

# N178DA

## 1984 Citation SII

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# FAA Form

# 337s

**MSN: S550-0004**



*Prepared by the worldwide aviation specialists at RidgeAire, Inc.*



# 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	
WP-05 AB	

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))

<b>1. Aircraft</b>	Nationality and Registration Mark <b>United States N72AM</b>	Serial No. <b>S550-0004</b>	
	Make <b>CESSNA</b>	Model <b>S550</b>	Series
<b>2. Owner</b>	Name (As shown on registration certificate) <b>J R TOMKINSON INC</b>		Address (As shown on registration certificate) <b>1401 DOVE ST NEWPORT BEACH CA 92660</b>

### 3. For FAA Use Only

**The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person in Section 43.7 AWP-FSDO-05**

Date  
**FEB 05 2009**

Signature

**KENNETH C. BROCK  
AVIATION SAFETY INSP  
LGB FSDO**

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

### 6. Conformity Statement

<b>A. Agency's Name and Address</b> <b>WESTERN AVIONICS, INC.</b> <b>19711 CAMPUS DR.</b> <b>SANTA ANA, CA 92707</b>	<b>B. Kind of Agency</b> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"><input type="checkbox"/> U. S. Certified Mechanic</td> <td style="width: 70%;">Manufacturer</td> </tr> <tr> <td><input type="checkbox"/> Foreign Certified Mechanic</td> <td>C. Certificate No.</td> </tr> <tr> <td><input checked="" type="checkbox"/> Certified Repair Station</td> <td><b>YH3R997L</b></td> </tr> <tr> <td><input type="checkbox"/> Certified Maintenance Organization</td> <td><b>CLASS I, II, III</b></td> </tr> </table>	<input type="checkbox"/> U. S. Certified Mechanic	Manufacturer	<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.	<input checked="" type="checkbox"/> Certified Repair Station	<b>YH3R997L</b>	<input type="checkbox"/> Certified Maintenance Organization	<b>CLASS I, II, III</b>
<input type="checkbox"/> U. S. Certified Mechanic	Manufacturer								
<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.								
<input checked="" type="checkbox"/> Certified Repair Station	<b>YH3R997L</b>								
<input type="checkbox"/> Certified Maintenance Organization	<b>CLASS I, II, III</b>								

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 	<b>STAN ERICKSON</b> 2/5/08
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### 7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  Approved  Rejected

	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
BY	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization	Other (Specify)
Certificate of Designation No. <b>YH3R997L</b>		Signature/Date of Authorized Individual 		

## 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.)

#### MOVING MAP INSTALLATION

1. Installed (1) FLIGHT DISPLAY SYSTEMS FD200CPU-7 S/N 7007051 system at station with (1) LCD display in passenger cabin at station 135.0 reference to STC SA02684AT dated 08/13/06 and in accordance with Manufactures Installation Manual # FD200CPU-7.
2. Installation conforms to Acceptable Methods, Techniques, and Practices of AC 43.13-1B Chapter 7, section 3, 4, 5; Chapter 11, section 1, pars. 1, 2, 7, section 3, pars. 30, 31, 32, 33 section 7, AC 43.13-2A Chapter 2, pars. 21-27; Chapter 3, pars. 36-38, 44; Chapter 11, pars. 211-214; Chapter 13, pars. 261-263.
3. Continued Airworthiness Instructions:  
The Moving map is designed and manufactured to allow "on condition maintenance."  
Maintenance shall be performed as stated in the Manual # FD200CPU-7 and ICA contained below.
4. FD200CPU-7 exhibits no interference to communication or navigation systems.
5. Pertinent details of this alteration are on file at this agency under work order numbered 219445.
6. A flight test was performed to confirm that the system operates properly, safely, in accordance with manufactures specifications, and is not a source of objectionable interference's
7. An operator's handbook was provided.
8. Aircraft weight & balance was superceded
9. Aircraft equipment list was revised.

END OF DATA

#### Instructions for Continued Airworthiness

1. Introduction: CITATION S550 N72AM S/N S550-004.
2. Description: The moving map provides aircraft position to the passengers.
3. Control, Operation Information: See operator's handbook.
4. Servicing Information: Factory repair only.
5. Maintenance Instructions: Maintenance of the moving map is "on condition" only. Periodic maintenance is not required.
6. Trouble Shooting Information: Refer to the moving map Maintenance Manual.
7. Removal & Replacement Info: Refer to sections 2 and 3 of the moving map Installation Manual. If the unit is removed and reinstalled, a functional check of the equipment should be conducted in accordance with section 5 of the moving map Installation Manual.
8. Diagrams: Refer to sections 3 and 4 of the Installation Manual.
9. Special Inspection requirements: N/A.
10. Application of Protective Treatments: N/A.

Page 1

ADDITIONAL SHEETS ARE ATTACHED

**NOTICE**

Weights 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.

**6. Description of Work Accomplished**

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

CITATION S550  
N72AM S/N: S550-004

- 11. Data: Relative to Structural Fasteners  
Unit installation, removal and replacement should be in accordance with applicable provisions of AC 43.13-1B and 43.13-2A.
- 12. List of Special Tools: N/A
- 13. For commuter category aircraft: Not Applicable
- 14. Recommended Overhaul Periods: There are no additional overhaul time limitations.
- 15. Airworthiness Limitation Section: N/A
- 16. Revision: A letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement:

“The attached revised / new Instructions for Continued Airworthiness (date \_\_\_\_\_) for the above aircraft or component major alteration have been accepted by the FAA, superseding the ICA (dated \_\_\_\_\_).” Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the Form 337.”

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\*\*\*\*\* NOTHING FOLLOWS \*\*\*\*\*

ADDITIONAL SHEETS ARE ATTACHED



US Department of Transportation  
Federal Aviation Administration

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

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification

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

1. Aircraft	Make CESSNA	Model S-550
	Serial No. 0004	Nationality and Registration Mark N72AM
2. Owner	Name (As shown on registration certificate) J. R. TOMKINSON INC.	Address (As shown on registration certificate) 1401 DOVE STREET NEUPORT BEACH, CALIFORNIA 92660-2431

**3. For FAA Use Only**

**4. Unit Identification**

**5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
AIRCRAFT MAINTENANCE SERVICES 3950 MERLIN DRIVE KISSIMMEE, FLORIDA 34741	<input type="checkbox"/> U.S. Certificated Mechanic	CRS R1JR638N
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 03/09/2007	Signature of Authorized Individual 
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**7. Approval for Return To Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 03/09/2007	Certificate or Designation No. CRS R1JR638N	Signature of Authorized Individual 
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NOTICE

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

8. Description of Work Accomplished

N72AM, S-II 550, SERIAL NUMBER 0004

01. REMOVED HORIZONTAL STABILIZER ASSEMBLY P/N 5532000-48, S/N 509 PER CITATION S-550 M.M. CHAPTER 55-10-01 PAR. 3 A, FOR STRUCTURAL REPAIR DUE TO L/H LEADING EDGE BIRD STRIKE DAMAGE.
02. PERFORMED A DETAILED STRUCTURAL INSPECTION PER CITATION S-550 M.M. CHAPTER 55-10-01-212, PAR. 3, (HORIZONTAL STABILIZER INTERNAL INSPECTION ), AND PAR. 4, (HORIZONTAL STABILIZER FORWARD, AFT AND AUXILIARY SPARS INSPECTION ).
03. REMOVED AND REPLACED THE FOLLOWING STRUCTURAL MEMBERS PER CITATION S-550 STRUCTURAL REPAIR MANUAL 55-10-09, PAR 2 :
  1. SKIN ASSEMBLY 124A, P/N 5532000-53, 2. SKIN ASSEMBLY LOWER 4A, P/N 5532000-45
  3. SKIN LEAD, EDGE L/H, P/N 5532000-65 4. RIB 24A, P/N 5532024-16
  5. RIB P/N 5532023-23, 5532023-24, 6. TIP AY 124A, P/N 5532030-3, L/H AND R/H
  7. L/E PANEL, D3715
04. INSTALLED HORIZONTAL STABILIZER ASSEMBLY P/N 5532000-48, S/N 509 AFTER REPAIR PER CITATION S-550 M.M. CHAPTER 55-10-01 PAR. 3 B.
05. INSTALLED L/H AND R/H ELEVATORS PER CITATION M.M. CHAPTER 27-31-01, PAR. 2 B. VERIFIED ELEVATOR NEUTRAL ALIGNMENT PER CITATION M.M. CHAPTER 27-31-00, PAR. 3 A. RIG ELEVATOR TRIM CONTROL SYSTEM PER CITATION M.M. CHAPTER 27-31-00 PAR. 3 B AND 4 A.
06. INSTALLED AIRFOIL ANTI-ICE OUTBOARD L/H PANEL AND PERFORMED AIRFOIL ANTI-ICE SYSTEM TEST AND LEAK CHECK, PER CITATION S-550 M.M. CHAPTER 30-10-00, PAR. 2,12,14,16, 20-32-00.

----- END -----

Additional Sheets Are Attached

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

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

**INSTRUCTIONS:** Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>S550</b>
	Serial No. <b>S550-004</b>	Nationality and Registration Mark <b>United States N72AM</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>J R TOMKINSON INC</b>	Address (As shown on registration certificate) <b>1401 DOVE ST NEWPORT BEACH CA 92660</b>

**3. For FAA Use Only**

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
<b>AIRFRAME</b>	(As described in Item 1 above)				<b>X</b>
<b>POWERPLANT</b>					
<b>PROPELLER</b>					
<b>APPLIANCE</b>	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
<b>WESTERN AVIONICS, INC. 19711 CAMPUS DR. SANTA ANA, CA 92707 YH3R997L</b>	<input type="checkbox"/> U. S. Certified Mechanic	<b>YH3R997L</b>
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input checked="" type="checkbox"/> Certified Repair Station	
	<input type="checkbox"/> Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U. S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <b>9/26/06</b>	Signature of Authorized Individual <b>STAN ERICKSON</b>
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**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  **APPROVED**  **REJECTED**

BY	FAA Fit. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<b>X</b>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>9/26/06</b>		Certificate or Designation No. <b>YH3R997L</b>		Signature of Authorized Individual <b>STAN ERICKSON</b>	

## NOTICE

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

### B. Description of Work Accomplished

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

#### VFR GPS INSTALLATION

1. Installed (1) Garmin GNS 430A GPS Navigation System s/n 97135913 in the number (2) position located avionics stack at station 102.5 referenced to STC SA00705WI dated Oct, 1998 and in accordance with Manufactures Installation Manual # 190-00140-02 Rev. F, dated Oct., 1999.
2. The GA 56 GPS Antenna is located on top of the aircraft at station 191.50. For further details on its mounting and doubler plate see AC 43.13-2A Chapter 3. This Antenna is sealed with MIL S-8802 type sealant.
3. The Garmin GNS 430 GPS Receiver is manufactured, tested and certified to be in compliance with TSO C129, Class A1.
4. The GPS is coupled to the GI 106A and GTX 330 transponder.
5. The ATC transponder and automatic pressure altitude reporting equipment integration test required by FAR 91.413 (b) have been performed and found to comply with FAR part 43, Appendix F.
6. The Garmin GNS 430A is protected by 5-amp circuit breaker for the GPS and 10 AMP circuit breaker for the comm, both labeled accordingly located on the pilot's circuit breaker panel. Maximum electrical load did not exceed 80% of the generating capacity of the electrical charging system.
7. All Tefzel Mil 22759 wiring was used in this install.
8. Installation conforms to Acceptable Methods, Techniques, and Practices of AC 43.13-1B Chapter 7, section 3,4,5; Chapter 11, section 1, pars. 1, 2, 7, section 3, pars. 30, 31, 32, 33 section 7, AC 43.13-2A Chapter 2, pars. 21-27; Chapter 3, pars. 36-38, 44; Chapter 11, pars. 211-214; Chapter 13, pars. 261-263 and AC20-138.
9. Continued Airworthiness Instructions: The Garmin GNS430A is designed and manufactured to allow "on condition maintenance." Maintenance shall be performed as stated in Garmin Maintenance Manual # 190-00140-02 and ICA contained below.
10. GPS exhibits no interference to communication or navigation systems.
11. A PLACARD WAS INSTALLED IN CLEAR VIEW OF THE PILOT INDICATING THAT THE SYSTEM IS NOT APPROVED FOR NAVIGATION UNDER IFR CONDITIONS.
12. Pertinent details of this alteration are on file at this agency under work order numbered 216568. flight test was performed to confirm that the system operates properly, safely, in accordance with manufactures specifications, and is not a source of objectionable interference's
13. An operator's handbook was provided.
14. Aircraft weight & balance was superceded
15. Aircraft equipment list was revised.

END OF DATA

PAGE 1

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.)

**Instructions for Continued Airworthiness**

1. Introduction: CESSNA S550 N72AM S/N S550-004.
2. Description: The GNS 430A is a GPS receiver certifiable for IFR en route, terminal, and non-precision approach operations.
3. Control, Operation Information: Operate per manufactures Pilot Guide or quick reference guide.
4. Servicing Information: Replace Jeppesen data card with updated card each 28 days when received. Replace card per instructions in Pilot Guide para 3.2.
5. Maintenance Instructions: Periodic Maintenance of the GNS 430 is not required per Appendix A of installation manual.
6. Trouble Shooting Information: See attached wiring diagrams provided.
7. Removal & Replacement Info: When replacing Jeppesen data card, insure that the card silver backing is facing to the right of the unit. When removing the GPS from the console, remove adjacent units before attempting to remove GPS to allow room to disconnect the cooling tube and the electrical connectors. Reverse removal instructions when installing unit.
8. Diagrams: None required
9. Special Inspection requirements: None required
10. Application of Protective Treatments: None required
11. Data: As listed on above 337.
12. List of Special Tools: None required
13. For commuter category aircraft: Not Applicable
14. Recommended Overhaul Periods: There are no additional overhaul time limitations.
15. Airworthiness Limitation Section: System not approved for IFR navigation.
16. Revision: A letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement:

“The attached revised / new Instructions for Continued Airworthiness (date \_\_\_\_\_) for the above aircraft or component major alteration have been accepted by the FAA, superseding the ICA (dated \_\_\_\_\_).” Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the Form 337.”

PAGE 2

\*\*\*\*\* NOTHING FOLLOWS \*\*\*\*\*

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

For FAA Use Only

Office Identification  
*WP-05 AB*

**INSTRUCTIONS:** Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>S550</b>
	Serial No. <b>S550-004</b>	Nationality and Registration Mark <b>United States N72AM</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>J R TOMKINSON INC</b>	Address (As shown on registration certificate) <b>1401 DOVE ST NEWPORT BEACH CA 92660</b>

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person in Section 43.7 AWP-FSDO-05

3. For FAA Use Only

Date **OCT 02 2006** Signature *[Signature]* **KENNETH C. BROCK  
AVIATION SAFETY INSP  
RGB FSDO**

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
<b>AIRFRAME</b>	_____	(As described in Item 1 above)	_____		<b>X</b>
<b>POWERPLANT</b>					
<b>PROPELLER</b>					
<b>APPLIANCE</b>	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
WESTERN AVIONICS, INC. 19711 CAMPUS DR. SANTA ANA, CA 92707 YH3R997L	<input type="checkbox"/> U. S. Certified Mechanic	YH3R997L
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input checked="" type="checkbox"/> Certified Repair Station	
	<input type="checkbox"/> Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U. S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <i>10/02/06</i>	Signature of Authorized Individual <i>[Signature]</i> STAN ERICKSON
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## NOTICE

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

### 8. Description of Work Accomplished

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

#### **MODE 'S' TRANSPONDER INSTALLATION**

1. Installed (1) Garmin GTX 330 Transponder SN 84122208 TSO C112 2A1 in the avionics stack at station 102.5 with reference to STC ST01125WI and in accordance with Manufactures Installation Manual # 190-00207-02 Rev. A, dated Nov. 2002.
2. The existing transponder Antenna located on bottom of the aircraft was used for this install.
3. The GTX 330 is coupled to GNS 530 and 430A.
4. The Garmin GTX 330 is protected by 5 amp main power circuit breakers located on the pilot's circuit breaker panel. Maximum electrical load did not exceed 80% of the generating capacity of the electrical charging system.
5. Installation conforms to Acceptable Methods, Techniques, and Practices of AC 43.13-1B Chapter 7, section 2,3,4,5; Chapter 11, section 1, pars. 1, 2, 7, section 3, pars. 30, 31, 32, 33 section 7, AC 43.13-2A Chapter 2, pars. 21-27; Chapter 3, pars. 36-38, 44; Chapter 11, pars. 211-214; Chapter 13, pars. 261-263.
6. All Tefzel Mil 22759 wiring was used in this install.
7. Continued Airworthiness Instructions:  
The Garmin GTX 330 is designed and manufactured to allow "on condition maintenance."  
Maintenance shall be performed as stated in Garmin Maintenance Manual # 190-00207-02 and ICA contained below.
8. GTX 330 exhibits no interference to communication or navigation systems.
9. Pertinent details of this alteration are on file at this agency under work order numbered 216568.
10. FAA approved Airplane Flight Manual Supplement Dated: OCT 02 2006 was installed into the Pilots Operating Handbook.
11. A flight test was performed to confirm that the system operates properly, safely, in accordance with manufactures specifications, and is not a source of objectionable interference's
12. An operator's handbook was provided.
13. Aircraft weight & balance was superceded
14. Aircraft equipment list was revised.

END OF DATA

#### **Instructions for Continued Airworthiness**

1. Introduction: CESSNA S550 N72AM S/N S550-004.
2. Description: GARMIN GTX 330 Installation Manual, P/N 190-00207-02.
3. Control, Operation Information: N.A.
4. Servicing Information: N/A.
5. Maintenance Instructions: Maintenance of the GTX 330 is "on condition" only. Periodic maintenance is not required. Refer to the GTX 330 Maintenance Manual, GARMIN part number 190-00207-02.

PAGE 1

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.)*

CESSNA S550 N72AM S/N S550-004

- 6. Trouble Shooting Information: Refer to the GTX 330 Installation Manual.
- 7. Removal & Replacement Info: Refer to sections 2 and 3 of the GTX 330 Installation Manual. If the unit is removed and reinstalled, a functional check of the equipment should be conducted in accordance with section 5 of the GTX 330 Installation Manual.
- 8. Diagrams: Refer to sections 3 and 4 of the GTX 330 Installation Manual.
- 9. Special Inspection requirements: N/A.
- 10. Application of Protective Treatments: N/A.
- 11. Data: Relative to Structural Fasteners

Unit installation, removal and replacement should be in accordance with applicable provisions of AC 43.13-1B and 43.13-2A.

- 12. List of Special Tools: N/A
- 13. For commuter category aircraft: Not Applicable
- 14. Recommended Overhaul Periods: There are no additional overhaul time limitations.
- 15. Airworthiness Limitation Section: N/A
- 16. Revision: A letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement:

"The attached revised / new Instructions for Continued Airworthiness (date \_\_\_\_\_) for the above aircraft or component major alteration have been accepted by the FAA, superseding the ICA (dated \_\_\_\_\_)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the Form 337."

Page 2

\*\*\*\*\* NOTHING FOLLOWS \*\*\*\*\*

Additional Sheets Are Attached



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

Form Approved  
OMB No. 2120-0020  
**For FAA Use Only**  
Office Identification  
*WP-05 AL6*

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>S550</b>
	Serial No. <b>S550-004</b>	Nationality and Registration Mark <b>United States N72AM</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>J R TOMKINSON INC</b>	Address (As shown on registration certificate) <b>1401 DOVE ST NEWPORT BEACH CA 92660</b>

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person in Section 43.7 AWP-FSDO-05

**3. For FAA Use Only**

Date **OCT 02 2006** Signature *[Signature]* **KENNETH C. BROCK  
AVIATION SAFETY INSP  
FSDO**

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				<b>X</b>
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address <b>WESTERN AVIONICS, INC. 19711 CAMPUS DR. SANTA ANA, CA 92707 YH3R997L</b>	B. Kind of Agency <input type="checkbox"/> U. S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <b>YH3R997L</b>
---	--	---------------------------------------

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U. S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <b>10/02/06</b>	Signature of Authorized Individual <b>STAN ERICKSON</b> <i>[Signature]</i>
-------------------------	---

**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

<b>BY</b>	FAA Fit. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<b>X</b>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>10/02/06</b>		Certificate or Designation No. <b>YH3R997L</b>		Signature of Authorized Individual <b>STAN ERICKSON</b> <i>[Signature]</i>	

**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.)

**GPS IFR CERTIFICATION PORTION**  
**ENROUTE, TERMINAL AND NON-PRECISION APPROACH**

1. Certify (1) existing Garmin GNS 430A GPS S/N 97135913 Navigation System that was previously installed per STC SA00705WI and Manufacturers Installation Manual #190-00140-02 Rev. C. dated Nov. 1998.
2. The GNS430 is manufactured, tested, and certified to be in compliance with TSO C129, Class A1 and qualified for IFR Enroute, Terminal, and Non-Precision Approach Certification.
3. An entry has been made in the aircraft logbook referencing this FAA Form 337 in compliance with FAR part 43.9.
4. Pertinent details of this alteration are on file at this agency under work order numbered 216568 and 337 form dated 09-20-06.
5. A flight test was performed to confirm that the system operates properly and safely in accordance with manufactures specifications, and is not a source of objectionable interference s.
6. Ground test Result: SATISFACTORY.  
Date of ground test 9/1/06 Repair Station Authorized Signatory
7. FAA approved Airplane flight Manual Supplement Dated OCT 02 2006 was installed into the Pilots Operating Handbook.
8. Instructions for Continued Airworthiness are contained on VFR 337 GPS 430 installation.

\*\*\*\*\* NOTHING FOLLOWS \*\*\*\*\*

Additional Sheets Are Attached



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

Form Approved  
OMB No. 2120-0020  
**For FAA Use Only**  
Office Identification  
*WP-05 AL*

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 is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>S550</b>
	Serial No. <b>S550-004</b>	Nationality and Registration Mark <b>United States N72AM</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>J R TOMKINSON INC</b>	Address (As shown on registration certificate) <b>1401 DOVE ST NEWPORT BEACH CA 92660</b>

**The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person in Section 43.7 AWP-FSDO-05**

3. For FAA Use Only

Date **OCT 02 2006** Signature *[Signature]* **KENNETH C. BROCK  
AVIATION SAFETY INSP  
LGB FSDO**

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
<b>AIRFRAME</b>	(As described in Item 1 above)				<b>X</b>
<b>POWERPLANT</b>					
<b>PROPELLER</b>					
<b>APPLIANCE</b>	Type				
	Manufacturer				

6. Conformity Statement		
A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
<b>WESTERN AVIONICS, INC. 19711 CAMPUS DR. SANTA ANA, CA 92707 YH3R997L</b>	<input type="checkbox"/> U. S. Certified Mechanic	<b>YH3R997L</b>
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input checked="" type="checkbox"/> Certified Repair Station	
	<input type="checkbox"/> Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U. S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date **10/02/06** Signature of Authorized Individual **STAN ERICKSON**

**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  **APPROVED**  **REJECTED**

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>10/02/06</b>		Certificate or Designation No. <b>YH3R997L</b>	Signature of Authorized Individual <b>STAN ERICKSON</b>	

## 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.)

#### **MFD INSTALLATION**

1. Installed L3 I-LINK MFD S/N 6068422 in avionics stack at station 102.50 in reference to STC SA02154AK dated 02/18/2000 and in accordance with Manufactures Installation Manual # 190-00355-02 Rev B., dated Feb. 2005.
2. The I-LINK is coupled to the GNS 530, 430A , ART 2000 and WX 500.
3. Installation conforms to Acceptable Methods, Techniques, and Practices of AC 43.13-1B Chapter 7, section 3,4,5; Chapter 11, section 1, pars. 1, 2, 7, section 3, pars. 30, 31, 32, 33 section 7, AC 43.13-2A Chapter 2, pars. 21-27; Chapter 3, pars. 36-38, 44; Chapter 11, pars. 211-214; Chapter 13, pars. 261-263.
4. Continued Airworthiness Instructions:
5. The L3 I-LINK is designed and manufactured to allow "on condition maintenance."
6. Maintenance shall be performed as stated in I-LINK Maintenance Manual #190-00355-02. See ICA below.
7. Ground and flight checks made and Stormscope exhibits no interference to other communications or navigation systems.
8. The will not cause a hazard to other aircraft systems, to the operation of the aircraft, or its occupants.
9. Pertinent details of this alteration are on file at this agency under work order numbered 215956.
10. FAA approved Airplane Flight Manual Supplement Dated: OCT 02 2006 was installed into the Pilots Operating Handbook.
11. An operators handbook was provided.
12. Aircraft Weight & Balance was superseded.
13. Aircraft equipment list was revised.

#### **END OF DATA**

#### **Instructions for Continued Airworthiness**

1. Introduction: CESSNA S550 N72AM S/N S550-004.
2. Description: The I-LINK MFD is a multi-function display capable of displaying moving maps, traffic, terrain and VFR/IFR charting functions.
3. Control, Operation Information: Operate per manufactures Pilot Guide or quick reference guide.
4. Servicing Information: Refer to the installation manual #190-00355-02 .
5. Maintenance Instructions: Periodic Maintenance of the I-LINK MFD is not required .
6. Trouble Shooting Information: See attached wiring diagrams provided.
7. Removal & Replacement Info: When removing the I-LINK from the console, remove adjacent units before attempting to remove I-LINK to allow room to disconnect the cooling tube and the electrical connectors. Reverse removal instructions when installing unit.
8. Diagrams: None required

Page 1

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.)

CESSNA S550 N72AM S/N S550-004

- 9. Special Inspection requirements: None required
- 10. Application of Protective Treatments: None required
- 11. Data: As listed on above 337.
- 12. List of Special Tools: None required
- 13. For commuter category aircraft: Not Applicable
- 14. Recommended Overhaul Periods: There are no additional overhaul time limitations.
- 15. Airworthiness Limitation Section: The I-LINK can only detect signals if they are received.
- 16. Revision: A letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement:

"The attached revised / new Instructions for Continued Airworthiness (date \_\_\_\_\_) for the above aircraft or component major alteration have been accepted by the FAA, superseding the ICA (dated \_\_\_\_\_)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the Form 337."

Page 2

\*\*\*\*\* NOTHING FOLLOWS \*\*\*\*\*

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

For FAA Use Only

Office Identification

WP-05 AL6

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>S550</b>
	Serial No. <b>S550-004</b>	Nationality and Registration Mark <b>United States N72AM</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>J R TOMKINSON INC</b>	Address (As shown on registration certificate) <b>1401 DOVE ST NEWPORT BEACH CA 92660</b>

**The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person in Section 43.7 AWP-FSDO-05**

3. For FAA Use Only

Date **OCT 02 2006**      Signature      **KENNETH C. BROCK  
AVIATION SAFETY INSP  
LGB FSDO**

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address <b>WESTERN AVIONICS, INC. 19711 CAMPUS DR. SANTA ANA, CA 92707 YH3R997L</b>	B. Kind of Agency <input type="checkbox"/> U. S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <b>YH3R997L</b>
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U. S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <b>10/02/06</b>	Signature of Authorized Individual <b>STAN ERICKSON</b>
-------------------------	--

**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Flt. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>10/02/06</b>		Certificate or Designation No. <b>YH3R997L</b>		Signature of Authorized Individual <b>STAN ERICKSON</b>	

## 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.)

### **XM SATELLITE WX INSTALLATION**

1. Installed Garmin GDL 69 s/n 47703106 in forward avionics bay at station 61.0 in reference to STC SA01487SE dated 12/20/04 and in accordance with Manufactures Installation Manual # 190-00355-02 Rev B., dated Feb. 2005. This aircraft is listed on the Approved Model List contained within STC SA01487SE.
2. The GA 55 Antenna is located on top of the aircraft at station 87504846. For further details on its mounting and doubler plate see AC 43.13-2A Chapter 3. This Antenna is sealed with MIL S-8802 type sealant.
3. The GDL 69 is coupled to the GNS 530 and 430.
4. The GDL 69 exhibits no interference to communication or navigation systems.
5. All Tefzel Mil 22759 wiring was used in this install.
6. Installation conforms to Acceptable Methods, Techniques, and Practices of AC 43.13-1B Chapter 7, section 3, 4, 5; Chapter 11, section 1, pars. 1, 2, 7, section 3, pars. 30, 31, 32, 33 section 7, AC 43.13-2A Chapter 2, pars. 21-27; Chapter 3, pars. 36-38, 44; Chapter 11, pars. 211-214; Chapter 13, pars. 261-263 and AC20-138.
7. Continued Airworthiness Instructions: The Garmin GDL 69 is designed and manufactured to allow "on condition maintenance." Maintenance shall be performed as stated in Garmin Maintenance Manual # 190-00355-02 and ICA contained below.
8. The GDL 69 exhibits no interference to communication or navigation systems.
9. Pertinent details of this alteration are on file at this agency under work order numbered 216568. flight test was performed to confirm that the system operates properly, safely, in accordance with manufactures specifications, and is not a source of objectionable interference's
10. A flight test was performed to confirm that the system operates properly, safely, in accordance with manufactures specifications, and is not a source of objectionable interference's.
11. An operator's handbook was provided.
12. Aircraft weight & balance was superseded
13. Aircraft equipment list was revised.

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.)

**Instructions for Continued Airworthiness**

1. Introduction: CESSNA S550 N72AM S/N S550-004.
2. Description: The GDL 69 is an XM Satellite radio data link receiver.
3. Control, Operation Information: Operate per manufactures Pilot Guide or quick reference guide.
4. Servicing Information: The GDL 69 does not require regular cleaning.
5. Maintenance Instructions: No scheduled servicing tasks or internal manual adjustments are required on the GDL 69.
6. Trouble Shooting Information: See attached wiring diagrams provided.
7. Removal & Replacement Info: Insert the GDL 69 into the rack, noting proper orientation as shown in install manual 190-00355-02.
8. Diagrams: None required
9. Special Inspection requirements: None required
10. Application of Protective Treatments: None required
11. Data: As listed on above 337.
12. List of Special Tools: None required
13. For commuter category aircraft: Not Applicable
14. Recommended Overhaul Periods: There are no additional overhaul time limitations.
15. Airworthiness Limitation Section: It is the installer's responsibility to preserve the essential characteristic of the aircraft being modified by this manual to be in accordance with aircraft manufacturer's original.
16. Revision: A letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement:

"The attached revised / new Instructions for Continued Airworthiness (date \_\_\_\_\_) for the above aircraft or component major alteration have been accepted by the FAA, superseding the ICA (dated \_\_\_\_\_)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the Form 337."

PAGE 2

\*\*\*\*\* NOTHING FOLLOWS \*\*\*\*\*

Additional Sheets Are Attached

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

Form Approved  
OMB No. 2120-0020  
**For FAA Use Only**  
Office Identification  
*WP-05 AB*

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>S550</b>	Nationality and Registration Mark <b>United States N72AM</b>
	Serial No. <b>S550-004</b>		
<b>2. Owner</b>	Name (As shown on registration certificate) <b>J R TOMKINSON INC</b>		Address (As shown on registration certificate) <b>1401 DOVE ST NEWPORT BEACH CA 92660</b>

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person in Section 43.7 AWP-FSDO-05  
Date **OCT 02 2006** Signature *KCB*  
**KENNETH C. BROCK**  
**AVIATION SAFETY INSP**  
**LGB FSDO**

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				<b>X</b>
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement		
A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
<b>WESTERN AVIONICS, INC.</b> 19711 CAMPUS DR. SANTA ANA, CA 92707 YH3R997L	<input type="checkbox"/> U. S. Certified Mechanic	<b>YH3R997L</b>
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input checked="" type="checkbox"/> Certified Repair Station	
	<input type="checkbox"/> Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U. S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <b>10/02/06</b>	Signature of Authorized Individual <b>STAN ERICKSON</b>
-------------------------	--

**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Fit. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<b>X</b>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>10/02/06</b>		Certificate or Designation No. <b>YH3R997L</b>		Signature of Authorized Individual <b>STAN ERICKSON</b>	

## 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.)

### INTERFACE ADAPTER INSTALLATION

1. Installed (1) Garmin GAD 42 SN 99602540 interface Adapter at station 149.6 referenced to STC SA00880WI dated 5/31/00 and in accordance with Manufactures Installation Manual # 190-00159-00 Rev. B, dated Aug. 2000.
2. The GAD 42 is coupled to the C-14, VG-14A and ART 2000.
3. The Garmin GAD 42 is protected by 2 amp circuit breakers located on the pilot's circuit breaker panel. Maximum electrical load did not exceed 80% of the generating capacity of the electrical charging system.
4. All Tefzel Mil 22759 wiring was used in this install.
5. Installation conforms to Acceptable Methods, Techniques, and Practices of AC 43.13-1B Chapter 7, section 3,4,5; Chapter 11, section 1, pars. 1, 2, 7, section 2 pars. 424, 428-430, section 3, pars. 442-445, 447-451, section 7, pars. 514-520; AC 43.13-2A Chapter 2, pars. 21-27; Chapter 3, pars. 36-38, 42, 44; Chapter 11, pars. 211-214; Chapter 13, pars. 261-263 and AC 20-138.
6. Continued Airworthiness Instructions:  
The Garmin GAD 42 is designed and manufactured to allow "on condition maintenance."  
Maintenance shall be performed as stated in Garmin Maintenance Manual # 190-00159-00 and ICA contained below.
7. The GAD 42 exhibits no interference to communication or navigation systems.
8. Pertinent details of this alteration are on file at this agency under work order numbered 216568.
9. A flight test was performed to confirm that the system operates properly, safely, in accordance with manufactures specifications, and is not a source of objectionable interference's
10. An operators handbook was provided.
11. Aircraft weight & balance was superceded.
12. Aircraft equipment list was revised.

END OF DATA

### Instructions for Continued Airworthiness

1. Introduction: CESSNA S550 N72AM S/N S550-004.
2. Description: The GAD 42 interface provides a variety of electrical interfaces for product enhancement.
3. Control, Operation Information: Operate per manufactures Pilot Guide or quick reference guide.
4. Servicing Information: When service is required only the factory is authorized to repair the unit.
5. Maintenance Instructions: Periodic Maintenance of the GAD 42 is not required.
6. Trouble Shooting Information: See attached wiring diagrams provided.

Page 1

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.)*

CESSNA S550  
N72AM S/N S550-004

- 7. Removal & Replacement Info: When removing the GAD 42 from the console, remove adjacent units before attempting to remove GPS to allow room to disconnect the electrical connectors. Reverse removal instructions when installing unit.
- 8. Diagrams: None required
- 9. Special Inspection requirements: None required
- 10. Application of Protective Treatments: None required
- 11. Data: As listed on above 337.
- 12. List of Special Tools: None required
- 13. For commuter category aircraft: Not Applicable
- 14. Recommended Overhaul Periods: There are no additional overhaul time limitations.
- 15. Airworthiness Limitation Section: System not approved for IFR navigation.
- 16. Revision: A letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement:

"The attached revised / new Instructions for Continued Airworthiness (date \_\_\_\_\_) for the above aircraft or component major alteration have been accepted by the FAA, superseding the ICA (dated \_\_\_\_\_)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the Form 337."

Page 2

\*\*\*\*\* NOTHING FOLLOWS \*\*\*\*\*

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

For FAA Use Only

Office Identification

WP-05 AL6

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>S550</b>
	Serial No. <b>S550-004</b>	Nationality and Registration Mark <b>United States N72AM</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>J R TOMKINSON INC</b>	Address (As shown on registration certificate) <b>1401 DOVE ST NEWPORT BEACH CA 92660</b>

<p>The technical data identified herein has been found to <del>comply with applicable airworthiness requirements</del> and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person in Section 43.7 AWP-FSDO-05</p> <p>Date <b>OCT 02 2006</b></p>	<p style="text-align: center;"><b>3. For FAA Use Only</b></p> <p style="text-align: center;">KENNETH C. BROCK AVIATION SAFETY INSP LGB FSDO</p> <p style="text-align: center;">Signature </p>
---	---

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	_____	(As described in Item 1 above)	_____		<b>X</b>
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement		
A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
WESTERN AVIONICS, INC. 19711 CAMPUS DR. SANTA ANA, CA 92707 YH3R997L	<input type="checkbox"/> U. S. Certified Mechanic	YH3R997L
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input checked="" type="checkbox"/> Certified Repair Station	
	<input type="checkbox"/> Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U. S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <b>10/02/06</b>	Signature of Authorized Individual <b>STAN ERICKSON</b>
-------------------------	--

**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
			Person Approved by Transport	



## 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.)

### TAS INSTALLATION

1. Installed BFG SKY 899 TAS system in space provided located in the rear avionics bay at station 359.10 referenced to STC #ST01552CH-D and the Manufacturers Installation Manual #009-11900-001 Rev. A, dated Sept. 4, 2001.
2. The SKYWATCH is displayed on the GNS 530 display.
3. The NY-164 Antenna is located on top of the aircraft at station 374.0. For further details on its mounting and doubler plate see BFG Antenna Installation Drawing # AV550-106 dated 10-22-93 and Acceptable Methods, Techniques, and Practices of AC 43.13-2A Chapter 13. This Antenna is sealed with MIL S-8802 type sealant.
4. Installation conforms to Acceptable Methods, Techniques, and Practices of AC 43.13-1B Chapter 7, section 2, 3,4,5; Chapter 11, section 1, pars. 1, 2, 7, section 3, pars. 30, 31, 32, 33 section 7, AC 43.13-2A Chapter 2, pars. 21-27; Chapter 13, pars. 261-263.
5. The BFG SKY 899 is protected by 5 amp circuit breakers located on the copilot circuit breaker panel. Maximum electrical load did not exceed 80% of the generating capacity of the electrical charging system.
6. Continued Airworthiness Instructions: The BFG SKY 899 TCAS is designed and manufactured to allow "on condition maintenance."
7. Maintenance shall be performed as stated in BFG Maintenance Manual # 009-11900-001 and ICA contained below.
8. Pertinent details of this alteration are on file at this agency under work order numbered 216568.
9. Ground and flight checks made and TAS exhibits no interference to other communications or navigation systems.
10. The TAS will not cause a hazard to other aircraft systems, to the operation of the aircraft, or its occupants.
11. FAA approved Aircraft Flight Manual Supplement dated: OCT 02 2006 was installed into the Pilots Operating Handbook.
12. Aircraft weight & balance was revised.
13. Aircraft equipment list was revised.

END OF DATA

### Instructions for Continued Airworthiness

1. Introduction: CESSNA S550 N72AM S/N S550-004.
2. Description: The Skywatch System is an on-board traffic advisory system.
3. Control, Operation Information: Operate per manufactures Pilot Guide or quick reference guide.
4. Servicing Information: None required.
5. Maintenance Instructions: At regular inspection intervals, do the periodic maintenance procedures of paragraph 4.3.1 thru 4.3.3.
6. Trouble Shooting Information: See attached wiring diagrams provided.
7. Removal & Replacement Info: When removing the Skywatch from the console, remove adjacent units before attempting to remove processor to allow room to disconnect the electrical connectors. Reverse removal instructions when installing unit.
8. Diagrams: None required
9. Special Inspection requirements: None required

PAGE 1

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.)*

**CESSNA S550  
N72AM S/N S550-004**

- 10. Application of Protective Treatments: None required
- 11. Data: As listed on above 337.
- 12. List of Special Tools: None required
- 13. For commuter category aircraft: Not Applicable
- 14. Recommended Overhaul Periods: There are no additional overhaul time limitations.
- 15. Airworthiness Limitation Section: None required.
- 16. Revision: A letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement:

“The attached revised / new Instructions for Continued Airworthiness (date \_\_\_\_\_) for the above aircraft or component major alteration have been accepted by the FAA, superseding the ICA (dated \_\_\_\_\_).” Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the Form 337.”

PAGE 2

\*\*\*\*\* NOTHING FOLLOWS \*\*\*\*\*

Additional Sheets Are Attached

# MAJOR REPAIR AND ALTERATION

## (Airframe, Powerplant, Propeller, or Appliance)

Form Approved  
OMB No. 2120-0020  
**For FAA Use Only**  
Office Identification  
*WP-05 A6*

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$ 1000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make <b>CESSNA</b>	Model <b>S550</b>
	Serial No. <b>S550-004</b>	Nationality and Registration Mark <b>United States N72AM</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>J R TOMKINSON INC</b>	Address (As shown on registration certificate) <b>1401 DOVE ST NEWPORT BEACH CA 92660</b>

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person in Section 43.7 AWP-FSDO-05

**3. For FAA Use Only**  
Date **OCT 02 2006** Signature *Kenneth C. Brock* **KENNETH C. BROCK  
AVIATION SAFETY INSP  
FSDO**

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address <b>WESTERN AVIONICS, INC. 19711 CAMPUS DR. SANTA ANA, CA 92707 YH3R997L</b>	B. Kind of Agency <input type="checkbox"/> U. S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <b>YH3R997L</b>
---	--	---------------------------------------

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U. S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <b>10/02/06</b>	Signature of Authorized Individual <b>STAN ERICKSON</b>
-------------------------	--

**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Fit. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>10/02/06</b>		Certificate or Designation No. <b>YH3R997L</b>		Signature of Authorized Individual <b>STAN ERICKSON</b>	

## 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.)

#### **STORMSCOPE INSTALLATION**

1. Installed BFG Stormscope System WX 500 S/N 90259 at rear avionics bay at station 378.0 with reference to STC SA00925CH and per installation manual #009-11500-001 Rev. B, dated June, 1999.
2. The NY-163 Antenna is located on the bottom of the aircraft at station 473.0. For further details on its mounting and doubler plate see BFG Antenna Installation Drawing # AV550-106 dated 10-22-93 and Acceptable Methods, Techniques, and Practices of AC 43.13-2A Chapter 13. This Antenna is sealed with MIL S-8802 type sealant.
3. The BFG WX 500 is protected by 5 amp circuit breakers located on the pilot's circuit breaker panel. Maximum electrical load did not exceed 80% of the generating capacity of the electrical charging system.
4. The WX 500 is coupled to the GNS 530 and 430A display.
5. Installation conforms to Acceptable Methods, Techniques, and Practices of AC 43.13-1B Chapter 7, section 3,4,5; Chapter 11, section 1, pars. 1, 2, 7, section 3, pars. 30, 31, 32, 33 section 7, AC 43.13-2A Chapter 2, pars. 21-27; Chapter 3, pars. 36-38, 44; Chapter 11, pars. 211-214; Chapter 13, pars. 261-263.
6. Continued Airworthiness Instructions:  
The BFG WX 500 is designed and manufactured to allow "on condition maintenance."  
Maintenance shall be performed as stated in WX 500 Maintenance Manual # 009-11500-001. See ICA below.
7. Ground and flight checks made and Stormscope exhibits no interference to other communications or navigation systems.
8. The Stormscope will not cause a hazard to other aircraft systems, to the operation of the aircraft, or its occupants.
9. Pertinent details of this alteration are on file at this agency under work order numbered 216568.
10. An operators handbook was provided.
11. Aircraft Weight & Balance was superseded.
12. Aircraft equipment list was revised.

**END OF DATA**

#### **Instructions for Continued Airworthiness**

1. Introduction: CESSNA S550 N72AM S/N S550-004.
2. Description: The WX 500 is an on-board weather display product used to identify and display nearby magnetic energy.
3. Control, Operation Information: Operate per manufactures Pilot Guide or quick reference guide.
4. Servicing Information: Refer to the installation manual 009-11500-001 section 2.11 page 8.
5. Maintenance Instructions: Periodic Maintenance of the WX 500 is not required per para 1.9 of the installation manual.
6. Trouble Shooting Information: See attached wiring diagrams provided.
7. Removal & Replacement Info: When removing the WX 500 from the console, remove adjacent units before attempting to remove WX 500 to allow room to disconnect the cooling tube and the electrical connectors. Reverse removal instructions when installing unit.
8. Diagrams: None required

Page 1

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.)*

CESSNA S550 N72AM S/N S550-004

- 9. Special Inspection requirements: None required
- 10. Application of Protective Treatments: None required
- 11. Data: As listed on above 337.
- 12. List of Special Tools: None required
- 13. For commuter category aircraft: Not Applicable
- 14. Recommended Overhaul Periods: There are no additional overhaul time limitations.
- 15. Airworthiness Limitation Section: The WX 500 can only detect signals if they are received.
- 16. Revision: A letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement:

“The attached revised / new Instructions for Continued Airworthiness (date \_\_\_\_\_) for the above aircraft or component major alteration have been accepted by the FAA, superseding the ICA (dated \_\_\_\_\_).” Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the Form 337.”

Page 2

\*\*\*\*\* NOTHING FOLLOWS \*\*\*\*\*

Additional Sheets Are Attached

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

US Department  
of Transportation  
Federal Aviation  
Administration

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification

SW17

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

1. Aircraft	Make <b>Cessna</b>	Model <b>S550</b>
	Serial No. <b>S550-0004</b>	Nationality and Registration Mark <b>N72AM</b>
2. Owner	Name (As shown on registration certificate) <b>JR Tomkinson Inc.</b>	Address (As shown on registration certificate) <b>1401 Dove St. Newport Beach, CA 92660</b>


3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement


A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
<b>Sierra Industries Ltd 122 Howard Langford Drive Uvalde, Texas 78801</b>	<input type="checkbox"/> U.S. Certificated Mechanic	<b>S16R285J Limited Airframe Limited Powerplant Limited Radio</b>
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <b>August 28, 2006</b>	Signature of Authorized Individual  Frank Alejandro
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canadian Airworthiness Group	
Date of Approval or Rejection <b>8-28-2006</b>	Certificate or Designation No. <b>S16R285J</b>	Signature of Authorized Individual  Robert L. Montgomery		

## 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.)*

**Modified the existing cockpit glareshield by installation of an annunciator support. Installed the annunciator, fire warning switch annunciators to the modified glareshield.**

**Modification performed using Sierra Industries Ltd. Drawings SI430-100 Rev. A dated 4/22/2004 and Drawing SI430-110 Rev. A dated 4/22/2004. Approved by FAA Form 8110-3 dated August 24, 2006 signed by R.M. Howard Structures DER # DERT-710134-SW.**

**Structural Substantiation of the Glareshield modification was performed per Aerodesign Aircraft Engineering, Inc Report #5110-1 Rev. IR dated 5/7/2004.**

**Approved by FAA Form 8110-3 dated August 24, 2006 signed by R.M. Howard Structures DER # DERT-710134-SW.**

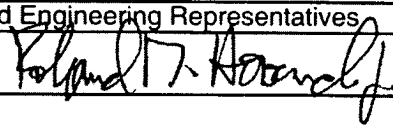
**Installer will install the Glareshield IAW Sierra Industries, Ltd. Drawing SI430-100 Rev. A. dated 4/22/2004.**

**Functional checks of annunciator and fire warning switches to be performed in accordance with Cessna Citation Maintenance Manual Respective Chapters before approval for return to service.**

**Pertinent details of this modification are on file with Sierra Industries, Ltd. under Work Order Number# 472-08-2006.**

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**END**  
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Additional Sheets Are Attached

U.S. Department of Transportation Federal Aviation Administration			Date
STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			AUG 24 2006
Aircraft or Aircraft Component Identification			
Make CESSNA AIRCRAFT	Model No. S550	Type (Airplane, Radio, Helicopter, etc.) AIRPLANE	Name of Applicant SIERRA INDUSTRIES
LIST OF DATA			
Identification	Title		
<b>SIERRA INDUSTRIES LTD.</b>			
DWG. SI430-100, REV. A, 4-22-04	CESSNA CITATION GLARESHIELD MODIFICATION		
DWG. SI430-110, REV. A, 4-22-04	DETAILS - CESSNA CITATION GLARESHIELD MODIFICATION		
<b>AERODESIGN AIRCRAFT ENG., INC.</b>			
REPORT #5110-1, REV. IR, 5-07-04	STRUCTURAL SUBSTANTIATION, GLARESHIELD MODIFICATION - CESSNA MODEL 500 SERIES AIRCRAFT		
<p>Note: The above data and this approval cover only the glareshield modification and installation design. This data does not provide for other items such as electrical systems approval, pilot visibility, etc. Contact the FAA for clarification or requirements for these issues.</p>			
<b>STRUCTURAL APPROVAL ONLY</b>			
only for Model S550, S/N S550-0004, N72AM			
Purpose of Data			
SUPPORT OF MAJOR ALTERATION; DESIGN APPROVAL ONLY			
Applicable Requirements (List specific sections)			
FAR 25.301(a)(b)(c), 25.303, 25.305(b), 25.307(a), 25.561(c), 25.601, 25.603(a)(b)(c), 25.605(a), 25.607(c), 25.613(a)(b)(c)(d)(e), 25.615(a)(b), 25.625(a)(c), 25.789(a)			
In accordance with the aircraft's original certification basis per the TCDS A22CE.			
CERTIFICATION - under authority vested by direction of the Administrator and in accordance with limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered ____ (none) ____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.			
I (We) Therefore <input type="checkbox"/> Recommend approval of these data			
<input checked="" type="checkbox"/> Approve these data			
Signature(s) of Designated Engineering Representatives		Designation Number(s)	Classifications
R.M. Howard, Jr. 		DER7-710134-SW	Structures



Sierra Industries Ltd.  
122 Howard Langford Drive  
Uvalde, Texas 78801  
CRS# SI6R285J

Document Number SDS550-0004ICA

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**Instructions for Continued Airworthiness**  
**Cessna S550**  
**S550-0004**

**Glareshield Modification**

1. Introduction: This Cessna S550 aircraft has been altered by the installation of the aircraft's existing annunciator panel, fire warning switches, thrust reverser switches and annunciators in the glare shield.
2. Description: The modification consists of the existing glare shield, annunciator panel, thrust reverser switches/annunciators, and fire warning switches.
3. Control, operational information: The annunciator, thrust reverser switches/annunciator, and fire warning switches in the glareshield will provide the pilot with a better view of the annunciators and warning systems. It will also provide easier access to the firewall shutoff valves and thrust reverser stow and deploy switches.
4. Servicing Information: Not applicable. Annunciators, switches, and lights are replaced "On Condition".
5. Maintenance Instructions: In order to remove the Annunciator from the glareshield, remove the access panel underneath the glareshield, remove the four retaining screws on upper side of glareshield and disconnect the connector. Annunciator lights are removed after the annunciator box is removed and access is gained through the opening left by the annunciator. Support the annunciator box during this removal process. Failure to do so will result in damage to the annunciator.
6. Troubleshooting Information: Troubleshooting information is available in the Cessna Citation S550 Maintenance Manual.
7. Removal and replacement information: In order to remove the Annunciator from the glareshield, remove the access panel underneath the glareshield, remove the four retaining screws on upper side of glareshield and disconnect the connector. Annunciator lights are removed after the annunciator box is removed and access is gained through the opening left by the annunciator. Support the annunciator box during this removal process. Failure to do so will result in damage to the annunciator.
8. Diagrams: Not applicable.
9. Special inspection requirements: Not applicable.
10. Application of special treatments: Not applicable.
11. Data: Not applicable.
12. List of special tools: Not applicable.
13. Commuter Category: Not applicable.
14. Recommended overhaul periods: No additional overhaul time limitations.
15. Airworthiness Limitations: No additional airworthiness limitations.
16. Revisions: These ICA may be revised by submitting a letter and FAA Form 337 to the Flight Standards District Office.



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

Form Approved  
OMB No. 2120-0020  
For FAA Use Only *RWR*  
Office Identification  
*50-13*

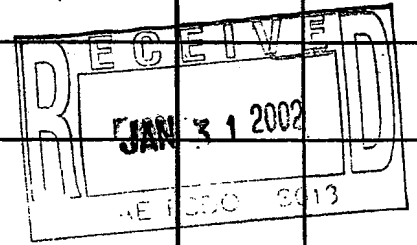
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such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

1. Aircraft	Make <b>Cessna</b>	Model <b>S550</b>
	Serial No. <b>S550-0004</b>	Nationality and Registration Mark <b>N72AM</b>
2. Owner	Name (As shown on registration certificate) <b>Avondale Mills Inc.</b>	Address (As shown on registration certificate) <b>506 South Broad St. PO Box 1109 Monroe, GA 30655</b>

**3. For FAA Use Only**

**4. Unit Identification**

Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				



**6. Conformity Statement**

A. Agency's Name and Address <b>Eagle Aviation, Inc. 2861 Aviation Way West Columbia, SC 29170</b>	B. Kind of Agency	C. Certificate No. <b>FEHR859D Limited Airframe</b>
	<input type="checkbox"/> U.S. Certificated Mechanic	
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <b>1/30/2002</b>	Signature of Authorized Individual <b>James Glover</b> <i>James Glover</i>
--------------------------	---

**7. Approval for Return To Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>1/30/2002</b>	Certificate or Designation No. <b>FEHR859D</b>	Signature of Authorized Individual <b>Urban C. Fleming III</b> <i>Urban C. Fleming III</i>		

**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 applicable airworthiness requirements.*

**8. Description of Work Accomplished**

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

**MAKE: CESSNA**

**MODEL: S550**

**N72AM**

**S/N: S550-0004**

**DATE: 1/30/2002**

INSTALLED NOSE RADOME QUICK RELEASE MECHANISM IN ACCORDANCE WITH SIERRA INDUSTRIES INC., DRAWING LIST NO. SI160-000, REVISION B, DATED JULY 13, 1992 PER STC #SA8437SW.

THE WEIGHT AND BALANCE IS NEGLIGIBLE. THE EQUIPMENT LIST HAS BEEN REVISED. A LOGBOOK ENTRY HAS BEEN MADE.

**END**

Additional Sheets Are Attached

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

FOR FAA USE ONLY  
OFFICE IDENTIFICATION  
**ATL-FSDO-11**

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.

1. AIRCRAFT	MAKE <b>Cessna</b>	MODEL <b>S550</b>
	SERIAL NO. <b>004</b>	NATIONALITY AND REGISTRATION MARK <b>N72AM</b>
2. OWNER	NAME (As shown on registration certificate) <b>AVONDALE MILLS INC.</b>	ADDRESS (As shown on registration certificate) <b>506 SOUTH BROAD ST. BOX 1109 MONROE, GEORGIA 30655</b>

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				<b>X</b>
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

**RECEIVED**  
DEC 18 1997  
**RESOLVED**  
GEORGIA FSDO  
ATLANTA, GA

6. CONFORMITY STATEMENT:		
A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
<b>JOHN WALTER CLARK 3545 SPRING VALLEY DR. LOGANVILLE, GEORGIA 30052</b>	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	<b>2194062</b>

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations, and that the information furnished herein is true, and correct to the best of my knowledge.

DATE <b>DEC. 15 1997</b>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John Walter Clark</i>
-----------------------------	--

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION <b>12/15/97</b>	CERTIFICATE OR DESIGNATION NO. <b>2194062</b>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John Walter Clark</i>		

## 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.)

AIRCRAFT ALTERED BY REPLACING WING TIP POWER SUPPLY AND WING TIP STROBE LIGHT ASSEMBLY WITH WHELEN S.T.C. (ST 22 B0) POWER SUPPLY AND WING TIP STROBE LIGHT ASSEMBLY.  
ALL WORK AS IN WHELEN ENGINEERING COMPANY FORM NO. 6-10-93/1 AND DRAWING NO. Q0159.

— END —

ADDITIONAL SHEETS ARE ATTACHED



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

Form Approved  
OMB No. 2120-0020  
For FAA Use Only  
Office Identification  
**AEA-FSDO-25**

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

1. Aircraft	Make <b>Cessna</b>	Model <b>550</b>
	Serial No. <b>550-0004</b>	Nationality and Registration Mark <b>U.S.A. N72AM</b>
2. Owner	Name (As shown on registration certificate) <b>Avondale Mills</b>	Address (As shown on registration certificate) <b>506 South Broad Street PO Box 1109 Monroe, GA 30655</b>

**3. For FAA Use Only**

The alteration identified herein complies with the applicable airworthiness requirements and is approved for duplication on identical aircraft make, model, and altered configuration when accomplished by the original modifier.

SEP 10 1992 *[Signature]* AEA FSDO-25

**4. Unit Identification**

Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address <b>Cessna Aircraft Company New York Citation Service Center 3 Express Drive, Stewart IAP Newburgh, NY 12550</b>	B. Kind of Agency	C. Certificate No. <b>IWIR233K</b>
	<input type="checkbox"/> U.S. Certificated Mechanic	
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <b>August 21, 1992</b>	Signature of Authorized Individual <i>Scott K. Mackenzie</i> <b>Scott K. Mackenzie</b>
--------------------------------	---

**7. Approval for Return To Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Flight Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>September 15, 1992</b>		Certificate or Designation No. <b>2014804</b>	Signature of Authorized Individual <i>Jeffrey B. Carey</i> <b>Jeffrey B. Carey</b>		

**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.)

1. Removed obsolescent Foster Airdata Systems Loran C antenna P/N 805C0520 and existing doubler with associated hardware.
2. Installed product improved Foster Airdata Systems Loran C NY153 High Speed Blade Antenna/Preamplifier Unit P/N 805C0565-01.
  - 2a) Doubler fabricated in accordance with Cessna TCA22CE Rev 35 Drawing #C120017 to pick up existing rivet lines on adjacent stringers.
  - 2b) Antenna/preamplifier and doubler with associated hardware installed in accordance with Foster Airdata Systems installation bulletin #1B-1028, dated 5/86 RLP and Cessna Drawing #C120017 and AC43-13.2A Figure 3.6, Page 15, Para 38.b 1-4, Page 15.
3. Ground operational test performed satisfactorily.
4. Appropriate aircraft record entries completed.

RE N72AM-11-21-92

END

Additional Sheets Are Attached

FAA

RECEIVED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Bureau of Aeronautics 1060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				FAA DALLAS SW05	
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.					
1. AIRCRAFT	MAKE	Cessna	MODEL	S550	
	SERIAL NO.	S550-0004	NATIONALITY AND REGISTRATION MARK	U.S.A. N554CA	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Cessna Aircraft Co.		P.O. Box 7706 Wichita, KS 67277		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	JT15D-4B	PCE 102056	XX	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
<b>RYDER</b> Aviall Ryder Aviall, Inc. 6114 Forest Park Road, Dallas, Texas 75235-6498 CERTIFICATE NO. YRRR491L			U.S. CERTIFICATED MECHANIC		YRRR491L POWER PLANT - 3 ACCESSORY - 1, 2, 3 LIMITED SPECIALIZED SERVICE
			FOREIGN CERTIFICATED MECHANIC		
			X CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE	4-22-92		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Mara B. Bounds</i>		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FIT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	X REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION	4-22-92		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Mara B. Bounds</i>	
			YRRR491L		



**NOTICE**

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

**B. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets.)**

The repairs accomplished on this unit are summarized as follows:

1. INSPECTED AND REPAIRED FOR ITT PERFORMANCE -- ADJUSTED TRIMMER TO 27.9 OHMS.
2. TESTED.
3. ALL WORK ACCOMPLISHED IAW MANUFACTURER'S SPECIFICATIONS
- 4.
- 5.
- 6.

Service Bulletins, Modifications and Airworthiness Directives accomplished:

NONE

The following Major Repairs and Supplemental Type Certificate changes have been incorporated:

NONE


This Engine/Module and/or Appliance has been repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service.

TT: 1712.9 CSN: 1670 TSO: N/A CSO: N/A

Pertinent details of this repair are on file at this Repair Station under Work Order No. FR 8609

NO FURTHER STATEMENT TO FOLLOW

ADDITIONAL SHEETS ARE ATTACHED

 U.S. Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020	
				For FAA Use Only Office Identification <b>ACE-FSDO-07</b>	
INSTRUCTIONS: Print or type all entries. See Part 43, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft:	Make Cessna		Model S550		
	Serial No. S550-0004		Nationality and Registration Mark U.S.A. N72AM		
2. Owner:	Name (As shown on registration certificate) Cessna Aircraft Company		Address (As shown on registration certificate) P.O. Box 7706 Wichita, KS 67277		
	3. For FAA Use Only				
4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Cessna Aircraft Co., WCSC Repair Station CNQR918C P.O. Box 7706 Wichita, Kansas 67277		<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		CNQR918C	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date 4-9-92		Signature of Authorized Individual Richard Isaacson <i>Richard Isaacson</i>			
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization		Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection 4-9-92		Certificate or Designation No. CNQR918C	Signature of Authorized Individual Richard Isaacson <i>Richard Isaacson</i>		

RECEIVED  
MAY 12 1992  
ICT FSDO  
Wichita, Kansas

RECEIVED  
MAY 9 1992  
ICT FSDO  
Wichita, Kansas

**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.)

Installed an electric elevator trim switch on the copilots control wheel per Cessna drawing number C10S550 and Engineering order number 110.


The pilots electric elevator trim switch, however, has priority and will operate the trim interrupting and overriding actuation of the copilots switch. Both control wheels contain the trim disconnect function, full time, for the trim runaway condition.

Added Supplement 13, revision 1 dated 22 December 1987 to the aircraft Flight Manual. Weight and Balance change was negligible.

END

Additional Sheets Are Attached

NUMBER CHANGED TO 554CA 10-1  
 DATE 27 JUN 07 '92

 US Department of Transportation Federal Aviation Administration	<b>ASSIGNMENT OF SPECIAL REGISTRATION NUMBERS</b>		Special Registration Number <b>N 554CA</b>																
	Aircraft Make and Model <b>CESSNA</b>	<b>5550</b>	Present Registration Number <b>N 830CB</b>																
Serial Number <b>5550-0004</b>																			
ICAO AIRCRAFT ADDRESS CODE FOR N554CA = 51607172  <b>V</b> CESSNA AIRCRAFT CO PO BOX 277 WICHITA, KS 67277		Issue Date <b>OCT. 25, 1991</b>																	
		This is your authority to change the United States registration number on the above described aircraft to the special registration number shown.  Carry duplicate of this form in the aircraft together with the old registration certificate as interim authority to operate the aircraft pending receipt of revised certificate of registration. Obtain a revised certificate of airworthiness from your nearest Flight Standards field office.  The latest FAA Form 8130-6, Application For Airworthiness on file is dated <b>092784</b>  The airworthiness classification and category <b>STD/TRANSP</b>																	
SIGN AND RETURN THE ORIGINAL of this form to the FAA Aircraft Registry, within 5 days after placing the special registration number on the aircraft. A revised certificate will then be issued. Unless this authority is used for this purpose, the authority for use of the special number will expire <b>OCT. 25, 1992</b> .																			
CERTIFICATION: I certify that the special registration number displayed on the aircraft, described above.																			
Sign of Owner: <i>Duan J. Lassin</i> Title of Owner: <i>Senior Administrator</i> Date Placed on Aircraft: <i>12-20-91</i>	RETURN FORM TO: FAA Aircraft Registry P.O. Box 25504 Oklahoma City, Oklahoma 73125-4939																		
BELOW THIS POINT FOR FAA USE ONLY																			
<table border="1"> <tr> <td>NAME</td> <td></td> <td></td> <td></td> </tr> <tr> <td>ADDRESS</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </table>				NAME				ADDRESS											
NAME																			
ADDRESS																			

**D**

NUMBER CHANGED TO 554CA 9-1  
DATE 27 JUN 07 '92

**CITATION**

October 15, 1991

ATTN: Nancy Brown  
FAA Aircraft Registry  
P.O. Box 25504  
Oklahoma City, OK 73125

~~64~~ 830CB  
554CA  
27 OCT 25 '91  
27 JUN 07 '92  
Res 830CB  
WHEN AVAILABLE  
RESERVE 830CB  
27 OCT 21 '91

Dear Agency:

PLEASE CHANGE Registration Number N830CB to N554CA (currently  
on reserve in our name), on the following aircraft:

Cessna Citation Model: S550  
(Serial Number: S550-0004  
Not registered: N830CB

issuing your Form 8050-4 to the attention of Dian Lessine as  
soon as possible.

When registration number N830CB has been removed from the  
above aircraft, please RESERVE the number in the name of:

Plastene Supply Company  
101 Meatte Street  
Portageville, MO 63873

The \$10.00 fee for this transaction is enclosed.

Sincerely,

*Dian Lessine*  
Dian Lessine  
Administrator, Used Aircraft  
316/941-7978

/dcw

Enc.

cc: Plastene Supply Co.

**D**

SPEC # 80 10.00  
0586 002 10/16/91



1. Aircraft		2. Owner	
Make	CESSNA	Name (As shown on registration certificate)	Cessna Aircraft Co.
Model	S550	Address (As shown on registration certificate)	P.O. Box 7706 Wichita, Ks 67277
Serial No.	S550-0004	Nationality and Registration Mark	N830CB
<b>3. For FAA Use Only</b>			
<b>4. Unit Identification</b>			
Unit	Make	Model	Serial No.
AIRFRAME	(As described in Item 1 above)		
POWERPLANT			
PROPELLER			
APPLIANCE	Type		
	Manufacturer		
<b>5. Type</b>			
Repair	Alteration		
	X		
<b>6. Conformity Statement</b>			
A. Agency's Name and Address		B. Kind of Agency	
Cessna Aircraft Co. WCSC Repair Station CNQR918C P.O. Box 7706 Wichita, Ks. 67277		<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	
		C. Certificate No. CNQR918C	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.			
Date 11/18/91		Signature of Authorized Individual Richard Isaacson <i>Richard Isaacson</i>	
<b>7. Approval for Return To Service</b>			
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED			
BY	FAA Flight Standards Inspector	Manufacturer	Inspection Authorization
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group
Date of Approval or Rejection 11/18/91		Certificate or Designation No. CNQR918C	Signature of Authorized Individual Richard Isaacson <i>Richard Isaacson</i>

Form Approved  
OMB No. 2120-0020  
For FAA Use Only  
Office Identification  
ACE-FSDO-07  
Wichita, Kansas

RECEIVED  
NOV 18 1991  
ICT FSDO  
Wichita, Kansas

**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 separate sheets, identify with aircraft nationality and registration mark and date work completed.)

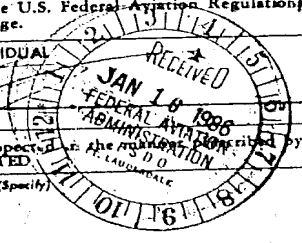
Installed a Fairchild Cockpit Voice Recorder, Part Number GA100-0000 and activated system in accordance with Cessna SB550-23-04. Performed an Operational Test per Fairchild GA-100 System Installation Manual. Revised Weight and Balance Data and Updated Equipment List. Reference 337 dated 8-3-90 for provisions.

END

RECEIVED  
NOV 1 9 1991  
FAA

Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION ASO FSK 62	
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.					
1. AIRCRAFT	MAKE	Cessna	MODEL	S550	
	SERIAL NO.	S550-0004	NATIONALITY AND REGISTRATION MARK	N830CB	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Siegal Roberts, Inc.		8645 S. Broadway St. Louis, MO 63111		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	As described in item 1 above				XX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Walker's Aviation Services, Inc. 700 SW 34th Street Ft. Lauderdale, FL 33315			U.S. CERTIFICATED MECHANIC		705-126
			FOREIGN CERTIFICATED MECHANIC		
			XX CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE			SIGNATURE OF AUTHORIZED INDIVIDUAL		
12/31/85			Douglas J. Eby		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected by the Administrator of the Federal Aviation Administration and is <input type="checkbox"/> APPROVED <input checked="" type="checkbox"/> REJECTED <input type="checkbox"/> OTHER (Specify)					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNEE	XX REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
12/31/85		705-126	James M. Rice		





### 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.)

THE FOLLOWING EQUIPMENT WAS INSTALLED:

1. 1 each WX-11J Ryan Stormscope system.
  - a. Display was installed in instrument panel.
  - b. Processor unit installed in forward luggage compartment.
  - c. Antenna installed on bottom of fuselage just forward of cabin door.

Installations were performed in accordance with manufacturer's specifications.

Wire used in installations meets mil specifications M22759.

RFI test conducted. Results show no interference with existing systems caused by added equipment.

Added equipment does not cause power consumption in excess of 80% of the rated maximum load.

New weight and balance computed to reflect added equipment.

Installation is in compliance with FAA AC43.13-1A Chapter 5, Section I and Chapter 11, Sections 2, 3, 4, 5 & 7.

Installation is in compliance with FAA AC43.13-2A Chapter 3, Paragraphs 43 & 44.

OAKHORN CITY, OKLA.

JAN 29 7 02 AM '88

FEDERAL AVIATION ADMINISTRATION

ADDITIONAL SHEETS ARE ATTACHED

R

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)		Form Approved Budget Bureau No. 04-R06 FOR FAA USE ONLY OFFICE IDENTIFICATION 104-EPD-04	
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.			
1. AIRCRAFT	MAKE	MODEL	
	SERIAL NO.	NATIONALITY AND REGISTRATION MARK	
2. OWNER	NAME (As shown on registration certificate)	ADDRESS (As shown on registration certificate)	
3. FOR FAA USE ONLY			
4. UNIT IDENTIFICATION			
UNIT	MAKE	MODEL	SERIAL NO.
AIRFRAME	(As described in item 1 above)		
POWERPLANT			
PROPELLER			
APPLIANCE	TYPE		
	MANUFACTURER		
5. TYPE			
		REPAIR	ALTERATION
			X
6. CONFORMITY STATEMENT			
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY	
CESSNA AIRCRAFT CO., CMD Repair Station 322-10 P.O. Box 7706 Wichita, KS 67277		C. CERTIFICATE NO.	
		U.S. CERTIFICATED MECHANIC	
		FOREIGN CERTIFICATED MECHANIC	
		CERTIFICATED REPAIR STATION MANUFACTURER	
		322-10	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.			
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL	
12-21-84		Fred M. Farthing	
7. APPROVAL FOR RETURN TO SERVICE			
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED			
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
	X		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12-21-84		322-10	Fred M. Farthing

### 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.)

Complied with Service Bulletin SB 8550-30-1 TKS De-Ice System. Revision 6.  
Installed in flight manual. Weight and balance complied with.

-----  
END  
-----

ADDITIONAL SHEETS ARE ATTACHED

20  
 BH  
 6/1

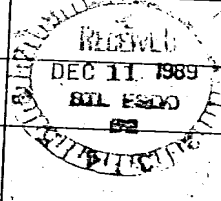
 US Department of Transportation Federal Aviation Administration	<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)	Form Approved OMB No. 2120-0020
		For FAA Use Only
		Office Identification <b>STL FSDO</b>

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

1. Aircraft	Make Cessna	Model S550
	Serial No. S550-0004	Nationality and Registration Mark N830CB
2. Owner	Name (As shown on registration certificate) Plastene Supply Company	Address (As shown on registration certificate) 101 Meatte St. Portageville, MO 63873

3. For FAA Use Only

Unit	4. Unit Identification			5. Type	
	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				



A. Agency's Name and Address Premier Air Center, Inc. 18 Terminal Drive E. Alton, IL 62024	6. Conformity Statement		C. Certificate No. PAZRO68H
	B. Kind of Agency		
	<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 12-8-89	Signature of Authorized Individual <i>William H. [Signature]</i> Alt. Inspector
-----------------	---

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 12-8-89	Certificate or Designation No. PAZRO68H	Signature of Authorized Individual <i>William H. [Signature]</i> Alt. Inspector		

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

**B. Description of Work Accomplished**  
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)  
Removed rudder from aircraft & removed LH lower skin from rudder. Removed sixth interspar rib from bottom of rudder WL167.1 to WL165.0. Installed new rib in same location, P/N 5533110-82 (rib supplied by Cessna Aircraft). Fabricated new LH lower skin from .025 2024T3 clad aluminum and installed. Same number, type and size fasteners used as original P/N NAS1097AD4; NAS1097AD5 & CR3242-4. Refinished rudder, checked balance & reinstalled on aircraft with new lower bearing P/N MS20200KP4 & new bonding jumper P/N MS25083-2AB4. Checked travels & rigging of rudder & rudder trim tab per Cessna S550 maintenance manual. All work was performed in accordance with AC43.13 paragraph "B" and Cessna Citation structural repair manual chapters 51 & 55. No change in weight & balance.

END

Additional Sheets Are Attached 7

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
INSTRUCTION: 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.				OFFICE IDENTIFICATION Wichita, Kansas	
1. AIRCRAFT	MAKE	CESSNA	MODEL	8550	
	SERIAL NO.	8550-0004	NATIONALITY AND REGISTRATION MARK	USA N830CB	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	THE CESSNA AIRCRAFT COMPANY		P.O. Box 7706 Wichita, KS 67277		
3. FOR FAA USE ONLY					
The Data/Information identified herein complies with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.					
OCT 2 1984 Date <i>L.W. Zachary</i> Approving Inspector					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
THE CESSNA AIRCRAFT COMPANY, CMO Repair Station 322-10 P.O. Box 7706 Wichita, Kansas 67277			<input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		322-10
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL				
10-01-84	<i>Fred M. Forth</i>				
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA-RT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL			
10-01-84	322-10	<i>Fred M. Forth</i>			

**NOTICE**

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

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

Installed LNS616A, Long Range Navigation System with approved data for S.T.C. Foster Air Data Systems S.T.C. 679GL and C12002-1 and CA20003-1 drawings.

Weight and Balance revised. Flight Manual Supplement added to Flight Manual.

----- END -----

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 01-R060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION 105-4400-104		
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.						
1. AIRCRAFT	MAKE	CESSNA		MODEL	3550	
	SERIAL NO.	3550-0004		NATIONALITY AND REGISTRATION MARK	USA N830CB	
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)		
	THE CESSNA AIRCRAFT COMPANY			67277 P.O. Box 7706 Wichita, KS		
3. FOR FAA USE ONLY						
4. UNIT IDENTIFICATION					5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION	
AIRFRAME	***** (As described in item 1 above) *****				X	
POWERPLANT						
PROPELLER						
APPLIANCE	TYPE					
	MANUFACTURER					
6. CONFORMITY STATEMENT						
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.	
THE CESSNA AIRCRAFT COMPANY, CMD Repair Station 322 P.O. Box 7706 Wichita, Kansas 672			U.S. CERTIFICATED MECHANIC		322-10	
			FOREIGN CERTIFICATED MECHANIC			
			<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION			
			MANUFACTURER			
D. I certify that the repair and alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.						
DATE			SIGNATURE OF AUTHORIZED INDIVIDUAL			
10/01/84			<i>Fred M. Smith</i>			
7. APPROVAL FOR RETURN TO SERVICE						
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED						
BY	FAA FLT STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION			
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORTATION INSPECTOR OF AIRCRAFT			
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL			
10/01/84		322-10	<i>Fred M. Smith</i>			



**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.)

Installed B & D True Airspeed System per Cessna Drawing No. 6590012-12. Weight and Balance revised.

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END

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION APPLICATION FOR 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 an attachment. For special flight permits complete Sections II and VI or VII as applicable.			
I. AIRCRAFT DESCRIPTION	1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG.	FAA CODING
	N1256B 830CB	Cessna	S550	1984	20761-04
	5. AIRCRAFT SERIAL NO.	6. ENGINE BUILDER'S NAME (make)	7. ENGINE MODEL DESIGNATION		
	S550-0004	P&WC	JT15D-4B	99999	
8. NUMBER OF ENGINES	9. PROPELLER BUILDER'S NAME (make)	10. PROPELLER MODEL DESIGNATION	11. AIRCRAFT IS		
TWO	N/A	N/A	<input checked="" type="checkbox"/> NEW <input type="checkbox"/> USED <input type="checkbox"/> IMPORT		
APPLICATION IS HEREBY MADE FOR: (Check applicable items)					
<input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERT. (Indicate category) <input type="checkbox"/> NORMAL <input type="checkbox"/> UTILITY <input type="checkbox"/> ACROBATIC <input checked="" type="checkbox"/> TRANSPORT <input type="checkbox"/> GLIDER <input type="checkbox"/> BALLOON					
B SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)					
2 LIMITED					
5 PROVISIONAL (Indicate class)					
3 RESTRICTED (Indicate operation(s) to be conducted)					
4 EXPERIMENTAL (Indicate operation(s) to be conducted)					
8 SPECIAL FLIGHT PERMIT (Indicate operation to be conducted then complete Section VI or VII as applicable on reverse side)					
1 CLASS I 2 CLASS II 1 AGRICULTURE & PEST CONTROL    2 AERIAL SURVEYING    3 AERIAL ADVERTISING 4 FOREST (Wild life conservation)    5 PATROLLING    6 WEATHER CONTROL 0 OTHER (Specify)					
1 RESEARCH AND DEVELOPMENT    2 AMATEUR BUILT    3 EXHIBITION 4 RACING    5 CREW TRAINING    6 MKT. SURVEY 0 TO SHOW COMPLIANCE WITH FAR					
1 FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE 2 EVACUATE FROM AREA OF IMPENDING DANGER 3 OPERATION IN EXCESS OF MAX. CERTIFICATED TAKE-OFF WEIGHT 4 DELIVERING OR EXPORT    5 PRODUCTION FLIGHT TESTING					
C 6 MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)					
A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration)    IF DEALER, CHECK HERE <input type="checkbox"/>					
NAME    ADDRESS					
Cessna Aircraft Company    P.O. Box 7704, Wichita, Kansas 67277					
B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)					
AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Revision No.)    AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest ID No.)					
X A22CE Rev. 18    N/A					
AIRCRAFT LISTING (Give page No.)    SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)					
N/A    N/A					
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS					
CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173    TOTAL AIRFRAME HOURS—Enter for used aircraft only    3 EXPERIMENTAL ONLY—Enter hours flown since last certificate issued or renewed					
X    17.5    3					
D. CERTIFICATION—I hereby certify that I am the owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 301 of the Federal Aviation Act of 1958, 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    NAME AND TITLE (Print or type)    SIGNATURE					
9-27-84    Don Van Burkleo, Director, Quality and Reliability    [Signature]					
A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)					
2 FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)    3 CERTIFICATED MECHANIC (Give Certificate No.)    6 CERTIFICATED REPAIR STATION (Give Certificate No.)					
5 AIRCRAFT MANUFACTURER (Give Name of Firm)					
DATE    TITLE    SIGNATURE					
V. FAA REPRESENTATIVE CERTIFICATION					
(Check ALL applicable blocks) I find that the aircraft described in Section I or VII meets the requirements for: <input checked="" type="checkbox"/> The certification requested, or <input type="checkbox"/> Amendment or modification of its current airworthiness certificate. Inspection for a special flight permit under Section VII was conducted by: <input type="checkbox"/> FAA Inspector; certificate holder under <input type="checkbox"/> FAR 65, <input type="checkbox"/> FAR 121 or 127, or <input type="checkbox"/> FAR 145.					
DATE    DISTRICT OFFICE    DESIGNER'S SIGNATURE AND NO.    FAA INSPECTOR'S SIGNATURE					
9-27-84    ICT MIDO    4    [Signature] Joseph A. Consolvo					

VI. PRODUCTION FLIGHT TESTING	<b>A. MANUFACTURER</b>			
	NAME		ADDRESS	
	<b>B. PRODUCTION BASIS (Check applicable item)</b>			
	<input checked="" type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number) <input type="checkbox"/> TYPE CERTIFICATE ONLY <input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM			
<b>C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS:</b>				
DATE OF APPLICATION	NAME AND TITLE (Print or type)	SIGNATURE		
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	<b>A. DESCRIPTION OF AIRCRAFT</b>			
	REGISTERED OWNER		ADDRESS	
	BUILDER (Make)		MODEL	
	SERIAL NUMBER		REGISTRATION MARK	
	<b>B. DESCRIPTION OF FLIGHT</b>			
	FROM		TO	
	VIA		DEPARTURE DATE	DURATION
	<b>C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT</b>			
	<input type="checkbox"/> PILOT <input type="checkbox"/> CO-PILOT <input type="checkbox"/> NAVIGATOR <input type="checkbox"/> OTHER (Specify)			
	<b>D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:</b>			
<b>E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary)</b>				
<b>F. CERTIFICATION</b> —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 Section 301 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.				
DATE	NAME AND TITLE (Print or type)	SIGNATURE		
VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)	<input checked="" type="checkbox"/> A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable	<input type="checkbox"/> G. Statement of Conformity, FAA Form 317 (Attach when required)		
	<input type="checkbox"/> B. Current Operating Limitations Attached	<input type="checkbox"/> H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)		
	<input type="checkbox"/> C. Data, Drawings, Photographs, etc. (Attach when required)	<input type="checkbox"/> I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ (Original attached)		
	<input checked="" type="checkbox"/> D. Current Weight and Balance Information Available in Aircraft	<input type="checkbox"/> J. Current Airworthiness Certificate Issued in Accordance with FAR _____ (Copy attached)		
	<input type="checkbox"/> E. Major Repair and Alteration, FAA 337 (Attach when required)			
	<input checked="" type="checkbox"/> F. This Inspection Recorded in Aircraft Records			