US Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No. 2120-0020 5/31/2018 | Electronic Tracking Number

For FAA Use Only

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

1. Aircraft

Nationality and Registration Mark	Serial No.		
N8275A	E-2803		
Make	**Model**		**Series**
Beechcraft	Bonanza		A36

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
Michael Sigillito	Address 535 Riomar Dr.
	City Vero Beach State Florida
	Zip 32963-2010 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☐	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☑	APPLIANCE	Type: Master Cylinder Manufacturer: Commercial Aircraft Products	96-380034-25	5441

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency			
Name William E Ahern	☑	U. S. Certificated Mechanic	☐	Manufacturer
Address 10711 NW 19th Street	☐	Foreign Certificated Mechanic	C. Certificate No.	
City Coral Springs State FL	☐	Certificated Repair Station	3276206	
Zip 33071 Country USA	☐	Certificated Maintenance Organization		

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

Extended range fuel per 14 CFR Part 43 App. B	Signature/Date of Authorized Individual	
☐	William E. Ahern	04/14/2023

7. Approval for Return to Service

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

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☐	Repair Station	☒	Inspection Authorization		Other *(Specify)*

Certificate or Designation No.	Signature/Date of Authorized Individual	
IA 3276206	William E. Ahern	04/14/2023

FAA Form 337 (10-06)

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 appicable airworthiness requirements.

N8275A	April 14, 2023
Nationality and Registration Mark	Date

8. Description of Work Accomplished

Removed pilot right brake master cylinder. DIsassembled and re-sealed using kit p/n M-03-1001-1 s/n 4105 in accordance with Marsh Brothers STC #SA04634NY and installation instructions document II-M20001-1. Serviced and reinstalled cylinder. Ground tested in accordance with Ground Test Plan document GTP-M20001-2. Test satisfactory.
No change to weight and balance.

---------- END ----------

[ ] Additional Sheets Are Attached

United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

IMPORT

Number: SA04634NY

This certificate issued to: Marsh Brothers Aviation Inc.
3225 Mainway
Burlington, Ontario
Canada L7M 1A6

Certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 23 *of* Title 14 Code of Federal Regulations.

Original Product Type Certificate Number: * See attached FAA AML No. SA04634NY for applicable airworthiness regulations.

Make: Textron Aviation

Model: * See attached FAA AML No. SA04634NY

Description of Type Design Change:

1. Modification of the Brake Master Cylinder must be in accordance with Marsh Brothers Aviation (MBA) Installation Instructions as listed on AML No. SA04634NY.
2. Definition of the Type Design Change is found in MBA Master Data List as listed on AML No. SA04634NY.

Limitations and Conditions:

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

(Limitations and Conditions Continued on Page 3 of 3)

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

Date of Application: January 18, 2021 *Date Reissued:*

Date of Issuance: May 17, 2021 *Date Amended:*

By Direction of the Administrator

Signature: FABIO BUTTITTA

Digitally signed by FABIO BUTTITTA
Date: 2021.05.19 10:03:33 -04'00'

Timothy J. Hadsall
Acting Manager, New York ACO Branch
Title: Compliance & Airworthiness Division
Aircraft Certification Service

United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

IMPORT

Number: SA04634NY

***INSTRUCTIONS**: The transfer endorsement below may be used to notify the appropriate FAA Aircraft Certification Office of the transfer of this Supplemental Type Certificate. The FAA will reissue the certificate in the name of the transferee and forward it to him.*

Transfer Endorsement

Transfer the ownership of Supplemental Type Certificate Number: SA04634NY

***To** (Name and address of transferee):*

***From** (Name and address of grantor):*

Extent of Authority (if licensing agreement):

Date of transfer:

Signature of grantor: _____

United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

IMPORT

(Continuation Sheet)

Number: SA04634NY

Date of Issuance: May 17, 2021

Limitations and Conditions (continued):

2. The installer must determine whether this design change is compatible with previously approved modifications.
3. This STC is applicable to all serial numbers for this Make and Models.
4. A copy of this Certificate and FAA Approved Model List (AML) No. SA04634NY must be maintained as part of the permanent records for the modified aircraft.

----------END----------

US Department of Transportation Federal Aviation Administration

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

OMB No. 2120-0020 Exp: 01/31/2023 | Electronic Tracking Number

For FAA Use Only

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

1. Aircraft

Nationality and Registration Mark	Serial No.
N8275A	E-2803
Make	**Model** / **Series**
Textron Aviation, Inc. (fmr Beechcraft)	A36

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
SIGILLITO MICHAEL A	Address 535 RIOMAR DR City VERO BEACH State FL Zip 329632010 Country United States

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☐	AIRFRAME	Textron Aviation, Inc. (fmr Beechcraft)	*(As described in Item 1 above)*	E-2803
☐	☒	POWERPLANT	Continental	IO-550-B	1034088
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		
Name STEVEN J VANANTWERP	X	U. S. Certificated Mechanic	☐ Manufacturer
Address 9376 102 CT	☐	Foreign Certificated Mechanic	C. Certificate No.
City VERO BEACH State FL	☐	Certificated Repair Station	AP 3361572 IA
Zip 32967 Country USA	☐	Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual
	2-28-23

7. Approval for Return to Service

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

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

Certificate or Designation No.	Signature/Date of Authorized Individual
AP 3361572 IA	2-28-23

FAA Form 337 (10/06)

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.)

N8275A	2-28-23
Nationality and Registration Mark	Date

INSTALLED G100UL UNLEADED AVGAS PLACARD ON THIS ENGINE AS DESCRIBED IN THE INSTALLATION INSTRUCTIONS ASSOCIATED WITH STC SE01966WI. NO CHANGE IN WEIGHT/BALANCE. MADE APPROPRIATE ENTRY IN THE ENGINE LOGBOOK.

☐ Additional Sheets Are Attached

US Department of Transportation Federal Aviation Administration

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

OMB No. 2120-0020 Exp: 01/31/2023 | Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark: N8275A	Serial No.: E-2803	
	Make: Textron Aviation, Inc. (fmr Beechcraft)	Model: A36	Series:
2. Owner	Name *(As shown on registration certificate)*: SIGILLITO MICHAEL A	Address *(As shown on registration certificate)*: Address: 535 RIOMAR DR; City: VERO BEACH; State: FL; Zip: 329632010; Country: United States	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	Textron Aviation, Inc. (fmr Beechcraft)	*(As described in Item 1 above)*	E-2803
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		
Name: STEVEN J VANANTWERP	X	U. S. Certificated Mechanic	☐ Manufacturer
Address: 9376 102 CT	☐	Foreign Certificated Mechanic	C. Certificate No.
City: VERO BEACH State: FL	☐	Certificated Repair Station	AP 3361572 IA
Zip: 32967 Country: USA	☐	Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual: 2-24-23

7. Approval for Return to Service

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

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☐	Repair Station	X	Inspection Authorization		Other *(Specify)*

Certificate or Designation No.: AP 3361572 IA

Signature/Date of Authorized Individual: 2-24-23

FAA Form 337 (10/06)

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.)

N8275A	2-28-23
Nationality and Registration Mark	Date

INSTALLED G100UL UNLEADED AVGAS PLACARDS NEAR EACH FUEL FILLER PORT ON THE AIRCRAFT AS DESCRIBED IN THE INSTALLATION INSTRUCTIONS ASSOCIATED WITH STC SA01967WI. NO CHANGE IN WEIGHT/BALANCE. MADE APPROPRIATE ENTRY IN THE AIRCRAFT LOGBOOK.

☐ Additional Sheets Are Attached

US Department of Transportation
Federal Aviation Administration

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

OMB No. 2120-0020
Exp: 5/31/2018

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft

Nationality and Registration Mark	Serial No.
N8275A	E-2803

Make	Model	Series
Beech	A-36	

2. Owner

Name *(As shown on registration certificate)*: Sigillito, Michael, A.

Address *(As shown on registration certificate)*
Address: 535 Riomar Dr
City: Vero Beach State: FL
Zip: 32963 Country: USA

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address
Name: Theodore J. Wasle
Address: 37645 11th Ave
City: Zephyrhills State: FL
Zip: 33542 Country: USA

B. Kind of Agency

X	U. S. Certificated Mechanic	☐ Manufacturer
☐	Foreign Certificated Mechanic	C. Certificate No.
☐	Certificated Repair Station	
☐	Certificated Maintenance Organization	3700212

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

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual: [signature] 12/27/2021

7. Approval for Return to Service

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

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☐	Repair Station	X	Inspection Authorization		Other *(Specify)*

Certificate or Designation No.: 3700212

Signature/Date of Authorized Individual: [signature] 12/27/2021

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.)

N8275A	12/27/2021
Nationality and Registration Mark	Date

Removed Propeller From A/C. Installed Hartzell Top Prop STC SA1013SC Model number PHC-C3YF-1RF/F8068 s/n QG2081B, IAW Provided Instructions and Beech A36 Shop Manual. Ground run and Function/leak check good. Aircraft Reweighed by On-Site weight & Balance.

End

☐ 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 5/31/2018 | Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark: N8275A	Serial No.: E-2803	
	Make: BEECH	Model: A36	Series:
2. Owner	Name *(As shown on registration certificate)*: SIGILLITO MICHEAL A	Address *(As shown on registration certificate)*: Address 535 RIOMAR DR; City VERO BEACH; State FLORIDA; Zip 32963-2010; Country USA	

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		
Name EVAN LOBDELL	☑ U. S. Certificated Mechanic	☐ Manufacturer	
Address 3200 AIRPORT WEST DRIVE	☐ Foreign Certificated Mechanic	C. Certificate No.	
City VERO BEACH State FL	☐ Certificated Repair Station	A&P3315530	
Zip 32960 Country USA	☐ Certificated Maintenance Organization		

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

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual	6/29/2021

7. Approval for Return to Service

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

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☐	Repair Station	X	Inspection Authorization		Other *(Specify)*

Certificate or Designation No.	Signature/Date of Authorized Individual	6/29/2021
A&P3315530IA		

FAA Form 337 (10-06)

Work completed for [N8275A] on

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 appicable airworthiness requirements.

N8275A	6/29/2021
Nationality and Registration Mark	Date

8. Description of Work Accomplished

INSTALLED GENERAL AVIATION MODIFICATIONS, INC. STC SA09881AC FOR GROSS WEIGHT INCREASE IN ACCORDANCE INSTALLATION INSTRUCTIONS REPORT 37-37560001, REV. A. DECEMBER 6, 2018. INSTALLED FLIGHT MANUAL SUPPLEMENT 37-6090001, REV IR DATED 07/10/2018. UPDATED WEIGHT AND BALANCE TO REFLECT CHANGE. INSTALLED INSTRUCTIONS FOR CONTINUED AIRWORTHINESS IN FLIGHT MANUAL.

———— END ————

[ ] Additional Sheets Are Attached

United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number: SA09881AC

This certificate issued to: General Aviation Modifications, Inc.
2800 Airport Road - Hanger A
Ada, OK 74820

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 3 *of the Civil Air Regulations.*

Original Product – Type Certificate Number: 3A15

Make: Textron Aviation (Formerly Beechcraft, or Hawker Beechcraft, or Raytheon Aircraft or Beech)

Model: E33A; E33C; F33A; F33C; G33; S35; V35; V35A; V35B; 35-C33A 36; A36; G36

Description of Type Design Change:

Modification of the Aircraft in Accordance with General Aviation Modifications , Inc., Report 37-7560001, titled "Installation Instructions For Maximum Weight Increase on Textron (Beechcraft) 33, 35, and 36 Series Aircraft," Rev. None dated June 14, 2017, or later FAA approved revision.

Limitations and Conditions:

1) FAA approved Airplane Flight Manual Supplement (AFMS) 37-6090001, Rev IR, dated 07/10/2018 or later FAA approved AFMS is required.
2) Instructions for Continued Airworthiness provided with the certified modifications installed by this STC should be used.

(continuation of page 3 of 3)

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

Date of Application: June 21, 2017

Date Reissued:

Date of Issuance: July 10, 2018

Date Amended:

By Direction of the Administrator

Signature

Title Jim Grigg
Manager, Fort Worth ACO Branch
Compliance & Airworthiness Division
Aircraft Certification Service

United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)
Number: SA09881AC

Limitation and Conditions (continued):

3) The installation of this STC should not be incorporated to aircraft of these models in which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications, are compatible. If the holder agrees to permit another person to use this certificate to alter a product, the holder must give the other person written evidence of that permission.

4) The following propellers are authorized for installation on the Continental IO-550-B engine for this Weight Increase by either STC SA09852SC or SA09851AC.

McCauley: D3A32C409/82NDB model in the 80" to 78" diameter range or
3A32C406/82NDB model in the 80" to 78" diameter range
D3A37C3401/C80MNF-1 model in the 79" to 76" diameter range

Hartzell: PHC-C3YF-1RF/F8468A-6R model in the 80" to 78" diameter range or
PHC-C3YF-1RF/F8068 model in the 82" to 78" diameter range.

5) The Models and Gross Weight Combinations listed below are authorized in the "Normal Category"

S35, V35, V35A, V35B	Gross Wt. 3571 lbs	AFMS 37-6090001
35-C33A, E33A, E33C, F33A, F33C, G33	Gross Wt. 3600 lbs	AFMS 37-6090001
36, A36, (S/N E-1 thru E2110 except E-1946 and E-2104)	Gross Wt. 3850 lbs	AFMS 37-6090001
A36, G36 (S/N E-1946, E-2104, E-2111 and subsequent)	Gross Wt. 3900 lbs	AFMS 37-6090001

Certification Basis:

Certification Basis is per the certified modifications installed by this STC.

END

Pursuant to Title 49 United States Code §44704(b)(3) (effective October19, 1996) the signature below constitutes the agreement and permission of General Aviation Modifications, Inc. allowing the registered owner of N8275A , to alter that certain Beechcraft aircraft: Model A36 , SN E-2803 , and only that SN, by application of STC no. SA09881AC to that specific aircraft, for the purpose of installing the Gross Weight Increase which is the subject of that STC.

Corporate Seal

Tim Roehl, President
General Aviation Modifications, Inc.

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

US Department of Transportation
Federal Aviation Administration

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

OMB No. 2120-0020
Exp: 01/31/2023

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1. Aircraft

Nationality and Registration Mark	Serial No.	
N8275A	E-2803	
Make	**Model**	**Series**
BEECH	A36	

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
Michael A Sigillito	Address 535 Riomar Dr
	City Vero Beach State FL
	Zip 32963-2010 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	BEECH	*(As described in Item 1 above)*	E-2803
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		
Name ARNOLD BLANKENSHIP	☒	U. S. Certificated Mechanic	☐ Manufacturer
Address 25080 HWY 69	☐	Foreign Certificated Mechanic	C. Certificate No.
City ADAMSVILLE State TN	☐	Certificated Repair Station	407741374
Zip 38310 Country USA	☐	Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual

Arnold C. Blankenship 03-05-2021

7. Approval for Return to Service

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

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☐	Repair Station	X	Inspection Authorization		Other *(Specify)*

Certificate or Designation No. 407741374

Signature/Date of Authorized Individual

Arnold C. Blankenship 03-05-2021

FAA Form 337 (10/06)

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.)

BEECH	E-2803
N8275A	03/05/2021
Nationality and Registration Mark	Date

1. Installed vapor cycle air conditioning STC SA-00257BO per installation manual FTA-010-1.
2. Ground check per FTA-010-9 after installation manual and was found to be satisfactory
3. Issued a Continued Airworthiness Manual, FTA-010-3.
4. Revised the Pilot Operating Handbook with the Flight Manual Supplement, FTA-010-2.
5. Calculated weight and balance.

----------END----------

☐ Additional Sheets Are Attached

U.S Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark U.S.A. N8275A	Serial No E-2803	
	Make BEECH	Model A36	Series N/A
2. Owner	Name *(As shown on registration certificate)* SIGILLITO MICHAEL A	Address *(As shown on registration certificate)* Address: 3727 RIDDELL LN City: WESTFIELD State: INDIANA Zip: 46062-7133 Country U.S.A.	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
☐	☒	AIRFRAME		*(As described in Item 1 above)*	
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency			
Name FIRST WING JET CENTER	☐	U.S. Certificated Mechanic	☐	Manufacturer
Address 11329 E SR 32	☐	Foreign Certificated Mechanic	C. Certificate No.	
City ZIONSVILLE State IN	☒	Certificated Repair Station	1MYR828C	
Zip 46077 Country U.S.A.	☐	Certificated Maintenance Organization		

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

Extended range fuel per 14 CFR Part 43 App. B	Signature/Date of Authorized Individual	
☐	JOHN R. MCGRATH	11/21/2019

7. Approval for Return to Service

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

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

Certificate or Designation No.	Signature/Date of Authorized Individual	
1MYR828C	JOHN R. MCGRATH	11/21/2019

FAA Form 337 (10-06)

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.)

U.S.A. N8275A	11/21/2019
Nationality and Registration Mark	Date

- THE INSTALLATION OF THE AMSAFE SOARS PILOT AND COPILOT RESTRAINT SYSTEM WAS ACCOMPLISHED BY USE OF AMSAFE, INC STC # SA02503AK AND AML DATED DECEMBER 12, 2018(*).
- REMOVED EXISTING PILOTS AND COPILOTS SEAT BELTS AT STATION 83. INSTALLED PILOT RESTRAINT, P/N 7336-1-011-2396, COPILOT RESTRAINT, P/N 7336-1-021-2396, PILOT & COPILOT SEAT INFLATORS, P/N 514519-401 AND EMA, P/N 514518-401-58 AT STATION 83 I.A.W. SECTION 4 OF AMSAFE INSTALLATION MANUAL, DOCUMENT NUMBER IM7336, REVISION C, DATED SEPTEMBER 24, 2018.
- MOUNTING PLATE FOR EMA WAS FABRICATED OUT OF 2024 T3 0.040" ALUMINUM AND WAS AFFIXED TO BRACING, ABOVE CENTER SPAR, UNDER COPILOTS SEAT.
- PERFORMED POST INSTALLATION CHECKOUT IAW SECTION 5 OF AMSAFE INSTALLATION MANUAL, DOCUMENT NUMBER IM7336, REVISION C, DATED SEPTEMBER 24, 2018.
- AN EVALUATION HAS BEEN CONDUCTED AND THIS ALTERATION WILL NOT IMPACT THE AIRWORTHINESS OF THIS AIRCRAFT. THE AIRCRAFT AND AIRCRAFT RECORDS HAVE BEEN REVIEWED TO ENSURE COMPATIBILITY OF THIS ALTERATION WITH ALL PREVIOUSLY APPROVED CHANGES TO THE AIRCRAFT.
- AN ENTRY HAS BEEN MADE INTO THE AIRCRAFTS PERMENANT RECORDS FOR THE WORK PERFORMED IAW 14 CFR PART 43.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:

REFER TO THE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS FOR THE AMSAFE SOARS, DOCUMENT NUMBER ICA7336, REVISION C, DATED SEPTEMBER 24, 2018(*). THE AIRCRAFTS PERMANENT RECORDS AND ANY PERIODIC CHECKS AND INSPECTIONS LISTED MUST BE COMPLIED WITH AT THE INTERVALS SPECIFIED.

NOTE: ALL DOCUMENTS IDENTIFIED WITH (*) ARE ATTACHMENTS TO THIS FAA FORM 337 AND MUST BE MAINTAINED WITH THE AIRCRAFTS PERMANENT RECORD.

----------END----------

☐ Additional Sheets Are Attached

United States of America

Department of Transportation -- Federal Aviation Administration

Supplemental Type Certificate

Number SA02503AK

This certificate issued to AMSAFE, Inc.
1043 N. 47th Avenue
Phoenix, Arizona 85043

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

Original Product - Type Certificate Number: * Refer to Approved Model List SA02503AK,
Make: dated July 12, 2018, or later FAA approved
Model: revision.

Description of Type Design Change:

Installation of AMSAFE State of the Art Restraint System (SOARS) inflatable restraints in accordance with Master Data List MDL7336, Revision B, dated July 11, 2018, or later FAA approved revision.

Limitations and Conditions:

1. The installer must determine whether this design change is compatible with previously approved modifications.

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

3. The SOARS is an approved replacement for installed 2- or 3-point restraints.

(Limitations and Conditions continued on page 3 of 3)

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

Date of application: December 11, 2017

Date reissued:

Date of issuance: July 12, 2018

Date amended: December 12, 2018

By direction of the Administrator

(Signature)

August A. Asay
Manager, Anchorage ACO Branch

(Title)

United States of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number SA02503AK

Limitations and Conditions (Continued):

4. Flight Manual Supplement Document Number AFMS7336, Revision C, dated July 10, 2018, or later FAA approved revision is required.

5. Maintain system in accordance with AMSAFE Document ICA7336, Revision B, dated July 3, 2018, or later FAA accepted revision.

Certification Basis

Based on 14 CFR § 21.115 and § 21.101, and the FAA policy for design changes that are identified as not significant in FAA Order 8110.48, the certification basis is as follows:

a. The type certified basis for parts not changed or not affected by the change is shown on the TCDS listed on Approved Model List SA02503AK, dated July 11, 2018, or later FAA approved revision.

b. The modification certification basis for parts changed or affected by the change since the reference application date, December 11, 2017, is based upon 14 CFR part 23 as amended by Amendment 23-64 as follows:

23.1529, 23.2010, 23.2210, 23.2230, 23.2235, 23.2240, 23.2250, 23.2255, 23.2260, 23.2265, 23.2270, 23.2320, 23.2325, 23.2500, 23.2505, 23.2510, 23.2515, 23.2535, 23.2545, 23.2600, 23.2605, 23.2610. 23.2620.

----------END----------

AMSAFE, Inc.
1043 N. 47th Avenue
Phoenix, Arizona 85043

Approved Model List (AML)
Number SA02503AK
Date of Issuance: July 12, 2018
Revision A: December 12, 2018

Approved Model List For: Installation of AMSAFE State of the Art Restraint System (SOARS) inflatable restraints on Part 23 (and predecessor regulations) airplanes.

Aircraft Make	Aircraft Model	Type Certificate No.	AML Rev Level
Textron Aviation Inc.	35-33 35-A33 35-B33 35-C33 35-C33A 36 A36 A36TC B36TC E33 E33A E33C F33 F33A F33C G33 G36 H35 J35 K35 M35 N35 P35 S35 V35 V35A V35B	3A15 Revision 98 October 12, 2016	Original

1043 N. 47th Ave., Phoenix, AZ 85043 USA | www.amsafe.com
602-850-2850

SOARS Customer Service: SOARS@amsafe.com
SOARS Technical Support: SOARS_Support@amsafe.com

Instructions for Continued Airworthiness

AmSafe State of the Art Restraint System (SOARS)

Inflatable Kit Assembly Part Number: K7336

for Part 23 Aircraft

AmSafe Document Number: ICA7336

Go to AMSAFE website for full document

https://www.amsafe.com/wp-content/uploads/2018/10/Instructions-for-Continued-AirworthinessICA7336-RevC-.pdf

The AmSafe Commercial and Government Entity (CAGE) code: 35FB9

U.S Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark U.S.A. N8275A	Serial No E-2803	
	Make BEECH	Model A36	Series N/A
2. Owner	Name *(As shown on registration certificate)* SIGILLITO MICHAEL A	Address *(As shown on registration certificate)* Address: 3727 RIDDELL LN City: WESTFIELD State: INDIANA Zip: 46062-7133 Country U.S.A.	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
☐	☒	AIRFRAME		*(As described in Item 1 above)*	
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
Name FIRST WING JET CENTER	☐ U.S. Certificated Mechanic	☐ Manufacturer	
Address 11329 E SR 32	☐ Foreign Certificated Mechanic		
City ZIONSVILLE State IN	☒ Certificated Repair Station		1MYR828C
Zip 46077 Country U.S.A.	☐ Certificated Maintenance Organization		

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

Extended range fuel per 14 CFR Part 43 App. B	Signature/Date of Authorized Individual	
☐	JOHN R. MCGRATH	11/21/2019

7. Approval for Return to Service

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

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

Certificate or Designation No.	Signature/Date of Authorized Individual	
1MYR828C	JOHN R. MCGRATH	11/21/2019

FAA Form 337 (10-06)

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.)

U.S.A. N8275A	11/21/2019
Nationality and Registration Mark	Date

- THE INSTALLATION OF THE GARMIN G5 ELECTRONIC FLIGHT INSTRUMENT AS A STANDBY ATTITUDE INDICATOR WAS SUBSTANTIATED USING THE GARMIN INTERNATIONAL STC # SA01818WI AND AML DATED JULY 19, 2019. ALL WORK WAS ACCOMPLISHED WITHOUT ANY MAJOR DEVIATIONS IN ACCORDANCE WITH THE PROCEDURES AND INSTRUCTIONS DETAILED IN THE GARMIN G5 ELECTRONIC FLIGHT INSTRUMENT PART 23 AML STC INSTALLATION MANUAL 190-01112-10, REVISION 20, DATED JULY 31, 2019 AND PARAGRAPH 3.2.3.1 THE GARMIN G500/G600 TXI PART 23 AML STC INSTALLATION MANUAL 190-01717-B3, REVISION 6, DATED OCTOBER 31, 2019.
- THE INSTALLATION OF THE GARMIN STBY ATT G5 ELECTRONIC FLIGHT INDICATOR, P/N 011-03809-00, AT STATION 58 IN THE PILOTS INSTRUMENT PANEL AND THE GAD 29B AT STATION 51 WAS ACCOMPLISHED I.A.W. SECTION 3, 4, AND APPENDIX B, OF THE GARMIN G5 ELECTRONIC FLIGHT INSTRUMENT PART 23 AML STC INSTALLATION MANUAL 190-01112-10, REVISION 20, DATED JULY 31, 2019.
- NEW INTERFACING WIRING WAS LABELED FOR IDENTIFICATION I.A.W. AC 43.13-1B CHAPTER 11, PAGE 11-83 THRU 11-85, PARAGRAPHS 205, 206, 207, 208, AND 213. WIRING ADDITIONS AND CHANGES WERE ACCOMPLISHED I.A.W. SECTION 3, 4, 5 AND APPENDIX "A" OF THE GARMIN G5 ELECTRONIC FLIGHT INSTRUMENT PART 23 AML STC INSTALLATION MANUAL 190-01112-10, REVISION 20, DATED JULY 31, 2019.
- WIRING WAS ROUTED I.A.W. SECTION 3 OF THE GARMIN G5 ELECTRONIC FLIGHT INSTRUMENT PART 23 AML STC INSTALLATION MANUAL 190-01112-10, REVISION 20, DATED JULY 31, 2019 AND SECURED I.A.W. AC43.13-1B CHAPTER 11, PARAGRAPH 11-158, PAGES 11-61/62.
- 28VDC POWER IS SUPPLIED FROM THE ESSENTIAL BUS WITHIN THE LEFT-SIDE CIRCUIT BREAKER PANEL. CIRCUIT PROTECTION IS PROVIDED BY A 5 AMP C/B P/N 7277-2-5, PLACARDED AS "ATT". 28VDC POWER IS SUPPLIED FROM THE AVIONICS BUS WITHIN THE RIGHT-SIDE CIRCUIT BREAKER PANEL. CIRCUIT PROTECTION IS PROVIDED BY A 5 AMP C/B 7277-2-5, PLACARDED AS "GAD".
- THE G5 INSTRUMENT IS CONNECTED TO THE PITOT/STATIC SYSTEM FOR AIR DATA. CONNECTIONS WERE MADE I.A.W. SECTION 4, PARAGRAPH 4.1.5 OF THE GARMIN G5 ELECTRONIC FLIGHT INSTRUMENT PART 23 AML STC INSTALLATION MANUAL 190-01112-10, REVISION 20, DATED JULY 31, 2019. A SYSTEM LEAK CHECK WAS ACCOMPLISHED PER 14 CFR PART 43 APPENDIX E.
- SYSTEM CONFIGURATION OF THE ELECTRONIC FLIGHT INSTRUMENT SYSTEM AND INTERFACING G500 TXI, GAD 29B, GFC 500 AND GTN-750 WAS ACCOMPLISH I.A.W. SECTIONS 5 AND 6 OF THE GARMIN G5 ELECTRONIC FLIGHT INSTRUMENT PART 23 AML STC INSTALLATION MANUAL 190-01112-10, REVISION 20, DATED JULY 31, 2019.
- THE AIRCRAFT WEIGHT & BALANCE AND EQUIPMENT LIST HAVE BEEN REVISED. COPIES OF BOTH DOCUMENTS HAVE BEEN PLACED IN THE AFM.
- AN ELECTRICAL LOAD ANALYSIS WAS COMPLETED I.A.W. SECTION 4 OF THE GARMIN G5 ELECTRONIC FLIGHT INSTRUMENT PART 23 AML STC INSTALLATION MANUAL 190-01112-10, REVISION 20, DATED JULY 31, 2019 AND IT WAS DETERMINED THAT THE ADDITION OF THE ELECTRONIC FLIGHT INSTRUMENT DOES NOT EXCEED 80% OF THE AIRCRAFT ELECTRICAL SYSTEM CAPACITY.
- AN ELECTRICAL INTERFERENCE CHECK HAS BEEN ACCOMPLISHED I.A.W. SECTION 6, PARAGRAPH 6.3.10, OF THE GARMIN G5 ELECTRONIC FLIGHT INSTRUMENT PART 23 AML STC INSTALLATION MANUAL 190-01112-10, REVISION 20, DATED JULY 31, 2019. NO ELECTRICAL INTERFERENCE OR ADVERSE EFFECTS ON OTHER SYSTEMS NOTED.
- THE FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT (*) 190-01112-13, REVISION 6, DATED JULY 19, 2019, HAS BEEN INCORPORATED INTO THE AIRCRAFT FLIGHT MANUAL.
- A COPY OF THE PILOTS GUIDE P/N 190-01112-12, REVISION D, DATED JULY 2019 WAS PLACED ABOARD THE AIRCRAFT.
- AN EVALUATION HAS BEEN CONDUCTED AND THIS ALTERATION WILL NOT IMPACT THE AIRWORTHINESS OF THIS AIRCRAFT. THE AIRCRAFT AND AIRCRAFT RECORDS HAVE BEEN REVIEWED TO ENSURE COMPATIBILITY OF THIS ALTERATION WITH ALL PREVIOUSLY APPROVED CHANGES TO THE AIRCRAFT. AN ENTRY HAS BEEN MADE INTO THE AIRCRAFTS PERMANENT RECORDS FOR THE WORK PERFORMED I.A.W. 14 CFR PART 43.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:

- INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (*) FOR THE GARMIN G5 SECTION 4, OF MAINTENANCE MANUAL, 190-01112-11 REVISION 6, DATED JUNE 30, 2019, HAVE BEEN INSERTED INTO THE AIRCRAFTS PERMANENT RECORDS AND ANY PERIODIC CHECKS AND INSPECTIONS LISTED MUST BE COMPLIED WITH AT THE INTERVALS SPECIFIED.

NOTE: ALL DOCUMENTS IDENTIFIED WITH (*) ARE ATTACHMENTS TO THIS FAA FORM 337 AND MUST BE MAINTAINED WITH THE AIRCRAFTS PERMANENT RECORD

END

☐ Additional Sheets Are Attached

United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number: SA01818WI

This certificate issued to: Garmin International, Inc.
1200 East 151st Street
Olathe, KS 66062

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

Original Product – Type Certificate Number:
Multiple - AML STC

Make:
Model: See Approved Model List (AML) SA01818WI for approved aircraft models and applicable airworthiness regulations

Description of Type Design Change:

Installation of Garmin G5 Electronic Flight Instrument
Data Required:
(1) Garmin Master Drawing List (MDL) 005-01112-01, Revision 1, dated July 22, 2016
(2) Garmin G5 STC Maintenance Manual including ICA190-01112-11, Revision 1, dated July 22, 2016
(3) Garmin G5 Airplane Flight Manual Supplement 190-01112-13, Revision 1, dated July 22, 2016
Later FAA-approved revisions to the data listed above are incorporated without amendment to this certificate

Limitations and Conditions:
(1) Compatibility of this design change with previously approved modifications must be determined by the installer.
(2) The installation of the G5 requires the retention of the mechanical airspeed indicator, altimeter, and vertical speed indicator. The installation of the G5 in configurations not approved by this STC, such as an electronic standby instrument, requires separate airworthiness approval.
(3) For installations in aircraft approved for IFR operations:
(a) If the G5 is installed as the primary attitude indicator, the existing rate of turn indicator must be retained.
(b) If the G5 is installed as the rate of turn indicator, the existing primary attitude indicator must be retained.

(continued on Page 3)

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

Date of Application: May 5, 2016

Date Reissued:

Date of Issuance: July 22, 2016

Date Amended: Apr 28, 2017; Oct 18, 2017; Mar 15, 2019, Jul 19, 2019

By Direction of the Administrator

Signature David G Armstrong

Title David. G. Armstrong
ODA STC Unit Administrator
ODA-240087-CE

United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Aircraft Certification Office of the transfer of this Supplemental Type Certificate. The FAA will reissue the certificate in the name of the transferee and forward it to him.

Transfer Endorsement

Transfer the ownership of Supplemental Type Certificate Number:

To (Name and address of transferee)

From (Name and address of grantor)

Extent of Authority (if licensing agreement):

Date of transfer:

Signature of grantor: _____

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number: SA01818WI

July 19, 2019

Limitations and Conditions (Cont.)

(4) For installations in aircraft approved for VFR-only operations, the G5 can be installed as the attitude indicator and rate of turn indicator without retention of either the existing attitude indicator or rate of turn indicator.
(5) Aircraft modified by this STC must be operated in accordance with the Airplane Flight Manual Supplement (AFMS) identified above.
(6) Aircraft modified by this STC must be maintained in accordance with the Instructions for Continued Airworthiness (ICA) identified above.
(7) If the holder agrees to permit another person to use this certificate to alter the product, the holder must give the other person written evidence of that permission.
(8) Unless a limitation is shown on the Approved Model List (AML), installations performed in accordance with MDL Revision 14 or later, or modified by Service Bulletin 1910, comply with 14 CFR 23.2515(a)(b) and 23.2520(a)(b), Amdt. 23-64, and are compatible with Garmin G3X and FIKI systems.

*Certification Basis

Based on 14 CFR 21.115 and 21.101, and the FAA policy for significant changes in FAA Order 8110.48, the certification basis for this change is as follows:

a. The certification basis for parts not changed or not affected by this change remains unchanged from the original approval.
b. The certification basis for parts changed or affected by this change is:*

Section	Amdt.	Section	Amdt.
23.251(a)	23-62	23.1323(a)(b)(c)	23-62
23.301(a)	23-48	23.1325(a)(b)	23-50
23.303	Orig.	23.1327(a)(1)(2)	23-20
23.305(a)(b)	23-45	23.1329(g)(h)	23-49
23.307(a)	Orig.	23.1331(a)(b)(1)(c)	23-62
23.337(a)(b)	23-48	23.1351(a)	23-49
23.561(a)(b)(3)(e)	23-62	23.1353(h)	23-62
23.601	Orig.	23.1357(a)(b)(c)(d)	23-43
23.603	23-23	23.1359	23-49
23.605(a)	23-23	23.1365(a)(b)(d)(e)	23-49
23.607(b)	23-48	23.1381(a)(b)	Orig.
23.613(a)(b)	23-45	23.1419(a)(c)	23-43
23.771(a)	23-14	23.1431(a)(b)	23-62
23.773(a)(2)	23-45	23.1529	23-26
23.777(a)(b)	23-62	23.1541	23-21
23.853(a)	23-62	23.1543(b)	23-50
23.867(a)(b)	23-49	23.1545(a)(b)(c)	23-62
23.1301	23-62	23.1555(a)(b)	23-62
23.1303(a)(b)(c)(f)	23-62	23.1581(a)(b)(d)(f)	23-50
23.1307	23-49	23.1585(a)	23-62
23.1309(a)(1)(2)	23-62	23.2510	23-64
23.1309(a)(b)(c)(d)(e)	23-49	23.2515(a)(b)	23-64
23.1311(a)(1)(2)(3)(6)(7)(b)	23-62	23.2520(a)(b)	23-64
23.1321(c)(d)(e)	23-49	23.2335	23-64
23.1322	23-43		

*Earlier amendments may apply to certain models; refer to the AML.

FAA Approved Model List (AML)

STC Number SA01818WI

Installation of Garmin G5 Electronic Instrument System

FAA APPROVED

Paul Mast

ODA ADMINISTRATOR

7-19-19

DATE

ODA-240087-CE
Garmin International
1200 E. 151st ST, Olathe KS 66062

Issued Date: July 22, 2016

Amended Date: July 19, 2019

FAA Approved Model List (AML) STC Number SA01818WI

AML Amendment Log

Date	Description
July 22, 2016	Original
Aug 22, 2016	Add models under the following TCDS: 1A2, 1A4, 1A6, A34CE, A-767
Apr 28, 2017	Add models under the following TCDS: A1EU, A27EU, A-773, A13EU, A67EU, TC 788, A-780, A4PC, A-694, 1A2, 1A13, A-766, 5A2, A-768, 3A21, A-787, A-718, A18EA, A68EU
Oct 18, 2017	Add models under the following TCDS: A17WE, A8SO, A18EU, A22EU, A43CE, A-734, 1A8, TC 628, 3A17, 3A25, A31EU
Mar 15, 2019	Add models under the following TCDS: 1A1, 1A3, 1A4, 5A4, A6CE, A57EU. Added limitations (4) and (5). Updated various Aircraft Makes/TCDS holders to match ACP-0019.
Jul 19, 2019	Add models under the following TCDS: A48EU, A-743, A00009, A62CE, A00066CE, A00053SE, A47CE, A00008DE, A34EU, A-754, A00003SE, 3A23, A46CE, A3SW, A4SW, A00006SE, 4A19

FAA Approved Model List (AML) STC SA01818WI

Aircraft Make (TCDS Holder) [common name or previous make]	**Aircraft Model** (alias)	**Type Certificate Number**	**TC Certification Basis***	**MDL 005-01112-01 Rev.****	**AML Amended Date**	**Limitations**
Swift (Swift Museum Foundation Inc.) [Globe Aircraft Company]	GC-1A, GC-1B	A-766	CAR 4a	5	April 28, 2017	
Symphony Aircraft Industries Inc. (Symphony Aircraft Industries Inc.) [OMF]	OMF-100-160, SA 160	A46CE	FAR 23	17	July 19, 2019	
Textron Aviation (Textron Aviation Inc.) [Beechcraft]	D17S (Army UC-43, UC-43B, Navy GB-1, GB-2), SD17S	A-649	Aero 7A	1	July 22, 2016	
Textron Aviation (Textron Aviation Inc.) [Beechcraft]	G17S	TC 779	Aero 7A	1	July 22, 2016	
Textron Aviation (Textron Aviation Inc.) [Beechcraft]	19A, B19, M19A, 23, A23, A23A, A23-19, A23-24, B23, C23, A24, A24R, B24R, C24R	A1CE	CAR 3	1	July 22, 2016	
Textron Aviation (Textron Aviation Inc.) [Beechcraft]	35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 36, A36, A36TC, B36TC	3A15	CAR 3	1	July 22, 2016	
Textron Aviation (Textron Aviation Inc.) [Beechcraft]	35, A35, B35, C35, D35, E35, F35, G35	A-777	CAR 3	1	July 22, 2016	
Textron Aviation (Textron Aviation Inc.) [Beechcraft]	45 (YT-34), A45 (T-34A, B-45), D45 (T-34B)	5A3	CAR 3	1	July 22, 2016	
Textron Aviation (Textron Aviation Inc.) [Beechcraft]	D55, D55A, E55, E55A, 56TC, A56TC, 58, 58A, 95, B95, B95A, D95A, E95, 95-55, 95-A55, 95-B55, 95-B55A, 95-B55B (T-42), 95-C55, 95-C55A	3A16	CAR 3	1	July 22, 2016	(4)
Textron Aviation (Textron Aviation Inc.) [Beechcraft]	76	A29CE	FAR 23	1	July 22, 2016	(4)
Textron Aviation (Textron Aviation Inc.) [Beechcraft]	77	A30CE	FAR 23	1	July 22, 2016	
Textron Aviation (Textron Aviation Inc.) [Beechcraft Corporation]	50, B50, C50	5A4	CAR 3	14	March 15, 2019	(4)(5)
Textron Aviation Inc. (Textron Aviation Inc.) [Cessna Aircraft Company]	140A	5A2	CAR 3	5	April 28, 2017	
Textron Aviation Inc. (Textron Aviation Inc.) [Cessna Aircraft Company]	120, 140	A-768	CAR 4a	5	April 28, 2017	
Textron Aviation Inc. (Textron Aviation Inc.) [Cessna Aircraft Company]	150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, A150K, 150L, A150L, 150M, A150M, 152, A152	3A19	CAR 3	1	July 22, 2016	
Textron Aviation Inc. (Textron Aviation Inc.) [Cessna Aircraft Company]	170, 170A, 170B	A-799	CAR 3	1	July 22, 2016	

GARMIN

4 INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

4.1 Airworthiness Limitations

The Airworthiness Limitations section is FAA-approved and specifies maintenance required under §§ 43.16 and 91.403 of Title 14 of the Code of Federal Regulations, unless an alternative program has been FAA-approved.

There are no new (or additional) airworthiness limitations associated with this equipment and/or installation.

FAA APPROVED David G. Armstrong
STC Unit Administrator
ODA-240087-CE

Date 7/19/2019

4.2 Servicing Information

This section addresses servicing information for the G5 Electronic Flight Display, Battery, GMU 11 magnetometer and the GAD 29/29B data bus converter.

4.2.1 G5 Electronic Flight Instrument

The G5 unit maintenance is 'on condition' only. See section 6 for equipment removal and installation. No component-level overhaul is required. Reference Table 4-1 for necessary tests or checks and the specific intervals for the G5.

4.2.2 GMU 11 Magnetometer

The GMU 11 unit maintenance is 'on condition' only. See section 6 for equipment removal and installation. No component-level overhaul is required. Reference Table 4-1 for necessary tests or checks and the specific intervals for the GMU 11.

NOTE

After replacing or servicing electrical components near the GMU 11 magnetometer, the Magnetometer Interference Test (reference Section 7.8) and Magnetometer Calibration Procedure (reference Section 7.5.3)must be performed.

4.2.3 GAD 29/29B Data Bus Converter

The GAD 29/29B unit maintenance is 'on condition' only. See section 6 for equipment removal and installation. No component-level overhaul is required. Reference Table 4-1 for necessary tests or checks and the specific intervals for the GAD 29/29B.

4.2.4 GAD 13 Data Bus Converter

The GAD 13 unit maintenance is 'on condition' only. See section 6 for equipment removal and installation. No component-level overhaul is required. Reference Table 4-1 for necessary tests or checks and the specific intervals for the GAD 13.

4.2.5 GTP 59 Temperature Probe

The GTP 59 unit maintenance is 'on condition' only. See section 6 for equipment removal and installation. No component-level overhaul is required. Reference Table 4-1 for necessary tests or checks and the specific intervals for the GTP 59.

4.2.6 Maintenance Intervals

Table 4-1 shows items installed by this STC which must undergo tests or checks at specific intervals.

Table 4-1, Maintenance Intervals

Item	Description/Procedure	Manual Section No.	Interval
G5 unit	Removal & Installation	6.1	On Condition
	Altimeter System Test	7.7	24 calendar months
G5 battery	Removal & Installation	0	On Condition
	Capacity Check	4.2.7	12 calendar months
G5 mounting ring	Removal & Installation	6.3	On Condition
GMU 11 unit	Removal & Installation	6.5	On Condition
GAD 29/29B unit	Removal & Installation	6.6	On Condition
GAD 13 unit	Removal & Installation	6.7	On Condition
GTP 59 unit	Removal & Installation	6.8	On Condition
	Special Inspection Requirements	4.4	On Condition

4.2.7 Battery Capacity Check

1. Without power applied to the aircraft, turn on the G5 by pressing the power button in the lower left corner of the unit.
2. Note the remaining battery capacity (%) at the top left corner of the display.
3. After about a minute, the remaining capacity will change from (%) to time (hour:min).
4. If the remaining capacity is less than one hour (1:00), allow the battery to charge until the capacity shows greater than 95% and repeat the check.
5. If the remaining capacity is less than one hour (1:00) after charging, the battery must be replaced.

4.3 Electrical Bonding Test

LRU electrical bonding must be checked every 2,000 flight hours or 10 years, whichever occurs first.

4.3.1 Requirements

- Disconnect any cables and connectors normally attached to the LRU.
- Resistance must be measured from a bare metal portion of the LRU (chassis or connector) to an airframe grounding location.
- The airframe grounding location should be as close to the LRU as possible, unless otherwise noted in
- Table 4-2.

4.3.2 Test Equipment

Calibrated 4 wire Milliohm meter and Kelvin probes are required for this test.

4.3.3 Electrical Bonding Test Procedures.

- Using a calibrated milliohm meter and Kelvin probes measure the resistance of each LRU between the locations noted in
- Table 4-2, and record the result of each installed LRU. Some equipment on the list are optional and may not be installed.
- Ensure the resistance does not exceed 10 milliohms except for the GTP that shall be less than 2.5 milliohms.
- If the measured resistance is greater 10 milliohms, bonding must be improved to meet applicable requirements for a new installation in accordance with Section 4 of *Garmin G5 Electronic Flight Instrument Part 23 AML STC Installation Manual* (190-01112-10).

Table 4-2 – Electrical Bonding Procedure

Unit	Measurement Location (2)	Result (milliohm)
G5	J51 backshell to local structure adjacent to the ground stud (1)	mΩ
GMU 11	P111 backshell to local structure adjacent to the ground stud (1)	mΩ
GAD 29 / 29B	Chassis mounting screw to adjacent aircraft ground	mΩ
GAD 13	Chassis mounting screw to adjacent aircraft ground	mΩ
GTP 59	Probe and adjacent local metal structure for metal and tube and fabric aircraft. For composite aircraft no bonding requirement	mΩ

Notes:

(1) This is the ground stud to which the LRU bonding strap is connected
(2) For remote LRUs bonded to the back of the instrument panel via an installed aluminum foil ground plane, the bonding measurement must be taken between the remote LRU and the instrument panel.

4.4 Special Inspection Requirements

After a suspected lightning strike, the following actions must be performed for the specific LRU.

GTP 59 Temperature Probe

Inspect the GTP 59 temperature probe for signs of lightning damage. Check the self-sealing washer (P/N 212-00026-00) used on the probe tip outside of the aircraft for any evidence of melting or lack of seal. Replace the washer if damaged. If there is evidence of lightning strike to the GTP 59 temperature probe or any lightning damage, replace the probe.

Tube-and-fabric aircraft must replace the GTP 59 bond strap (if installed) in accordance with Section 4 of the Garmin G5 Electronic Flight Instrument Part 23 AML STC Installation Manual (190-01112-10).

U.S Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft

Nationality and Registration Mark	Serial No	
U.S.A. N8275A	E-2803	
Make	**Model**	**Series**
BEECH	A36	N/A

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
SIGILLITO MICHAEL A	Address: 3727 RIDDELL LN City: WESTFIELD State: INDIANA Zip: 46062-7133 Country: U.S.A.

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
☐	☒	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address

Name FIRST WING JET CENTER
Address 11329 E SR 32
City Zionsville State IN
Zip 46077 Country U.S.A.

B. Kind of Agency

- ☐ U.S. Certificated Mechanic
- ☐ Foreign Certificated Mechanic
- ☒ Certificated Repair Station
- ☐ Certificated Maintenance Organization
- ☐ Manufacturer

C. Certificate No.: 1MYR828C

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

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual
JOHN R. MCGRATH 11/21/2019

7. Approval for Return to Service

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

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

Certificate or Designation No. 1MYR828C

Signature/Date of Authorized Individual
JOHN R. MCGRATH 11/21/2019

FAA Form 337 (10-06)

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.)

U.S.A. N8275A	11/21/2019
Nationality and Registration Mark	Date

- THE INSTALLATION OF THE G500 TXI INTEGRATED AVIONICS SYSTEM WITH ENGINE INDICATION WAS ACCOMPLISHED BY USE OF THE GARMIN INTERNATIONAL STC # SA02571SE AND AML (*) REVISED JUNE 25, 2019.
- REMOVED THE EXISTING ATT INDICATOR P/N 060-0017-01, TACH INDICATOR P/N 4013B, VSI P/N 7040, ENCODING ALTIMETER P/N 066-03064-0005, TURN COORDINATOR P/N 1394T100-3B, ASI P/N 8130, DG P/N 060-0015-00, FUEL INDICATORS P/N 728-19874, ENGINE INDICATOR P/N EGT-701-4C-6C ALL AT STATION 58, MAGNOMETER P/N 071-1052-00 FROM STATION 98. INSTALLED PILOT GDU 1060 P/N 011-03308-30 WITH INTERNAL ADC P/N 011-03457-00 AT STATION 58, PILOT GMU 44 P/N 011-00870-10 AT STATION 98, PILOT GTP 59 P/N 011-00978-00 LEFT FUSELAGE AT STATION 68, GEA 110 EIS ADAPTER P/N 011-03454-00 AT STATION 48.5 AND REQUIRED ENGINE SENSORS, I.A.W. THE GARMIN G500/G600 TXI PART 23 AML STC INSTALLATION MANUAL, 190-01717-B3 REVISION 6, DATED OCTOBER 31, 2019.
- REMOVED VACUUM PUMP, STANDBY VACUUM PUMP, REGULATORS, INDICATORS AND ALL ASSOCIATED PLUMBING.
- NEW INTERFACING WIRING WAS MARKED FOR IDENTIFICATION IAW AC 43.13-1B CHAPTER 11, PAGE 11-76 THRU 11-89. WIRING ADDITIONS AND CHANGES WERE ACCOMPLISHED I.A.W. SECTION 4 AND APPENDIX B OF THE GARMIN G500/G600 TXI PART 23 AML STC INSTALLATION MANUAL, 190-01717-B3 REVISION 6, DATED OCTOBER 31, 2019.
- 28VDC IS PROVIDED TO THE G500 TXI FROM THE AIRCRAFT ESSENTIAL BUS LEFT-SIDE CIRCUIT BREAKER PANEL. CIRCUIT PROTECTION IS PROVIDED BY (1) 5 AMP C/B P/N 7277-2-5, (1) 1 AMP C/B P/N 7277-2-1. THE C/B'S ARE PLACARDED "PFD" AND "EIS".
- THE G500 TXI AND INTERFACING GEA 110, GMA 35C, GTN 750, GTN 650, GTX 345R, GFC 500, G5, GAD 29B AND WX-500 WERE CONFIGURED I.A.W. SECTION 5 THE GARMIN G500/G600 TXI PART 23 AML STC INSTALLATION MANUAL, 190-01717-B3 REVISION 6, DATED OCTOBER 31, 2019.
- OPERATION OF G500 TXI WAS CHECKED OUT I.A.W. SECTION 6 OF THE GARMIN G500/G600 TXI PART 23 AML STC INSTALLATION MANUAL, 190-01717-B3 REVISION 6, DATED OCTOBER 31, 2019. AN ALTIMETER/LEAK CHECK WAS ACCOMPLISHED PER FAR 91.411 APPENDIX E. COMPASS SWING WAS ACCOMPLISHED I.A.W. SECTION 6, PARA 6.6.2 OF THE GARMIN G500/G600 TXI PART 23 AML STC INSTALLATION MANUAL, 190-01717-B3 REVISION 6, DATED OCTOBER 31, 2019 AND AC 43.13-1B, SECTION 3, PARA 12-37.
- THE AIRCRAFT EQUIPMENT LIST AND WEIGHT AND BALANCE HAS BEEN REVISED.
- AN ELECTRICAL LOAD ANALYSIS HAS BEEN COMPLETED IN ACCORDANCE WITH AC 43.13-2B CHAPTER 2, PAGE 19 PARAGRAPH 208 AND IT WAS DETERMINED THAT THE INSTALLATION OF THE G500 TXI WITH EIS DOES NOT EXCEED 80% OF THE AIRCRAFT'S ELECTRICAL SYSTEM CAPACITY.
- AN ELECTRICAL INTERFERENCE CHECK HAS BEEN ACCOMPLISHED I.A.W. SECTION 6, PARA 6.12, OF THE GARMIN G500/G600 TXI PART 23 AML STC INSTALLATION MANUAL, 190-01717-B3 REVISION 6, DATED OCTOBER 31, 2019. NO ELECTRICAL INTERFERENCE OR ADVERSE EFFECTS ON OTHER SYSTEMS NOTED.
- A COPY OF THE PILOTS GUIDE P/N 190-01717-10 REVISION H WAS PLACED ABOARD THE AIRCRAFT.
- THE FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT (*) 190-01717-B2, REVISION 3, DATED MAY 31, 2019, HAS BEEN INCORPORATED INTO THE AIRCRAFT FLIGHT MANUAL.
- AN EVALUATION HAS BEEN CONDUCTED AND THIS ALTERATION WILL NOT IMPACT THE AIRWOTHINESS OF THIS AIRCRAFT. THE AIRCRAFT AND AIRCRAFT RECORDS HAVE BEEN REVIEWED TO ENSURE COMPATIBILITY OF THIS ALTERATION WITH ALL PREVIOUSLY APPROVED CHANGES TO THE AIRCRAFT.
- AN ENTRY HAS BEEN MADE INTO THE AIRCRAFTS PERMANENT RECORDS FOR THE WORK PERFORMED IAW 14 CFR PART 43.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:

- INSTRUCTIONS FOR CONTINUED AIRWORTHINESS FOR THE G500 TXI, SECTION 3, OF GARMIN DOCUMENT P/N 190-01717-B1 REVISION 3 (*) DATED MAY 31, 2019 HAVE BEEN INSERTED INTO THE AIRCRAFTS PERMANENT RECORDS AND ANY PERIODIC CHECKS AND INSPECTIONS LISTED MUST BE COMPLIED WITH AT THE INTERVALS SPECIFIED.

NOTE: ALL DOCUMENTS IDENTIFIED WITH (*) ARE ATTACHMENTS TO THIS FAA FORM 337 AND MUST BE MAINTAINED WITH THE AIRCRAFTS PERMANENT RECORD.

----------**END**----------

☐ Additional Sheets Are Attached

United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number: SA02571SE

This certificate issued to: Garmin International, Inc.
1200 East 151st Street
Olathe, KS 66062

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

Original Product – Type Certificate Number: Multiple - AML STC

Make:

Model: See Approved Model List (AML) SA02571SE for approved aircraft models and applicable airworthiness standards.

Description of Type Design Change:
Installation of Garmin G500/G600 TXi Integrated Avionics System (Primary Flight Display, Multi-Function Display, and Engine Indicating System Display). Data required includes Garmin Master Drawing List (MDL) 005-00795-C2 Revision 1, dated November 17, 2017 or later FAA-approved revision; Garmin Airplane Flight Manual Supplement (AFMS) 190-01717-B2 Revision 1, dated November 17, 2017 or later FAA-approved revision; Additional Garmin AFMS for the Socata TBM 700/850 (to address RVSM aspects) 190-01717-B4 Revision 1, dated November 17, 2017 or later FAA-approved revision; Garmin Maintenance Manual (Includes Instructions for Continued Airworthiness (ICA)) 190-01717-B1 Revision 1, dated November 17, 2017 or later FAA-approved revision.

Limitations and Conditions:

(1) The installer must determine whether this design change is compatible with previously installed modifications.
(2) If the holder agrees to permit another person to use this certificate to alter a product, the holder must give the other person written evidence of that permission.
(3) A copy of this certificate, the approved AFMS, and the approved ICA must be maintained as part of the permanent records for the modified aircraft.

(See Continuation Sheet on Page 3)

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

Date of Application: August 5, 2015

Date Reissued:

Date of Issuance: November 17, 2017

Date Amended: December 5, 2018; June 25, 2019

By Direction of the Administrator

Signature JR Brownell

Title JR Brownell
ODA STC Unit Administrator
ODA-240087-CE

United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Aircraft Certification Office of the transfer of this Supplemental Type Certificate. The FAA will reissue the certificate in the name of the transferee and forward it to him.

Transfer Endorsement

Transfer the ownership of Supplemental Type Certificate Number:

To (Name and address of transferee)

From (Name and address of grantor)

Extent of Authority (if licensing agreement):

Date of transfer:

Signature of grantor: _____

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)
Number: SA02571SE

Amended: December 5, 2018; June 25, 2019

Limitations and Conditions (continued):
(4) Equivalent Level of Safety Findings have been made for the following regulations (also indicated below with an asterisk): 14 CFR 23.777(a), 23.1301(b), and 23.1555(a)(b) (documented in ELOS Memo ST12743SE-A-S-1).

Certification Basis:
Based on 14 CFR §§ 21.115 and 21.101, and the FAA policy for significant changes in FAA Order 8110.48, the certification basis for this change is as follows:
a. The certification basis for parts not changed or not affected by this change is shown on the attached AML.
b. The certification basis for parts changed or affected by this change is at amendment Original through 23-62.

Section	Amdt.	Section	Amdt.	Section	Amdt.
23.301 (a)	23-48	23.993 (All)	23-43	23.1353 (a)(b)(c)(d)(e)	23-62
23.303 (All)	Original	23.1165 (d)	23-62	23.1353 (h)	23-49
23.305 (All)	23-45	23.1182	23-14	23.1357 (a)(b)(d)	23-43
23.307 (a)	Original	23.1183 (a)(b)	23-51	23.1359 (a)(b)(c)	23-49
23.337 (All)	23-48	23.1301 (a)(b)*(c)	23-62	23.1365 (a)(b)(d)(e)	23-49
23.561 (a)(b)(3)	23-62	23.1303 (a)(b)(c)(d)(e)(f)	23-62	23.1367 (All)	Original
23.601	Original	23.1305 (a)(1)(2)(3)(b)(2)	23-52	23.1381 (a)(b)	Original
23.603 (All)	23-23	(3)(4)(i)(5)(6)		23.1419 (a)(c)	23-43
23.605 (a)	23-23	23.1306 (All)	23-61	23.1431 (a)(b)(e)	23-62
23.607 (a)(b)	23-48	23.1307 (All)	23-49	23.1501 (All)	23-21
23.609 (All)	Original	23.1308 (a)(b)(c)	23-57	23.1521 (a)(b)(c)	23-50
23.611 (All)	23-48	23.1309 (a)(1)(2)(b)(c)(d)	23-62	23.1523 (All)	23-34
23.613 (a)(b)(c)	23-45	23.1310 (a)	23-62	23.1525 (All)	23-45
23.627	Original	23.1311 (a)(b)	23-62	23.1529	23-26
23.771 (a)	23-14	23.1321 (a)(b)(c)(d)(e)	23-49	23.1541 (a)(b)(c)	23-21
23.773 (a)(2)	23-45	23.1322 (All)	23-43	23.1543 (b)(c)	23-50
23.777 (a)*(b)	23-62	23.1323 (a)(b)(c)(e)	23-62	23.1545 (a)(b)(c)(d)	23-62
23.853 (a)	23-62	23.1325 (b)(1)(2)	23-50	23.1549 (All)	23-45
23.863 (a)(b)	23-34	23.1327 (a)(b)	23-20	23.1553 (All)	23-50
23.867 (a)(b)(c)	23-49	23.1329 (h)	23-49	23.1555 (a)*(b)*(d)(3)(e)(2)	23-62
23.901 (a)(1)(2)(b)(1)(2)(e)	23-53	23.1331 (All)	23-62	23.1559 (c)	23-62
23.903 (b)(2)(c)(1)	23-62	23.1335	23-20	23.1581 (a)(b)(c)(f)	23-50
23.954 (a)(b)†	23-7	23.1337 (a)(b)(1)(c)	23-51	23.1583 (h)(m)	23-62
23.955 (a)(2)(3)(4)(b)(c)	23-51	23.1351 (a)(b)(d)(e)	23-49	23.1585 (j)	23-62
23.963 (e)	23-51				

†14 CFR 23.954(a)(b) is applicable only to airplanes which have this regulation as part of their certification basis.

----END----

FAA Approved Model List (AML)

STC Number SA02571SE

Installation of Garmin G500/G600 TXi Integrated Avionics System

FAA APPROVED

JR Brownell

ODA ADMINISTRATOR

6-25-2019

DATE

ODA-240087-CE
Garmin International
1200 E. 151st ST, Olathe KS 66062

Issued Date: November 17, 2017

Amended Date: August 16, 2018
June 25, 2019

FAA Approved Model List (AML) STC Number SA02571SE

AML Amendment Log

Date	Description
11/17/2017	Original
08/16/2018	Revised to add Vulcanair V1.0 aircraft, to correct 'makes' listed to match TCDS, and corrected Textron Aviation model 208A to 208 to match TCDS
06/25/2019	Revised to add the MU-2 Series, Costruzioni Aeronautiche Tecnam P2010, Airvan 10 Pty Ltd GA10, update the G600 Only column, add additional notes, and expand the content of the AML

FAA Approved Model List (AML) STC SA02571SE

Aircraft Make (TCDS Holder) [common name or previous make]	Aircraft Model (alias)	Type Certificate Number	TC Cert. Basis [1]	MDL 005-00795-C2 Approved Rev. [2]	AML Amended Date	AFMS Part Number	AFMS Revision [2]	G600 Only
Textron Aviation Inc. (Textron Aviation Inc.) [Cessna Aircraft Company]	401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, 425	A7CE	CAR 3	1	Original	190-01717-B2	1	X
Textron Aviation Inc. (Textron Aviation Inc.) [Cessna Aircraft Company]	404, 406	A25CE	FAR 23	1	Original	190-01717-B2	1	X
Textron Aviation Inc. (Textron Aviation Inc.) [Cessna Aircraft Company]	441	A28CE	FAR 23	1	Original	190-01717-B2	1	X
Textron Aviation Inc. (Textron Aviation Inc.) [Columbia Aircraft Manufacturing]	LC40-550FG, LC41-550FG, LC42-550FG	A00003SE	FAR 23	1	Original	190-01717-B2	1	
Textron Aviation Inc. (Textron Aviation Inc.) [Beechcraft Corporation]	35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, H35, G36, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 36, A36, A36TC, B36TC	3A15	CAR 3	1	Original	190-01717-B2	1	
Textron Aviation Inc. (Textron Aviation Inc.) [Beechcraft Corporation]	D55, D55A, E55, E55A, 56TC, A56TC, 58, 58A, G58, 95, B95, B95A, D95A, E95, 95-55, 95-A55, 95-B55, 95-B55A, 95-B55B, 95-C55, 95-C55A	3A16	CAR 3	1	Original	190-01717-B2	1	
Textron Aviation Inc. (Textron Aviation Inc.) [Beechcraft Corporation]	45, A45, D45	5A3	CAR 3	1	Original	190-01717-B2	1	

3 INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

3.1 Airworthiness Limitations

There are no new (or additional) airworthiness limitations associated with this equipment and/or installation.

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

FAA APPROVED

JR Brownell

ODA STC Unit Administrator

ODA-240087-CE

6-25-2019

Date

3.2 Servicing Information

There are no servicing requirements for the G500/G600 TXi system. In the event of a system or LRU failure, troubleshoot the G500/G600 TXi system in accordance with Section 4.

3.2.1 Periodic Maintenance Instructions

G500/G600 TXi system LRUs are designed to detect internal failures. A thorough self-test is executed automatically upon application of power to the units, and built-in tests are continuously executed while the LRUs are operating. Detected errors are indicated on the GDU 700/1060 display via failure annunciations, system messages, or a combination of the two. A list of reported errors for the system can be printed in the form of a maintenance log using the instructions provided in Section 4.1.

3.2.2 Special Tools

A milliohm meter with an accuracy of ±0.1 mΩ (or better) is required to measure the electrical bonding between the G500/G600 TXi system components and aircraft ground.

A pitot-static ground tester is required for ADC and standby instrument checkout procedures and maintenance.

3.3 Maintenance Intervals

Table 3-1 Periodic Maintenance

Item	Description/ Procedure	Interval
G500/G600 TXi System Visual Inspection	All installed system LRUs, switches, knobs, and wiring harnesses must be inspected to ensure continued integrity of the installation. The inspection must be performed in accordance with Section 3.4.	12 Calendar Months
GBB 54 Backup Battery Check	Perform a Backup Battery Check as described in Section 5.14.5. If the GBB 54 does not pass the Backup Battery Check, the battery cell must be replaced using the procedure found in Section 5.9.2.	12 Calendar Months
EIS Annunciator Lamp Check	If an EIS annunciator is installed, perform a check of the annunciator lamps using the following procedure: 1. Power on the GDU 700/1060 in Configuration mode per the instructions in Section 2.1.4. 2. Navigate to ***Diagnostics → Discrete Outputs***. 3. Toggle the state of the Engine Caution and Engine Warning discrete outputs to *ON* (the bar at the bottom of the **State** button on the GDU will illuminate green). 4. Verify that the respective engine annunciator lights have illuminated. 5. Toggle the state of the Engine Caution and Engine Warning discrete outputs to *OFF*.	12 Calendar Months
RVSM Checks (TBM 700/850 Only)	Perform the air data checks and autopilot altitude hold checks as specified in Section 3.6.	24 Calendar Months
AHRS Magnetic Field Model Update	The GSU 75( ), GRS 79, and GDU 700/1060 Integrated ADAHRS utilize an Earth magnetic field model that is updated once every 5 years as part of the Aviation Database maintained by the owner/operator. If the magnetic model is not up-to-date, the unit will issue an alert upon start-up indicating the model has expired. A Service Bulletin containing the updated magnetic field model and instructions for installation can be obtained from the Dealer Resource Center or by contacting Garmin.	Every 5 years
Electrical Bonding Check	Perform an electrical bonding check of the G500/G600 TXi system LRUs in accordance with Section 3.5.	Every 2000 flight hours or 10 years, whichever comes first

Item	Description/ Procedure	Interval
GDU 700/1060 Cooling Fan Replacement	It is recommended that the cooling fan on the GDU 700/1060 be replaced every 3000 fan-operating hours. The number of hours the fan has been operating can be viewed using the following procedure: 1. Power on the GDU 700/1060 in Configuration mode per the instructions in Section 2.1.4. 2. Navigate to ***Diagnostics → Temp & Power Stats***. 3. The cooling fan operating hours can be found under Power Statistics as "Fan OPER Hours". The cooling fan replacement procedure is contained in Section 5.1.2.	Recommended every 3000 fan-operating hours
Altimeter Checks	Test according to 14 CFR §43 Appendix E. See the pitot-static checkout procedure in Section 5.16.2 for system specific checkout procedure.	Interval must be in accordance with Title 14 CFR §91.411 and 91.413
Lightning Damage Check	Conduct an inspection of the G500/G600 TXi system in accordance with Section 3.8.	After a suspected or actual lightning strike
Equipment Removal and Replacement	Removal and replacement of the G500/G600 TXi system LRUs can be accomplished by referring to Section 5 for instructions.	On Condition
Cleaning GDU 700/ 1060 Front Panel	The front bezel, keypad, and display can be cleaned with a soft cotton cloth dampened with clean water. DO NOT use any chemical cleaning agents. Care should be taken to avoid scratching the surface of the display.	On Condition
Display Backlight	The display backlight LEDs are rated by the manufacturer as having a usable life of at least 36,000 hours. This life may be more or less than the rated time depending on the operating conditions of the GDU 700/1060. Over time, the backlight lamp may dim and the display may not perform as well in direct sunlight conditions. The user must determine by observation when the display brightness is not suitable for its intended use. Contact a Garmin factory repair station when the backlight lamp requires service.	On Condition

3.4 Visual Inspection

Operation of the G500/G600 TXi system is not permitted unless an inspection, as described in this section, has been completed within the preceding 12 calendar months. Conduct the following visual inspection of the G500/G600 TXi system LRUs and associated wiring harnesses to ensure installation integrity:

WARNING

Ensure the GBB 54 vent tube is not pointed towards personnel or equipment before blowing shop air through the tube. Any obstructions in the tube will be ejected at high speed and can cause serious injury or property damage.

1. Inspect all units for security of attachment, including visual inspection of brackets and other supporting structure attaching all units to the airframe.
2. Inspect all switches, annunciators, knobs, and buttons for legibility.
3. Visually inspect each unit's wiring (including electrical bonding straps), overbraid, and connectors for chafing, deterioration, damage, or wear.
4. Visually check for any signs of corrosion.
5. Visually inspect the GBB 54 vent tube and connectors for damage/corrosion and ensure there are no obstructions in the vent tube. The vent tube can be checked for obstructions by disconnecting the vent tube from the GBB 54 and blowing shop air through the tube from the battery connector side to the exterior of the aircraft.

3.4.1 Aluminum Foil Tape (Non-metallic Aircraft Only)

Any aluminum foil tape used in the G500/G600 TXi installation for grounding of a GSU 75/75B, GDC 72, GRS 79, GAD 43/43e, GEA 110, GEA 71B Enhanced, or GBB 54 (refer to Appendix A of this document) must be inspected every 12 calendar months.

The inspection must verify that the foil tape is not torn, damaged, or showing signs of corrosion. If any of these conditions are found, the tape must be replaced in accordance with Section 4 of *G500/G600 TXi Part 23 AML STC Installation Manual*.

3.5 Electrical Bonding Check

G500/G600 TXi LRU electrical bonding must be checked every 2,000 flight hours or 10 years, whichever occurs first. During the check, any cables normally attached to the LRU must be disconnected from the LRU. Resistance must be measured from a bare metal portion of the LRU to an airframe grounding location. The airframe grounding location should be as close to the LRU as possible, unless otherwise noted in the following table. If the measured resistance is greater than applicable values in the following table, bonding must be improved to meet applicable requirements for a new installation in accordance with Section 4 of *G500/G600 TXi Part 23 AML STC Installation Manual*.

Table 3-2 Electrical Bonding Requirements

LRU	Maintenance Requirement
GDU 700/1060 GCU 485 Engine Annunciator	20 mΩ
GSU 75/75B GDC 72 GRS 79 GAD 43/43e GEA 71B Enhanced	5 mΩ
GEA 110	5 mΩ (remote-mounted) N/A (GDU 1060 mounted)
GTP 59	5 mΩ (or electrically isolated per Appendix D of *G500/G600 TXi Part 23 AML STC Installation Manual*)
GMU 44	10 mΩ (or electrically isolated per Appendix D of *G500/G600 TXi Part 23 AML STC Installation Manual*)

Notes:

[1] For remote LRUs bonded to the back of the instrument panel via an installed aluminum foil ground plane, the bonding measurement must be taken between the remote LRU and the instrument panel.

3.6 RVSM Periodic Maintenance (Socata TBM 700/850 Only)

Maintain all RVSM equipment in accordance with the manufacturer's maintenance and performance requirements. The encoding altimeter must be checked as specified in the *Socata Maintenance Manual* Section 05-10-01, ATA Chapter 34. The RVSM critical areas must be inspected as specified in *Socata Maintenance Manual* Section 05-10-01, ATA Chapter 53.

The air data systems must be checked within the preceding 24 months, as specified in the *Socata Maintenance Manual* Section 34-11-00, except for the altitude displays and altitude alerter. The altitude displays and altitude alerter must be checked in accordance with Section 5.16.3 of this manual. *Socata Maintenance Manual* test procedures may be adapted to complete all other air data system checks required in Section 5.16.2.

The autopilot altitude hold performance must be checked within the preceding 24 months in accordance with the RVSM In-flight altitude hold check described in Section 5.16.3.3.

3.7 Overhaul Period

The system does not require overhaul at a specific time period. Power on self-test and continuous BIT will monitor the health of the G500/G600 TXi system. If any LRU indicates an internal failure, the unit may be removed and replaced. See Section 4 of this document for fault corrective actions.

3.8 Special Inspection Requirements

After a suspected lightning strike, the following actions must be performed for the specified LRU.

GTP 59 OAT

Inspect the GTP 59 OAT for signs of lightning damage. Check the self-sealing washer (P/N 212-00026-00) used on the probe tip outside of the aircraft for any evidence of melting or lack of seal. Replace the washer if damaged. If there is evidence of lightning strike to the OAT or any lightning damage, replace the GTP 59 OAT.

Tube-and-fabric aircraft must replace the OAT bond strap (if installed) in accordance with Section 4.6.2 of *G500/G600 TXi Part 23 AML STC Installation Manual.*

GMU 44

Aircraft with a GMU mounted in the wingtip of metallic aircraft with non-metallic wingtip covers must inspect the magnetometer installation for the following conditions:

1. Check the GMU 44 Magnetometer body and mount for scorching, soot, melting, pitting, denting, or discoloration.
2. Check P441 and J441 for melting or pin damage.
3. Check the cable overbraid for pinching, melting, or evidence of arcing.
4. Check the lug for evidence of arcing and verify that the lug is still secured to the overbraid.
5. Check electrical bonding between the GMU 44 overbraid and adjacent aircraft structure. Resistance should be less than 5 mΩ.
6. If any of these checks shows evidence of a lightning strike, replace the overbraid assembly in accordance with Figure 4-54 of *G500/G600 TXi Part 23 AML STC Installation Manual.*

Perform the Magnetic Interference Check in accordance with Section 6.6.4 of *G500/G600 TXi Part 23 AML STC Installation Manual.* The purpose of this check is to ensure the structure around the GMU 44 did not get magnetized by the lightning event to the point of affecting GMU 44 performance.

GBB 54 Battery Vent Tube

Aircraft with a GBB 54 battery must inspect the battery vent tube using the following procedure:

1. Gain access to the GBB 54 and both ends of the vent tube.
2. Check the battery vent grounding strap for evidence of arcing or damage.
3. Check the end of the vent tube that protrudes through the aircraft skin for scorching, soot, melting, pitting, denting, or discoloration.

If any of these checks show evidence of a lightning strike, replace the vent tube and grounding strap in accordance with Section 4.5.6 of *G500/G600 TXi Part 23 AML STC Installation Manual.*

3.9 Application of Protective Treatments

None.

3.10 Data Relative to Structural Fasteners

Data relative to structural fasteners, such as type, torque, and installation requirements can be found in Section 5 of this manual.

3.11 Additional Instructions

None.

U.S Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark U.S.A. N8275A	Serial No E-2803	
	Make BEECH	Model A36	Series N/A
2. Owner	Name *(As shown on registration certificate)* SIGILLITO MICHAEL A	Address *(As shown on registration certificate)* Address: 3727 RIDDELL LN City: WESTFIELD State: INDIANA Zip: 46062-7133 Country U.S.A.	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
☐	☒	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		
Name FIRST WING JET CENTER	☐ U.S. Certificated Mechanic	☐ Manufacturer	
Address 11329 E SR 32	☐ Foreign Certificated Mechanic	C. Certificate No.	
City ZIONSVILLE State IN	☒ Certificated Repair Station	1MYR828C	
Zip 46077 Country U.S.A.	☐ Certificated Maintenance Organization		

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

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual JOHN R. MCGRATH	11/21/2019

7. Approval for Return to Service

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

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

Certificate or Designation No.	Signature/Date of Authorized Individual	
1MYR828C	JOHN R. MCGRATH	11/21/2019

FAA Form 337 (10-06)

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.)

U.S.A. N8275A	11/21/2019
Nationality and Registration Mark	Date

- THE INSTALLATION OF THE GFC 500 AUTOPILOT WITH ELECTRONIC STABILITY PROTECITON WAS ACCOMPLISHED BY USE OF THE GARMIN INTERNATIONAL STC # SA01866WI AND AML REVISED JUNE 30, 2019.
- REMOVED THE EXISTING KFC 150 AUTOPILOT CONTROLLER P/N 065-0042-03, ALT/VS SELECTOR P/N 065-0065-01 AND SLAVING SWITCH P/N 071-1242-01 FROM STATION 58, AILERON SERVO P/N 065-0060-01 AT STATION 116, PITCH SERVO P/N 065-0059-02 AND PITCH TRIM SERVO P/N 065-0061-13 FROM STATION 116. INSTALLED THE GMC 507 AUTOPILOT CONTROLLER P/N 011-04548-01 IN THE RADIO STACK AT STATION 58, GSA 28 AILERON SERVO P/N 011-02927-11 AT STATION 116, GSA 28 PITCH SERVO P/N 011-02927-11 AT STATION 213, GSA 28 PITCH TRIM SERVO P/N 011-02927-11 AT STATION 211 AND GSA 28 YAW SERVO P/N 011-02927-11 AT STATION 188 I.A.W. THE GARMIN GFC 500 AUTOPILOT WITH ELECTRONIC STABILITY AND PROTECTION PART 23 AML STC INASTALLATION MANUAL, 190-02291-00 REVISION 10, DATED MARCH 31, 2019 AND GARMIN GFC 500 INSTALL MANUAL ADDENDUM TEXTRON AVIATION (BEECH) MODEL A36, 190-02291-24 REVISION 3, DATED APRIL 30, 2019.
- NEW INTERFACING WIRING WAS MARKED FOR IDENTIFICATION IAW AC 43.13-1B CHAPTER 11, PAGE 11-83 THRU 11-85, PARAGRAPHS 205, 206, 207, AND 208. WIRING ADDITIONS AND CHANGES WERE ACCOMPLISHED I.A.W. SECTION 4 AND APPENDIX A OF THE GARMIN GFC 500 AUTOPILOT WITH ELECTRONIC STABILITY AND PROTECTION PART 23 AML STC INASTALLATION MANUAL, 190-02291-00 REVISION 10, DATED MARCH 31, 2019 AND SHEET 19 OF THE GARMIN GFC 500 INSTALL MANUAL ADDENDUM TEXTRON AVIATION (BEECH) MODEL A36, 190-02291-24 REVISION 3, DATED APRIL 30, 2019.
- 28VDC IS PROVIDED TO THE GFC 500 AUTOPILOT SYSTEM FROM THE AIRCRAFT AVIONICS BUS WITHIN THE RIGHT-SIDE CIRCUIT BREAKER PANEL. CIRCUIT PROTECTION IS PROVIDED BY A 5 AMP C/B P/N 7277-2-5, (2) 1 AMP C/B P/N 7277-2-1. THE C/B'S ARE PLACARDED "AUTOPILOT", "PITCH TRIM", "A/P ALERT".
- THE GFC 500 AUTOPILOT SYSTEM AND THE INTERFACING G5 WAS CONFIGURED I.A.W. SECTION 5 OF THE GARMIN GFC 500 AUTOPILOT WITH ELECTRONIC STABILITY AND PROTECTION PART 23 AML STC INASTALLATION MANUAL, 190-02291-00 REVISION 10, DATED MARCH 31, 2019 AND SHEET 3 OF THE GARMIN GFC 500 INSTALL MANUAL ADDENDUM TEXTRON AVIATION (BEECH) MODEL A36, 190-02291-24 REVISION 3, DATED APRIL 30, 2019.
- OPERATION OF THE GFC 500 AUTOPILOT SYSTEM WAS CHECKED OUT I.A.W. SECTION 6 OF THE GARMIN GFC 500 AUTOPILOT WITH ELECTRONIC STABILITY AND PROTECTION PART 23 AML STC INSTALLATION MANUAL, 190-02291-00 REVISION 10, DATED MARCH 31, 2019.
- THE AIRCRAFT EQUIPMENT LIST HAS BEEN REVISED.
- AN ELECTRICAL LOAD ANALYSIS HAS BEEN COMPLETED IN ACCORDANCE WITH AC 43.13-2B CHAPTER 2, PAGE 19 PARAGRAPH 208 AND IT WAS DETERMINED THAT THE INSTALLATION OF THE GFC 500 AUTOPILOT SYSTEM DOES NOT EXCEED 80% OF THE AIRCRAFT'S ELECTRICAL SYSTEM CAPACITY.
- AN ELECTRICAL INTERFERENCE CHECK HAS BEEN ACCOMPLISHED I.A.W. SECTION 6 OF THE GARMIN GFC 500 AUTOPILOT WITH ELECTRONIC STABILITY AND PROTECTION PART 23 AML STC INASTALLATION MANUAL, 190-02291-00 REVISION 10, DATED MARCH 31, 2019. NO ELECTRICAL INTERFERENCE OR ADVERSE EFFECTS ON OTHER SYSTEMS NOTED.
- A COPY OF THE PILOTS GUIDE P/N 190-01112-12 REVISION D WAS PLACED ABOARD THE AIRCRAFT.
- THE FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT (*) 190-02292-25, REVISION 2, DATED JANUARY 31, 2019, HAS BEEN INCORPORATED INTO THE AIRCRAFT FLIGHT MANUAL.
- AN EVALUATION HAS BEEN CONDUCTED AND THIS ALTERATION WILL NOT IMPACT THE AIRWOTHINESS OF THIS AIRCRAFT. THE AIRCRAFT AND AIRCRAFT RECORDS HAVE BEEN REVIEWED TO ENSURE COMPATIBILITY OF THIS ALTERATION WITH ALL PREVIOUSLY APPROVED CHANGES TO THE AIRCRAFT.
- AN ENTRY HAS BEEN MADE INTO THE AIRCRAFTS PERMANENT RECORDS FOR THE WORK PERFORMED IAW 14 CFR PART 43.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:

- INSTRUCTIONS FOR CONTINUED AIRWORTHINESS FOR THE GFC 500 AUTOPILOT SYSTEM, SECTION 4, OF GARMIN DOCUMENT P/N 190-02291-01 REVISION 5 (*), HAVE BEEN INSERTED INTO THE AIRCRAFTS PERMANENT RECORDS AND ANY PERIODIC CHECKS AND INSPECTIONS LISTED MUST BE COMPLIED WITH AT THE INTERVALS SPECIFIED.

NOTE: ALL DOCUMENTS IDENTIFIED WITH (*) ARE ATTACHMENTS TO THIS FAA FORM 337 AND MUST BE MAINTAINED WITH THE AIRCRAFTS PERMANENT RECORD.

----------END----------

☐ Additional Sheets Are Attached

United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

Number: SA01866WI

This certificate issued to: Garmin International, Inc.
1200 East 151st Street
Olathe, KS 66062

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

Original Product – Type Certificate Number:
Multiple - AML STC

Make:
Model: See Approved Model List (AML) SA01866WI for approved aircraft models and applicable airworthiness regulations

Description of Type Design Change:
Installation of Garmin GFC 500 Autopilot with Electronic Stability and Protection
Data Required:
(1) Garmin Master Drawing List (MDL) 005-01264-00, Revision 1, dated December 21, 2017
(2) Garmin GFC 500 Automatic Flight Control System Part 23 AML STC Maintenance Manual (includes Instructions for Continued Airworthiness) 190-02291-01, Revision 1, dated December 21, 2017
Later FAA-approved revisions to the data listed above are incorporated without amendment to this certificate

Limitations and Conditions:
(1) Compatibility of this design change with previously approved modifications must be determined by the installer.
(2) Aircraft modified by this STC must be operated in accordance with the Airplane Flight Manual Supplement (AFMS) identified on the Approved Model List.
(3) Aircraft modified by this STC must be maintained in accordance with the Instructions for Continued Airworthiness (ICA) identified above.
(continued on Page 3)

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

Date of Application: August 24, 2017

Date Reissued:

Date of Issuance: December 21, 2017

Date Amended: March 15, 2019

By Direction of the Administrator

Signature _____

Title Robert G. Murray
ODA STC Unit Administrator
ODA-240087-CE

United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Aircraft Certification Office of the transfer of this Supplemental Type Certificate. The FAA will reissue the certificate in the name of the transferee and forward it to him.

Transfer Endorsement

Transfer the ownership of Supplemental Type Certificate Number:

To (Name and address of transferee)

From (Name and address of grantor)

Extent of Authority (if licensing agreement):

Date of transfer:

Signature of grantor: _____

United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)
Number: SA01866WI

March 15, 2019

(4) The installation of a Garmin G5 Electronic Flight Instrument per Garmin AML STC SA01818WI or a Garmin G3X Touch EFIS per Garmin AML STC SA01899WI must be accomplished prior to or concurrent with this STC installation.

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

*Certification Basis

Based on 14 CFR 21.115 and 21.101, and the FAA policy for significant changes in FAA Order 8110.48, the certification basis
for this change is as follows:

a. The certification basis for parts not changed or not affected by this change remains unchanged from the original approval.

b. The certification basis for parts changed or affected by this change is:

Section	Amdt.	Section	Amdt.
23.143	23-50	23.853 (a)	23-49
23.301(a)	23-48	23.863 (a)(b)	23-34
23.303	Orig.	23.1301 (a)(b)(c)(d)	23-20
23.305 (a)(b)	23-45	23.1309 (a)(1)(2)(b)(c)(d)(e)	23-49
23.307 (a)	Orig.		
23.337	23-48	23.1321 (e)	23-49
23.395 (a)(1)	23-7	23.1322	23-43
23.397 (a)(b)	23-45	23.1329	23-49
23.561 (a)(b)(3)(e)	23-48	23.1331 (b)(1)	23-43
23.601	Orig.	23.1335	23-20
23.603	23-23	23.1351 (a)(1)(2)(i)	23-49
23.605 (a)	23-23	23.1353 (h)	23-49
23.607 (a)(b)(c)	23-48	23.1357 (a)(b)(c)(d)	23-43
23.609	Orig.	23.1359	23-49
23.611	23-48	23.1365 (a)(b)(d)(e)	23-49
23.613 (a)(b)	23-45	23.1381 (a)	Orig.
23.627	Orig	23.1431 (a)(b)	23-49
23.671 (a)(b)	Orig	23.1501 (a)(b)	23-21
23.677 (a)(d)	23-49	23.1523 (a)(b)(c)	23-34
23.681 (a)	Orig.	23.1525	23-45
23.683	23-7	23.1529	23-26
23.685 (a)(c)(d)	23-17	23.1555 (a)(b)	23-21
23.689 (a)(2)(3)(b)	23-7	23.1581 (a)(b)(d)(f)	23-45
23.771 (a)	23-14	23.1583 (h)	23-45
23.773 (a)(2)	23-45	23.1585 (a)	23-45
23.777 (a)(b)	23-33	23.2515 (a)	23-64
23.779 (a)	23-33	23.2520 (a)	23-64

FAA Approved Model List (AML)

STC Number SA01866WI

GFC 500 Autopilot with Electronic Stability and Protection

FAA APPROVED

Erik Frisk

ODA ADMINISTRATOR

30-JUL-2019

DATE

ODA-240087-CE
Garmin International
1200 E. 151st ST, Olathe KS 66062

Issued Date: 12/21/2017

Amended Date: 07/30/2019

FAA Approved Model List (AML) STC Number SA01866WI

AML Amendment Log

Date	Description
12/21/17	Original
3/13/18	Add S35, V35, V35A, V35B
3/16/18	Add PA-28-150, -160, -180, -151, -161, -181
5/11/18	Add 172E
7/27/18	Added AA-5, AA-5A, AA-5B, AG-5B
8/9/18	Added 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33/G33, F33A, F33C
8/29/18	Added PA-28-140
10/16/18	Added 210K, T210K, 210L, T210L, 210M, T210M, 210N, T210N
11/05/18	Added F33A (S/N CE-316 thru CE-1791)
1/18/19	Added M20M, M20R, M20S
3/7/19	Added 180/185 series
3/8/19	Added 36, A36, A36TC
3/14/19	Added M20J, M20K
5/30/19	Added R172K, FR172K, and F172E
7/03/19	Added R182, TR182, and FR182
7/30/19	Added PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T
7/30/19	Added PA-32R-300, PA-32R-301(SP), PA-32R-301(HP), PA-32R-301T

FAA Approved Model List (AML) STC SA01866WI

Aircraft Make (TCDS Holder) [common name or previous make]	**Aircraft Model**	**Type Certificate Number**	**TC Certification Basis***	**MDL 005-01264-00 Rev.****	**AML Amended Date**	**AFMS Part Number**	**AFMS Rev. ****
Textron Aviation Inc. (Textron Aviation Inc.) [Cessna]	172E	3A12	CAR 3	5	5/11/18	190-02291-02	2
	172F (USAF T-41A), 172G, 172H (USAF T-41A), 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172R, 172S (except those with G1000)		CAR 3 FAR 23	1	12/21/17	190-02291-02	1
Textron Aviation Inc. (Textron Aviation Inc.) [Cessna]	182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, 182S, 182T, T182, T182T (except those with G1000)	3A13	CAR 3 FAR 23	1	12/21/17	190-02291-06	1
	R182, TR182			19	7/03/19	190-02291-32	1
Textron Aviation Inc. (Textron Aviation Inc.) [Cessna]	F172F, F172G, F172H, F172K, F172L, F172M, F172N, F172P	A4EU	CAR 3	1	12/21/17	190-02291-02	1
	F172E			17	5/30/19	190-02291-02	6
Textron Aviation (Textron Aviation Inc.) [Cessna]	F182P, F182Q	A42EU	CAR 3	1	12/21/17	190-02291-06	1
	FR182		CAR 3 FAR 23	19	7/03/19	190-02291-32	1
Textron Aviation (Textron Aviation Inc.) [Beechcraft]	S35, V35, V35A, V35B	3A15	CAR 3	3	3/13/18	190-02291-09	1
	35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33/G33 (S/N CD-1244 thru CD-1304), F33A (S/N CE-290 thru CE-315), F33C (S/N CJ-52 thru CJ-179)			7	8/9/18	190-02291-16	1
	F33A (S/N CE-316 thru CE-1791)			10	11/05/18	190-02291-16	1
	36, A36, A36TC (S/N EA-1 thru EA-272, except EA-242)			13	3/8/19	190-02291-25	1
Piper Aircraft, Inc. (Piper Aircraft, Inc.) [Piper]	PA-28-150, PA-28-160, PA-28-180, PA-28-151, PA-28-161, PA-28-181 (except those with G1000)	2A13	CAR 3 FAR 23	4	3/16/18	190-02291-07	1
	PA-28-140			8	8/29/18	190-02291-07	3
	PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T			20	7/30/19	190-02291-29	1
	PA-32R-300, PA-32R-301(SP), PA-32R-301(HP), PA-32R-301T	A3SO	CAR 3 FAR 23	21	7/30/19	190-02291-27	1

4. Instructions for Continued Airworthiness

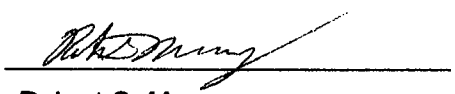
This document is designed as Instructions for Continued Airworthiness in accordance with 14 CFR 23.1529 Appendix G for use by the owner/operator of the airplane to maintain the GFC 500 Automatic Flight Control System installed under STC SA01866WI.

4.1 Airworthiness Limitations

The GFC 500 Autopilot is airworthy when installed, configured, and maintained in accordance with this section.

There are no new or additional Airworthiness Limitations associated with this equipment and/or this installation.

The Airworthiness Limitations section is FAA-approved and specifies maintenance required under §§ 43.16 and 91.403 of Title 14 of the Code of Federal Regulations, unless an alternative program has been FAA-approved.

		7/5/2019
FAA APPROVED	Robert G. Murray STC Unit Administrator ODA-240087-CE	Date

4.2 Servicing Information

Servicing of the GFC 500 Autopilot equipment is 'on condition'. In the event of system failure, troubleshoot the GFC 500 Autopilot in accordance with Section 5.

4.2.1 On Condition Servicing

'On Condition' replacement and/or servicing should occur when an item exhibits conditions, symptoms, and/or abnormalities defined in Section 5 of this manual. Replacement and/or servicing should be made only after the technician troubleshoots the system to the extent determined necessary by using the guidance in this manual along with common avionics maintenance practices.

The remainder of this document is organized in the following fashion:

- Section 4.3 lists maintenance requirements related to the GFC 500 Autopilot.
- Section 6 gives instructions regarding the removal and replacement of GFC 500 equipment and parts.
- Section 7 gives configuration and testing instructions to be accomplished if GFC 500 equipment or parts are removed or replaced.
- Section 9 specifies system return-to-service procedures.

4.2.2 Required Tools

The following tools are needed to perform maintenance tasks on GFC 500 Autopilot equipment:

- Calibrated Milliohm meter with Kelvin probes, OR
  - Ammeter capable of measuring 1.5 Amps of current with a minimum resolution of 0.1A.
  - Voltmeter capable of measuring millivolts with a minimum resolution of 0.1mV.
  - Variable DC Power Supply capable of providing 1 amp current
- 3/32" Hex tool
- Calibrated VHF NAV/COM/ILS ramp tester or equivalent
- Calibrated pitot/static ramp tester
- Outdoor line-of-site to GPS satellite signals or GPS indoor repeater
- Headset/microphone
- Ground Power Unit
- Calibrated Flight Control Cable Tension Meter or equivalent
- Calibrated torque wrench capable of measuring 0 – 70 in/lbs.
- Standard sockets & wrenches

4.2.3 Special Tools

There are no special tools required to perform maintenance on the GFC 500 Autopilot.

4.3 Maintenance Intervals

Table 4-1 shows systems and items, installed by this STC, which must undergo tests or checks at specific intervals. If the interval is shown to be in flight time as well as calendar months, the first interval reached should be used as the limit.

Those inspections that are based on flight time or calendar elapsed time or cycles shall have specific intervals stated in Table 4-1.

Table 4-1 – Maintenance Intervals

Item	Description/Procedure	Manual Section No.	Interval
Equipment electrical Bonding Test	Verify bonding of GMC 507 rack (if installed), GMC 507 (if installed without rack), GSA 28 mounting brackets, and any associated bonding components	4.5	Following removal and replacement of the racks or brackets **AND** Every 2000 flight hours or ten years, whichever is first
Equipment Bonding Visual Inspection – suspected lightning strike	Inspection of bonding Components	Table 4-3	At any suspected or actual lightning strike
GFC 500 Equipment Visual Inspection	Visual inspection of GFC 500 components	4.4	At every annual inspection
Disconnect Tone and Sonalert Test	Functional test of Audio output and/or Sonalert	4.6	At every annual inspection
GSA 28 Servos	Removal and Replacement	6.2	On Condition
GMC 507 Autopilot Mode Controller	Removal and Replacement	6.1	On Condition
Servos, Servo Control Cables and associated hardware	Visual Inspection	Table 4-2	With aircraft manufacturer's required primary control cable checks

4.4 Visual Inspection

Perform a visual inspection in accordance with requirements in Table 4-2. Check for corrosion, damage, or other defects of the GMC 507 and the GSA 28s. Replace any damaged parts as required. Inspection may require the temporary removal of a unit or units to gain access to connectors. Follow guidance in Section 6 for equipment removal and replacement. Refer to the aircraft manufacturer service or maintenance manual for instructions on access panel locations.

Table 4-2 – Visual Inspection Procedure

Item	Description/Procedure	Initials
GFC 500 Equipment Visual Inspections	a) Conduct a visual inspection of the GMC 507 and GSA 28 equipment installations in accordance with 14 CFR Part 43, Appendix D. If the equipment does not pass the visual inspection, complete the following procedure: i. Correct improper installations and ensure that all install racks, brackets, and fasteners are secure. Correct improper wire routing and ensure that the wire harness is securely mounted. Replace install racks, brackets, wiring and associated electrical bonding or shielding components with obvious defects ii. Complete the equipment electrical bonding test as described in section 4.5 for any components that are replaced. iii. Equipment shield terminations shall be free of corrosion and secure to the backshell or aircraft ground. b) Inspect all exposed wire harness for chafing, damage, proper routing of wire bundles and security of attachment in accordance with AC 43.13-1B, Chapter 11, Section 8, Paragraph 11-96.	
Servos, Servo Control Cables, and associated hardware	a) Using a flashlight, inspect the GSA 28 servos, connectors, support structure, and control cables to ensure that no corrosion, chafing, cracks, or other defects exist. b) Have an assistant manually move the control surfaces from stop to stop and visually observe the servo and control cabling/chain. Ensure there is no binding in the control cabling or chain, that the capstan/sprocket rotates freely, and that there is no rough turning or noise from the servo bearings. c) Check the servo control cables in accordance with AC 43.13-1B, Chapter 7, Section 8, Paragraph 7-149 to ensure no fraying, corrosion, or other damage exists. If the condition of any cable is questionable, replace it with a new one. Additionally, where servo cables wrap around capstans and pulleys, measure the cable diameter with cable tension applied. If the cable has lost 30% or more of its nominal diameter, replace the servo cable. d) Lubricate any aircraft cables which have been replaced by this STC (e.g. continuous travel pitch trim cables) in accordance with the service manual applicable to the aircraft model. e) Check the tension on the servo control cables. Refer to the appropriate Install Manual Addendum for the aircraft type for cable tension specifications: f) Ensure that each cable is correctly attached to the existing flight control system as shown in the appropriate Install Manual Addendum. If servo cable clamps are installed, inspect the torque seal tamper indicator at the intersection of the cable and clamps. If torque seal is cracked or damaged, remove cable clamps for further inspection. g) Visually inspect the condition of lock nuts, cable guard support plate, cable guard posts, self-locking castle nuts, cotter pin, split lock washer, flat washer and the output shaft to ensure no corrosion, cracks, or other defects exist. h) For continuous travel servos only, visually inspect the condition of the idler pulley, shaft, washer, and E-ring, to ensure no corrosion, chafing, cracks, or other defects exist.	

Table 4-3 – Lightning Strike Inspection Procedure

Item	Description/Procedure	Initials
GMC 507, GSA 28	In the event of a suspected or actual lightning strike to the aircraft, the bonding components for the GFC 500 Autopilot (bonding straps, mounting hardware etc.) must be inspected. If any damage is found, damaged components must be replaced in accordance with specifications and procedures shown in Section 6. If any bonding components are replaced, measure the resistance between the replaced component and aircraft ground. Verify the resistance is less than or equal to 2.5mΩ.	

4.5 Electrical Bonding Test

The following bonding tests are provided for aircraft that have a GFC 500 Autopilot installed as a requirement beyond any that may be given in the aircraft maintenance manual.

4.5.1 Requirements

All GFC 500 equipment must be installed. For the GMC 507, the tests are performed with the connectors connected. For the GSA 28, tests are conducted with the connector disconnected. Gain access for the procedure listed below in Section 4.5.3 as required and in accordance with the aircraft maintenance manual. It is recommended that these tests are conducted after visual inspection of the zone to minimize access requirements.

4.5.2 Test Equipment

A milliohm meter and Kelvin probes are recommended for this test. However, an alternate method may be used to provide equivalent results by using the following procedure and a standard voltmeter, power supply with adjustable current limit, and ammeter. The test set up for this alternate method is described below.

All test equipment used for the bond checks must be calibrated.

1. Connect the positive lead of the power supply to airframe ground. Connect/touch the positive lead of the voltmeter to the same point.

   NOTE

   Ensure that the voltmeter and power supply probes do not touch, so as not to induce contact resistance.

2. Touch negative lead of power supply to each of the test points listed while performing Step 3. At each required point, configure the power supply to produce 1 amp before measuring voltage. (Use an ammeter to ensure current is within *minimum* of 1 amp ±100 milliamp at each point). Do not allow the reference current to exceed 1.5 amps for safety.
3. With the current set to 1A, the voltage reading will be the value of the bonding resistance. Set the voltmeter to measure millivolts and null the reading. Measure the voltage from airframe ground (step 1) to each required test points and record the voltage. (Perform Step 2 at each required point and ensure that *minimum* of 1 amp ±100 milliamp is present when measuring the voltage.)

   TIP: When a 1A current is used all the millivolt readings are the same as mΩ, and required no further calculation of bond resistance. If 1 amp reference current cannot

be maintained and is higher divide the measured voltage by current to get the resistance value.

4.5.3 Electrical Bonding Procedure

Using one of the two measurement methods in Section 4.5.2 record the bonding measurement for the following equipment. Some equipment in the list is optional and may not be installed.

Ensure that the measurements do not exceed the values shown in Table 2-2. If the values exceed those listed, perform the reconditioning procedure in Section 2.4.

- GMC 507 case: _____ mΩ
- GSA 28 (Roll) chassis: _____ mΩ
- GSA 28 (Pitch) chassis: _____ mΩ
- GSA 28 (Pitch Trim) chassis: _____ mΩ
- GSA 28 (Yaw Damper) chassis: _____ mΩ

4.6 Disconnect Tone and Sonalert Test

Perform the Disconnect Tone and Sonalert Functional Test at the intervals specified in Table 4-1.

1. Apply external electrical power to the aircraft and avionics systems.
2. Ensure that the GFC 500 Autopilot passes PFT.
3. Engage the autopilot by pressing the AP button on the GMC 507.
4. Disengage the autopilot by pressing the AP DISC/TRIM INT switch on the pilot's flight controls.
5. Verify that the normal autopilot disconnect tone plays.
   a. If an audio panel is connected, verify that the autopilot disconnect tone plays through the speaker and headphones. **NOTE:** *The normal autopilot disconnect tone is three high-low tones approximately three seconds in duration.*
   b. If a sonalert is connected, verify that the autopilot disconnect tone plays through the sonalert. **NOTE:** *The normal autopilot disconnect sonalert tone is a continuous 2000 Hz tone that plays for approximately 3 seconds.*

U.S Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark U.S.A. N8275A	Serial No E-2803	
	Make BEECH	Model A36	Series N/A
2. Owner	Name *(As shown on registration certificate)* SIGILLITO MICHAEL A	Address *(As shown on registration certificate)* Address: 3727 RIDDELL LN City: WESTFIELD State: INDIANA Zip: 46062-7133 Country U.S.A.	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
☐	☒	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		
Name FIRST WING JET CENTER	☐ U.S. Certificated Mechanic	☐ Manufacturer	
Address 11329 E SR 32	☐ Foreign Certificated Mechanic	C. Certificate No.	
City ZIONSVILLE State IN	☒ Certificated Repair Station	1MYR828C	
Zip 46077 Country U.S.A.	☐ Certificated Maintenance Organization		

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

Extended range fuel per 14 CFR Part 43 App. B	Signature/Date of Authorized Individual	
☐	JOHN R. MCGRATH	11/21/2019

7. Approval for Return to Service

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

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

Certificate or Designation No.	Signature/Date of Authorized Individual	
1MYR828C	JOHN R. MCGRATH	11/21/2019

FAA Form 337 (10-06)

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.)

U.S.A. N8275A	11/21/2019
Nationality and Registration Mark	Date

- THIS AIRCRAFT HAS BEEN MODIFIED IN ACCORDANCE WITH STC SA02511SE CIES INC BY THE INSTALLATION OF CIES FUEL PROBES WITH AML AMENDMENT DATED JULY 24, 2019.

- REMOVED EXISTING FUEL PROBES R/H & L/H I/B, P/N 96-380041-1, AT STATION 76 AND R/H & L/H O/B, P/N 96-380042-1, AT STATION 76. INSTALLED NEW CIES FUEL PROBES R/H & L/H I/B, P/N CC284022-2217-101 AND R/H & L/H O/B, P/N CC284022-2218-101, USING NEW GASKETS IAW CIES INC STC SA02511SE INSTALL MANUAL DOCUMENT NUMBER CC-TR-2840-031, REVISION D, DATED AUGUST 28, 2019.

- PERFORMED POST INSTALLATION CONFIGURATION AND FUEL CALIBRATIONS IAW CIES INC STC SA02511SE INSTALL MANUAL DOCUMENT NUMBER CC-TR-2840-031, REVISION D, DATED AUGUST 28, 2019 AND THE GARMIN G500/G600 TXI PART 23 AML STC INSTALLATION MANUAL, 190-01717-B3, REVISION 6, DATED OCTOBER 31, 2019.

- AN EVALUATION HAS BEEN CONDUCTED AND THIS ALTERATION WILL NOT IMPACT THE AIRWORTHINESS OF THIS AIRCRAFT. THE AIRCRAFT AND AIRCRAFT RECORDS HAVE BEEN REVIEWED TO ENSURE COMPATIBILITY OF THIS ALTERATION WITH ALL PREVIOUSLY APPROVED CHANGES TO THE AIRCRAFT.

- AN ENTRY HAS BEEN MADE INTO THE AIRCRAFTS PERMENANT RECORDS FOR THE WORK PERFORMED IAW 14 CFR PART 43.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:

- INSTRUCTIONS FOR CONTINUED AIRWORTHINESS FOR THE CIES FUEL PROBES, SECTION 8, OF CIES INC STC SA02511SE DOCUMENT NUMBER CC-TR-2840-031 REVISION D (*) DATED AUGUST 28, 2019 HAVE BEEN INSERTED INTO THE AIRCRAFTS PERMANENT RECORDS AND ANY PERIODIC CHECKS AND INSPECTIONS LISTED MUST BE COMPLIED WITH AT THE INTERVALS SPECIFIED.

NOTE: ALL DOCUMENTS IDENTIFIED WITH (*) ARE ATTACHMENTS TO THIS FAA FORM 337 AND MUST BE MAINTAINED WITH THE AIRCRAFTS PERMANENT RECORD.

----------END----------

☐ Additional Sheets Are Attached

U.S. Department
of Transportation
Federal Aviation Administration

Aviation Safety
Aircraft Certification Service
Compliance & Airworthiness Division

Seattle ACO Branch
2200 S 216th Street
Des Moines, WA 98198-6547

JUL 24 2019

In Reply
Refer To: 784-19-7905

Mr. Scott Philiben
President
CiES, Inc.
1375 SE Wilson Ave, Suite 150
Bend, OR 97702

Dear Mr. Philiben:

We have completed our evaluation of your request for amendment to your Approved Model List (AML) SA02511SE, to add several aircraft models and Dynon SkyView HDX instrument combination, per your application, dated June 27, 2019. We find that you have satisfactorily demonstrated compliance with the applicable certification regulations. Accordingly, we have enclosed AML SA02511SE, dated July 24, 2019.

Since I am very much interested in the service we provide to the aviation community and the general public, it would be helpful if you would provide your thoughts and comments regarding how the approval process went. To gather this information, we have provided this letter and its enclosures electronically and also attached a short survey that I hope you will fill out and return via e-mail as indicated on the survey. Please make the subject line of the return e-mail read "Survey" to ensure proper receipt. You may rest assured that your comments will receive my full attention and that I will hold your comments in strict confidence, should you request I do so. Please note that this stakeholder survey is common to all Aircraft Certification offices within the FAA's Aircraft Certification Service and is aimed at enabling the Aircraft Certification Service to deliver the best services to each of our stakeholders.

Sincerely,

for Paul Bernado
Aviation Safety,
Acting Manager, Seattle ACO Branch
Compliance & Airworthiness Division
Aircraft Certification Service

Enclosure

United States of America

Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SA02511SE

This certificate, issued to

CiES Inc.
1375 SE Wilson Ave., Suite 150
Bend, OR 97702

*certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part * of the * Regulations.*

Original Product—Type Certificate Number: * See attached Federal Aviation Administration (FAA)
Make: Approved Model List (AML) SA02511SE for approved
Model: aircraft models and applicable airworthiness regulations

Description of the Type Design Change: Installation of replacement fuel quantity indicator sending unit(s) on aircraft models listed in AML SA02511SE, original issue date March 14, 2017, or later FAA-approved revision, in accordance with the CiES Inc., Master Drawing List and the CiES Inc., Installation Requirements & Instructions for Continued Airworthiness (ICA) documents as listed on that AML, or later FAA approved revisions.

Limitations and Conditions: Approval of this change in type design applies only to the aircraft listed on AML SA02511SE. Aircraft on which this type design change is installed must be maintained in accordance with the CiES Inc., Installation Requirements & ICA document as listed on AML SA02511SE, or later FAA-approved revision. There is no change to the operating instructions for the aircraft associated with installation of this STC. This approval should not be installed on aircraft of the approved models on which other previously approved modifications are incorporated unless it is determined by the installer that the relationship between this change and other previously approved modifications will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this certificate, AML SA02511SE, and the ICA must be maintained as part of the permanent records for the modified aircraft.

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

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

Date of application: June 16, 2016 *Date reissued:*

Date of issuance: March 14, 2017 *Date amended:* October 22, 2018

FEDERAL AVIATION ADMINISTRATION

By direction of the Administrator

(Signature)

Manager, Seattle ACO Branch
(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

FEDERAL AVIATION ADMINISTRATION (FAA) APPROVED MODEL LIST (AML) SA02511SE
FOR
CIES INC. CC284022 SERIES TSO C55a FUEL QUANTITY SENDERS

ISSUE DATE: March 14, 2017

ITEM	AIRCRAFT MAKE	AIRCRAFT MODEL	ORIGINAL TC NUMBER	CERTIFICATION BASIS FOR ALTERATION	INSTALLATION REQUIREMENTS & INSTRUCTIONS FOR CONTINUED AIRWORTHINESS		STC MASTER DRAWING LIST		CiES SENDER PART NUMBERS APPROVED FOR INSTALLATION	APPROVED SENDER AND INSTRUMENT COMBINATIONS	AML REV DATE
16.	Cirrus Design Corp.	SR20, SR22, SR22T	A00009CH	14 CFR 23	CC-TR-2840-031	C	CC2840 00 03	A	CC284022 0001-XXX CC284022 0002-XXX CC284022 0004-XXX CC284022 0005-XXX CC284022 0006-XXX CC284022 0007-XXX CC284022 0008-XXX CC284099 0001 (Installation) CC284099 0002 (Installation) CC284099 0003 (Installation) CC284099 0004 (Installation)	1-25	09/13/18
17.	Cirrus Design Corp.	SR22, SR22T (w/TKS Sender)	A00009CH	14 CFR 23	CC-TR-2840-031	C	CC2840 00 03	A	CC284022 0003-XXX	1-25	09/13/18
18.	Textron Aviation Inc. (formerly Beechcraft)	35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, H35, G36, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 36, A36, A36TC, B36TC	3A15	CAR 3, 14 CFR 23	CC-TR-2840-031	C	CC2840 00 03	A	CC284022 2201-XXX CC284022 2202-XXX CC284022 2203-XXX CC284022 2215-XXX CC284022 2216-XXX CC284022 2217-XXX CC284022 2218-XXX CC284022 2219-XXX (Tip)	1-19, 21-25	09/13/18

FEDERAL AVIATION ADMINISTRATION (FAA) APPROVED MODEL LIST (AML) SA02511SE
FOR
CIES INC. CC284022 SERIES TSO C55a FUEL QUANTITY SENDERS

ISSUE DATE: March 14, 2017

Item	Cockpit Display Manufacturer	Cockpit Display Model	Data Converter (LRU[1])	Fuel Sender Output Capability	Instrument Input Capability
1	JP Instruments	EDM 900	N/A	Voltage 0-5 VDC	0-4.7 VDC
2	JP Instruments	EDM 930	N/A	Voltage 0-5 VDC	0-4.7 VDC
3	JP Instruments	EDM 900	N/A	Digital Frequency 64Hz-10kHz	0-100 kHz
4	JP Instruments	EDM 930	N/A	Digital Frequency 64Hz-10kHz	0-100 kHz
5	Electronics International	MVP-50	EDC-33P	Voltage 0-5 VDC	0-18 VDC
6	Electronics International	CGR-30P	EDC-33P	Voltage 0-5 VDC	0-18 VDC
7	Electronics International	MVP-50	EDC-33P	Digital Frequency 64Hz-10kHz	0-6 kHz
8	Electronics International	CGR-30P	EDC-33P	Digital Frequency 64Hz-10kHz	0-6 kHz
9	Ultra FEI	Auracle CRM2120	N/A	Voltage 0-5 VDC	0-5 VDC
10	Aerospace Logic	FL25X	N/A	Voltage 0-5 VDC	0-5 VDC
11	Aerospace Logic	FL20XD	N/A	Digital Frequency 64Hz-10kHz	10-300 Hz
12	Aerospace Logic	FL21X	N/A	Voltage 0-1 VDC	0-1 VDC
13	Aerospace Logic	FL20X	N/A	Voltage 0-1 VDC	0-1 VDC
14	Garmin	G1000	GEA 71	Voltage 0-5 VDC	0-5 VDC
15	Garmin	G950	GEA 71	Voltage 0-5 VDC	0-5 VDC
16	Garmin	G1000	GEA 71	Voltage 0-1 VDC	0-1 VDC
17	Garmin	G950	GEA 71	Voltage 0-1 VDC	0-1 VDC
18	Garmin	G1000	GEA 71	Digital Frequency 64Hz-10kHz	0-100 kHz
19	Garmin	G950	GEA 71	Digital Frequency 64Hz-10kHz	0-100 kHz
20	Rochester Gauges	FQ-40XX Series	N/A	Voltage 0-1 VDC	0-1 VDC
21	JP Instruments	EDM 960	EDM 950	Voltage 0-5 VDC	0-4.7 VDC
22	JP Instruments	EDM 960	EDM 950	Digital Frequency 64Hz-10kHz	0-100 kHz
23	Garmin	G500/G600 Txi	GEA 110	Voltage 0-5 VDC	0-5 VDC
24	Garmin	G500/G600 Txi	GEA 110	Digital Frequency 64Hz-10kHz	0-30,000 Hz
25	Garmin	G2000	GEA 71	Voltage 0-1 VDC	0-1 VDC
26	Avidyne	EX5000	AI740	Voltage 0-1 VDC	0-1 VDC

8. STC INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

G23.1 General

This section constitutes the required Instructions for Continued Airworthiness
This document is found on https://www.ciescorp.net/instructions-for-continued-airworthiness.html

G23.2 Format

This manual section forms the CiES CC284022 Series Instructions for Continued Airworthiness.

G23.3 Content

The contents of this manual is presented in the English language.

(a) *Airplane maintenance manual or section.*

(1) Introduction

This system is a modification to the aircraft fuel quantity system. The system utilizes a float or floats to detect the fuel level surface and transmits this data electronically to an FAA Approved fuel quantity instrument in the cockpit. All the maintenance manual aircraft requirements for fuel quantity accuracy requirements still apply.

CiES fuel quantity senders require aircraft power for operation and while they are physically identical in utilizing the existing mounting locations hardware and gaskets. (Reference Section 3)

(2) Description

The fuel indication system measures the fuel in the tank by transmitting an angular position of the of float or floats from a fixed position of the sender in the tank. These floats ride on the surface of the fuel and in some instances the senders linearize that angular output to integrate to the existing fuel quantity indication. The sensor measures this angle in a non-electrical contact manner using a magnetic field detection.

The wiring location run in the installed aircraft for the additional power wire and the ground wire attachment should be noted in the box below. The signal wire to the cockpit is in the same wiring location as indicated in the aircraft wiring diagram. The additional power wire should follow the same wiring run as the original signal wire in the aircraft. A local ground can be utilized in metallic aircraft, otherwise the ground wire should follow the same wiring run as the original fuel quantity signal wire.

(3) Operation

The sensor measures this angle in a nonelectrical contact manner using a magnetic field detection. The magnetic field is located at the pivot point of the sender body. This position may be transmitted by a 5 Volt square wave frequency signal or a linearized analog voltage or current (resistive) output. (Reference Section 4.3)

(4) Servicing

The fuel level senders have no maintenance requirements or needs. The sensors function and require no re-calibration for sensor output. If a sensor has failed or fails to provide reliable or accurate fuel quantity output in the cockpit it needs to be replaced. Reference the aircraft maintenance manual for sender location.

b) *Maintenance Instructions.*

(1) Scheduling

- On Condition

(2) Trouble Shooting

Each CiES fuel sender outputs a frequency including analog output senders (blue wire) and operation of the individual sender can be determined if a frequency output exists when power is applied to the sender with the ground wire attached. Power(Red), Ground (Black), and Frequency (Blue) are the only wires necessary to determine fuel sender operation.

a) No Reading – check power to the sender unit, check blue signal wire for frequency output Hz with power on the sender, if an analog wire is connected check analog output, with power on the sender. Remove sender and inspect sender for proper working condition and potential interference from a foreign object in the tank.

b) Incorrect Fuel Qty Level – check blue signal wire for frequency output Hz with power on the sender, if an analog wire is connected check analog output, with power on the sender. if there are multiple senders in the tank check each sender and check that connecting the slave senders to the master sender (Typically the inbd sender) changes the blue wire frequency output with power on all senders. Remove sender and inspect sender for proper working condition and potential interference in the tank.

c) Unstable or Erratic Fuel Level Reading – insure that aircraft power is supplied to the sender and that the ground connection has less than 0.03 ohm resistance to a known airframe ground like the aircraft engine mount or exhaust

(3) Repair Procedure

If the fuel sender is found to either not produce a digital frequency Hz output or an analog output, or the signal is erroneous, or erratic replace the sender and re-calibrate the cockpit instrument.

(4) Procedural Instructions

Utilize the fuel quantity calibration procedures found in the aircraft FAA approved maintenance manual or FAA approved aircraft instrumentation. The aircraft should be leveled and jacked to prevent movement when fuel is added or subtracted. (Reference Section 6)

(5) Other Instructions

No other requirements for service or maintenance.

G23.3 Airworthiness Limitations

- No Mandatory Replacement.
- No Time Limitation.

The Airworthiness Limitations section is FAA approved and specifies maintenance required under Sections 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved" (required by regulation)

"There are no new (or additional) airworthiness limitations associated with the equipment and/or installation"

U.S Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark U.S.A. N8275A	Serial No E-2803	
	Make BEECH	Model A36	Series N/A
2. Owner	Name *(As shown on registration certificate)* SIGILLITO MICHAEL A	Address *(As shown on registration certificate)* Address: 3727 RIDDELL LN City: WESTFIELD State: INDIANA Zip: 46062-7133 Country U.S.A.	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
☐	☒	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		
Name FIRST WING JET CENTER	☐ U.S. Certificated Mechanic	☐ Manufacturer	
Address 11329 E SR 32	☐ Foreign Certificated Mechanic	C. Certificate No.	
City ZIONSVILLE State IN	☒ Certificated Repair Station	1MYR828C	
Zip 46077 Country U.S.A.	☐ Certificated Maintenance Organization		

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

Extended range fuel per 14 CFR Part 43 App. B	Signature/Date of Authorized Individual	
☐	JOHN R. MCGRATH	11/21/2019

7. Approval for Return to Service

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

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

Certificate or Designation No.	Signature/Date of Authorized Individual	
1MYR828C	JOHN R. MCGRATH	11/21/2019

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.)

U.S.A. N8275A	11/21/2019
Nationality and Registration Mark	Date

- THE INSTALLATION OF THE WINGTIP LED LIGHT CONVERSION WAS ACCOMPLISHED BY USE OF D'SHANNON PRODUCTS LTD STC # SA04314CH AND AML (AML) DATED SEPTEMBER 20, 2016 (*).
- REMOVED EXISTING LH NAV LIGHT ASSEMBLY P/N 5105R28B AT STATION 70, RH NAV LIGHT ASSEMBLY P/N 5105-G28 AT STATION 70, LH & RH STROBE LIGHT ASSEMBLIES P/N 30-1331-3 AT STATION 68, TAIL NAV/STROBE LIGHT ASSEMBLY AT STATION 300 AND STROBE POWER SUPPLY P/N 01-0790079-04 AT STATION 175. INSTALLED LH AND RH LANDING LIGHT P/N 90-1000 AT STATION 68, LH NAV LIGHT P/N 11-1280-B-24-L, RH NAV LIGHT P/N 11-1280-B-24-R AT STATION 70 AND TAIL NAV/STROBE LIGHT P/N 11-1260-24 AT STATION 300 I.A.W. D'SHANNON PRODUCTS LTD INSTALLATION MANUAL DSP-IM14-003, REVISION D, DATED JUNE 09, 2019.
- NEW INTERFACING WIRING WAS MARKED FOR IDENTIFICATION IAW AC 43.13-1B CHAPTER 11, PAGE 11-76 THRU 11-89. WIRING ADDITIONS AND CHANGES WERE ACCOMPLISHED I.A.W D'SHANNON PRODUCTS LTD INSTALLATION MANUAL DSP-IM14-003, REVISION D, DATED JUNE 09, 2019.
- 28VDC IS PROVIDED TO THE WINGTIP LANDING LIGHTS THROUGH A 7.5 AMP BREAKER SWITCH P/N W31X2M1G7.5, TO THE WINGTIP RECOGNITION LIGHTS THROUGH A 5 AMP BREAKER SWITCH P/N W31X2M1G5. NAVIGATION AND STROBE LIGHTS UTILIZED EXISTING BREAKER SWITCHES.
- PERFORMED POST INSTALLATION CHECKOUT IAW AEROLEDS SUNBEAM DOCUMENT 0013-0004 REVISION A, AEROLEDS PULSAR DOCUMENT NUMBER 0008-0006 REVISION IR, AEROLEDS SUNTAIL DOCUMENT 009-0018 REVISION IR.
- AN ELECTRICAL LOAD ANALYSIS WAS COMPLETED AND IT WAS DETERMINED THAT THE ADDITION OF THE D'SHANNON WINGTIP LED LIGHT CONVERSION DOES NOT EXCEED 80% OF THE AIRCRAFT ELECTRICAL SYSTEM CAPACITY.
- AN ELECTRICAL INTERFERENCE CHECK HAS BEEN ACCOMPLISHED I.A.W. AEROLEDS SUNBEAM DOCUMENT 0013-0004 REVISION A, AEROLEDS PULSAR DOCUMENT NUMBER 0008-0006 REVISION IR, AEROLEDS SUNTAIL DOCUMENT 009-0018 REVISION IR. NO ELECTRICAL INTERFERENCE OR ADVERSE EFFECTS ON OTHER SYSTEMS NOTED.
- AN EVALUATION HAS BEEN CONDUCTED AND THIS ALTERATION WILL NOT IMPACT THE AIRWORTHINESS OF THIS AIRCRAFT. THE AIRCRAFT AND AIRCRAFT RECORDS HAVE BEEN REVIEWED TO ENSURE COMPATIBILITY OF THIS ALTERATION WITH ALL PREVIOUSLY APPROVED CHANGES TO THE AIRCRAFT.
- AN ENTRY HAS BEEN MADE INTO THE AIRCRAFTS PERMENANT RECORDS FOR THE WORK PERFORMED IAW 14 CFR PART 43.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:

REFER TO THE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS FOR THE D'SHANNON WINGTIP LED LIGHT CONVERSION DOCUMENT NUMBER: AEROLEDS SUNBEAM DOCUMENT 0013-0004 REVISION A (*), AEROLEDS PULSAR DOCUMENT NUMBER 0008-0006 REVISION IR (*), AEROLEDS SUNTAIL DOCUMENT 009-0018 REVISION IR (*).

- SHOULD ANY ONE LED FAIL, THE UNIT MUST BE REPAIRED OR REPLACED.

NOTE: ALL DOCUMENTS IDENTIFIED WITH (*) ARE ATTACHMENTS TO THIS FAA FORM 337 AND MUST BE MAINTAINED WITH THE AIRCRAFTS PERMANENT RECORD.

----------END----------

☐ Additional Sheets Are Attached

United States of America

Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SA04134CH

This certificate issued to D'Shannon Products Ltd.
1309 Co. Rd. 134
Buffalo, MN, 55313

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

Original Product - Type Certificate Number: * See attached FAA Approved

Make: * Model List (AML) No. SA04134CH for

Model: * Approved models and applicable regulations.

Description of Type Design Change:
Installation of LED wingtip light kit DSP-KIT-14-003 in accordance with D'Shannon Products Master Drawing List DSP-DL-14-003, Rev A, dated February 15, 2016 and D'Shannon Products Installation Instructions DSP-IM14-003 Rev. B dated July 18, 2016 as listed on AML No. SA04134CH, dated 9/20/2016 or later FAA approved revision.

Limitations and Conditions:

1. Compatibility of this design change with previously approved modifications must be determined by the installer.
2. Installation is limited to aircraft that have been previously modified with D'Shannon Products STC SA0930SO for certain aircraft models listed on AML No.SA04134CH
3. FAA approved Airplane Flight Manual Supplement DSP-AFMS-14-003, Rev. IR, dated January 7, 2016, or later FAA approved revision is required.
4. A copy of this certificate and FAA Approved Model List (AML) No. SA04134CH, dated September 20, 2016, or later FAA approved revision must be maintained as part of the permanent records for the modified aircraft.
5. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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

Permission is hereby given for the following aircraft and only valid when the signature is the approval by is signed by Scott Erickson and the return of the registration slip is validated.
Model A36 Tail # 8235A Serial # E-2803
Kit # 08185 Approved By SE Date 9/30/19

Date of application: June 10, 2015

Date of issuance: September 20, 2016

Date reissued:

Date amended:

By direction of the Administrator

(Signature)

Roy E. Boffo
Manager, Propulsion and Program Management Branch
Chicago Aircraft Certification Office

(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

FAA Approved Model List (AML) No. SA04134CH
D'Shannon Products LTD.
For Installation of LED Light Kit

Date of Issuance: September 20, 2016

Part	Regulation	Make	Model	TCDS No	Required Documentation		AML Amendment Date
					Installation Instructions	Instructions for Continued Airworthiness	
DSP-KIT-14-003	CAR 3 14 CFR 23	Beechcraft Corp	STC SA0930SO installation is required: 35, A35, B35, C35, 35R, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, V35TC, 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33	3A15	DSP-IM14-003, Revision B, dated July 18, 2016	DSP-ICA-14-003, Revision A, dated January 20, 2016	
DSP-KIT-14-003	CAR 3 14 CFR 23	Beechcraft Corp	36, A36, A36TC, B36TC, G36	3A15	DSP-IM14-003, Revision B, dated July 18, 2016	DSP-ICA-14-003, Revision A, dated January 20, 2016	
DSP-KIT-14-003	CAR 3 14 CFR 23	Beechcraft Corp	58, 58TA, 58TCA, 58P, 58PA	3A16	DSP-IM14-003, Revision B, dated July 18, 2016	DSP-ICA-14-003, Revision A, dated January 20, 2016	

Permission is hereby given for the following aircraft and only valid when the signature in the approval by is signed by Scott Erickson and the return of the registration slip is validated.
Model A36
Call # [illegible]
Kit # [illegible]
Serial # [illegible]
Approved By [illegible]
Date 9/30/19

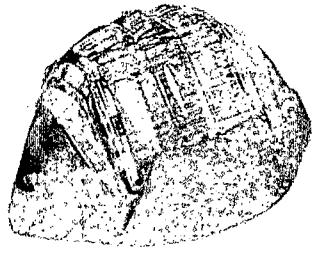
FAA Approved:

Roy E. Boffo
Manager, Propulsion and Program Management Branch
Chicago Aircraft Certification Office

Manufactured under TSO by:
AeroLEDs LLC
8475 West Elisa St.
Boise, ID 83709
(208) 859-1603

Installation Guide:
AeroLEDs Linear Suntail
P/N 11-1260-( )
The –( ) indicates the system voltage, with –12 being the 12VDC and –24 being 24VDC electrical systems.
LED Position and
Anti-Collision Light

Distributed by AeroLEDs LLC:
Phone: (208) 850-3294
www.aeroleds.com
sales@aeroleds.com



The conditions and tests required for TSO approval of this article are minimum performance standards. It is the responsibility of those installing this article either on or within a specific type or class of aircraft to determine that the aircraft installation conditions are within the TSO standards. TSO articles must have separate approval for installation in aircraft. The article may be installed only if performed under 14 CFR part 43 or the applicable airworthiness requirements.

TSO C-30c Type III approved
TSO C-96a Class II approved (Aircraft 100L to 100R rear arc)
And TSO-C96a Class III approved (90L to 90R rear arc)

Deviations: Tested to DO-160E instead of DO-160B as called out in TSO-C-30c and TSO C-96a

Operating Instructions:

Operational Voltage:	**14 & 28 Volt Systems**
Position Input Current:	**0.4A at 14V, 0.2A at 28V**
Strobe Average Current:	**0.4A at 14V, 0.2A at 28V**
Strobe Peak Current:	**3.3A at 14V for 0.19 seconds**

EQUIPMENT LIMITATIONS:
All Aircraft:
This light is designed to be mounted on the exterior of the aircraft in non-enclosed locations for proper cooling. For installations that are enclosed by clear covers, contact AeroLEDs engineering for technical assistance to ensure adequate cooling is provided for compliance with the TSO requirements.
Aircraft for which type certificate was applied for after April 1, 1957 to August 11,1971:
The anti-collision system must produce a minimum of 100 effective candelas in Aviation Red or White, 360° around the vertical axis, 30° above and below the horizontal plane.
Aircraft for which type certificate was applied for after August 11, 1971:
The anti-collision system must produce a minimum of 400 effective candelas in Aviation Red or White, 360° around the vertical axis, 30° above and below the horizontal plane.
Rotorcraft for which type certificate was applied for after February 5, 1976:
The anti-collision system must produce a minimum of 150 effective candelas in Aviation Red, 360° around the vertical axis, 30° above and below the horizontal plane.
CONTINUED AIRWORTHINESS:
The Suntail LED rear position and anticollision light assembly is designed with 18 LEDs mounted beneath the anti-collision lens. Should any one LED fail, the unit must be repaired or replaced. View LEDs with welding goggles for eye safety. Note: only 6 LEDs are used for the position light mode, and 12 are used for the strobe.

INSTALLATION PROCEDURES:

1. The installation procedure described in the following text is for a single light installation, but the procedure is identical for multiple light installations.
2. Mount the light to the tail mounting location using two 4-40 100 degree countersunk screws. **Ensure that the body of the light is grounded to structure via the mounting screws.** If necessary, route a ground strap from one mounting screw to structure ground or terminate the ground shield from the shielded wire bundle to a mounting screw. Proper chassis ground is required for protection from direct lightning effects. **Ensure that the mounting hole with the small vent hole is on the bottom.**
3. Connect the red 20 gauge wire to switched power for the position lights, connect the yellow 20 gauge wire to switched power for

Manufactured under TSO by:
AeroLEDs LLC
8475 West Elisa St.
Boise, ID 83709
(208) 859-1603

Installation Guide:
AeroLEDs Linear Pulsar NS Series
P/N 11-1280-A-( )-( ) Pulsar N (Nav only)
P/N 11-1280-B-( )-( ) Pulsar NS (Nav/Strobe)
P/N 11-1280-C-( )-( ) Pulsar NSP (Nav/Strobe/Position)
The first –( ) indicates the system voltage, with –12 being the 12VDC and –24 being 24VDC electrical systems.
The second –( ) indicates Left or Right
LED Position and
Anti-Collision Lights

Distributed by AeroLEDs LLC:
Phone: (208) 850-3294
www.aeroleds.com
sales@aeroleds.com

The conditions and tests required for TSO approval of this article are minimum performance standards. It is the responsibility of those installing this article either on or within a specific type or class of aircraft to determine that the aircraft installation conditions are within the TSO standards. TSO articles must have separate approval for installation in aircraft. The article may be installed only if performed under 14 CFR part 43 or the applicable airworthiness requirements.

TSO C-30c Type I, Type II, and Type III and TSO C-96a Class II approved

Deviations: Tested to DO-160E instead of DO-160B as called out in TSO-C-30c and TSO C-96a

Operating Instructions:

Below current values are for each individual light:

Operational Voltage:	**14 or 28 Volt Systems**
Position Input Current:	**0.6A at 14V, 0.3A at 28V**
Strobe Average Current:	**0.8A at 14V, 0.4A at 28V**
Strobe Peak Current:	**2.5A at 28V for 0.2 seconds**
	5.0A at 14V for 0.2 seconds

EQUIPMENT LIMITATIONS:
All aircraft:
Mounting bracket p/n 01-1089 must be used to install the lights to the mounting surface to provide the required cross-side cutoff for the red and green position lights as shown in the diagram on page 3. Install the appropriate part number for the electrical system voltage of the aircraft.

Aircraft for which type certificate was applied for after April 1, 1957 to August 11,1971:
The anti-collision system must produce a minimum of 100 effective candelas in Aviation Red or White, 360° around the vertical axis, 30° above and below the horizontal plane.

Aircraft for which type certificate was applied for after August 11, 1971:
The anti-collision system must produce a minimum of 400 effective candelas in Aviation Red or White, 360° around the vertical axis, 30° above and below the horizontal plane.

Rotorcraft for which type certificate was applied for after February 5, 1976:
The anti-collision system must produce a minimum of 150 effective candelas in Aviation Red, 360° around the vertical axis, 30° above and below the horizontal plane.

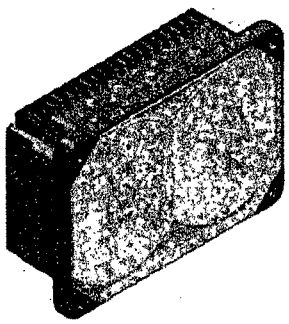
CONTINUED AIRWORTHINESS:
The Pulsar NS series LED navigation and anticollision light assembly is designed with 4 forward navigation LEDs, 2 rear position LEDs (11-1280-C-( )-( ) only), and 18 LEDs mounted beneath the anti-collision lens; 11-1280-B-( )-( ) and 11-1280-C-( )-( ). Should any one LED fail, the unit must be repaired or replaced. View LEDs with welding goggles for eye safety.

INSTALLATION PROCEDURES:

1. The installation procedure described in the following text is for a single light installation, but the procedure is identical for multiple light installations. Ensure that the proper part number,-12 for 12VDC or -24 for 24VDC electrical systems, and left (-L) or right (-R) is installed on the correct side of the aircraft.

Document 0013-0004
AeroLEDs LLC
8475 W Elisa Street
Boise, ID 83709
Phone: (208) 850-3294
www.aeroleds.com
sales@aeroleds.com

Installation Guide:
Sunbeam
P/N 90-1000
LED Landing light with
built-in pulse recognition mode



Operating Instructions:

Operational Voltage: **14 & 28 Volt Systems**
Input Current: **1.1A at 14V, 0.55A at 28V**

EQUIPMENT LIMITATIONS:
Mount to bezel mounting plate with circuit breaker or fuse appropriate for rated current. The procedures contained herein are not intended to conflict with the procedures set forth by aircraft and engine manufacturers, nor do they supersede the FAA approved manuals and FAA regulations. If necessary, consult AC 43.13-1B for guidance on acceptable methods, techniques, and practices.

CONTINUED AIRWORTHINESS:
The Sunbeam LED landing light assembly is designed with 2 high power LEDs mounted behind a lens. Should any one LED fail, the unit must be replaced.

Interval	Description	Notes
50 hr.	• Perform function check on landing light(s)	Landing lights are not field repairable and should be sent to manufacturer for repair/replacement if defective
100 hr.	• Perform function check on landing light(s) / replace unit if defective • Inspect for discoloration of lens • Inspect mounting for security • Inspect all connectors for good engagement • Inspect wiring for chaffing / defects	Landing lights are not field repairable and should be sent to manufacturer for repair/replacement if defective
Annually	• Perform function check on landing light(s) / replace unit if defective • Inspect for discoloration of lens • Inspect mounting for security • Inspect all connectors for	Landing lights are not field repairable and should be sent to manufacturer for repair/replacement if defective

U.S Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark U.S.A. N8275A	Serial No E-2803	
	Make BEECH	Model A36	Series N/A
2. Owner	Name *(As shown on registration certificate)* SIGILLITO MICHAEL A	Address *(As shown on registration certificate)* Address: 3727 RIDDELL LN City: WESTFIELD State: INDIANA Zip: 46062-7133 Country U.S.A.	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
☐	☒	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		
Name FIRST WING JET CENTER	☐	U.S. Certificated Mechanic	☐ Manufacturer
Address 11329 E SR 32	☐	Foreign Certificated Mechanic	C. Certificate No.
City ZIONSVILLE State IN	☒	Certificated Repair Station	1MYR828C
Zip 46077 Country U.S.A.	☐	Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B	Signature/Date of Authorized Individual	
☐	JOHN R. MCGRATH	11/21/2019

7. Approval for Return to Service

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

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

Certificate or Designation No.	Signature/Date of Authorized Individual	
1MYR828C	JOHN R. MCGRATH	11/21/2019

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.)

U.S.A. N8275A	11/21/2019
Nationality and Registration Mark	Date

- THE INSTALLATION OF THE B&C STANDBY ALTERNATOR SYSTEM WAS ACCOMPLISHED BY USE OF B & C SPECIALTY PRODUCTS, INC STC # SA00724WI AND AML DATED JUNE 26, 2000 (*).
- REMOVED EXISTING STANDBY DC GENERATOR P/N EM8007 AT STATION 31.17 AND REGULATOR P/N EM2070-1 AT STATION 44. INSTALLED B&C STANDBY ALTENATOR P/N BC410-1 AT STATION 31.2 AND VOLTAGE REGULATOR P/N BC203-2D AT STATION 44 I.A.W. B&C SPECIALTY PRODUCTS INSTALLATION MANUAL, DRAWING NUMBER 410-500-3, REVISION G, DATED NOVEMBER 9, 2012.
- NEW INTERFACING WIRING WAS MARKED FOR IDENTIFICATION IAW AC 43.13-1B CHAPTER 11, PAGE 11-76 THRU 11-89. WIRING ADDITIONS AND CHANGES WERE ACCOMPLISHED I.A.W B&C SPECIALTY PRODUCTS INSTALLATION MANUAL, DRAWING NUMBER 410-500-3, REVISION G, DATED NOVEMBER 9, 2012.
- CIRCUIT PROTECTION IS PROVIDED TO THE STANDBY ALTENATOR CONTROLLER BY (1) 1 AMP BREAKER, P/N S871-1, AND (1) 5 AMP BREAKER, P/N S871-5. CIRCUIT PROTECTION TO THE MAIN POWER DISTRIBUTION BUS FROM THE ALTENATOR IS PROVIDED BY (1) 40 AMP CURRENT LIMITER, P/N C905-40.
- PERFORMED POST INSTALLATION CHECKOUT IAW B&C SPECIALTY PRODUCTS INSTALLATION MANUAL, DRAWING NUMBER 410-500-3, REVISION G, DATED NOVEMBER 9, 2012 SHEET 11.
- AN EVALUATION HAS BEEN CONDUCTED AND THIS ALTERATION WILL NOT IMPACT THE AIRWORTHINESS OF THIS AIRCRAFT. THE AIRCRAFT AND AIRCRAFT RECORDS HAVE BEEN REVIEWED TO ENSURE COMPATIBILITY OF THIS ALTERATION WITH ALL PREVIOUSLY APPROVED CHANGES TO THE AIRCRAFT.
- AN ENTRY HAS BEEN MADE INTO THE AIRCRAFTS PERMENANT RECORDS FOR THE WORK PERFORMED IAW 14 CFR PART 43.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:

REFER TO THE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS FOR THE B&C SPECIALTY PRODUCTS BC410 STANDBY ALTERNATOR DOCUMENT NUMBER ICA-BC410 REVISION A (*), BC203-2D STANDBY ALTERNATOR CONTROLLER DOCUMENT NUMBER ICA-BC203-2D (*).THE AIRCRAFTS PERMANENT RECORDS AND ANY PERIODIC CHECKS AND INSPECTIONS LISTED MUST BE COMPLIED WITH AT THE INTERVALS SPECIFIED.

NOTE: ALL DOCUMENTS IDENTIFIED WITH (*) ARE ATTACHMENTS TO THIS FAA FORM 337 AND MUST BE MAINTAINED WITH THE AIRCRAFTS PERMANENT RECORD.

----------END----------

☐ Additional Sheets Are Attached

United States of America
Department of Transportation -- Federal Aviation Administration

Supplemental Type Certificate

Number SA00724WI

This certificate issued to B & C Specialty Products, Inc.
123 E. 4th Street
Newton, KS 67114-0894

certifies that the change in the type design for the following product with the limitations and conditions thereof as specified hereon meets the airworthiness requirements of Part 3 *of the* Civil Air *Regulations.*

Original Product - Type Certificate Number: 3A15

Make: Raytheon Aircraft Company

Model:

* See Attached Approved Model List (AML) SA00724WI

Description of Type Design Change:
Installation of B&C Specialty Products
BC410-1 Standby Alternator on airplanes listed on FAA Approved Model List (AML) No. SA00724WI. Data Required: (1) B&C Specialty Products, Inc. Master Drawing No. 410LST1.DOC, Rev C, dated December 1, 1998, and Document No. FMS410-1, FAA Approved Airplane Flight Manual Supplement, dated December 18, 1998; or (2) B&C Specialty Products, Inc. Master Drawing No. 410LST2.DOC, Rev 0, dated March 10, 2000; and Document No. FMS410-2, FAA Approved Airplane Flight Manual Supplement, dated June 26, 2000, or later FAA Approved Revisions to (1) or (2).

Limitations and Conditions: Compatibility of this design change with previously approved modifications must be determined by the installer. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.
* Note: The attached AML is applicable only to the aircraft serial numbers called out on the Installation Drawing Applicability Chart.

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

Date of application: May 18, 1998

Date of issuance: December 18, 1998

Date reissued:

Date amended: June 26, 2000

By direction of the Administrator

(Signature)

Joel Ligon
Program Manager
Wichita Aircraft Certification Office

(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

123 East 4th St, P.O. Box "B" · Newton KS 67114-0894
Telephone (316) 283-8000 · Fax (316) 283-7400

To Whom It May Concern:

B&C Specialty Products hereby grants permission for the item noted below to be installed on Beech A36 S/N: E-2803, Registration: N8275A, per the STC indicated.

BC410 Standby Alternator System (STC: SA00724WI)

Warm Regards,

Nathan Bainbridge President B&C, Inc.

Nathan Bainbridge
President
B&C Specialty Products, Inc.

FAA APPROVED MODEL LIST (AML) NO. SA00724WI

B&C Specialty Products Inc.

For Installation of

BC410-1 Standby Alternator on 14/28 Volt Aircraft

Original Issue Date: June 26, 2000

ITEM	AIRCRAFT MAKE	AIRCRAFT MODEL	ORIGINAL TYPE CERTIFICATE NUMBER	CERTIFICATION BASIS FOR ALTERATION	INSTALLATION INSTRUCTIONS REVISION NUMBER DATE	AFM SUPPLEMENT NUMBER/DATE	AML AMENDMENT DATE
1.	Raytheon (Beech)	A36, B36TC	3A15	CAR 3 See TCDS 3A15	410-500-1 12/11/98 410-500-2 12/11/98	FMS410-1 dated 12/18/98	Original
2.	Raytheon (Beech)	J35, K35, M35, N35, 35-33, 35-A33, 35-B33, 35-C33, P35, S35, E33, E33A, E33C, F33, F33A, F33C, G33, 36, A36, A36TC, B36TC, V35/TC, V35A/TC, V35B/TC, 35-C33A.	3A15	CAR 3 See TCDS 3A15	410-500-3 3/07/00	FMS410-2 dated 06/26/00	Original

FAA Approved: Harvey E. Nero

Harvey E. Nero, Program Manager
Wichita Aircraft Certification Office

Date: August 30, 2000

B & C Specialty Products Inc

123 East 4th St, P.O. Box "B", Newton KS 67114-0894
Telephone (316) 283-8000 ***** Fax (316) 283-7400

Manufacturer of Lightweight Electrical Systems

Instructions for Continued Airworthiness for B&C Specialty Products Model BC410 & BC425 Alternators

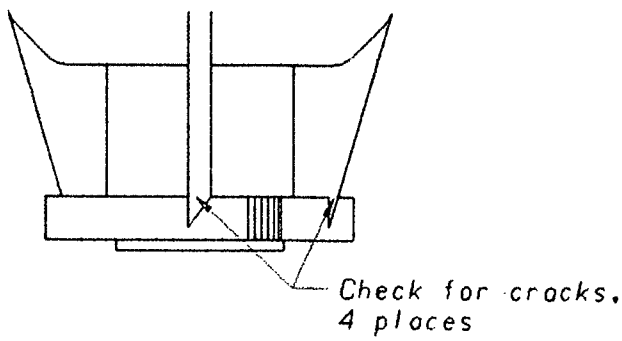
The B&C Model BC410 or BC425 alternator requires no recurrent maintenance during its service life of 1700 hours. It is recommended that at 1700 hours or less time in service or during engine overhaul the alternator be returned to B&C Specialty Products for factory overhaul.

At each Annual or 100 hour inspection required by the FAA, make the following inspections:

1. Note during a normal run-up whether the alternator vibrates or is mechanically noisy. If so, suspect a bearing failure. Bearing failure may also be indicated by gray dust residue around the rear housing cooling slots. If bearing failure is suspected, return the alternator to the factory for repair or replacement.

2. Check the alternator externally for security of mounting. If oil is leaking around the alternator base, check the torque of the mounting bolts to be 70 In-Lbs. If there is still a leak, try replacing the gasket. Do not increase torque above 70 In-Lbs.

3. Clean the area around the mounting flanges and the casting webs between the mounting flanges and the alternator housing. Check for cracks in the webs as shown in the figure below.



Normal tooling parting lines should not be mistaken for cracks. Any alternator identified as having cracks in any of the four webs must be returned to the factory for repair or replacement.

4. Check for security of alternator wiring. Look for dark discoloration of the copper plated output stud and nut. If it is discolored or corroded, be suspicious of a poor terminal crimp on the output wire.

Disconnect the terminal and clean the output post and nut with a brass wire brush. Replace the crimp terminal by removing enough conductor length to obtain a clean, bright stripped conductor before crimping on a new ring terminal. Re-install the terminal on the output post using a lock washer and nut and torque the nut to 50 In-Lbs.

5. Perform the before takeoff test described under the "Normal Procedures" section of the Airplane Flight Manual Supplement. Alternately, the "Final Test" described in the installation drawing may be used for this test.

Failure due to broken wires or damaged connectors may be corrected in the field using repair procedures complying with the latest revision of AC43.13-xx. All other repairs are by replacement only.

IF THESE UNITS ARE NOT BEING INSTALLED UNDER AN STC, THEY MUST BE ACCOMPANIED BY A ONE TIME FIELD APPROVAL FOR USE ON A TYPE CERTIFICATED AIRCRAFT

B & C Specialty Products Inc

123 East 4th St, P.O. Box "B", Newton KS 67114-0894
Telephone (316) 283-8000 ***** Fax (316) 283-7400

Instructions for Continued Airworthiness
for
B&C Specialty Products Model BC203-2D Standby Alternator Controller

The BC203-2D Standby Alternator Controller has solid state circuitry and has no required replacement interval. Voltage adjustment of the BC203-2D is not normally required. Deviation from the factory set point of 26.0 volts by more than 0.2 volts may indicate the need for repair or replacement. If this set point is in question, it should be checked using a calibrated digital voltmeter sensing directly between terminals 1 and 7 of the regulator with the engine at over 2000 RPM and Bus load under 3 amps.

The BC203-2D contains internal over-voltage protection. Grounding for both regulation and over-voltage protection is achieved through terminal 7 of the regulator, through the case mounting bolts and through the grounding stud provided under the terminal strip. At Annual inspections, check the security of the case mounting bolts and the wires attached to terminal 7 and the grounding stud. In addition, the over-voltage protection may be tested for correct operation in one of two ways:

1. Connection to terminal 6 may be isolated from the aircraft wiring at a convenient point and a current limited power supply with an output voltage adjustable between zero and 35 volts attached to terminals 6 and 7 with the positive lead on terminal 6. Connect a 10 ohm, 10 watt resistor from terminal 6 to terminal 5. Limit the output current to 5 amps or less and gradually raise the power supply voltage until the controller shorts the output of the power supply. The power should be removed from terminal 6 within 5 seconds of achieving the shorted condition. The short should occur between 32.0 and 33.0 volts. No short indicates the failure of the over-voltage protection circuitry of the controller and necessity for repair or replacement of the controller. If the test is satisfactory, switch power off, reconnect terminal 6 and remove the 10 ohm resistor.

2. Connection to terminal 6 may be isolated from the aircraft wiring at a convenient point and a 5 amp in-line fuse connected from the aircraft bus to the negative terminal of a 12 volt lantern battery. Connect a 10 ohm, 10 watt resistor from terminal 6 to terminal 5. Energize the aircraft Bus and momentarily connect the positive terminal of the lantern battery to terminal 6 of the regulator. The fuse should blow immediately. If the fuse does not blow, the over-voltage protection circuit has failed and the regulator must be replaced or repaired. If the test is satisfactory, switch power off, reconnect terminal 6 and remove the 10 ohm resistor.

Failure due to broken wires or damaged connectors may be corrected using repair procedures complying with the latest revision of AC 43.13-xx. All other physical damage or incorrect operation should be referred to the manufacturer for evaluation and repair.

IF THESE UNITS ARE NOT BEING INSTALLED UNDER AN STC, THEY MUST BE ACCOMPANIED BY A ONE-TIME FIELD APPROVAL FOR USE ON A TYPE CERTIFICATED AIRCRAFT

U.S Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark U.S.A. N8275A	Serial No E-2803	
	Make BEECH	Model A36	Series N/A
2. Owner	Name *(As shown on registration certificate)* SIGILLITO MICHAEL A	Address *(As shown on registration certificate)* Address: 3727 RIDDELL LN City: WESTFIELD State: INDIANA Zip: 46062-7133 Country U.S.A.	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
☐	☒	AIRFRAME	———	*(As described in Item 1 above)*	———
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		
Name FIRST WING JET CENTER	☐	U.S. Certificated Mechanic	☐ Manufacturer
Address 11329 E SR 32	☐	Foreign Certificated Mechanic	C. Certificate No.
City ZIONSVILLE State IN	☒	Certificated Repair Station	1MYR828C
Zip 46077 Country U.S.A.	☐	Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B	Signature/Date of Authorized Individual	
☐	JOHN R. MCGRATH	11/21/2019

7. Approval for Return to Service

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

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

Certificate or Designation No.	Signature/Date of Authorized Individual	
1MYR828C	JOHN R. MCGRATH	11/21/2019

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.)

U.S.A. N8275A	11/21/2019
Nationality and Registration Mark	Date

- THE INSTALLATION OF THE L3 STORMSCOPE WX-500 WEATHER MAPPING SYSTEM WAS SUBSTANTIATED USING THE L3 AVIATION PRODUCTS STORMSCOPE SERIES 2 WEATHER MAPPING SYSTEM WX-500 INSTALLATION MANUAL 805-11500-001, REVISION L, DATED NOVEMBER 8, 2017.
- REMOVED THE EXISTING STORMSCOPE DISPLAY P/N 78-8060-5900-8, FROM STATION 58, PROCESSOR P/N 78-8051-9160-4 FROM STATION 198 AND ANTENNA P/N 78-8051-9200-8 FROM STATION 228. INSTALLED WX-500 PROCESSOR P/N 805-11500-001 AT STATION 203 AND ANTENNA P/N 805-10930-001 AT STATION 228 I.A.W. THE L3 AVIATION PRODUCTS STORMSCOPE SERIES 2 WEATHER MAPPING SYSTEM WX-500 INSTALLATION MANUAL 805-11500-001, REVISION L, DATED NOVEMBER 8, 2017.
- NEW INTERFACING WIRING WAS LABELED FOR IDENTIFICATION I.A.W. AC 43.13-1B CHAPTER 11, PAGE 11-83 THRU 11-85, PARAGRAPHS 205, 206, 207, 208, AND 213. WIRING ADDITIONS AND CHANGES WERE ACCOMPLISHED I.A.W. SECTION 2 AND APPENDIX "C" OF THE L3 AVIATION PRODUCTS STORMSCOPE SERIES 2 WEATHER MAPPING SYSTEM WX-500 INSTALLATION MANUAL 805-11500-001, REVISION L, DATED NOVEMBER 8, 2017.
- WIRING WAS ROUTED I.A.W. SECTION 2 OF THE L3 AVIATION PRODUCTS STORMSCOPE SERIES 2 WEATHER MAPPING SYSTEM WX-500 INSTALLATION MANUAL 805-11500-001, REVISION L, DATED NOVEMBER 8, 2017 AND SECURED I.A.W. AC43.13-1B CHAPTER 11, PARAGRAPH 11-158, PAGES 11-61/62.
- 28VDC POWER IS SUPPLIED FROM THE AVIONICS BUS WITHIN THE RIGHT-SIDE CIRCUIT BREAKER PANEL. CIRCUIT PROTECTION IS PROVIDED BY A 3 AMP C/B P/N 7277-2-3, PLACARDED AS "STORMSCOPE".
- SYSTEM CONFIGURATION OF THE L3 STORMSCOPE SYSTEM AND INTERFACING G500 TXI, GTN-750 AND GTN-650 WAS ACCOMPLISH I.A.W. THE L3 AVIATION PRODUCTS STORMSCOPE SERIES 2 WEATHER MAPPING SYSTEM WX-500 INSTALLATION MANUAL 805-11500-001, REVISION L, DATED NOVEMBER 8, 2017 AND EACH INTERFACING DISPLAY MANUFACTURER DOCUMENTATION.
- THE AIRCRAFT WEIGHT & BALANCE AND EQUIPMENT LIST HAVE BEEN REVISED. COPIES OF BOTH DOCUMENTS HAVE BEEN PLACED IN THE AFM.
- AN ELECTRICAL LOAD ANALYSIS WAS COMPLETED I.A.W. APPENDIX A OF THE L3 AVIATION PRODUCTS STORMSCOPE SERIES 2 WEATHER MAPPING SYSTEM WX-500 INSTALLATION MANUAL 805-11500-001, REVISION L, DATED NOVEMBER 8, 2017 AND IT WAS DETERMINED THAT THE ADDITION OF THE ELECTRONIC FLIGHT INSTRUMENT DOES NOT EXCEED 80% OF THE AIRCRAFT ELECTRICAL SYSTEM CAPACITY.
- AN ELECTRICAL INTERFERENCE CHECK HAS BEEN ACCOMPLISHED I.A.W. THE L3 AVIATION PRODUCTS STORMSCOPE SERIES 2 WEATHER MAPPING SYSTEM WX-500 INSTALLATION MANUAL 805-11500-001, REVISION L, DATED NOVEMBER 8, 2017. NO ELECTRICAL INTERFERENCE OR ADVERSE EFFECTS ON OTHER SYSTEMS NOTED.
- A COPY OF THE PILOTS GUIDE P/N 009-11501-001, REVISION D, DATED MARCH 9, 2017, WAS PLACED ABOARD THE AIRCRAFT.
- AN EVALUATION HAS BEEN CONDUCTED AND THIS ALTERATION WILL NOT IMPACT THE AIRWORTHINESS OF THIS AIRCRAFT. THE AIRCRAFT AND AIRCRAFT RECORDS HAVE BEEN REVIEWED TO ENSURE COMPATIBILITY OF THIS ALTERATION WITH ALL PREVIOUSLY APPROVED CHANGES TO THE AIRCRAFT. AN ENTRY HAS BEEN MADE INTO THE AIRCRAFTS PERMANENT RECORDS FOR THE WORK PERFORMED I.A.W. 14 CFR PART 43.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:

- "NO SCHEDULED MAINTENANCE IS REQUIRED TO ENSURE CONTINUED AIRWORTHINESS. REMOVAL OF COMPONENTS IS ON CONDITION OF FAILURE", I.A.W. SECTION 4, PARA 4.2 OF THE L3 AVIATION PRODUCTS STORMSCOPE SERIES 2 WEATHER MAPPING SYSTEM WX-500 INSTALLATION MANUAL 805-11500-001, REVISION L, DATED NOVEMBER 8, 2017.

NOTE: ALL DOCUMENTS IDENTIFIED WITH (*) ARE ATTACHMENTS TO THIS FAA FORM 337 AND MUST BE MAINTAINED WITH THE AIRCRAFTS PERMANENT RECORD

----------**END**----------

☐ Additional Sheets Are Attached

Section 4
Maintenance

4.1 INTRODUCTION

This chapter contains general flightline maintenance procedures. These procedures are intended to aid in testing an installed WX-500 sensor and isolate a fault to the processor, antenna, or cable.

4.2 CONTINUED AIRWORTHINESS

No scheduled maintenance is required to ensure continued airworthiness. Removal of components is on condition of failure.

4.3 PERIODIC MAINTENANCE

NOTE

Upon delivery to a customer, the dealer should recommend an annual checkout of the sensor, especially prior to the thunderstorm season.

At regular inspection intervals, perform the periodic maintenance procedures of paragraph 4.3.1 and 4.3.2.

4.3.1 Processor

Check to ensure unit is properly seated and secured in the mounting tray.

4.3.2 Antenna

1. Check for dents, cracks, and punctures.

CAUTION

DO NOT PAINT THE ANTENNA.

DO NOT USE CLEANING SOLVENTS ON THE ANTENNA.

2. Remove all dirt and grease from surface areas. Clean with a soft cloth moistened with mild soap and water.
3. Visually inspect sealant around the antenna base. Reapply sealant if required.

US Department of Transportation Federal Aviation Administration

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

OMB No. 2120-0020 Exp: 5/31/2018 | Electronic Tracking Number

For FAA Use Only

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

1. Aircraft

Nationality and Registration Mark	Serial No.	
N8275A	E-2803	
Make	**Model**	**Series**
BEECH	A36	

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
SIGILLITO MICHAEL A	Address 3727 RIDDELL LN City WESTFIELD State INDIANA Zip 46062-7133 Country UNITED STATES

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
[X]	[ ]	AIRFRAME	BEECH	*(As described in Item 1 above)*	E-2803
[ ]	[ ]	POWERPLANT			
[ ]	[ ]	PROPELLER			
[ ]	[ ]	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
Name BRIAN A BIGGS	[X]	U. S. Certificated Mechanic	[ ] Manufacturer
Address 2515 KRINKLEWOOD DR	[ ]	Foreign Certificated Mechanic	
City DELAND State FLORIDA	[ ]	Certificated Repair Station	3164732
Zip 32724 Country UNITED STATES	[ ]	Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B [ ]

Signature/Date of Authorized Individual: 01/11/2019

7. Approval for Return to Service

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

BY								
	[ ]	FAA Flt. Standards Inspector	[ ]	Manufacturer	[ ]	Maintenance Organization	[ ]	Persons Approved by Canadian Department of Transport
	[ ]	FAA Designee	[ ]	Repair Station	[X]	Inspection Authorization		Other *(Specify)*

Certificate or Designation No. 323287

Signature/Date of Authorized Individual: 01-11-2019

FAA Form 337 (10/06)

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.)

N8275A	01/11/2019
Nationality and Registration Mark	Date

1. RECEIVED RUDDER PART# 33-630000-141 SERIAL# E-2803 FOR REPAIR DUE TO HANGER RASH ON TRAILING EDGE OF SKIN. REMOVED DAMAGED SKIN, CLEANED AND INSPECTED STRUCTURE FOR FURTHER DAMAGE (VISUAL) FOUND GOOD. INSTALLED FACTORY NEW SKIN PART#33-630000-161U. ALL FASTENERS REPLACED WITH SAME SIZE, TYPE AS REMOVED. ALL WORK DONE IN HOLDING FIXTURE. PAINTED AND BALANCED WITH 3 STATIC WICKS INSTALLED FOUND TO BE WITHIN LIMITS AT 6.41. ALL WORK ACCOMPLISHED IN ACCORDANCE WITH AC 43.13-1B PAPR 4-50(A-C) AND 4-57(A-F). NOT INSTALLED ON AIRCRAFT AT THIS TIME.
2. RECEIVED LH ELEVATOR TRIM TAB DUE TO EXCESSIVE HINGE WEAR. INSTALLED FACTORY NEW HINGE PART#33-610010-5. ALL FASTENERS REPLACED WITH SAME SIZE, TYPE AS REMOVED. ALL WORK DONE IN HOLDING FIXTURE. ALL WORK ACCOMPLISHED IN ACCORDANCE WITH AC 43.13-1B PAPR 4-50(A-C) AND 4-57(A-F). NOT INSTALLED ON AIRCRAFT AT THIS TIME.

----------END----------

☐ 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 2/28/2011 | Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark: N8275A	Serial No.: E-2803	
	Make: Beech	Model: A36	Series:
2. Owner	Name *(As shown on registration certificate)*: Michael A Sigillito	Address *(As shown on registration certificate)*: Address 3727 Riddell I N; City Westfield; State IN; Zip 46062-7113; Country USA	

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		
Name Robert Austin Bourland	✓	U. S. Certificated Mechanic	Manufacturer
Address 4144 Aviator Road, Suite 150		Foreign Certificated Mechanic	C. Certificate No.
City Lexington State KY		Certificated Repair Station	
Zip 40510 Country USA		Certificated Maintenance Organization	3795668

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

Extended range fuel per 14 CFR Part 43 App. B	Signature/Date of Authorized Individual
☐	9/29/2017 Robert Austin Bourland

7. Approval for Return to Service

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

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☐	Repair Station	✓	Inspection Authorization		Other *(Specify)*

Certificate or Designation No.	Signature/Date of Authorized Individual
3020594 IA	9/29/2017

FAA Form 337 (10-06)

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.)

N8275A Beech A36	9/29/2017
Nationality and Registration Mark	Date

Installed D'shannon Baffle kit p/n DW-200A-01/02 rev 18, s/n 170104-09 isw STC SA368CH and D'Shannon Installation Manual DSP-IM95-2 Revision F.
Revised aircraft weight and balance report.

---------- end ----------

☐ 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 2/28/2011 | Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark: N8275A	Serial No.: E-2803	
	Make: Beech	Model: A36	Series:
2. Owner	Name *(As shown on registration certificate)*: Michael A Sigillito	Address *(As shown on registration certificate)*: Address 3727 Riddell LN; City Westfield; State IN; Zip 46062-7113; Country USA	

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address

Name Robert Austin Bourland
Address 4144 Aviator Road, Suite 150
City Lexington State KY
Zip 40510 Country USA

B. Kind of Agency

✓	U. S. Certificated Mechanic	☐ Manufacturer
☐	Foreign Certificated Mechanic	C. Certificate No.
☐	Certificated Repair Station	
☐	Certificated Maintenance Organization	3795668

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

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual: 6/29/2017 Robert A. Bourland

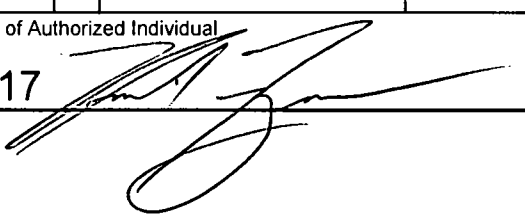
7. Approval for Return to Service

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

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☐	Repair Station	✓	Inspection Authorization		Other *(Specify)*

Certificate or Designation No.: 3020594 IA

Signature/Date of Authorized Individual: 6/29/2017



FAA Form 337 (10-06)

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.)

N8275A Beech A36	6/29/2017
Nationality and Registration Mark	Date

Installed D'shannon Baffle kit p/n DW-200A-01/02 rev 18, s/n 170104-09 isw STC SA368CH and D'Shannon Installation Manual DSP-IM95-2 Revision F.
Revised aircraft weight and balance report.

---------- end ----------

☐ Additional Sheets Are Attached

U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No.2120-0020 2/28/2011 | Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark: N8275A	Serial No.: E-2803
	Make: Beech	Model: A36 / Series:
2. Owner	Name (As shown on registration certificate): Michael A. Sigillito	Address (As shown on registration certificate): Address 3727 Riddell LN; City Westfield State IN; Zip 46062-7113 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	—	*(As described in item 1 above)*	—
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency			
Name: D.P.Catherman		☒	U.S. Certificated Mechanic	☐	Manufacturer
Address: 3145 N 100 West		☐	Foreign Certificated Mechanic	C. Certificate No.	
City: Shelbyville State: IN		☐	Certificated Repair Station	2877957	
Zip: 46176 Country: USA		☐	Certificated Maintenance Organization		

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

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual: D.P.Catherman 10/24/2017

7. Approval for Return To Service

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

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Appoved by Canadian Department of Transport
	☐	FAA Designee	☐	Repair Station	☒	Inspection Authorization	Other *(Specify)*	

Certificate or Designation No.: 2877957

Signature/Date of Authorized Individual: D.P.Catherman 10/24/2017

FAA Form 337 (10-06)

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.)

N8275A	10/24/2017
Nationality and Registration Mark	Date

installed the Door Steward door assist gas spring modification in accordance with STC # SA01120SE, Instructions MVA-B40C10M&O, on front cabin door.

for continued airworthiness: see continued airworthiness instructions MVA-B40C10M7O, Rev D, dated 07/07/2017,section B, pages 1 thru 3. that were placed in aircraft flight manual supplement binder.

weight change is negligble. item added to equipment list revision this date.

---------- end ----------

☐ 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 11/30/2007

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft

Nationality and Registration Mark	Serial No.	
N8275A	E-2803	
Make	**Model**	**Series**
Beechcraft	A-36 Bonanza	

2. Owner

Name *(As shown on registration certificate)*: SIGILLITO, MICHAEL

Address *(As shown on registration certificate)*
Address: 3727 RIDDELL LN
City: WEST FIELD State: IN
Zip: 46062 Country:

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address
Name: Sarasota Avionics, Inc.
Address: 8191N. Tamiami Trail
City: Sarasota State: FL
Zip: 34243 Country:

B. Kind of Agency

	U. S. Certificated Mechanic	Manufacturer
	Foreign Certificated Mechanic	C. Certificate No.
X	Certificated Repair Station	QV0R957X LTD AIRFRAME
	Certificated Maintenance Organization	RADIO I,II,III

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

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual
September 5, 2017 Larry E. Viergever

7. Approval for Return to Service

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

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	X	Repair Station	☐	Inspection Authorization		Other *(Specify)*

Certificate or Designation No.: QV0R957X

Signature/Date of Authorized Individual
September 5, 2017 Larry E. Viergever

FAA Form 337 (10-06)

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.)

N8275A	09/05/2017
Nationality and Registration Mark	Date

Installed Garmin GTN 750 Navigation System and a GMA35C Audio Panel in accordance with FAA approved Master Drawing List, 005-00533-C0, Rev 15 dated August 31, 2016 or later approved revision per STC SA02019SE-D. A copy of the STC certificate and AML have been made part of the aircraft's permanent records.

Installed GA 35 Antenna in accordance with FAA approved model list SA02018SE-D, dated Jan. 4 2011, or later approved revisions, and FAA Approved GPS/XM Antenna STC Master Drawing List, Doc. 005-00638-01, Rev. 1 approved on Jan. 4, 2011, or later approved revision.

FAA Approved Flight Manual Supplement p/n:190-01007-A2 , Rev 6 dated August 31, 2016 was placed in aircraft and is accessible to pilot during flights.

Electrical Load analysis verifies that total electrical load requirements are within the capabilities of the aircraft's electrical generating system.

Installed revised weight and balance/equipment list in aircrafts permanent records.

Pertinent details and interfaces are on file at repair station under work order:16650

END

☐ 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 11/30/2007

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft

Nationality and Registration Mark	Serial No.	
N8275A	E-2803	
Make	**Model**	**Series**
Beechcraft	A-36 Bonanza	

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
SIGILLITO, MICHAEL	Address 3727 RIDDELL LN
	City WEST FIELD State IN
	Zip 46062 Country

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		
Name Sarasota Avionics, Inc.	☐	U. S. Certificated Mechanic	☐ Manufacturer
Address 8191N. Tamiami Trail	☐	Foreign Certificated Mechanic	C. Certificate No.
City Sarasota State FL	☒	Certificated Repair Station	QV0R957X LTD AIRFRAME
Zip 34243 Country	☐	Certificated Maintenance Organization	RADIO I,II,III

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

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual
	September 5, 2017 Larry E. Viergever

7. Approval for Return to Service

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

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	X	Repair Station	☐	Inspection Authorization		Other *(Specify)*

Certificate or Designation No.	Signature/Date of Authorized Individual
QV0R957X	September 5, 2017 Larry E. Viergever

FAA Form 337 (10-06)

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.)

N8275A	09/05/2017
Nationality and Registration Mark	Date

Installed Garmin GTN 650 Navigation System in accordance with FAA approved Master Drawing List, 005-00533-C0, Rev 15 dated August 31, 2016 or later approved revision per STC SA02019SE-D. A copy of the STC certificate and AML have been made part of the aircraft's permanent records.

Installed GA 35 Antenna in accordance with FAA approved model list SA02018SE-D, dated Jan. 4 2011, or later approved revisions, and FAA Approved GPS/XM Antenna STC Master Drawing List, Doc. 005-00638-01, Rev. 1 approved on Jan. 4, 2011, or later approved revision.

FAA Approved Flight Manual Supplement p/n:190-01007-A2 , Rev 6 dated August 31, 2016 was placed in aircraft and is accessible to pilot during flights.

Electrical Load analysis verifies that total electrical load requirements are within the capabilities of the aircraft's electrical generating system.

Installed revised weight and balance/equipment list in aircrafts permanent records.

Pertinent details and interfaces are on file at repair station under work order:16650

END

☐ 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 11/30/2007 | Electronic Tracking Number

For FAA Use Only

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

1. Aircraft

Nationality and Registration Mark	Serial No.	
N8275A	E-2803	
Make	**Model**	**Series**
Beechcraft	A-36 Bonanza	

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
SIGILLITO, MICHAEL	Address 3727 RIDDELL LN City WEST FIELD State IN Zip 46062 Country

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		
Name Sarasota Avionics, Inc.	☐	U. S. Certificated Mechanic	☐ Manufacturer
Address 8191N. Tamiami Trail	☐	Foreign Certificated Mechanic	C. Certificate No.
City Sarasota State FL	☒	Certificated Repair Station	QV0R957X LTD AIRFRAME
Zip 34243 Country	☐	Certificated Maintenance Organization	RADIO I,II,III

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

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual
	September 5, 2017 Larry E. Viergever

7. Approval for Return to Service

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

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	X	Repair Station	☐	Inspection Authorization		Other *(Specify)*

Certificate or Designation No.	Signature/Date of Authorized Individual
QV0R957X	September 5, 2017 Larry E. Viergever

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.)

N8275A	09/05/2017
Nationality and Registration Mark	Date

Installed Garmin GTX345 Transponder with ADS-B Out functionality system in accordance with FAA approved Master Drawing List, 005-00734-04, Rev 9 dated September 30, 2016 per STC SA01714WI.

A Copy of the STC Certifcate and FAA Approved Flight Manual Supplement 190-00734-15 Rev 2, dated March 1, 2016 were placed in the modified aircraft.

Electrical Load analysis verifies that total electrical load requirements are within the capabilities of the aircraft's electrical generating system.

Installed Weight and balance/Equipment list in aircrafts permanent records.

Pertinent details and interfaces are on file at repair station under work order:16650

---------- END ----------

☐ Additional Sheets Are Attached

United States of America

Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number **SA02019SE-D**

This certificate issued to Garmin International, Inc.
1200 East 151st Street
Olathe, KS 66062

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

Original Product--Type Certificate Number: * See attached Federal Aviation Administration (FAA)
Make: Approved Model List (AML) SA02019SE-D for approved
Model: aircraft models and applicable airworthiness regulations.

Description of Type Design Change: Installation of Garmin GTN 6XX/7XX Navigation System in accordance with FAA approved Master Drawing List, 005 00533-C0, Revision 1, approved March 18, 2011 or later FAA approved revision. The Master Drawing List identifies applicable FAA approved Airplane Flight Manual Supplements and System Maintenance Manual (including Instructions for Continued Airworthiness).

Limitations and Conditions:

1) Compatibility of this design change with other previously approved modifications must be determined by the installer; installation of this change should not introduce any adverse effect on the aircraft.
2) A copy of this certificate and associated AML, plus the ICA and applicable AFMS, as called out by the applicable Master Drawing List (reference above), must be maintained as part of the permanent records for the modified aircraft.
3) If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

(See Continuation Sheet on Page 3)

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

Date of application: March 26, 2009
Date of issuance: March 18, 2011

Date reissued:
Date amended: December 19, 2012
November 25, 2014

FEDERAL AVIATION ADMINISTRATION

By direction of the Administrator

(Signature)
Michael Warren, ODA STC Unit Administrator
ODA-240087-CE, Garmin International, Inc.
(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

FAA Approved Model List (AML) STC SA02019SE-D

Aircraft Make (TCDS Holder) [common name or previous make]	**Aircraft Model**	**Type Certificate Number**	**TC Certification Basis ***	**Master Drawing List**		**AML Revision Date**	**Limitations / Notes**
				Document Number	**Revision** (or later FAA approved revision)		
FFA (Flugzeugwerke Altenrhein AG)	AS 202/15 "BRAVO", AS 202/18A "BRAVO", AS 202/18A4 "BRAVO"	A34EU	FAR 23	005-00533-C0	10	12/13/2013 Revised	
Found Aircraft Canada, Inc. (Found Aircraft Canada, Inc.)	FBA-2C, FBA-2C1 (Bush Hawk), FBA-2C2 (Bush Hawk XP), FBA-2C3 (Expedition)	A7EA	CAR 3 FAR 23	005-00533-C0	1	3/18/2011 Original	
Found Aircraft Canada, Inc. (Found Aircraft Canada, Inc.)	FBA-2C3T, FBA-2C4 (Bigfoot), FBA-2C4T	A7EA	FAR 23	005-00533-C0	5	12/19/2012 Revised	
Found Brothers (Found Brothers Aviation Limited)	FBA Centennial "100"	A13EA	FAR 23	005-00533-C0	1	3/18/2011 Original	
FS2003 Corp. (FS 2003 Corp.) [New Piper Aircraft, Inc.]	PA-12, PA-12S	A-780	CAR 3	005-00533-C0	1	3/18/2011 Original	
GA8 Airvan (Pty) Ltd (GA 8 Airvan (PTY) Ltd) [Gippsland Aeronautics Pty. Ltd]	GA8	A00011LA	FAR 23	005-00533-C0	1	3/18/2011 Original	
GA8 Airvan (Pty) Ltd (GA 8 Airvan (PTY) Ltd) [Gippsland Aeronautics Pty. Ltd]	GA8-TC320	A00011LA	FAR 23	005-00533-C0	5	12/19/2012 Revised	
Grob (Grob-Werke)	G120A	A49CE	FAR 23	005-00533-C0	1	3/18/2011 Original	
Grob (Grob-Werke) [Burkhart Grob]	G115, G115A, G115B, G115C, G115C2, G115D, G115D2, G115EG	A57EU	FAR 23	005-00533-C0	1	3/18/2011 Original	
Grumman (Grumman American Aviation Corporation)	Grumman G-21, Grumman G-21A	TC 654	Aero 7A	005-00533-C0	1	3/18/2011 Original	
Gulfstream American (Gulfstream American Corporation) [Grumman]	G-44, G-44A, SCAN Type 30	A-734	CAR 4a	005-00533-C0	1	3/18/2011 Original	
Hawker Beechcraft (Hawker Beechcraft Corporation) [Raytheon] [Beech]	35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 36, A36, A36TC, B36TC	3A15	CAR 3	005-00533-C0	1	3/18/2011 Original	
Hawker Beechcraft (Hawker Beechcraft Corporation) [Raytheon] [Beech]	95, B95, B95A, D95A, E95, 95-55, 95-A55, 95-B55, 95-B55A, 95-B55B (T-42A), 95-C55, 95-C55A, D55, D55A, E55, E55A, 56TC, A56TC, 58, 58A	3A16	CAR 3, FAR 23	005-00533-C0	1	3/18/2011 Original	

GARMIN

System Maintenance Manual GTN 6XX/7XX Part 23 AML STC

Contains Instructions for Continued Airworthiness for STC SA02019SE-D

Aircraft make, model, registration number, and serial number along with the applicable STC configuration information must be completed in appendix A and saved with aircraft permanent records.

Garmin International, Inc.
1200 E. 151st Street
Olathe, Kansas 66062 U.S.A.

FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT
or
SUPPLEMENTAL AIRPLANE FLIGHT MANUAL
for the
Garmin GTN 625, 635, 650, 725, or 750 GPS/SBAS Navigation System
as installed in

Beech A36
Make and Model Airplane

Registration Number: N827SA Serial Number: E-2803

This document serves as an Airplane Flight Manual Supplement or as a Supplemental Airplane Flight Manual when the aircraft is equipped in accordance with Supplemental Type Certificate SA02019SE-D for the installation and operation of the Garmin GTN 625, 635, 650, 725, or 750 GPS/SBAS Navigation System. This document must be incorporated into the FAA Approved Airplane Flight Manual or provided as an FAA Approved Supplemental Airplane Flight Manual.

The information contained herein supplements the information in the FAA Approved Airplane Flight Manual. For limitations, procedures, loading and performance information not contained in this document, refer to the FAA Approved Airplane Flight Manual, markings, or placards.

FAA Approved by:

Michael Warren
ODA STC Unit Administrator
Garmin International, Inc.
ODA-240087-CE

Date: 16-SEP-2016

United States of America

Department of Transportation -- Federal Aviation Administration

Supplemental Type Certificate

Number SA01714WI

This certificate issued to Garmin International, Inc.
1200 East 151st Street
Olathe, KS 66062

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

Original Product - Type Certificate

Number: * See attached Approved Model List (AML) No. SA01714WI dated May 1, 2013 or later FAA-approved revision for list of approved aircraft models and applicable airworthiness regulations.
Make:
Model:

Description of Type Design Change:

Installation of a Garmin transponders: (a) GTX 330/330D/33/33D with ADS-B Out functionality; (b) GTX 335/335R/345/345R with ADS-B Out and In functionality; or (c) GTX 335R/345R with ADS-B Out functionality in select airplanes installed with G950/G1000 systems.

Data Required:

(1) Garmin Master Drawing List (MDL) 005-00734-04, Revision 1, dated May 1, 2013 or later FAA-approved revision.

(2) Garmin Airplane Flight Manual Supplement or Supplemental Airplane Flight Manual (AFMS), 190-00734-15, Revision 1, dated May 1, 2013 or later FAA-approved revision.

Limitations and Conditions:

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

(2) Aircraft installations involving the Garmin transponder GTX 33/33D/330/330D models require the previous installation of an approved ADS-B position source. Refer to the design data specified in the Master Drawing List (MDL) listed above for specific hardware and software requirements.

(3) Aircraft installations involving the Garmin transponder GTX 335/335R/345/345R models without an optional internal GPS require the previous installation of an approved ADS-B position source. Refer to the design data specified in the Master Drawing List (MDL) listed above for specific hardware and software requirements.

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

Date of application: August 7, 2012

Date reissued:

Date of issuance: May 1, 2013

Date amended: April 29, 2014, March 8, 2016

By direction of the Administrator

(*Signature*)

Michael Warren
ODA STC Unit Administrator
ODA-240087-CE
Garmin International, Inc.

(*Title*)

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

This certificate may be transferred in accordance with FAR 21.47.

Table I: Approved Aircraft WITHOUT GX000 Equipped Flight Deck System for installation of GTX 33/330 or GTX 335/345 Transponders						
Airplane Make (TCDS Holder) [common name or previous make]	**Airplane Model Designation**	**Type Certificate Number**	*** TC Certification Basis**	**Master Drawing List Revision (005-00734-04)**	**AML Revision/Date**	**Notes**
Atlantic Coast Seaplanes LLC (Atlantic Coast Seaplanes LLC) [A.G. McKinnon; Viking Air Limited; Aero Planes, Inc; Grumman]	G-21C, G-21D, G-21E, G-21G	4A24	CAR 3	1	Original 5/1/2013	
Aviat Aircraft, Inc. (Aviat Aircraft Inc.) [Sky International; White International; Aviat Inc.; Christen Industries]	A-1, A-1A, A-1B, A-1C-180, A-1C-200	A22NM	FAR 23	6	Revision 2 08-Mar-2016	
Beechcraft (Beechcraft Corporation) [Hawker Beechcraft Corporation; Raytheon]	35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 36, A36, A36TC, B36TC	3A15	CAR 3	1	Original 5/1/2013	
	95, B95, B95A, D95A, E95, 95-55, 95-A55, 95-B55, 95-B55A, 95-B55B (T-42A), 95-C55, 95-C55A, D55, D55A, E55, E55A, 56TC, A56TC, 58, 58A	3A16	CAR 3 FAR 23	1	Original 5/1/2013	
	65 (L-23F), A65, 65-80, 65-A80, 65-B80, 65-88, 65-90, 65-A90, 65-A90-1 (JU-21A, U-21A, RU-21A, RU-21D, U-21G, RU-21H), 65-A90-2 (RU-21B), 65-A90-3 (RU-21C), 65-A90-4 (RU-21E), (RU-21H), 70, B90, C90, C90A, C90GT, E90	3A20	CAR 3 FAR 23 FAR 25	1	Original 5/1/2013	
	45 (YT-34), A45 (T-34A B-45), D45 (T-34B)	5A3	CAR 3	1	Original 5/1/2013	

GARMIN

GTX 33X and GTX 3X5 ADS-B Maintenance Manual

Contains Instructions for Continued Airworthiness for STC SA01714WI

Aircraft make, model, registration number, and serial number and accompanying STC configuration information in appendix A must be completed and saved with aircraft permanent records.

190-00734-11 October 2016 Revision 5

Garmin International, Inc.
1200 E. 151st Street
Olathe, Kansas 66062 U.S.A.

FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT
or
SUPPLEMENTAL AIRPLANE FLIGHT MANUAL
for the
Garmin GTX 33X and GTX 3X5 Transponders with ADS-B
as installed in

Beech A36
Make and Model Airplane

Registration Number: N8275A Serial Number: E-2803

This document serves as an FAA Approved Airplane Flight Manual Supplement or Supplemental Airplane Flight Manual when the GTX 33X or GTX 3X5 with ADS-B is installed in accordance with Supplemental Type Certificate SA01714WI. This document must be incorporated into the FAA Approved Airplane Flight Manual or provided as an FAA Approved Supplemental Airplane Flight Manual.

The information contained herein supplements the FAA approved Airplane Flight Manual. For limitations, procedures, loading and performance information not contained in this document, refer to the FAA approved Airplane Flight Manual, markings, or placards.

FAA Approved By:

Michael Warren
ODA STC Unit Administrator
Garmin International, Inc.
ODA-240087-CE

Date: 08-MAR-2016

Garmin International, Inc.
1200 E. 151st Street
Olathe, Kansas 66062 U.S.A.

FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT
or
SUPPLEMENTAL AIRPLANE FLIGHT MANUAL
for the
Garmin GTX 33X and GTX 3X5 Transponders with ADS-B
as installed in

Beech A36
Make and Model Airplane

Registration Number: N8275A Serial Number: E-2803

This document serves as an FAA Approved Airplane Flight Manual Supplement or Supplemental Airplane Flight Manual when the GTX 33X or GTX 3X5 with ADS-B is installed in accordance with Supplemental Type Certificate SA01714WI. This document must be incorporated into the FAA Approved Airplane Flight Manual or provided as an FAA Approved Supplemental Airplane Flight Manual.

The information contained herein supplements the FAA approved Airplane Flight Manual. For limitations, procedures, loading and performance information not contained in this document, refer to the FAA approved Airplane Flight Manual, markings, or placards.

FAA Approved By: Michael Warren

Michael Warren
ODA STC Unit Administrator
Garmin International, Inc.
ODA-240087-CE

Date: 08-MAR-2016

U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No.2120-0020 2/28/2011 | Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark: N8275A	Serial No.: E-2803
	Make: Beech	Model: A36 / Series:
2. Owner	Name (As shown on registration certificate): Michael A. Sigillito	Address (As shown on registration certificate): Address 3727 Riddell LN; City Westfield State IN; Zip 46062-7113 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	—	*(As described in item 1 above)*	—
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency			
Name: D.P.Catherman		☒	U.S. Certificated Mechanic	☐	Manufacturer
Address: 3145 N 100 West		☐	Foreign Certificated Mechanic	C. Certificate No.	
City: Shelbyville State: IN		☐	Certificated Repair Station	2877957	
Zip: 46176 Country: USA		☐	Certificated Maintenance Organization		

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

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual: D.P.Catherman 08/08/2017

7. Approval for Return To Service

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

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Appoved by Canadian Department of Transport
	☐	FAA Designee	☐	Repair Station	☒	Inspection Authorization	Other *(Specify)*	

Certificate or Designation No.: 2877957

Signature/Date of Authorized Individual: D.P.Catherman 08/08/2017

FAA Form 337 (10-06)

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.)

N8275A	08/08/2017
Nationality and Registration Mark	Date

removed factory installed sunvisors and installed Rosen Sunvisors kit # RBB-300-1A, part # R1160005 in accordance with STC SA 3598NM. all work done in accordance with STC, installation Instructions 9051-0116-002, revE, dated 03/22/2010, and Drawing # 9050-0116-001, rev N, dated 04/26/2016.

for continued airworthiness: see continued airworthiness instructions that were placed in aircraft flight manual supplement binder.

no weight change.

---------- end ----------

☒ Additional Sheets Are Attached

U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No.2120-0020 2/28/2011 | Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark: N8275A	Serial No.: E-2803
	Make: Beech	Model: A36 / Series:
2. Owner	Name (As shown on registration certificate): Michael A. Sigillito	Address (As shown on registration certificate): Address 3727 Riddell LN; City Westfield State IN; Zip 46062-7113 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☐	AIRFRAME	———	*(As described in item 1 above)*	———
☐	☒	POWERPLANT	Continental	IO 550 B1F	1034088
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type / Manufacturer		

6. Conformity Statement

A. Agency's Name and Address

Name D.P.Catherman
Address 3145 N 100 West
City Shelbyville State IN
Zip 46176 Country USA

B. Kind of Agency

- ☒ U.S. Certificated Mechanic
- ☐ Foreign Certificated Mechanic
- ☐ Certificated Repair Station
- ☐ Certificated Maintenance Organization
- ☐ Manufacturer

C. Certificate No.: 2877957

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

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual: D.P.Catherman 08/08/2017

7. Approval for Return To Service

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

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Appoved by Canadian Department of Transport
	☐	FAA Designee	☐	Repair Station	☒	Inspection Authorization	Other *(Specify)*	

Certificate or Designation No.: 2877957

Signature/Date of Authorized Individual: D.P.Catherman 08/08/2017

FAA Form 337 (10-06)

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.)

N8275A	08/08/2017
Nationality and Registration Mark	Date

removed continental fuel nozzles # 627335d13aa and installed general aviation modifications, Inc Gamijectors kit # GAD13AA, serial # 26608, STC# SE09217SC, PMA # PQ821SW per Gamijectors Installation Procedure IP-96-001, rev 005, dated 10/11/2002.

flight manual supplement # 01-65900001, rev IR, dated 06/25/2015 was placed in aircraft flight manual supplement binder

no weight change.

---------- end ----------

☐ 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 2/28/2011

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark: N8275A	Serial No.: E-2803	
	Make: Beech	Model: A36	Series:
2. Owner	Name *(As shown on registration certificate)*: Michael A Sigillito	Address *(As shown on registration certificate)*: Address 3727 Riddell LN; City Westfield; State IN; Zip 46062-7113; Country USA	

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency		C. Certificate No.
Name: Robert Austin Bourland	✓	U. S. Certificated Mechanic	Manufacturer
Address: 4144 Aviator Road, Suite 150		Foreign Certificated Mechanic	
City: Lexington State: KY		Certificated Repair Station	
Zip: 40510 Country: USA		Certificated Maintenance Organization	3795668

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

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual: 9/29/2017 [signature]

7. Approval for Return to Service

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

BY							
		FAA Flt. Standards Inspector		Manufacturer		Maintenance Organization	Persons Approved by Canadian Department of Transport
		FAA Designee		Repair Station	✓	Inspection Authorization	Other *(Specify)*

Certificate or Designation No.	Signature/Date of Authorized Individual
3020594 IA	9/29/2017 [signature]

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.)

N8275A Beech A36	9/29/2017
Nationality and Registration Mark	Date

Installed D'shannon Baffle kit p/n DW-200A-01/02 rev 18, s/n 170104-09 isw STC SA368CH and D'Shannon Installation Manual DSP-IM95-2 Revision F.
Revised aircraft weight and balance report.

---------- end ----------

☐ 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 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: **Beechcraft**	Model: **A-36**
	Serial No.: **E2803**	Nationality and Registration Mark: **N8275A**
2. Owner	Name *(As shown on registration certificate)*: **Joseph Fleischhacker**	Address *(As shown on registration certificate)*: **5601 Bartlett Blvd. Mound, MN 55364**

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.
MODERN AVIONICS **10000 FLYING CLOUD DRIVE** **EDEN PRAIRIE, MN 55347**	( ) U.S. Certificated Mechanic ( ) Foreign Certificated Mechanic (X) Certificated Repair Station ( ) Manufacturer	**QI2R110L**

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
August 08, 2007	KURT SCHENDEL

7. Approval for Return to Service

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

BY						Other (Specify)
	( ) FAA Flt. Standards Inspector		( ) Manufacturer		( ) Inspection Authorization	
	( ) FAA Designee	(X)	Repair Station		( ) Person Approved by Transport Canadian Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
08-08-2007	**QI2R110L**	Kurt Schendel

FAA Form 337 (12-88)

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.)

BEECH A36, SN E2803, N8275A

Verified previous installation of GNS530/GNS430 was installed IAW Garmin installation instructions. Verified this aircraft and all interfaced equipment are covered under the STC AML. Removed GNS530, p/n 011-00550-10 and GNS430, p/n 011-00280-10 for factory upgrade to GNS530W/GNS430W (WAAS). Determined the existing location does meet the field-of-view requirements. Installation found to now be IAW the STC AML installation data. Removed existing GA56 GPS antennas and replaced with GA35 WAAS antennas. Installed the upgraded GNS530W p/n 011-00940-01 and GNS430W p/n 011-01060-45. Configured units identical to the original GNS530/GNS430 units. Removed the Aircraft Flight Manual Supplement for the GNS530/GNS430 and installed the GNS530W/GNS430W Aircraft Flight Manual Supplements dated 12/21/2006 in the Aircraft Flight Manual.

DOCUMENTATION:
Garmin STC #SA01933LA
Garmin STC upgrade installation manual 190-00357-06 Rev. B Jan. 2007
Garmin AML STC #SA01695SE GA Antenna STC AML installation manual 190-00522-01.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:
Attached for GNS530W/GNS430W

The current electrical load analysis remains valid since the new units draw the same or less current than the original unit.

Weight Change Negligible. Placed new pilot guides in aircraft.

- E N D -

☐ Additional Sheets Are Attached

U.S. GOVERNMENT PRINTING OFFICE: 1992-769-012/60157

2. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

2.1 Introduction

Content, Scope, Purpose and Arrangement:	This document identifies the Instructions for Continued Airworthiness for the modification of the aircraft by installation of the Garmin Models 500W series GPS/WAAS Nav/Com.
Applicability:	Applies to aircraft altered by installation of the Garmin Models 500W series GPS/WAAS Nav/Com.
Definition of Abbreviations:	See Section 1.6
Precautions:	None
Units of measurement:	None
Referenced publications: *(or later FAA approved revisions)*	190-00357-02 Rev. A *500W Series Installation Manual* 005-C0221-01 Rev. A *500W Series STC Master Data List*
Retention:	This document, or the information contained within, will be included in the aircraft's permanent records.

2.2 Description of Alteration

The Garmin Model 500W Series GPS/WAAS Nav/Com unit is a 6 ¼ inch wide panel mounted unit with all the interface connections behind the instrument panel. Installation of the Garmin Model 500W series GPS/WAAS Nav/Com system interfaces, specific for the aircraft installation, is documented in the GNS 500W Series Post-Installation Checkout Log that is retained as part of the aircraft's permanent records. The 500W series units combine a large number of easily acceptable controls to use the color multi-function display, Nav and Com transceiver, GPS/WAAS navigator in a single unit.

2.3 Control, Operating Information

See the 500W Series Installation Manual, listed under the reference documentation in paragraph 2.1 of this document, for system operation and self-test information.

2.4 Servicing Information

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

2.5 Periodic Maintenance Instructions

The 500W Series units are designed to detect internal failure. A thorough self-test is executed automatically upon application of power to the units, and built-in test is continuously executed. Detected errors are indicated on the equipment via failure annunciations and maintenance is on-condition.

Operation of the 500W Series unit is not permitted unless an inspection as described in this section has been completed within the preceding 12 calendar months. Conduct a visual inspection on the 500W series unit and its wire harness to insure installation integrity:

1. Inspect the unit for security of attachment.
2. Inspect all knobs and buttons for legibility.
3. Inspect condition of wiring, routing and attachment/clamping.

2.5.1 Cleaning the Front Panel

The front bezel, keypad, and display can be cleaned with a soft cotton cloth dampened with clean water. DO NOT use any chemical-cleaning agents. Care should be taken to avoid scratching the surface of the display.

2.5.2 Display Backlight

The display backlight lamp is rated by the manufacturer as having a usable life of 20,000 hours. This life may be more or less than the rated time depending on the operating conditions of the 500W series unit. Over time, the backlight lamp may dim and the display may not perform as well in direct sunlight conditions. The user must determine by observation when the display brightness is not suitable for its intended use. Contact the Garmin factory repair station when the backlight lamp requires service.

2.5.3 Battery Replacement

The 500W series has an internal keep-alive battery that will last about 10 years. The battery is used for GPS system information. Regular planned replacement is not necessary. The 500W series will display a 'low battery' message when replacement is required. Once the low battery message is displayed, the battery should be replaced within 1 to 2 months.

If the battery is not replaced and becomes totally discharged, the 500W series unit will remain fully operational, but the GPS signal acquisition time may be increased. This acquisition time can be reduced by entering a new seed position each time the unit is powered on. There is no loss of function or accuracy of the 500W series unit with a dead battery.

The battery must be replaced by the Garmin factory repair station or factory authorized repair station.

2.6 Troubleshooting Information

If error indications are displayed on the 500W series unit, consult the Troubleshooting section contained in the 500W Series Installation Manual, listed under reference documentation in paragraph 2.1 of this document. The '500W Series Post-Installation Checkout Log' in the aircraft permanent records includes the configuration information for the installation. (See Section 5 in the 500W Series Installation Manual for a sample Log).

2.7 Removal and Replacement Information

If the 500W series unit is removed and reinstalled, verify that the 500W series unit power-up self-test sequence is successfully completed and no failure messages are annunciated.

If the 500W series unit is removed for repair and reinstalled, or if the 500W unit is removed and replaced with a different 500W series unit, then follow 'Post Installation Configuration & Checkout Procedures' procedures contained in the 500W Series Installation Manual listed in paragraph 2.1 of this document, and verify the 500W unit power-up self-test sequence is successfully completed and no failure messages are annunciated.

If any work has been done on the aircraft that could affect the system wiring, antenna cable, or any interconnected equipment, verify the 500W series unit power-up self-test sequence is successfully completed and no failure messages are annunciated.

To remove the 500W series unit from the mounting rack, insert a 3/32-inch hex drive tool into the access hole at the bottom of the unit face. Rotate the hex tool counterclockwise until the unit is forced out about 3/8 inches and can be freely pulled from the rack.

The 500W unit is installed in the rack by sliding it straight in until it stops, about 1 inch short of the final position. Insert the hex drive tool into the access hole at the bottom of the unit face. Rotate the hex tool clockwise while pressing on the left side of the bezel until the unit is firmly seated in the rack.

Note: There are no special handling requirements for the 500W series units.

2.8 Diagrams

Refer to the 500W Series Installation Manual (listed under reference documentation in section 2.1 of this document) for drawings applicable to this installation. Point to point wiring diagrams are in Appendix H of the 500W Series Installation Manual. Refer to the GNS 500W Series Post-Installation Checkout Log retained in the aircraft permanent for a list of the interfaced equipment. The antenna cables are routed between the 500W series unit and the antenna with disconnects at each unit. The antenna cable typically is routed behind interior panels in the fuselage.

2.9 Special Inspection Requirements

None, N/A.

2.10 Application of Protective Treatments

None, N/A.

2.11 Data Relative to Structural Fasteners

None, N/A.

2.12 Special Tools

No special tools are required for system checkout. See 500W Series Installation Manual listed in reference documentation in section 2.1 of this document.

2.13 Additional Instructions

None

2.14 Overhaul Period

The system does not require overhaul at a specific time period. Power on self-test and continuous BIT will monitor the health of the 500W series unit. If the unit indicates an internal failure, the unit may be removed and replaced. See troubleshooting section contained in the 500W Series Installation Manual, listed under reference documentation in paragraph 2.1 of this document.

2.15 ICA Revision and Distribution

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

The latest revision of this document will be available on the Garmin website (www.garmin.com). A Garmin Service Bulletin, describing ICA revision, will be sent to dealers if revision is determined to be significant.

2.16 Assistance

Flight Standards Inspectors or the certificate holder's PMI have the required resources to respond to questions regarding this ICA. In addition, the customer may refer questions regarding this equipment and its installation to the manufacturer, Garmin. Garmin customer assistance may be contacted during normal business hours via telephone 913-397-8200 or email from the Garmin web site at www.garmin.com.

2.17 Implementation and Record Keeping

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

2. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

2.1 Introduction

Content, Scope, Purpose and Arrangement:	This document identifies the Instructions for Continued Airworthiness for the modification of the aircraft by installation of the Garmin Models 400W Series GPS/WAAS Nav/Com.
Applicability:	Applies to aircraft altered by installation of the Garmin Model 400W Series GPS/WAAS Nav/Com.
Definition of Abbreviations:	See Section 1.6
Precautions:	None
Units of measurement:	None
Referenced publications: *(or later FAA approved revisions)*	190-00356-02 Rev. A *400W Series Installation Manual* 005-C0221-00 Rev. A *400W Series STC Master Data List*
Retention:	This document, or the information contained within, will be included in the aircraft's permanent records.

2.2 Description of Alteration

The Garmin Model 400W Series GPS/WAAS Nav/Com unit is a 6 ¼ inch wide panel mounted unit with all the interface connections behind the instrument panel. Installation of the Garmin Model 400W Series GPS/WAAS Nav/Com system interfaces, specific for the aircraft installation, is documented in the GNS 400W Series Post-Installation Checkout Log that is retained as part of the aircraft's permanent records. The 400W Series units combine a large number of easily acceptable controls to use the color multi-function display, Nav and Com transceiver, GPS/WAAS navigator in a single unit.

2.3 Control, Operating Information

See the 400W Series Installation Manual, listed under the reference documentation in paragraph 2.1 of this document, for system operation and self-test information.

2.4 Servicing Information

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

2.5 Periodic Maintenance Instructions

The 400W Series units are designed to detect internal failure. A thorough self-test is executed automatically upon application of power to the units, and built-in test is continuously executed. Detected errors are indicated on the equipment via failure annunciations and maintenance is on-condition.

Operation of the 400W Series unit is not permitted unless an inspection as described in this section has been completed within the preceding 12 calendar months. Conduct a visual inspection on the 400W series unit and its wire harness to insure installation integrity:

1. Inspect the unit for security of attachment.
2. Inspect all knobs and buttons for legibility.
3. Inspect condition of wiring, routing and attachment/clamping.

2.5.1 Cleaning the Front Panel

The front bezel, keypad, and display can be cleaned with a soft cotton cloth dampened with clean water. DO NOT use any chemical-cleaning agents. Care should be taken to avoid scratching the surface of the display.

2.5.2 Display Backlight

The display backlight lamp is rated by the manufacturer as having a usable life of 20,000 hours. This life may be more or less than the rated time depending on the operating conditions of the 400W series unit. Over time, the backlight lamp may dim and the display may not perform as well in direct sunlight conditions. The user must determine by observation when the display brightness is not suitable for its intended use. Contact the Garmin factory repair station when the backlight lamp requires service.

2.5.3 Battery Replacement

The 400W series has an internal keep-alive battery that will last about 10 years. The battery is used for GPS system information. Regular planned replacement is not necessary. The 400W series will display a 'low battery' message when replacement is required. Once the low battery message is displayed, the battery should be replaced within 1 to 2 months.

If the battery is not replaced and becomes totally discharged, the 400W series unit will remain fully operational, but the GPS signal acquisition time may be increased. This acquisition time can be reduced by entering a new seed position each time the unit is powered on. There is no loss of function or accuracy of the 400W series unit with a dead battery.

The battery must be replaced by the Garmin factory repair station or factory authorized repair station.

2.6 Troubleshooting Information

If error indications are displayed on the 400W series unit, consult the Troubleshooting section contained in the 400W Series Installation Manual, listed under reference documentation in paragraph 2.1 of this

document. The '400W Series Post-Installation Checkout Log' in the aircraft permanent records includes the configuration information for the installation. (See Section 5 in the 400W Series Installation Manual for a sample Log).

2.7 Removal and Replacement Information

If the 400W series unit is removed and reinstalled, verify that the 400W series unit power-up self-test sequence is successfully completed and no failure messages are annunciated.

If the 400W series unit is removed for repair and reinstalled, or if the 400W unit is removed and replaced with a different 400W series unit, then follow 'Post Installation Configuration & Checkout Procedures' procedures contained in the 400W Series Installation Manual listed in paragraph 2.1 of this document, and verify the 400W unit power-up self-test sequence is successfully completed and no failure messages are annunciated.

If any work has been done on the aircraft that could affect the system wiring, antenna cable, or any interconnected equipment, verify the 400W series unit power-up self-test sequence is successfully completed and no failure messages are annunciated.

To remove the 400W series unit from the mounting rack, insert a 3/32-inch hex drive tool into the access hole at the bottom of the unit face. Rotate the hex tool counterclockwise until the unit is forced out about 3/8 inches and can be freely pulled from the rack.

The 400W unit is installed in the rack by sliding it straight in until it stops, about 1 inch short of the final position. Insert the hex drive tool into the access hole at the bottom of the unit face. Rotate the hex tool clockwise while pressing on the left side of the bezel until the unit is firmly seated in the rack.

Note: There are no special handling requirements for the 400W series units.

2.8 Diagrams

Refer to the 400W Series Installation Manual (listed under reference documentation in section 2.1 of this document) for drawings applicable to this installation. Point to point wiring diagrams are in Appendix H of the 400W Series Installation Manual. Refer to the GNS 400W Series Post-Installation Checkout Log retained in the aircraft permanent for a list of the interfaced equipment. The antenna cables are routed between the 400W series unit and the antenna with disconnects at each unit. The antenna cable typically is routed behind interior panels in the fuselage.

2.9 Special Inspection Requirements

None, N/A.

2.10 Application of Protective Treatments

None, N/A.

2.11 Data Relative to Structural Fasteners

None, N/A.

2.12 Special Tools

No special tools are required for system checkout. See 400W Series Installation Manual listed in reference documentation in section 2.1 of this document.

2.13 Additional Instructions

None

2.14 Overhaul Period

The system does not require overhaul at a specific time period. Power on self-test and continuous BIT will monitor the health of the 400W series unit. If the unit indicates an internal failure, the unit may be removed and replaced. See troubleshooting section contained in the 400W Series Installation Manual, listed under reference documentation in paragraph 2.1 of this document.

2.15 ICA Revision and Distribution

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

The latest revision of this document will be available on the Garmin website (www.garmin.com). A Garmin Service Bulletin, describing ICA revision, will be sent to dealers if revision is determined to be significant.

2.16 Assistance

Flight Standards Inspectors or the certificate holder's PMI have the required resources to respond to questions regarding this ICA. In addition, the customer may refer questions regarding this equipment and its installation to the manufacturer, Garmin. Garmin customer assistance may be contacted during normal business hours via telephone 913-397-8200 or email from the Garmin web site at www.garmin.com.

2.17 Implementation and Record Keeping

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

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
MSP FSDO GL15

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: Beechcraft	Model: A-36
	Serial No.: E2803	Nationality and Registration Mark: N8275A
2. Owner	Name *(As shown on registration certificate)*: F3 AVIATION CORP	Address *(As shown on registration certificate)*: 508 TOWER RD. ST. PAUL, MN 55107

3. For FAA Use Only

THE DATA 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.

7/2/01 — DATE — FAA INSPECTOR

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				

RECEIVED SEP 13 2001 MSP FSDO

RECEIVED JUN 29 2001 MSP FSDO

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
MODERN AVIONICS 10000 FLYING CLOUD DRIVE EDEN PRAIRIE, MN 55347	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	QI2R110L

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
6/27/2001	KURT SCHENDEL

7. Approval for Return to Service

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

BY						
	[ ] FAA Flt. Standards Inspector		[ ] Manufacturer		[ ] Inspection Authorization	Other (Specify)
	[ ] FAA Designee	[X]	Repair Station		Person Approved by Transport Canadian Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
JUL 02 2001	QI2R110L	Kurt Schendel

FAA Form 337 (12-88)

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.)

BEECH A36, SN E2803, N8275A

REMOVED THE FOLLOWING:
(2)KX165, KLN90B GPS system, KI206 Indicator, AIS240-35

INSTALLED THE FOLLOWING:
GNS430 and GNS530 Nav/Com/GPS and (2) each GA56 GPS antenna, TSO'ed C129 class A1, originally installed under STC #2166WI-A. Mounted GNS530 and GNS430 units in avionics panel. Interfaced GNS530 to existing B/K KFC150 Autopilot system and KI525A HSI. Interfaced GNS430 to GI106A Nav/GPS Indicator. Antennas mounted on top fuselage utilizing fabricated doublers.

DOCUMENTATION:
AC43.13 1B chapter 11, paragraphs 424, 429, 443, 450, 519
chapter 15, paragraphs 750, 841, 842
AC43.13 2A chapter 2, paragraphs 21, 22, 23, 27
chapter 3, paragraphs 36, 38(5)
AC20-138 chapter 8 para. 8c(2)(iv) for follow on IFR installations.
Garmin GNS430 installation manual p/n 190-00140-02 Rev. H, Sept. 2000
Garmin GNS530 installation manual p/n 190-00181-02 Rev. B, March 2000
STC #2166WI-A

Instructions for Continued Airworthiness:
1) Introduction: GNS530 & GNS430 installed as primary Nav/Com/GPS system.
2) Description: Same as above
3) Control, operations information: See GNS430 pilot guide 190-00140-00 Rev. A, Oct. 1998 and GNS530 Pilot guide 190-00181-00 Rev. A, 05/00.
4) Servicing information: N/A
5) Maintenance information: N/A
6) Troubleshooting information: N/A
7) Removal and replacement information: Refer to above referenced installation manual for specific instructions in removal and replacement.
8) Diagrams: N/A
9) Special inspection requirements: N/A
10) Application of Protective Treatments: N/A
11) Data: N/A
12) List of special tools: N/A
13) For Commuter Category A/C: N/A
14) Recommended overhaul periods: No additional overhaul limits
15) Airworthiness limitation section: No additional airworthiness limits
16) Revision: A letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and a 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 dated _____ for the above aircraft superseding the instructions for Continued Airworthiness dated _____". Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location and date of the Form 337.
17) Assistance: N/A
18) Implementation and record keeping: An entry has been entered into the aircraft records in accordance with FAR 43.9.

Ground tests confirm normal operation and accuracy meets the requirements stated in AC20-138, chapter 8 para. 8c(2)(iv) for follow on IFR installations.

Nav/Com/GPS system does not interfere with any other system.

A copy of the FAA Approved Flight Manual Supplement, dated JUL 02 2001 was installed in aircraft Flight Manual.

The maximum continuous electrical load does not exceed 80% of the total rated generator capacity.

Weight and Balance and Equipment list updated. Maintenance records updated.

----------END----------

☐ Additional Sheets Are Attached

U.S. GOVERNMENT PRINTING OFFICE: 1992-769-012/60157

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
MSP FSDO

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: Beechcraft	Model: A-36
	Serial No.: E2803	Nationality and Registration Mark: N8275A
2. Owner	Name *(As shown on registration certificate)*: JETSET, INC.	Address *(As shown on registration certificate)*: 508 TOWER RD. ST. PAUL, MN 55107

3. For FAA Use Only

THE DATA 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.

12-18-98 (DATE) _____ (FAA INSPECTOR) MSP 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. Kind of Agency	C. Certificate No.
MODERN AVIONICS, INC. 10000 FLYING CLOUD DRIVE EDEN PRAIRIE, MN 55347	[ ] U.S. Certificated Mechanic [ ] Foreign Certificated Mechanic [X] Certificated Repair Station [ ] Manufacturer	QI2R110L

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
7/28/98	KURT SCHENDEL

7. Approval for Return to Service

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

BY							Other (Specify)
	[ ]	FAA Flt. Standards Inspector	[ ]	Manufacturer	[ ]	Inspection Authorization	
	[ ]	FAA Designee	[X]	Repair Station	[ ]	Person Approved by Transport Canadian Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12-22-98	QI2R110L	KURT SCHENDEL

FAA Form 337 (12-88)

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.)

PIPER A36, SN E-2803, N8275A

INSTALLED THE FOLLOWING:
BFGoodrich Skywatch system, originally installed under STC #SA00733CH, sharing existing Stormscope display on pilot panel. Information switched using Eaton annunciators labeled:
Stormscope
Skywatch
Processor located aft fuselage, existing shelf at F.S. 202.0
Antenna mounted on top fuselage, utilizing fabricated doubler, at F.S. 114.0

DOCUMENTATION:
AC43.13 1A, Chapter 11, para. 424, 429, 443, 450, 519
Chapter 15, para. 750, 841, 842
AC43.13 2A, Chapter 2, para. 21, 22, 23, 27
Chapter 3, para. 36, 38(b)
BFGoodrich installation manual p/n 009-10800-001, Rev. A, Oct. 31, 1997.
STC #SA00733CH
Continued Airworthiness information found in manufacturers installation manual.

Ground and flight tests confirmed normal operation.

Skywatch system does not interfere with any other systems.

A copy of the FAA approved Flight Manual Supplement, dated DEC 18 1998
was installed in aircraft Flight Manual.

The maximum continuous electrical load does not exceed 80% of the total rated generator capacity.

Weight and Balance and Equipment list updated this date. Maintenance records updated. Placed pilot operating handbook pn 009-10801-001 in aircraft.

----------END----------

RECEIVED
DEC 28 1998
MSP FSDO

RECEIVED
SEP 21 1998
MSP FSDO

☐ Additional Sheets Are Attached

U.S. GOVERNMENT PRINTING OFFICE: 1992-769-012/60157

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
MSP FSDO

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: Beechcraft	Model: A-36
	Serial No.: E2803	Nationality and Registration Mark: N8275A
2. Owner	Name *(As shown on registration certificate)*: JETSET, INC.	Address *(As shown on registration certificate)*: 508 TOWER RD. ST. PAUL, MN 55107

3. For FAA Use Only

THE DATA 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.

6-17-98 (DATE) — (FAA INSPECTOR)

MSP 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:				

RECEIVED
JUN 22 1998
MSP FSDO

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
MODERN AVIONICS, INC. 10000 FLYING CLOUD DRIVE EDEN PRAIRIE, MN 55347	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	QI2R110L

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
6/10/98	KURT SCHENDEL

7. Approval for Return to Service

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

BY						
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station		Person Approved by Transport Canadian Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
6-18-98	QI2R110L	KURT SCHENDEL

FAA Form 337 (12-88)

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.)

BEECHCRAFT A36, SN E2803, N8275A

REMOVED THE FOLLOWING:
KLN90A GPS for factory upgrade to KLN90B

INSTALLED THE FOLLOWING:
KLN90B GPS, TSO'ed C129 class A1, originally installed under STC SA00241WI-D. Installed in same location vacated by KLN90A. Installed switch/annunciators on pilot instrument panel and labeled as follows:
GPS APPR GPS CRS
ARM ACTV OBS LEG

Interconnected KLN90B to relay AIS240-35 in accordance with installation instructions P/N 066-10521-0002, Rev. 2, February 1995.

DOCUMENTATION:
AC43.13 1A Chapter 11, paragraph 424, 429, 443, 450, 519
Chapter 15, paragraph 750, 841, 842
AC43.13 2A Chapter 2, paragraph 21, 22, 23, 27
Chapter 3, paragraph 36, 38(b)
AC20-138 chapter 8, para 8c.(2)(iv) for follow on IFR installations.
Bendix/King KLN90B installation manual 006-10521-0002 Rev. 2, Feb. 1995
AIS240-35 installation manual
STC #SA00241WI-D

The KLN90B is TSO'ed C-129 (A1) IFR enroute, terminal and approach capable.

Ground and flight tests confirm normal operation and accuracy meets the requirements stated in AC20-138, para. 8c. (2)(iv) for follow on IFR installations.

A copy of the FAA approved Flight Manual Supplement, dated JUN 17 1998 was installed in aircraft Flight Manual.

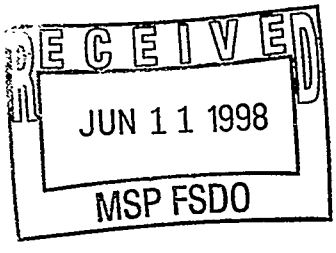
GPS system does not interfere with any other systems.

The maximum continuous electrical load does not exceed 80% of the total rated generator capacity.

Panel is placarded "GPS NOT APPROVED FOR IFR" pending IFR approval.
Breaker pulled pending IFR approval.

Weight and Balance and Equipment list updated. Maintenance records updated. Placed pilot KLN90B Pilots guide p/n 006-08773-0000, Rev 1 in aircraft.

---------- E N D ----------



☐ Additional Sheets Are Attached

U.S. GOVERNMENT PRINTING OFFICE: 1992-769-012/60157

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 8-25-94

SEP 16 1993

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
DPA-FSDO

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: BEECH	Model: A36
	Serial No.: E-2803	Nationality and Registration Mark: N8275A
2. Owner	Name *(As shown on registration certificate)*: ELLIOTT FLYING SERVICE INC	Address *(As shown on registration certificate)*: P O BOX 100 QUAD CITY AIRPORT MOLINE IL 61265

3. For FAA Use Only

The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7.

JUL 28 1993 — FAA Inspector, DPA-FSDO

4. Unit Identification — **5. Type**

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.
ELLIOTT FLYING SERVICE INC PO BOX 100 QUAD CITY AIRPORT MOLINE IL 61265	U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer	CGHR812C

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
7-28-93	CHRIS BEHN Chris Behn

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	XX	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
9-10-93	CGHR812C	Chris Behn

FAA Form 337 (12-88)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 8-25-94

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 BENDIX/KING KFC-150 FLIGHT CONTROL SYSTEM WITH KAS-297B VERTICLE SPEED AND ALTITUDE PRESELECT IN ACCORDANCE WITH STC SA1574CE-D AND INSTALLATION MANUAL P/N 006-0277-00 REV 2, SEPTEMBER 15,1990. INSTALLED AFMS 006-0416-01 REV 1, DATED 4-5-84 AND AFMS 006-0416-02, DATED 4-5-84.

INSTALLED KLN-90 GPS RNAV IN ACCORDANCE WITH INSTALLATION MANUAL P/N 006-00666-0001 REV 1, SEPT 92. THE KLN-90 IS INSTALLED AS A FULLY COUPLED SYSTEM USING AN RS08-001 REMOTE SWITCH WITH AUTOMATIC ILS DISABLE TO COUPLE THE GPS TO THE HSI AND FLIGHT CONTROL SYSTEM. THE KLN-90 IS COOLED BY FORCED AIR FROM A KA-33 COOLING BLOWER.

THE KLN-90 GPS WAS PLACARDED "USE OF GPS LIMITED TO VFR ONLY" IN CLEAR VIEW OF THE PILOT.

THE RS08-001 WAS INSTALLED IN ACCORDANCE WITH NAT RS08 REMOTE SWITCH INSTALLATION MANUAL REV 1.2 SEPT 1986.

INSTALLED BF GOODRICH WX-1000+ STORMSCOPE SYSTEM IN ACCORDANCE WITH INSTALLATION MANUAL P/N 78-8051-9150-5 DATED JAN 21,1993. ANTENNA IS LOCATED ON THE BOTTOM OF THE TAIL CONE ON THE UPSLOPE. PROCESSOR IS LOCATED ON FABRICATED SHELF IN THE TAILCONE. INSTALLED STATIC WICKS ON THE AIRCRAFT IN THE SAME LOCATIONS USED BY BEECH AIRCRAFT. PERFORMED BONDING CHECK OF THE AIRCRAFT. CHECKED SYSTEM OPERATION USING WX-PA SYSTEM TESTER.

INSTALLED KMA-24 AUDIO PANEL/MARKER BEACON RECIEVER IN ACCORDANCE WITH INSTALLATION MANUAL P/N 006-0180-01 REV 1, JANUARY 1982.

INSTALLED KX-165 VHF NAV/COMM TRANCIEVER IN ACCORDANCE WITH INSTALLATION MANUAL P/N 006-00179-0005 REV 5, FEB 1988.

INSTALLED KR-87 ADF SYSTEM IN ACCORDANCE WITH INSTALLATION MANUAL P/N 006-0184-03 REV 3, NOV 1985.

INSTALLED KN-63/KDI-572 DME SYSTEM IN ACCORDANCE WITH INSTALLATION MANUAL P/N 006-00176-0003 REV 3, OCT 1979. THE DME R/T WAS INSTALLED IN THE TAILCONE ON A FABRICATED SHELF.

INSTALLED KT-70 MODE S TRANSPONDER IN ACCORDANCE WITH INSTALLATION MANUAL P/N 006-00673-0000 REV 0, FEB 1991.

INSTALLED NAT AA80 SIX-PLACE INTERCOM SYSTEM IN ACCORDANCE WITH INTERVOX INTERCOM SYSTEMS INSTALLATION MANUAL REV 2.0, OCT 1991.

INSTALLED AVIONICS MASTER SWITCH IN ACCORDANCE WITH BEECH AIRCRAFT DRAWING NO. R-891269.

(CONT)

X Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992-769-012/60157

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 8-25-94

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 STANDBY AVIONICS BUS (GROUND COMM) IN ACCORDANCE WITH BEECH AIRCRAFT DRAWING NO. R-891270.

ALL SYSTEMS WERE CHECKED FOR PROPER OPERATION IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS AND INSTALLATION INSTRUCTIONS. ALL SYSTEMS WERE GROUND TESTED, FLIGHT TESTED AND ALIGNED PER MANUFACTURERS INSTRUCTIONS. ALL SYSTEMS OK FOR SERVICE.

FLIGHT TEST PILOT Robert L Edwards

CERT. NO. 315740838

ALL WORK WAS PERFORMED IN ACCORDANCE WITH MANUFACTURERS INSTALLATION INSTRUCTIONS AND AC 43.13-1A CHAPTERS 5, 6, 11, 13 AND 15 AND AC 43.13-2A CHAPTERS 2, 3 AND 11.

WEIGHT AND BALANCE AND EQUIPMENT LIST WERE REVISED TO REFLECT THIS INSTALLATION.

MADE AIRCRAFT LOGBOOK ENTRY TO REFLECT THIS INSTALLATION.

----------END----------

☐ Additional Sheets Are Attached

U.S. GOVERNMENT PRINTING OFFICE: 1992-769-012/60157

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 8-25-94

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 4-22-94

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 02-15 RW

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: BEECHCRAFT	Model: A36
	Serial No.: E-2803	Nationality and Registration Mark: N8275A
2. Owner	Name *(As shown on registration certificate)*: JH/KH SERVICES, INC	Address *(As shown on registration certificate)*: 4840 LODGE LANE EXCELSIOR, MN 55331

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					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

MINNEAPOLIS FSDO
MAR 07 1994
MNGR APPM

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
ELLIOTT FLYING SERVICE, INC 13801 PIONEER TRAIL EDEN PRAIRIE, MN 55347	U.S. Certificated Mechanic	KX5R005N
	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	Signature of Authorized Individual
3-4-94	Dail W. Pabst

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					Other *(Specify)*
	FAA Flt. Standards Inspector	Manufacturer		Inspection Authorization	
	FAA Designee X	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
3-4-94	KX5R005N	Dail W. Pabst

FAA Form 337 (12-88)

FAA AIRCRAFT REGISTRY
CAMERA NO. 1N DATE: 4-22-94

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. INSTALLED J.P. INSTRUMENT ENGINE ANALYZER PN EFT-701-6C IN ACCORDANCE WITH SUPPLEMENTAL TYPE CERTIFICATE NUMBER SA2586NM.
2. RELOCATED AIRCRAFT INSTRUMENT AIR GAGE TO LOWER CENTER SUBPANE ADJACENT TO FUEL QUANITY INDICATORS. WORK ACCOMPDISHED IN ACCORDANCE WITH AC 43.13-2A CHAPTER ELEVEN.
3. WEIGHT AND BALANCE AND EQUIPMENT LIST REVISED.

☐ Additional Sheets Are Attached

★U.S.GPO:1989-0-663-171

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 12-15-93

SEP 16 1993 OCT 14 1993

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
DPA-FSDO MP

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: BEECH	Model: A36
	Serial No.: E 2803	Nationality and Registration Mark: N8275A
2. Owner	Name *(As shown on registration certificate)*: ELLIOTT FLYING SERVICE INC	Address *(As shown on registration certificate)*: P O BOX 100 QUAD CITY AIRPORT MOLINE IL 61265

3. For FAA Use Only

The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7.

JUL 28 1993 [signature]
Date FAA Inspector, DPA-FSDO

4. Unit Identification / **5. Type**

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.
ELLIOTT FLYING SERVICE INC PO BOX 100 QUAD CITY AIRPORT MOLINE IL 61265	U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer	CGHR812C

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
7-28-93	CHRIS BEHN [signature]

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	XX	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
9-10-93	CGHR812C	[signature]

FAA Form 337 (12-88)

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 12-15-93

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 BENDIX/KING KFC-150 FLIGHT CONTROL SYSTEM WITH KAS-297B VERTICLE SPEED AND ALTITUDE PRESELECT IN ACCORDANCE WITH STC SA1574CE-D AND INSTALLATION MANUAL P/N 006-0277-00 REV 2, SEPTEMBER 15,1990. INSTALLED AFMS 006-0416-01 REV 1, DATED 4-5-84 AND AFMS 006-0416-02, DATED 4-5-84.

INSTALLED KLN-90 GPS RNAV, IN ACCORDANCE WITH INSTALLATION MANUAL P/N 006-00666-0001 REV 1, SEPT 92. THE KLN-90 IS INSTALLED AS A FULLY COUPLED SYSTEM USING AN RS08-001 REMOTE SWITCH WITH AUTOMATIC ILS DISABLE TO COUPLE THE GPS TO THE HSI AND FLIGHT CONTROL SYSTEM. THE KLN-90 IS COOLED BY FORCED AIR FROM A KA-33 COOLING BLOWER.

THE KLN-90 GPS WAS PLACARDED "USE OF GPS LIMITED TO VFR ONLY" IN CLEAR VIEW OF THE PILOT.

THE RS08-001 WAS INSTALLED IN ACCORDANCE WITH NAT RS08 REMOTE SWITCH INSTALLATION MANUAL REV 1.2 SEPT 1986.

INSTALLED BF GOODRICH WX-1000+ STORMSCOPE SYSTEM IN ACCORDANCE WITH INSTALLATION MANUAL P/N 78-8051-9150-5 DATED JAN 21,1993. ANTENNA IS LOCATED ON THE BOTTOM OF THE TAIL CONE ON THE UPSLOPE. PROCESSOR IS LOCATED ON FABRICATED SHELF IN THE TAILCONE. INSTALLED STATIC WICKS ON THE AIRCRAFT IN THE SAME LOCATIONS USED BY BEECH AIRCRAFT. PERFORMED BONDING CHECK OF THE AIRCRAFT. CHECKED SYSTEM OPERATION USING WX-PA SYSTEM TESTER.

INSTALLED KMA-24 AUDIO PANEL/MARKER BEACON RECIEVER IN ACCORDANCE WITH INSTALLATION MANUAL P/N 006-0180-01 REV 1, JANUARY 1982.

INSTALLED KX-165 VHF NAV/COMM TRANCIEVER IN ACCORDANCE WITH INSTALLATION MANUAL P/N 006-00179-0005 REV 5, FEB 1988.

INSTALLED KR-87 ADF SYSTEM IN ACCORDANCE WITH INSTALLATION MANUAL P/N 006-0184-03 REV 3, NOV 1985.

INSTALLED KN-63/KDI-572 DME SYSTEM IN ACCORDANCE WITH INSTALLATION MANUAL P/N 006-00176-0003 REV 3, OCT 1979. THE DME R/T WAS INSTALLED IN THE TAILCONE ON A FABRICATED SHELF.

INSTALLED KT-70 MODE S TRANSPONDER IN ACCORDANCE WITH INSTALLATION MANUAL P/N 006-00673-0000 REV 0, FEB 1991.

INSTALLED NAT AA80 SIX PLACE INTERCOM SYSTEM IN ACCORDANCE WITH INTERVOX INTERCOM SYSTEMS INSTALLATION MANUAL REV 2.0, OCT 1991.

INSTALLED AVIONICS MASTER SWITCH IN ACCORDANCE WITH BEECH AIRCRAFT DRAWING NO. R-891269.

(CONT)

X Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1952-769-012/60157

FAA AIRCRAFT REGISTRY
CAMERA NO. 3N DATE: 12-15-93

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 STANDBY AVIONICS BUS (GROUND COMM) IN ACCORDANCE WITH BEECH AIRCRAFT DRAWING NO. R-891270.

ALL SYSTEMS WERE CHECKED FOR PROPER OPERATION IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS AND INSTALLATION INSTRUCTIONS. ALL SYSTEMS WERE GROUND TESTED, FLIGHT TESTED AND ALIGNED PER MANUFACTURERS INSTRUCTIONS. ALL SYSTEMS OK FOR SERVICE.

FLIGHT TEST PILOT ________ [signature] ________

CERT. NO. ________ 315714038 ________

ALL WORK WAS PERFORMED IN ACCORDANCE WITH MANUFACTURERS INSTALLATION INSTRUCTIONS AND AC 43.13-1A CHAPTERS 5, 6, 11, 13 AND 15 AND AC 43.13-2A CHAPTERS 2, 3 AND 11.

WEIGHT AND BALANCE AND EQUIPMENT LIST WERE REVISED TO REFLECT THIS INSTALLATION.

MADE AIRCRAFT LOGBOOK ENTRY TO REFLECT THIS INSTALLATION.

--------------------------------END--------------------------------

☐ Additional Sheets Are Attached

☆U.S. GOVERNMENT PRINTING OFFICE: 1992-769-012/60157

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 11-4-93

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 DPA-FSDO MO

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: BEECH	Model: A36
	Serial No.: E 2803	Nationality and Registration Mark: N8275A
2. Owner	Name (As shown on registration certificate): ELLIOTT FLYING SERVICE INC	Address (As shown on registration certificate): P O BOX 100 QUAD CITY AIRPORT MOLINE IL 61265

3. For FAA Use Only

The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7.

Date: JUL 28 1993 FAA Inspector, DPA-FSDO: Wm B Pust

4. Unit Identification / **5. Type**

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.
ELLIOTT FLYING SERVICE INC PO BOX 100 QUAD CITY AIRPORT MOLINE IL 61265	U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer	CGHR812C

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
7-28-93	CHRIS BEHN Chris Behn

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						Other (Specify)
	FAA Flt. Standards Inspector		Manufacturer		Inspection Authorization	
	FAA Designee	XX	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual

FAA Form 337 (12-88)

P.2/4

JUL 28 '93 08:28 ELLIOTT BEECH/MOLINE

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 11-4-93

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 8--23--93

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

US 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 MFR	FAA CODING
N8275A	BEECH AIRCRAFT CORPORATION	A36	1993	1151604
5. AIRCRAFT SERIAL NO.	**6. ENGINE BUILDER'S NAME (Make)**	**7. ENGINE MODEL DESIGNATION**		
E-2803	Continental	IO-550-B		17042
8. NUMBER OF ENGINES	**9. PROPELLER BUILDER'S NAME (Make)**	**10. PROPELLER MODEL DESIGNATION**	**11. AIRCRAFT IS (Check if applicable)**	
1	McCauley	D3A32C409C	IMPORT	

II. CERTIFICATION REQUESTED

APPLICATION IS HEREBY MADE FOR: (Check applicable items)

- A 1 X — STANDARD AIRWORTHINESS CERTIFICATE (Indicate category) — NORMAL X | UTILITY | ACROBATIC | TRANSPORT | GLIDER | BALLOON
- B — SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)
  - 2 — LIMITED
  - 5 — PROVISIONAL (Indicate class): 1 CLASS I; 2 CLASS II
  - 3 — RESTRICTED (Indicate operation(s) to be conducted): 1 AGRICULTURE AND PEST CONTROL; 2 AERIAL SURVEYING; 3 AERIAL ADVERTISING; 4 FOREST (Wildlife conservation); 5 PATROLLING; 6 WEATHER CONTROL; 7 CARRIAGE OF CARGO; 0 OTHER (Specify)
  - 4 — EXPERIMENTAL (Indicate operation(s) to be conducted): 1 RESEARCH AND DEVELOPMENT; 2 AMATEUR BUILT; 3 EXHIBITION; 4 RACING; 5 CREW TRAINING; MKT SURVEY; 0 TO SHOW COMPLIANCE WITH FAR
  - 8 — SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side): 1 FERRY FLIGHT FOR REPAIRS ALTERATIONS MAINTENANCE OR STORAGE; 2 EVACUATE FROM AREA OF IMPENDING DANGER; 3 OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT; 4 DELIVERING OR EXPORT; 5 PRODUCTION FLIGHT TESTING; 6 CUSTOMER DEMONSTRATION FLIGHTS
- C 6 — MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable)

III. OWNER'S CERTIFICATION

A. REGISTERED OWNER (As shown on certificate of aircraft registration) — IF DEALER, CHECK HERE → X

NAME	ADDRESS
BEECH AIRCRAFT CORPORATION	9709 E. Central Wichita, Kansas 67201

B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)

X	AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No and Revision No.): 3A15, Rev. 84	X	AIRWORTHINESS DIRECTIVES (Check if all applicable ADs complied with and give latest AD No.): ISSUE 93-11
	AIRCRAFT LISTING (Give page number(s)): N/A		SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated): N/A

C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS

X	CHECK IF RECORDS IN COMPLIANCE WITH FAR ~~91-143~~ 91.417	TOTAL AIRFRAME HOURS: 5:50	3 — EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed): N/A

D. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 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
6-25-93	Gene Diller – Manager Quality Assurance	Gene Diller

IV. INSPECTION AGENCY VERIFICATION

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 in items A and B)

A. I find that the aircraft described in Section I or VII meets requirements for: X THE CERTIFICATE REQUESTED; 4 AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE

B. Inspection for a special flight permit under Section VII was conducted by: FAA INSPECTOR | FAA DESIGNEE | CERTIFICATE HOLDER UNDER | FAR 65 | FAR 121, 127 or 135 | FAR 145

DATE	DISTRICT OFFICE	4	DESIGNEE'S SIGNATURE AND NO	1	FAA INSPECTOR'S SIGNATURE
6-25-93	WICHITA MIDO		A.J. Burroughs A.J. Burroughs, DOA, PC#8		

FAA Form 8130-6 (11-88) SUPERSEDES PREVIOUS EDITION

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 8--23--93

*U.S.GPO:1989-241-672/90913

VI. PRODUCTION FLIGHT TESTING

A. MANUFACTURER

NAME	ADDRESS

B. PRODUCTION BASIS *(Check applicable item)*

- ☐ PRODUCTION CERTIFICATE *(Give production certificate number)*
- ☐ TYPE CERTIFICATE ONLY
- ☐ APPROVED PRODUCTION INSPECTION SYSTEM

C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS →

DATE OF APPLICATION	NAME AND TITLE *(Print or type)*	SIGNATURE

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

A. DESCRIPTION OF AIRCRAFT

REGISTERED OWNER	ADDRESS
BUILDER *(Make)*	MODEL
SERIAL NUMBER	REGISTRATION MARK

B. DESCRIPTION OF FLIGHT — CUSTOMER DEMONSTRATION FLIGHTS ☐ *(Check if applicable)*

FROM	TO	
VIA	DEPARTURE DATE	DURATION

C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT

☐ PILOT ☐ CO-PILOT ☐ NAVIGATOR ☐ OTHER *(Specify)*

D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS

E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION *(Use attachment if necessary)*

F. **CERTIFICATION**— I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 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)

X	A. Operating Limitations and Markings in Compliance with FAR 91.9 ~~91.91~~ as Applicable		G. Statement of Conformity, FAA Form 8130-9 *(Attach when required)*
	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft *(Attach when required)*
	C. Data, Drawings, Photographs, etc. *(Attach when required)*		I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ *(Original Attached)*
X	D. Current Weight and Balance Information Available in Aircraft		
	E. Major Repair and Alteration, FAA Form 337 *(Attach when required)*	X	J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183 (a) per 21.273 *(Copy attached)*
X	F. This Inspection Recorded in Aircraft Records		

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 8--23--93

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

1 NATIONALITY AND REGISTRATION MARKS	2 MANUFACTURER AND MODEL	3 AIRCRAFT SERIAL NUMBER	4 CATEGORY
N8275A	BEECH AIRCRAFT CORPORATION A36	E-2803	UTILITY

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

NONE

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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
6-25-93	A.J. Burroughs	DOA, PC#8

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

GPO 773-933

FAA Form 8100-2 (8-82)

FAA AIRCRAFT REGISTRY
CAMERA NO. 2N DATE: 8--23--93