Cheraw, SC 29520

Certificate of Conformity: 23193

GI Reference: 29952

Certificate Date: 10/25/2012

Fiber Type: TR30S 3K 1.2%S
PYROFIL

Size: 1.2%S

Quantity in lbs: 3,531.52

| Customer Purchase Order | | Item # | Specification | | | Salesperson | Customer Part # | |
|-------------------------|---------------------|----------------|----------------|---------------|---------------|------------------------|--------------------------|----------------|
| 03005814-100 | | TR-30S-3LSL | CF-202 Ver.1 | | | Wayne Schaefer | | |
| Batch No. | Date of Manufacture | Quantity (lbs) | Strength (ksi) | Modulus (msi) | Yield (yd/lb) | Fiber Density (lb/in3) | Size Content (% by Mass) | Elongation (%) |
| 1223305A | 02/2012 | 3,531.52 | 604.8 | 33.5 | 2469.0 | 0.06429 | 1.2 | 1.80 |

Shelf Life for Pyrofil: 3 years from Date of Manufacture

Certified that the supplies/services detailed herein have been inspected and tested in accordance with the conditions and requirements of the contract or conform in all respects to the specification(s), drawings relevant thereto.

Signed: _____

W. Schaefer
For and on behalf of
Grafil Inc.



Jan. 16. 2013 9:15AM

No. 0079 P. 1



Certificate of Conformity

6900 88th Street
Sacramento, CA 95828 USAPhone No. 916/386-1733 or 800/365-5533
Fax No. 916/379-2183Order No. 30586
Customer No. BGF01

Certificate of Conformity: 23444

GI Reference: 30586

Certificate Date: 01/16/2013

Fiber Type: TR30S 3K 1.2%S
PYROFIL

Size: 1.2%S

Quantity in lbs: 3,491.84

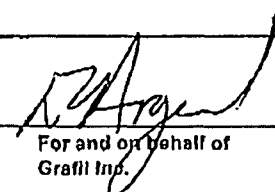
Deliver To: BGF Industries Inc.
Cheraw Specialty Weaving
90 Huger Street
90 Huger Street
Cheraw, SC 29520
USA

| Customer Purchase Order | | Item # | Specification | | | Salesperson | Customer Part # | |
|-------------------------|---------------------|----------------|----------------|--------------|---------------|------------------------|--------------------------|----------------|
| 03006103-20 | | TR-30S-3LSL | CF-202 Ver.1 | | | Wayne Schaefer | | |
| Batch No. | Date of Manufacture | Quantity (lbs) | Strength (ksi) | Modulus (me) | Yield (yd/lb) | Fiber Density (lb/in3) | Size Content (% by Mass) | Elongation (%) |
| 1233303A | 03/2012 | 357.12 | 604.0 | 33.8 | 2469.0 | 0.06429 | 1.2 | 1.80 |
| 1263304A | 05/2012 | 3,134.72 | 603.0 | 33.4 | 2469.0 | 0.06419 | 1.2 | 1.80 |
| | Cert total: | 3,491.84 | | | | | | |

Shelf Life for Pyrofil: 3 years from Date of Manufacture

Certified that the supplies/services detailed herein
have been inspected and tested in accordance with
the conditions and requirements of the contract or
conform in all respects to the specification(s),
drawings relevant thereto.

Signed: _____


For and on behalf of
Grafil Inc.

THE FOLLOWING IS A SUMMARY OF THE RESULTS OF THE SURVEY OF THE
FISH AND WILDLIFE RESOURCES OF THE STATE OF TEXAS, AS REPORTED BY THE
COMMISSIONERS OF THE GAME AND FISH COMMISSION, DURING THE YEAR 1911.

Monday, March 11, 2013



To Whom it May Concern:

This is to certify that the PRO-SET® product(s) that you recently purchased were manufactured in accordance with our standard quality control procedures. In addition, a representative sample from each batch was tested for conformity to our internal specifications and a portion of that sample will be retained for 18 months from the production date.

RESULTS OF ANALYSIS

| <u>Product:</u> | <u>Batch Number:</u> | <u>Date Produced</u> | <u>Tested With:</u> |
|------------------|----------------------|----------------------|---------------------|
| LAM-135-FR | 1363018A | 01-18-2013 | LAM-224 |
| <u>DSC 822e</u> | | <u>Limits</u> | |
| TPeak1=85.69(°C) | | 85.38-86.73(°C) | |
| TPeak2=0(°C) | | -(°C) | |
| dH=489.44(J/g) | | 434.82-505.34(J/g) | |
| tg=90.43(°C) | | 89.77-93.4(°C) | |
| <u>Viscosity</u> | | <u>Limits</u> | |
| 3972cPs | | 3662-4027cPs | |

STATEMENT OF SHELF LIFE

Minimum 3 years from date of manufacture when stored in original sealed container.

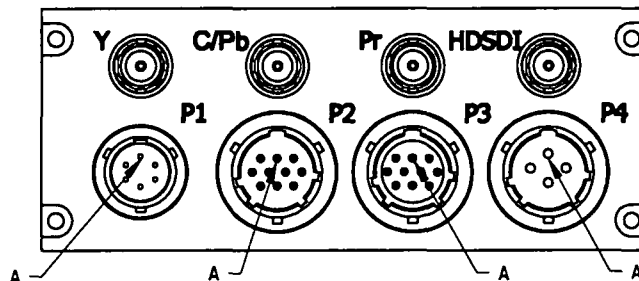
Sincerely,

PRO-SET, INC.

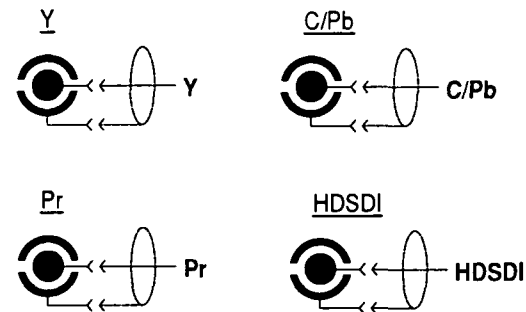
A handwritten signature in black ink, appearing to read "Julie VanM...".

1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

NOTES:
VOLTAGE RANGE: 11 - 30 VOLTS
POWER CONSUMPTION: 72 VA
TROLL INTERFACE: CONNECTOR P2 PINS H, J & K
FOR REFERENCE USE ONLY

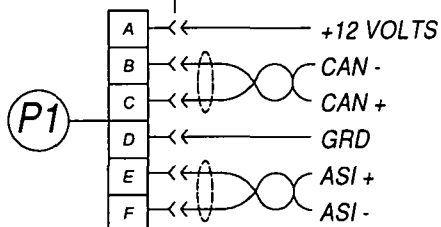


| REVISION HISTORY | | | |
|------------------|-----------------|-----------|----------|
| REV | DESCRIPTION | DATE | APPROVED |
| A | INITIAL RELEASE | 3/16/2011 | O REYES |



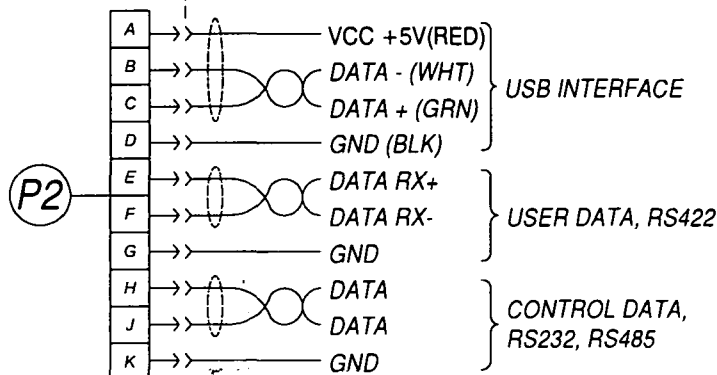
HAND HELD CONTROLLER

PT02E-10-6S (TX Chassis) --- PT06E10-6P(SR) (Free Plug)



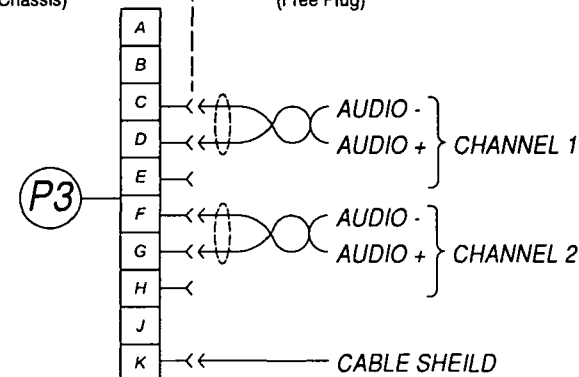
DATA INTERFACE

PT02E-12-10S (TX Chassis) --- PT06E12-10P(SR) (Free Plug)



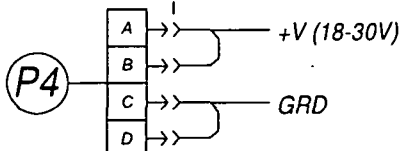
AUDIO INTERFACE

PT02E-12-10S (TX Chassis) --- PT06E12-10P(SR) (Free Plug)



POWER INTERCONNECT

PT02E-12-4P (TX Chassis) --- PT06E12-4S(SR) (Free Plug)



TOLERANCE INFO:
ALL DIMENSIONS ARE IN INCHES.
DECIMAL .XX ±.01, .XXX ±.0025, ANGULAR ±.3°
HOLE SIZE +.003, -.002, CONCENTRICITY ±.001,
FLATNESS ±.0025, SURFACE FINISH 63 OR BETTER

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INC. AND MAY NOT BE REPRODUCED OR DISTRIBUTED
WITHOUT THE WRITTEN CONSENT OF JANTEQ INC.

PART NO: 1011139
REV: A
DESIGNER: J PORTER
ENGINEER: O REYES
DATE: 3/16/2011
SHEET: 1 OF 1

AVIATION Tx WIRING
INTERFACE
JANTEQ
CORPORATION
9272 JERONIMO RD.
IRVINE, CA, 92618
PH: (949) 215-2503
FAX: (949) 215-2504

35274 53572-01

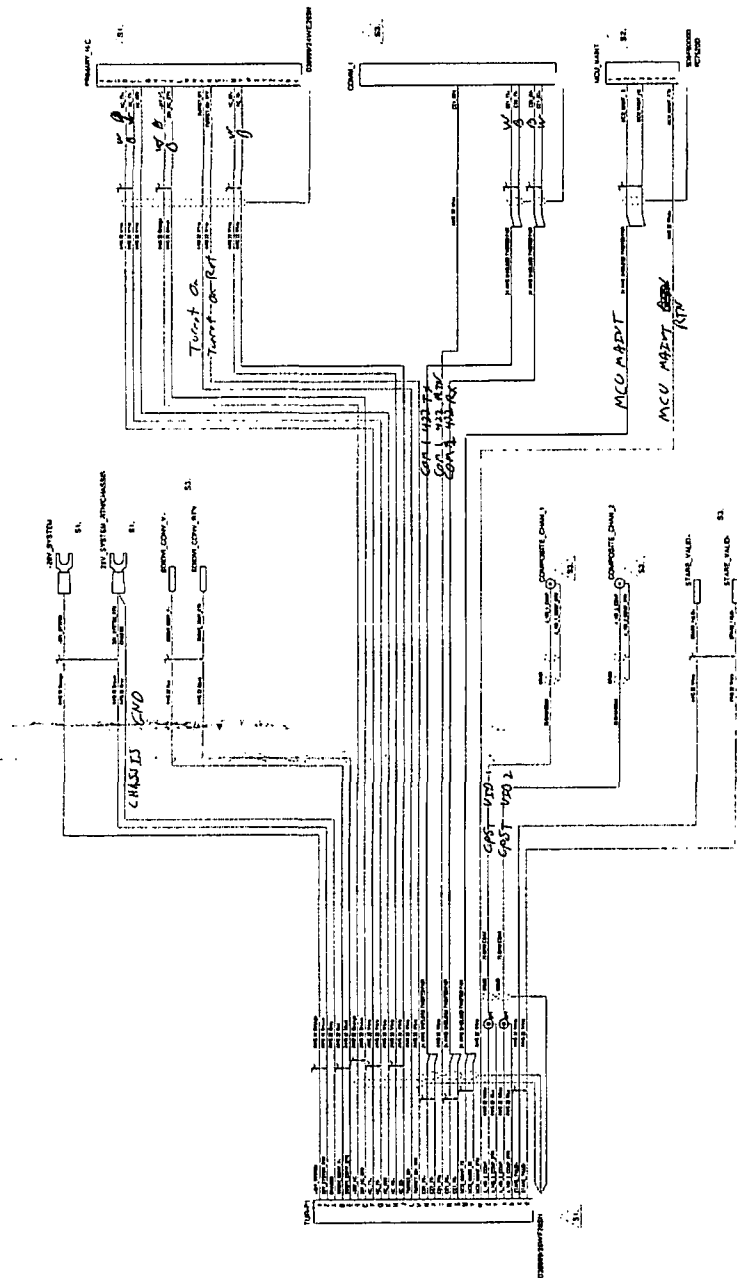
REVISIONS
DESCRIPTION

ZONE REV.

DATE APP'D

COMPUTER GENERATED
BY: 307 SCALE BRANCH

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 - 2. RECOMMENDED CONNECTOR WOULD BE USEFUL FOR WESCAM TROUBLE SHOOTING.
 - 3. CONNECTOR IS NOT REQUIRED.
 - 4. OPTIONAL REQUIREMENT DEPENDANT ON INDIVIDUAL SYSTEM CONFIGURATION AND OPTIONS. SPECIFIED CONNECTOR IS REQUIRED IF CONFIGURATION IS DESIRED.
 - 5. ENSURE GOOD ELECTRICAL CONDUCTIVITY BETWEEN SHIELDS AND BACKSHELL.
 - 6. MINIMUM WIRE GAUGE IS IDENTIFIED.
 - 7. REFERENCE DOCUMENT: 6479 ICD FOR M2-10 DIGITAL TURRET.
 - 8. REFERENCE ONLY, ICD TAKES PRECEDENCE.

WESCAM

BURLINGTON ONTARIO CANADA

13

11/26/01

PROJECTED

OFFICE

11/26/01

ECOP-2370

53572-01

11/26/01

SHEET 1 OF 1

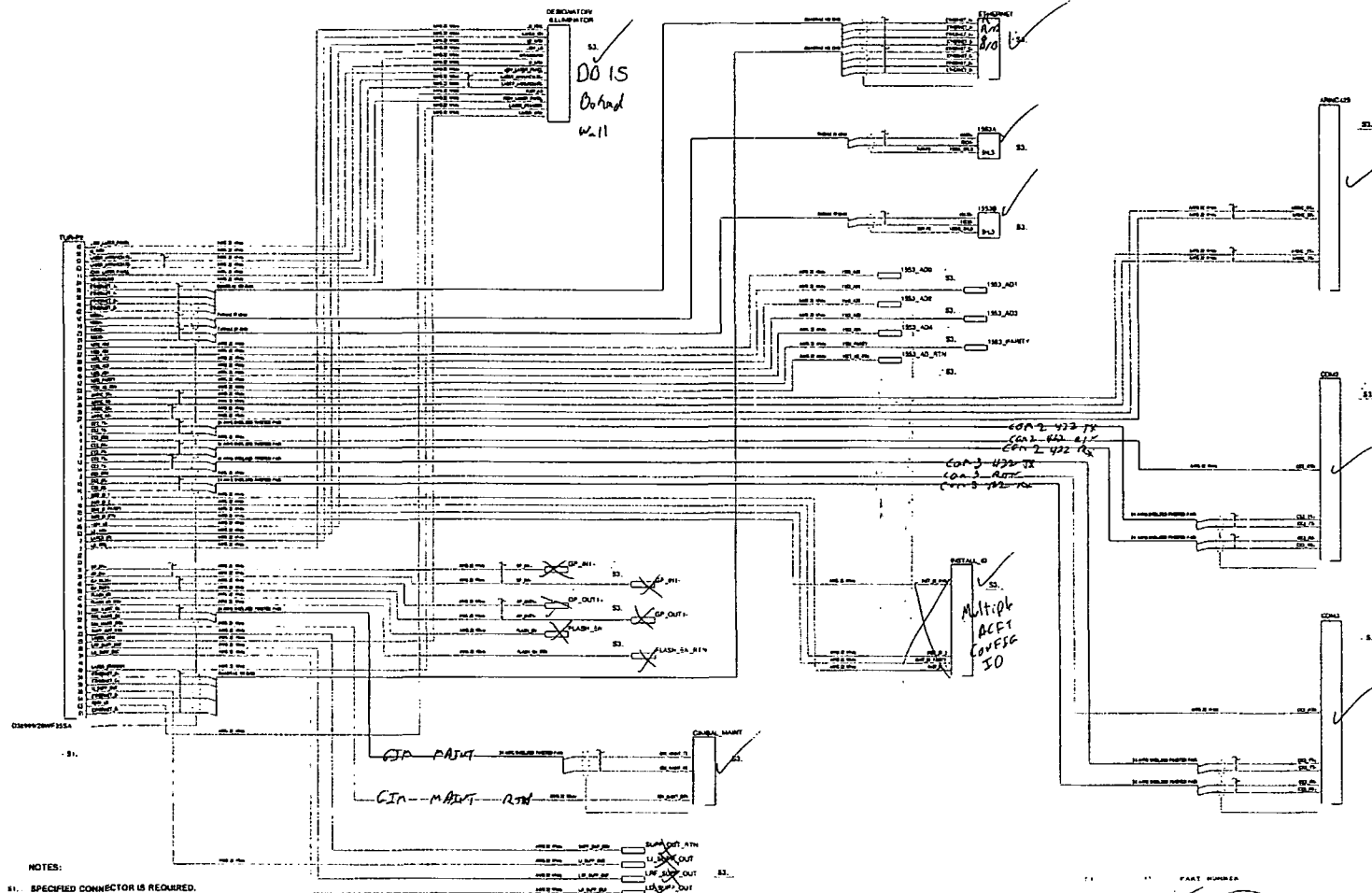
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QUANTITY GENERATED
 BY THIS SERVICE MANUALLY
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13024 525/13-01

REVISIONS

DATE APP'D



NOTES:

1. SPECIFIED CONNECTOR IS REQUIRED.
 2. RECOMMENDED; CONNECTOR WOULD BE USEFUL FOR WESCAM TROUBLE SHOOTING, HOWEVER IT IS NOT REQUIRED.
 3. OPTIONAL; REQUIREMENT DEPENDANT ON INDIVIDUAL SYSTEM CONFIGURATION AND OPTIONS. SPECIFIED CONNECTOR IS REQUIRED IF CONFIGURATION IS DESIRED.
- ENSURE GOOD ELECTRICAL CONDUCTIVITY BETWEEN SHIELDS AND BACKSHELL.
 MINIMUM WIRE GAUGE IS IDENTIFIED.
 REFERENCE DOCUMENT: 54370 ICD FOR M3-10 DIGITAL TURRET.
 REFERENCE ONLY, ICD TAKES PRECEDENCE.

11/04/01
 P. QUEVEDO
 D. PRINCE
 S. A. GINC
 EC0012670
 525-13-015



WESCAM

BURLINGTON,
 ONTARIO,
 CANADA

1113

SHEET 1 OF 1

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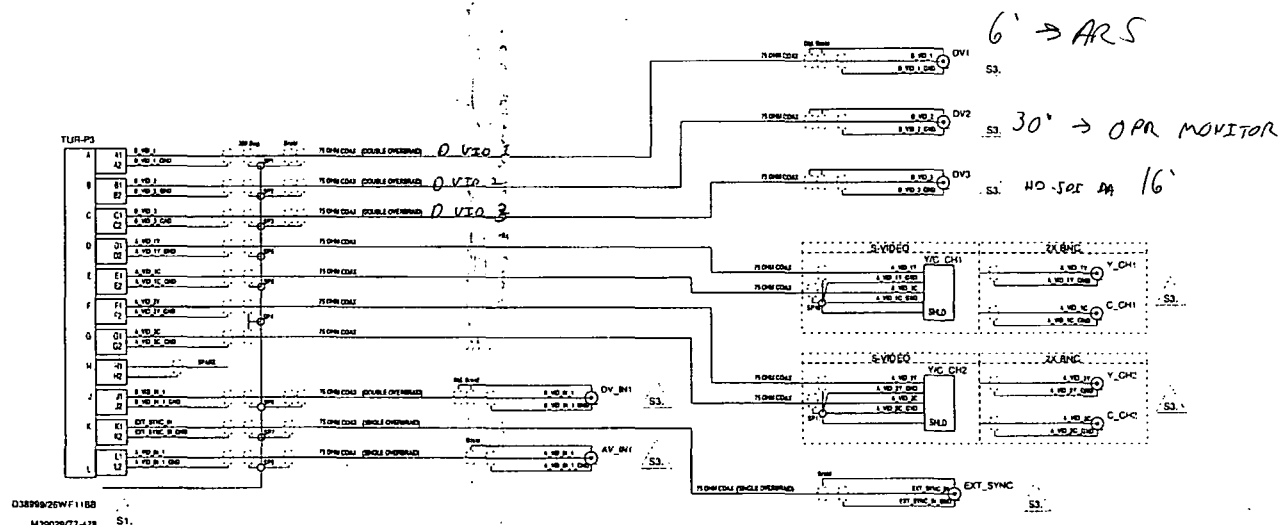
-

REVISIONS

DESCRIPTION

DATE APP'D

ZONE REV.



NOTES:

S1. SPECIFIED CONNECTOR IS REQUIRED.

S2. RECOMMENDED; CONNECTOR WOULD BE USEFUL FOR WESCAM TROUBLE SHOOTING,
HOWEVER IT IS NOT REQUIRED.

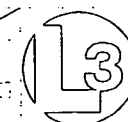
S3. OPTIONAL; REQUIREMENT DEPENDANT ON INDIVIDUAL SYSTEM CONFIGURATION
AND OPTIONS. SPECIFIED CONNECTOR IS REQUIRED IF CONFIGURATION IS DESIRED.

ENSURE GOOD ELECTRICAL CONDUCTIVITY BETWEEN SHIELDS AND BACKSHELL.

MINIMUM WIRE GAUGE IS IDENTIFIED.

REFERENCE DOCUMENT: 64270 ICD FOR MX-10 DIGITAL TURRET.

REFERENCE ONLY, ICD TAKES PRECEDENCE.



WESCAM

BURLINGTON,
ONTARIO,
CANADA

11/06/01

P.QUEVEDO

D.PRINCE

S.WONG

EC0012670

535741-E35

NTS

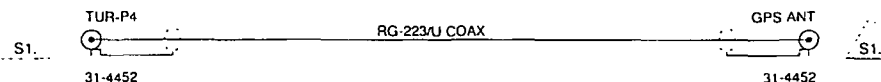
SHEET 1 OF 1

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REVISIONS

| ZONE | REV. | DESCRIPTION | DATE | APP'D |
|------|------|-------------|------|-------|
|------|------|-------------|------|-------|



NOTES:

S1.

SPECIFIED CONNECTOR IS REQUIRED.

S2.

RECOMMENDED; CONNECTOR WOULD BE USEFUL FOR WESCAM TROUBLE SHOOTING,
HOWEVER IT IS NOT REQUIRED.

S3.

OPTIONAL; REQUIREMENT DEPENDANT ON INDIVIDUAL SYSTEM CONFIGURATION
AND OPTIONS. SPECIFIED CONNECTOR IS REQUIRED IF CONFIGURATION IS DESIRED.

ENSURE GOOD ELECTRICAL CONDUCTIVITY BETWEEN SHIELDS AND BACKSHELL.

MINIMUM WIRE GAUGE IS IDENTIFIED.

REFERENCE DOCUMENT: 64270 ICD FOR MX-10 DIGITAL TURRET.

REFERENCE ONLY, ICD TAKES PRECEDENCE.

10/02/24

D.PRINCE

D.PRINCE

S.WONG

EC0012670

535751-E3S



communications
WESCAM

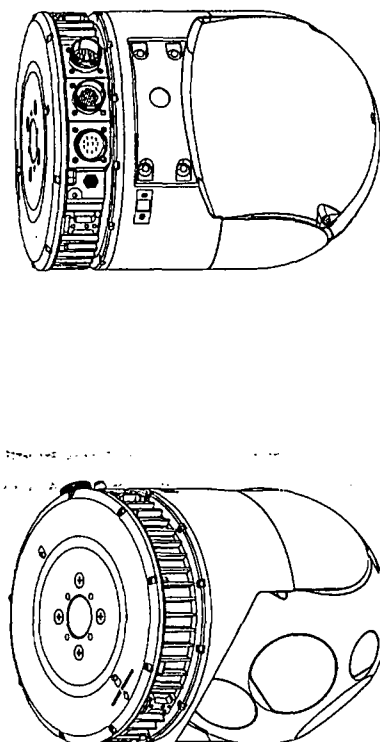
GPS ANTENNA CABLE, MX-10

53575-01

NTS

SHEET 1 OF 1

CHARTERED

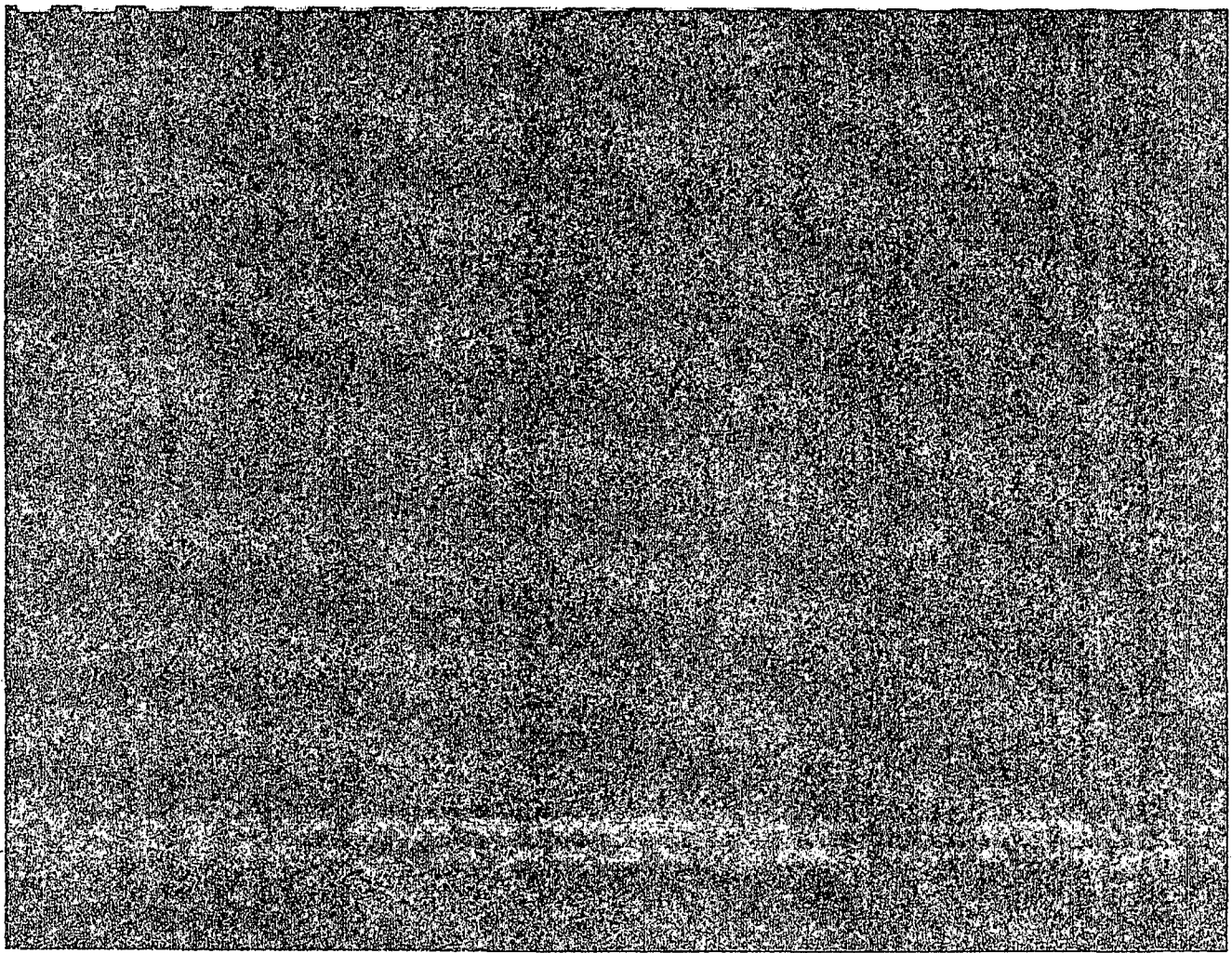


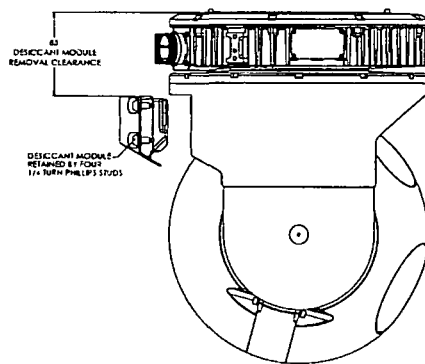
NOTICE

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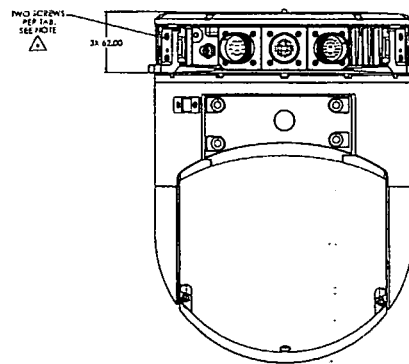
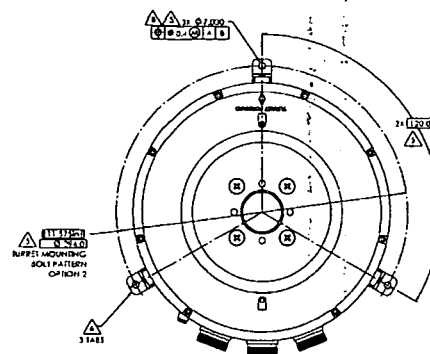
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[illegible]

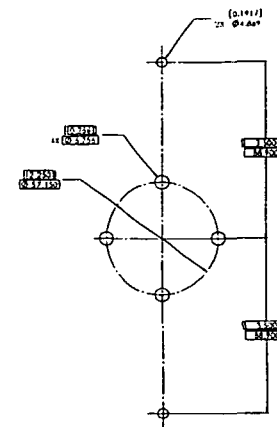




DESICCANT MODULE CLEARANCE



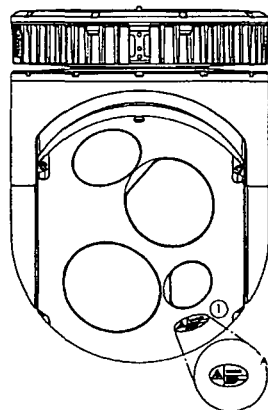
OPTION 2 MOUNTING PROVISION



MINIMUM CLEARANCE REQUIRED
FOR INTERFACE TO TURRET USING
BOTH DOWEL PINS AND 1/4"-28 MOUNTING HOLES

DIMENSIONS IN [] BRACKETS ARE IN INCHES

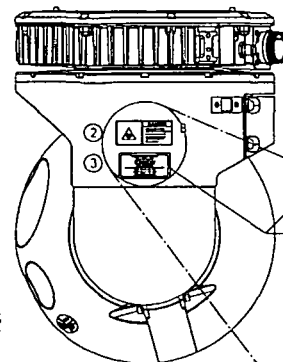
| | | |
|---|--------------|--|
|  LOCKHEED WALSH | | 1000000000 1000000000 1000000000 |
| TURRET, MX-10, OUTLINE AND INSTALLATION | | |
| D | JAC24 | 92022 |
| 1.2 | 1000000000 | |



DETAIL A
SCALE 2:1

| LASER LABEL REQUIREMENTS & LOCATIONS | | | | | |
|--------------------------------------|--|---------------------------------------|--------|---|-------|
| | DUAL DIVERGENCE LASER ILLUMINATION (DDLI) | | | EYESAFE LASER RANGE FINDER (ELRF) | |
| SYSTEM LABELS | ① LASER RADIATION APERTURE ② LASER RADIATION HOMO | | | NONE | |
| END USER SPECIFIC LABELS | ① FDA CERTIFICATION OF FDA EXEMPTION | | | ① FDA CERTIFICATION OR FDA EXEMPTION | |
| LASER RADIATION HOMO LABEL (DDLI) | | | | | |
| | ① | | ② | | |
| PI1 | 31 | 11 | PI2 | 42 | 12 |
| WIDE | 40m | 240m | NARROW | 400m | 2400m |
| FDA CERTIFICATION LABEL | | | | | |
| LASER TYPE | | VARIABLE ③ | | | |
| DDLI | | 2015-V-2031 (EFFECTIVE 2011/12/27) | | | |
| ELRF | | NONE | | | |

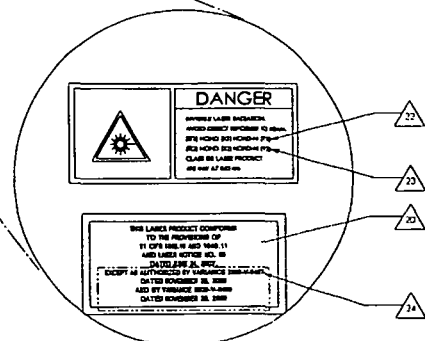
FOR REFERENCE ONLY



TURRET WILL HAVE ONE OF THESE LABELS WHEN REQUIRED BY END USER

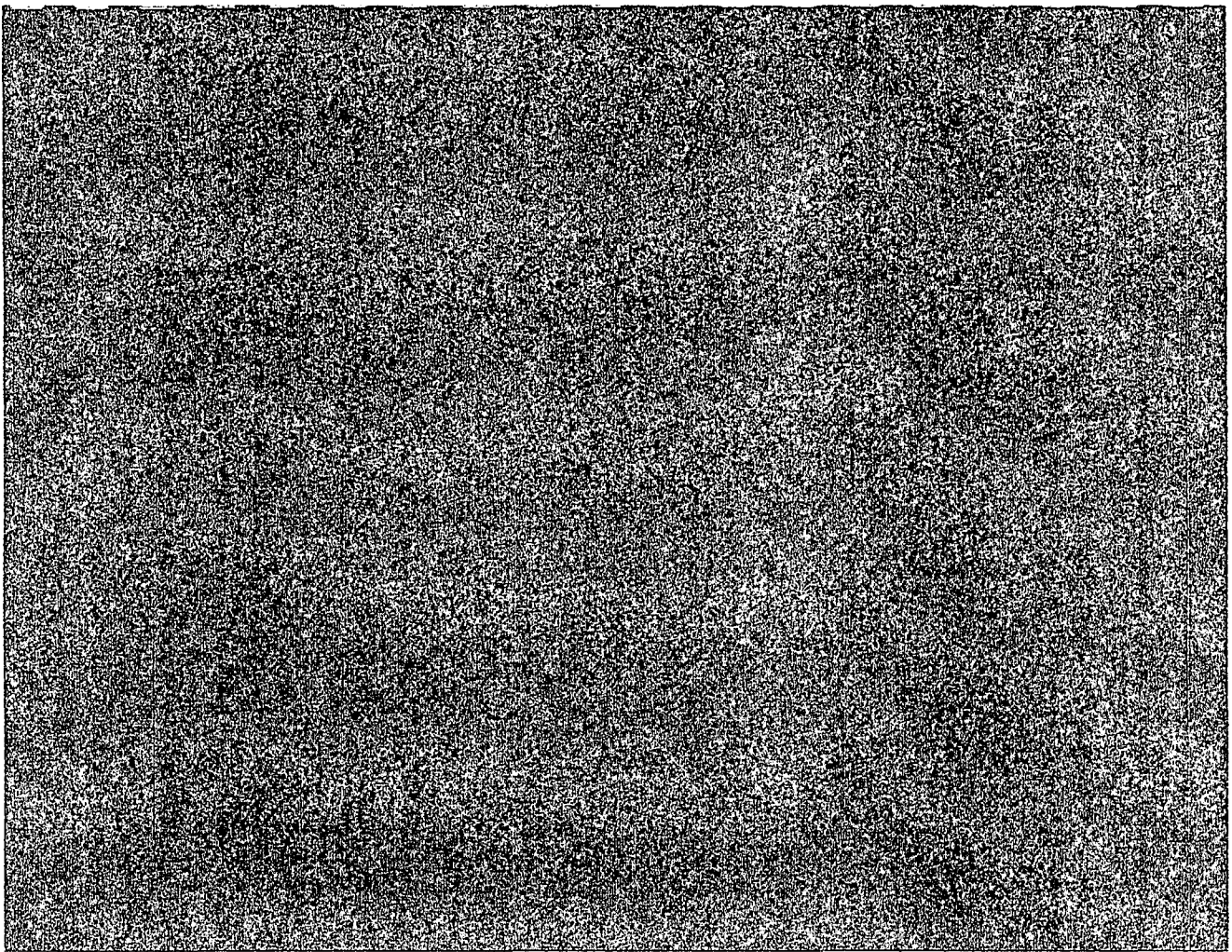
CUTION
THIS ELECTRONIC PRODUCT HAS BEEN EXEMPTED FROM THE RADIATION SAFETY PERFORMANCE REQUIREMENTS OF THE FCC, TITLE 47, CHAPTER 1, SUBCHAPTER A, PART 15.101, BY THE FCC. THIS PRODUCT SHOULD NOT BE USED WITHOUT ADEQUATE PROTECTIVE SERVICES OR PROCEDURES. THIS PRODUCT IS FOR EXCLUSIVE USE BY THE DEPARTMENT OF DEFENSE AND IS NOT TO BE SOLD OR LOANED TO OTHERS. DO NOT SELL OR TRANSMIT OUTSIDE THE U.S.

DETAIL C
SCALE 2:1



DETAIL B
SCALE 2:1

LASER RADIATION WARNING LABELS



1. The first part of the document is a list of names and addresses of the members of the committee.

2. The second part of the document is a list of names and addresses of the members of the committee.

3. The third part of the document is a list of names and addresses of the members of the committee.

4. The fourth part of the document is a list of names and addresses of the members of the committee.

3AC24

53412

1

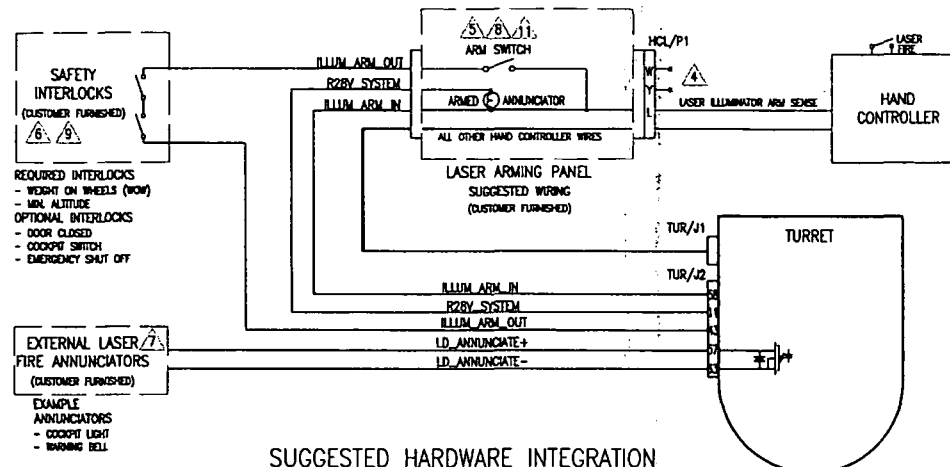
A04

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REVISIONS

| ZONE | REV. | DESCRIPTION | DATE | APP'D |
|------|------|------------------------|-----------|----------|
| | A01 | INITIAL RELEASE | 27-FEB-09 | EC07013 |
| | A02 | AS PER ALPHA EC07492 | 31-MAR-09 | EC07492 |
| | A03 | AS PER ALPHA EC0011470 | 29 JAN 10 | EC011470 |
| | A04 | AS PER ALPHA EC0011698 | 16 FEB 10 | EC011698 |



SUGGESTED HARDWARE INTEGRATION

LASER ARMING SEQUENCE

- SAFETY INTERLOCK(S) MUST BE CLOSED FOR "ILLUM_ARM_OUT" TO PROVIDE POWER TO THE ARMING PANEL.
- LASER ARMING PANEL KEY(S) AND/OR SWITCH(S) SWITCH "ILLUM_ARM_IN" FROM OPEN TO +28VDC.
- WHEN "ILLUM_ARM_IN" IS +28VDC, POWER TO THE LASER IS ENABLED AND THE LASER IS ARMED.

LASER ARMED ANNUNCIATION

- WHILE THE LASER IS ARMED, AN "ARMED" ANNUNCIATOR ACROSS J2 PINS 11 AND 58 IS ILLUMINATED, THE "ARMED" LED ON THE HAND CONTROLLER IS ILLUMINATED, AND THE TEXT CUE "ARMED" IS DISPLAYED ON THE VIDEO OVERLAY.
- NOTE THAT WHEN "CUTOUT" IS DISPLAYED ON THE VIDEO OVERLAY THE LASER IS ARMED BUT CANNOT FIRE UNTIL THE LASER LINE OF SIGHT IS OUTSIDE OF THE CUTOUT ZONES DEFINED IN SOFTWARE.

LASER FIRING SEQUENCE

- THE LASER MUST BE ARMED.
- TO FIRE THE LASER, THE "LASER" BUTTON ON THE HANDCONTROLLER MUST BE HELD CLOSED FOR TWO SECONDS. AFTER THE TWO SECOND DELAY, THE LASER IS ISSUED THE FIRE COMMAND IN SOFTWARE.
- THERE IS A 50 MILLISECOND DELAY AFTER RECEIVING THE FIRE COMMAND BEFORE ACTUAL LASING.

LASER FIRING ANNUNCIATION

- WHILE THE LASER IS FIRING, SOFTWARE CLOSSES A MOSFET ACROSS J2 PINS 57 AND 63 ACTIVATING CUSTOMER FURNISHED RELAYS TO DRIVE LASER FIRE WARNING DEVICES.
- WHILE THE LASER IS FIRING, SOFTWARE ILLUMINATES THE HANDCONTROLLER "FIRING" LED AND DISPLAYS "ACTIVE" ON THE OVERLAY.

NOTES

- THIS IS A FUNCTIONAL DIAGRAM ONLY. DO NOT RELY ON FOR DETAIL ELECTRICAL DESIGN. INSTALLATION REQUIREMENTS MAY DIFFER FROM THE FEATURES PROVIDED BY THIS DRAWING.
- +28VDC IS IN REFERENCE TO R28V_SYSTEM UNLESS OTHERWISE STATED
- ENSURE DESIGN KEEPS "ILLUM_ARM_IN" OPEN (UNARMED STATE) OR AT +28VDC (ARMED STATE).
- PINS W & Y OF THE HAND-CONTROLLER ARE NOT CONNECTED.
- ALL DEVICES (INCLUDING ANNUNCIATORS) THAT ARE POWERED FROM ILLUM_ARM_IN OR ILLUM_ARM_OUT MUST BE SUNK TO R28V_SYSTEM; MAX CURRENT 250mA. ALL OTHER DEVICES MUST BE ISOLATED FROM ILLUM_ARM_OUT/ILLUM_ARM_IN/R28V_SYSTEM. ENSURE THAT ILLUM_ARM_OUT (+28VDC) AND ILLUM_ARM_IN ARE NEVER PERMITTED TO MAKE A DIRECT CONNECTION TO R28V_SYSTEM, OR CHASSIS.
- MAX RESISTANCE BETWEEN PINS 43 AND 58 (ILLUM_ARM_IN/OUT) WHEN SAFETY INTERLOCKS ARE CLOSED IS < 0.5 Ohm.
- INDEPENDENTLY POWERED LASER FIRE WARNING DEVICES MAY BE ACTIVATED VIA A SWITCH CLOSED BY SOFTWARE ACROSS J2 PINS 57 AND 63 (LD_ANNUNCIATE+/-). SWITCH IS 28V LOGIC, 250mA MAX AT HIGH STATE. ENSURE VOLTAGE OF PIN 57 WITH RESPECT TO G3 IS +28VDC WITHIN THE TOLERANCES SPECIFIED IN MIL-STD-704F.
- IT IS RECOMMENDED THAT THE ARM SWITCH, AS REPRESENTED IN THIS SCHEMATIC, INCORPORATE A KEYED SWITCH. THE KEY SHOULD NOT BE REMOVABLE IN THE ENABLED (CLOSED) POSITION. ARM SWITCH MUST TRANSITION FROM AN "ARMED" TO AN "UNARMED" STATE UPON ANY INTERRUPTION OF "SAFE28" (SAFETY INTERLOCKS).
- WOW AND MIN ALT INTERLOCKS MUST BE IMPLEMENTED. MIN ALT SHALL PROVIDE CLOSURE ONLY WHEN AIRCRAFT ALT AGL EXCEEDS THE LARGEST UNWAIVED NOHD SPECIFIED IN OUTLINE & INSTALLATION DRAWING.
- LASER ILLUMINATOR IS A NON-EYE SAFE AND INVISIBLE CLASS IV LASER. FAILURE TO COMPLY WITH MANDATORY INTEGRATION REQUIREMENTS MAY COMPROMISE SAFETY AND RESULT IN HAZARDS. SEE SAFETY WARNINGS IN OPERATOR'S MANUAL.
- IT IS RECOMMENDED THAT AN EMERGENCY STOP SWITCH BE INCORPORATED.

MX-10 WITH HANDCONTROLLER (HCL)



communications
WESCAM

2009/03/31

P. QUEVEDO

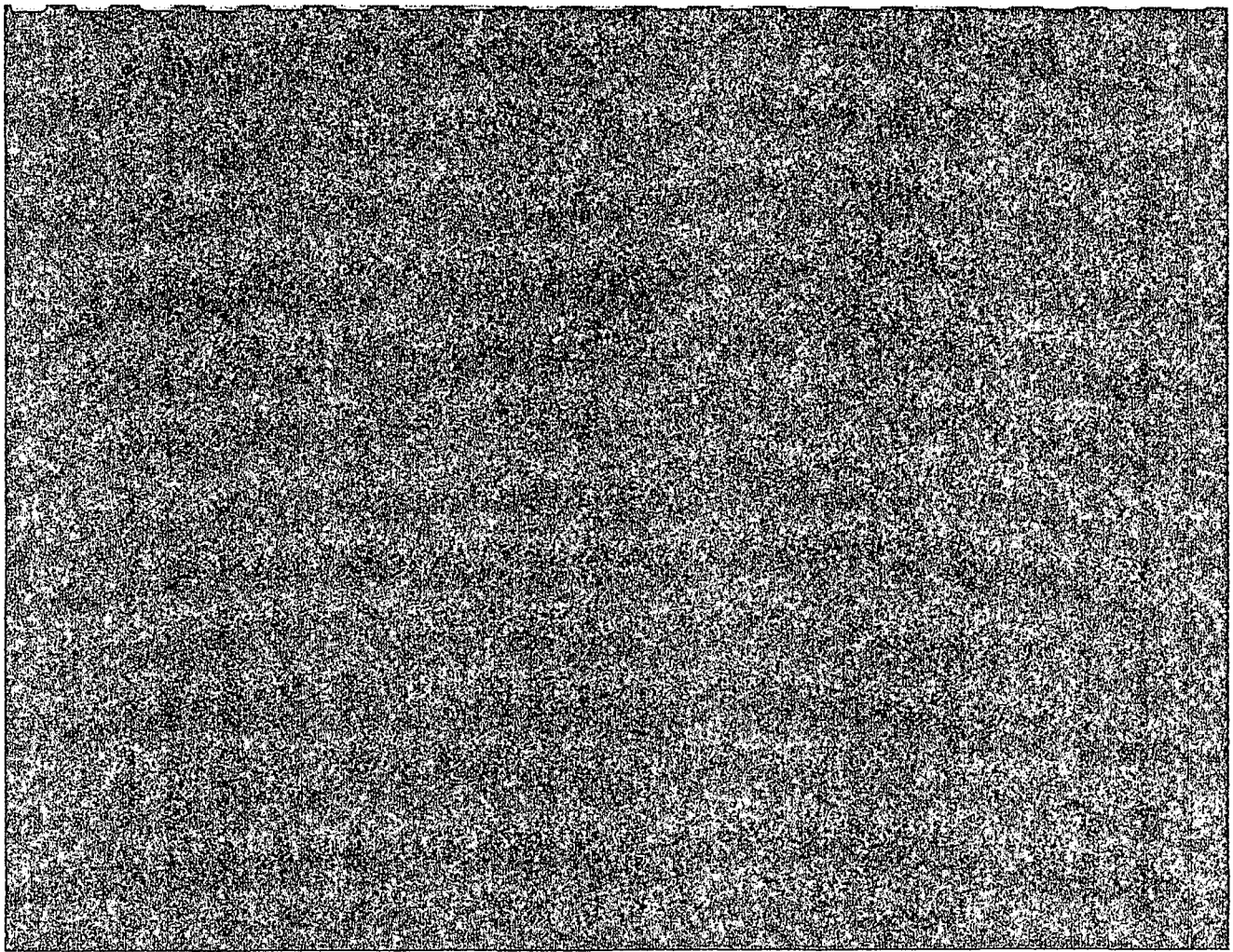
J. COMBOC

EC07492

53412A041.DWG

NTS

SHEET 1 OF 1



1. The first part of the document is a list of names and addresses. The names are listed in the first column, and the addresses are listed in the second column. The names are: John Doe, Jane Doe, and John Doe. The addresses are: 123 Main St, 456 Main St, and 789 Main St.



communications
WESCAM

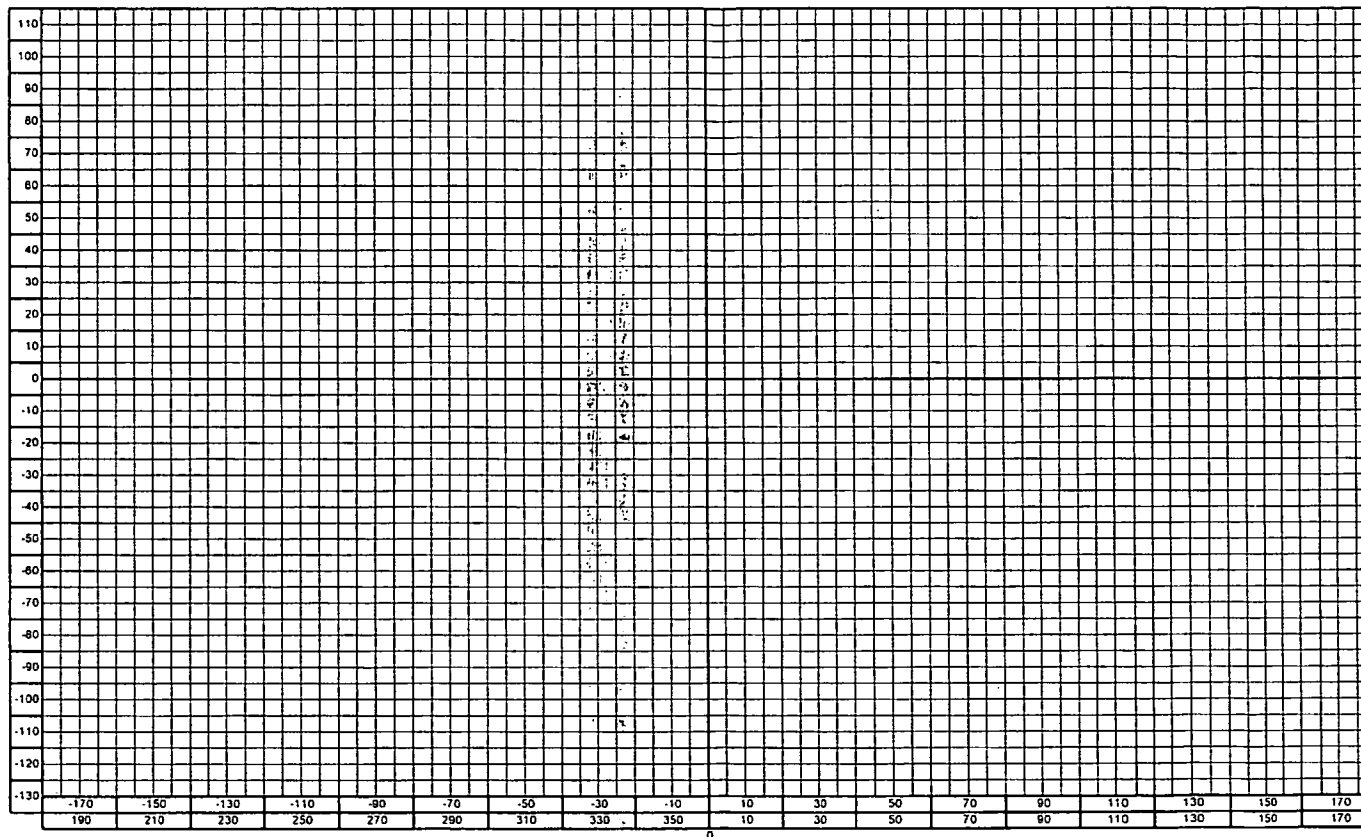
LASER CUTOUT DEFINITION FORM

FM1287
Rev -

Customer Name: _____

Date: _____

E
L
E
V
A
T
I
O
N



L-3 WESCAM 649 NORTH SERVICE ROAD W. BURLINGTON ONTARIO CANADA L7P 5B9
Phone : 905-633-4000 Fax : 905-633-4100

Sheet 1 of 2

Approval: _____

Customer Signature



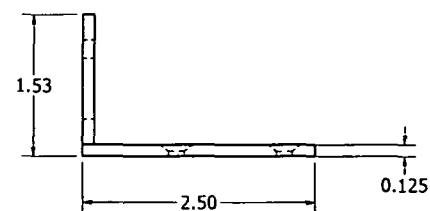
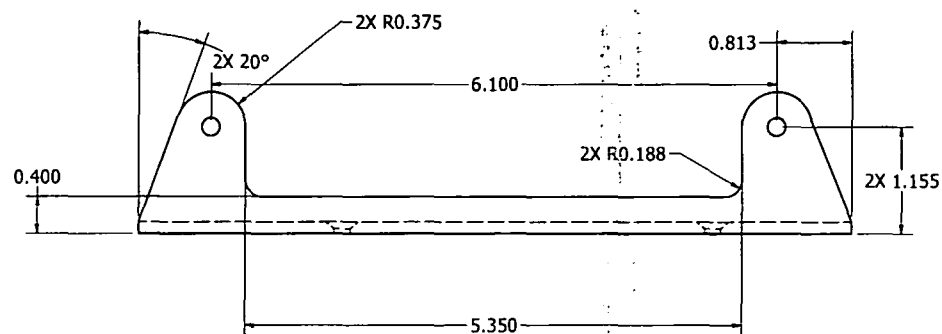
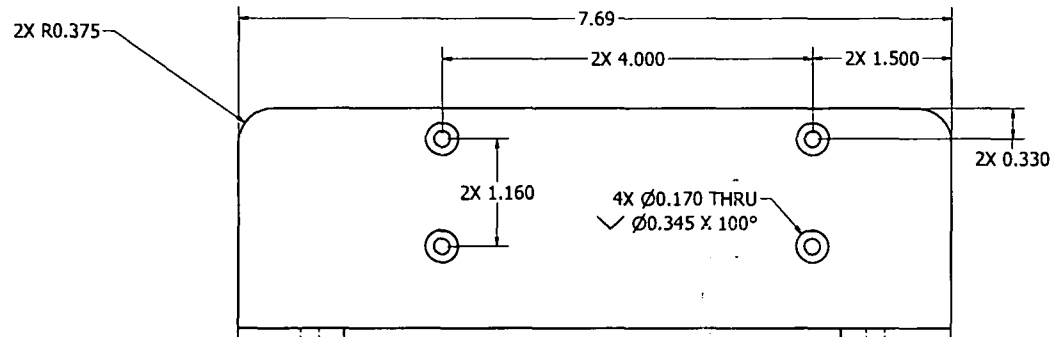
communications
WESCAM

LASER CUTOUT DEFINITION FORM

FM1287
Rev -

NOTES:

1. FOR THE FOLLOWING SURVEILLANCE SYSTEMS,
A MAXIMUM OF 9 RECTANGULAR CUTOUTS ZONES PER MAP ARE ALLOWED :
ANALOG SYSTEMS: MX15, MX20, MX15i,
DIGITAL SYSTEMS: MX15Hdi
2. FOR DESIGNATOR SYSTEMS, THE LASERS ARE CUTOUT
BEYOND -85 DEGREES LOOKBACK ANGLES BY DEFAULT
3. ALTHOUGH THE GRAPH SHOWS 5 DEGREE
RESOLUTION IN AZIMUTH AND ELEVATION,
THE LASER CUTOUT CAN BE DEFINED TO 1 DEG RESOLUTION
CUSTOMER TO CLEARLY IDENTIFY THE EXACT CUTOUT
ANGLES VALUES REQUIRED, (CORNERS OF THE RECTANGULAR CUTOUTS)

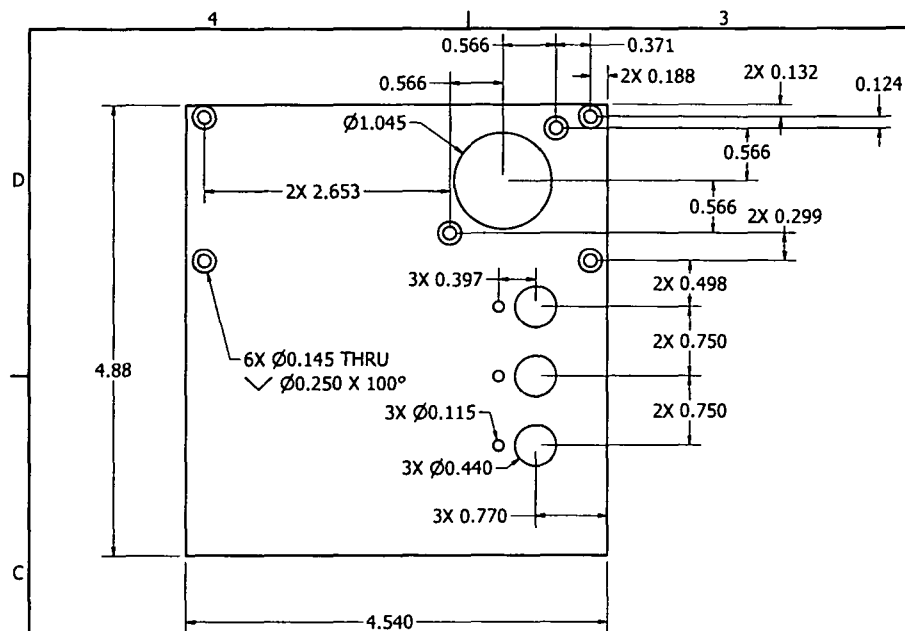


C206ARS-1000-21
 MATERIAL: 6061-T6
 FINISH: BLACK POLYESTER POWDER COAT CARDINAL P/N: C241-BK303

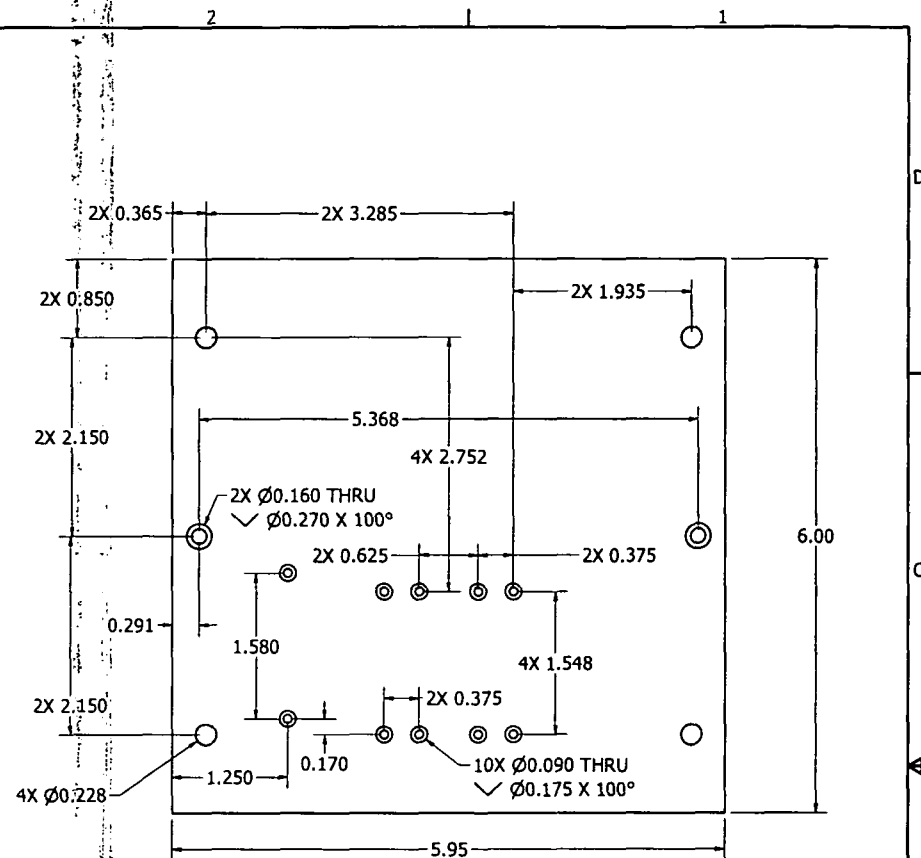
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FIGURE
 4

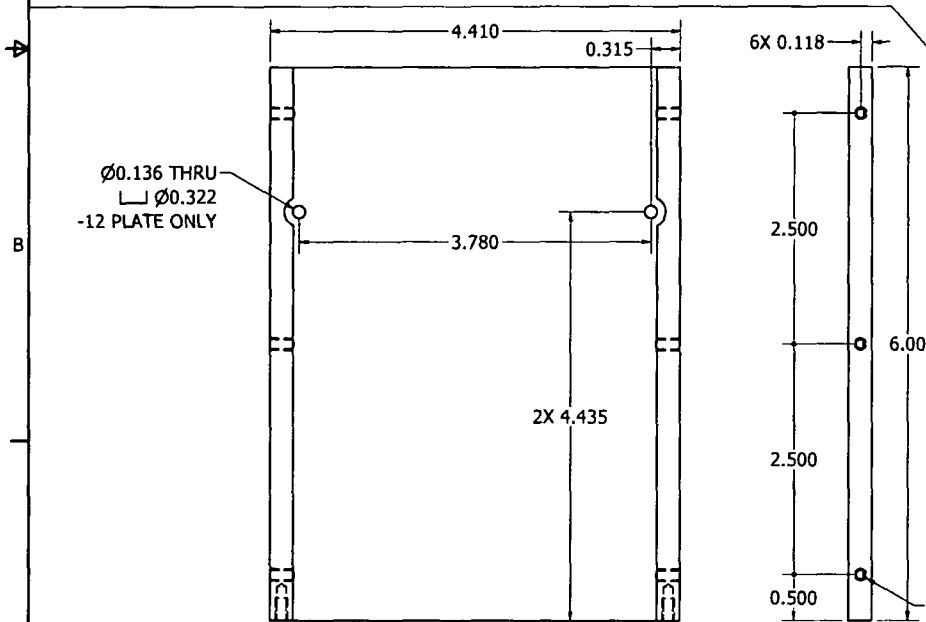
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| Paravion® Technology Inc. | | TITLE: C206 CHURCHILL ARS EQUIPMENT | | DRAWING NUMBER C206ARS-1000 | |
| DIMENSIONS IN INCHES TOLERANCES EXCEPT WHERE NOTED | | DRAWN BY DGW | CHKD BY | DATE 2/28/13 | REV A |
| X = ±.1 XX = ±.05 XXX = ±.010 ANGLES ± 1° | | DO NOT SCALE DRAWING | | SHEET 1 OF 12 | |
| THREADS INTERNAL: CLASS 2B EXTERNAL: CLASS 2A | | 3RD ANGLE PROJECTION | | © 2013 PARAVION TECH. INC. PARAVION IS A TRADEMARK OF PARAVION TECHNOLOGY, INC. | |



C206ARS-1000-11
 MATERIAL: 0.063" 6061-T6
 FINISH: BLACK POLYESTER POWDER COAT CARDINAL P/N: C241-BK303

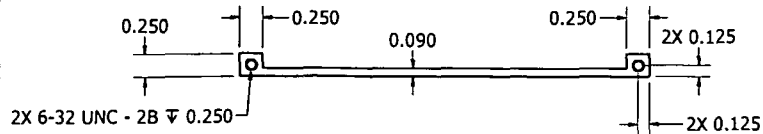


C206ARS-1000-10
 MATERIAL: 0.063" 6061-T6
 FINISH: BLACK POLYESTER POWDER COAT CARDINAL
 P/N: C241-BK303

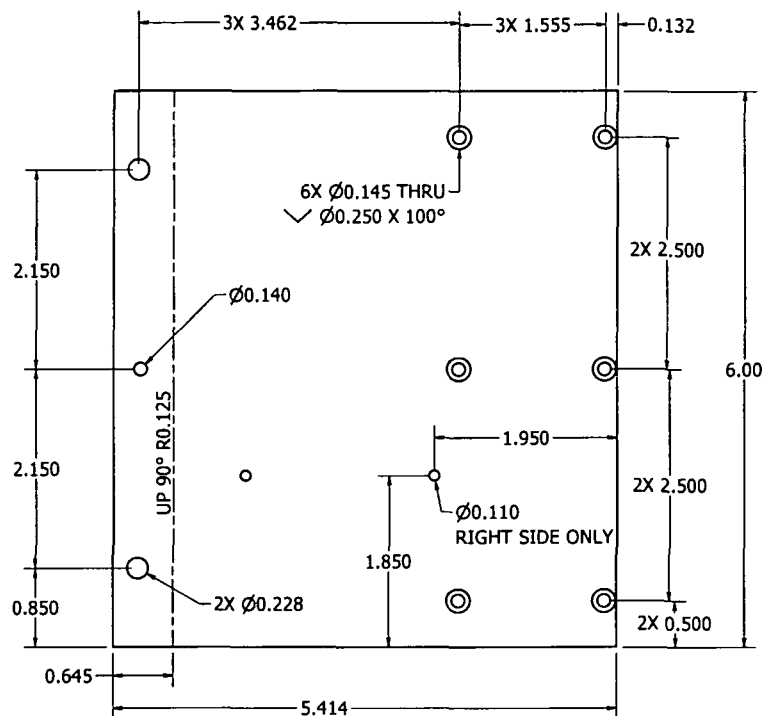


C206ARS-1000-12 & -22
 MATERIAL: 0.250" 6061-T6
 FINISH: BLACK POLYESTER POWDER COAT CARDINAL
 P/N: C241-BK303

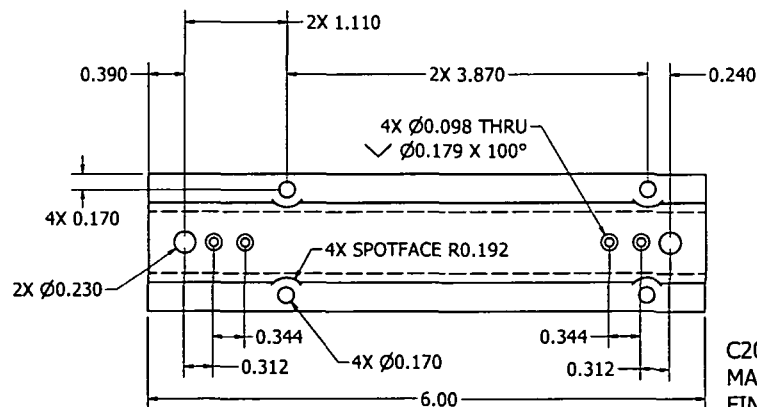
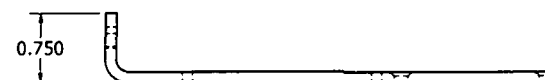
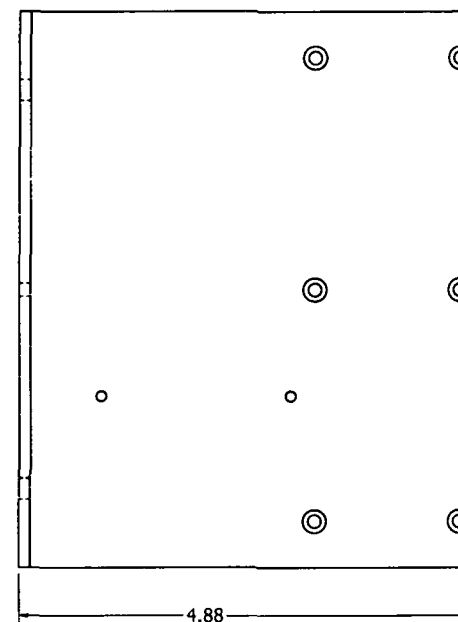
BREAK ALL SHARP EDGES



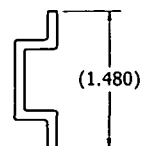
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| Paravision Technology Inc. | | TITLE C206 CHURCHILL ARS EQUIPMENT | | DRAWING NUMBER C206ARS-1000 | |
| DRAWN BY DGW | CHECKED BY | APPROVED BY | DATE 2/28/13 | REV A | ECO |
| DIMENSIONS IN INCHES TOLERANCES EXCEPT WHERE NOTED .X = ±.1 .XX = ±.05 .XXX = ±.010 ANGLES ± 1° | | | DO NOT SCALE DRAWING © 2012 PARAVISION TECH INC. PARAVISION IS A TRADEMARK OF PARAVISION TECHNOLOGY INC. | | |
| THREADS INTERNAL CLASS 2B EXTERNAL CLASS 2A | | | 3RD ANGLE PROJECTION | | |
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C206ARS-1000-13L/R
 MATERIAL: 0.063" 6061-T6
 FINISH: BLACK POLYESTER POWDER COAT CARDINAL
 P/N: C241-BK303



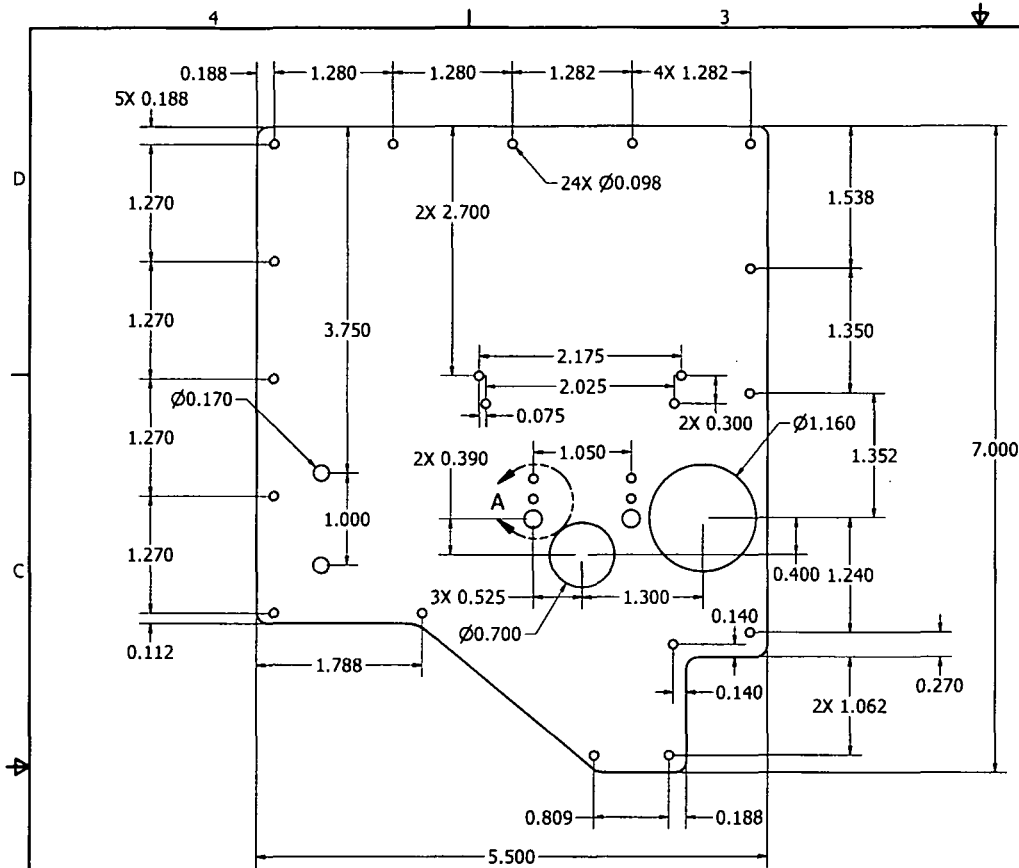
C206ARS-1000-18
 MATERIAL: ES37200-1
 FINISH: BLACK POLYESTER POWDER COAT CARDINAL
 P/N: C241-BK303



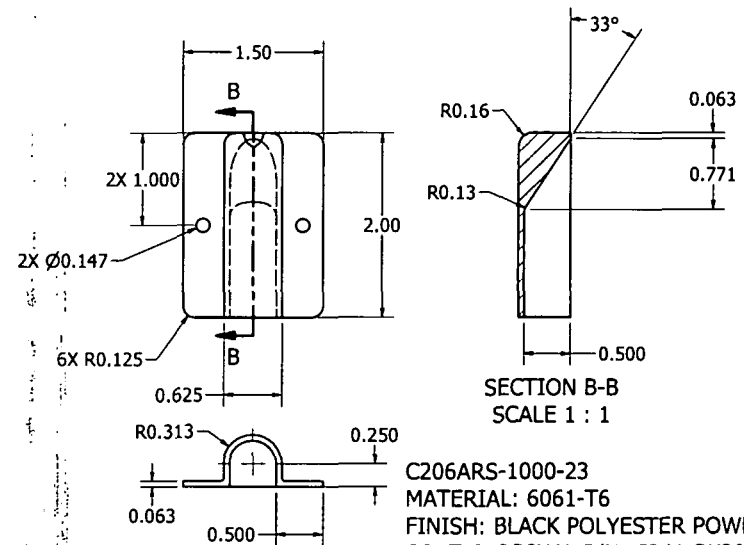
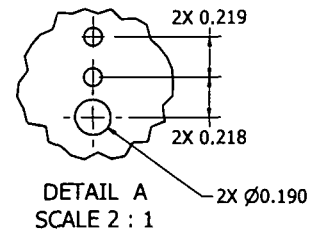
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10/20/10
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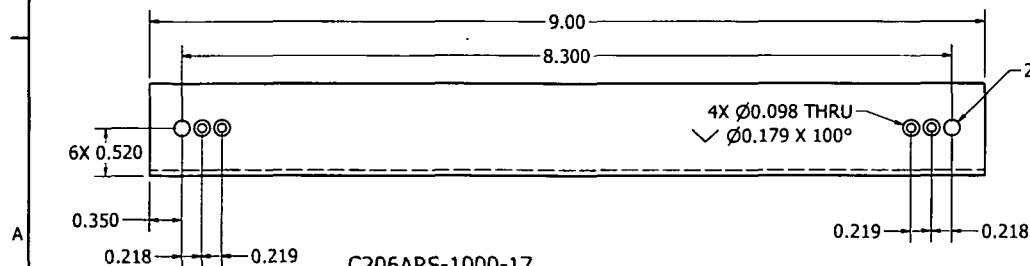
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|--|---------|---|-----------------|--------------------------------|-----|
| Paravior® Technology Inc. | | TITLE C206 CHURCHILL ARS EQUIPMENT | | DRAWING NUMBER C206ARS-1000 | |
| DRAWN BY DWG | CHKD BY | APPD BY | DATE 2/28/13 | REV A | ECO |
| DIMENSIONS IN INCHES TOLERANCES EXCEPT WHERE NOTED: .X = ±.1 .XX = ±.05 .XXX = ±.010 ANGLES ± 1° | | DO NOT SCALE DRAWING © 2013 PARAVIOR TECH INC. PARAVIOR IS A TRADEMARK OF PARAVIOR TECHNOLOGY INC. | | SHEET 3 OF 12 | |
| THREADS INTERNAL CLASS 2H EXTERNAL CLASS 2A | | 3RD ANGLE PROJECTION | | | |



C206ARS-1000-14
 MATERIAL: 0.063" 6061-T6
 FINISH: BLACK POLYESTER POWDER COAT CARDINAL
 P/N: C241-BK303



C206ARS-1000-23
 MATERIAL: 6061-T6
 FINISH: BLACK POLYESTER POWDER
 COAT CARDINAL P/N: C241-BK303

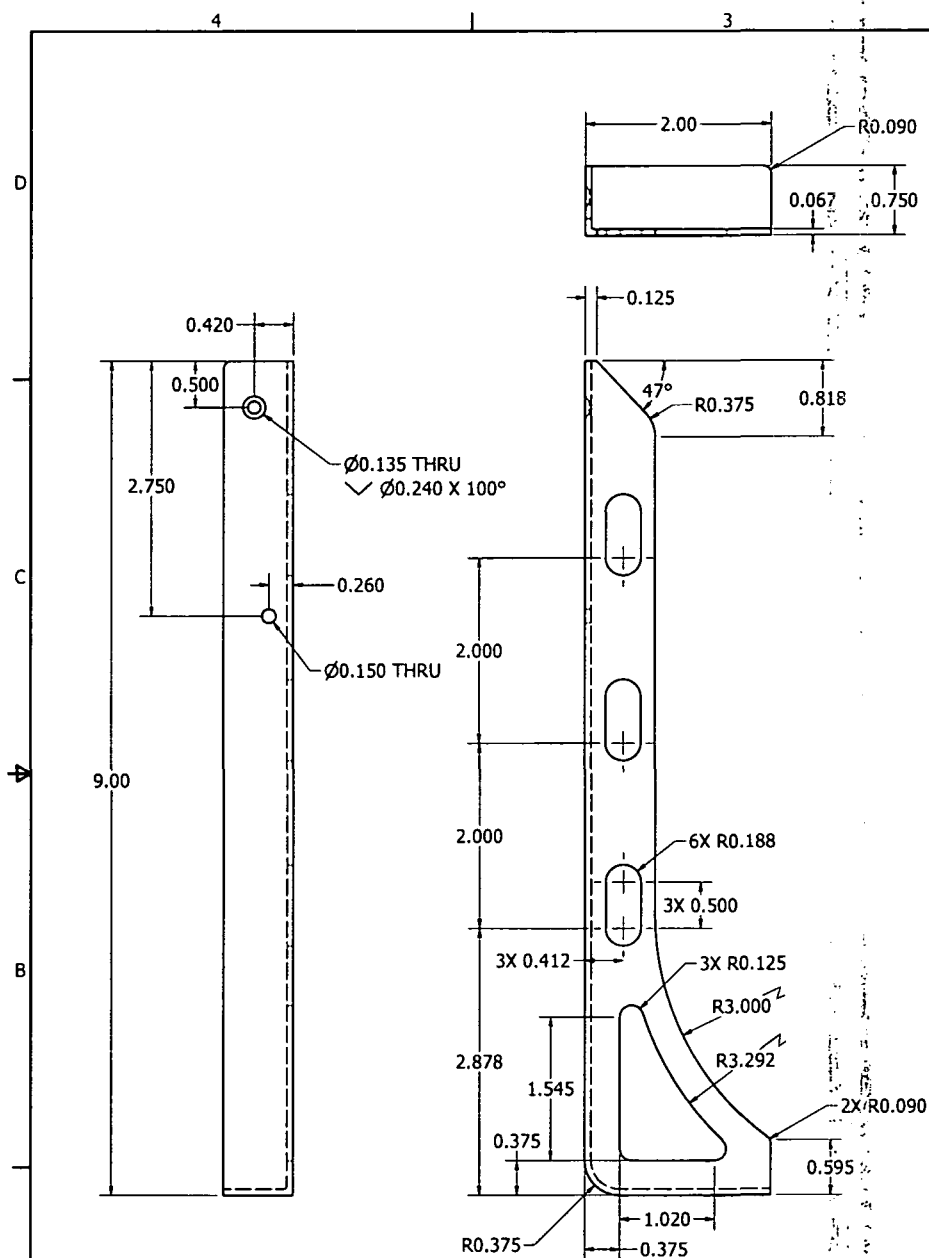


C206ARS-1000-17
 MATERIAL: 1" X 1" X 0.063" ANGLE 6063-T52
 FINISH: BLACK POLYESTER POWDER COAT CARDINAL
 P/N: C241-BK303

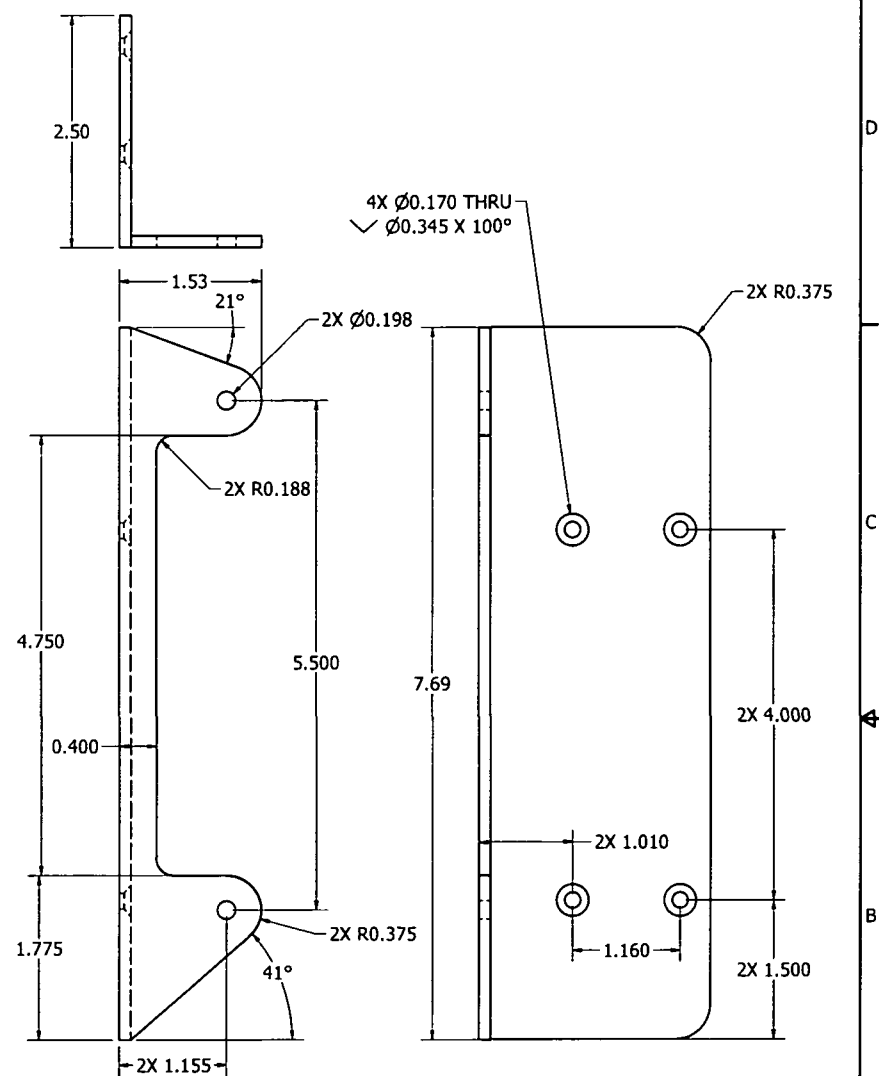
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|--|---------------|--|---|--------------------------------|--|
| Paravion [®] Technology | | TITLE: C206 CHURCHILL ARS EQUIPMENT | | DRAWING NUMBER C206ARS-1000 | |
| DRAWN BY DGW | CHKD BY RY | DATE 2/28/13 | REV A | ECO | |
| DIMENSIONS IN INCHES TOLERANCES UNLESS WHERE NOTED: .X = ±.1 .XX = ±.05 .XXX = ±.010 ANGLES ± 1° | | | DO NOT SCALE DRAWING © 2013 PARAVION TECH INC. PARAVION IS A TRADEMARK OF PARAVION TECHNOLOGY INC. | | |
| THREADED INTERNAL: CLASS 2B EXTERNAL: CLASS 2A | | | 3RD ANGLE PROJECTION | | |
| SHEET 4 OF 12 | | | | | |



C206ARS-1000-15, -24
MATERIAL: 6061-T6
FINISH: BLACK POLYESTER POWDER COAT CARDINAL
P/N: C241-BK303
C206ARS-1000-19 MIRROR IMAGE

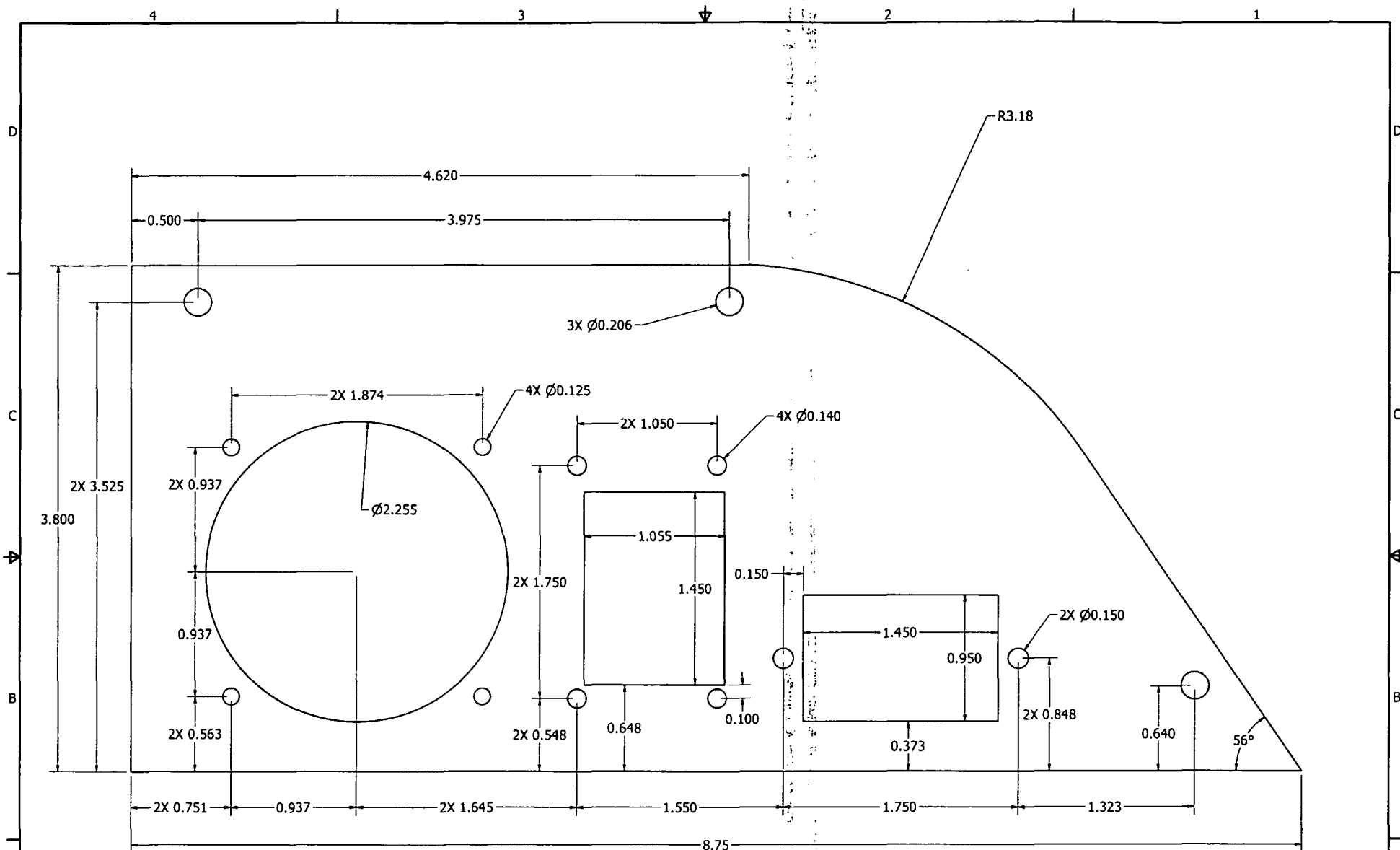


C206ARS-1000-16
MATERIAL: 6061-T6 0.125" THICK ANGLE
FINISH: BLACK POLYESTER POWDER COAT CARDINAL
P/N: C241-BK303

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M&TU
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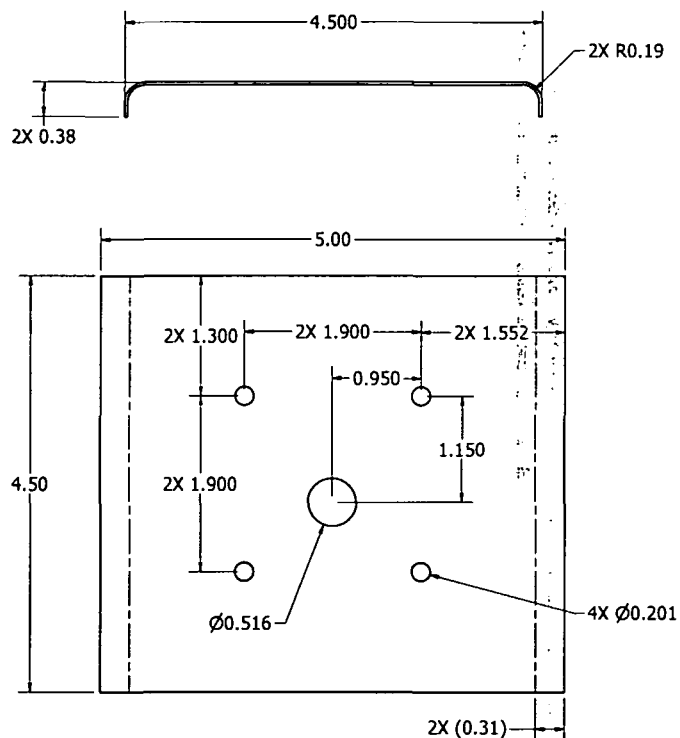
| Paravion® Technology Inc. | | TITLE | | DRAWING NUMBER | |
|---|--|--|----------|----------------|-----|
| C206ARS-1000-15, -24 | | C206 CHURCHILL | | C206ARS-1000 | |
| DIMENSIONS IN INCHES TOLERANCES EXCEPT WHERE NOTED: | | DRAWN BY | CHK'D BY | DATE | R/W |
| X = ±.1 | | GGW | | 2/28/13 | A |
| XX = ±.05 | | | | | |
| XXX = ±.010 | | | | | |
| ANGLES ± 1° | | | | | |
| THREADS INTERNAL CLASS 3B EXTERNAL CLASS 2A | | DO NOT SCALE DRAWING | | SHEET | |
| | | 3RD ANGLE PROJECTION | | 5 OF 12 | |
| | | © 2013 PARAVION TRH, INC. PARAVION IS A TRADEMARK OF PARAVION TECHNOLOGY, INC. | | | |



C206ARS-1000-20
 MATERIAL: 6061-T6 0.063"
 FINISH: BLACK POLYESTER POWDER COAT CARDINAL
 P/N: C241-BK303

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|---|--|---|----------|--------------------------------|----------|
| Paravion® Technology Inc. | | TITLE: C206 CHURCHILL ARS EQUIPMENT | | DRAWING NUMBER C206ARS-1000 | |
| DIMENSIONS IN INCHES TOLERANCES EXCEPT WHERE NOTED: .X = ± .1 .XX = ± .05 .XXX = ± .010 ANGLES ± 1° | | DRAWN BY DGW | CHK'D BY | DATE 2/28/13 | REV A |
| THREADS INTERNAL: CLASS 2B EXTERNAL: CLASS 2A | | DO NOT SCALE DRAWING | | SHEET 6 OF 12 | |
| 3RD ANGLE PROJECTION | | © 2013 PARAVION TECH INC. PARAVION IS A TRADEMARK OF PARAVION TECHNOLOGY INC. | | | |

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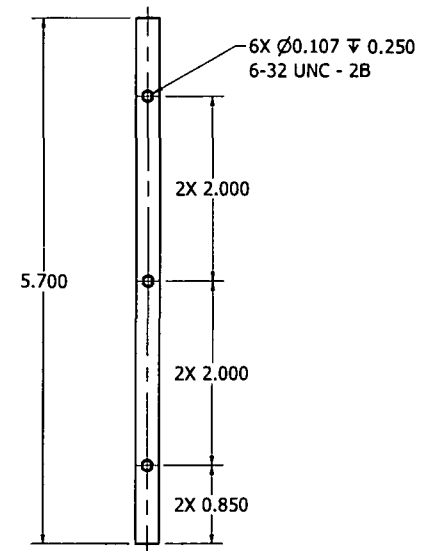
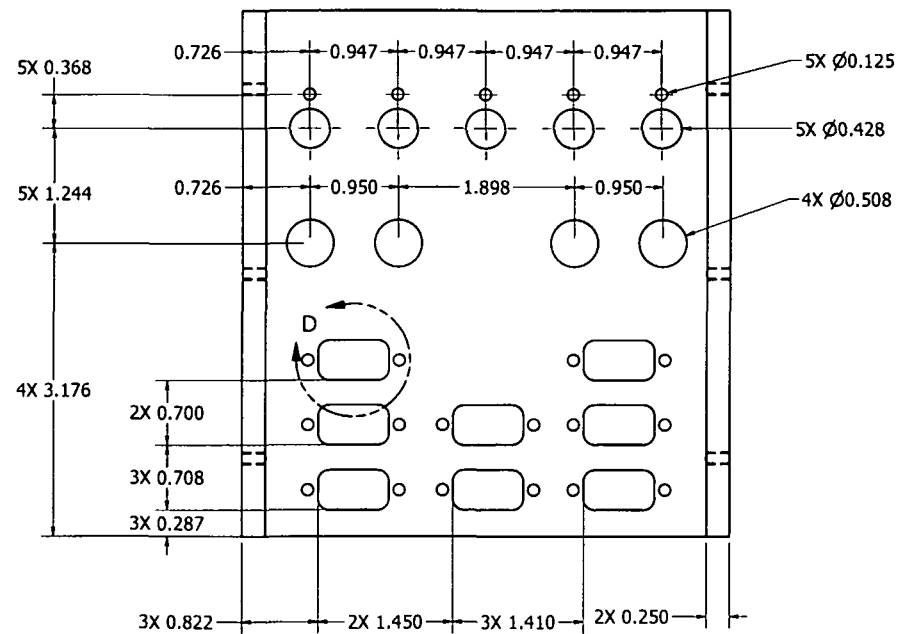
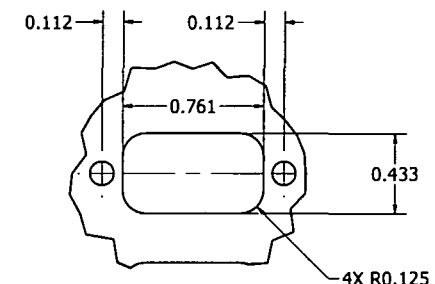
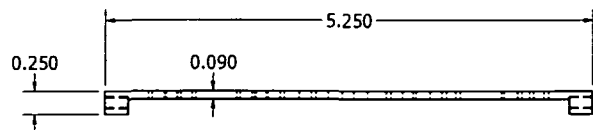


C206ARS-1000-25
 MATERIAL: 6061-T6 0.032"
 FINISH: BLACK POLYESTER POWDER COAT CARDINAL
 P/N: C241-BK303

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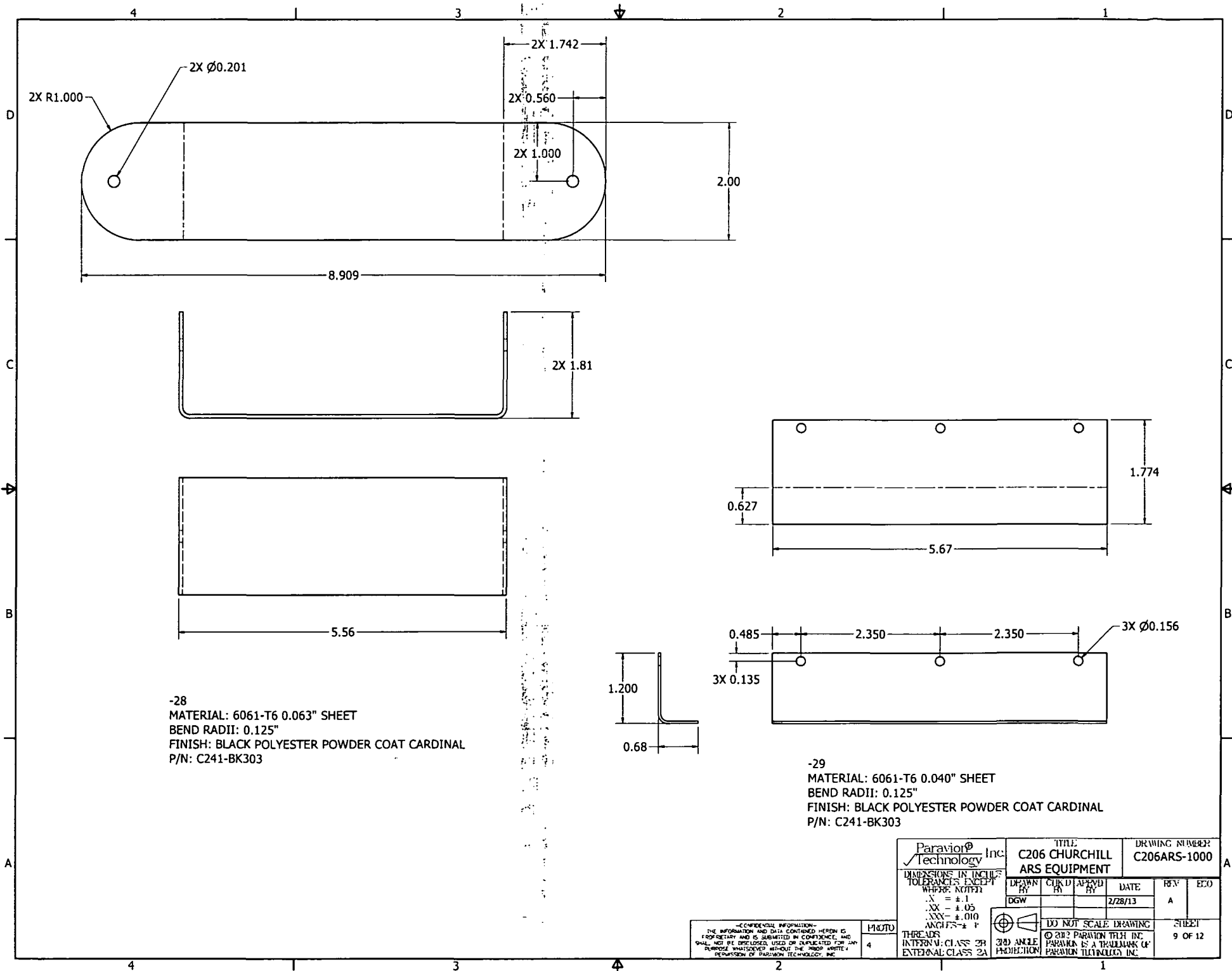
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|--|--|---|-------------|---------------------------------|----------|
| Paravion® Technology Inc. | | TITLE: C206 CHURCHILL ARS EQUIPMENT | | DRAWING NUMBER: C206ARS-1000 | |
| DIMENSIONS IN INCHES TOLERANCES EXCEPT WHERE NOTED: .X = ±.1 .XX = ±.05 .XXX = ±.010 ANGLES ± 1° | | DRAWN BY DGW | CHK'D BY | DATE 2/28/13 | REV A |
| THREADS INTERNAL: CLASS 2B EXTERNAL: CLASS 2A | | DO NOT SCALE DRAWING | | SHEET 7 OF 12 | |
| 30° ANGLE PROJECTION | | © 2013 PARAVION TECH INC. PARAVION IS A TRADEMARK OF PARAVION TECHNOLOGY INC. | | | |



C206ARS-1000-27
 MATERIAL: 6061-T6 1/4" X 6" BAR
 SPEC: QQ-A-250/11 ASTM-B221
 FINISH: BLACK POLYESTER POWDER COAT CARDINAL
 P/N: C241-BK303

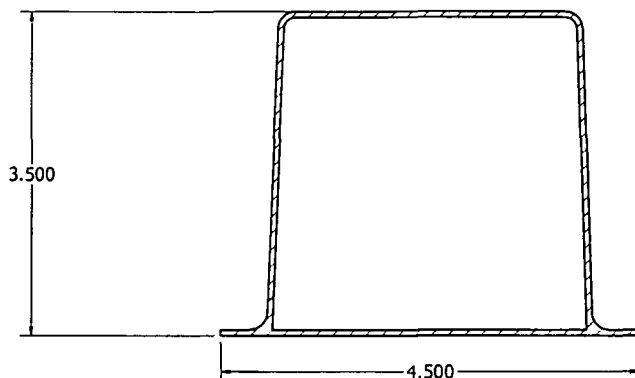
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|--|--|-----------|---|--|--|--|--|----------|-----|
| CONFIDENTIAL INFORMATION THE INFORMATION AND DATA CONTAINED HEREIN IS PROPRIETARY AND IS SUBMITTED IN CONFIDENCE, AND SHALL NOT BE DISCLOSED, USED OR REPRODUCED FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF PARAVION TECHNOLOGY, INC. | | M&TU 4 | THREADS INTERNAL CLASS 2B EXTERNAL CLASS 2A | DIMENSIONS IN INCHES TOLERANCES EXCEPT WHERE NOTED: .X = ± .1 .XX = ± .05 .XXX = ± .010 ANGLES ± 1° | TITLE: C206 CHURCHILL ARS EQUIPMENT | DRAWING NUMBER: C206ARS-1000 | DRAWN BY CLKD BY APPVD BY DATE 2/28/13 | REV A | ECO |
| 1X NOT SCALE DRAWING © 2013 PARAVION TECH. INC. PARAVION IS A TRADEMARK OF PARAVION TECHNOLOGY, INC. | | | 3X ANGLE PROJECTION | | SHEET 8 OF 12 | | | | |



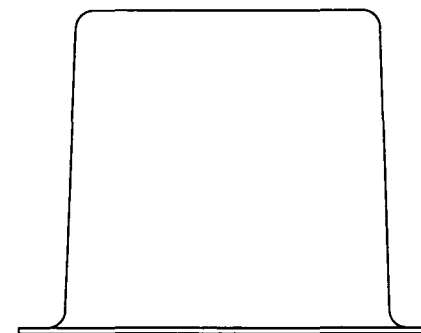
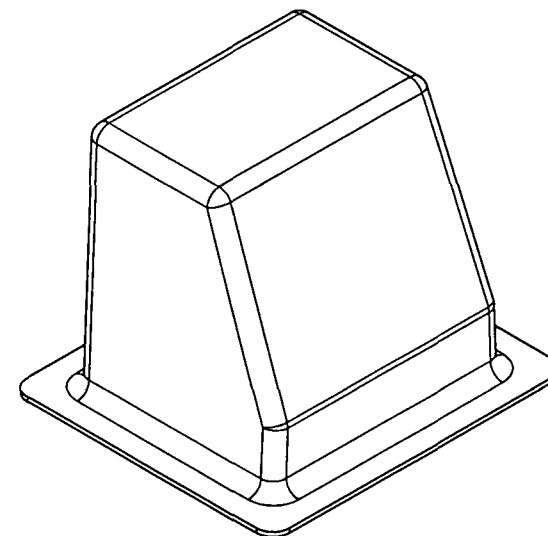
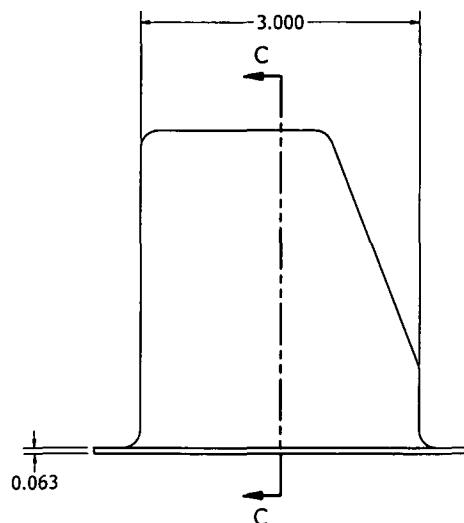
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|---|--|-------------------------------------|----------|--|--------|
| Paravion® Technology Inc. | | TITLE: C206 CHURCHILL ARS EQUIPMENT | | DRAWING NUMBER: C206ARS-1000 | |
| DIMENSIONS IN INCHES TOLERANCES EXCEPT WHERE NOTED | | DRAWN BY: DGW | CHKD BY: | DATE: 2/28/13 | REV: A |
| .X = ±.1 .XX = ±.05 .XXX = ±.010 ANGLES ± 1° | | DO NOT SCALE DRAWING | | SHEET 9 OF 12 | |
| THREADS: INTERMEDIATE CLASS 2B EXTERNAL CLASS 2A | | 2D ANGLE PROJECTION | | © 2013 PARAVION TECH INC. PARAVION IS A TRADEMARK OF PARAVION TECHNOLOGY, INC. | |



SECTION C-C
SCALE 1 : 1



C206ARS-1000-26
MATERIAL: 1x1 Plain Weave Carbon & 2x2 Twill 3K Carbon
RESIN: LAM-135-FR
HARDNER: LAM-229

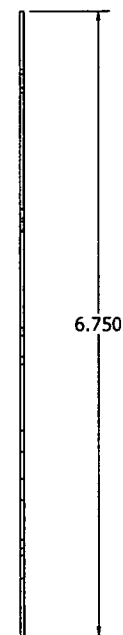
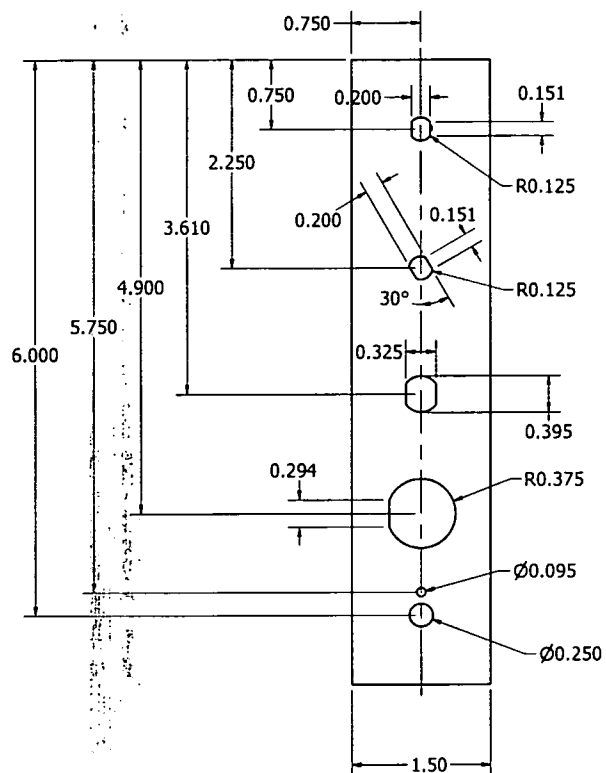
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|---|--|--|-------------------|---------------------------------------|----------|
| Paravion® Technology Inc. <small>PARAVION TECHNOLOGY, INC.</small> | | TITLE C206 CHURCHILL ARS EQUIPMENT | | DRAWING NUMBER C206ARS-1000 | |
| <small>DIMENSIONS IN INCHES TOLERANCES EXCEPT WHERE NOTED:</small> .X = ±.1 .XX = ±.05 .XXX = ±.010 ANGLES ± 1° | | DRAWN BY BGW | CHECKED BY | DATE 2/28/13 | REV A |
| THREADS INTERNAL CLASS 2H EXTERNAL CLASS 2A | | DO NOT SCALE DRAWING © 2012 PARAVION TECH INC. PARAVION IS A TRADEMARK OF PARAVION TECHNOLOGY, INC. | | SHEET 10 OF 12 | |

2

1

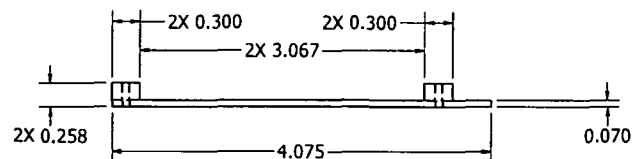
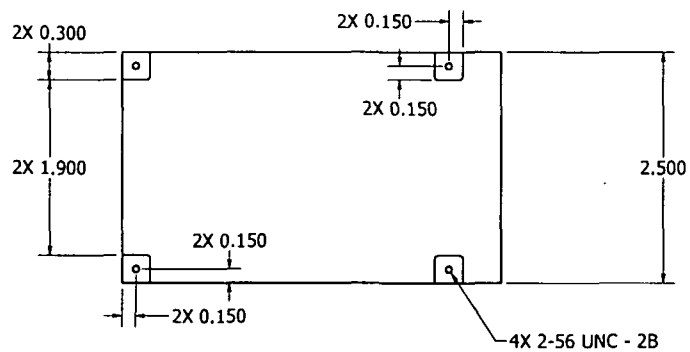


-31
MATERIAL: 6061-T6 0.040" SHEET
FINISH: BLACK POLYESTER POWDER COAT CARDINAL
P/N: C241-BK303

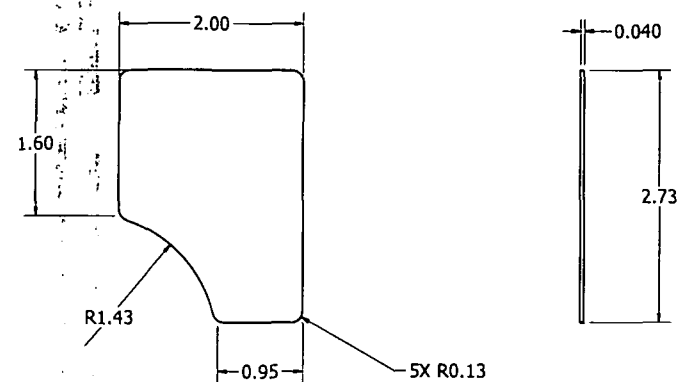
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| Paravision® Technology Inc. | | TITLE C206 CHURCHILL ARS EQUIPMENT | | DRAWING NUMBER C206ARS-1000 | |
| DIMENSIONS IN INCHES TOLERANCES EXCEPT WHERE NOTED | | DRAWN R | CHECKED R | DATE 2/28/13 | REV A |
| .X = ±.1 .XX = ±.05 .XXX = ±.010 ANGLES ±.1° | | DO NOT SCALE DRAWING | | SHEET 11 OF 12 | |
| THREADED INTERNAL CLASS 2B EXTERNAL CLASS 2A | | 30° ANGLE PROJECTION | | © 2012 PARAVISION TECH. INC. PARAVISION IS A TRADEMARK OF PARAVISION TECHNOLOGY, INC. | |

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PHOTO
4



-32
 MATERIAL: 6061-T6
 FINISH: BLACK POLYESTER POWDER COAT CARDINAL
 P/N: C241-BK303
 ALT: C182ARS-1000-34



-30
 MATERIAL: 6061-T6 0.040"
 FINISH: BLACK POLYESTER POWDER COAT CARDINAL
 P/N: C241-BK303
 ALT: C182ARS-1000-36

| | | | | | |
|---|--|-------------------------------------|-----------------|--|--------|
| Paravision® Inc. | | TITLE: C206 CHURCHILL ARS EQUIPMENT | | DRAWING NUMBER: C206ARS-1000 | |
| DIMENSIONS IN INCHES TOLERANCES EXCEPT WHERE NOTED | | DRAWN BY: DGW | CHECKED BY: [] | DATE: 2/28/13 | REV: A |
| .X = ±.1 .XX = ±.05 .XXX = ±.010 ANGLES ± 1° | | DO NOT SCALE DRAWING | | SHEET 12 OF 12 | |
| THREADS: INTERNAL CLASS 2B EXTERNAL CLASS 2A | | 30° ANGLE PROJECTION | | © 2013 PARAVISION TECHNOLOGY, INC. PARAVISION IS A TRADEMARK OF PARAVISION TECHNOLOGY, INC. | |

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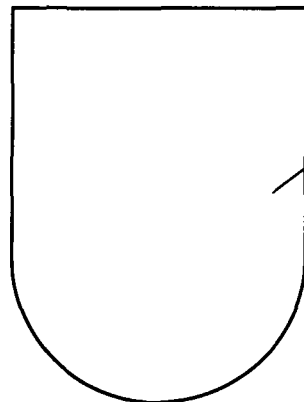
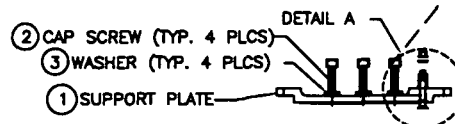
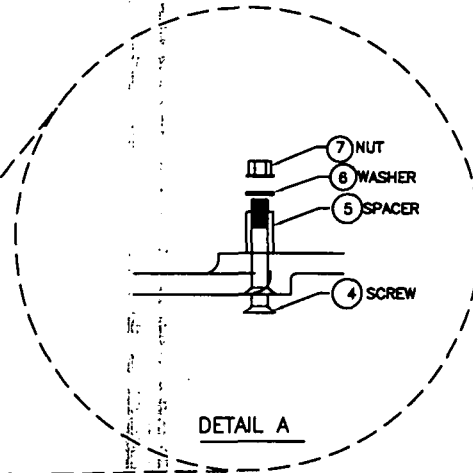
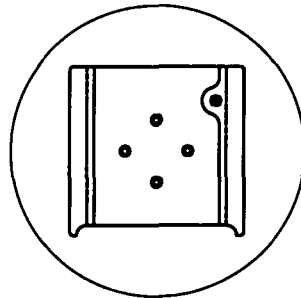
Bill of Materials

*IR-440-1, REV. N/C

| ITEM # | P/N | DESCRIPTION | QTY | TYP |
|--------|---------------------|---------------------|-----|-----|
| 0 | *IR-440-1, REV. N/C | GIMBAL ADAPTER ASSY | 1 | KIT |
| 1 | IR-606-1 | SUPPORT PLATE | 4 | EA |
| 2 | MS16998-44 | BOLT | 4 | EA |
| 3 | NAS1149C0463R | WASHER | 1 | EA |
| 4 | MS24693S279 | SCREW | 1 | EA |
| 5 | NAS43DD3-32FC | SPACER | 1 | EA |
| 6 | NAS1149F0332P | WASHER | 1 | EA |
| 7 | MS21042L3 | NUT | 1 | EA |

| SHEET | REV | ECO | DATE | DESCRIPTION | BY | APR | CHK |
|-------|-----|-----|------|-------------|----|-----|-----|
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

4 FORWARD



WESCAM MX10 TURRET
OUTLINE SHOWN

-1 ASSEMBLY

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|-----------------------------------|--|--|--------------|-----------------------|------------|
| Paravion® Inc. Technology | | TITLE GIMBAL ADAPTER | | DRAWING NO. IR-440 | |
| DIMENSIONS IN INCHES | | DRAWN BY | APRVD. BY | CHK'D BY | DATE |
| TOLERANCES EXCEPT WHERE NOTED: | | REB | REB | CEH | 02/17/2012 |
| .X = ± .1 | | DO NOT SCALE DRAWING | | REV N/C | ECO - |
| .XX = ± .05 | | SHEET | | 1 OF 1 | |
| .XXX = ± .010 | | © 2008 PARAVION TECH., INC. PARAVION IS A TRADEMARK OF PARAVION TECHNOLOGY, INC. | | | |
| ANGLES = ± 1° | | | | | |

| | |
|-------------------------------------|--|
| PARAVION TECHNOLOGY, INC | Instructions for Continued Airworthiness IR-605-1 Support Plate – Cessna 206 Revision: <u>IR</u> Date: <u>12/19/2012</u> A/C N#: _____ A/C S/N: <u>T20608983</u> |
| | |

The installation is to be inspected in accordance with the following criteria or equivalent operator's Approved Airworthiness Inspection Program:

1.0 INTRODUCTION

These Instructions for Continued Airworthiness contain the necessary information for carrying out the ongoing maintenance and inspections on the installation of an IR-605-1 Support Plate on a Cessna 206 aircraft in accordance with FAA Form 337 dated _____.

2.0 DESCRIPTION

Paravion Technology drawing IR-605 describes the support plate used as provisions for a Wecam MX-10 camera. The plate is installed in the belly of the aircraft at approximately the center of the fuselage along the centerline of the aircraft. It weighs approximately 1.6 lbs and is installed using 4 x NAS1351C4 screws.

3.0 CONTROL, OPERATION INFORMATION

N/A

4.0 SERVICING INFORMATION

N/A

5.0 MAINTENANCE INSTRUCTIONS

The inspection program for this installation consists of a 12-month annual inspection for the condition of the support plate and associated components. This inspection is a complete visual inspection requiring only a single logbook entry.

12-Month Inspection

- A. Inspect condition of support plate and all associated mounting structure for loose hardware or damage, i.e. bent, cracked or dented structures, and repair or replace as necessary.

The 12-month inspections shall be accomplished by an appropriately rated mechanic assigned to this aircraft and can be accomplished earlier to match up with other aircraft inspections.

6.0 TROUBLESHOOTING

N/A

7.0 REMOVAL AND REPLACEMENT INSTRUCTIONS

- A. Paravion Technology drawing IR-605 (provided) shows the details of the support plate and report number ER-C206ELP-2 shows the installation of the plate and can be used as a reference in the event the plate needs to be removed and replaced.

8.0 DIAGRAMS

N/A

| | |
|-------------------------------------|--|
| PARAVION TECHNOLOGY, INC | Instructions for Continued Airworthiness IR-605-1 Support Plate – Cessna 206 Revision: <u>IR</u> Date: <u>12/19/2012</u> A/C N#: _____ A/C S/N: <u>T20608983</u> |
| | |

9.0 SPECIAL INSPECTION REQUIREMENTS

N/A

10.0 APPLICATION OF PROTECTIVE TREATMENTS

N/A

11.0 STRUCTURAL DATA

N/A

12.0 LIST OF SPECIAL TOOLS

N/A

13.0 FOR COMMUTER CATEGORY AIRCRAFT

N/A

14.0 RECOMMENDED OVERHAUL INTERVALS

No additional overhaul time limitations.

15.0 AIRWORTHINESS LIMITATIONS

The Airworthiness Limitations section is FAA approved and specifies inspections and other maintenance required under §43.16 and §91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

No additional airworthiness limitations.

16.0 REVISIONS

ICAs are required to be acceptable to the FAA. As such, changes should be documented by submitting the revised ICA along with the original Form 337 to the Aircraft Registration Branch in Oklahoma City. An entry in the aircraft records should indicate the current revision.

******* NOTHING FOLLOWS *******



U.S. Department of
Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

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

| | | | |
|-------------|---|---|-----------------------------|
| 1. Aircraft | Nationality and Registration Mark USA N959JT | Serial No. T20608983 | |
| | Make CESSNA | Model T206H | Series STATIONAIR |
| 2. Owner | Name (As shown on registration certificate) CESSNA AIRCRAFT COMPANY | Address (As shown on registration certificate) ATTN: DEPT 093 3 CESSNA BLVD | |
| | | City WICHITA State KANSAS Zip 67215-1400 Country USA | |

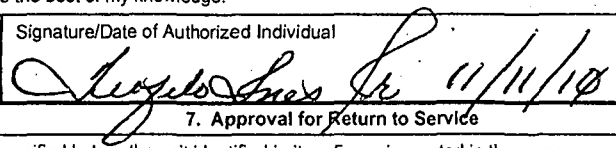
3. For FAA Use Only

| 4. Type | | 5. Unit Identification | | | |
|--------------------------|-------------------------------------|------------------------|--|--------------------------------|---------------|
| Repair | Alteration | Unit | Make | Model | Serial Number |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | AIRFRAME | _____ | (As described in Item 1 above) | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | POWERPLANT | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | PROPELLER | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | APPLIANCE | Type _____ Manufacturer _____ | | |

6. Conformity Statement

| | | | |
|-------------------------------------|--|--|---------------------------------------|
| A. Agency's Name and Address | | B. Kind of Agency | |
| Name YINGLING AVIATION | | <input type="checkbox"/> U.S. Certified Mechanic | <input type="checkbox"/> Manufacturer |
| Address 2010 AIRPORT ROAD | | <input type="checkbox"/> Foreign Certified Mechanic | C. Certificate No. |
| City WICHITA State KS | | <input checked="" type="checkbox"/> Certified Repair Station | YN8R621Y |
| Zip 67277 Country USA | | <input type="checkbox"/> Certified Maintenance Organization | RADIO CLASS 1,2,3 |

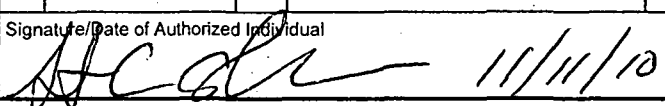
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

| | |
|--|--|
| Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/> | Signature/Date of Authorized Individual  11/11/10 |
|--|--|

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

| | | | | |
|----|-----------------------------|--|--------------------------|---|
| BY | FAA Fit Standards Inspector | Manufacturer | Maintenance Organization | Person Approved by Canadian Department of Transport |
| | FAA Designee | <input checked="" type="checkbox"/> Repair Station | Inspection Authorization | Other (Specify) |

| | |
|---|--|
| Certificate or Designation No. YN8R621Y | Signature/Date of Authorized Individual  11/11/10 |
|---|--|

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.

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

11/11/10

Date _____

INSTALLED SYSTEMS: The following avionics equipment was installed IAW STC Number SA01552WI. Reference Yingling Aviation STC Master Data List, Document No. 23507-F206-M Revision IR dated August 3, 2009 or later approved revision.

Garmin GMA 1347 Audio Panel, 2 ea NAT (A711) Expansion Panels, NAT Audio Control System (A740), NAT Universal Audio Radio Interface, 3 ea Sandia Card Enclosures (SRU-1), 3 ea Sandia Relay Cards (SR-54), KGS Model RG28 DC to DC Converter, GPS Antenna CI-420-230, Marker Beacon Antenna Splitter CI509, and 2 ea Comant VHF/FM CI-292-3 Antennas.

OPERATIONAL GROUND CHECKS: Required ground tests were performed and all equipment was found to operate properly.

CONTINUED AIRWORTHINESS INSTRUCTIONS: Reference Yingling Aviation Document ICA 23507-F206-04 for Instructions for Continued Airworthiness.

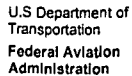
WEIGHT & BALANCE and EQUIPMENT LIST: Revised Aircraft Weight & Balance and Equipment List. See Aircraft Weight & Balance records for details.

AFMS: FAA Approved Flight Manual Supplement Doc. No. AFMS Document 23507-F206-08, Rev.1R, dated August 12, 2009 inserted in the Airplane Flight Manual.

The above installation meets the requirements for static loading in accordance with A.C.43.13-2B Chapter 1 par. 106 through 114. No changes were noted to the compass system. Further details are on file at C.R.S. # YN8R621Y under W.O. # AVI 10096.

>>>>>>>>>>END<<<<<<<<<<<<<<

☐ Additional Sheets Are Attached



Form Approved
OMB No. 2120-0020
11/30/2007

For FAA Use Only

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 105R).

| | | | |
|-------------|--|---|-----------------------------|
| 1. Aircraft | Nationality and Registration Mark USA N959JT | Serial No. T20608983 | |
| | Make CESSNA | Model T206H | Series STATIONAIR |
| 2. Owner | Name (As shown on registration certificate) CESSNA AIRCRAFT COMPANY | Address (As shown on registration certificate) | |
| | | Address ATTN: DEPT 093 3CESSNA BLVD City WICHITA Zip 67215-1400 | State KANSAS Country USA |


3. For FAA Use Only

| 4. Type | | 5. Unit Identification | | | |
|--------------------------|-------------------------------------|------------------------|--------------|--------------------------------|---------------|
| Repair | Alteration | Unit | Make | Model | Serial Number |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | AIRFRAME | _____ | (As described in Item 1 above) | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | POWERPLANT | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | PROPELLER | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | APPLIANCE | Type | | |
| | | | Manufacturer | | |

6. Conformity Statement

| | | | |
|------------------------------|-------------------|---|---------------------------------------|
| A. Agency's Name and Address | | B. Kind of Agency | |
| Name | YINGLING AVIATION | <input type="checkbox"/> U.S. Certificated Mechanic | <input type="checkbox"/> Manufacturer |
| Address | 2010 AIRPORT ROAD | <input type="checkbox"/> Foreign Certificated Mechanic | C. Certificate No. |
| City | WICHITA | <input checked="" type="checkbox"/> Certificated Repair Station | YN8R621Y |
| State | KS | <input type="checkbox"/> Certificated Maintenance Organization | RADIO CLASS 1,2,3 |
| Zip | 67277 | | |
| Country | USA | | |


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 | <input type="checkbox"/> | Signature/Date of Authorized Individual  11/11/10 |
|---|--------------------------|---|

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

| | | | | | | | |
|----|-----------------------------|---|----------------|--|--------------------------|--|---|
| BY | FAA Flt Standards Inspector | | Manufacturer | | Maintenance Organization | | Person Approved by Canadian Department of Transport |
| | FAA Designee | X | Repair Station | | Inspection Authorization | | Other (Specify) |

| | | |
|--|---|--|
| Certificate or Designation No. YN8R621Y | Signature/Date of Authorized Individual  11/11/10 | |
|--|---|--|

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.

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

Nationality and Registration Mark

Date _____

Installed Equipment: The following equipment was installed IAW Atlantic Aero STC SA03150AT-D. Installation of a Wulfsberg P-2000 FM Radio in accordance with Atlantic Aero Master Drawing List 24293001 Rev B dated 6/4/08.

- Wulfsberg FM Transceiver P-2000VHF P/N 400-049200-11-011-2135-2135, 3.7 lbs @ arm 15.3
- Comant VHF FM (bent whip) Antenna P/N CI292-3, .5 lbs @ arm 55.3
- Comant VHF Antenna P/N CI 177-1, .5 lbs @ arm 155.8

CONTINUED AIRWORTHINESS INSTRUCTIONS: Reference Atlantic Aero ICA24293010 Rev A dated 6/25/2008 for Instructions for Continued Airworthiness.

WEIGHT & BALANCE and EQUIPMENT LIST: Revised Aircraft Weight & Balance and Equipment List. See Aircraft Weight and Balance records for details.

AFMS: Atlantic Aero FAA Approved Flight Manual Supplement Doc. No. DAS-511128-CE, Rev. A, dated 6/25/08 inserted in the Airplane Flight Manual.

The above installation meets the requirements for static loading in accordance with A.C.43.13-2B Chapter 1 par. 106 through 114. No changes were noted to the compass system. Further details are on file at C.R.S. # YN8R621Y under W.O. # AVI 10096.

>>>>>>>>>>>END<<<<<<<<<<<<<

☐ Additional Sheets Are Attached



U.S. Department of
Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

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

| | | | |
|-------------|---|--------------------------------|--|
| 1. Aircraft | Nationality and Registration Mark USA N959JT | Serial No. T20608983 | |
| | Make CESSNA | Model T206H | Series STATIONAIR |
| 2. Owner | Name (As shown on registration certificate) CESSNA AIRCRAFT COMPANY | | Address (As shown on registration certificate) |
| | | | Address ATTN: DEPT 093 3 CESSNA BLVD |
| | | | City WICHITA State KANSAS |
| | | | Zip 67215-1400 Country USA |

3. For FAA Use Only

| 4. Type | | 5. Unit Identification | | | |
|--------------------------|-------------------------------------|------------------------|--------------|--------------------------------|---------------|
| Repair | Alteration | Unit | Make | Model | Serial Number |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | AIRFRAME | _____ | (As described in Item 1 above) | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | POWERPLANT | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | PROPELLER | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | APPLIANCE | Type | | |
| | | | Manufacturer | | |

6. Conformity Statement

| | | | |
|----------------------------------|--------------------|---|---------------------------------------|
| A. Agency's Name and Address | | B. Kind of Agency | |
| Name YINGLING AVIATION | | <input type="checkbox"/> U.S. Certificated Mechanic | <input type="checkbox"/> Manufacturer |
| Address 2010 AIRPORT ROAD | | <input type="checkbox"/> Foreign Certificated Mechanic | C. Certificate No. |
| City WICHITA | State KS | <input checked="" type="checkbox"/> Certificated Repair Station | YN8R621Y |
| Zip 67277 | Country USA | <input type="checkbox"/> Certificated Maintenance Organization | RADIO CLASS 1,2,3 |

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 <input type="checkbox"/> | Signature/Date of Authorized Individual <i>Legilio Pres Jr</i> 11/11/10 |
|--|--|

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

| | | | | |
|----|-----------------------------|------------------|--------------------------|---|
| BY | FAA Fit Standards Inspector | Manufacturer | Maintenance Organization | Person Approved by Canadian Department of Transport |
| | FAA Designee | X Repair Station | Inspection Authorization | Other (Specify) |

| | |
|---|---|
| Certificate or Designation No. YN8R621Y | Signature/Date of Authorized Individual <i>AC</i> 11/11/10 |
|---|---|

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.

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

Nationality and Registration Mark

Date _____

INSTALLED SYSTEMS: Installed Precise Flight Pulselite Control unit IAW STC SA4005NM.

CONTINUED AIRWORTHINESS INSTRUCTIONS: Reference Document No. 000PMAN0002 Rev. D (7/07) for Instructions for Continued Airworthiness.

AFMS: FAA Approved Flight Manual Supplement Doc. No. 000PMAN0001Rev. A (7/24/03) was inserted into the Aircraft Flight Manual.

WEIGHT & BALANCE and EQUIPMENT LIST: Revised Aircraft Weight & Balance and Equipment List. See Aircraft Weight & Balance records for details.

The above installation meets the requirements for static loading in accordance with A.C.43.13-2B Chapter 1 par. 106 through 114. No changes were noted to the compass system. Further details are on file at C.R.S. # YN8R621Y under W.O. # AVI 10096.

>>>>>>>>>>>>>END<<<<<<<<<<<<<<<

☐ Additional Sheets Are Attached



U.S. Department of
Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

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

| | | | |
|-------------|---|---|-----------------------------|
| 1. Aircraft | Nationality and Registration Mark USA N959JT | Serial No. T20608983 | |
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| 2. Owner | Name (As shown on registration certificate) CESSNA AIRCRAFT COMPANY | Address (As shown on registration certificate) ATTN: DEPT 093 3 CESSNA BLVD | |
| | | City WICHITA State KANSAS Zip 67215-1400 Country USA | |

3. For FAA Use Only

| 4. Type | | 5. Unit Identification | | | |
|--------------------------|-------------------------------------|------------------------|--|--------------------------------|---------------|
| Repair | Alteration | Unit | Make | Model | Serial Number |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | AIRFRAME | _____ | (As described in Item 1 above) | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | POWERPLANT | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | PROPELLER | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | APPLIANCE | Type _____ Manufacturer _____ | | |

6. Conformity Statement

| | | | |
|----------------------------------|--------------------|---|---------------------------------------|
| A. Agency's Name and Address | | B. Kind of Agency | |
| Name YINGLING AVIATION | | <input type="checkbox"/> U.S. Certificated Mechanic | <input type="checkbox"/> Manufacturer |
| Address 2010 AIRPORT ROAD | | <input type="checkbox"/> Foreign Certificated Mechanic | C. Certificate No. |
| City WICHITA | State KS | <input checked="" type="checkbox"/> Certificated Repair Station | YN8R621Y |
| Zip 67277 | Country USA | <input type="checkbox"/> Certificated Maintenance Organization | RADIO CLASS 1,2,3 |

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 <input type="checkbox"/> | Signature/Date of Authorized Individual 11/11/10 |
|--|---|

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

| | | | | |
|----|-----------------------------|------------------|--------------------------|---|
| BY | FAA Fit Standards Inspector | Manufacturer | Maintenance Organization | Person Approved by Canadian Department of Transport |
| | FAA Designee | X Repair Station | Inspection Authorization | Other (Specify) |

| | |
|--------------------------------|---|
| Certificate or Designation No. | Signature/Date of Authorized Individual 11/11/10 |
|--------------------------------|---|

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.)

FAA Form 337 (10-06)



U.S. Department of
Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

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

| | | | |
|-------------|---|---|-----------------------------|
| 1. Aircraft | Nationality and Registration Mark USA N959JT | Serial No. T20608983 | |
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| 2. Owner | Name (As shown on registration certificate) CESSNA AIRCRAFT COMPANY | Address (As shown on registration certificate) ATTN: DEPT 093 3 CESSNA BLVD | |
| | | City WICHITA State KANSAS Zip 67215-1400 Country USA | |

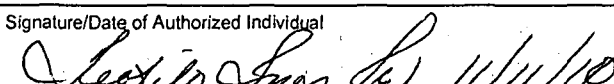
3. For FAA Use Only

| 4. Type | | 5. Unit Identification | | | |
|--------------------------|-------------------------------------|------------------------|--|--------------------------------|---------------|
| Repair | Alteration | Unit | Make | Model | Serial Number |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | AIRFRAME | _____ | (As described in Item 1 above) | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | POWERPLANT | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | PROPELLER | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | APPLIANCE | Type _____ Manufacturer _____ | | |

6. Conformity Statement

| | | | |
|-------------------------------------|--|---|---------------------------------------|
| A. Agency's Name and Address | | B. Kind of Agency | |
| Name YINGLING AVIATION | | <input type="checkbox"/> U.S. Certificated Mechanic | <input type="checkbox"/> Manufacturer |
| Address 2010 AIRPORT ROAD | | <input type="checkbox"/> Foreign Certificated Mechanic | C. Certificate No. |
| City WICHITA State KS | | <input checked="" type="checkbox"/> Certificated Repair Station | YN8R621Y |
| Zip 67277 Country USA | | <input type="checkbox"/> Certificated Maintenance Organization | RADIO CLASS 1,2,3 |

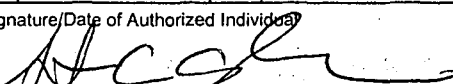
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

| | |
|--|--|
| Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/> | Signature/Date of Authorized Individual  11/11/10 |
|--|--|

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

| | | | | |
|----|--------------------------------|------------------|--------------------------|--|
| BY | FAA Flt Standards Inspector | Manufacturer | Maintenance Organization | Person Approved by Canadian Department of Transport |
| | FAA Designee | X Repair Station | Inspection Authorization | Other (Specify) |

| | |
|--|---|
| Certificate or Designation No. YN8R621Y | Signature/Date of Authorized Individual  11/11/10 |
|--|---|

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.

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

Nationality and Registration Mark

Date _____

Provisions: Installed antenna doublers under the fuselage for future install of a Directional Finder Antenna.

2 ea provisions at FSS 31.5

2 ea provisions at FSS 44.0

Cut 1 ea opening provision for DF antenna coax. Located on pilot side under the fuselage at FSS 48.0. Fabricated and installed cover plate.

Reference:

AC 43.13-1B

AC 43.13-2B Chpt 3

The above installation meets the requirements for static loading in accordance with A.C.43.13-2B Chapter 1 par. 106 through 114. No changes were noted to the compass system. Further details are on file at C.R.S. # YN8R621Y under W.O. # AVI-10096.


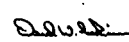
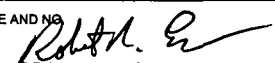
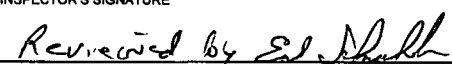
>>>>>>>>>>>END<<<<<<<<<<<<<

☐ Additional Sheets Are Attached

FAA FORM 8130-6, APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE

Form Approved O.M.B. No. 2120-0018

12/31/2010

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|  U.S. Department of Transportation Federal Aviation Administration | | APPLICATION FOR U. S. AIRWORTHINESS CERTIFICATE | | INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI and VII as applicable. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1. REGISTRATION MARK N959JT | | 2. AIRCRAFT BUILDER'S NAME (Make) Cessna Aircraft Company | | 3. AIRCRAFT MODEL DESIGNATION T206H | | 4. YR MFR 2010 | FAA CODING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 5. AIRCRAFT SERIAL NO. T20608983 | | 6. ENGINE BUILDER'S NAME (Make) Lycoming Engines | | 7. ENGINE MODEL DESIGNATION TIO-540-AJ1A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8. NUMBER OF ENGINES One | | 9. PROPELLER BUILDER'S NAME (Make) McCauley Propeller Systems | | 10. PROPELLER MODEL DESIGNATION B3D36C432/80VSA-1 | | 11. AIRCRAFT IS (Check if applicable) <input type="checkbox"/> IMPORT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| APPLICATION IS HEREBY MADE FOR: (Check applicable items) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="0"> <tr> <td>A</td> <td><input checked="" type="checkbox"/></td> <td>STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)</td> <td><input checked="" type="checkbox"/></td> <td>NORMAL</td> <td><input type="checkbox"/></td> <td>UTILITY</td> <td><input type="checkbox"/></td> <td>ACROBATIC</td> <td><input type="checkbox"/></td> <td>TRANSPORT</td> <td><input type="checkbox"/></td> <td>COMMUTER</td> <td><input type="checkbox"/></td> <td>BALLOON</td> <td><input type="checkbox"/></td> <td>OTHER</td> </tr> <tr> <td>B</td> <td><input type="checkbox"/></td> <td colspan="16">SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)</td> </tr> </table> | | | | | | | | | A | <input checked="" type="checkbox"/> | STANDARD AIRWORTHINESS CERTIFICATE (Indicate category) | <input checked="" type="checkbox"/> | NORMAL | <input type="checkbox"/> | UTILITY | <input type="checkbox"/> | ACROBATIC | <input type="checkbox"/> | TRANSPORT | <input type="checkbox"/> | COMMUTER | <input type="checkbox"/> | BALLOON | <input type="checkbox"/> | OTHER | B | <input type="checkbox"/> | SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A | <input checked="" type="checkbox"/> | STANDARD AIRWORTHINESS CERTIFICATE (Indicate category) | <input checked="" type="checkbox"/> | NORMAL | <input type="checkbox"/> | UTILITY | <input type="checkbox"/> | ACROBATIC | <input type="checkbox"/> | TRANSPORT | <input type="checkbox"/> | COMMUTER | <input type="checkbox"/> | BALLOON | <input type="checkbox"/> | OTHER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | <input type="checkbox"/> | SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="0"> <tr> <td rowspan="15">II. CERTIFICATION REQUESTED</td> <td>7</td> <td><input type="checkbox"/></td> <td>PRIMARY</td> <td colspan="15"></td> </tr> <tr> <td>9</td> <td><input type="checkbox"/></td> <td>LIGHT-SPORT (Indicate Class)</td> <td><input type="checkbox"/></td> <td>AIRPLANE</td> <td><input type="checkbox"/></td> <td>POWER-PARACHUTE</td> <td><input type="checkbox"/></td> <td>WEIGHT-SHIFT CONTROL</td> <td><input type="checkbox"/></td> <td>GLIDER</td> <td><input type="checkbox"/></td> <td>LIGHTER THAN AIR</td> <td colspan="3"></td> </tr> <tr> <td>2</td> <td><input type="checkbox"/></td> <td>LIMITED</td> <td colspan="15"></td> </tr> <tr> <td>5</td> <td><input type="checkbox"/></td> <td>PROVISIONAL (Indicate class)</td> <td>1</td> <td><input type="checkbox"/></td> <td>Class I</td> <td colspan="12"></td> </tr> <tr> <td></td> <td></td> <td></td> <td>2</td> <td><input type="checkbox"/></td> <td>Class II</td> <td colspan="12"></td> </tr> <tr> <td rowspan="3">3</td> <td rowspan="3"><input type="checkbox"/></td> <td rowspan="3">RESTRICTED (Indicate operation(s) to be conducted)</td> <td>1</td> <td><input type="checkbox"/></td> <td>AGRICULTURE AND PEST CONTROL</td> <td>2</td> <td><input type="checkbox"/></td> <td>AERIAL SURVEY</td> <td>3</td> <td><input type="checkbox"/></td> <td>AERIAL ADVERTISING</td> <td colspan="4"></td> </tr> <tr> <td>4</td> <td><input type="checkbox"/></td> <td>FOREST (Wildlife conservation)</td> <td>5</td> <td><input type="checkbox"/></td> <td>PATROLLING</td> <td>6</td> <td><input type="checkbox"/></td> <td>WEATHER CONTROL</td> <td colspan="2"></td> </tr> <tr> <td>0</td> <td><input type="checkbox"/></td> <td>OTHER (Specify)</td> <td colspan="7"></td> </tr> <tr> <td rowspan="4">4</td> <td rowspan="4"><input type="checkbox"/></td> <td rowspan="4">EXPERIMENTAL (Indicate operation(s) to be conducted)</td> <td>1</td> <td><input type="checkbox"/></td> <td>RESEARCH AND DEVELOPMENT</td> <td>2</td> <td><input type="checkbox"/></td> <td>AMATEUR BUILT</td> <td>3</td> <td><input type="checkbox"/></td> <td>EXHIBITION</td> <td colspan="4"></td> </tr> <tr> <td>4</td> <td><input type="checkbox"/></td> <td>AIR RACING</td> <td>5</td> <td><input type="checkbox"/></td> <td>CREW TRAINING</td> <td>6</td> <td><input type="checkbox"/></td> <td>MARKET SURVEY</td> <td colspan="2"></td> </tr> <tr> <td>0</td> <td><input type="checkbox"/></td> <td>TO SHOW COMPLIANCE WITH THE CFR</td> <td>7</td> <td><input type="checkbox"/></td> <td>OPERATING (Primary Category) KIT BUILT AIRCRAFT</td> <td colspan="4"></td> </tr> <tr> <td>8</td> <td><input type="checkbox"/></td> <td>OPERATING LIGHT-SPORT</td> <td>8A</td> <td><input type="checkbox"/></td> <td>Existing Aircraft without an airworthiness certificate & do not meet § 103.1</td> <td colspan="4"></td> </tr> <tr> <td></td> <td></td> <td></td> <td>8B</td> <td><input type="checkbox"/></td> <td>Operating Light-Sport Kit-Built</td> <td colspan="4"></td> </tr> <tr> <td></td> <td></td> <td></td> <td>8C</td> <td><input type="checkbox"/></td> <td>Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.90</td> <td colspan="4"></td> </tr> <tr> <td rowspan="5">8</td> <td rowspan="5"><input type="checkbox"/></td> <td rowspan="5">SPECIAL FLIGHT PERMIT (Indicate operation (s) to be conducted, then complete Section VI or VII as applicable on reverse side)</td> <td>1</td> <td><input type="checkbox"/></td> <td>FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE</td> <td colspan="7"></td> </tr> <tr> <td>2</td> <td><input type="checkbox"/></td> <td>EVACUATE FROM AREA OF IMPENDING DANGER</td> <td colspan="7"></td> </tr> <tr> <td>3</td> <td><input type="checkbox"/></td> <td>OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT</td> <td colspan="7"></td> </tr> <tr> <td>4</td> <td><input type="checkbox"/></td> <td>DELIVERING OR EXPORTING</td> <td>5</td> <td><input type="checkbox"/></td> <td>PRODUCTION FLIGHT TESTING</td> <td colspan="4"></td> </tr> <tr> <td>6</td> <td><input type="checkbox"/></td> <td>CUSTOMER DEMONSTRATION FLIGHTS</td> <td colspan="7"></td> </tr> </table> | | | | | | | | | II. CERTIFICATION REQUESTED | 7 | <input type="checkbox"/> | PRIMARY | | | | | | | | | | | | | | | | 9 | <input type="checkbox"/> | LIGHT-SPORT (Indicate Class) | <input type="checkbox"/> | AIRPLANE | <input type="checkbox"/> | POWER-PARACHUTE | <input type="checkbox"/> | WEIGHT-SHIFT CONTROL | <input type="checkbox"/> | GLIDER | <input type="checkbox"/> | LIGHTER THAN AIR | | | | 2 | <input type="checkbox"/> | LIMITED | | | | | | | | | | | | | | | | 5 | <input type="checkbox"/> | PROVISIONAL (Indicate class) | 1 | <input type="checkbox"/> | Class I | | | | | | | | | | | | | | | | 2 | <input type="checkbox"/> | Class II | | | | | | | | | | | | | 3 | <input type="checkbox"/> | RESTRICTED (Indicate operation(s) to be conducted) | 1 | <input type="checkbox"/> | AGRICULTURE AND PEST CONTROL | 2 | <input type="checkbox"/> | AERIAL SURVEY | 3 | <input type="checkbox"/> | AERIAL ADVERTISING | | | | | 4 | <input type="checkbox"/> | FOREST (Wildlife conservation) | 5 | <input type="checkbox"/> | PATROLLING | 6 | <input type="checkbox"/> | WEATHER CONTROL | | | 0 | <input type="checkbox"/> | OTHER (Specify) | | | | | | | | 4 | <input type="checkbox"/> | EXPERIMENTAL (Indicate operation(s) to be conducted) | 1 | <input type="checkbox"/> | RESEARCH AND DEVELOPMENT | 2 | <input type="checkbox"/> | AMATEUR BUILT | 3 | <input type="checkbox"/> | EXHIBITION | | | | | 4 | <input type="checkbox"/> | AIR RACING | 5 | <input type="checkbox"/> | CREW TRAINING | 6 | <input type="checkbox"/> | MARKET SURVEY | | | 0 | <input type="checkbox"/> | TO SHOW COMPLIANCE WITH THE CFR | 7 | <input type="checkbox"/> | OPERATING (Primary Category) KIT BUILT AIRCRAFT | | | | | 8 | <input type="checkbox"/> | OPERATING LIGHT-SPORT | 8A | <input type="checkbox"/> | Existing Aircraft without an airworthiness certificate & do not meet § 103.1 | | | | | | | | 8B | <input type="checkbox"/> | Operating Light-Sport Kit-Built | | | | | | | | 8C | <input type="checkbox"/> | Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.90 | | | | | 8 | <input type="checkbox"/> | SPECIAL FLIGHT PERMIT (Indicate operation (s) to be conducted, then complete Section VI or VII as applicable on reverse side) | 1 | <input type="checkbox"/> | FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE | | | | | | | | 2 | <input type="checkbox"/> | EVACUATE FROM AREA OF IMPENDING DANGER | | | | | | | | 3 | <input type="checkbox"/> | OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT | | | | | | | | 4 | <input type="checkbox"/> | DELIVERING OR EXPORTING | 5 | <input type="checkbox"/> | PRODUCTION FLIGHT TESTING | | | | | 6 | <input type="checkbox"/> | CUSTOMER DEMONSTRATION FLIGHTS | | | | | | | |
| II. CERTIFICATION REQUESTED | 7 | <input type="checkbox"/> | PRIMARY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 9 | <input type="checkbox"/> | LIGHT-SPORT (Indicate Class) | <input type="checkbox"/> | AIRPLANE | <input type="checkbox"/> | POWER-PARACHUTE | <input type="checkbox"/> | | WEIGHT-SHIFT CONTROL | <input type="checkbox"/> | GLIDER | <input type="checkbox"/> | LIGHTER THAN AIR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2 | <input type="checkbox"/> | LIMITED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5 | <input type="checkbox"/> | PROVISIONAL (Indicate class) | 1 | <input type="checkbox"/> | Class I | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 2 | <input type="checkbox"/> | Class II | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3 | <input type="checkbox"/> | RESTRICTED (Indicate operation(s) to be conducted) | 1 | <input type="checkbox"/> | AGRICULTURE AND PEST CONTROL | 2 | <input type="checkbox"/> | | AERIAL SURVEY | 3 | <input type="checkbox"/> | AERIAL ADVERTISING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 4 | <input type="checkbox"/> | FOREST (Wildlife conservation) | 5 | <input type="checkbox"/> | | PATROLLING | 6 | <input type="checkbox"/> | WEATHER CONTROL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 0 | <input type="checkbox"/> | OTHER (Specify) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4 | <input type="checkbox"/> | EXPERIMENTAL (Indicate operation(s) to be conducted) | 1 | <input type="checkbox"/> | RESEARCH AND DEVELOPMENT | 2 | <input type="checkbox"/> | | AMATEUR BUILT | 3 | <input type="checkbox"/> | EXHIBITION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 4 | <input type="checkbox"/> | AIR RACING | 5 | <input type="checkbox"/> | | CREW TRAINING | 6 | <input type="checkbox"/> | MARKET SURVEY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 0 | <input type="checkbox"/> | TO SHOW COMPLIANCE WITH THE CFR | 7 | <input type="checkbox"/> | | OPERATING (Primary Category) KIT BUILT AIRCRAFT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 8 | <input type="checkbox"/> | OPERATING LIGHT-SPORT | 8A | <input type="checkbox"/> | | Existing Aircraft without an airworthiness certificate & do not meet § 103.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 8B | <input type="checkbox"/> | Operating Light-Sport Kit-Built | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 8C | <input type="checkbox"/> | Operating light-sport previously issued special light-sport category airworthiness certificate under § 21.90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8 | <input type="checkbox"/> | SPECIAL FLIGHT PERMIT (Indicate operation (s) to be conducted, then complete Section VI or VII as applicable on reverse side) | 1 | <input type="checkbox"/> | FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE, OR STORAGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | <input type="checkbox"/> | EVACUATE FROM AREA OF IMPENDING DANGER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | <input type="checkbox"/> | OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | <input type="checkbox"/> | DELIVERING OR EXPORTING | 5 | <input type="checkbox"/> | PRODUCTION FLIGHT TESTING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | <input type="checkbox"/> | CUSTOMER DEMONSTRATION FLIGHTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C <input checked="" type="checkbox"/> 6 MULTIPLE AIRWORTHINESS CERTIFICATE (check ABOVE: "Restricted Operation" and "Standard" or "Limited" as applicable) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="0"> <tr> <td colspan="4">A. REGISTERED OWNER (As shown on certificate of aircraft registration)</td> <td colspan="5">IF DEALER, CHECK HERE <input checked="" type="checkbox"/></td> </tr> <tr> <td colspan="4">NAME Cessna Aircraft Company</td> <td colspan="5">ADDRESS 1 Cessna Blvd., PO Box 1996, Independence, KS 67301</td> </tr> </table> | | | | | | | | | A. REGISTERED OWNER (As shown on certificate of aircraft registration) | | | | IF DEALER, CHECK HERE <input checked="" type="checkbox"/> | | | | | NAME Cessna Aircraft Company | | | | ADDRESS 1 Cessna Blvd., PO Box 1996, Independence, KS 67301 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. REGISTERED OWNER (As shown on certificate of aircraft registration) | | | | IF DEALER, CHECK HERE <input checked="" type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME Cessna Aircraft Company | | | | ADDRESS 1 Cessna Blvd., PO Box 1996, Independence, KS 67301 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) A4CE - Revision 47 | | | | <input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVES (Check if all applicable AD's are complied with and give the number of the last AD SUPPLEMENT available in the biweekly series as of the date of application) 2010-20 Sep 27, 2010 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AIRCRAFT LISTING (Give page number(s)) N/A | | | | SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated) SA01700LA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input checked="" type="checkbox"/> CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR section 91.417 | | | | TOTAL AIRFRAME HOURS 3.8 | | | 3 EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 et seq. and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DATE OF APPLICATION Oct 1, 2010 | | | NAME AND TITLE (Print or type) David W. LaPierre Quality Manager, Independence | | | | Signature  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IV. INSPECTION AGENCY VERIFICATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY (Complete the section only if 14 CFR part 21.183(d) applies). | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | <input type="checkbox"/> | 14 CFR PART 121 CERTIFICATE HOLDER (Give Certificate No.) | 3 | <input type="checkbox"/> | CERTIFICATED MECHANIC (Give Certificate No.) | 6 | <input type="checkbox"/> | CERTIFICATED REPAIR STATION (Give Certificate No.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | <input type="checkbox"/> | AIRCRAFT MANUFACTURER (Give name or firm) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DATE | | | TITLE | | | SIGNATURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| V. FAA REPRESENTATIVE CERTIFICATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (Check ALL applicable block items A and B) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. I find that the aircraft described in Section I or VII meets requirements for | | | | <input checked="" type="checkbox"/> THE CERTIFICATE REQUESTED <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B. Inspection for a special flight permit under Section VII was conducted by: | | | | FAA INSPECTOR  Robert R. Evans ODA-100129-CE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DATE Oct 1, 2010 | | | | MIDO/FSDO Office CE-43 | | DESIGNEE'S SIGNATURE AND NO. 1 | | FAA INSPECTOR'S SIGNATURE  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|---|--|---|--------------------------|-----------|---|---|--------------------------|------------------------|
| VI PRODUCTION FLIGHT TESTING | A MANUFACTURER | | | | | | | |
| | NAME | | ADDRESS | | | | | |
| | B. PRODUCTION BASIS <i>(Check applicable item)</i> | | | | | | | |
| | <input type="checkbox"/> | PRODUCTION CERTIFICATE <i>(Give production certificate number)</i> → | | | | | | |
| | <input type="checkbox"/> | TYPE CERTIFICATE ONLY | | | | | | |
| | <input type="checkbox"/> | APPROVED PRODUCTION INSPECTION SYSTEM | | | | | | |
| C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS | | | | | | | | |
| DATE OF APPLICATION | | NAME AND TITLE <i>(Print or type)</i> | | SIGNATURE | | | | |
| VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST | A. DESCRIPTION OF AIRCRAFT | | | | | | | |
| | REGISTERED OWNER | | ADDRESS | | | | | |
| | BUILDER <i>(Make)</i> | | MODEL | | | | | |
| | SERIAL NUMBER | | REGISTRATION MARK | | | | | |
| | B. DESCRIPTION OF FLIGHT CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> <i>(Check if applicable)</i> | | | | | | | |
| | FROM | | TO | | | | | |
| | VIA | | DEPARTURE DATE | DURATION | | | | |
| | c. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT | | | | | | | |
| | <input type="checkbox"/> | PILOT | <input type="checkbox"/> | CO-PILOT | <input type="checkbox"/> | FLIGHT ENGINEER | <input type="checkbox"/> | OTHER <i>(Specify)</i> |
| | D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS: | | | | | | | |
| | | | | | | | | |
| | E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: <i>(Use attachment if necessary)</i> | | | | | | | |
| | | | | | | | | |
| | F. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is safe for the flight described. | | | | | | | |
| DATE | | NAME AND TITLE <i>(Print or type)</i> | | | SIGNATURE | | | |
| | | | | | | | | |
| VIII AIRWORTHINESS DOCUMENTATION (FAA/DESIGNEE use only) | <input checked="" type="checkbox"/> | A. Operating Limitations and Markings in Compliance with 14 CFR section 91.9, as Applicable | | | G- Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i> | | | |
| | | B. Current Operating Limitations Attached | | | H. Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i> | | | |
| | | C. Data, Drawings, Photographs, etc. <i>(Attach when required)</i> | | | I. Previous Airworthiness Certificate issued in Accordance with 14 CFR Section _____ CAR _____ <i>(Original attached)</i> | | | |
| | <input checked="" type="checkbox"/> | D. Current Weight and Balance Information Available in Aircraft | | | | | | |
| | | E. Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i> | | | <input checked="" type="checkbox"/> | J. Current Airworthiness Certificate Issued in Accordance with 14 CFR Section 21.183 (a) | | |
| | <input checked="" type="checkbox"/> | F. This inspection Recorded in Aircraft Records | | | K. Light-Sport Aircraft Statement of Compliance, FAA Form 8130-15 <i>(Attach when required)</i> | | | |

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

| | | | |
|--|---|---|--|
| 1 NATIONALITY AND REGISTRATION MARKS N959JT | 2 MANUFACTURER AND MODEL Cessna Aircraft Company T206H | 3 AIRCRAFT SERIAL NUMBER T20608983 | 4 CATEGORY Normal |
|--|---|---|--|

5 AUTHORITY AND BASIS FOR ISSUANCE

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


Exceptions:

None

DUPLICATE

6 TERMS AND CONDITIONS

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

| | | |
|---|--|---|
| DATE OF ISSUANCE Oct 1, 2010 | FAA REPRESENTATIVE Robert R. Evans  | DESIGNATION NUMBER ODA-100129-CE |
|---|--|---|

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

