

 <b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>				OMB No. 2120-0020 Exp: 5/31/2023		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 <b>U.S.A. N898TS</b>			Serial No. <b>095</b>		
		Make <b>DASSAULT-BREGUET</b>			Model <b>MYSTERE-FALCON 900</b>		Series <b>N/A</b>
2. Owner		Name (As shown on registration certificate) <b>S A T A LLC</b>			Address (As shown on registration certificate) <b>Address: 718 Thompson Lane STE 108256</b> City: <b>Nashville</b> State: <b>TN</b> Zip: <b>37204-3600</b> Country: <b>U.S.A.</b>		
3. For FAA Use Only							
4. Type		5. Unit Identification					
Repair	Alteration	Unit	Make	Model		Serial No.	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)		_____	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT					
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER					
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type				
			Manufacturer				
6. Conformity Statement							
A. Agency's Name and Address				B. Kind of Agency		Manufacturer	
Name: West Star Aviation Address: 18 Terminal Drive City: East Alton State: IL Zip: 62024 Country: USA				<input type="checkbox"/> U.S. Certified Mechanic		C. Certificate No.	
				<input type="checkbox"/> Foreign Certified Mechanic		PAZR068H	
				<input checked="" type="checkbox"/> Certified Repair Station			
				<input type="checkbox"/> Certified Maintenance Organization			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>			Signature/Date of Authorized Individual <b>Eric Bollman</b> <i>Eric Bollman</i> <b>October 18, 2023</b>				
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED							
BY	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization		Persons Approved by Canadian Department of Transport		
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization		Other (Specify)		
Certificate or Designation No. PAZR068H			Signature/Date of Authorized Individual <b>John Sexton</b> <i>John Sexton</i> <b>October 18, 2023</b>				

## NOTICE

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

### 8. Description of Work Accomplished

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

U.S.A. N898TS

Nationality and Registration Mark

October 18, 2023

Date

**F900B S/N: 095 Total Time: 10199.0 Total Landings: 4521 Work Order Number: 360421**

Installation of Comm Antenna for use with VDR (Reference West Star Aviation work order 338984):

The following equipment was installed at this time:

-VHF/UHF Antenna – P/N: S65-8280-10, (NEW) Reference Sensor Systems, Inc. certificate, FAA form 8130-3, form tracking number 2332787, work order number 32787, approval PT/PQ0517NM, dated 17 MAY 2023.

The Following West Star Aviation Drawings Were Used in Support for Modification:

-A23300N-722, Rev IR – Structural – "VHF Comm Antenna Inst" (MAJOR) Dated 10/09/2023.

The Above West Star Aviation, Structural Drawing was DER Approved on FAA Form 8110-3 Dated 10/17/2023 by Venkat Ramachandran, DER no. 575001431, Structural Engineering.

FAA approved Flight Manual Supplement – Not applicable.

14 CFR – 25.1529 "Instructions for Continued Airworthiness" – No new structural inspections are required for the antenna installation in the belly fairing.

Electrical Load Analysis – Not applicable.


- "The Aircraft Weight was Calculated, the Equipment List supplemented and an appropriate entry was made in the aircraft records dated October 18, 2023."

END

☐ Additional Sheets Are Attached

Page 1 of 1



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>DETERMINATION OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>		1. PROJECT NO.(if applicable)	
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>			
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, Actuator etc.) Aircraft	5. NAME OF APPLICANT West Star Aviation
<b>PURPOSE OF DATA</b>			
6. IN SUPPORT OF: ___ TC/ATC ___ STC ___ PMA ___ Major Repair <input checked="" type="checkbox"/> Major Alteration ___ Other ( Explain)			
PROJECT SPECIFIC INFORMATION: FALCON 900 VHF Comm Antenna Installation			
PURPOSE OF SUBMITTAL: To approve structural data for VHF Comm antenna installation			
<b>LIST OF DATA</b>			
List the data for this submittal including applicable drawings, material specifications, and process specifications and any other data that shows or contributes to a showing of compliance with the applicable requirements listed in block 9. A reference to a drawing list, including revision level, may be used.			
7. IDENTIFICATION	8. TITLE OF DATA		
A23300N-722 Rev I/R Date: OCT/09/2023  A23300N-722-901 Rev IR October 16, 2023	VHF COMM ANTENNA INSTL  Structural Substantiation VHF Antenna Installation Dassault Mystere-Falcon 900 Aircraft  Notes:  This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as 'Applicable Requirements'.  Structural and damage tolerance aspects only of the above data are approved herein. This approval is valid only for Dassault Aviation Model: Mystere-Falcon 900 S/N: 95. No new structural inspections are required for the antenna installation in the belly fairing.		
9. APPLICABLE REQUIREMENTS (List specific sections and amendment levels) 14 CFR Parts 25.301(a) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a)(b) Amdt 25-54, 25.307(a) Amdt 25-54, 25.601 Amdt 25-0, 25.603 Amdt 25-46, 25.605(a) Amdt 25-46, 25.609(a) Amdt 25-0, 25.613(a)(b) Amdt 25-46			
10. FAA DESIGNEE APPROVAL - As directed by the Administrator and in accordance with the conditions and limitations of authorization under 14 CFR, Part 183, data listed above, and on attached sheets numbered _____, have been examined in accordance with established procedures. I therefore  <input checked="" type="checkbox"/> APPROVE the data above <input type="checkbox"/> RECOMMEND APPROVAL of the data above  FOR MAJOR REPAIR OR MAJOR ALTERATION ONLY – Other data approvals <input checked="" type="checkbox"/> ARE REQUIRED <input type="checkbox"/> ARE NOT REQUIRED EXPLAIN : Electrical system approval is required for the alteration.  <input type="checkbox"/> MANAGING OFFICE WAS CONTACTED (required when approval was made outside the U.S and/or involved critical or life limited parts)			
11. DER/ODA NUMBER 575001431	12. PRINTED NAME Venkat Ramachandran		
13. TECHNICAL DISCIPLINE DER-T (Structural Engineering)	14. SIGNATURE <i>Venkat Ramachandran</i>	 Digitally Signed 10/17/2023	16. DATE 10/17/2023
FAA APPROVAL (For FAA use when designee recommends approval above, or when approval is reserved for the FAA)			
17. PRINTED NAME/FAA OFFICE	18. TECHNICAL DISCIPLINE		
19. SIGNATURE	20. DATE		





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 civil penalty for each such violation. (49 U.S.C. §46301(a)).

1. Aircraft	Nationality and Registration Mark USA N898TS	Serial No. 95	
	Make AVIONS MARCEL DASSAULT BREGUET AVIATION	Model MYSTERE-FALCON 900	Series N/A
2. Owner	Name (As shown on registration certificate) S A T A LLC	Address (As shown on registration certificate) Address: 718 THOMPSON LN STE 108256 City: NASHVILLE Zip: 37204-34600 State: TN Country: USA	


**3. For FAA Use Only**

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

**6. Conformity Statement**

A. Agency's Name and Address		B. Kind of Agency	
Name: West Star Aviation		<input type="checkbox"/> U.S. Certificated Mechanic	Manufacturer
Address: 18 Terminal Drive		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City: East Alton		<input checked="" type="checkbox"/> Certificated Repair Station	PAZR068H
Zip: 62024		<input type="checkbox"/> Certificated Maintenance Organization	
State: IL			
Country: USA			

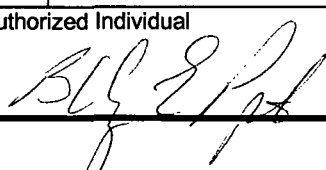
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and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

Extended range fuel per 14 CFR Part 43 App. B	<input type="checkbox"/>	Signature/Date of Authorized Individual Chris Woolverton  NOVEMBER 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 Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. PAZR068H	Signature/Date of Authorized Individual Bradley E Papa  NOVEMBER 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.)

USA N898TS

Nationality and Registration Mark

NOV. 21, 2019

Date

**Falcon 900B - 095 W.O. 343291 TT: 9350.8 Total LDG: 4114**

**The following Supplemental Type Certificates (STC's) were complied with as indicated:**

STC ST0615WI-D, Upgraded Honeywell FMZ-2000 Flight Management System (FMS) to Software Version NZ 6.1.1 (NAV Computer Part No. 7018879-03046 (NZ-2010) and replace or upgrade Honeywell Global Positioning System (GPS) Navigation System Sensor Unit (GNSSU) to enable Wide Area Augmentation System/ Localizer Performance with Vertical Guidance (WAAS/LPV). Reference Duncan Aviation Inc., Master Data List No. 101029004, Rev A, dated December 17, 2010.

Loaded new IAC Software KS7025350-41128 into IAC 1 and IAC 2 Reference Honeywell Service Bulletin 7017300-22-0143. Loaded new IAC Software KS7025350-45128 Into IAC 3

Reference Honeywell Service Bulletin 7018879-34-0068, Rev O. per **STC ST02969NY**.

**FAA Approved Airplane Flight Manual Supplement-** Document no. 081120040, Rev. D.

**14 CFR – 25.1529 "Instructions for Continued Airworthiness"** – Reference Document No. 081120017, Rev F, Dated 27-SEP-2019. Newly installed unit is included in the previously listed ICA document are considered "on-condition" and are checked for operation and security at current inspection intervals.

**Weight and Balance Change** – No Change.

Note: All items removed/replaced and/or reinstalled were subjected to satisfactory functional/leak checks in accordance with manufacturer's manuals and/or other approved data as applicable.

An Entry was Made in the Aircraft Records 22-NOV-2019.

-----  
END

☐ Additional Sheets Are Attached

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

*Number* ST01615WI-D

*This certificate issued to*

Dassault Falcon Jet Corp  
Teterboro Airport  
200 Riser Road  
Little Ferry, NJ 07643

*Certifies that the change in the type design for the following product with the limitations and conditions therefore as specified herein meets the airworthiness requirements of Part 25\* of the Federal Aviation Regulations. \* See continuation page 3.*

*Original Product - Type Certificate Number:*

A46EU

*Make:*

Dassault Aviation

*Model:*

Mystere-Falcon 900

*Description of Type Design Change:* Upgrade Honeywell FMZ-2000 Flight Management System (FMS) to Software Version NZ 6.1.1 (Nav Computer Part No. 7018879-03046 (NZ-2010)) and replace or upgrade Honeywell Global Positioning System (GPS) Navigation System Sensor Unit (GNSSU) to enable Wide Area Augmentation System/Localizer Performance with Vertical Guidance (WAAS/LPV). Data Required: (1) Duncan Aviation Inc., Master Document List No. 101029004, Revision A, dated December 17, 2010, (2) FAA Approved Airplane Flight Manual Supplement, Duncan Aviation Inc., Document No., 081120040, Revision A, dated December 17, 2010, or later FAA Approved Revisions to (1) or (2).

*Limitations and Conditions:* Applicable only to airplanes equipped with Honeywell SPZ-8000 Flight Control System (FCS) and EDZ-820 Electronic Flight Instrument System (EFIS) Displays with dual or triple NZ-2000 Flight Management System. 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.

*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:* October 04, 2010

*Date reissued:* August 14, 2014

*Date of issuance:* December 17, 2010

*Date amended:* August 20, 2013, June 3, 2014, September 27, 2019



*By direction of the Administrator*

*Todd A. Thomas*

(Signature)

Todd A. Thomas  
ODA STC administrator, ODA-501013-CE  
Duncan Aviation, Lincoln, Nebraska

(Title)

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



**INSTRUCTIONS:** *The transfer endorsement below may be used to notify the appropriate FAA Regional 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 of transferee)* \_\_\_\_\_

*(Address of transferee)* \_\_\_\_\_  
*(Number and street)*

\_\_\_\_\_  
*(City, State, and Zip code)*

from *(Name of grantor)* *(Print or type)* \_\_\_\_\_

*(Address of grantor)* \_\_\_\_\_  
*(Number and street)*

\_\_\_\_\_  
*(City, State, and Zip code)*

Extent of Authority *(if licensing agreement):* \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Date of Transfer: \_\_\_\_\_

Signature of grantor *(In ink):* \_\_\_\_\_

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





United States of America  
 Department of Transportation - Federal Aviation Administration  
**Supplemental Type Certificate**  
 (Continuation Sheet)

*Number* ST01615WI-D

*Date of issuance:* December 17, 2010

*Date Reissued:* August 14, 2014

*Date Amended:* August 10, 2013, June 3, 2014, September 27, 2019

Certification Basis: In addition to the 14 CFR Part 25 requirements as shown in Type Certificate A46EU, the voluntary compliance has been shown to the listed Sections of 14 CFR Part 25, effective February 1, 1965, as amended by the Amendments stated:

Section	Sub Section	Amdt	Section	Sub Section	Amdt
25.251	(a)(b)(d)	[25-77]	25.1316	(a)(b)	[25-80]
25.305	(a)(b)(c)	[25-86]	25.1317	(a)(b)(c)(d)	[25-122]
25.307	(a)	[25-72]	25.1329	(i)	[25-119]
25.365	(a)(b)(c)(d)	[25-87]	25.1351	(a)(1)	[25-72]
25.561	(b)(3)(c)(d)	[25-91]	25.1353	(a)(b)(d)(1)(2)(3)	[25-113]
25.571	(a)(b)	[25-96]	25.1381	(a)(1)(2)(b)	[25-72]
25.613	(a)(b)(c)	[25-112]	25.1431	(a)(c)(d)	[25-113]
25.625	(a)(b)(c)	[25-72]	25.1543	(b)	[25-72]
25.773	(a)(2)	[25-108]	25.1581	(a)(b)(d)	[25-72]
25.869	(a)(4)	[25-113]	25.1583	(e)	[25-105]
25.1307	(c)	[25-72]	25.1585	(a)	[25-105]

----- END -----

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





## **INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**

**DOCUMENT NO: 081120017**

**Revision F**

### **Honeywell FMZ-2000 Flight Management System LPV Upgrade**

**in**

**Dassault Aviation Mystere-Falcon 900 Airplanes**

This document must be incorporated into the aircraft inspection/maintenance program to provide Instructions for Continued Airworthiness with respect to the alterations listed herein when installed in accordance with Supplemental Type Certificate ST01615WI-D. The information contained herein supplements or supersedes the aircraft's maintenance manuals only in those areas listed herein. For limitations and procedures not contained in this document, consult the aircraft's maintenance manuals.

This document meets the requirements of 14 CFR Part 21, §21.50 and has been prepared in accordance with 14 CFR Part 25 §25.1529, Instructions for Continued Airworthiness.

**Honeywell FMZ-2000 Flight Management System LPV Upgrade  
Dassault Aviation Mystere-Falcon 900 Airplanes**

**Log of Revisions**

Rev.	Pages	Description	Prepared and Approved	Date
E	All	Changed header to Revision E. Repaginated as needed.	Douglas Bates	4 Dec 2013
	1	Changed title revision level to Revision E	Prepared by	
	4	Added NZ-2000 to parts list as optional equipment.	Todd A. Thomas	6-10-14
		Updated Pilots Guide Revision. Was Rev. 004.	Approved by	
	5	Removed "or later approved revision" from all manuals.	Patrick M. Chick, Jr.	Aug 5, 2014
	6	Added explanation of software change -03040 to Description.	Patrick M. Chick, Jr.	
	7	7.1, Installation Instructions, step 4, changed "FMS" to "CDU".	ODA STC administrator	
		Re-added NZ-2000 as an option to removal and replacement section.		
		7.2, Deleted FS numbers and added equipment location note.		
	8	7.3, Deleted FS numbers and added equipment location note.		
F	9	7.4, Deleted FS numbers and added equipment location note.		
		Added electrical bonding resistance requirement.		
	10	7.5, Deleted FS numbers and added equipment location note.		
F	All	Changed Revision to F. Repaginated as needed. Changed Duncan Aviation reference to Dassault Falcon Jet.	R. Dennison	
	4	Added software version NZ6.1.1.	Prepared by	
	5	Added software version NZ6.1.1.	Approved by	9/23/2019
			Todd A. Thomas	SEP 27 2019
			ODA STC administrator	

**Note:** When this document is revised, this document will be revised in its entirety. The latest revision letter will be shown in the upper right-hand corner of each page. A vertical bar in the left-hand margin will indicate revised text.

**Note:** When an alphabetic revision occurs (i.e. from A to B, B to C, etc.), all revisions including in-process or temporary alpha-numeric revisions (i.e. A1, A2, B1, B2, etc.) will be deleted. Previous revision levels and revision records are maintained on file and will be made available upon request.

Honeywell FMZ-2000 Flight Management System LPV Upgrade  
Dassault Aviation Mystere-Falcon 900 Airplanes

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Honeywell FMZ-2000 Flight Management System LPV Upgrade  
Dassault Aviation Mystere-Falcon 900 Airplanes

## 1.0 INTRODUCTION

This document contains the necessary information for the continued airworthiness maintenance of the Honeywell FMZ-2000 Flight Management System upgrade to version NZ6.1 or NZ6.1.1, which adds Wide Area Augmentation System with Localizer Precision with Vertical guidance (WAAS/LPV) functionality in Dassault Aviation Mystere-Falcon 900 by installation of this STC. The existing instructions for continued airworthiness remain applicable to this modified system and these instructions augment those instructions where necessary.

The following equipment has been installed to replace existing equipment.

Description	Installed	Qty	Location	Weight
GNSSU	HG2021GD06	2	No change, direct replacement	Unchanged
GPS Antenna	S67-1575-135 or S67-1575-137 or S67-1575-145 or 26002806-401	2	No change, direct replacement	Unchanged
NZ-2000 or	7018879-03034	2	No change, direct replacement	Unchanged
NZ-2010 sw version 6.1or	7018879-03040	2 or 3		
NZ-2010 sw version 6.1.1	7018879-03046	2 or 3		

Note: NZ part number and software version must be the same in all positions.

### New Equipment

Description	Installed	Qty	Location	Weight
DDA	08090021	2	Pilot and Copilot Rudder kick panels	≈1 pound each
LPV status annunciator	LED-40-17-CC-E0HUV	2	Cockpit Instrument Panel	Negligible
FMS APPR annunciator	LED-40-17-HE-E0K12	2	Cockpit Instrument Panel	Negligible

Refer to the applicable Dassault Falcon Jet wiring diagram for part number and revision level.

Additional related information may be found in the following:

### Dassault Falcon Jet Documents

Document Number	Document Title
081120036*	DUAL HONEYWELL FMZ-2000 FMS WITH NZ6.1.1 WIRING DIAGRAM
081120037	HONEYWELL FMZ-2000 FMS LPV WIRE ROUTING
081120038	HONEYWELL FMZ-2000 FMS LPV STRUCTURAL INSTALLATION
081120040	AIRPLANE FLIGHT MANUAL SUPPLEMENT
110822010**	TRIPLE HONEYWELL FMZ-2000 FMS WITH NZ6.1.1 WIRING DIAGRAM

\* Applicable to aircraft with dual FMZ-2000 Flight Management Systems

\*\* Applicable to aircraft with triple FMZ-2000 Flight Management Systems



Honeywell FMZ-2000 Flight Management System LPV Upgrade  
Dassault Aviation Mystere-Falcon 900 Airplanes

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**Manufacturers Documents**

Component/Equipment	Manual/Instructions
System Description and Installation Manual FMZ-2000 Flight Management System	A09-3642-002 Rev. 07, dated 15 Mar 2013
Flight Management System (FMS) Software Version NZ 6.1 and 6.2 Pilot's Guide.	D200802000002 Rev. 9, dated Sept 2018
Installation Specification Digital Discrete Adapter	08090021 Rev. 13, dated 03/04/10

Complete copies and/or the latest revision may be obtained by contacting:

Dassault Falcon Jet

Teterboro Airport

200 Riser Road

Little Ferry, New Jersey

07643

USA

[www.dassaultfalcon.com](http://www.dassaultfalcon.com)

Honeywell International, Inc.

21111 N. 19<sup>th</sup> Avenue

Phoenix, Arizona 85027-2708

TEL: (800) 601-3099 (USA)

(800) 365-3099 (Intl.)

Skylight Avionics

38629 6th St. East

Palmdale, Ca. 93550

(661) 265-0497

## 2.0 DESCRIPTION

Refer to Dassault Aviation Mystere-Falcon 900 Aircraft Maintenance Manual Chapters 34-60-00, 34-95-08 and 34-95-09 which remains applicable for basic FMS and GPS description. This upgrade installs software version NZ6.1 or NZ6.1.1 into both or all three of the NZ-2000 navigation computers which enables WAAS and LPV information to be displayed by the FMZ-2000 on the pilot/copilot flight display. The upgrade also installs external Localizer Precision with Vertical Guidance (LPV) annunciators, and Digital Discrete Adapters (DDA) which provide the electrical interface conversion between the FMS and the LPV annunciators. The FMS Control Display Unit (CDU) also indicates the level of WAAS service available. Both Global Navigational System Sensor Units (GNSSU) and their respective GPS antennas are upgraded to provide WAAS and LPV sensor capability.

The NZ6.1 -03040 update is a software-only change which is loaded into the NZ-2000 FMS computers and denoted by a model change to NZ-2010 and a part number change to a -03040 suffix. This software change builds on the previously approved NZ6.1 03034 functionality approved by the STC.

The NZ6.1.1 -03046 update is a software-only change which is loaded into the NZ-2010 FMS computers and denoted by a part number change to a -03046 suffix. This software change builds on the previously approved NZ6.1 -03040 functionality approved by the STC.

## 3.0 OPERATION

Operational details of the system are contained in the Flight Management System (FMS) Software Version NZ 6.1 and 6.2 Pilot's Guide and Airplane Flight Manual Supplement referenced in Section 1.0 and Dassault Aviation Mystere-Falcon 900 Aircraft Maintenance Manual Chapter 34-60-00.

## 4.0 SERVICING

N/A

Honeywell FMZ-2000 Flight Management System LPV Upgrade  
Dassault Aviation Mystere-Falcon 900 Airplanes

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## 5.0 MAINTENANCE

The components installed as a part of this alteration are to be maintained in an 'on-condition' basis. Whenever the component is removed, perform a visual inspection for corrosion, wear and tear, attachment condition and loose items.

In the event a system component failure occurs or the component does not perform its intended function, the component should be removed and sent to an authorized service center for troubleshooting and repair.

The following visual inspections should be performed after removal/reinstallation of a system component and as a periodic maintenance inspection check at an interval not to exceed 24 months.

**NOTE:** This inspection interval may be incorporated into other inspections provided that the interval is not exceeded.

- Components: Check that all components are properly secured in their respective locations.
- Check that connecting cables and/or associated wiring is not frayed, cut or pinched.
- Antennas: Inspect around the internal and external antenna areas; check mounting surfaces for signs of structural defects, corrosion or cracking, ensure paint/coatings are in an acceptable condition for corrosion prevention, verify the antennas are free of paint, dirt and grime.



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## 6.0 TROUBLESHOOTING

Refer to the Fault Isolation section of the FMZ-2000 System Description and Installation Manual , and the wiring diagrams referenced in Section 1.0 and Dassault Aviation Mystere-Falcon 900 Aircraft Maintenance Manual Chapter 34-60-00.

The technician may also consider swapping compatible components where possible as an aid in determining the faulty component, to see if the suspect component presents the same malfunction on the side in which it is being installed. Use care in swapping components. A fault in the system circuit may have damaged a component therefore swapping the components may damage the good one. Consult the manufacturer or Dassault Falcon Jet before considering swapping like components.

If a component does not meet the criteria of the troubleshooting specifications offered in the FMZ-2000 System Description and Installation Manual referenced in Section 1.0, remove the component and send it to the manufacturer or a qualified repair facility for further troubleshooting and repair.

## 7.0 REMOVAL AND REPLACEMENT

Remove electrical power before removing or disconnecting any electrical/electronic component from the aircraft.

Exercise extreme caution to avoid damage to the electrical connectors, configuration module and wiring harnesses.

Exercise standard ESD practices found in the Dassault Aviation Falcon 900 maintenance manual, Chapter 20, Section 20-100 "ESD Standard Practices"

Removing components outside the scope of this ICA may require consulting other documents.

Removal of components from the aircraft may require removal of other components.

**NOTE:** The installer must determine proper fastener length to ensure a minimum of 2 thread protrusion beyond the locking feature of the retainer.

**NOTE:** Torque values may be obtained in chapter 20 of the aircraft maintenance manual unless other wise specified.

### 7.1 Flight Management System Control Display Unit

The two FMS CDUs are physically and electrically identical and interchangeable. The #1 FMS CDU is located in the pedestal on the forward left side. The #2 FMS CDU is located in the pedestal on the forward right side. These locations are unchanged by this upgrade.

#### Removal Instructions:

1. De-energize power to the #1, or #2 FMS CDU as appropriate by opening (pulling out) circuit breaker labeled "CDU 1", or "CDU 2".
2. Disengage the 4 Dzus fasteners located on the front panel of the CDU.
3. Carefully lift CDU out of the aircraft mounting location.
4. De-mate the cable connectors on rear of CDU and install protective covers.

#### Installation Instructions:

1. Remove protective covers and mate the cable connectors with the CDU connectors.
2. Slide the CDU into the aircraft mounting location.
3. Engage the DZUS fasteners on the CDU.
4. Energize power to the #1, or #2 FMS CDU as appropriate by closing (pushing in) circuit breaker labeled "CDU 1", or "CDU 2".
5. Test FMS in accordance with the manufacturers' instructions manual in Section 1.0.

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## 7.2 NZ-2000 or NZ-2010 Navigation Computer

The NZ-2000 & NZ-2010 navigation computers are physically and electrically identical, but differ in the software that is loaded onto them. An NZ-2000 navigation computer should only be replaced by another NZ-2000 computer, and an NZ-2010 SW version NZ6.1 navigation computer should only be replaced by another NZ-2010 SW version NZ6.1 navigation computer and an NZ-2010 SW version NZ6.1.1 navigation computer should only be replaced by another NZ-2010 SW version NZ6.1.1 navigation computer. The location of the #1 FMS is in the LH Nose avionics bay. The #2 FMS is located in the RH Nose avionics bay. For aircraft with 3 NZ-2010 computers, the #3 FMS is located in the RH Nose avionics bay. These locations are unchanged by this upgrade.

NOTE: Exact equipment locations may vary with original installation. Please reference weight and balance or equipment list for specific equipment locations.

### Removal Instructions:

1. De-energize power to the #1, #2, or #3 FMS Computer as appropriate by opening (pulling out) circuit breaker labeled "FMS 1", "FMS 2", or "FMS 3".
2. Loosen the unit hold down knob.
3. Slowly pull forward on the unit handle to separate the unit and tray connectors. Slide the unit out of the mounting tray.

### Installation Instructions:

1. Slide the unit into the tray being careful to align the unit and tray connectors before the connectors mate.
2. Tighten the unit hold down knob.
3. Energize power to the #1, #2, or #3 FMS Computer as appropriate by closing (pushing in) circuit breaker labeled "FMS 1", "FMS 2", or "FMS 3".
4. Test FMS in accordance with the manufacturers' instructions manual in Section 1.0.

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### 7.3 Global Navigation System Sensor Unit

The two GNSSU GPS sensors are physically and electrically identical and interchangeable. The location of the #1 GNSSU is under cabin center aisle floor, RH side. The location of the #2 GNSSU is under cabin center aisle floor, RH side.

NOTE: Exact equipment locations may vary with original installation. Please reference weight and balance or equipment list for specific equipment locations.

#### **Removal Instructions:**

1. De-energize power to the #1 or #2 GNSSU as appropriate by opening (pulling out) circuit breaker labeled "GPS 1" or "GPS 2".
2. Remove the carpet and floorboards to access the GNSSUs.
3. De-mate the cable connectors and install protective covers.
4. Remove the 4 ea MS27039-1 10-32 screws and AN960-10 washers.
5. Remove GNSSU.

#### **Installation Instructions:**

1. Remove protective covers and mate the cable connectors with the GNSSU connectors.
2. Place GNSSU in mount and align screw holes.
3. Install the 4 ea MS27039-1 10-32 screws and AN960-10 washers.
4. Re-install the carpet and floorboards previously removed to access the GNSSUs.
5. Re-energize power to the #1 or #2 GNSSU as appropriate by closing (pushing in) circuit breaker labeled "GPS 1" or "GPS 2".
6. Test the GNSSU in accordance with the manufacturers' instructions manual in Section 1.0.

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#### 7.4 GPS/WAAS Antenna

The two GPS/WAAS antennas are physically and electrically identical and interchangeable. The #1 GPS WAAS Antenna is located on the top of the fuselage left of aircraft centerline above the entry headliner. The #2 GPS WAAS Antenna is located on the top of the fuselage right of aircraft centerline above entry headliner.

NOTE: Exact equipment locations may vary with original installation. Please reference weight and balance or equipment list for specific equipment locations.

##### Removal Instructions

1. De-energize power to the #1 or #2 GNSSU as appropriate by opening (pulling out) circuit breaker labeled "GPS 1" or "GPS 2".
2. Break the GPS Antenna to fuselage fillet seal.
3. Remove the RTV sealant filling the screw wells in the antenna.

NOTE: Do not use razor blades, chisels or sharp tools to remove fillet seal or use excessive force when removing antenna from aircraft. Damage can occur to the aircraft skin or the antenna.

4. Remove the screws attaching the antenna to the fuselage.
5. Remove the coax connectors and install protective covers.
6. Remove the antenna from the aircraft.
7. Clean and inspect the fuselage and antenna mating surfaces per Section 5.0 and correct any discrepancies.

##### Installation Instructions

1. Inspect the fuselage and antenna mating surfaces and verify the surfaces are clean and there are no discrepancies per Section 5.0. Correct any discrepancies found.
2. Apply a thin coat of Penetrox A, electrical bonding compound to the antenna base and fuselage skin mating surface.
3. Install antenna, and torque mounting screws to 12-15 in. lbs (20 in. lbs. max.) above the torque required to overcome the locking feature in the nutplates.
4. Fill screw wells with RTV 162 white electrical grade silicone sealant or equivalent, and contour smooth with the antenna surface.
5. Apply fillet sealant, P/N PS890 or equivalent, in the antenna to aircraft skin fillet area.
6. From the inside, apply RTV 162 white electrical grade silicone sealant or equivalent in the connector feedthrough hole.
7. Remove protective covers and reinstall coax connector.
8. Verify electric bond resistance is no more than 2.5 milliohms.
9. Test the antenna in accordance with the manufacturers' instructions manual in Section 1.0.

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### 7.5 Digital Discrete Adapter

The two Digital Discrete Adapters are physically and electrically identical and interchangeable. The #1 DDA is located in the pilot's forward inboard rudder kick panel. The #2 DDA is located in the copilot's forward inboard rudder kick panel. Both DDAs are accessible through the zero frame door in the nose wheel well. No field setup or configuration of the DDA is required.

NOTE: Exact equipment locations may vary. Please reference weight and balance or equipment list for specific equipment locations.

#### Removal Instructions

1. De-energize power to the #1 or #2 DDA as appropriate by opening (pulling out) circuit breaker labeled "FMS 1", "FMS 2" or "FMS 3".
2. Access the #1 or #2 DDA as appropriate through the zero frame door in nose wheel well.
3. De-mate the cable connectors and install protective covers.
4. Remove the 4 ea MS35206 #6 screws and remove the DDA from the aircraft.

#### Installation Instructions

1. Remove protective cover and mate the cable connector with the DDA connector.
2. Place DDA in mount and align screw holes.
3. Install the 4 ea MS35206 #6 screws.
4. Verify zero frame door in nose wheel well is properly closed and secured.
5. Energize power to the #1 or #2 DDA as appropriate by closing (pushing in) circuit breaker labeled "FMS 1", "FMS 2", or "FMS 3".
6. Test the DDA in accordance with the manufacturers' instructions manual in Section 1.0.

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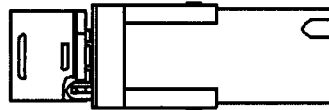
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## 7.6 LPV Annunciators

The two LPV Annunciator Cubes are physically and electrically identical and interchangeable. The #1 LPV Annunciator Cube is located in the pilot's instrument panel adjacent to the #1 FMS APRCH annunciators. The #2 LPV Annunciator Cube is located in the copilot's instrument panel adjacent to the #2 FMS APRCH annunciator.

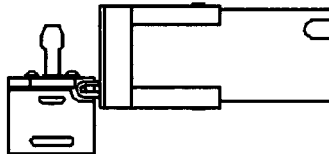
### Removal Instructions

1. De-energize power to the #1 (pilot) or #2 (copilot) Annunciators as appropriate by opening (pulling out) circuit breaker labeled "ANNUNC LH" or "ANNUNC RH".
2. Using the extraction slots, pull the pushbutton fully out of the switch body as shown in Fig 7.6.1.



**Figure 7.6.1: Pushbutton Cap Extracted (View from side)**

3. Allow the cap to rotate 90° where it is held by the retaining element as shown in Figure 7.6.2.



**Figure 7.6.2: Pushbutton Cap Rotated and Retained (View from side)**

4. Loosen the two screws inside the switch body until the integral mounting hardware pulls the mounting sleeve away from the instrument panel.
5. Remove the switch body from the instrument panel cutout.
6. Remove connector from the rear of switch body.
7. Remove Mounting Sleeve.

### Installation Instructions

1. Verify pushbutton cap is in the rotated and retained position. If not perform steps 2 and 3 of the removal instructions.
2. Remove the mounting sleeve and insert the switch body into the instrument panel cutout.
3. From behind the instrument panel, slide the mounting sleeve onto the switch body.
4. Tighten the two screws inside the switch body until the integral mounting hardware pulls the mounting sleeve up tight against the instrument panel. (Typically 18 inch-ounces of torque)
5. Reinsert the pushbutton cap.
6. Reinstall the connector at the rear of the switch.
7. Energize power to the #1 or #2 DDA as appropriate by closing (pushing in) circuit breaker labeled "ANNUNC LH" or "ANNUNC RH".
8. Test the pushbutton switch in accordance with the manufacturers' instructions manual in Section 1.0.



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## **8.0 DIAGRAMS**

N/A

## **9.0 SPECIAL INSPECTION REQUIREMENTS**

N/A

## **10.0 PROTECTIVE TREATMENTS**

All interface surfaces of antenna doubler and antenna fillet are to be sealed with ProSeal 890B or equivalent.

## **11.0 FASTENER DATA**

Any fastener that is worn or damaged should be replaced. All structural fasteners and torque values are identified in the appropriate installation manual referenced in Section 1.0.

## **12.0 SPECIAL TOOLS**

N/A

## **13.0 COMMUTER CATEGORY**

N/A

## **14.0 RECOMMENDED OVERHAUL PERIODS**

No additional overhaul time limitations.

## **15.0 AIRWORTHINESS LIMITATIONS**

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.

No additional Airworthiness Limitations are added to the aircraft ICA as a result of this alteration.

## **16.0 REVISIONS**

If a revision occurs, a letter will be submitted to the OMT Lead with a copy of the revised ICA, or submitted directly to the appropriate AEG personnel as coordinated by the OMT Lead, for AEG acceptance. If deemed necessary, a copy of the ICA (paper or electronically) will be submitted concurrently to the current owner/operator, and/or once a revision has been accepted by the AEG." Once the AEG provides documented (may be email) acceptance of the ICA, the ODA administrator will then approve and sign the ICA.







**FAA APPROVED**

**AIRPLANE FLIGHT MANUAL SUPPLEMENT**

**Document No. 081120040**

**Revision D**

**HONEYWELL**

**FLIGHT MANAGEMENT SYSTEM FMZ-2000 CONFIGURED FOR LPV**

**Software Version NZ 6.1.1**

**In**

**DASSAULT-AVIATION**

**MYSTERE-FALCON 900 Airplanes**

This supplement must be attached to the FAA Approved Airplane Flight Manual when a dual or triple Honeywell Flight Management System FMZ-2000 configured for LPV precision approaches is installed in accordance with Dassault Falcon Jet STC ST01615WI-D.

The information contained herein supplements or supersedes the basic Airplane Flight Manual only in those areas listed herein. For Limitations, Procedures, and Performance information not contained in this supplement, consult the basic Airplane Flight Manual.

**FAA APPROVED** 

Todd A. Thomas  
ODA STC administrator  
ODA-501013-CE  
Duncan Aviation  
Lincoln Nebraska




**Honeywell FMZ-2000 System Configured For LPV**

**Log of Revisions**

REV	PAGES	DESCRIPTION	APPROVED BY	DATE
A	All	Initial Release/Original Issue	P. Mike Chick, Jr. ODA STC Administrator	<u>Dec. 17, 2010</u>
B	All	Changed to revision B. Corrected minor typographical errors. Updated Advisory Circular (AC) references to reflect the current revision status and Technical Standard Orders (TSO) references to the current levels for the installed equipment.	P. Mike Chick, Jr. ODA STC Administrator	<u>Jul 31, 2013</u>
	1	Added "Revision B" below document number.		
	3	Added "or triple" in first paragraph.		
	4-5	Updated Table of Contents		
	4	Changed NZ-2000 references to NZ-2010		
	4	Revised description of third FMS system.		
	5	Removed reference to TSO C146c		
	6	Added "When the optional third NZ-2010 is installed..." to the second paragraph.		
	6	Added NOTE defining GPS sensors		
	6-8	Revised Lateral Navigation Approvals to reflect the current guidance.		
	9	Updated Revision status and date for the FMS Pilot's Guide		
	10	Revised Note about APP (magenta) and changed from Note to paragraph 1.9.c.		
	11	Revised paragraph 1.10.a to add "When installed FMS 3 may..."		
	12	Changed "light" to "annunciator" in Section 3 paragraph B.1.c.		
	13	Changed "is lit" to "will illuminate" in Section 3 paragraph B.2c.		
	14	Revised Section 3 paragraph B.2.e to remove APP annunciation note and add APP (EHSI) to the main paragraph.		
	18	Added "When installed FMS 3 may..." in Section 3, D, RNAV Approach with LPV minimums, paragraph 1.		
	19	Changed RNP value for approach without GNSS from 0.8 to 0.5.		
	20	Removed Note from Missed Approach Procedures paragraph 1, and revised note under paragraph 3.		
	22	Added Section 4 paragraph F.		
C	All	Changed to revision C.		
	22	Revised verbiage in DR Annunciator Cautionary note.	Todd A. Thomas Approved	<u>Aug. 1, 2014</u>

**Honeywell FMZ-2000 System Configured For LPV**

REV	PAGES	DESCRIPTION	APPROVED BY	DATE
D	All	Changed to revision D. Removed Duncan Aviation and replaced with Dassault Falcon Jet and changed all reference software version 6.1 to 6.1.1.	 Approved	SEP 27 2019
	5	Added symbol generator statement.		
	6	Added EASA statement.		
	10	Changed Pilots Guide title and Rev.		

Note: When this document is revised, it will be revised in its entirety. The latest revision letter or number will be shown in the upper right-hand corner of each page. A vertical bar in the left-hand margin will indicate revised text.



## Honeywell FMZ-2000 System Configured For LPV

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## Honeywell FMZ-2000 System Configured For LPV

### INTRODUCTION

#### A. SYSTEM DESCRIPTION

The Dual Honeywell FMZ-2000 Flight Management System (FMS) with LPV installation consists of the following units:

- Dual NZ-2010 Navigation Computer (NZ) (Software version NZ 6.1.1)
- Dual Control Display Unit (CDU)
- Dual HG2021 SBAS Global Navigation System Sensor Unit (GNSSU)
- Dual Digital Discrete Adapter (DDA), Skylight Avionics
- Dual GPS/SBAS Antenna
- Data Loader (DL)
- Remote LPV mode annunciators (instrument panel)

When a Triple Honeywell FMZ-2000 system is installed the following optional equipment will also be installed:

- 3<sup>rd</sup> NZ-2010 and 3<sup>rd</sup> CDU (optional, warm spare only)

The CDU may be a CD-800 (monochrome CRT), CD-810 (color CRT), CD-815 (color LCD) or CD-820 (color LCD with video graphics).

The Data Loader may be a DL-800, DL-900 or DL-950 and is used to load the DO-200A compliant periodic navigation and custom data base (NDB) updates.

The GPS/SBAS Antenna may be either a Sensor Systems Inc. S67-1575-137, S67-1575-145, S67-1575-135, Honeywell Inc. 26002806-401 or equivalent that complies with: **TSO-C190**.

Both the EDZ-820 EFIS SG-820 symbol generators P/N 7007356-905 or -906 and multifunction generator P/N 7009289-805, will have the GPS Scaling Disabled straps removed to ensure GPS scaling is active.

The HG2021GD06 SBAS GNSSU complies with: **TSO-C145c** Class Beta-3.

The FMZ-2000 complies with requirements of **TSO-C115b**.

The Honeywell FMZ-2000 system with NZ6.1.1 software complies with **AC 20-138C** for navigation using GNSS and SBAS (within the coverage of a Space-Based Augmentation System (SBAS) complying with ICAO Annex 10) for en route, terminal area, non-precision approach operations (including "GPS", "or GPS" and "RNAV" approaches), and approach procedures with vertical guidance (including "LNAV/VNAV" and "LPV").



## Honeywell FMZ-2000 System Configured For LPV

### A. SYSTEM DESCRIPTION (Continued)

The FMS external sensors are:

- Honeywell LaserRef Inertial Reference Systems (IRS) 2 or 3 (typical).
- Honeywell Satellite Based Augmentation System (SBAS) Global Navigation System Sensor Units (GNSSU) 2 each.
- Short Range Navigation Radios (i.e. VOR, DME) 4 each.
- Honeywell AZ-810 Air Data Computers (ADC) 2 each.

The FMS and GPS transmit system status data to the dual Skylight Avionics Digital Discrete Adapters (DDA). The DDAs control the external LPV mode annunciators. The DDA and LPV annunciators operate inside only. The DDAs receive 28 VDC from their respective NZ-2010 NAV computer circuit breakers. When the optional third NZ-2010 is installed the DDAs receive 28VDC from their respective "ANNUNC LH" and "ANNUNC RH" circuit breakers in the overhead circuit breaker panel.

The FMS system provides remote radio tuning. It also provides navigation and steering data to the Honeywell SPZ-8000 Digital Automatic Flight Control System (FCS) and the Honeywell Electronic Flight Instrument System (EFIS) (with approach scaling).

The Flight Director annunciation, modes of operation and steering commands do not change with this modification.

NZ6.1.1 enables Required Navigation Performance (RNP) functionality (except for RNAV (RNP) AR procedures) in the lateral axis, angular vertical and lateral deviation for LPV approaches, VNAV temperature compensation (for departure, approach, and missed approach), vectors to intercept mode, and automated HA (Hold to Altitude) legs.

The Nav Data Base (NDB) enhancements include Multi-RNAV, TACAN, circling and multiple approaches to runways.

For EASA registered aircraft, check the EASA STC cover sheet for limitations to the use of LPV approaches.



## Honeywell FMZ-2000 System Configured For LPV

### B. LATERAL NAVIGATION APPROVALS

The following airworthiness approvals do not constitute operational approval. Some types of operations require operational approval from the regulatory authorities.

This FMZ-2000 installation is NOT approved for RNP AR (formerly known as SAAAR) approaches or procedures with RF legs.

**NOTE:** Unless otherwise specified all GPS references in this AFMS pertain to the HG2021GD06 SBAS GNSSU GPS Sensors with TSO C145c classification.

Provided the FMZ-2000 Flight Management System with NZ 6.1.1 software is receiving usable signals and has a current NAV database or the pilot verifies the selected waypoint for accuracy by reference to current data, it has been demonstrated capable of and has been shown to meet the accuracy specifications of:

1. **VFR and IFR GPS/SBAS TSO-C145c Class Beta-3:** This installation complies with AC 20-138C for navigation using GPS and GPS/SBAS (within the coverage of a satellite-based augmentation system complying with ICAO Annex 10) for enroute, terminal area, non-precision approach, and approach procedures with vertical guidance operations. Non-precision approach operations include those based on conventional navigation aids with "or GPS" in the title and those with "GPS" and "RNAV (GPS)" or "RNAV (RNP)" in the title to "LNAV" and "LP" minimums. Approach procedures with vertical guidance includes "RNAV( GPS)" to "LNAV/VNAV" and "LPV" minimums.

Navigation information is referenced to the WGS-84 reference system and should only be used where the Aeronautical Information Publication (including electronic data and aeronautical charts) conform to WGS-84 or equivalent.

*This does not constitute an operational approval.*

2. **U.S. Area Navigation (RNAV) Routes (Q-routes and T-routes):** Departure Procedures (Standard Instrument Departures and Obstacle Departure Procedures), and Standard Terminal Arrivals are in compliance with the criteria of AC 20-138C and AC 90-100A with this installation. When SBAS is not available and GPS is the only means of navigation, maximum RAIM outage cannot exceed 5 minutes.

*This does not constitute an operational approval.*

3. **GPS Oceanic / Remote Airspace Navigation:** The Honeywell FMZ-2000 GPS equipment as installed conforms to AC 20-138C Appendix 1 for GPS Class II oceanic and remote navigation without reliance on other long range navigation systems when used in conjunction with CMC SureFlight FDE prediction program or other comparable FAA approved satellite prediction programs.

*This does not constitute an operational approval.*



## Honeywell FMZ-2000 System Configured For LPV

### B. LATERAL NAVIGATION APPROVALS (Continued)

4. **NAT/MNPS:** The installed Honeywell FMZ-2000 qualifies for flight in North Atlantic (NAT) Minimum Navigation Performance Specifications (MNPS) airspace in accordance with AC 91-49, AC 120-33 and AC 20-138C (RAIM), provided two FMS's are operating and are receiving usable signals from any two of the following navigation sensors (or one FMS and one navigation sensor for those routes requiring only one Long Range Navigation (LRN) sensor):

- GPS, TSO C145c
- Inertial Reference System (IRS)

Maximum RAIM outage cannot exceed 51 minutes.

*This does not constitute an operational approval.*

5. **B-RNAV (RNP-5)** This installation complies with equipage and accuracy requirements of AC 90-96A Appendix 1 paragraphs 1b(1), 1d(3)(a)2, 1d(3)(e) for BRNAV/RNP-5 when operating in Class I airspace and operation within the European Airspace System in accordance with the criteria of JAA AMJ 20X2. With a single FMS operating there is no navigation time limitation with GPS (in conjunction with RAIM prediction program), VOR/DME or DME/DME. When SBAS is not available and GPS is the only means of navigation, maximum RAIM outage cannot exceed 5 minutes.

*This does not constitute an operational approval.*

6. **P-RNAV (RNP-1)** As installed, the dual FMZ-2000 complies with the requirements of FAA AC 90-96A CHG1 Appendix 2, paragraph 2a(3), and JAA Temporary Guidance Leaflet No. 10, for operation in RNP-1, P-RNAV designated airspace.

*This does not constitute an operational approval.*





## Honeywell FMZ-2000 System Configured For LPV

### B. LATERAL NAVIGATION APPROVALS (Continued)

7. **RNP-10** This installation complies with equipage and accuracy requirement of operations requiring RNP-10 navigational accuracy (see FAA Order 8400.12C Paragraph 13b(2)(3)(4)). Maximum FDE outage cannot exceed 34 minutes.

With a minimum of a single IRS and single GNSSU operational, RNP-10 operations are unlimited. Upon failure of all GNSSU, RNP-10 operations are time limited as described below:

- FMS Navigation Mode DME/DME – no time limit.
- FMS Navigation Mode VOR/DME – no time limit.
- FMS Navigation Mode IRS – 6.2 hours maximum flight time commencing upon failure of all GPS Sensors.

**NOTE:** If the FMS navigation mode transitions from IRS to DME/DME or VOR/DME, the maximum flight time becomes unlimited.

**NOTE:** If the FMS navigation mode transitions out of DME/DME or VOR/DME and returns to IRS, the maximum flight time is based upon the previous FMS navigation mode. If the previous FMS navigation mode was:

- DME/DME, maximum flight time in IRS navigation mode is 5.9 hours.
- VOR/DME, maximum flight time in IRS navigation mode is 5.7 hours

*This does not constitute an operational approval.*

8. **RNP-4** This installation complies with equipage and accuracy requirement of operations requiring RNP-4 navigational accuracy (see FAA Order 8400.33 Paragraph 9b(1)(c)). Maximum FDE outage cannot exceed 25 minutes.

*This does not constitute an operational approval.*

9. **RNP-2, RNP-1 and RNP-0.3** This installation complies with equipage and accuracy requirements of FAA Order 8900.1 Volume 4, Chapter 1, Section 2, paragraph 32, Required Navigation Performance RNP-2, RNP-1 and RNP-0.3 when in en route mode, terminal mode, or non-precision approach modes respectively. This installation is not approved for RNAV (RNP) AR procedures or other procedures incorporating RF legs.

This installation complies with AC 20-138C for navigation using GPS and SBAS for en route, terminal area, non-precision approach operations (including "GPS", "or GPS", and "RNAV" approaches), approach procedures with vertical guidance (including LNAV/VNAV and LPV).

*This does not constitute an operational approval.*



## Honeywell FMZ-2000 System Configured For LPV

### C. VERTICAL NAVIGATION APPROVAL

1. This installation complies with AC 90-105 for all baro-VNAV en route, terminal and approach descents and for using baro-VNAV descents to DA minimums.
2. This installation complies with AC 20-138C and AC 90-107 for RNAV approach operations using GPS/WAAS for LPV approaches.

### D. FCS COUPLED APPROACH APPROVAL

The FMZ-2000 with NZ 6.1.1 software is approved for FCS coupled lateral and vertical instrument approaches.

## SECTION 1 LIMITATIONS

1. The Honeywell Flight Management System (FMS) Software Version NZ6.1 and 6.2 Pilot's Guide, Honeywell Publication Number D200802000002, Rev. 009, dated Sept. 2018 (or later applicable version of the manual) must be immediately available to the flight crew whenever navigation is predicated on the use of the FMS. The software status stated in the Pilot's Guide must match the "SW NZ6.1.1" displayed on the FMS CDU NAV IDENT page.

2. Prior to each flight the pilot must activate the annunciator press to test and verify all FMS annunciators illuminate.

The following are specific and individual limitations applicable to the various sensor modes of the FMZ-2000 Flight Management System.

3. IFR en route and terminal navigation is prohibited unless the pilot verifies the currency of the database or verifies each selected waypoint for accuracy by reference to current data.
4. The MFD must not be used for pictorial situational awareness when a DME arc procedure is the active TO leg. The MFD cannot depict a DME arc. **Note:** Holding patterns are shown as icons and not drawn to scale.
5. ILS, LOC, LOC-BC, LDA, SDF, IGS & MLS approaches using the FMS for Final Approach course guidance are prohibited.
6. Use of the flight director half bank mode is prohibited during FMS terminal and approach operations.
7. Navigation must not be predicated upon GNSS sensors when operating in non WGS-84 airspace. GNSS must be deselected in areas which are not WGS-84 (or equivalent) compliant.
8. For all barometric VNAV operations, the altimeter must be used as the primary altitude reference.



**Honeywell FMZ-2000 System Configured For LPV**

**SECTION 1 LIMITATIONS (Continued)**

9. All FMS instrument approaches must be conducted in accordance with the following criteria:
  - a. FMS instrument approaches must be accomplished in accordance with approved instrument approach procedures that are retrieved from the FMS database. The FMS database utilized must incorporate the current update cycle.
  - b. The **FMS APRCH** (white) annunciators located on the instrument panel in the pilot's primary field of view and CDU are illuminated.

These annunciators indicate the CDI approach scale change and are displayed 2 NM prior to the FAF.
  - c. The **APP** (magenta) indication located on the EHSI must illuminate on all FMS approaches.
  - d. RNAV approaches with LNAV/VNAV or LNAV minima require both pilots to conduct an altimetry crosscheck prior to the FAF to ensure both altimeters agree within  $\pm 100$  feet and are set to current destination airport barometric setting.
  - e. VNAV approach operations (to LNAV/VNAV and LNAV minima) outside of published temperature constraints are not authorized unless FMS temperature compensation (ISA COMP) is active.
  - f. VNAV approach operations to LNAV/VNAV DA minimums are prohibited when using a remote altimeter setting.
  - g. The flight director or autopilot must be engaged in VNAV mode to provide vertical path deviation. Minimum altitude for autopilot coupled VNAV operation is 50 feet below the published Minimum Descent Altitude (MDA) but no lower than 300 feet AGL when conducting non-precision instrument approach procedures.
  - h. GPS/SBAS approach guidance may only be used for published navigation data referenced to the WGS-84 (or equivalent) reference system.
  - i. An FMS instrument approach must be discontinued anytime the EHSI **DGR** / CDU **DGRAD** annunciator illuminates after the FAF unless adequate visual references for continuing the approach are present.
  - j. Use of VNAV vertical guidance (except LPV) is prohibited when the barometric altitude is corrected to the landing field elevation (QFE operation).



## Honeywell FMZ-2000 System Configured For LPV

### SECTION 1 LIMITATIONS (Continued)

10. RNAV instrument approaches using LPV minima must be accomplished with dual valid FMS, in accordance with the following criteria:

**Note:** The final leg of an LPV approach is satellite derived and is not affected by barometric altitude constraints.

- a. Only the onside FMS may be coupled to the FCS for LPV approaches. When installed, FMS 3 may be used as onside when selected via the "FMS 1 / FMS 3" or "FMS 2 / FMS 3" switches.
  - b. Minimum autopilot engage altitude is 200 feet AGL for LPV approach.
  - c. The green **LPV** status annunciator must be illuminated prior to the FAF and remain illuminated to the Missed Approach Point (MAP).
  - d. Unless adequate visual references for continuing the approach are present, continued descent to LPV minimums is prohibited if:
    - Either FMS cannot load and fly the current flight plan.
    - Either **LPV UNAVAIL** annunciator illuminates.
    - Any **DGR / DGRAD** annunciator illuminates.
11. The fuel quantity, fuel required and fuel remaining estimate functions of the FMS are "supplemental information only" and must be verified by the flight crew.
12. Conduct of RNAV procedures containing RF legs is prohibited.
13. Conduct of RNAV (RNP) AR procedures is prohibited.

### SECTION 2 EMERGENCY PROCEDURES

No change to existing FAA Approved Airplane Flight Manual.



## Honeywell FMZ-2000 System Configured For LPV

### SECTION 3 NORMAL PROCEDURES

#### A. OPERATION

Normal operating procedures are outlined in the Honeywell Flight Management System (FMS) Pilot's Guide, Honeywell Publication Number D200802000002 Rev 4 dated Mar 2013 or later approved revision.

Prior to flight, activate the annunciator press to test and verify all FMS annunciators illuminate on the instrument panel.

#### B. SYSTEM ANNUNCIATORS / SWITCHES

Annunciators to provide the status of the FMS system are located on the instrument panel as remote annunciators, the CDU and the EFIS displays.

##### 1. LPV Remote Mode Annunciators

The LPV mode annunciators are for the on-side FMS only – regardless of the FMS source selected for display on the EHSI.

- a. The white **LPV** (armed) annunciator illuminates when the aircraft is within 30nm of the landing threshold, there is a valid Final Approach Segment (FAS) data block loaded in the GNSS sensor, and there is a valid SBAS solution.
- b. The green **LPV** (activated) annunciator illuminates when a valid FAS data block is loaded in one of the two GNSS sensors and the FMS is using GNSS calculated final approach segment deviations to determine the final approach segment guidance and displayed deviations. Illumination of the green LPV annunciator will cause the white LPV annunciator to extinguish.
- c. The amber **LPV UNAVAIL** annunciator illuminates within 30nm of the landing threshold when conditions exist that prohibit descending to LPV minimums during an approach. The following are conditions that can cause the annunciator to illuminate:
  - Warning of loss of SBAS corrections after the LPV approach has been loaded.
  - Warning of excessive lateral or vertical deviation (2 dots) from approach flight path after passing the FAF.

**Note:** The LPV deviation monitor is designed to be active at the FAF when the aircraft is established on the LPV final approach segment. Refer to the Honeywell FMS Pilot's Guide for details.

**Honeywell FMZ-2000 System Configured For LPV**
**B. SYSTEM ANNUNCIATORS / SWITCHES (Continued)**
**2. CDU, Instrument Panel and EFIS Annunciators**

- a. The following FMS status annunciators are located on the CDU display, on the instrument panel, and on the EHSI display:

Annunciator	CDU	Instrument Panel	EFIS Display
<b>DSPLY</b>	white		
<b>DR</b>	amber		<b>DR</b> – amber
<b>DGRAD</b>	amber		<b>DGR</b> – amber
<b>MSG</b>	white		<b>MSG</b> – amber
<b>OFFSET</b>	white		* – green (after FMS waypoint distance)
<b>APRCH</b>	white	<b>FMS APRCH</b> white	<b>APP</b> – magenta (LPV only)
Lateral Waypoint			next FMS waypoint & distance (flashes)
Vertical Waypoint			<b>VTA</b> – magenta
<b>AUTO / MAN</b>		green – pedestal	

- b. **DSPLY** The display annunciator is illuminated when the CDU shows flight plan type pages other than the first page of the active flight plan. Reference the Honeywell FMS Pilot's Guide.
- c. **DR** The Dead Reckoning annunciator is an alerting annunciator, and will illuminate when operating in the degrade mode for longer than 2 minutes. The DR mode is defined as the loss of radio updating and all other position sensors.
- d. **DGRAD** and **DGR** (EHSI) The degrade annunciation will be displayed to alert the flight crew that the FMS cannot guarantee the required accuracy for the present phase of flight. (Reference Section 4, ABNORMAL PROCEDURES for flight crew actions.) The FMS **DGRAD** / **DGR** annunciation will be displayed whenever the estimate of position uncertainty (EPU) is greater than the required navigation performance (RNP).



## Honeywell FMZ-2000 System Configured For LPV

### B. SYSTEM ANNUNCIATORS / SWITCHES (Continued)

- e. **APRCH** (CDU), **FMS APRCH** (INST PNL), and **APP** (EHSI) The approach annunciator located on the instrument panel in the pilot's primary field of view, on the CDU, and on the EHSI are the primary approach mode annunciators. The approach annunciation informs the flight crew that the system is configured properly to conduct an instrument approach. It also indicates the EFIS display has been configured for approach lateral and vertical deviation scaling.
- f. **MSG** The message annunciators will illuminate when an FMS message is displayed on the CDU scratchpad. Scratchpad messages can be either advisory or alerting with the alerting message taking precedent over the advisory message. Advisory messages will illuminate the **MSG** annunciator on the CDU only. Reference the Honeywell FMS Pilot's Guide for further information.
- g. **OFFSET** (CDU) and [ \* ] (EHSI) The selected cross track annunciators illuminates when a lateral offset has been selected on the FMS (PROGRESS page 3).
- h. Lateral Waypoint activates when a lateral track alert is given for the next FMS waypoint sequenced. The alert is given 30 seconds before starting a turn and flashes the waypoint identifier/distance on the EHSI.
- i. **VTA** (EADI) The vertical waypoint annunciator illuminates when a vertical track alert is issued anytime the FMS commands a vertical track change. A vertical track alert is issued 60 seconds before changing from level flight to either a climb or descent. When the aircraft is completing a climb or descent, the vertical alert is issued 1000 feet before the level-off altitude. A vertical alert is not issued when the level-off altitude is set on the altitude preselector.
- j. **AUTO / MAN** (pedestal if installed) The FMS tune switch/annunciator selects the manual or auto-tune function (This switch is optional and may not be installed or may be disabled, such as with Honeywell Primus II Radios).



## Honeywell FMZ-2000 System Configured For LPV

### C. FMS SOURCE SELECTION, FLIGHT DIRECTOR / AUTOPILOT

Select either FMS with the FMS source select button on the appropriate EFIS Display Controller. This enables the selected FMS to be coupled to the flight director/autopilot system by selecting the NAV and/or VNAV modes on the flight guidance controller.

### D. FMS APPROACH PROCEDURES

While there are a number of different procedures and sequences for selecting and flying an instrument approach utilizing the FMS, the following is the recommended normal operating procedure.

#### **PREFLIGHT ACTIVITIES:**

1. If GPS or RNAV approaches that have GNSS required stated on the procedure are planned, check the appropriate GNSS and SBAS NOTAMs.
2. Verify the validity of the FMS database.
3. For non-LPV approaches enter an Estimated Time of Arrival and check the predictive RAIM function to verify RAIM will be acceptable at the Estimated Time of Arrival. PREDICTIVE RAIM is accessed via the GPS STATUS page.
4. If a GNSS navigation outage is predicted or occurs (either a RAIM outage or SBAS outage), the pilot should rely on other approved equipment, change the departure time, or change destination airport.
5. Minimum runway length must be set on the FLIGHT CONFIG 1/5 page to establish which airports will be available from the Nav Data Base. Each FMS must be programmed because this data does not transfer but the setting will be retained in memory at next turn on. Airports below the minimum runway length selected will not have airport and approach data available for selection or review.

**Note:** It may take up to 2 minutes for data to update on the displays.



**Honeywell FMZ-2000 System Configured For LPV****D. FMS APPROACH PROCEDURES (Continued)****PREFLIGHT ACTIVITIES:**

6. The default RNP values for the following flight phases are (in nautical miles):

MANUAL	--.---	ARRIVAL	1.00
DEPARTURE	1.00	APPROACH	0.30 (GPS) /0.50 (radio)
ENROUTE	2.00	MISSED APPR	1.00

The RNP value sets the 2 dot lateral deviation scale for the EFIS and will automatically transition to the current phase of flight. RNP also sets the position error alert for each phase of flight.

Any changes to these values will be translated into lateral deviation scale changes on the EFIS displays.

**Note:** Vertical deviation scaling (2 dots) will always be 500 feet enroute/arrival and 150 feet approach (non-LPV).

**Note:** The final approach segment of LPV approaches have angular lateral and vertical deviation scaling so RNP settings will have no effect.

RNP settings are accessed from the PROGRESS 2/3 page. Select RNP to go to the SET RNP page. Refer to the Honeywell FMS Pilot's Guide for additional information.

7. Initiated Transfer mode will transfer Flight Plan and Performance Initialization. Pilot verification of all other synchronized data is required.

**APPROACH SELECTION AND SETUP:**

1. Select the desired instrument approach and approach transition, into the active flight plan from the FMS navigation database.

**Note:** The FMS is not approved to fly ILS, LOC, LOC-BC, LDA, SDF, IGS or MLS approaches. If these approaches are listed in the database, they may be selected for display on the MFD map but are not approved for using FMS guidance for conducting the final approach segment. The FMS may be used for the initial, intermediate and missed approach segments of localizer and MLS based approaches.

2. If published LPV minima are intended to be used, verify the approach identifier and channel number displayed on the ARRIVAL page of the FMS match the published approach chart.

**Note:** TAWS Mode 5 (below glideslope) alerting is not provided for LPV approach procedures.



## Honeywell FMZ-2000 System Configured For LPV

### D. FMS APPROACH PROCEDURES (Continued)

#### APPROACH SELECTION AND SETUP: (Continued)

3. Verify the selected approach and missed approach procedure waypoints and transition names match the published instrument approach chart.

**Note:** Certain waypoint names found in the approach procedure from the FMS navigation data base may or may not appear on the published instrument procedure approach chart. If these waypoint names do not appear on the published chart, other means, such as distance and course to other waypoints or fixes, can be used to verify the approach waypoints from the FMS navigation database. Some waypoints are stored in the navigation database with no associated name. For these waypoints, the FMS assigns a name. These can be recognized by the (\*) found in front of the waypoint name (e.g., \*LLXX, \*PBXX, etc.). Similarly, some waypoints on the final approach segment are not displayed on the FMS because the published VNAV guidance will ensure the path remains above these constraints.

4. Verify the VNAV computed altitudes at each waypoint comply with the published approach altitude restrictions.

**Note:** If the vertical display on the active flight plan page of the CDU has no computed altitudes (dashes in the altitude display area), verify PERFORMANCE INITIALIZATION is completed, as it must be complete in order for the VNAV function of the FMS to operate. For typical flights, this will have been done prior to departure.

5. Temperature Compensation (when activated) will **not** be applied to altitude constraints within all enroute and STAR procedures. It will be applied to SID, missed approach and final vertical descent path altitude constraints in FMS baro VNAV approaches. Refer to the Honeywell FMS Pilot's Guide for details.

Temperature Compensation must be enabled via the (MAINTENANCE) FLT CONFIG setup page.

The performance takeoff or landing data (depending on phase of flight) must have a temperature inserted to enable the TEMP COMP select key. Temperature compensation is then activated by selecting ACTIVATE [4R] on any of the TEMP COMP pages.

Compensated altitudes are shown in reverse video on the ISA COMP and FLT PLAN pages, and will be provided for 'AT', 'AT or ABOVE', 'AT or BELOW', and 'WINDOW' waypoints.

**Note:** Manual entered altitude constraints will not receive temperature compensation.

**Note:** Temperature compensation is not applied to the LPV (SBAS) final approach segment.



## Honeywell FMZ-2000 System Configured For LPV

### D. FMS APPROACH PROCEDURES (Continued)

#### APPROACH SELECTION AND SETUP: (Continued)

6. Fly the FMS approach in flight director modes of NAV and VNAV.

**Note:** The altitude preselector is always active in VNAV mode (including LPV). During the FMS final approach segment the preselector must be set to the runway elevation for approaches to DA minima or to the MDA, as applicable.

**Note:** With the preselector set to runway elevation it is the pilot's responsibility to execute the missed approach or land at the DA. The FMS will not level off at DA. In the event of a missed approach, the pilot must reset the preselector to the appropriate missed approach altitude.

**Note:** The VNAV path as defined in the database will comply with all altitude crossing requirements for the approach.

7. Prior to entering the approach, verify the coupled FMS (Master) current FROM waypoint and distance to next waypoint agrees with cross-side FMS (Slaved). If flight plans are out of sync, verify the master FMS current position is correct, then "direct-to" the next waypoint on the slaved FMS.

#### RNAV APPROACH WITH LPV MINIMUMS:

1. Ensure the **onside** FMS is the selected navigation source. When installed, FMS 3 may be used as onside when selected via the "FMS 1 / FMS 3" or "FMS 2 / FMS 3" switches.
2. When within the terminal area (30 NM from the destination airport), verify the white LPV annunciator (located adjacent to the PFD) is illuminated.
3. Once the aircraft is cleared for approach, set the altitude preselector to runway elevation.
4. Ensure the approach and green LPV annunciators are illuminated 2 NM prior to FAF. The EFIS scaling switches from linear to angular and a jump in the deviations may be observed as the scaling changes.
5. At DA determine if visual references required for continued approach are in view or go around.



## Honeywell FMZ-2000 System Configured For LPV

### D. FMS APPROACH PROCEDURES (Continued)

#### NON-LPV RNAV APPROACH WITH DA/MDA MINIMUMS:

**Note:** For VOR, VOR/DME and NDB approaches into non-WGS-84 (or equivalent) airspace, both GNSS sensors must be deselected to use the VOR (DME) signals for navigation.

**Note:** When using the FMS to conduct VOR/DME, NDB or VOR (no DME) approaches, if the GNSS is not operating or RAIM is invalid, the FMS will conduct the approach as long as it can maintain DME/DME or VOR/DME navigation. The default RNP for approach is 0.3 and as the aircraft gets closer to the FAF, the EPU will likely increase above 0.31 and thereby activate the **DGRAD / DGR** annunciators. For FMS approaches when the GNSS sensors are not available, an RNP value of 0.5 should be selected to inhibit nuisance warnings.

**Note:** When using the FMS to transition from LNAV to ILS, the pilot must manually activate the on-side course pre-view (V/L on the display controller) and manually set the inbound course for the ILS approach. The FMS in auto-tune mode can tune the radios for the approach.

1. In normal operations the selection of LNAV/VNAV to DA is the priority selection followed by LNAV to MDA. If DA minimums is selected for the approach, set the altitude preselector to runway elevation after the aircraft is cleared for the approach.
2. If MDA minimums is selected for the approach, set the altitude preselector to the MDA after the aircraft is cleared for the approach.
3. Ensure the approach annunciators are illuminated 2 NM prior to the FAF. This ensures the approach scaling is active on the EFIS and the final approach VNAV scale is displayed (if available for the approach).
4. At DA or MDA MAP determine if adequate visual references required for continued approach are present. If they are not, initiate a missed approach (GA).



## Honeywell FMZ-2000 System Configured For LPV

### D. FMS APPROACH PROCEDURES (Continued)

#### MISSED APPROACH PROCEDURES:

1. After deciding to discontinue the approach, press the Go Around button on the throttles (at or before the MAP), or activate the MISSED APPR prompt on the ACTIVE FLT PLAN page [4L], which becomes active within 2 NM prior to the FAF.
2. Set altitude preselector to the Missed Approach Altitude.

**Note:** Numerous missed approach procedures do not end in a holding pattern. If a flight plan is not defined after that point, the FMS will issue a LAST LEG warning and the flight director will drop the LNAV mode passing the final waypoint.

3. An RNAV approach to LPV minimums should be discontinued for any of the following reasons:
  - a. Any **LPV UNAVAIL** remote annunciator illuminates after the FAF.
  - b. The approach annunciators are not illuminated at the FAF, or extinguish at any time prior to the MAP.
  - c. Any green **LPV** annunciator is not illuminated after the FAF.
  - d. The onside degrade annunciators illuminate during the approach.
  - e. A landing cannot be accomplished upon reaching the DA.
  - f. Any other reason deemed necessary by the flight crew.

**Note:** Once the missed approach procedure is activated, the approach annunciator will extinguish (if illuminated). If the **DGRAD / DGR** annunciator was illuminated, it may extinguish, as the alert level changes to terminal area requirements once the missed approach procedure is activated.

4. During an FMS non-precision approach (non-LPV), if the **DGRAD / DGR** annunciators illuminate after the FAF the pilot must initiate a missed approach unless adequate visual references for continuing the approach are present.



## Honeywell FMZ-2000 System Configured For LPV

### D. FMS APPROACH PROCEDURES (Continued)

#### MISSED APPROACH PROCEDURES: (Continued)

5. Once the GA is engaged and a positive rate of climb is established, verify the FMS has sequenced to the missed approach procedure. Ensure all altitude restrictions and climb gradient requirements are complied with before engaging NAV and VNAV (VFLC) flight director modes to acquire lateral and vertical guidance.

## SECTION 4 ABNORMAL PROCEDURES

### A. DGRAD / DGR Annunciator Illuminated

**NOTE:** The degrade annunciator indicates the FMS cannot **guarantee** that the navigation capability of the system meets the requirements for the current phase of flight. Except in the case of conducting an instrument approach procedure, the FMS may still be accurate and may be used for navigation provided the flight crew can confirm the position through other means, such as cross checking the VOR/DME raw data.

1. Discontinue use of FMS for approach guidance if conducting an instrument approach.

**Note:** If the degrade annunciator illuminates during an instrument approach, the FMS may continue to be used for guidance in conducting the published missed approach procedure, including **lateral** guidance to the Missed Approach Fix. If the degrade annunciator remains illuminated after activating the missed approach procedure, care should be taken to verify aircraft position utilizing other means. The degrade annunciator may extinguish as the alert level changes to terminal area requirements.



## Honeywell FMZ-2000 System Configured For LPV

### B. DR Annunciator Illuminated

DR is an alerting (amber) annunciator. This annunciator is displayed or lit when operating in the DR mode for longer than 2 minutes. The DR mode is defined as the loss of radio updating and all other position sensors (IRS and GNSS).

#### CAUTION

During periods of dead reckoning, the FMS should be used with care. Heading and airspeed are the only active inputs.

### C. LPV UNAVAIL Annunciator Illuminated

During RNAV instrument approach with LPV minima, if either **LPV UNAVAIL** annunciator illuminates:

- Prior to the green **LPV** annunciator illuminating, the pilot may select a different approach minimum by selecting RNAV MIN (LNAV/VNAV) on the ARRIVAL 1/1 page. The pilot can reconnect the active flight plan to the approach by selecting direct to the current active waypoint. Approach minimums need to be reset to the appropriate minimums.
- After the green **LPV** annunciator illuminates, the pilot should execute an immediate missed approach unless adequate visual references for continued approach to a landing are present.

**NOTE:** After passing the FAF the system monitors for excess deviation. If the aircraft exceeds 2 dots (full scale) deviation either laterally or vertically, the LPV UNAVAIL annunciator will illuminate. This will be accompanied by a loss of lateral and vertical scaling, the **FMSx** red nav source flag will be in view, the green LPV and approach annunciators will extinguish, and the autopilot will drop to basic pitch and roll modes. Activating the missed approach should clear these annunciations, sequence the FMS to the missed approach waypoints, and provide lateral guidance to the next waypoint. The pilot may then select LNAV and VNAV to execute the missed approach procedure.

**NOTE:** An **LPV UNAVAIL** annunciator illumination anytime other than during an LPV approach, indicates a DDA failure. To verify: press the annunciator press to test switch and the LPV green and white annunciators will not illuminate. Refer to LPV approach limitations.



## Honeywell FMZ-2000 System Configured For LPV

### D. LPV UNAVAIL-LPV LOAD-2 Alert Message on the CDU

When selecting an RNAV LPV approach, if the **LPV UNAVAIL-LPV LOAD-2** message displays on the CDU scratchpad (accompanied by the flashing **MSG** indication), the pilot has the option to reload the LPV approach. If the approach is accepted the CDU message extinguishes and the white LPV annunciator illuminates when inside the arrival area.

### E. GPS 1 (or 2) FAILED Alert Message on the CDU

This alert message on the CDU indicates a failure of the GPS/GNSSU system. If this occurs with an LPV approach selected and while outside the approach transition fix (2 NM from the FAF), the LPV minimums approach procedure is not available. Lateral navigation remains valid to the next waypoint. To select LNAV/VNAV or LNAV minimums for the same approach, select the **ARRIVAL** page, select **RNAV MIN (LSK 2R)**, and activate **LNAV/VNAV**. Check for a flight plan discontinuity and ensure the correct **TO** waypoint is selected for the approach. Set the appropriate **DA** or **MDA** minimums and continue the approach.

### F. FMS 1 (or 2) FAILURE (with optional Third FMS installed)

If FMS 1 or FMS 2 failure occurs indicated by a CDU message or a blanked CDU 1 or CDU 2, FMS 3 may be switched to replace the failed system by selecting the **FMS 1 / FMS 3** switch or the **FMS 2 / FMS 3** switch located in the cockpit pedestal as appropriate.

**NOTE:**

When FMS 3 is selected the active flight plan will be automatically transferred **ONLY** if FMS 1 and FMS 2 were operating in dual mode prior to switching of FMS 3. If FMS 1 or FMS 2 were operating in any mode other than dual (ie: Initiated Transfer or Independent) the active flight plan will not be transferred to FMS 3 and must be manually entered by the flight crew.

**NOTE:**

When FMS 3 is selected power is removed from the system being replaced. Any subsequent reselection of FMS 1 or FMS 2 will require initialization of that system.

## SECTION 5 PERFORMANCE

**No change to FAA Approved Airplane Flight Manual.**





# 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 civil penalty for each such violation. (49 U.S.C. §46301(a)).

1. Aircraft	Nationality and Registration Mark USA N898TS	Serial No. 95	
	Make Avions Marcel Dassault Breguet Aviation	Model Mystere-Falcon 900	Series N/A
2. Owner	Name (As shown on registration certificate) SATA LLC	Address (As shown on registration certificate) Address: 718 THOMPSON LN STE 108256 City: NASHVILLE Zip: 37204-3600	
		State: TN Country: US	

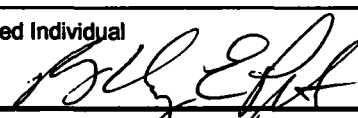
## 3. For FAA Use Only

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

## 6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name: West Star Aviation		<input type="checkbox"/> U.S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address: 18 Terminal Drive		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City: East Alton		<input checked="" type="checkbox"/> Certificated Repair Station	PAZR068H
Zip: 62024		<input type="checkbox"/> Certificated Maintenance Organization	
State: IL			
Country: USA			

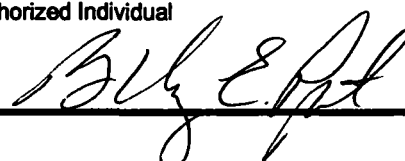
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual Bradley E. Papa  13-NOV-2018
--	---

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

Certificate or Designation No. PAZR068H	Signature/Date of Authorized Individual Bradley E. Papa  13-NOV-2018
---	---

## 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.)

**USA N898TS**

Nationality and Registration Mark

**13-NOV-2018**

Date

**Model: F900 S/N: 095 TOTAL TIME: 9059.10 LANDINGS: 3972 W.O.: 338984**

#### STC No. ST02972NY ADS-B OUT System

--Installed Dassault Aircraft Services STC No. ST02972NY "Dassault Aviation Mystere- Falcon 900 (Basic Model) aircraft equipped with Honeywell SPZ-8000 Avionics System" in accordance with Dassault Aircraft Services Master Data List Document No. F98W-D0025-005 Rev F, Dated 22-MAY-2017.

Installed ADS B Out System in accordance with the Following West Star Aviation Electrical Equivalent Drawings and Structural Drawings  
Electrical Drawing-Transponder Mods ADS-B, DWG#18301W-1540 REV. I/R (Minor)

#### The Following Equipment was Installed at this Time:

- 345421: No. 1 Air Traffic Control (ATC) Transponder: Removed Transponder (TDR-94D ATC/Mode-S) P/N: 622-9210-409 and Sent Out for Modification and Reinstalled as P/N: 622-9210-501.
- 345431: No. 2 Air Traffic Control (ATC) Transponder: Removed Transponder (TDR-94D ATC/Mode-S) P/N: 622-9210-008 and Sent Out for Modification and Reinstalled as P/N: 622-9210-501.
- Installed ADS-B/XPDR Annunciator QTY two (2) P/N: LED-50-17-BB-E1GYB.
- Installed BA-440 Filter/Router QTY Two (2). P/N: 601-0440-002.
- Installed AIU1/AIU2 Annunciator P/N: led-50-17-BB-E1GYC.
- Installed Configuration Plugs QTY Two (2). P/N: DA5AD5B3.

#### The Following Installation Documents are Required when Dassault Aircraft Services STC is Installed:

- 1) FAA Approved Flight Manual Supplement - Document No. F98W-D0045-150 Rev. IR, Dated 31-AUG-2016.
- 2) 14 CFR - 25.1529 "Instructions for Continued Airworthiness" - Document No. F98W-D0025-155 Rev. D, Dated 19-MAY-2017. The Transponder System is Considered "On-Condition" and Checked for Operation, Re-Certification and Security at Current Inspection Intervals. Conduct a General Visual Inspection of Newly Installed Wires, AIU'S and ADS-B Annunciator Condition and Security in Conjunction with B or C airframe maintenance cycles as defined in AMM Chapter 5 Inspection Tasks.
- 3) Electrical Load Amendment - West Star Aviation Document No18367R-1698 Rev. IR, Dated 09-NOV-2018.
- 4) Weight and Balance Effect- West Star Aviation Calculated Empty Weight and Balance Data Sheet and Supplemental Equipment List, Dated 13-NOV-2018. CALCULATED EMPTY WEIGHT & BALANCE DATA Sheet is inserted into the Load Manual.
- 5) Follow-On Ground Checkout Procedure - Document No. F98W-D0045-505 Rev. IR, Dated 25-AUG-2016.
- 6) The installed ADS-B Out System has been Shown to meet the performance requirements of 14CFR 91.227.

The Above Documents are Now Considered Part of this Aircraft's Permanent Maintenance / Operations

#### STC No. ST01824W1 Honeywell CMU Mk III CPDLC FANS1/A+ capable upgrade for FMS 6.1 stand-alone

-Installed Dassault Falcon Jet STC No. ST01824W1 "Honeywell CMU Mk III CPDLC FANS1/A+ capable upgrade for FMS 6.1 stand-alone" in accordance with Dassault Falcon Jet Master Data List Document No. EDOC-020049 Rev c, Dated 24-MAR-2017.

Installed Honeywell CMU MkIII System in accordance with the Following West Star Aviation Electrical Equivalent Drawings and Structural Drawings  
Electrical Drawing- Honeywell Mark III CMU, DWG# 18311W-1538 REV. I/R. (Minor)  
Electrical Drawing- CVR Modification, DWG# 18336W-1539 REV. I/R. (Minor)  
Structural Drawing- Honeywell MK III CMU INSTL, DWG# 18311N-1621 REV. I/R. (Major)

The Above West Star Aviation, Structural Drawings were DER Approved on FAA Form 8110-3 Dated 09-NOV-2018 by Thomas W. McTigue, no. DERT-750013-CE, Structures.

#### The Following Equipment was Installed at this Time:

- Installed CVR Control Box PN F2MA600313110B2.
- Installed Microphone Remote PN 980-6113-010.
- Installed CMU Tray. PN 200-35809-10.
- Installed Datalink Recording (VDR Rack) PN S8F900EX0408E .
- Installed Mk III CMU Assembly PN 7519200-921.
- Installed VDR (VHF) Mini Cabinet PN 7026240-902.
- 34141 Pilots FMS Computer. Removed NZ-2000 PN 7018879-03040 SN 00032594 and sent out for Modification. Installed NZ-2000 PN 7018879-03042.
- 34161 Copilots FMS Computer. Removed NZ-2000 PN 7018879-03040 SN 95080441 and sent out for Modification. Installed NZ-2000 PN 7018879-03042.
- Installed VDR PN 7026201-814 SN 1807F140.
- 315251 CVR. Removed PN 93-A100-83 SN 57391 and replaced with new CVR Unit PN 1493100-1000.
- Installed Final Assembly, APM PN 964-0465-001.
- Installed FANS Annunciator PN LED-50-17-HE-E1MB3.

1 Additional Sheets Are Attached

**8. Description of Work Accomplished**

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

USA N898TS

Nationality and Registration Mark

13-NOV-2018

Date

**Model: F900 S/N: 095 TOTAL TIME: 9059.10 LANDINGS: 3972 W.O.: 338984**

**The Following Installation Documents are Required when Dassault Falcon Jet STC is Installed:**

- 1) FAA Approved Flight Manual Supplement - Document No. EDOC-020085 Rev. C, Dated 24-MAR-2017.
- 2) 14 CFR - 25.1529 "Instructions for Continued Airworthiness" - Document No. EDOC-020050 Rev. A, Dated 7-OCT-2016. The components installed as part of this alteration are to be maintained in an "on condition" basis. Visual inspection should be performed as a periodic inspection check at an interval not to exceed 3750 flight cycles or 6 years whichever comes first.
- 3) Electrical Load Amendment - West Star Aviation Document No18367R-1698 Rev. IR, Dated 9-NOV-2018.
- 4) Weight and Balance Effect- West Star Aviation Calculated Empty Weight and Balance Data Sheet and Supplemental Equipment List, Dated 13-NOV-2018. CALCULATED EMPTY WEIGHT & BALANCE DATA Sheet is inserted into the Aircraft Load Manual.
- 5) Follow-On Ground Test Procedure - Document No. EDOC-020086 Rev. G, Dated 06-FEB-2017.

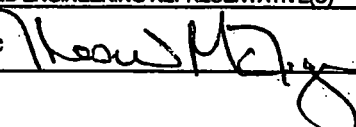
In accordance with FAR 91.413 paragraph (b), a Data Correspondence Test has been performed. With regard to these tests, the automatic pressure altitude reporting system of the ATC transponder has been tested, inspected and found to comply with paragraph (c), appendix E, of part 43 of this chapter.

The Loading Manual was Revised 13-Nov-2018 with a New Calculated Weight and Balance, the Equipment List was Revised 13-NOV-2018 and a Entry was Made in the Aircraft Records 13-NOV-2018.

END

☐ Additional Sheets Are Attached



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			DATE
STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS			09 November 2018
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Dassault Aviation	Mystere-Falcon 900	Airplane	West Star Aviation East Alton, IL 62024 FAA Repair Station PAZR068H
LIST OF DATA			
IDENTIFICATION	TITLE		
<b><u>DRAWINGS</u></b> <b><u>REV</u></b> 18311N-1621    I/R Dated OCT/26/2018	<b><u>TITLE</u></b> HONEYWELL MK III CMU INSTL		
<b><u>REPORTS</u></b> <b><u>REV</u></b> 18311R-1695    IR Dated: NOV/09/2018	<b><u>TITLE</u></b> STRUCTURAL ANALYSIS AND COMPLIANCE REPORT		
<b><u>Notes:</u></b> 1. Structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements." 2. The Certification Basis for the data listed herein is made per the TC Data Sheet for the aircraft (A46EU).			
<b>PURPOSE OF DATA</b> In support of a Major Alteration for S/N 095.			
<b>APPLICABLE REQUIREMENTS (List specific sections)</b> Title 14 CFR Part 25 dated 01 Feb 1965, Amendments 25-1 thru 25-56 unless otherwise noted: .301(a)(b), .303, .305(a)(b), .307(a), .561(c), .601, .603(a)(b)(c), .605, .609(a)(b), .611, .613(a)(b)(c)(d)(e), .625(a)(b)			
<b>CERTIFICATION</b> - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered _____ None _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.			
I (We) Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		DESIGNATION NUMBERS(S)	CLASSIFICATION(S)
Thomas W. McTigue 		DER7-750013-CE	Structures





**FAA APPROVED**  
**AIRPLANE FLIGHT MANUAL SUPPLEMENT**  
Document No.: EDOC-020085

Revision: C

**DATA LINK COMMUNICATION SYSTEM (FANS 1/A+)**  
**IN**

**Dassault Aviation, Mystere - Falcon 900 Airplanes**

This supplement must be attached to the FAA Approved Airplane Flight Manual when the MK III CMU Installation of Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability in conjunction with NZ 6.1 FMS, is installed in accordance with STC ST01824WI.

The information contained herein supplements or supersedes the basic manual only in those areas listed herein. For Limitations, Procedures, and Performance information not contained in this supplement, consult the appropriate basic Airplane Flight Manual.

**FAA APPROVED**

A handwritten signature in black ink, reading "Todd A. Thomas".

Todd A. Thomas.  
ODA STC administrator  
3701 Aviation Road  
Duncan Aviation, Inc.  
Lincoln, Nebraska 68524

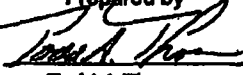
**FAA APPROVED DATE** MAR 24 2017

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Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
In Dassault Aviation Mystere-Falcon 900 Airplanes

Log of Revisions

Rev.	Pg.	Description	Prepared and Approved	Date
A	All	All Pages	Rae Dennison Prepared by Rev A, not approved Todd A Thomas ODA STC administrator	N/A
B	All 9	Changed Rev to B. Added Cockpit Voice/Data Link Recorder Audio Test	Rae Dennison Prepared by T. Thomas Todd A Thomas ODA STC administrator	10-7-2016
C	All 7	Changed Rev to C. Changed statement under FANS Message Alert, 2. , annunciation is suppressed when the flap control handle is not in the clean position.	Rae Dennison Prepared by  Todd A Thomas ODA STC administrator	MAR 24 2017

Note: When this document is revised, it will be revised in its entirety. The latest revision letter will be shown in the upper right-hand corner of each page. A vertical bar in the left-hand margin will indicate revised text.

Note: When an alphabetic revision occurs (i.e. from A to B, B to C, etc.) all revisions including in-process or temporary alpha-numeric revisions (A1, A2, B1, B2, etc.) will be deleted. Previous revision levels and revision records are maintained on file and will be made available upon request.





Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
In Dassault Aviation Mystere-Falcon 900 Airplanes

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**Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
In Dassault Aviation Mystere-Falcon 900 Airplanes**

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## **SECTION 0 – GENERAL**

### **System Description**

The Installation of Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability is based on the Honeywell Mark III Communications Management Unit (CMU) and the Honeywell Flight Management System (FMS) Software Version NZ 6.1. The MK III CMU is an airborne communications router that supports data link service access between the following aircraft data link applications and their corresponding ground service providers:

- Aeronautical Operational Communication (AOC) / Airborne Flight Information System (AFIS)
- Aircraft Communications Addressing and Reporting System (ACARS) over Aviation VHF Link Control (AVLC)

**FANS 1/A+ operations (FMS controlled)**

- Controller Pilot Data Link Communication (CPDLC)
- Automatic Dependent Surveillance (ADS)
- Air Traffic Service Facilities Notification (AFN) [ATC LOGON]

The FANS 1/A+ data link system includes a Honeywell VHF Data Link Radio (VDR) and Honeywell Cockpit Voice / Data Link Recorder. The MK III CMU is interfaced to a FANS compliant SATCOM, dual Honeywell NZ-2010 flight management computers, dual CD-810/820 control display units, a Honeywell GNSSU GPS sensor, an FANS/ATC MESSAGE annunciator/aural alert subsystem and the weight on wheels / door open / brake set discretes.



Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
In Dassault Aviation Mystere-Falcon 900 Airplanes

The locations for the Data Link Communication System equipment are:

Component(s)	Location
1 ea. Honeywell Mark III Communications Management Unit (CM-950)	RH Nose Avionics Compartment
1 ea. Honeywell TR-866B VHF Radio (VDR)	RH Nose Avionics Compartment
2 ea. Honeywell NZ-2010 FMS with 6.1 SW	LH/RH Nose Avionics Compartment
2 ea. Honeywell CD-810/820 CDU	Cockpit Pedestal
1 ea. Honeywell LW-CVR Cockpit Voice Recorder	Aft Equipment Bay
1 ea. Honeywell CCU Cockpit Control Unit	RH Cockpit Side Console
1 ea. Honeywell CAM Cockpit Area Microphone	FWD Cockpit Headliner

1. The MK III CMU system meets the following system requirements for FANS operation found in:
  - a. DO-281A, Minimum Operational Performance Standards for Aircraft VDL Mode 2 Physical, Link, and Network Layers.
  - b. DO-258A, Interoperability Requirements for ATS Application Using ARINC 622 Data Communication (FANS 1/A Interoperability Standard).
  - c. ICAO document, Global Operational Data Link Document (GOLD) as it applies to FANS 1/A Operations.
  - d. AC 20-140B, Guidelines for Design Approval of Aircraft Data Link Communication Systems Supporting Air Traffic Services (ATS).
2. The FAA has approved the aircraft data link system to the criteria contained in AC 20-140B for FANS-1/A+ using VDL M2 and SATCOM.
3. The data link system meets the aircraft-allocated performance requirements of RCP 240 and RSP type 180 (all subnetworks).

*This design approval does not constitute the operational authorization.*



Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
In Dassault Aviation Mystere-Falcon 900 Airplanes

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## SECTION 1 – LIMITATIONS

Honeywell FMZ Flight Management System, Software Version NZ6.1 Pilot's Guide Rev 6, or later appropriate revision, must be available to the flight crew during FANS 1/A+ operations.

## SECTION 2 – EMERGENCY PROCEDURES

No Change to basic Airplane Flight Manual.

## SECTION 3 – ABNORMAL PROCEDURES

### Circuit Breakers

The Data Link Communication System components are protected by the following circuit breakers: Should the CMU circuit breaker open, the crew may attempt one reset of the circuit breaker. Flight crews should utilize other means of communication with ATC in the event of a CMU Failure during FANS or CPDLC operations.

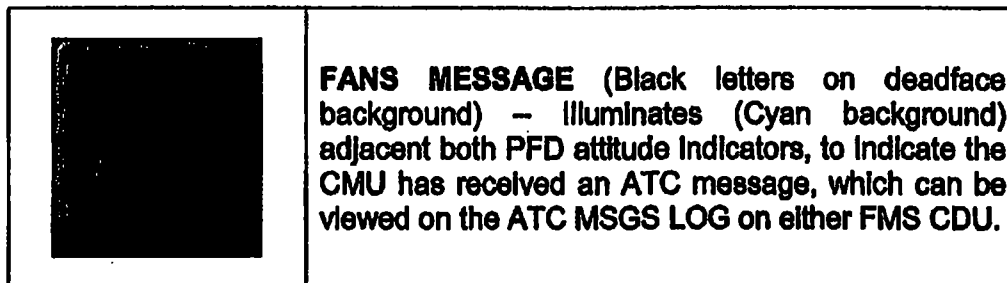
UNIT	LABEL	RATING	LOCATION
MK III CMU	CMU	7.5 Amp	Cockpit Overhead Panel
VHF Data Link Radio	VDR	10 Amp	Cockpit Overhead Panel
Cockpit Voice/Data Link Recorder	VOICE RECORDER	3 Amp	Cockpit Overhead Panel



Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
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## SECTION 4 – NORMAL PROCEDURES

### Annunciators



#### FANS Message Alert:

1. A FANS MESSAGE annunciation will appear adjacent both PFD displays with an aural alert, when an ATC message is received. All messages can be displayed on both FMS CDU's.
2. The FANS MESSAGE annunciation and aural alert will be suppressed when the Flap Control Handle is not in the clean position.

### Operation

Only the master FMS communicates with the CMU. The master FMS is designated by which FMS is selected for navigational guidance on the flight director (< [CPL] >). All FANS messages can be sent and retrieved from either FMS CDU.

**NOTE:** If the master FMS stops communicating, the slaved FMS must be selected to master in order continue FANS downlinks.

A comprehensive list of messages and Data Link normal operating procedures are outlined in Honeywell FMZ Flight Management System, Software Version NZ6.1 Pilot's Guide Rev 6, or later appropriate revision.

**NOTE:** The crew is required to review and verify all downlink messages as they intend them before sending. The crew should observe that the message status changes and is actually sent, before composing or responding with additional downlinks.

After selecting the SEND prompt and while in the SENDING STATE, do not navigate back to the REJECT DUE TO page.

**NOTE:** This is only a couple of seconds and after SENT, the page will transition automatically.



Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
In Dassault Aviation Mystere-Falcon 900 Airplanes

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## ATC LOGON

The flight crew must log on to the appropriate ATC facility in order to receive ATC services. Refer to the FMZ Pilot's Guide for Log On procedures. Example:  
[ATC]>LOGON TO (KPHX) > FLT ID (N5568) > [SEND].

## ATC INDEX

1. Page 1/2 has eight functions. EMERGENCY [1L], REQUEST [2L], REPORT [3L], LOGON / STATUS [4L], POS REPORT [1R], WHEN CAN WE [2R], PRINT LOG [3], LOG [4R]. Refer to Pilot's Guide.
2. Page 2/2 has four functions. FREE TEXT [1L], CLEARANCE [2L], VOICE [1R], ADS REVIEW [2R]. Refer to Pilot's Guide.

## Voice Contact

Voice contact may be requested by selecting VOICE [1R] on ATC INDEX 2/2. On the VERIFY REQUEST page, select SEND [4R].

## ATC Notification of Aircraft Emergency

1. Should an aircraft emergency arise, the flight crew can inform ATC of the situation via the ATC INDEX 1/2 page by pressing EMERGENCY [1L].
2. VERIFY [4R] will allow review of the EMERGENCY REPORT (all pages) before selecting SEND [4R] on the VERIFY EMERGENCY page.  
**NOTE:** Only five elements are allowed for the EMERGENCY REPORT. More than five will prompt a MESSAGE LIMIT EXCEEDED scratchpad message.
3. After selecting SEND, verify the message is queued in the ATC LOG by selecting LOG [4R].



Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
In Dassault Aviation Mystere-Falcon 900 Airplanes

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**Honeywell Cockpit Voice / Data Link Recorder Audio Test**

Upon pre-flight checks a CVR test should be performed.

1. Verify the Status LED on the CCU (CVR Control Unit) is extinguished.

**Note:** Illuminated LED indicates a fault was detected during the automated boot up Self Test sequence.

2. Verify that the main entry door is open.
3. On CCU connect a headset to "HEADPHONE" connector.
4. Press "ERASE" pushbutton for one second.
5. Check that a 400 Hz signal can be heard in the headset for 2 seconds.
6. Close main entry door.
7. On CCU press the "ERASE" button again for one second.
8. Verify that no 400Hz signal can be heard in the headset.

**SECTION 5 – PERFORMANCE**

No Change to basic Airplane Flight Manual.







## **INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**

**Document No.: EDOC-020050**

**Revision: A**

**For**

**Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability**

**In**

**In Dassault Aviation Mystere-Falcon 900 Airplanes**

This document must be incorporated into the aircraft inspection/maintenance program to provide Instructions for Continued Airworthiness with respect to the alterations listed herein. The information contained herein supplements or supersedes the aircraft's maintenance manuals only in those areas listed herein. For limitations and procedures not contained in this document, consult the aircraft's maintenance manuals.

This document meets the requirements of 14 CFR § 21.50 and has been prepared in accordance with 14 CFR § 25.1529, Instructions for Continued Airworthiness.



Instructions for Continued Airworthiness

Document No.: EDOC-020050

Revision: A

Data Link Communication System supporting Future Air Navigation (FANS I/A+) Capability  
In Dassault Aviation Mystere-Falcon 900 Airplanes

### Log of Revisions

Rev.	Pages	Description	Prepared and Approved	Date
A	ALL	Initial Release	<div>Donald Jarice Prepared by <i>Donald Jarice</i> Approved by <i>Todd Thomas</i> Todd Thomas ODA STC administrator</div>	<div><i>10/1/16</i>  OCT 07 2016</div>

**Note:** When this document is revised, it will be revised in its entirety. The latest revision letter will be shown in the upper right-hand corner of each page. A vertical bar in the left-hand margin will indicate revised text.

**Note:** When an alphabetic revision occurs (i.e. from A to B, B to C, etc.), all revisions including in-process or temporary alpha-numeric revisions (i.e. A1, A2, B1, B2, etc.) may be deleted. Previous revision levels and revision records are maintained on file and will be made available upon request.



Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
In Dassault Aviation Mystere-Falcon 900 Airplanes

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**Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
In Dassault Aviation Mystere-Falcon 900 Airplanes**

## 1.0 Introduction

This document contains the necessary information for continued maintenance of the following components for the Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability in In Dassault Aviation Mystere-Falcon 900 Airplanes.

Complete copies and/or the latest revision may be obtained by contacting:

Dassault Falcon Jet Corp.  
Aftermarket Programs  
200 Riser Rd  
Little Ferry, NJ 07643  
201-541-4702  
STC@falconjet.com

Reference the tables below for parts lists, installation documents, and/or manufacturer documents to support this installation. For detailed parts lists, reference the wiring diagrams and/or structural drawings.

### Installation Documents

Document Number	Document Title
DWG-004852	Data Link Communications System Top Level Drawing
DWG-004853	FANS 1/A+ Data Link Communications Block Diagram
EDOC-020086	Follow-On Ground Test Procedure
EDOC-020227	Honeywell FMZ-2000 Configuration Document
EDOC-020226	Honeywell Mk III CMU Configuration Document
DWG-005073	Honeywell LW-CVR System Wire Routing Diagram
DWG-005071	Honeywell LW-CVR System Wiring Diagram
DWG-004854	Honeywell MK III CMU System Wiring Diagram
DWG-004856	Honeywell Communications System Wire Routing Diagram
DWG-005072	Honeywell VDR TR-866B Wire Routing Diagram
DWG-005056	Honeywell VDR TR-866B Wiring Diagram
SWD-002216	FWD Pressure Bulkhead Feed-thru Structural Installation
SWD-002217	Honeywell LW-CVR System Structural Installation
SWD-002218	Honeywell MK III CMU & VDR System Structural Installation



Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
In Dassault Aviation Mystere-Falcon 900 Airplanes

**Parts List**

Description	Part Number	Manufacturer
Light Weight Cockpit Voice Recorder (LW-CVR) with 90 day Beacon	980-6044-003	Honeywell/L3
CVR Controller	F2MA600313110B2	Dassault
Cockpit Area Microphone	980-6113-010	Honeywell/L3
Communications Management Unit (CMU)	7519200-921	Honeywell
Operating System Software PCMCIA Card (Contains S/W P/N 998-3287-516)	718-1520-020 (Hardware Part Number)	Honeywell
HGI (Honeywell Generated Information) Database PCMCIA Card (Contains HGI Database S/W P/N 998-3301-502)	718-1523-004 (Hardware Part Number)	Honeywell
ARINC AMI (Airline Modifiable Information) Database -PCMCIA Card (Contains S/W P/N XAA-G05A0-0001P)	69003122-502 (Hardware Part Number)	ARINC Inc.
GDC AMI Database PCMCIA Card (Contains S/W P/N 69002682-501)	69002682-001 (Hardware Part Number)	Honeywell
Satcom Direct AMI	69003082-501	Satcom Direct
Aircraft Personality Module (APM)	964-0465-001	Honeywell
FANS Message Annunciator	LED-50-17-HE-E1MB3	Vivisun
VHF Data Radio TR-866B	7026201-814	Honeywell
VHF Radio Mini Cabinet	7026240-902	Honeywell
CMU Tray with Fan	200-35809-101	ECS



Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
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Manufacturer Documents

Manufacturer	Component/Equipment	Manual/Instructions
Honeywell International Inc. 15001 N.E. 36 Street Redmond, WA 98052-5317 Phone: (800)-601-3099 Phone: (602)-365-3099 <a href="http://www.myaerospace.com">www.myaerospace.com</a>	Mark III Communications Management Unit P/N 7519200-921	Mark III CMU Software Installation Manual DWG NO. 998-3062-600 Rev. H  Communication Management Unit (MKIII) Component Maintenance Manual with Illustrated Parts List Publication No.: 012-0722-001 Rev. 9.  System Description and Installation Manual Mark III Communications Management Unit Doc. No. A09-5114-001, dated 17 April 2013
	Light Weight Cockpit Voice Recorder with 90 Day Beacon P/N 980-6044-003	Installation Manual, SRVIVR® Cockpit Voice and Flight Data Recorder Models: LW-CVR, LW-FDR, LW-CVFDR-429, LW-CVFDR-717 Doc No. 6081117 Revision C, Dated 30 November 2015
	VHF Data Link Radio P/N 7026201-814	System Description and Installation Manual PRIMUS EPIC Digital Modular Radio System Publication No. A15-6720-001 Revised April 04, 2014
Dassault Falcon Jet Corp. Teterboro Airport Box 2000 South Hackensack, NJ 07606 Phone: (201) 440-6700	Mark III Communications Management Unit P/N 7519200-921	Falcon Installation Instructions Communications Honeywell Mark III Communications Management Unit and VHF Data Link Radio EDOC-020782 Dated May 01, 2015  Falcon Installation Instructions Indicating-Recording Systems Honeywell Light Weight Cockpit Voice Recorder EDOC-020782 Dated May 01, 2015
	VHF Data Link Radio P/N 7026201-814	
	Light Weight Cockpit Voice Recorder P/N 980-6044-003	



**Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
In Dassault Aviation Mystere-Falcon 900 Airplanes**

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## **2.0 Description**

FANS 1/A+ Data Link Communication Systems provide bi-directional Controller Pilot Data Link Communication (CPDLC) between Air Traffic Control (ATC) and the airplane flight crew. Very High Frequency (VHF) radio and satellite communication (SATCOM) enable digital messages between the airplane and ATC. Automatic Dependent Surveillance-Contract (ADS-C) provides airplane position and flight path intent to ATC. Together, these functions comprise the FANS 1/A+ system.

Installed components of the FANS 1/A+ Data Link System include Honeywell Mark III Communications Management Unit (CMU), Honeywell Light Weight Cockpit Voice Recorder, Cockpit Area microphone, Aircraft Personality Module and Honeywell Very High Frequency Data Link Radio.

The function and use of components installed during this alteration are typical and usual to aircraft installations.

Interface of these alterations with the aircraft and its systems is ordinary with respect to the alterations performed.

## **3.0 Operation**

For specific operating details reference the operations section of the System Description and Installation Manual Mark III Communications Management Unit listed in Section 1.0.

## **4.0 Servicing**

There are no servicing requirements.

## **5.0 Maintenance**

The components installed as part of this alteration are to be maintained in an 'on-condition' basis. Whenever a component is removed, perform a visual inspection for corrosion, wear and tear, attachment condition, loose items, and that the connecting cables and/or associated wiring is not frayed, cut or pinched for that particular component and immediate surrounding area.

The following visual inspections should be performed as a periodic maintenance inspection check at an interval not to exceed 3750 flight cycles or 6 years whichever comes first.

**Note:** This inspection interval may be incorporated into other inspections provided that the referenced interval is not exceeded.

- Check that all components installed as part of this alteration are properly secured in their respective locations.
- Check that connecting cables and/or associated wiring is not frayed, cut or pinched.
- Check that the connecting cable connectors are properly mated.

Replace the ULB battery at 6 year intervals IAW the Honeywell Installation Instructions manual Doc No. 6081117 listed in Section 1.0.



**Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
In Dassault Aviation Mystere-Falcon 900 Airplanes**

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A CVR functional test will be conducted concurrently with the Dassault Falcon 2A+ inspection IAW the Follow On Ground Test Procedure, EDOC-020086 Section 4.9.

A ULB functional test will be performed in accordance with Dassault Aviation Falcon 900 AMM TASK 25-62-01-720-801 "Functional Test of the FDR/CVR Underwater Locator Beacons" at 24 month intervals.

## **6.0 Troubleshooting**

In the event that failure or malfunction of components installed for this alteration occurs, reference the wiring diagrams, installation drawings and troubleshooting section of the applicable manufacturer manual listed in Section 1.0. If further troubleshooting assistance is desired, reference Section 1.0 for contact information on the component affected.

## **7.0 Removal and Replacement**

**Note:** The installer must determine proper fastener length to ensure a minimum of 2 thread protrusion beyond the locking feature of the retainer. The maximum thread protrusion shall be 3/8".

**Note:** Torque values if not specified below, may be obtained from chapter 20 of the aircraft maintenance manual.

**Note:** Remove all aircraft power before removing or disconnecting any electrical/electronic component from the aircraft. Exercise extreme caution to avoid damage to the electrical connector(s), configuration module(s) and wiring harness(es).

**Note:** Removing components outside the scope of this ICA may require consulting other documents. Removal of components from the aircraft may require removal of other components.

### **7.1 Light Weight Cockpit Voice Recorder (LW CVR)**

The LW-CVR is located at FS 607 and LBL 25 in the aft equipment bay. Access is gained through the mechanics servicing compartment door located on the lower fuselage. See Figure 7-3 for door location.

#### **Removal**

1. Remove electrical and coaxial connectors from the LW-CVR and apply a protective covering to the connectors.
2. Remove 4 ea. MS27039-1-TBD screws securing the LW-CVR to its mounting tray.
3. Remove the LW-CVR.

#### **Installation**

1. Secure the LW-CVR to its mounting tray using 4 ea. MS27039-1-TBD screws.
2. Remove the protective coverings and reconnect the electrical and coaxial connectors.
3. Ensure electrical bonding of the LW-CVR per Wiring Diagram DWG-005071.
4. Verify proper operation by performing an operational test of the LW-CVR system IAW the Follow On Ground Test Procedure, EDOC-020086 Section 4.9.





Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
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## 7.2 CVR Controller

The CVR Controller is located in the co-pilots side ledge at FS 105.

### Removal

1. Loosen the controller's Dzus fasteners.
2. Lift the controller from the side ledge far enough to access the electrical connector.
3. Remove connector and apply a protective covering.

### Installation

1. Remove the protective covering and connect the electrical connector.
2. Insert the controller into the side ledge opening and secure by tightening the Dzus fasteners.
3. Verify proper operation by performing an operational test of the LW-CVR system IAW the Follow On Ground Test Procedure, EDOC-020086 Section 4.9.

## 7.3 Cockpit Area Microphone

The cockpit area microphone is installed in the cockpit headliner at approximately FS 92 (in the location of a previously installed cockpit microphone).

### Removal

1. Loosen 2 ea. set screws on the face of the microphone.
2. Remove the microphone from its mounting bracket far enough to access the electrical connector.
3. Disconnect the electrical connector from the microphone and apply a protective covering.
4. Remove the microphone.

### Installation

1. Remove the protective covering from the electrical connector and reconnect to the microphone.
2. Align the microphone with its mounting base and secure by tightening 2 ea. set screws located on the face of the microphone.

**Note:** Set screws shall be installed wet with a removable thread locking compound per installation drawing SWD-002217.

3. Verify proper operation by performing an operational test of the LW-CVR system IAW the Follow On Ground Test Procedure, EDOC-020086 Section 4.9.

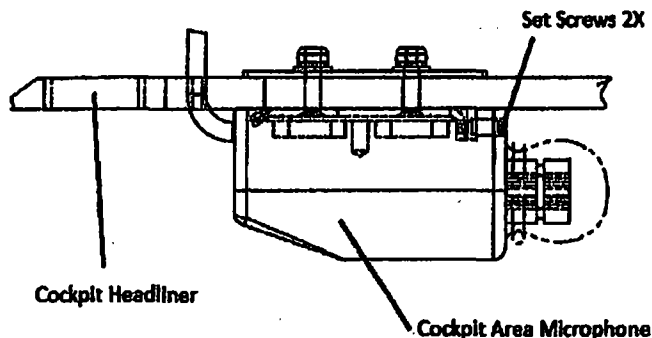


Figure 7-1: Cockpit Area Microphone Mounting



Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
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#### 7.4 Communications Management Unit (CMU)

The CMU is located on the upper shelf of the RH nose avionics rack. Access is gained by opening the nose radome. See Fig. 7-4 for equipment locations.

##### Removal

1. Loosen the mounting tray hold down clamps by rotating in a counterclockwise direction.
2. Pull the CMU outboard slowly to separate the unit and tray connectors. Slide the unit out of the mounting tray lifting slightly to clear the hold down clamps.
3. Apply a protective (ESD) covering to the connectors and place the CMU in a protective anti-static bag and protective case.

##### Installation

1. Remove the CMU from its protective case. Remove the protective coverings from the connectors.
2. Install the CMU fully into the mounting rack.

**CAUTION:** Do not force fit the CMU into its mounting tray. If connector mating is difficult, remove the CMU and check for pins that are bent or out of alignment. Check the alignment of the connector on the tray.

3. Secure the CMU to the mounting rack by tightening the hold down clamps (turning clockwise).
4. If installing a new CMU or the Software/Database PCMCIA cards need to be installed or updated refer to the Mark III CMU Software Installation Manual and Honeywell CMU MK III APM Configuration Document EDOC-020226 listed in Section 1.0
5. Verify proper operation by performing an operational test of the Data Link system IAW the Follow On Ground Test Procedure, EDOC-020086 Sections 4.6 and 4.7.

#### 7.5 CMU Tray with Fan

The CMU Tray is located on the upper shelf of the RH nose avionics rack. Access is gained by opening the nose radome. See Fig. 7-4 for equipment locations.

##### Removal

1. Remove the CMU IAW the instructions in Section 7.4.
2. Remove 6 ea. MS24693-S-TBD screws securing the tray to its aluminum honeycomb mounting panel.
3. Disconnect the electrical connector and apply a protective covering.
4. Remove the CMU tray.

##### Installation

1. Remove the protective covering and reconnect the electrical connector.
2. Position rack on the mounting panel and secure with 6 ea. MS24693-S-TBD screws.
3. Reinstall and test the CMU IAW section 7.4.



Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
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## 7.6 VHF Data Link Radio

The VHF Data Link Radio is a Line Replaceable Unit (LRU) housed in a Mini Cabinet, located on the upper shelf of the RH nose avionics rack. Access is gained by opening the nose radome. See Fig. 7-4 for equipment locations.

### Removal

1. Loosen 4 ea. captive fasteners common to the LRU and mini cabinet.
2. Slide the LRU outboard to remove from the mini cabinet.
3. Remove the VHF Data Link Radio LRU.
4. Apply protective coverings to the connectors.

### Installation

1. Remove the protective covering from the electrical connectors.
2. Insert the LRU into the mini cabinet.
3. Secure the LRU with 4 ea. captive fasteners located in each corner. Torque fasteners to 5 in/lbs.
4. Verify proper operation by performing an operational test of the Data Link system IAW the Follow On Ground Test Procedure, EDOC-020086 Section 4.6.

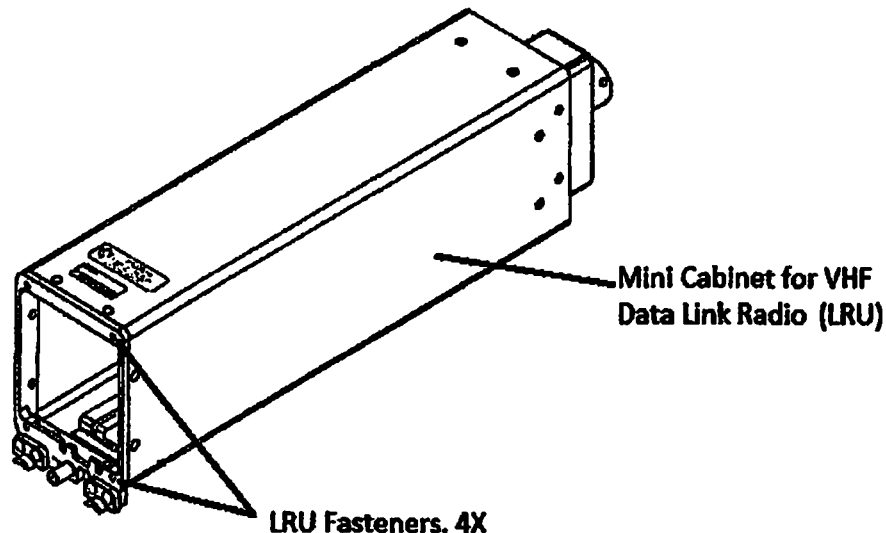


Figure 7-2: VHF Data Link Radio Fastener Locations



Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
In Dassault Aviation Mystere-Falcon 900 Airplanes

### 7.7 Aircraft Personality Module (APM)

The APM is mounted on the aft side of the CMU rack located on the upper shelf of the RH nose avionics rack. Access is gained by opening the nose radome. See Fig 7-4 for equipment locations.

#### Installation

1. Remove the electrical connector from the APM and apply a protective covering.
2. Remove 2 ea. NAS514P440-TBD screws with NAS1149FN432P washers and MS21042-04 self-locking nuts common to the APM and the APM mount bracket.
3. Remove the APM.

#### Installation

5. Secure the APM to the APM mounting bracket using 2 ea. NAS514P440-TBD screws with NAS1149FN432P washers and MS21042-04 self-locking nuts.
6. Remove the protective covering and connect the electrical connector.
7. Verify proper operation by following the procedure described in the Mark III System Description and Installation Manual Section 7, paragraph 3 Installation/Check listed in Section 1.0.

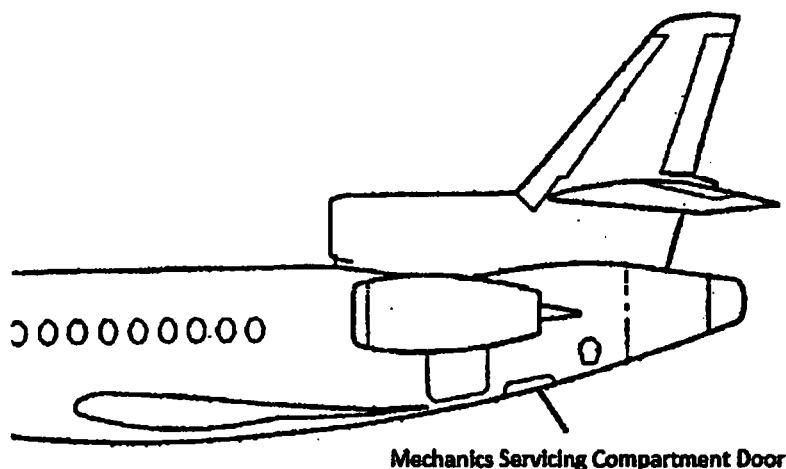


Figure 7-3: Mechanics Servicing Compartment Door Location



Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
In Dassault Aviation Mystere-Falcon 900 Airplanes

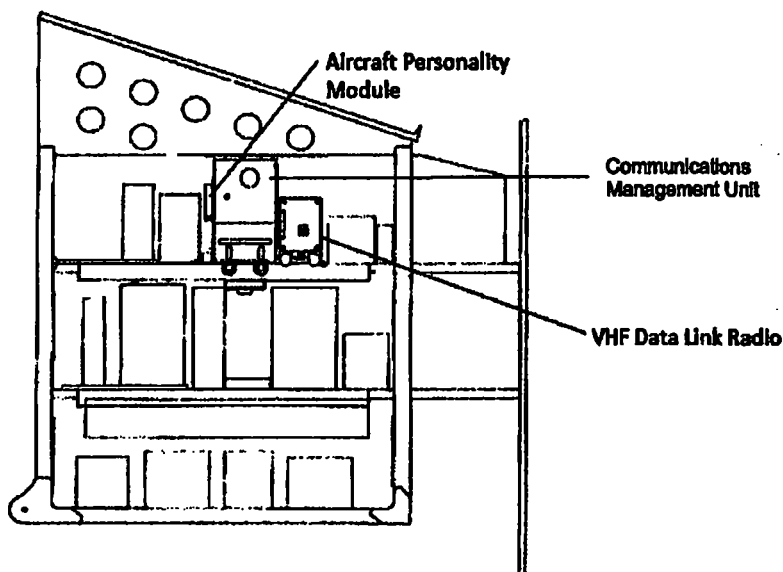


Figure 7-4: RH Nose Avionics Bay, Equipment Locations

### 7.8 LW-CVR 90 Day Beacon

The 90 day Beacon is mounted on the LW-CVR. Access is gained by removing the LW-CVR.

#### Removal

1. Remove LW-CVR from aircraft - reference Section 7.1 for LW-CVR removal procedures.
2. Remove the ULB from the LW-CVR - refer to Dassault Aviation AMM Task 25-62-00-900-801 Item 4.

#### Installation

1. Verify ULB has been tested or test for proper operation in accordance with Dassault Aviation AMM Task 25-62-01-720-801 prior to installation.
2. Complete the preparation for installation instructions in Dassault Aviation AMM Task 25-62-00-900-801 Item 5.
3. Install the ULB in accordance with Dassault Aviation AMM Task 25-62-00-900-801, Item 6.
4. Reinstall the LW-CVR in the aircraft - reference Section 7.1 for LW-CVR installation procedures.

### 8.0 Diagrams

No access diagrams are required.



Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
In Dassault Aviation Mystere-Falcon 900 Airplanes

## 9.0 Special Inspection Requirements

There are no additional special inspection requirements.

## 10.0 Protective Treatments

No protective treatments are required.

## 11.0 Fastener Data

Any fastener that is worn or damaged should be replaced. All fasteners are identified in Section 7.0 of this ICA.

## 12.0 Special Tools

No special tools are required.

## 13.0 Commuter Category

This is not a commuter category aircraft.

## 14.0 Recommended Overhaul Periods

No additional overhaul time limitations.

## 15.0 Airworthiness Limitations

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

Structural analysis for the RH Forward Pressure Bulkhead Feed Thru located at FR 0 shows a requirement for recurring High Frequency Eddy Current (HFEC) inspection at the intervals listed in the table below.

Location	Threshold Cycles	Recurring Cycles	Inspection Type
RH Forward Pressure Bulkhead Feed Thru	10,000	5,000	HFEC

Note 1: Inspection intervals are based upon cycles at the time of installation.

Note 2: The inspection intervals established above may be incorporated into other inspections provided that the intervals are not exceeded. Longer inspection intervals for other structural items on the aircraft shall not be extrapolated from the results listed here.

Note 3: HFEC shall include all feed through and fastener holes.

Note 4: Reference HFEC procedures listed in the applicable Falcon 900 Aircraft Maintenance Manual 20-70-00-250-801 "Eddy-Current Detection of Cracks".

Note 5: Report all crack indications to Dassault Aviation as listed in Section 1.0.



Instructions for Continued Airworthiness

Document No.: EDOC-020050

Revision: A

Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability  
In Dassault Aviation Mystere-Falcon 900 Airplanes

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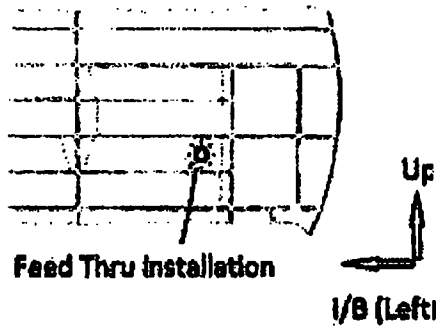


Figure 15-1: Feed Thru Location

## 16.0 Revisions

If a revision occurs, a (paper or electronic) copy of the revised ICA will be submitted to the appropriate ODA administrator (or Lead administrator) for acceptance. As deemed necessary, a copy of the ICA (paper or electronically) will be submitted to the current owner/operator







**DASSAULT AIRCRAFT SERVICES**

**FAA Approved  
Airplane Flight Manual Supplement  
for  
DO-260B Compliant  
Automatic Dependent Surveillance – Broadcast Out  
(ADS-B Out) System  
in  
Dassault Aviation Mystere-Falcon 900  
with  
Honeywell SPZ-8000 Avionics System**

**S/N: \_\_\_\_\_**

This supplement must be attached to the FAA Approved Airplane Flight Manual when modified by the installation of the Rockwell Collins Automatic Dependent Surveillance (ADS-B Out) System in accordance with STC ST02972NY.

The information contained herein supplements or supersedes the basic Airplane Flight Manual only in those areas listed herein. For Limitations, Procedures and Performance information not contained in this supplement, consult the appropriate basic Airplane Flight Manual.

FAA Approved:   
Ken Farsi  
ODA Administrator  
Dassault Aircraft Services  
ODA-955240-NE

Date: AUG 31 2016




Dassault Aircraft Services  
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Revision	Pages	Description of Change	Signature/Date
IR	1-7	Initial Release	 8-31-16



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## **SECTION 0 - GENERAL**

### **INTRODUCTION**

### **SYSTEM DESCRIPTION**

The ADS-B Out system consists of two (2) Rockwell Collins TDR-94D ATC/Mode S Transponders, two (2) Blue Avionics Analog Interface Units (AIU), two (2) ADS-B (system)/XPDR (transponder) failure lights and one (1) AIU 1/AIU 2 failure light.

The TDR-94D ATC/Mode S Transponders are capable Air Traffic Control Radar Beacon System (ATCRBS) Mode A, Mode C and Mode S, Elementary Surveillance (ELS), Enhanced Surveillance (EHS) and Automatic Dependent Surveillance Broadcast (ADS-B Out) transmission utilizing the 1090 MHz radio frequency. The ADS-B Out system will transmit the following aircraft information: length and width, latitude and longitude position, barometric pressure altitude, velocity, TCAS II equipped and operating, TCAS II resolution advisory if in effect, mode 3/A code, flight identification, registration number, emergency indication, IDENT, ICAO 24 bit address, emitter category, geometric altitude, position and velocity navigation accuracy categories, navigation integrity category, system design assurance level and source integrity level.

The Analog Interface Unit converts the digital failure signal of the TDR-94D ATC/Mode S Transponder to interface to the ADS-B/XPDR failure lights.

The ADS-B Out functionality is automated and does not require any flight crew interaction and does not provide any data or indications to the flight crew.

The installed ADS-B Out System has been shown to meet the performance requirements of 14 CFR 91.227.

The installed ADS-B Out System has been shown to meet the requirements of EASA AMC 20-24, section 8.



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## SYSTEM LIGHTS

ADS-B/XPDR lights and AIU1/AIU2 lights have been installed in the instrument panels.  
See figure 1.

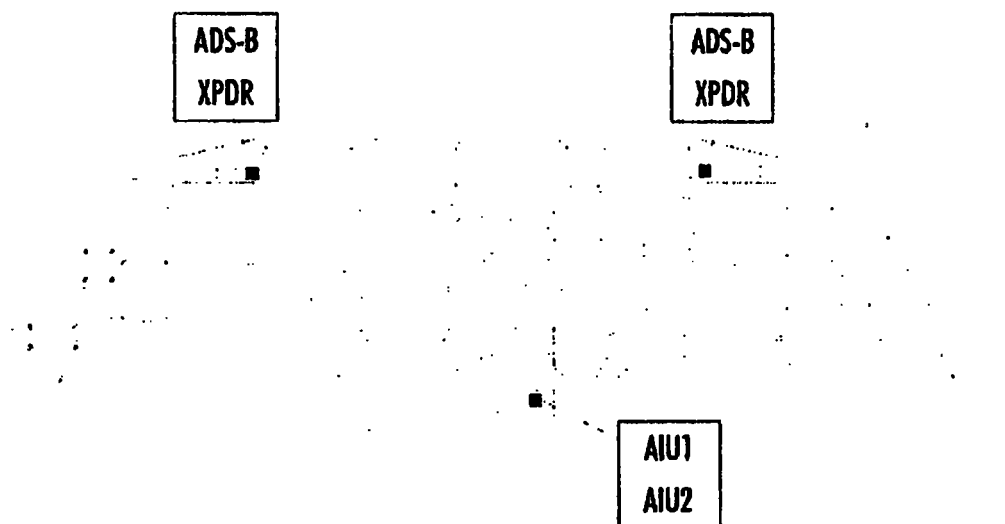


Figure 1 – System Lights

**ADS-B** Light ..... indicates a failure of the ADS-B Out functionality of the selected transponder.

**XPDR** Light ..... indicates a failure of the selected transponder.

**AIU1** Light ..... indicates a failure of AIU 1.

**AIU2** Light ..... indicates a failure of AIU 2.

## SECTION 1 - LIMITATIONS

The ADS-B Out System must be enabled by selecting the ATC mode to ALT during all phases of flight including airport surface operations unless otherwise directed by ATC.

## SECTION 2 - EMERGENCY PROCEDURES

No Change.



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### SECTION 3 - ABNORMAL PROCEDURES

#### TRANSPONDER FAILURE

WARNING— **XPDR** light on.

- Select alternate transponder

#### ADS-B OUT FAILURE

WARNING— **ADS-B** light on.

- Select alternate transponder.
- If light does not go out:
  - On ground, flight in ADS-B airspace prohibited.
  - In-Flight, notify ATC of ADS-B failure.

#### AIU 1 OR AIU 2 FAILURE

WARNING— **AIU1** or **AIU2** light on.

- Alternate AIU monitors selected transponder.

#### AIU 1 AND AIU 2 FAILURE

WARNING— **AIU1** and **AIU2** lights on

- On ground, flight in ADS-B airspace prohibited.
- In-Flight, notify ATC of ADS-B failure.

#### ATC REQUESTS TO INHIBIT ADS-B OUT TRANSMISSION

- Transponder .....STBY

• • • • • **NOTE** • • • • •  
• This inhibits all transponder transmissions. •  
• • • • •



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#### SECTION 4 - NORMAL PROCEDURES

##### PRESTART CHECK

Add the following.

— **AIU1** and **AIU2** lights ..... Out

##### PRETAXI CHECK

Add the following.

— Transponder..... ALT

— **AIU2** and **AIU2** lights ..... Out

— **XPDR** lights ..... Out

#### SECTION 5 - PERFORMANCE

No change.







## **INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**

**STC ST02972NY**

**Installation of Rockwell Collins ADS-B Out System in  
Dassault Aviation Mystere-Falcon 900 (Basic) Aircraft  
With Honeywell SPZ-8000 Avionics System  
(Compliant to DO-260A Rev 2 and DO-260B)**

<b>Document Number:</b>	<b>F9BW-D0025-155</b>
<b>Revision:</b>	<b>D</b>
<b>Date:</b>	<b>May 19, 2017</b>

The information herein is privileged and confidential and shall  
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**ACCEPTED**

**ODA-955240-NE  
Dassault Aircraft Services**

**Date: MAY 22 2017**

  
**ODA Administrator**



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REVISION NUMBER	AFFECTED PAGES	DESCRIPTION	DATE
I/R	1-25	Initial Release.	July 10, 2013
A	9	Revised Para 6.2 to remove AC 43.13-1B in specifying inspection requirements.	Aug 8, 2013
B	2	Revision Log: revised	Mar 7, 2014
	3	Signature block: replaced Harry Frank with Stacy-Ann Williams.	
	5	List of effective pages: revised to depict revision B.	
	6	Sec 1.3: Abbreviations: list has been updated	
	7	Sec 1.6: Applicable Reference List: List updated to reflect wire routing drawing and diagram.	
	8	Sec 3.1: Added second location configuration figure.	
	26	Sec 8.5 & 8.6: Configuration 2 removal and installation.	
C	7	Section 1.2 & 1.3, Updated applicability to describe DO 260A/B configurations, added PMA abbreviation	Aug 23, 2016
	8	Section 1.4, Added numbering and additional items to general safety precautions	
	9	Section 1.6, BA Install manual added to References.	
	10	Section 2.0 & 3.0, Updated System Description to reflect 260A and B System Components updated to reflect 260B installs	
	11	Section 3.0, Figure 1 & 2 AIU locations depicted	
	12,13	Section 3.1, Annunciator location & indication depicted	
	14	Section 4.0, CTL-92E Operation/Maintenance Info	
	16	Section 6.0, Added AIU /annunciator maintenance items and Test and Troubleshooting section	
	18	Section 7.0, Figure 5 Added	
	20	Section 7.0 Note Added	
	33	Section 7.0 & 8.0, AIU testing/ annunciation added	
	35-39	Section 8.0, AIU /Annunciator Location & Installation	
D	All	Logo Updated	19 May 2017
	10	Section 2.0 Updated.	
	10	Corrected AIU Annunciator PN.	

ACCEPTED

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Dassault Aircraft Services

Date: **MAY 22 2017**

ODA Administrator



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19 May 17

## MANUAL CONTROL




The following features denote revisions:

Revision status denoted within the right hand header of the effective page.

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## SIGNATURE PAGE

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS			
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## LIST OF EFFECTIVE PAGES

Manual currency is checked against this list of effective pages. Upon reception of a manual update, insert revised page(s) into this manual. Remove and delete obsolete pages accordingly and replace this page with the enclosed revision.

The list of effective pages records not only each page of subject revision but also each previously issued page that is still current. Blank pages and pages that are no longer current do not appear on this list and therefore are to be removed from this manual.

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## 1.0 INTRODUCTION

### 1.1 SCOPE AND PURPOSE

The purpose of this document is to provide instructions for the inspection and maintenance as required for the aircraft's continued airworthiness thereby complying with the requirements of §14 CFR 25.1529. The instructions that follow are intended to supplement information provided by the current Dassault Aviation Mystere-Falcon 900 (Basic) maintenance manual.

NOTE: Applicability of the current AMM Maintenance Instructions, system descriptions, component locations, and testing with regard to systems other than the ATC and GPS systems has not been impacted by the application of this alteration.

### 1.2 APPLICABILITY

This document is applicable to Dassault Aviation Mystere-Falcon 900 (Basic) aircraft altered by STC ST02972NY. Configuration 1 installs dual Rockwell Collins TDR-94D Transponders with Enhanced Surveillance (EHS) capability to provide DO-280A ADS-B Out functionality. Configuration 2 installs dual Rockwell Collins TDR-94D Transponders, two Blue Avionics AIUs, and associated failure annunciators to provide DO-260B ADS-B Out Functionality.

### 1.3 DEFINITIONS AND ABBREVIATIONS

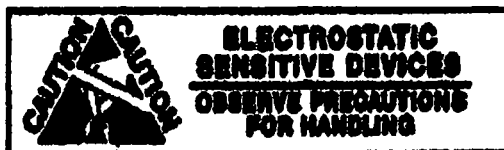
DEFINITIONS:			
<b><u>WARNING!</u></b>	Items for which procedures, practices, and conditions with respect to maintenance or installation that if not strictly observed could result in injury to or death of personnel or property damage.		
<b><u>CAUTION!</u></b>	Items for which procedures, practices, and conditions with respect to maintenance or installation that if not strictly observed could result in damage to equipment or property.		
<b><u>NOTE!</u></b>	Items on which special emphasis is placed as a means of bringing that information to the attention of the maintenance technician.		
ABBREVIATIONS:			
AC	Advisory Circular	LRU	Line Replaceable Unit
ADS-B	Automatic Dependent Surveillance-Broadcast	PMA	Parts Manufacturer Approval
AEG	Aircraft Evaluation Group	RH	Right Hand
AMM	Aircraft Maintenance Manual	RPLY	Reply
ATC	Air Traffic Control	RTU	Radio Tuning Unit
BITE	Built-In Test Equipment	SBAS	Satellite Based Augmentation System
C/B	Circuit Breaker	SMM	Supplemental Maintenance Manual
ESD	Electro-Static Discharge	STBY	Standby
FAA	Federal Aviation Administration	STC	Supplemental Type Certificate
GPS	Global Positioning System	TSO	Technical Standard Order
ICA	Instructions for Continued Airworthiness	VDC	Voltage Direct Current
L/G	Landing Gear	WAAS	Wide Area Augmentation System
LH	Left Hand		



## 1.0 INTRODUCTION (Continued)

### 1.4 GENERAL SAFETY PRECAUTIONS

- 1.4.1 **CAUTION:** Observe all general safety precautions concerning ground power operations.
- 1.4.2 **CAUTION:** These tests must be performed as far as possible inside a metallic hangar with doors closed to avoid disturbing local traffic.
- 1.4.3 **CAUTION:** Check that all aircraft electrical power is switched OFF prior to performing maintenance.
- 1.4.4 **CAUTION:** Limit the ATC Transmission time to a minimum.
- 1.4.5 **CAUTION:** Open and collar all Transponder Circuit Breakers\* (ATC 1 and ATC 2, Transponder #1 and #2 respectively) and AIU Circuit Breakers during inspections, component removals and wiring troubleshooting procedures other than power checks or normal operational tests.
- 1.4.6 **CAUTION:** For wiring maintenance, component removal or repairs other than inspections requiring removal of the aircraft battery refer to Ch 24 of the AMM.
- 1.4.7 **CAUTION:** Upon completion of inspections and/or maintenance reconnect battery power and ensure both Transponder and AIU circuit breakers opened from 1.4.5 are closed.
- 1.4.8 **CAUTION:** The ATC Transponder System emits Radio Frequency (RF) signals. Do not operate or test the ATC Transponder system with personnel standing at less than 2M (7ft approximately) from the antenna. This will prevent the risk of injury caused by RF Emissions.
- 1.4.9 **CAUTION:** Open/pull and collar all Annunciator Interface Unit Circuit Breakers (AIU 1 and AIU 2, Annunciator Interface Units #1 and #2 respectively) during inspections, component removals and wiring troubleshooting procedure other than power checks or normal operational tests. *(Applicable to DO-260B Installations Only)*
- 1.4.10 **CAUTION:** Reset any previously opened/pulled Circuit Breakers as appropriate and safe to do so upon completion of any inspections, component removals or wiring troubleshooting procedures before beginning power checks or normal operational tests.



- 1.4.11 **CAUTION:**
- 1.4.12 **CAUTION:** ESD Sensitive devices are subject to damage by excessive levels of voltage and/or current in order to adequately protect against electrostatic damage, the device and anything that comes in contact with it must be brought to ground potential by providing a conductive surface and discharge path. The following precautions must be followed.
- 1.4.13 **CAUTION:** Place the AIU unit on a grounded conductive surface while ESD protection caps are not installed.
- 1.4.14 **CAUTION:** Use ESD protection caps on the connectors when the AIU is being stored or moved.
- 1.4.15 **CAUTION:** Store AIU in an ESD shielding bag.

\*ATC 1 C/B is located on the LH C/B panel and ATC 2 C/B is located on the RF C/B panel.





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## 1.0 INTRODUCTION (Continued)

### 1.5 UNITS OF MEASURE

This Section is not applicable.

### 1.6 REFERENCES

The following list of reference documentation supplements data presented within this ICA. Although not required these documents enhance the operators ability to provide continued airworthiness to the aircraft when performing maintenance and/or troubleshooting.

To obtain copies of the following contact the vendors referenced in Sec. 17.0

APPLICABLE REFERENCE LIST			
DESCRIPTION:	TITLE:	PART/ DOC No.	VENDOR:
Test Set IFR 6000 Operation Manual	XPDR/DME TCAS/ADS-B/UAT Test Set IFR 6000	N/A	Aeroflex
Installation Manual	TDR-94/94D ATC/Mode-S Transponder System (-5XX)	523-0821492- 001116	Rockwell Collins
Installation Manual	BA-440 Router/Filter	651-0440-001	Blue Avionics

### 1.7 DISTRIBUTION

The aircraft owner is furnished these instructions for Continued Airworthiness upon installation of the Rockwell Collins Transponders (with Enhanced Surveillance (EHS) capability) system at which time it becomes part of the permanent aircraft record.

### 1.8 UPDATES & REVISIONS

The STC holder will distribute manual updates upon revision. Revisions to this document shall be coordinated through the New York Aircraft Certification Office, the Seattle AEG, and the STC holder. Inquiries relating to this ICA, its revisions, or revision services are to be in writing to Dassault Aircraft Services, ODA Administrator, at the address listed in Sec 17.0.

Please submit the following information with inquiries:

Name  
Address  
City, State and Zip Code  
Contact phone  
Email address  
Part Number of Manual  
Current Revision Status of Manual



## 2.0 SYSTEM DESCRIPTION (For DO-260A Rev2 and DO-260B Configurations)

The ADS-B Out system installed by this alteration is composed of two Rockwell Collins TDR-94D transponders (TSO-C166a, compliant to DO-260A Rev 2 or TSO C166b, compliant to DO-260B), and the associated wiring. These transponders replace the previously installed transponders that do not incorporate ADS-B Out functionality.

The aircraft mounted ADS-B Out transponders periodically broadcast information about the aircraft, such as ID, position, altitude, and velocity, to air traffic control and other (ADS-B IN equipped aircraft) in the vicinity. ADS-B Out provides air traffic controllers with real time position information that is more accurate than the data available from current radar systems. The two existing top-mounted and the two existing bottom-mounted ATC transponder antennas, and cockpit transponder control boxes are retained.

The configuration plug which is aircraft specific will remain in the aircraft during removal and repair procedure, such that a new AIU can be installed without reconfiguring the unit for specific aircraft.

Flight Deck Status Indicators (Annunciators) will be utilized to depict when there is an AIU failure

The ADS-B system interfaces with the existing Honeywell GLSSU Receiver (PN: HG2021KB02), installed by an STC prerequisite. Updates or modification of these GLSSU units, the installed Transponders, Analog Interface Unit and/or AIU Configuration Plug (see Section 3.0 with specific Part Numbers) will require verification of the continued satisfactory performance of the overall ADS-B system.

### APPLICABLE TO DO-260B INSTALLATION ONLY:

For DO-260B installations, the Annunciator Interface Unit (AIU) will convert ARINC 429 signals from the transponder discrete logic to drive XPDR/ADS-B and AIU1/AIU2 failure annunciators in the cockpit. The unit will also be used in the installation to pre-filter ARINC labels from various sources to be routed to the transponders.

## 3.0 SYSTEM COMPONENTS

UNIT	QTY	PART NO.	VENDOR/MFG
TDR-94D Transponder	2	622-8210-409 (See Note 1)	Rockwell Collins
TDR-94D Transponder	2	622-8210-501 (See Note 2)	Rockwell Collins
AIU Configuration Plug	2	DA5AD5B3* (See Note 2)	Blue Avionics
ADS-B System and Transponder Annunciator	2	LED-50-17-BB-E1GYB (See Note 2)	VIVISUN
Annunciation Interface Unit (BA-440)	2	601-0440-002 (See Note 2)	Blue Avionics
AIU Annunciator	1	LED-50-17-BB-E1GYC (See Note 2)	VIVISUN

**Note 1: Installation applicable to DO-260A Rev 2 Installation Only.**

**Note 2: Installation applicable to DO-260B Installation Only.**

\* DA5AD5B3 represents the aircraft model / Installation specific configuration plug part number. The configuration plug is also referenced as part number 614-0440-XXX in the Blue Avionics Installation Manual. However, this part number is not aircraft model specific and should not be referenced when re-ordering.



### 3.0 SYSTEM COMPONENTS (Continued)

Transponders can be located in two areas of the aircraft based on serial number affectivity. Some aircraft have transponder No. 1 and No. 2 located in the nose (Figure 2). While others have transponder No. 1 located in the crew closet avionics rack and No. 2 located in the nose of the aircraft (Figure 1). The AIUs are installed on opposite sides of the aircraft under the floor between Frames 2 & 3 and off Stringers 18 & 19. #1 AIU is on the LH side and #2 AIU is on the RH side.

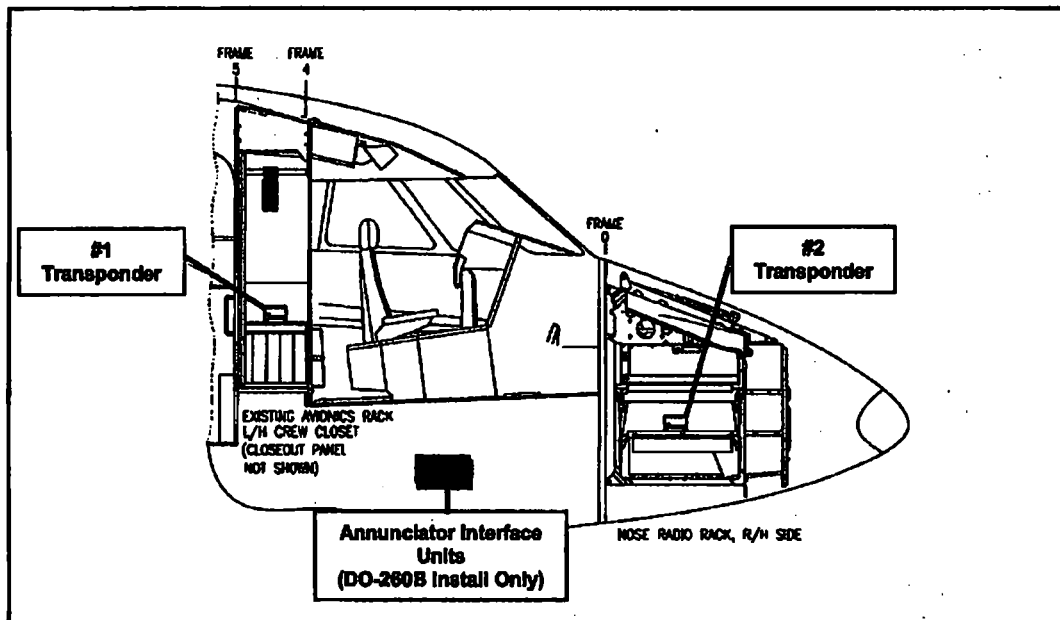


Figure 1: Location of #1 & #2 Transponders and AIUs

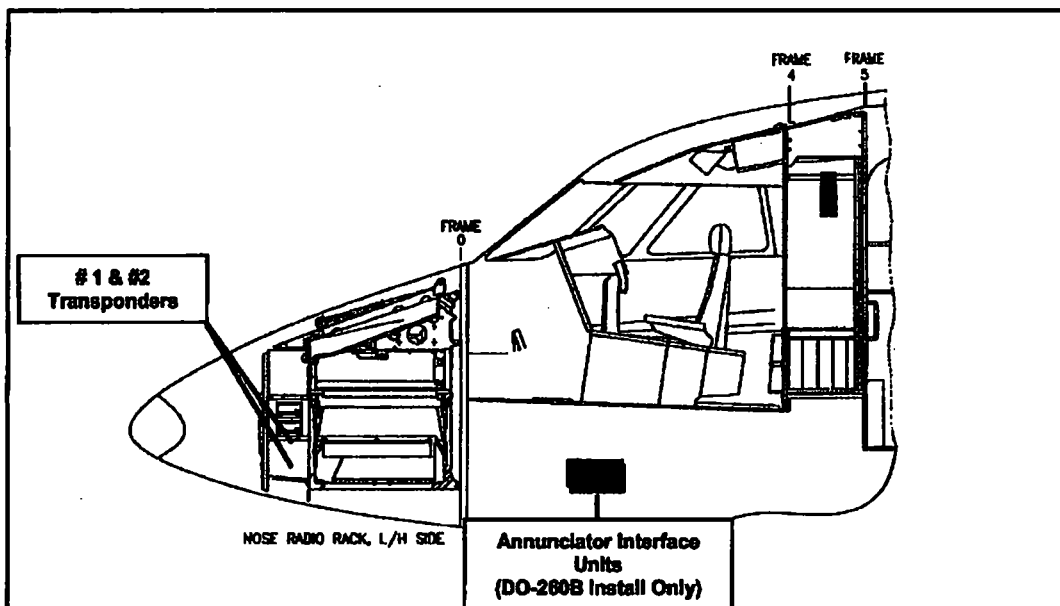


Figure 2: Location of #1 & #2 Transponders and AIUs



### 3.0 SYSTEM COMPONENTS (Continued)

#### 3.1 ANNUNCIATOR LOCATION (DO-260B Installation Only)

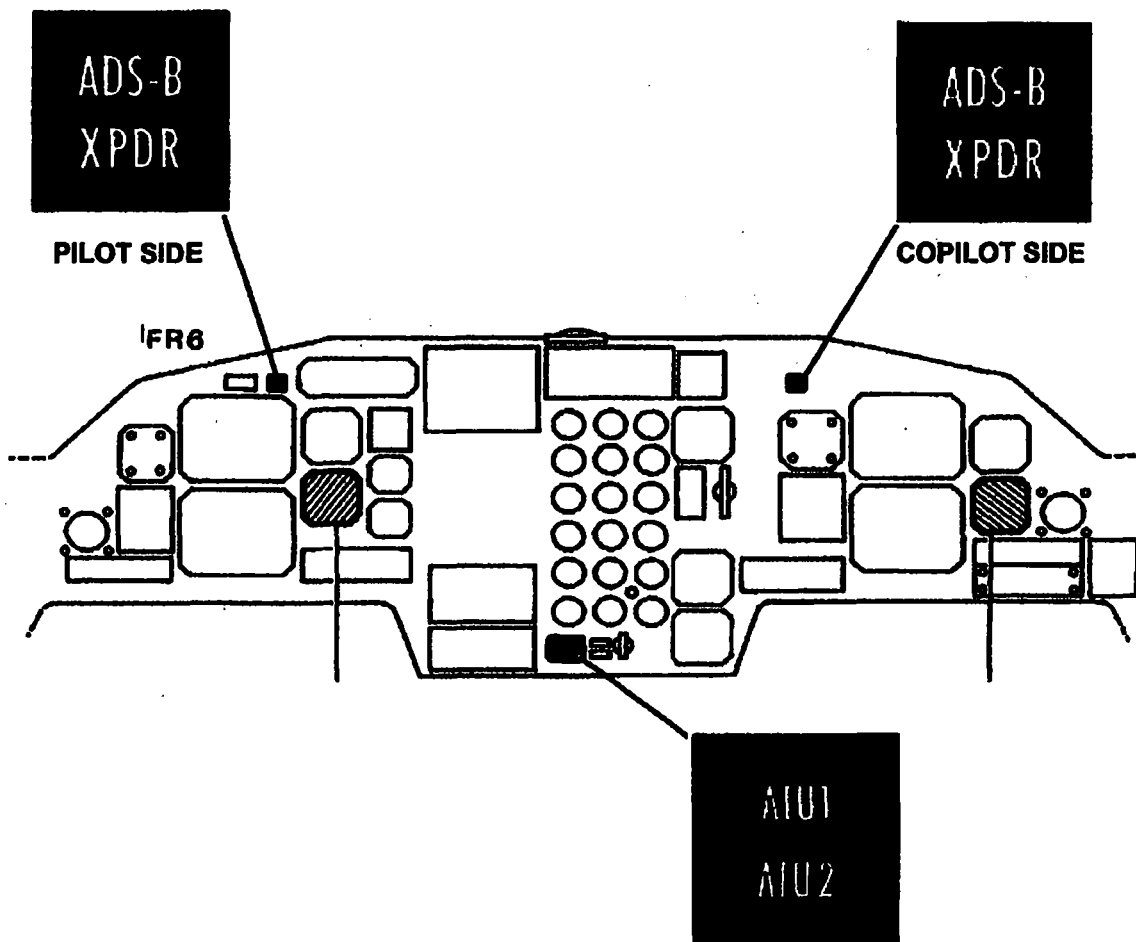


Figure 3: Typical Annunciator Locations



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### 3.0 SYSTEM COMPONENTS (Continued)

#### 3.2 ADS-B SYSTEM/TRANSPONDER ANNUNCIATORS

(DO-260B Configuration Only)

Pilot Side		Copilot Side	
Annunciator	Situation	Annunciator	Situation
ADS-B XPDR	Normal operation, no failure	ADS-B XPDR	Normal operation, no failure
ADS-B XPDR	Selected ADS-B System Fail Note: Annunciates Selected transponder	ADS-B XPDR	Selected ADS-B System Fail Note: Annunciates Selected transponder
ADS-B XPDR	Selected Transponder (XPDR) and ADS-B System Failed	ADS-B XPDR	Selected Transponder (XPDR) and ADS-B System Failed

One AIU Annunciator Installation (Center Instrument Panel)			
AIU1 AIU2	Normal Operation. Note: A self-test is performed on initial power-up	AIU1 AIU2	AIU2 Failed Selected ADS-B System still operable from cross side monitoring of the AIU
AIU1 AIU2	AIU1 Failed Selected ADS-B System still operable from cross side monitoring of the AIU	AIU1 AIU2	AIU1 and AIU2 failed No monitoring of ADS-B System.



## 4.0 OPERATION INFORMATION/MAINTENANCE OPERATION

The TDR-94D transponders incorporate the ADS-B Out function and the normal Mode A/C/S ATC functions in a single unit. The ADS-B OUT function periodically broadcasts information about the aircraft, such as ID, position, altitude and velocity, to air traffic control and other (ADS-B IN equipped) aircraft in the vicinity. The transponders are controlled by means of the CTL-92E control unit located in the cockpit.

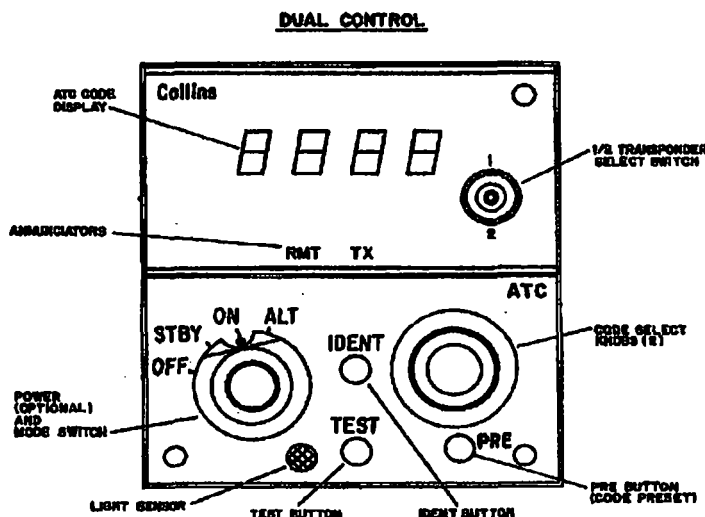


Figure 4: CTL-92E - Transponder Control and Functional Description

CONTROL OR INDICATOR	FUNCTION / DESCRIPTION
Code-select knobs:	Two concentric knobs control the active ATC and FID code displays.
ATC code display	The larger knob changes the two significant digits, and the smaller knob changes the two less significant digits. The least significant digit is incremented or decremented for each detent of the smaller knob if the knob is turned slowly. Rapid rotation of either knob will cause changes proportional to the rate of rotation. Rollover of the less significant digits will occur at 0 and 7, and will cause the more significant digits to be incremented or decremented. The left two digits and the right two digits are independent of each other. The various codes used for normal operation are listed in the Airman's Information Manual. Codes 7600 or 7700 are selected for in-flight emergency operation and will be annunciated by the codes flashing in the active code display for a few seconds before transmission begins (codes 7600 and 7700 will not flash if the transponder is being remotely tuned by an FMS).
FID code display (CTL-92E only)	Turn the Mode switch to the FID position to show the Flight ID number as described above. The larger Code select knob positions a blinking cursor over one of the eight characters of the Flight ID Code. This allows the selected character to be changed. The smaller Code select knob changes the character under the blinking cursor. Clockwise rotation of the smaller knob changes the character in the sequence that follows: Blank, 0-9, and A-Z.
PRE button	Push and hold the PRE button while turning the code-select knobs to select a preset code for storage. The preset code will be stored in nonvolatile memory and can be recalled by momentarily pushing the PRE button again.
IDENT button	The IDENT button causes the transponder to transmit a special identification pattern that is displayed on the ground controller's radar scope. This button should be pushed only when requested to squawk ident by the ground controller. (Some installations use a remote switch for IDENT selection).
TEST button	Push the TEST button to start the transponder self-test routine. In dual version units, the 1/2 switch determines which transponder responds to the test command.



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#### 4.0 OPERATION INFORMATION/MAINTENANCE OPERATION (Continued)

CONTROL OR INDICATOR	FUNCTION / DESCRIPTION
<b>TEST button</b>  <b>Self-test display:</b>  <b>-0XX units:</b> <b>Upper window</b>        <b>Lower window</b>	<p>Push the TEST button to start the transponder self-test routine. In dual version units, the I/2 switch determines which transponder responds to the test command.</p> <p>The CTL-92/CTL-92A/CTL-92E self-test display is described here as a 1, 2, or 3 step process. Step 1 always occurs while Steps 2 and 3 may occur as follows:</p> <ol style="list-style-type: none"> <li>1. The active code display modulates in intensity.</li> <li>2a. If altitude data is available, AL is displayed.</li> <li>2b. If no altitude data is available and no transponder fault is present, the display returns to the pre-self-test display.</li> <li>3a. If a transponder fault is present, diAG is displayed.</li> <li>3b. If no transponder fault is present, the display returns to the pre-self-test display.</li> </ol> <ol style="list-style-type: none"> <li>1. The lower window is blank while the upper display is modulating.</li> <li>2a. If altitude data is available, the altitude is displayed in thousands of feet (in 100 ft increments).</li> <li>2b. If no altitude data is available and no transponder fault is present, the display returns to the pre-self-test display.</li> <li>3a. If a transponder fault is present, a two digit diagnostic code is displayed.</li> <li>3b. If no transponder fault is present, the display returns to the pre-self-test display.</li> </ol>
<b>-2XX units (FID not selected):</b> <b>Upper window</b>        <b>Lower window</b>        <b>-2XX units (FID selected):</b> <b>Upper window</b> <b>Lower window</b>	<ol style="list-style-type: none"> <li>1. The active code display modulates in intensity.</li> <li>2. AL is displayed.</li> <li>3a. If a transponder fault is present, diAG is displayed.</li> <li>3b. If no transponder fault is present, the display returns to the pre-self-test display.</li> </ol> <ol style="list-style-type: none"> <li>1. The lower window is blank while the upper window modulates.</li> <li>2. The altitude is displayed in thousands of feet (in 100 ft increments) as supplied to the TDR-94/TDR-94D transponder via CSDB.</li> <li>3a. If a transponder fault is present, a two digit diagnostic code is displayed.</li> <li>3b. If no transponder fault is present, the display returns to the pre-self-test display.</li> </ol> <ol style="list-style-type: none"> <li>1. The first four characters of the Flight ID code are shown.</li> </ol> <ol style="list-style-type: none"> <li>1. The last four characters of the Flight ID code are shown.</li> </ol>



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## 5.0 SERVICING INFORMATION

The transponders installed by this alteration contain no field-serviceable components for which approved field maintenance procedures exist. Units requiring service are to be routed to an appropriately rated and certified repair station.

**NOTE:** Refer to FAA regulations, 14 CFR §§ 91.411 and 91.413 for transponder periodic recertification requirements.

## 6.0 SCHEDULED MAINTENANCE AND INSPECTION

### 6.1 ADS-B OUT TRANSPONDER MAINTENANCE

The ADS-B Out Transponder maintenance is considered "Maintenance Upon Failure" and requires no scheduled maintenance recommended by the manufacturer. "Maintenance Upon Failure" maintenance is maintenance that is performed as the need arises using the systems internal fault reporting software, which uses Built-In-Test Equipment (BITE), event initiated (self-test), and background (watchdog) testing to monitor system health and notify the crew of fault as they occur. Do not schedule maintenance for the ADS-B Out Transponder unless a "Maintenance Upon Failure" fault exists.

Automatic performance monitoring and self-test is continually performed by the ADS-B Out transponder, and faults are reported on the cockpit control boxes. If ADS-B Out Transponder maintenance is required due to a reported "Maintenance Upon Failure" fault, refer to Sec. 7.0 to begin fault isolation. Always follow standard industry and airframe maintenance practices. Do not remove or replace components until all associated sensors or subsystem and their interfaces have been verified using established maintenance procedures and a fault has been isolated to the ADS-B Out Transponders. If fault isolation methods determine that a component is faulty, refer to Section 5 (Servicing Information) for serviceability. If not serviceable, route the faulty component for repair to an appropriately rated and certified repair station.

### 6.2 ANNUNCIATION INTERFACE UNIT (AIU) MAINTENANCE

Do not schedule maintenance for the Annunciation Interface Unit (AIU) unless a "Maintenance Upon Failure" fault exists. Should there be a "Maintenance Upon Failure" fault/failure route the AIU for repair to Blue Avionics or an appropriately rated and certified repair station, see section 17.

### 6.3 AIU CONFIGURATION PLUG MAINTENANCE

Do not schedule maintenance for the AIU Configuration Plug unless a "Maintenance Upon Failure" fault exists. Should there be a "Maintenance Upon Failure" fault/failure route the AIU for repair to Blue Avionics or an appropriately rated and certified repair station, see section 17.

### 6.4 ANNUNCIATOR MAINTENANCE

Do not schedule maintenance for the Annunciators unless a "Maintenance Upon Failure" fault exists. Should there be a "Maintenance Upon Failure" fault/failure route the annunciator for repair to Vivisun or an appropriately rated and certified repair station, see section 17.





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## **6.0 SCHEDULED MAINTENANCE AND INSPECTION (Continued)**

### **6.5 SCHEDULED INSPECTIONS**

When applicable zones are accessible, conduct the following inspections concurrent with "B", or "C" airframe maintenance cycles as defined in Chapter 5 of the Field Schedule Maintenance; 05-10-00, Paragraph 3 "Maintenance Cycle".

#### **6.5.1 WIRING INSPECTIONS**

Visually inspect the transponder wiring for condition, security, chaffing and overheating.

#### **6.5.2 ADS-B OUT TRANSPONDER INSPECTIONS**

Visually inspect the ADS-B Out Transponders for condition, security, and bonding.

#### **6.5.3 AIUs & Annunciators INSPECTIONS**

Visually inspect the AIUs & Annunciators for condition, security, and bonding.



## 7.0 FUNCTIONAL TEST AND FAULT ISOLATION PROCEDURES

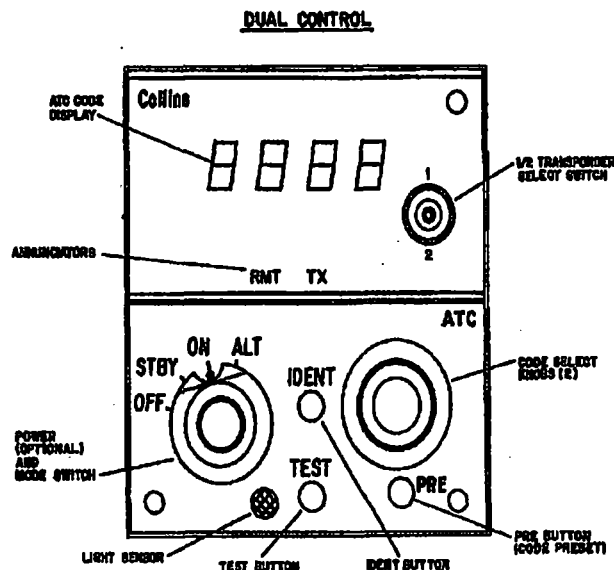


Figure 5: CTL-92E Transponder Control

### 7.1 POST INSTALLATION TEST PROCEDURES

Following the removal and installation of the TDR-94D Transponder unit(s), the following system checks must be performed to ensure correct operation of the Transponder unit(s) and its interface with the ADS-B Out system and functions. For fault isolation see Table 1 "System Fault Chart" (pg. 29), and Table 2 "System fault Code Definitions" (pg. 29-32).

### 7.2 TEST PREPARATIONS

Perform the following prior to testing or fault isolation.

1. Ensure that all system component connectors are connected and units are seated in mounting racks, as applicable.
2. Reset any applicable circuit breakers that may have been opened.
3. Ensure that 28 VDC power is available on the buses that power the ADS-B Out Transponder unit.
4. Energize the applicable aircraft systems.

### 7.3 OPERATIONAL TEST OF TRANSPONDER NO. 1

1. Select a reference pressure of 1013 mbar (29.92 in. Hg) on pilot altimeter and copilot altimeter.
2. On the pilot and copilot ATC control boxes, set the mode selectors to "STBY". Wait approximately one minute for the system to warm up.
3. On the ATC 1/ATC 2 selector, select "ATC 1" ("ATC 1" light illuminates).
4. On pilot ATC control box set mode selector to "ON".



### 7.3 OPERATIONAL TEST OF TRANSPONDER NO.1 (Continued)

5. Press "TEST" pushbutton to start the transponder self-test routine.  
**NOTE:** During the self-test, the display on the pilot control box flashes from minimum to maximum brightness. In the reading window "AL", altitude value and "TX" annunciator are flashing during this test.
6. At the end of the self-test, check that no failure is displayed in the reading window.  
**NOTE:** If a failure is detected during this test, "AG" and "XX" (diagnostic code) are displayed in the reading window. Refer to Diagnostic Code Chart (Table 2).
7. On the pilot ATC control box set the mode selector to "STBY".
8. Set the aircraft into flight configuration.
  - (a) On the pilot and copilot control boxes set mode selectors to "OFF".
  - (b) De-energize the aircraft systems.
  - (c) Install in-flight simulating tool (Refer to Falcon 900 AMM Task 32-60-00-910-802).
  - (d) Energize the aircraft systems.
  - (e) On the pilot and copilot ATC control boxes, set the mode selectors to "STBY". Wait approximately one minute for the system to warm up.
9. On the pilot ATC control box:
  - (a) Turn code setting knobs to set code "7776".  
**NOTE:** Another code may be provided by the local station. If so, use that code instead of code "7776".
  - (b) Set mode selector to "ON" and check that the "TX" annunciator illuminates periodically.  
**NOTE:** The "TX" annunciator illuminates each time the ATC signal has been received by the local radar.
  - (c) Set the mode selector to "ALT" and check that:
    - "AL" and altitude value appear in the reading window.
    - "TX" annunciator illuminates periodically.  
**NOTE:** The "TX" annunciator illuminates each time the ATC signal has been received by the local radar.
  - (d) Set the mode selector to "STBY".
10. On pilot and copilot ATC control boxes, set mode selectors to "OFF".
11. De-energize the aircraft systems.
12. Remove the in-flight simulating tool (Refer to Falcon 900 AMM Task 32-60-00-910-802).

### 7.4 OPERATIONAL TEST OF TRANSPONDER NO. 2

1. Energize the applicable aircraft systems.
2. On the pilot and copilot ATC control boxes, set the mode selectors to "STBY". Wait approximately one minute for the system to warm up.
3. On the ATC 1/ATC 2 selector, select "ATC 2" ("ATC 2" light illuminates).
4. Repeat the procedure described in paragraph "Operational Test of Transponder No.1": Instead of "pilot ATC control box" read "copilot ATC control box".



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## 7.5 OPERATIONAL TEST OF THE ADS-B OUT SYSTEM

### REQUIRED TEST EQUIPMENT:

PART NO.	SUPPLIER	DESCRIPTION	SOFTWARE LEVEL
IFR-6000	AEROFLEX	AVIONICS RAMP TEST SET	3.00.08 OR HIGHER

The IFR-6000 software level can be checked on the "Start Up" screen when the test set is energized.

**NOTE:** Use of equivalent test equipment is permitted. Equivalent test set must be rated for ADS-B Out either DO-260A Rev 2 or DO-260B depending on installation type. Consult the specific operating manual if equivalent test equipment is used.

Perform the following tests in accordance with IFR-6000 Operation Manual, Issue 11, dated March 2014 or later.

1. Energize the applicable aircraft systems.
2. Perform "Quick Start" procedures as follows:



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## 7.5 OPERATIONAL TEST OF THE ADS-B OUT SYSTEM (Continued)

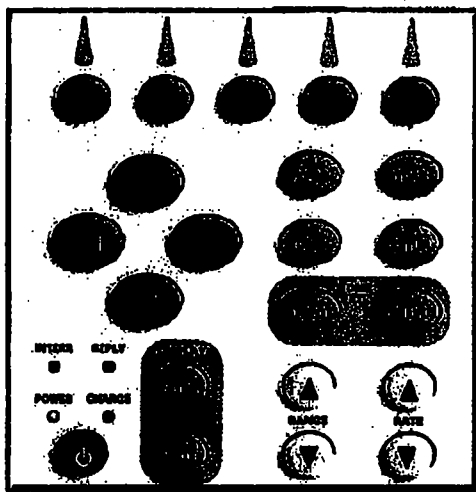
# AEROFLEX

OPERATION MANUAL  
IFR 6000

### 2. QUICK START

The Quick Start is for operators who are familiar with avionics systems/test equipment and want to use the IFR 6000 before reading the complete Operation Manual. Refer to para 1-2-4.1 for detailed operation instructions.

#### 2.1 CONTROLS



Turns Test Set ON or OFF.

**POWER:** Indicator illuminates when Test Set is operational.

**CHARGE:** Indicator illuminates to show battery charge status;

Yellow	Charging
Flashing Yellow	Faulty battery
Green	Fully charged

**NOTE:** Operates when External DC Power Supply is connected.

**INTERR:** Indicator illuminates when Test Set is Interrogating (XPDR Mode) or receiving Interrogations (DME Mode).

**REPLY:** Indicator illuminates when Test Set is receiving replies (XPDR Mode) or replying to Interrogations (DME Mode).

**CTRS:** Adjusts display contrast.

**BKLT:** Adjusts display backlight.

**RANGE ▲:** Increases DME range and TCAS start range.

**RANGE ▼:** Decreases DME range and TCAS start range.

**RATE ▲:** Increases DME and TCAS rate.

**RATE ▼:** Decreases DME and TCAS rate.

**FREQ:** Frequency/channel selection for DME Mode only.

**RF LVL:** RF level setting for DME Mode only.

**XPDR:** Selects XPDR, ADS-B/GICB, UAT and ALT ENCODER screens.

**DME:** Selects DME screen.

**TCAS:** Selects TCAS and TIS screens.

**SETUP:** Displays the setup screens associated with the selected functional mode.

**SOFT KEYS:** Five Application dependent keys provide test specific information and movement between test screens.



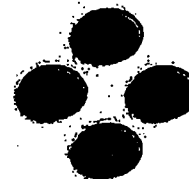
#### DATA KEYS

**▲ DATA KEY:** Selects or slews data.

**▼ DATA KEY:** Selects or slews data.

**◀ DATA KEY:** Moves the cursor to the left in a data field.

**▶ DATA KEY:** Moves the cursor to the right in a data field.





## 7.5 OPERATIONAL TEST OF THE ADS-B OUT SYSTEM (Continued)



OPERATION MANUAL  
IFR 0000

### 2.2 GENERAL SETUP

STEP	PROCEDURE
------	-----------

1. Power Up: Press the POWER Key to power the Test Set On.
2. Press SETUP Control Key to display setup screens. Continue pressing SETUP Control Key to cycle to SETUP-GENERAL Screen. Use NEXT PARAM and PREV PARAM Soft Keys to select each parameter.

SETUP - GENERAL		BAT 2.5 Hr	
PWR DOWN : 10 mins			
ERP UNITS : dBm		UNITS : METERS	
REMOTE OPERATION : R8232			
ANTENNA TYPE : 7005-5840-500			
PREV PARAM	NEXT PARAM	N/W TOOLS	INFO

3. Select PWR: Set to preferred power down timeout.
4. Select ERP UNITS: Set to preferred ERP units.
5. Select UNITS: Set to preferred units.

To change default antenna gain values:

STEP	PROCEDURE
------	-----------

1. Select ANTENNA TYPE: Select the appropriate type based on the part number of the antenna.  
Selections are:  
7005-5840-500  
91771  
112684 with GPS  
**NOTE:** There are three types of antenna available. 7005-5840-500 antenna type has a different set of default gain values. The ANTENNA TYPE setting only needs to be changed when installing an antenna that does not match the current setting.
2. Press INFO soft key.
3. Press RECALL DEFAULT soft key.

### 2.3 XPDR SETUP AND TESTING ANTENNA

STEP	PROCEDURE
------	-----------

1. Mount Directional Antenna on Test Set and position friction hinge so Directional Antenna is as shown. Connect short RF coaxial cable (PN: 62401) between Antenna Connector and Test Set ANT Connector. If UAT Option is available, connect the short RF coaxial cable (PN: 112631) between the Antenna GPS Connector and the Test Set GPS Connector.



2. Position Test Set  $\leq 50$  ft (15.24 m) from and in line of sight with top/bottom antenna.
3. Power On Aircraft and configure aircraft for weight off wheels.
4. Press POWER Key to power up the Test Set.



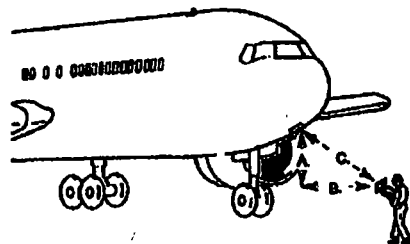
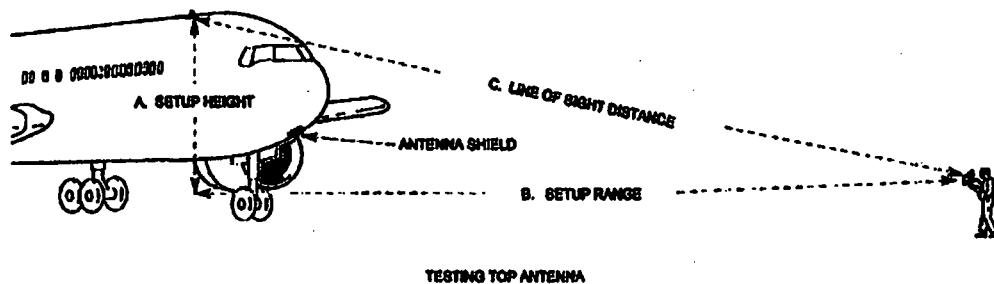
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## 7.5 OPERATIONAL TEST OF THE ADS-B OUT SYSTEM (Continued)



WHEN DESELECTING, TERMINATING  
OR SHIELDING TOP ANTENNA IS  
NOT POSSIBLE OR PRACTICAL.  
USE SETUP POSITION THAT HAS  
AIRCRAFT BLOCKING LINE OF  
SIGHT TO TOP ANTENNA.

TESTING BOTTOM ANTENNA

06515A

Ramp Testing  
Figure 1

- Press SETUP Control Key to display setup screens. Continue pressing SETUP Control Key to cycle to SETUP-XPDR Screen. Use NEXT PARAM and PREV PARAM Soft Keys to select each parameter.

SETUP-XPDR		BAT 2.5 Hr	
ANTENNA: <b>BOTTOM</b> RF PORT: ANTENNA			
	ANT RANGE	ANT HEIGHT	
TOP:	50.0 m	10.0 m	
BOTTOM:	50.0 m	0.0 m	
ANT CABLE LEN: 6 FT		ANT GAIN (dBi)	
ANT CABLE LOSS: 1.8 dB		0.96 GHz: 7.9	
COUPLER LOSS: 0.8 dB		1.03 GHz: 7.1	
UUT ADDRESS: AUTO		1.09 GHz: 6.1	
MANUAL AA: 123456		PWR LIM: FAR 43	
DIV TEST: ON		RAD47: OFF	
CHECK CAP: YES			
ADSB SETUP	PREV PARAM	NEXT PARAM	DIAG
TEST DATA			



## 7.5 OPERATIONAL TEST OF THE ADS-B OUT SYSTEM (Continued)

STEP	PROCEDURE
6.	Select ANTENNA: Set to TOP or BOTTOM depending on which aircraft antenna Test Set is pointing towards.
7.	Select RF PORT: Set to ANTENNA.
8.	Select ANT RANGE: Set to setup range from IFR 6000 antenna to UUT Antenna.
9.	Select ANT HEIGHT: Set to setup height from IFR 6000 antenna to UUT Antenna.
10.	Select ANT CABLE LOSS: Set to cable loss found on cable.
11.	Select ANT GAIN (dBI): Set 0.96 GHz, 1.03 GHz and 1.09 GHz antenna gain to figures marked on supplied Directional Antenna
12.	Select UUT ADDRESS: Set to AUTO. NOTE: If aircraft is on the ground set to MANUAL and enter in MANUAL ADDRESS. Mode S all-calls do not work when the aircraft is on the ground.
13.	Select DIVERSITY: Set to OFF. NOTE: To run diversity test set DIVERSITY to ON and install boot to bottom/top antenna.
14.	Select CHECK CAP: Set to YES.
15.	Select PWR LIM: Set to FAR 43.
16.	Select RAD47: Set to OFF. Note: RAD47 is an Australian directive for civil aviation where the reply pulse width is between 0.35 to 0.65 us and amplitude variation (droop) is not greater than 1dB. Set to ON if applicable.

## 2.4 XPDR SETUP AND TESTING DIRECT CONNECT

STEP	PROCEDURE
1.	Connect long RF coaxial cable between the aircraft antenna feeder cable and Test Set RF I/O Connector.
2.	Power On Aircraft and configure aircraft for weight off wheels.
3.	Power Up: Press the POWER Key to power the Test Set. Press SETUP Control Key to display setup screens. Continue pressing SETUP Control Key to cycle to SETUP-XPDR Screen. Use NEXT PARAM and PREV PARAM Soft Keys to select each parameter.
4.	Select RF PORT: Set to DIRECT CONNECT.
5.	Select DIR CABLE LOSS: Set to loss found on cable.
6.	Select UUT ADDRESS: Set to AUTO. NOTE: If aircraft is on the ground set to MANUAL and enter in MANUAL ADDRESS. Mode S all-calls do not work when the aircraft is on the ground.
7.	Select DIVERSITY: Set to ON.
8.	Select CHECK CAP: Set to YES.
9.	Select PWR LIM: Set to FAR 43.
10.	Select RAD47: Set to OFF. Note: RAD47 is an Australian directive for civil aviation where the reply pulse width is between 0.35 to 0.65 us and amplitude variation (droop) is not greater than 1dB. Set to ON if applicable.





## 7.5 OPERATIONAL TEST OF THE ADS-B OUT SYSTEM (Continued)

### 2.6 XPDR SETUP AND TESTING ANTENNA COUPLER CONNECT

STEP	PROCEDURE
1.	<p>Connect Antenna Coupler to Aircraft Antenna.</p> <ul style="list-style-type: none"><li>Place Coupler over the antenna, guiding antenna into the slot on the bottom of the coupler.</li><li>Push Coupler firmly against the aircraft skin until the black rubber gasket on the rim of the coupler is completely depressed tightly against the aircraft.</li><li>Lock coupler into place by pushing white lever on the side of the coupler into a down and locked position.</li></ul> <p><b>NOTE:</b> Coupler must be tightly pressed and locked in place for Test Set to function correctly. Coupler will lock into place when the black rubber gasket is not completely depressed against the aircraft, but the Test Set will not measure functions accurately.</p>
2.	<p>Connect long RF coaxial cable between the Antenna Coupler and Test Set RF I/O Connector.</p>
3.	<p>Power On Aircraft and configure aircraft for weight off wheels.</p>
4.	<p>Power Up: Press the POWER Key to power the Test Set. Press SETUP Control Key to display setup screens. Continue pressing SETUP Control Key to cycle to SETUP-XPDR Screen. Use NEXT PARAM and PREV PARAM Soft Keys to select each parameter.</p>
5.	<p>Select RF PORT: Select DIR W/COUPLER</p>
6.	<p>Select CPL CABLE LOSS: Set to loss found on cable.</p>
7.	<p>Select COUPLER LOSS: Set to loss found on coupler.</p>
8.	<p>Select UUT ADDRESS: Set to AUTO. <b>NOTE:</b> If aircraft is on the ground set to MANUAL and enter in MANUAL ADDRESS. Mode S all-calls do not work when the aircraft is on the ground.</p>
9.	<p>Select DIVERSITY: Set to ON.</p>
10.	<p>SELECT CHECK CAP: SET TO YES.</p>

STEP	PROCEDURE
11.	<p>Select PWR LIM: Set to FAR 43.</p>
12.	<p>Select RAD47: Set to OFF. <b>NOTE:</b> RAD47 is an Australian directive for civil aviation where the reply pulse width is between 0.36 to 0.66 us and amplitude variation (droop) is not greater than 1 dB. Set to ON if applicable.</p>



## 7.5 OPERATIONAL TEST OF THE ADS-B OUT SYSTEM (Continued)

### 2.6 XPDR TESTING

#### STEP PROCEDURE

1. Press XPDR Mode Key to return to XPDR Auto Test Screen.

XPDR - CONFIG SCREEN BAT 2.5 Hr

1	GENERIC ATCRBS
2	ATCRBS CLASS A
3	ATCRBS CLASS B
4	GENERIC MODE S
5	MODE S CLASS A
6	MODE S CLASS B
7	MODE S CL B OPT FREQ
8	MODE S CL B OPT PWR

INFO RETURN

2. Press CONFIG Soft Key to display XPDR CONFIG Screen. Use Data Keys to select configuration file. Press RETURN Soft Key to confirm selection.

NOTE: If transponder class is not known, select GENERIC ATCRBS or GENERIC MODE S configuration file.

XPDR - AUTO TEST PASS BAT 2.5 Hr

CONFIG:GENERIC MODE S LEVEL=4  
ANTENNA:BOTTOM

REPLISS = A, C, S	FREQ = 1090.12 MHz
TOP ERP = 87.1 dBm	MTL = -74.0 dBm
BOT ERP = 98.0 dBm	MTL = -73.1 dBm
A CODE = 1234 ID	C ALT = 100,000 ft
S CODE = 1234 ID	S ALT = 100,000 ft
TAIL = N12345	DF17 = DETECTED
FLIGHTID = BA234	AA=AC3421(53032041)
FS = 3 - ALERT	NO SPI ON GROUND
VS = ON GND	COUNTRY = USA

RUN TEST TEST LIST CONFIG SELECT ANT

#### STEP PROCEDURE

3. To run a complete FAR Part 43 Appendix F Test, press RUN TEST Soft Key to start Auto Test. When Auto Test completes, a PASS or FAIL indication is displayed at the top of the screen.
4. Most UUT parameters requiring user verification are displayed on the Auto Test Screen.
5. VS and FS discretes: To verify status, ensure UUT is in airborne state prior to running test. Run test and confirm that VS and FS fields indicate IN AIR. Place UUT in ground state, repeat test and confirm VS and FS fields indicate ON.
6. TAIL and COUNTRY: Displays the country decoded from the Mode S discrete address.  
NOTE: If the country selected has not adopted an encoding scheme, only the country is displayed.
7. FLIGHT ID: UUT must have a valid source of Flight ID (Internal or external to the UUT) to display data.
8. Press TEST LIST Soft Key to display complete Auto Test List. Use Data Keys to select desired test. Press SELECT Soft Key to display selected test.

XPDR - TEST LIST BAT 2.5 Hr

1	AC/DC DISCRETES	PASS
2	A/C FTYPE SPACE/WIDTH	PASS
3	MODE A DURATION/AMP	PASS
4	MODE C DURATION/AMP	PASS
5	POWER/FREQ	PASS
6	S ALL-CALL	PASS
7	S REPLY TIMING	PASS
8	S REPLY	PASS
9	UF0	PASS
10	UF4	PASS
11	UF8	PASS
12	UF11	PASS

SELECT TEST NEXT PAGE RETURN

9. Press RETURN Soft Key to display Auto Test Screen.



## 7.5 OPERATIONAL TEST OF THE ADS-B OUT SYSTEM (Continued)

### 2.6.1 ADS-B/GICB TESTING

- | STEP | PROCEDURE  |
|------|--|
| 1.   | Perform XPDR SETUP ANTENNA procedure or XPDR SETUP DIRECT CONNECT procedure.   |
| 2.   | Press SETUP Key until SETUP XPDR screen is displayed.  |
| 3.   | Press ADS-B SETUP Soft Key to display ADS-B/GICB Setup Screen. Use NEXT PARAM and PREV PARAM Soft Keys to select each parameter. |

SETUP-ADSB		BAT 2.6 Hr	
POS DECODE:GLOBAL			
LAT: 37 37 24.00 N			
LON: 97 27 36.00 W			
BARO PRES ALT: 0 ft			
ADSB GEN:DF17			
ADSB MON:DF17			
GICB :DF20			
TEST DATA	PREV PARAM	NEXT PARAM	RETURN

- Select POS DECODE: Set to GLOBAL to use global CPR algorithm for latitude and longitude decoding or simulation. Set to LOCAL to use local CPR algorithm for latitude and longitude decoding or simulation. POS DECODE is for BDS 0.5 and BDS 0.6.
- Select LAT: Enter local latitude in degrees, minutes and seconds.
- Select LONG: Enter local longitude in degrees, minutes and seconds.
- Select ADS-B GEN: Set DF17 or DF18 extended squitters to be generated.
- Select ADS-B MON: Set DF17 or DF18 extended squitters to be monitored.
- Select GICB: Set DF20 or DF21 to be requested with GICB protocol.

### 2.6.2 ADS-B MON

- | STEP | PROCEDURE  |
|------|--|
| 1.   | Press XPDR Mode Key until ADS-B/GICB/UAT MAIN menu is displayed. |

ADS-B/GICB/UAT MAIN		BAT 2.6 Hr	
ADSB MON	ADSB GEN	GICB	ADV CIRC
UAT			

- Press the ADS-B MON Soft Key to display the ADS-B MON list screen.

ADS-B MON DF17		BAT 2.6 Hr	
1 0.5 AIRBORNE POS	AVAIL		
2 0.6 SURFACE POS	- NO SQTR		
3 0.6 IDENT & CAT	- AVAIL		
4 0.6 AIRBORNE VEL	- AVAIL		
5 0.1 A/C STATUS ST1	- AVAIL		
6 0.1 A/C STATUS ST2	- AVAIL		
7 0.2 TSS SUBTYPE 0	- NO SQTR		
8 0.2 TSS SUBTYPE 1	- NO SQTR		
9 0.6 A/C OP STATUS AIR	- AVAIL		
10 0.6 A/C OP STATUS SUR	- NO SQTR		
11 0.6 TEST MSG	- NO SQTR		
RUN TEST	DDS DATA	RETURN	

- Press RUN TEST soft key to start test. When a specific extended squitter BDS is captured, AVAIL will be displayed to the right of the BDS name.



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## 7.5 OPERATIONAL TEST OF THE ADS-B OUT SYSTEM (Continued)

### STEP PROCEDURE

Use Data Keys to select specific BDS and press BDS DATA soft key to display selected BDS screen. Refer to ADS-B MON BDS screen example.

MON BDS 0,5		AVAIL BAT 2.5 Hr	
BDS=0,5 AIRBORNE POS		TYPE=14	
DF17 AA=3AC421 (16542041)		COUNT=1000	
HE=000000000000		PERIOD=1.008	
LAT= 37 39 0 N		LONG= 97 25 48 W	
POS=GLOBAL		NIC-B=1 T=N/UTC	
SURVEILLANCE STATUS = NO INFO			
BARO PRES ALT=126700 ft			
QNS8 ALT = N/A			
NIC= 5		Rcs <1 nm (1852 m)	
RUN TEST	PREV TEST	NEXT TEST	RETURN

4. Press Return soft key to return to ADS-B MON list screen or press PREV TEST or NEXT TEST soft keys to select specific ADS-B MON BDS screens.

1. De-energize the aircraft systems
2. Testing complete.

### 2.6.3 ADS-B GEN

### STEP PROCEDURE

1. Press XPDR Mode Key until ADS-B/GICB Main Menu is displayed.
2. Press ADSB GEN to display the ADSB GEN List Screen.

ADSB GEN DF17		BAT 2.5 Hr	
1 0,5 AIRBORNE POS	-	ENABLED	
2 0,5 SURFACE POS	-	ENABLED	
3 0,5 IDENT & CAT	-	ENABLED	
4 0,5 AIRBORNE VBL	-	ENABLED	
5 0,1 A/C STATUS ST1	-	ENABLED	
6 0,1 A/C STATUS ST2	-	ENABLED	
7 0,2 TSS SUBTYPE 0	-	ENABLED	
8 0,2 TSS SUBTYPE 1	-	ENABLED	
9 0,5 A/C OP STATUS AIR	-	ENABLED	
10 0,5 A/C OP STATUS SUR	-	ENABLED	
11 0,A TEST MSG	-	ENABLED	
RUN TEST	BDS DATA	BDS ON	RETURN

3. Press BDS ON Soft Key to enable selected test list items.
4. Press RUN TEST Soft Key to start test.
5. Press BDS DATA to enter selected test.



## 7.0 TEST & TROUBLESHOOTING (Continued)

### 7.6 FAULT ISOLATION

Table 1: SYSTEM FAULT CODE

SYMPTOM	PROBABLE CAUSE	CORRECTIVE ACTION
FAILS SELF TEST	1. TRANSPONDER DEFECTIVE 2. ANTENNA DEFECTIVE 3. WIRING DEFECTIVE	1. REPLACE TRANSPONDER 2. REPLACE ANTENNA 3. REPAIR WIRING OR COAX
FAILS MODE A	1. TRANSPONDER DEFECTIVE	1. REPLACE TRANSPONDER
FAILS MODE C	1. TRANSPONDER DEFECTIVE 2. ENCODER DEFECTIVE 3. WIRING DEFECTIVE	1. REPLACE TRANSPONDER 2. REPLACE ENCODER 3. REPAIR WIRING
FAILS MODE S	1. TRANSPONDER DEFECTIVE	1. REPLACE TRANSPONDER
FAILS ADS-B OUT	1. TRANSPONDER DEFECTIVE 2. GPS DEFECTIVE 3. ANTENNA DEFECTIVE 4. WIRING DEFECTIVE	1. REPLACE TRANSPONDER 2. REPLACE GPS 3. REPLACE ANTENNA 4. REPAIR WIRING

**NOTE:** The Honeywell GPS receiver and antennas were installed by means of a separate STC. Consult the applicable ICA document for removal and replacement instructions for the GPS receiver and antennas.

Table 2: TDR-94 SELF-TEST FAULT CODE DEFINITIONS

Ref: TDR-94/94D ATC/Mode-S Transponder System (-500) Installation Manual 523-0821492-001116 1<sup>st</sup> ed. May 2013, 1<sup>st</sup> Rev. 12 Dec. 2014

Label 350 TDR Maintenance Word 1 – bits 24 (B7) thru 17 (B0)					
Diagnostic Code		Fault Description	TDR Status		Suspect
B7 thru B4	B3 thru B0		STBY	F/W <sup>1</sup>	
0	0	No Failure	No	No	N/A
0	1 thru F	Not Assigned	N/A	N/A	N/A
1	0	Power Supply Failure	No	No	TDR
1	1	+5 V DC Failure	Yes	Yes	TDR
1	2	+70 V DC Transmitter Power Failure	No	No	TDR
1	3	+35 V DC Transmitter Power Failure	No	No	TDR
1	4	LVPS Failure (Other than +5 V DC)	No	No	TDR
1	5 thru F	Not Assigned	N/A	N/A	N/A
2	0	Transmitter / Modulator Failure	No	No	TDR
2	1	Final Stage Overcurrent Failure (3 times)	Yes	Yes	TDR
2	2	Top Antenna Low Power Output Failure (TDR-94D)	No	No	TDR
2	3	Bottom Antenna Low Power Output Failure	No	No	TDR
2	4	Transmitter Over-temp Failure	No	No	TDR
2	5 thru F	Not Assigned	N/A	N/A	N/A



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**Table2: TDR-94 SELF-TEST FAULT CODE DEFINITIONS (continued)**

Label 350 TDR Maintenance Word 1 - bits 24 (B7) thru 17 (B0)					
Diagnostic Code (Byte)		Fault Description	TDR Status		Suspect
B7 thru B4	B3 thru B0		STBY	F/W <sup>1</sup>	
3	0	Synthesizer Failure	No	No	TDR
3	1	Synthesizer Lock Detect Failure	No	No	TDR
3	2	Synthesizer Low Power Detect Failure	No	No	TDR
3	3 thru F	Not Assigned	N/A	N/A	N/A
4	0	Receiver Failure	No	No	TDR
4	1	Top Receiver Channel Failure <sup>2</sup>	No	No	TDR
4	2	Bottom Receiver Channel Failure <sup>2</sup>	No	No	TDR
4	3	DPSK Demodulator Failure (Top Channel)	No	No	TDR
4	4	DPSK Demodulator Failure (Top Channel)	No	No	TDR
4	5 thru F	Not Assigned	N/A	N/A	N/A
5	0	Program Memory (ROM) Failure	Yes	Yes	TDR
5	1	High Byte ROM Failure	Yes	Yes	TDR
5	2	Low Byte ROM Failure	Yes	Yes	TDR
5	3	Both ROM Chips Failed	Yes	Yes	TDR
5	4 thru F	Not Assigned	N/A	N/A	N/A
6	0	Volatile Memory (RAM) Failure	Yes	Yes	TDR
6	1	High Byte RAM Failure	Yes	Yes	TDR
6	2	Low Byte RAM Failure	Yes	Yes	TDR
6	3	Both RAM Chips Failed	Yes	Yes	TDR
6	4	CACHE RAM Failure	Yes	Yes	TDR
6	5 thru 6	Not Assigned	N/A	N/A	N/A
6	7	CACHE RAM and Both RAM Chips Failed	Yes	Yes	TDR
6	8	Dual Port RAM Failure	Yes	Yes	TDR
6	9 thru F	Not Assigned	N/A	N/A	N/A
7	0	Non-Volatile Memory (NVRAM) Failure	No	No	TDR
7	1 thru F	Not Assigned	N/A	N/A	N/A
8	0	Serial Input and Control Bus Failure	Yes	No	CTL/TDR
8	1	ARINC-429 Control Input UART Failure	Yes	No	TDR
8	2	ARINC-429 Control Port A In-Active	Yes	No	CTL
8	3	ARINC-429 Control Port B In-Active	Yes	No	CTL
8	4	ARINC-429 Control Port C In-Active	Yes	No	CTL
8	5	CSDB Control Input In-Active	Yes	No	CTL



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**Table2: TDR-94 SELF-TEST FAULT CODE DEFINITIONS (continued)**

Label 350 TDR Maintenance Word 1 – bits 24 (B7) thru 17 (B0)					
Diagnostic Code (Byte)		Fault Description	TDR Status		Suspect
B7 thru B4	B3 thru B0		STBY	F/W <sup>1</sup>	
8	6	Not Assigned	N/A	N/A	N/A
8	7	AIS/ADS UART Failure	No	No	TDR
8	8	GPS UART Failure	No	No	TDR
	9	FMS / IRS UART Failure	No	No	TDR
8	A thru C	Reserved	N/A	N/A	N/A
8	D thru F	Not Assigned	N/A	N/A	N/A
9	0	Serial Altitude Input Failure	No	No	ALT/TDR
9	1	ARINC-429 / 575 Altitude Input UART In-Active	No	No	TDR
9	2	ARINC-429 / 575 Altitude Input Port A In-Active	No	No	ALT
9	3	ARINC-429 / 575 Altitude Input Port B In-Active	No	No	ALT
9	4	CSDB Altitude Input Port A In-Active	No	No	ALT
9	5	CSDB Altitude Input Port B In-Active	No	No	ALT
9	6 thru F	Not Assigned	N/A	N/A	N/A
A	0	ADLP Communication Failure	No	No	ALDP/TD
A	1	ADLP Communication-A/B UART Failure	No	No	TDR
A	2	ADLP Communication-A/B Bus In-Active	No	No	ALDP
A	3 thru F	Not Assigned	N/A	N/A	N/A
B	0	TCAS Communication Failure	No	No	TCAS/TD
B	1	TCAS UART Failure	No	No	TCAS
B	2	TCAS UNIT Failure	No	No	TCAS
B	3	TCAS Bus Inactive	No	No	TCAS
B	4	TCAS Protocol Error	No	No	TCAS/TD
B	5 thru F	Not Assigned	N/A	N/A	N/A
C	0	Squitter Failure	No	Yes	TDR
C	1	Top Channel Acquisition Squitter Failure (TDR-94D)	No	Yes	TDR
C	2	Bottom Channel Acquisition Squitter Failure	No	Yes	TDR
C	3	Airborne Position Message Extended Squitter Failure (Top or	No	Yes	TDR
C	4	Surface Position Message Extended Squitter Failure (Top or	No	Yes	TDR
C	5	Aircraft Identification Message Extended Squitter Failure (Top or Bottom)	No	Yes	TDR



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**Table2: TDR-94 SELF-TEST FAULT CODE DEFINITIONS (continued)**

Label 350 TDR Maintenance Word 1 – bits 24 (B7) thru 17 (B0)					
Diagnostic Code (Byte)		Fault Description	TDR Status		Suspect
B7 thru B4	B3 thru B0		STBY	F/W <sup>1</sup>	
C	6	Airborne Velocity Message Extended Squitter Failure (Top or	No	Yes	TDR
C	7	Target State and Status Message Extended Squitter Failure (Top or Bottom)	No	Yes	TDR
C	8	Aircraft Operational Status Message Extended Squitter Failure	No	Yes	TDR
C	9 thru F	Not Assigned	N/A	N/A	N/A
D	0	Diversity Failure (TDR-94D)	No	Yes	TDR
D	1 thru F	Not Assigned	N/A	N/A	N/A
E	0	Message Processor Failure	No	No	TDR
E	1	Top Channel Message Processor Failure	No	No	TDR
E	2	Bottom Channel Message Processor Failure	No	No	TDR
E	3	Top Channel Hard Message Processor Failure	Yes	Yes	TDR
E	4	Bottom Channel Hard Message Processor Failure	Yes	Yes	TDR
E	5 thru F	Not Assigned	N/A	N/A	N/A
F	0	Configuration Failure	No	No	Wiring
F	1	Mode-S Discrete Address Changed	No	No	Wiring
F	2	TCAS Selection Changed	No	No	Wiring
F	3	Altitude Units Selection Changed	No	No	Wiring
F	4	Max Airspeed Program Selects Changed	No	No	Wiring
F	5	Port Selects Changed	No	No	Wiring
F	6	SDI Selects Changed	No	No	Wiring
F	7	Single Antenna Selection Changed	No	No	Wiring
F	8	ADLP Selection Changed	No	No	Wiring
F	9 thru E	Not Assigned	N/A	N/A	N/A
F	F	Unacceptable Mode-S Address Selected	Yes	Yes	Wiring

**NOTE**

<sup>1</sup>F/W (Fail/Warn) refers to:

- TDR fault monitor discrete output, P1-31, is set to logic 1
- TDR CSDB data word label 1F, byte 1, bit 7 set to logic 0
- TDR ARINC 429 SSM and other data bits related to diagnostics set to the appropriate fault level
- TDR label 350 bit 11 (Transponder Fail) = 1.

In addition to the above listed failures, the F/W indications listed above may indicate an ADS-B Function Failure.





## 7.0 TEST & TROUBLESHOOTING (Continued)

### 7.7 ANNUNCIATION INTERFACE UNIT TESTING (DO-260B Installation Only)

The AIU performs an extensive Built In Test (BIT) self-test including internal wrap arounds of the ARINC and discrete data. The AIU (BIT) self-test at power up and continuously monitors for internal failures. Should an AIU failure occur the AIU Annunciator will illuminate. (See Table 1)

### 7.8 AIU ANNUNCIATOR TESTING (DO-260B Installation Only)

Test the AIU Annunciator switch by setting the "TEST" switch (located on the WARNING PANEL) to "LIGHTS" position, verify AIU Annunciator switch illuminate.

### 7.9 FAILURE ANNUNCIATION (DO-260B Installation Only)

Should the system annunciate a failure, refer to Appendix A: Annunciator Troubleshooting Tables to assist in determining the location of failed component

## 8.0 REMOVAL AND REPLACEMENT

### 8.1 REMOVAL OF THE TDR-94D TRANSPONDER(S)

(DO-260A Rev 2 and DO-260B Installations)

There are two (2) TDR-94D Transponders installed on the aircraft, see Figures 1 & 2. The following instructions are provided for the removal of the # 1 & # 2 TDR-94D Transponders from the applicable avionics rack.

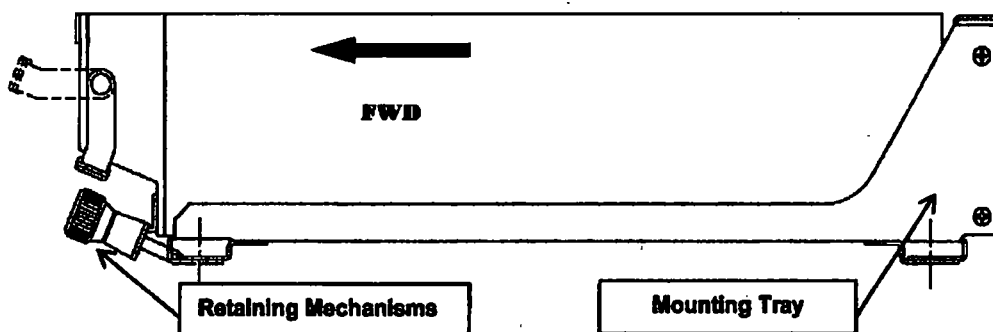


Figure 6: Typical Mode S Transponder Outline and Mounting Drawing

#### Removal of the TDR-94D Transponder from the Crew Avionics Rack

1. Ensure aircraft power is switched OFF, refer to standard safety procedures. (Ref: Sec 1.4)
2. Remove Oxygen bottle, Jeppesen manual storage unit and all loose equipment from LH Crew Closet.
3. Release removable shelf latching hinges and remove shelf from closet.
4. Pull outboard closeout panel from hook and loop fastener strips and remove from aircraft, Transponder will now be accessible.
5. Loosen retaining mechanisms (located on front of mount) that secures the transponder to mounting tray.
6. Gently pull the handle of the # 1 Transponder out until it disconnects from rear connector and guide pins.
7. Remove unit from mounting tray.
8. Install ESD dust caps on electrical connectors of Transponder.

\* Refer to LH Crew Closet section of Dassault Falcon SMM section 25-00.



## **8.0 REMOVAL AND REPLACEMENT (Continued)**

### **Removal of the TDR-94D Transponder from the Nose Avionics Rack**

1. Ensure aircraft power is switched OFF, refer to standard safety procedures. (Ref: Sec 1.4)
2. Open Nose Avionics Bay to gain access to the #2 TDR-94D
3. Loosen retaining mechanisms (located on front of mount) that secures the transponder to mounting tray
4. Gently pull the handle of the # 2 Transponder out until it disconnects from rear connector and guide pins.
5. Remove unit from mounting tray, and install ESD caps to electrical connectors of transponder.

## **8.2 INSTALLATION OF THE TDR-94D TRANSPONDER**

### **Installation of the TDR-94D Transponder in the Crew Avionics Rack**

1. Ensure aircraft power is switched OFF, refer to standard safety procedures. (Ref: Sec 1.4)
2. Remove ESD caps from Transponder connectors.
3. Place the TDR-94D Transponder on the mounting tray and carefully slide the Transponder in until it is fully engaged in the tray guide pins and connector.
4. Tighten retaining mechanisms (located on front of mount) that secures the transponder to mounting tray.
5. Secure the front of the unit to the mount by tightening the knurled hold down clamps (located on the front of the mount) until they are firmly seated over the hold down hooks on the front of the transponder.
6. Re-install the outboard closeout panel previously removed to access the #1 Transponder.
7. Re-install the removable shelf.
8. Re-install the Oxygen bottle, Jeppesen manual storage unit and all loose equipment in LH Crew Closet previously removed in Section 8.1.1.
9. Perform operational check in accordance with the test procedures outlined in section 7.

### **Installation of the TDR-94D Transponder in the Nose Avionics Rack**

1. Ensure aircraft power is switched OFF, refer to standard safety procedures. (Ref: Sec 1.4)
2. Remove ESD caps from Transponder connectors.
3. Place the TDR-94D Transponder on the mounting tray and carefully slide the Transponder in until it is fully engaged in the tray guide pins and connector.
4. Tighten retaining mechanisms (located on front of mount) that secures the transponder to mounting tray.
5. Secure the front of the unit to the mount by tightening the knurled hold down clamps (located on the front of the mount) until they are firmly seated over the hold down hooks on the front of the Transponder.
6. Re-secure the Nose Avionics Bay.
7. Perform operational check in accordance with the test procedures outlined in section 7.



## 8.0 REMOVAL AND REPLACEMENT (Continued)

### 8.3 REMOVAL OF THE ANNUNCIATION INTERFACE UNIT

There are two (2) Annunciation Interface Units (AIU) installed on the aircraft. #1 and #2 AIU are respectively located on the LH and RH side within the cockpit floor between frames 2 and 3 (see Figure 7 & 8 for location). The following instructions are provided for the removal of the #1 & #2 AIU from the cockpit floor.

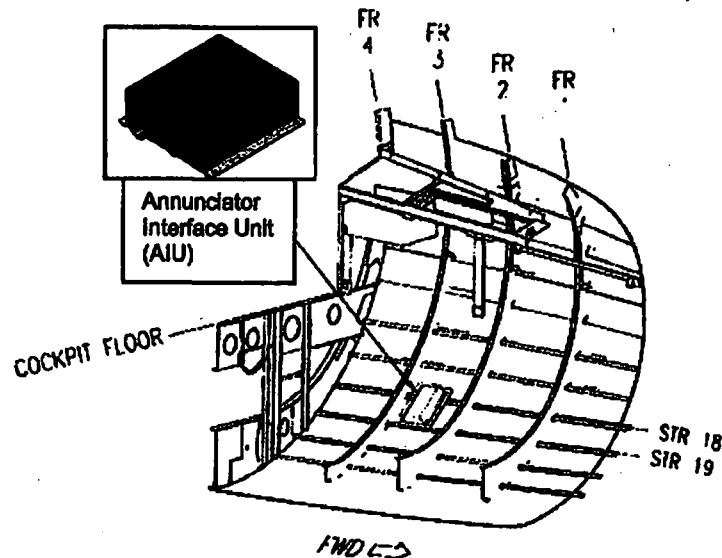


Figure 7: Typical Installation of LH AIU and Mounting

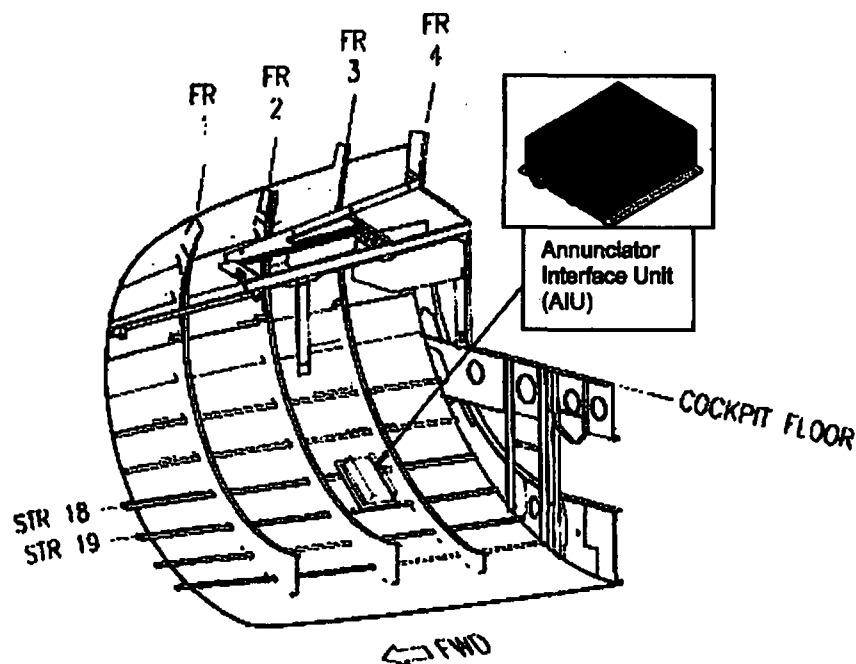


Figure 8: Typical Installation of RH AIU and Mounting



## 8.0 REMOVAL AND REPLACEMENT (Continued)

### 8.3 REMOVAL OF THE ANNUNCIATION INTERFACE UNIT (Continued)

#### Removal of the #1 Annunciation Interface Unit (AIU)

1. Ensure aircraft power is switched OFF, refer to standard safety procedures. (Ref: Sec 1.4)
2. Remove LH pilot seat. (Ref: AMM Sec 25-11)
3. Remove floor panels 113AZ and 113CZ. (Ref: AMM Sec 06-30)
4. Access and remove AIU by unscrewing (4) retaining screws.
5. Reinstall floor panels 113AZ and 113CZ. (Ref: AMM Sec 06-30)
6. Reinstall LH pilot seat. (Ref: AMM Sec 25-11)

#### Removal of the #2 Annunciation Interface Unit

1. Ensure aircraft power is switched OFF, refer to standard safety procedures. (Ref: Sec 1.4)
2. Remove RH pilot seat. (Ref: AMM Sec 25-11)
3. Remove floor panels 114AZ and 114CZ. (Ref: AMM Sec 06-30)
4. Access and remove AIU by unscrewing (4) retaining screws.
5. Reinstall floor panels 114AZ and 114CZ. (Ref: AMM Sec 06-30)
6. Reinstall LH pilot seat. (Ref: AMM Sec 25-11)

### 8.4 INSTALLATION ON THE ANNUNCIATION INTERFACE UNIT

Note: For normal operation, the configuration plug P/N DA5AD5B1 or P/N DA5AD5B2 must be connected to the configuration plug connector on the AIU as appropriate for the installation.

#### Installation of the #1 Annunciation Interface Unit

1. Ensure aircraft power is switched OFF, refer to standard safety procedures. (Ref: Sec 1.4)
2. Remove LH pilot seat. (Ref: AMM Sec 25-11)
3. Remove floor panels 113AZ and 113CZ. (Ref: AMM Sec 06-30)
4. Install AIU by affixing unit to bracket via 4 retaining screws
5. Reinstall floor panels 113AZ and 113CZ. (Ref: AMM Sec 06-30)
6. Reinstall LH pilot seat. (Ref: AMM Sec 25-11)

#### Installation of the #2 Annunciation Interface Unit

1. Ensure aircraft power is switched OFF, refer to standard safety procedures. (Ref: Sec 1.4)
2. Remove RH pilot seat. (Ref: AMM Sec 25-11)
3. Remove floor panels 114AZ and 114CZ. (Ref: AMM Sec 06-30)
4. Install AIU by affixing unit to bracket via 4 retaining screws
5. Reinstall floor panels 114AZ and 114CZ. (Ref: AMM Sec 06-30)
6. Reinstall RH pilot seat. (Ref: AMM Sec 25-11)



## 8.0 REMOVAL AND REPLACEMENT (Continued)

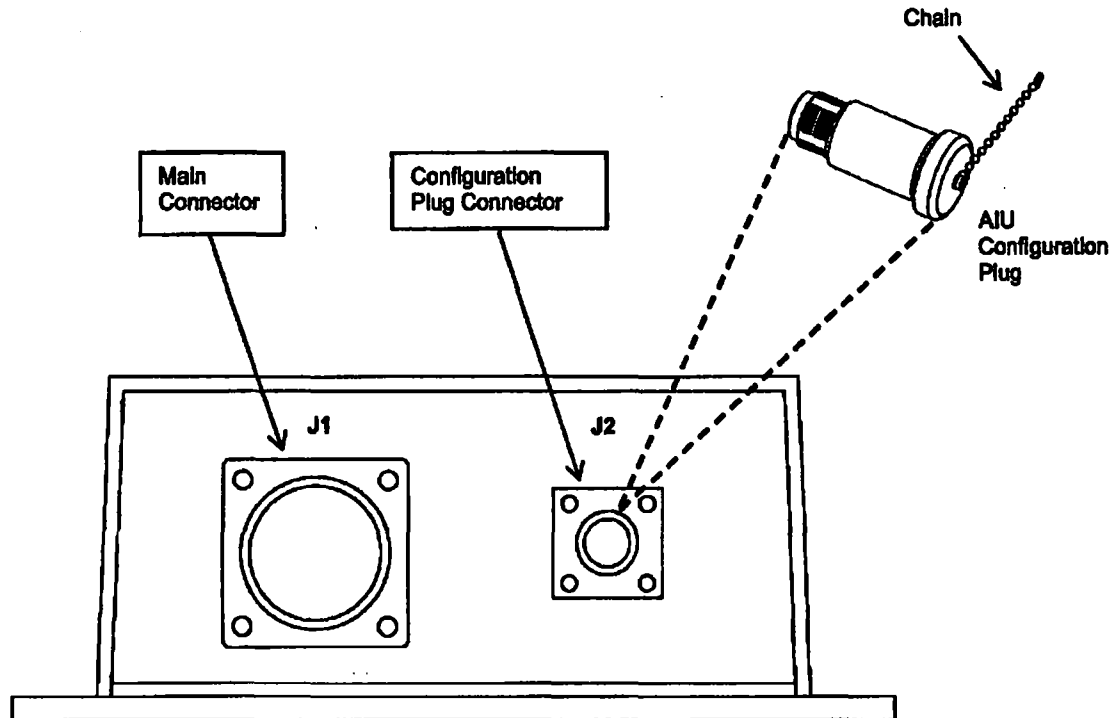


Figure 9: AIU Main and Configuration Plug Connectors

### 8.5 REMOVAL OF THE AIU CONFIGURATION PLUG

1. Ensure aircraft power is switched OFF, refer to the standard safety procedures. (Ref: Sec 1.4)
2. Unscrew the configuration plug from J2 connector of the Annunciator Interface Unit (AIU) (See Fig. 9).
3. As required, remove chain from secured location.

### 8.6 INSTALLATION OF THE AIU CONFIGURATION PLUG

1. Ensure aircraft power is switched OFF, refer to the standard safety procedures. (Ref: Sec 1.4)
2. Ensure that the configuration plug label is correct.
3. Remove safety cap from the J2 connector of the Annunciator Interface Unit AIU. (See Fig.9).
4. Remove safety cap from the configuration plug.
5. Screw the configuration plug on to the J2 connector of the AIU. Tighten manually. (See Fig.9).
6. As required, attach chain to a secure location.



## 8.0 REMOVAL AND REPLACEMENT (Continued)

### 8.7 REMOVAL OF THE AIU ANNUNCIATOR

1. Ensure aircraft power is switched OFF, refer to standard safety procedures. (Ref: Sec 1.4)
2. Using the Cap Extractor Tool, P/N 17-150, or by applying finger pressure on two sides of the switch cap pulling the switch cap from the switch body.
3. Locate and loosen the two integral slot screw heads inside the switch body until the integrated mounting hardware retracts (locking tabs retract inside the body of the switch).
4. Remove and secure the locking sleeve
5. Using the Connector extraction tool, P/N 18-234, remove connector from the rear of switch.

### 8.8 INSTALLATION OF THE AIU ANNUNCIATOR

1. Ensure aircraft power is switched OFF, refer to standard safety procedures. (Ref: Sec 1.4)
2. Examine the pushbutton switch cap assuring the cap is in the unlatched position. Identify the two extraction slots positioned on either side of the pushbutton cap. (See Fig. 9 Step 1)
3. Extract the switch cap by using the Cap Extractor Tool P/N 17-150 or by applying finger pressure on two sides of the switch cap pulling the switch cap from the switch body. (See Fig. 9 Step 2)
4. Remove switch cap from the switch body by gently removing the cap pins from the hinged slide retainer. (See Fig. 9 Step 3)
5. Remove the locking sleeve by sliding the sleeve over the switch body from the back. Note: the optional spacer can also be removed by sliding it from the back also be removed by sliding it from the back of the switch body. (See Fig. 9 Step 4)
6. Insert the back of the switch body into the panel cutout by sliding it through the panel from the front. Ensure the switch body label "TOP" is positioned up. (See Fig. 9 Step 5)
7. From behind the mounting panel, replace the locking sleeve onto the switch body and sliding it forward against the mounting panel.
8. From the front of the switch body locate the two slot head integral mounting screws in the base of the body. Tighten the two screws until the Integral Mounting Hardware pulls the mounting sleeve against the panel. Recommended torque is 18-25 inch ounces. (See Fig. 9 Steps 6 & 7)
9. Replace the switch cap by inserting the cap pins into the slide retainer and push the cap into the switch body. (See Fig. 9 Step 8)



## 8.0 REMOVAL AND REPLACEMENT (Continued)

### 8.8 INSTALLATION OF THE AIU ANNUNCIATOR (Continued)

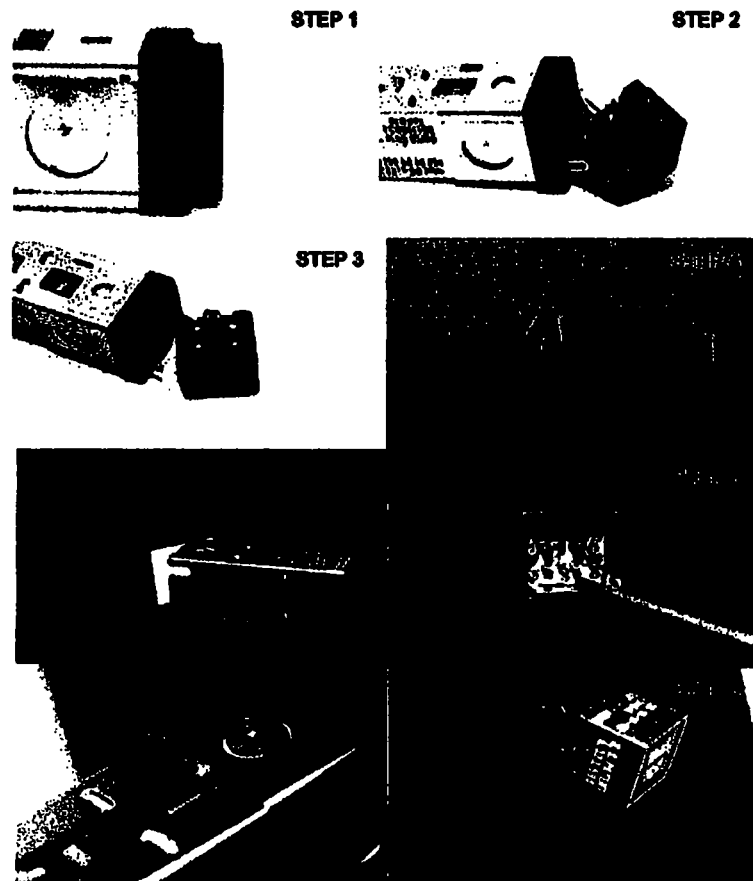


Figure 10: Annunciator Installation

## 9.0 DIAGRAMS FOR ACCESS

See Figures 1, 2, 3, 4, 5, 6, 7, 8, and 9.

## 10.0 SPECIAL INSPECTION REQUIREMENTS

This section is not applicable.

## 11.0 APPLICATION OF PROTECTIVE TREATMENTS

This section is not applicable.



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## 12.0 DATA FOR STRUCTURAL FASTENERS

This section is not applicable.

## 13.0 LIST OF SPECIAL TOOLS

P/N	DESCRIPTION	QUANTITY	VENDOR
17-150*	Cap Extractor Tool	1	VIVISUN
18-234*	Extraction Tool	1	VIVISUN

\*Equivalent substitute permitted.

## 14.0 RECOMMENDED OVERHAUL PERIODS

This section is not applicable.

## 15.0 REPORTING OF IN-SERVICE DIFFICULTIES

Difficulties with the equipment and installation described in this Maintenance Manual Supplement should be reported by letter to Dassault Aircraft Services, ODA Administrator, using the address provided in Section 17.0 of this document.





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## 16.0 AIRWORTHINESS LIMITATIONS SECTION

*The Airworthiness Limitations Section is FAA approved and specifies maintenance required under FAR's 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.*

*There are no additional airworthiness limitations as a result of this alteration.*



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## 17.0 VENDOR/MANUFACTURER INFORMATION

Refer communications, inquiries and data requests to:

Manufacturer:

**Rockwell Collins**

400 Collins Road, N.E  
Cedar Rapids, IA, 52498  
Tel: (319)295-1000  
[www.rockwellcollins.com](http://www.rockwellcollins.com)

STC Holder:

**Dassault Aircraft Services**

191 North DuPont Highway  
New Castle, DE  
19720, U.S.A  
Tel: +1 302-322-7000  
[www.dassaultfalcon.com](http://www.dassaultfalcon.com)

Vendor:

**Dassault Falcon Jet - Teterboro**

200 Riser Road  
Little Ferry, NJ  
07643, U.S.A  
Tel: +1 201-440-6700  
[www.dassaultfalcon.com](http://www.dassaultfalcon.com)

Vendor:

**Blue Avionics**

542 Black Horse Road  
Chester Springs, PA  
19425, U.S.A  
Tel: +1 610-458-3763  
[www.blueavionics.com](http://www.blueavionics.com)

Vendor:

**VIVISUN**

3201 Sandy Lane,  
Fort Worth, TX  
76112, U.S.A  
Tel: +1 888-848-4786  
[www.vivisun.com](http://www.vivisun.com)



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### Appendix A: TROUBLESHOOTING TABLE (DO-260B Installations Only)

ATC SELECT	ATC STATUS	GPS1 CB	GPS2 CB	ATC1 CB	ATC2 CB	AIU 1 CB	AIU 2 CB	CTL	PILOT	AIU	CO- PILOT
ATC 1	STBY	NORM	NORM	NORM	NORM	NORM	NORM	ATC1 STBY	ADS-B XPR	ADS-B XPR	ADS-B XPR
ATC 2	STBY	NORM	NORM	NORM	NORM	NORM	NORM	ATC2 STBY	ADS-B XPR	ADS-B XPR	ADS-B XPR
ATC 2	STBY	NORM	NORM	NORM	NORM	FAIL	NORM	ATC2 STBY	ADS-B XPR	ADS-B XPR	ADS-B XPR
ATC 1	STBY	NORM	NORM	NORM	NORM	NORM	FAIL	ATC1 STBY	ADS-B XPR	ADS-B XPR	ADS-B XPR
ATC 1	STBY	NORM	NORM	NORM	NORM	FAIL	FAIL	ATC1 STBY	ADS-B XPR	ADS-B XPR	ADS-B XPR
ATC 1	ACTIVE	NORM	NORM	NORM	NORM	FAIL	FAIL	ATC1	ADS-B XPR	ADS-B XPR	ADS-B XPR
ATC 2	ACTIVE	NORM	NORM	NORM	NORM	FAIL	FAIL	ATC2	ADS-B XPR	ADS-B XPR	ADS-B XPR
ATC 2	STBY	FAIL	NORM	NORM	NORM	NORM	NORM	ATC2 STBY	ADS-B XPR	ADS-B XPR	ADS-B XPR
ATC 2	ACTIVE	FAIL	NORM	NORM	NORM	NORM	NORM	ATC2	ADS-B XPR	ADS-B XPR	ADS-B XPR
ATC 1	ACTIVE	FAIL	NORM	NORM	NORM	NORM	NORM	ATC1	ADS-B XPR	ADS-B XPR	ADS-B XPR
ATC 1	STBY	NORM	FAIL	NORM	NORM	NORM	NORM	ATC1 STBY	ADS-B XPR	ADS-B XPR	ADS-B XPR
ATC 1	ACTIVE	NORM	FAIL	NORM	NORM	NORM	NORM	ATC1	ADS-B XPR	ADS-B XPR	ADS-B XPR
ATC 2	ACTIVE	NORM	FAIL	NORM	NORM	NORM	NORM	ATC2	ADS-B XPR	ADS-B XPR	ADS-B XPR
ATC 2	ACTIVE	FAIL	FAIL	NORM	NORM	FAIL	NORM	ATC2	ADS-B XPR	ADS-B XPR	ADS-B XPR
ATC 2	ACTIVE	FAIL	FAIL	NORM	NORM	NORM	FAIL	ATC2	ADS-B XPR	ADS-B XPR	ADS-B XPR



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ATC SELECT	ATC STATUS	GPS1 CB	GPS2 CB	ATC1 CB	ATC2 CB	AIU 1 CB	AIU 2 CB	CTL	PILOT	AIU	CO- PILOT
ATC 1	ACTIVE	FAIL	FAIL	NORM	NORM	FAIL	NORM	ATC1	ADS-B XPDR	ADS-B XPDR	ADS-B XPDR
ATC 1	ACTIVE	FAIL	FAIL	NORM	NORM	NORM	FAIL	ATC1	ADS-B XPDR	ADS-B XPDR	ADS-B XPDR
ATC 1	ACTIVE	NORM	NORM	FAIL	NORM	NORM	NORM	ATC1 XPDR FAIL	ADS-B XPDR	ADS-B XPDR	ADS-B XPDR
ATC 1	ACTIVE	NORM	NORM	FAIL	NORM	FAIL	NORM	ATC1 XPDR FAIL	ADS-B XPDR	ADS-B XPDR	ADS-B XPDR
ATC 1	ACTIVE	NORM	NORM	FAIL	NORM	NORM	FAIL	ATC1 XPDR FAIL	ADS-B XPDR	ADS-B XPDR	ADS-B XPDR
ATC 1	STBY	NORM	NORM	FAIL	NORM	NORM	NORM	ATC1 STBY XPDR FAIL	ADS-B XPDR	ADS-B XPDR	ADS-B XPDR
ATC 2	ACTIVE	NORM	NORM	NORM	FAIL	NORM	NORM	ATC2 XPDR FAIL	ADS-B XPDR	ADS-B XPDR	ADS-B XPDR
ATC 2	ACTIVE	NORM	NORM	NORM	FAIL	NORM	FAIL	ATC2 XPDR FAIL	ADS-B XPDR	ADS-B XPDR	ADS-B XPDR
ATC 2	STBY	NORM	NORM	FAIL	NORM	NORM	NORM	ATC2 STBY	ADS-B XPDR	ADS-B XPDR	ADS-B XPDR
ATC 2	ACTIVE	NORM	NORM	FAIL	NORM	NORM	NORM	ATC2	ADS-B XPDR	ADS-B XPDR	ADS-B XPDR
ATC 2	STBY	NORM	NORM	NORM	FAIL	NORM	NORM	ATC2 STBY XPDR FAIL	ADS-B XPDR	ADS-B XPDR	ADS-B XPDR
ATC 1	STBY	NORM	NORM	NORM	FAIL	NORM	NORM	ATC1 STBY	ADS-B XPDR	ADS-B XPDR	ADS-B XPDR
ATC 1	ACTIVE	NORM	NORM	NORM	FAIL	NORM	NORM	ATC1	ADS-B XPDR	ADS-B XPDR	ADS-B XPDR
ATC 1	ACTIVE	NORM	NORM	FAIL	FAIL	NORM	NORM	ATC1 XPDR FAIL	ADS-B XPDR	ADS-B XPDR	ADS-B XPDR

# FALCON 900



## OPERATING MANUAL DESCRIPTION

TOME 2

SUPPLEMENT FANS 1A+  
STC ST01824WI OR ST01785WI  
ORIGINAL: June 22, 2017



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## FOREWORD

This supplement must be attached to the Operating Manual Description Tome 2 when the MK III CMU Installation of Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability in conjunction with NZ 6.1 FMS, is installed in accordance with STC ST01824WI or ST01785WI.

The information contained herein supplements or supersedes the basic Operating Manual Description only in those areas listed herein. For the information not contained in this supplement, consult the appropriate basic Operating Manual Description or the associated Pilot's Guide.

Honeywell FMZ Flight Management System, Software Version NZ6.1 Pilot's guide Rev. 6 or later appropriate revision, must be available to the flight crew during FANS 1/A+ operations. The Honeywell FMZ software version NZ6.1 can be installed as a standalone via STC ST01615WI-D or in conjunction with LCD displays via ST01408WI-D.



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<b>LIST OF REVISIONS</b>
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Revision	Date	Purpose
Original Issue	22-June-2017	Original document



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## 23\_4-05 - GENERAL

To permit flight operations to be conducted in Oceanic (non-radar) airspace where tighter lateral and longitudinal separation standards are in effect, the Required Communications Performance (RCP), and Required Surveillance Performance (RSP) needed to improve. This was the technical objective addressed by FANS 1/A+ and CPDLC.

These tables are examples of the operational benefits of Improving Communications and Surveillance performance.

RCP specification	Intended uses for which the RCP specification is applicable
RCP 240	When CPDLC is the normal means of communications supporting the application of separation minima predicated on communication performance (e.g. 30 NM lateral and 30 NM or 50 NM longitudinal).
RCP 400	When a technology other than HF voice radio is the normal means of communication and the ATS function specifies a requirement for RCP 400.
	When a technology other than HF voice radio is the alternative means of communication supporting the application of separation minima predicated on communication performance (e.g. 30 NM lateral and 30 NM or 50 NM longitudinal).
RSP specification	Intended uses for which the RSP specification is applicable
RSP 180	When ADS-C is the normal means of surveillance supporting the application of separation minima predicated on surveillance performance (e.g. 30 NM lateral and 30 NM or 50 NM longitudinal).
RSP 400	When ADS-C or FMC WPR is the normal means of surveillance supporting the application of lateral separation greater than or equal to 50 NM and time-based longitudinal separation.
	When a technology other than HF voice radio provides an alternative means of surveillance (e.g. position reporting via satellite voice) supporting the application of separation minima predicated on surveillance performance (e.g. 30 NM lateral and 30 NM or 50 NM longitudinal).

There are two complementary technical standards to be considered:

- CPDLC messages and
- Automatic Dependent Surveillance - Contract (ADS-C)

First off: Controller Pilot Data Link Communication (CPDLC) functions to provide an alternate means of communication to voice Air Traffic Control (ATC) communication based on preformatted message exchange.

Second: ADS-C is a contract agreement from you, the pilot, to the Air Traffic Service (ATS), to provide information. You can provide information through various types of contracts and you can do this with up to four different ATS providers. The data is extracted automatically from various electronics in your aircraft. In exchange they grant you access to the airspace you are in, or coordinate with nearby airspace. ADS-C will take the place of voice position reports in many regions of the world.

Future Air Navigation System (FANS 1/A+) has been introduced on Aircraft Communications Addressing and Reporting System (ACARS) networks for control on oceanic and remote regions.



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Therefore, it is based on either:

- Mid range data link (VHF), or :
- Long range data link (SATCOM) when out of VHF range.

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# ACARS Network

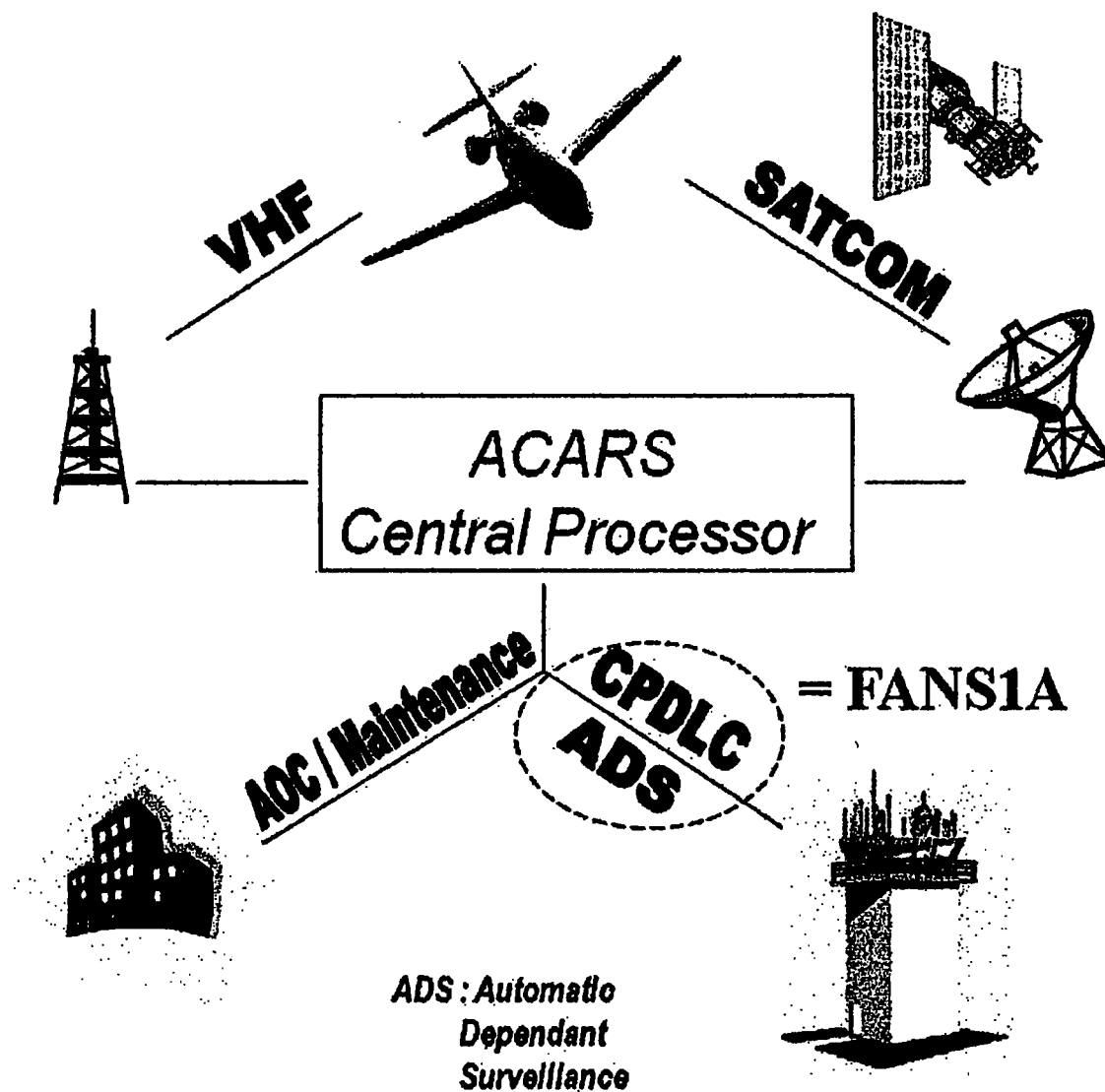


FIGURE 02-23\_4-05-00 ACARS NETWORK

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FANS 1/A +operational procedures over North Atlantic Airspace require that the Oceanic Clearances (OCL) for either eastbound or westbound are requested accordingly to ARINC 623-3 Air Traffic Services technical standard.

In addition, a Departure Clearance (DCL) application allows flight crew to receive a departure clearance directly from an Air Traffic Controller via the CPDLC connection.

The DCL application permits an aircraft to receive multiple clearances in any given day.

One additional feature of DCL is the ability to introduce revisions to a previously cleared flightplan which can be received at any time until the aircraft hands off to the tower for takeoff.

Please note: The (*previous standard*) domestic PDC system differs from CPDLC-DCL in that:

- It is sent by a service provider (GDC, ARINC, etc.) over ACARS or by email
- PDC can only be used by a flight at a specific airport once in a 24-hour period using the same flight ID
- The clearance will only be sent as a PDC clearance if you are cleared as filed. A logon is not required and normally the clearance cannot be requested sooner than the proposed departure time plus 30 minutes (P+30). At this time there is no plan to change the PDC program, which uses VHF data link.

After takeoff, flightcrews can expect an automated ATC Initiated disconnect of the CPDLC in 5 to 10 minutes. However, this disconnect time may be modified by local needs at the departing facility. The Terminal Data Link System does not currently have controller-to-controller handoff capability. In this case, if the flight is still connected to the TDLS system the flightcrew will have to disconnect/terminate the TDLS session and create a New CPDLC log-on with the next controller before the controller can establish a CPDLC connection.

All CPDLC messaging is read and sent via the FMS 6.1 scratchpad and appropriate Datalink Message pages.

All ADS-C contracts with ATS can be also monitored off the FMS 6.1 Datalink pages.

## 23\_4-10 SYSTEM DESCRIPTION

The Installation of Data Link Communication System supporting Future Air navigation (FANS 1/A+) Capability is based on the Honeywell Mark III Communications management Unit (CMU) and the Honeywell Flight Management System (FMS) Software Version NZ 6.1. The MK III CMU is an airborne communications router that supports data link service access between the following aircraft data link applications and their corresponding ground service providers:

- Aeronautical Operational Communication (AOC) / Airborne Flight Information System (AFIS)
- Aircraft Communications Addressing and Reporting System (ACARS) over Aviation VHF Link Control (AVLC)

FANS 1/A+ operations (FMS controlled)



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- Controller Pilot Data Link Communication (CPDLC)
- Automatic Dependent Surveillance (ADS)
- Air Traffic Service Facilities Notification (AFN) [ATC LOGON]

The FANS 1/A+ data link system includes a Honeywell VHF Data Link Radio (VDR) and Honeywell Cockpit Voice / Data Link Recorder. The MK III CMU is interfaced to a FANS compliant SATCOM, dual Honeywell NZ-2010 flight management computers, dual CD-810/820 control display units, a Honeywell GNSSU GPS sensor, a FANS/ATC MESSAGE annunciator/aural alert subsystem and the weight on wheels / door open / brake set discretes.

The locations for the Data Link Communication System equipment are:

<b>HONEYWELL MK III COMMUNICATION MANAGEMENT UNIT (CMU) CM-950</b>	<b>RH NOSE CONE AVIONICS COMPARTMENT</b>
<b>HONEYWELL VHF DATA RADIO (VDR) TR-868B</b>	<b>RH NOSE CONE AVIONICS COMPARTMENT</b>
<b>HONEYWELL FMS NZ2010 WITH 6.1 SOFTWARE</b>	<b>LH/RH NOSE CONE AVIONICS COMPARTMENT</b>
<b>HONEYWELL CD810/820 CDU</b>	<b>COCKPIT PEDESTAL</b>
<b>HONEYWELL COCKPIT VOICE RECORDER LW-CVR</b>	<b>AFT EQUIPMENT BAY</b>
<b>HONEYWELL COCKPIT CONTROL UNIT (CCU)</b>	<b>RH COCKPIT SIDE CONSOLE</b>
<b>HONEYWELL COCKPIT AREA MICROPHONE (CAM)</b>	<b>FWD COCKPIT HEADLINER</b>

**THE MK III CMU MEETS THE FOLLOWING SYSTEM REQUIREMENTS FOR FANS OPERATION:**

- ✓ DO-281A Minimum Operational Performance Standards (MOPS) for aircraft VDL mode 2 Physical, Link and Network Layers.
- ✓ DO-258A Interoperability Requirements for ATS Applications using Arinc 622 Data Communication (FANS 1/A Interoperability standard)
- ✓ ICAO document, Global Operational Data Link Document (GOLD) as it applies to FANS 1/A Operations
- ✓ AC20-140B Guidelines for Design Approval and Aircraft Data Link Communications System Supporting Air Traffic Services (ATS)

**THE DATA LINK SYSTEM MEETS THE AIRCRAFT-ALLOCATED PERFORMANCE REQUIREMENTS OF RCP 240 (CPDLC) AND RSP 180 (ADS-C) FOR ALL SUBNETWORK (VDL MODE 2, VDL MODE A, SATCOM).**

**THIS DESIGN APPROVAL DOES NOT CONSTITUTE THE OPERATIONAL  
AUTHORIZATION**



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### Circuit Breakers


The Data Link Communication System components are protected by the following circuit breakers:

<u>UNIT</u>	<u>LABEL</u>	<u>RATING</u>	<u>LOCATION</u>
MK III CMU	CMU	7.5 Amp	Cockpit Overhead Panel
VHF Data Link Radio	VDR	10 Amp	Cockpit Overhead Panel
Cockpit Voice/Data Link Recorder	VOICE RECORDER	3 Amp	Cockpit Overhead Panel

Should the CMU circuit breaker open, the crew may attempt one reset of the circuit breaker. Flight crews should utilize other means of communication with ATC in the event of a CMU failure during FANS or CPDLC operations.

## 23\_4-20 SYSTEM ANNUNCIATORS

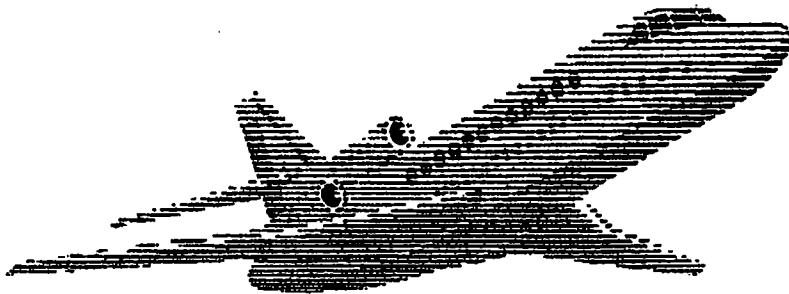
### FANS Message Annunciator

	<p><b>FANS MESSAGE</b> (Black letters on deadface background) – Illuminates (Cyan background) adjacent both PFD attitude Indicators, to indicate the CMU has received an ATC message, which can be viewed on the ATC MSGS LOG on either FMS CDU.</p>
---	--

### FANS Message Alert :

1. A FANS MESSAGE annunciation will appear adjacent both PFD displays with an aural alert when an ATC message is received. All messages can be displayed on both FMS CDU's.
2. The FANS MESSAGE annunciation and aural alert will be suppressed when the Flap Control Handle is not in the clean position.

# FALCON 900



## OPERATING MANUAL PROCEDURES

SUPPLEMENT FANS 1/A+  
STC ST01824WI and ST01785WI  
ORIGINAL: June 22, 2017



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## FOREWORD

This supplement must be attached to the Operating Manual Procedures when the MK III CMU Installation of Data Link Communication System supporting Future Air Navigation (FANS 1/A+) Capability in conjunction with Honeywell Flight Management FMZ-2000 Software Version 6.1 are installed in accordance with STC ST01824WI and ST01785WI.

The information contained herein supplements or supersedes the basic Operating Manual Procedures only in those areas listed herein. For Limitations, Procedures, and Performance information not contained in this supplement, consult the appropriate Operating Manual Procedures.

Honeywell FMZ Flight Management System, Software Version NZ6.1 Pilot's guide Rev. 6 or later appropriate revision, must be available to the flight crew during FANS 1/A+ operations. The Honeywell FMZ software version NZ6.1 can be installed as a standalone via STC ST01615WI-D or in conjunction with LCD displays via ST01408WI-D.

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# LIST OF REVISIONS

REVISION	DATE	PURPOSE
0	22 June 2017	Original document

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## SECTION 1 - LIMITATIONS

- Honeywell FMZ Flight Management System, Software Version NZ6.1 Pilot's Guide Rev 6, or later appropriate revision, must be available to the flight crew during FANS 1/A+ operations

## SECTION 2 – EMERGENCY PROCEDURES

- No Change to basic Airplane Flight Manual.

In an abnormal or emergency situation, the crew should revert to voice communications.

- The crew may utilize CPDLC if more expedient or if voice communications are impaired.
- The crew must revert to voice communications in any of the following situations:
  - In case the data link capability is lost.
  - If any doubt exists during CPDLC communications.
  - If requested by ATC.

### ATC NOTIFICATION OF AIRCRAFT EMERGENCY

1. Should an aircraft emergency arise, the flight crew can inform ATC of the situation via the ATC INDEX 1 / 2 page by pressing EMERGENCY [1L].
2. VERIFY [4R] will allow review of the EMERGENCY REPORT (all pages) before selecting SEND [4R] on the VERIFY EMERGENCY page.

**NOTE:** Only five elements are allowed for the EMERGENCY REPORT. More than five will prompt a MESSAGE LIMIT EXCEEDED scratchpad message.

3. After selecting SEND, verify the message is queued in the ATC LOG by selecting LOG [4R].



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## SECTION 3 – ABNORMAL PROCEDURES

### Circuit Breakers

The Data Link Communication System components are protected by the following circuit breakers:

UNIT	LABEL	RATING	LOCATION
MK III CMU	CMU	7.5 Amp	Cockpit Overhead Panel
VHF Data Link Radio	VDR	10 Amp	Cockpit Overhead Panel
Cockpit Voice/Data Link Recorder	VOICE RECORDER	3 Amp	Cockpit Overhead Panel

Should the CMU circuit breaker open, the crew may attempt one reset of the circuit breaker. Flight crews should utilize other means of communication with ATC in the event of a CMU failure during FANS or CPDLC operations.

## SECTION 4 – NORMAL PROCEDURES

### DATALINK SERVICES AVAILABLE:

#### ► FANS CPDLC/ DCL:

- Controller – Pilot Data Link Communications
  - Includes items such as: clearances, reports, information and requests
- Departure Clearance over FANS
  - Capability at 56 US air traffic control towers (as of 1 January, 2017)
  - Maintain connection until takeoff to receive automatic updates

#### NOTE:

Their availability to the crew (Internationally) will vary with the route flown.

The ICAO Global Operational data Link Document – (also referred to as GOLD) should be considered as the reference document for ATC Data Link operation.



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Regardless of whether CPDLC is being used as primary means of communication, the crew should continuously monitor VHF or maintain a SELCAL watch on the specified frequencies

The following procedures are intended to assist operators developing their procedures customized to the routes flown while crew members are utilizing the ATC Data Link function.

#### ► TASK ALLOCATION

The Flight Crew can use the following procedures in addition to the SOPs already published in the Operating Manual (Procedures) for the Falcon 900.

A cockpit printer is frequently available to the crew, and consideration should be given to the strategic use of this capability to improve situational awareness during CPDLC operations. Maintaining an archive of Pilot/Controller Datalink messages is recommended.

The use of data link does not modify standard communication task allocation in the cockpit:

- In normal operations: the PNF manages the ATC Data Link messages, however both pilots review each message individually and compare understanding with special attention paid on conditional clearances. In the same way, any response to an uplinked message or ATC request should be prepared by the PNF, and reviewed by the PF before being sent.
- If there is any confusion regarding a clearance or instruction, clarify using appropriate voice frequencies. Do not attempt to clarify by datalink (free text). The crew may elect to revert to voice at any time.

#### ► PREFLIGHT: ICAO FLIGHT PLAN

Use of CPDLC in MNPS airspace requires the filling of these appropriate codes in the flight plan.

Field 10.....J3 or J4 and J5 or J7, and Z / D1

- J3 = FANS 1/A+ with VDL Mode A,
- J4 = FANS 1/A+ with VDL Mode 2,
- J5 = FANS 1/A+ with Inmarsat Satcom
- J7 = FANS 1/A+ with Iridium Satcom
- Z = Other equipment carried - (specify in Field 18)
- D1 = ADS-C via FANS 1/A+

Field 18 .....DAT / 1FANSP2PDC

- 1FANS - DCL over FANS1/A+ / 2PDC – PDC over ACARS



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► **PREFLIGHT: Honeywell Cockpit Voice / Data Link Recorder Audio Test**

Upon pre-flight checks a CVR test should be performed.

1. Verify the Status LED on the CCU (CVR Control Unit) is extinguished.

**Note:** Illuminated LED indicates a fault was detected during the automated boot up

**Self-Test Sequence**

2. Verify that the main entry door is open.
3. On CCU connect a headset to "HEADPHONE" connector.
4. Press "ERASE" pushbutton for one second.
5. Check that a 400 Hz signal can be heard in the headset for 2 seconds.
6. Close main entry door.
7. On CCU press the "ERASE" button again for one second.
8. Verify that no 400 Hz signal can be heard in the headset.

► **ESTABLISHING ATC COMMUNICATION:**

LOGON to the appropriate ATC authority on the CDU utilizing the agency code published in the GOLD manual or reflected on enroute charts.

**NOTE:**

The logon must typically be performed between 45 min and 15 min before entering the FANS 1/A+ FIR.

This time frame may vary upon the related FIR and must be checked (GOLD manual) by the crew in advance.

Tail number, Departure and Arrival airports must be entered in order to activate ATS flight tracking



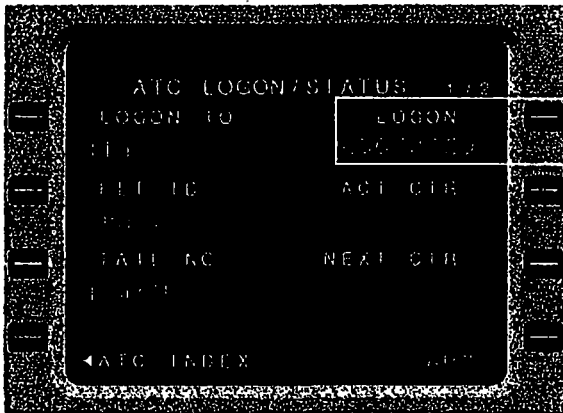
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#### ATC LOGON / STATUS Pg. 1 / 2

- o LOGON TO.....(appropriate agency)
- o LOGON.....ACCEPTED
- o ATC CTR.....(appropriate agency)



#### COMMENT:

ATC will acknowledge the logon request received from the aircraft, and respond with one of 2 options:

- Logon is "ACCEPTED",
- Logon is "REJECTED"
- If information in the Logon settings was incorrect, or differed from the information contained in the flight plan - Logon will be REJECTED
- If REJECTED is displayed in this field - attempt to Logon again.

ATC LOGON / STATUS pg. 1 / 2.....ATC COMM ESTABLISHED  
ATC CENTER.....ACTIVE

#### ► FANS MESSAGE ALERT:

	<p><b>FANS MESSAGE</b> (Black letters on deadface background) – Illuminates (Cyan background) adjacent both PFD attitude indicators, to indicate the CMU has received an ATC message, which can be viewed on the ATC MSGS LOG on either FMS CDU.</p>
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- A FANS MESSAGE annunciation will appear adjacent both PFD displays with an aural alert, when an ATC message is received. All messages can be displayed on both FMS CDU's.
- The FANS MESSAGE annunciation and aural alert will be suppressed when the Flap Control Handle is not in the clean position.

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► **ENROUTE OPERATION:**

- Only the master FMS communicates with the CMU. The master FMS is designated by which FMS is selected for navigational guidance on the flight director (<[CPL]>). All FANS messages can be sent and retrieved from either FMS CDU.
  - **NOTE:** If the master FMS stops communicating, the slaved FMS must be selected to master in order to continue FANS downlinks.
- A comprehensive list of messages and Data Link normal operating procedures are outlined in Honeywell FMZ Flight Management System, Software Version NZ6.1 Pilot's Guide Rev 6, or later appropriate revision.
  - **NOTE:** The crew is required to review and verify all downlink messages as they intend them before sending. The crew should observe that the message status changes and is actually sent, before composing or responding with additional downlinks.
- After selecting the SEND prompt and while in the SENDING STATE, do not navigate back to the REJECT DUE TO page.
  - **NOTE:** This is only a couple of seconds and after SENT, the page will transition automatically.

► **ATC REQUEST pages:**

- **ATC ALTITUDE**
  - Maintain Own Separation
  - Request Cruise Climb
  - At Pilot's Discretion
  - Step At \_\_\_\_\_
  - Due to Weather
  - Due to Performance
- **ATC SPEED**
  - Due to Weather
  - Due to Performance
- **ATC OFFSET** – Monitor Waypoint Passage to ensure flight plan sequencing
  - Due to Weather – This is an "up to" distance clearance
  - R15NM (example) – This is an exact distance



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○ FPL REQUEST

- Direct To
- Heading
- Departure/Arrival
- Ground Track
- Runway
- Route Clearance

► WHEN CAN WE EXPECT page:

- Cruise Climb To: \_\_\_\_\_
- Higher Altitude
- Speed
- Lower Altitude
- Back on Route

► SPECIAL CONSIDERATIONS

The crew must respond to ATC messages through CPDLC within 60 seconds.

The crew must read entire message (all pages) before receiving RESPONSE page.

If ATC does not receive response in specified time, clearance or instruction will be rescinded.

Crew response options include:

- WILCO
- UNABLE
- STANDBY (to gain additional time to consider request)
- ROGER

(When response is decided, SEND message)

In addition, when a message is sent from the aircraft to ATC, the crew should monitor that an answer is received within 60 seconds (at least STANDBY). If no answer is received, the crew should check that the CPDLC connection is still operative (that TIMEOUT hasn't occurred).



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► **ADS-C MONITORING:**

Once ADS is armed and logon is accepted, the ADS contract (if any) will be established by ATC, without requiring further action from the crew.

Upon receipt of an ADS-C contract from ATC:

ATC INDEX page 2/2:.....ADS CONTRACT(S) REVIEW

► **ATC CENTER TRANSFER (CPDLC)**

10 minutes before reaching the FIR boundary, identify the next ATC center.

When reaching the FIR boundary, confirm that the next ATC center becomes the active center.

ATC LOGON / STATUS page 1/2:.....LOGON – ACCEPTED

**COMMENTS:**

- If the A/C is transferred to a new ATC center while a CPDLC message is OPEN, the message status will automatically change to ABORTED.
- If no automatic transfer at the boundary, and following ATC agreement:
  - Manually terminate the CPDLC connection if not terminated by ATC prior to logon to the next ATC Center
  - Logon to the next ATC Center

**NOTE:**

In some regions, logging on to a FANS 1/A+ ATC center is dependent on a successful Oceanic Clearance request / response transaction with the regional ATS center.

► **CDPLC CONNECTION MANUAL TERMINATION:**

CPDLC connection must be manually terminated if not done by the ATC center 15 minutes after exiting the FIR:

ATC LOGON/STATUS 2/2:.....ATC COMM – OFF



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## **SECTION 5 – PERFORMANCE**

No change to the basic Airplane Flight Manual.





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)

<b>1. Aircraft</b>	Nationality and Registration Mark <b>United States of America      N898TS</b>	Serial No. <b>95</b>	
	Make <b>Dassault Breguet</b>	Model <b>Mystere Falcon 900</b>	Series
<b>2. Owner</b>	Name (As shown on registration certificate) <b>S A T A   L L C</b>	Address (As shown on registration certificate) <b>718 Thompson LN Ste 108256</b>	
		City <b>Nashville</b> State <b>Tennessee</b> Zip <b>37204-3600</b> Country <b>United States of America</b>	

### 3. For FAA Use Only

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

### 6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name <b>StandardAero Business Aviation Services, LLC</b>		<input type="checkbox"/> U.S. Certified Mechanic	<input type="checkbox"/> Manufacturer
Address <b>1200 North Airport Drive</b>		<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.
City <b>Springfield</b>	State <b>Illinois</b>	<input checked="" type="checkbox"/> Certified Repair Station	<b>UO2R221L</b>
Zip <b>62707</b>	Country <b>United States of America</b>	<input type="checkbox"/> Certified Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <b>Joseph B. Ansley</b> <i>Joseph B. Ansley</i> <b>10/10/2017</b>
--	--

### 7. Approval for Return to Service

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

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

Certificate or Designation No. <b>UO2R221L</b>	Signature/Date of Authorized Individual <b>Joseph B. Ansley</b> <i>Joseph B. Ansley</i> <b>10/10/2017</b>
---	--

**NOTICE**

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

**8. Description of Work Accomplished**

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

United States of America N898TS

10/10/2017

Nationality and Registration Mark

Date

Altered the existing Honeywell FMZ-2000 system (reference FAA Form 337 dated 15 June 2012 for initial installation of STC ST01615WI-D) by upgrading the software in the dual FMZ-2000 Flight Management System (FMS) software version to NZ 6.1 -03040. The 6.1 software was installed in accordance with Duncan Aviation Master Document List 101029004 Rev. (G) approved by STC **ST01615WI-D**.

The Airplane Flight Manual, document 081120040 Rev. (C) and the Instructions for Continued Airworthiness, document 081120017 Rev. (E) were provided.

A post installation check was accomplished satisfactorily. No change to the weight and balance. This modification was accomplished and recorded under StandardAero work order **338010**.

An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----End-----

☐ Additional Sheets Are Attached



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

**AUG 25 2014**

Dassault Falcon Jet  
Attn: Mr. Glenn Hart  
Teterboro Airport, 200 Riser Road  
Little Ferry, NJ 07643

Small Airplane Directorate  
Wichita Aircraft Certification Office  
1801 Airport Road, Room 100  
Wichita, Kansas 67209

In Reply, refer to: L115W-14-602

Dear Mr. Elofson:

Subject: Transfer of Supplemental Type Certificate (STC) ST01615WI-D

Enclosed is STC ST01615WI-D, which has been reissued for transfer from Duncan Aviation, Lincoln, NE, to Dassault Falcon Jet, Little Ferry, NJ. We will be transmitting our files pertaining to this STC to the New York Aircraft Certification Office (ACO), who will be the responsible ACO for your area.

We require that all future changes to the FAA approved data contained in or part of the controlling data defined above be submitted to the New York office for review and concurrence prior to implementation.

If you plan to manufacture parts for sale per the approved data listed in this STC, you are required to obtain Parts Manufacturing Approval (PMA) per 14 CFR 21.303. You should contact your local Manufacturing Inspection Field Office (MIDO) for further information.

If there are any questions, please contact Lenita Maze, administrative program support, at 316-946-4122 or by email at [Lenita.Maze@faa.gov](mailto:Lenita.Maze@faa.gov).

Sincerely,

Grant E. Youngdahl  
Program Manager  
Wichita Aircraft Certification Office

Enclosure: STC ST01615WI-D





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

# Supplemental Type Certificate

*Number* ST01615WI-D

*This certificate issued to*

Dassault Falcon Jet Corp  
Teterboro Airport  
200 Riser Road  
Little Ferry, NJ 07643

*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 25\* of the Federal Aviation Regulations.* \* See continuation page 3

*Original Product - Type Certificate Number:* A46EU

*Make:* Dassault Aviation

*Model:* Mystere-Falcon 900

*Description of Type Design Change:* Upgrade Honeywell FMZ-2000 Flight Management System (FMS) to Software Version NZ 6.1 -03040 (NZ-2010) and replace or upgrade Honeywell Global Positioning System (GPS) Navigation System Sensor Unit (GNSSU) to enable Wide Area Augmentation System/Localizer Performance with Vertical Guidance (WAAS/LPV). Data Required: (1) Duncan Aviation Inc., Master Document List No. 101029004, Revision A, dated December 17, 2010, (2) FAA Approved Airplane Flight Manual Supplement, Duncan Aviation Inc., Document No., 081120040, Revision A, dated December 17, 2010, or later FAA Approved Revisions to (1) or (2).

*Limitations and Conditions:* Applicable only to airplanes equipped with Honeywell SPZ-8000 Flight Control System (FCS) and EDZ-815 Electronic Flight Instrument System (EFIS) Displays with dual or triple NZ-2000 Flight Management System.

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.

*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:* October 04, 2010

*Date reissued:* August 14, 2014

*Date of issuance:* December 17, 2010

*Date amended:* August 20, 2013, June 3, 2014



*By direction of the Administrator*

*Grant E. Youngdahl*  
(Signature)

Grant E. Youngdahl  
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.



**INSTRUCTIONS:** *The transfer endorsement below may be used to notify the appropriate FAA Regional 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 of transferee)* \_\_\_\_\_

*(Address of transferee)* \_\_\_\_\_  
*(Number and street)*

\_\_\_\_\_  
*(City, State, and Zip code)*

from *(Name of grantor)* *(Print or type)* \_\_\_\_\_

*(Address of grantor)* \_\_\_\_\_  
*(Number and street)*

\_\_\_\_\_  
*(City, State, and Zip code)*

Extent of Authority *(if licensing agreement)*: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Date of Transfer: \_\_\_\_\_

Signature of grantor *(In ink)*: \_\_\_\_\_



United States of America  
Department of Transportation - Federal Aviation Administration

# Supplemental Type Certificate

(Continuation Sheet)

*Number* ST01615WI-D

*Date of issuance:* December 17, 2010

*Date Reissued:* August 14, 2014

*Date Amended:* August 10, 2013, June 3, 2014

Certification Basis: In addition to the 14 CFR Part 25 requirements as shown in Type Certificate A46EU, the voluntary compliance has been shown to the listed Sections of 14 CFR Part 25, effective February 1, 1965, as amended by the Amendments stated:

Section	Sub Section	Amdt	Section	Sub Section	Amdt
25.251	(a)(b)(d)	[25-77]	25.1316	(a)(b)	[25-80]
25.305	(a)(b)(c)	[25-86]	25.1317	(a)(b)(c)(d)	[25-122]
25.307	(a)	[25-72]	25.1329	(i)	[25-119]
25.365	(a)(b)(c)(d)	[25-87]	25.1351	(a)(1)	[25-72]
25.561	(b)(3)(c)(d)	[25-91]	25.1353	(a)(b)(d)(1)(2)(3)	[25-113]
25.571	(a)(b)	[25-96]	25.1381	(a)(1)(2)(b)	[25-72]
25.613	(a)(b)(c)	[25-112]	25.1431	(a)(c)(d)	[25-113]
25.625	(a)(b)(c)	[25-72]	25.1543	(b)	[25-72]
25.773	(a)(2)	[25-108]	25.1581	(a)(b)(d)	[25-72]
25.869	(a)(4)	[25-113]	25.1583	(e)	[25-105]
25.1307	(c)	[25-72]	25.1585	(a)	[25-105]

-----END-----





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 <b>United States of America N898TS</b>	Serial No. <b>95</b>	
	Make <b>Dassault Breguet</b>	Model <b>Mystere Falcon 900</b>	Series
2. Owner	Name (As shown on registration certificate) <b>S A T A LLC</b>	Address (As shown on registration certificate) <b>718 Thompson LN Ste 108256</b>	
		City <b>Nashville</b> State <b>Tennessee</b>	
		Zip <b>37204-3600</b> Country <b>United States of America</b>	

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name <b>StandardAero Business Aviation Services, LLC</b>		<input type="checkbox"/> U.S. Certified Mechanic	<input type="checkbox"/> Manufacturer
Address <b>1200 North Airport Drive</b>		<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.
City <b>Springfield</b>	State <b>Illinois</b>	<input checked="" type="checkbox"/> Certified Repair Station	<b>UO2R221L</b>
Zip <b>62707</b>	Country <b>United States of America</b>	<input type="checkbox"/> Certified Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <b>Joseph B. Ansley</b> <i>Joseph B. Ansley</i> 10/11/2017
--	---

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

Certificate or Designation No. <b>UO2R221L</b>	Signature/Date of Authorized Individual <b>Joseph B. Ansley</b> <i>Joseph B. Ansley</i> 10/11/2017
---	---

**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.)*

United States of America N898TS

10/11/2017

Nationality and Registration Mark

Date

Altered the existing cabin wash light system by re-wiring the cabin wash lighting and removed the existing aft cabin lights circuit breaker from the B2 BUS and re-located the circuit breaker to the A1 BUS.

The cabin wash system wiring modification was installed in accordance with StandardAero drawing 1032936 Rev. (A) approved by DERT-405201-CE documented on FAA Form 8110-3 dated 10/10/17.

A post installation check was performed and determined to be satisfactory. The electrical load change summary StandardAero Document No. 1033173 Rev. (A) was provided. The weight and balance change was negligible. This modification was accomplished and recorded under StandardAero work order **337798**.


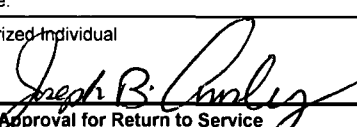
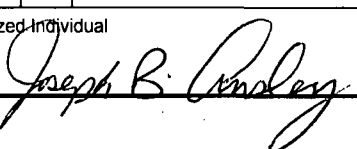
No change to Airplane Flight Manual, or the Airplane Maintenance Manual.

An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----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		Serial No.		Series					
		United States of America N898TS		95							
2. Owner		Make		Model		Address (As shown on registration certificate)					
		Dassault Breguet		Mystere Falcon 900							
3. For FAA Use Only		Name (As shown on registration certificate)		Address (As shown on registration certificate)		Address 718 Thompson LN Ste 108256					
								City Nashville State Tennessee			
										Zip 37204-3600 Country United States of America	
4. Type		5. Unit Identification									
		Repair	Alteration	Unit	Make	Model	Serial Number				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)		_____					
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT									
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER									
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type								
			Manufacturer								
6. Conformity Statement											
A. Agency's Name and Address				B. Kind of Agency							
Name <u>StandardAero Business Aviation Services, LLC</u>				<input type="checkbox"/> U.S. Certificated Mechanic		<input type="checkbox"/> Manufacturer					
Address <u>1200 North Airport Drive</u>				<input type="checkbox"/> Foreign Certificated Mechanic		C. Certificate No.					
City <u>Springfield</u> State <u>Illinois</u>				<input checked="" type="checkbox"/> Certificated Repair Station		UO2R221L					
Zip <u>62707</u> Country <u>United States of America</u>				<input type="checkbox"/> Certificated Maintenance Organization							
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.											
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>		Signature/Date of Authorized Individual				10/11/2017					
		Joseph B. Ansley 									
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED											
BY	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization		Person Approved by Canadian Department of Transport						
	FAA Designee	X	Repair Station	Inspection Authorization		Other (Specify)					
Certificate or Designation No. UO2R221L		Signature/Date of Authorized Individual									
		Joseph B. Ansley 									
		10/11/2017									

**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.)*

United States of America N898TS

10/11/2017

Nationality and Registration Mark

Date

Altered the existing cabin valance panels by changing the way the valance panels are mounted.

The Valance Panel Modification was installed in accordance with StandardAero drawing 1033118 Rev. (A) approved by DERT-230307-CE documented on FAA Form 8110-3 dated 10/10/17.


A post installation check was performed and determined to be satisfactory. This modification was accomplished and recorded under StandardAero work order **337798**.

The no change to Airplane Flight Manual, or the Airplane Maintenance Manual. Revised the aircraft basic empty weight.

An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----End-----

☐ Additional Sheets Are Attached

 U.S. Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>		Form Approved OMB No. 2120-0020 11/30/2007		Electronic Tracking Number	
		<b>For FAA Use Only</b>					
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958)							
<b>1. Aircraft</b>		Nationality and Registration Mark <b>United States of America      N898TS</b>			Serial No. <b>95</b>		
		Make <b>Dassault Breguet</b>			Model <b>Mystere Falcon 900</b>		Series
<b>2. Owner</b>		Name (As shown on registration certificate) <b>S A T A   L L C</b>			Address (As shown on registration certificate)		
					Address <b>718 Thompson LN Ste 108256</b> City <b>Nashville</b> State <b>Tennessee</b> Zip <b>37204-3600</b> Country <b>United States of America</b>		
<b>3. For FAA Use Only</b>							
<b>4. Type</b>		<b>5. Unit Identification</b>					
Repair	Alteration	Unit	Make	Model	Serial Number		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)		_____	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT					
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER					
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type				
			Manufacturer				
<b>6. Conformity Statement</b>							
A. Agency's Name and Address				B. Kind of Agency			
Name <b>StandardAero Business Aviation Services, LLC</b>				<input type="checkbox"/> U.S. Certificated Mechanic		<input type="checkbox"/> Manufacturer	
Address <b>1200 North Airport Drive</b>				<input type="checkbox"/> Foreign Certificated Mechanic		C. Certificate No.	
City <b>Springfield</b> State <b>Illinois</b>				<input checked="" type="checkbox"/> Certificated Repair Station		<b>UO2R221L</b>	
Zip <b>62707</b> Country <b>United States of America</b>				<input type="checkbox"/> Certificated Maintenance Organization			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>			Signature/Date of Authorized Individual <div style="text-align: right;"><b>OCT 10 2016</b></div>				
<b>7. Approval for Return to Service</b>							
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED							
BY	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization			Person Approved by Canadian Department of Transport	
	FAA Designee	X Repair Station	Inspection Authorization			Other (Specify)	
Certificate or Designation No. <b>UO2R221L</b>			Signature/Date of Authorized Individual <div style="text-align: right;"><b>OCT 10 2016</b></div>				

**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.)*

United States of America N898TS

OCT 10 2016

Nationality and Registration Mark

Date

Altered the cabin wash system by adding a terminating resistor to the back of the lighting maintenance connector under the center cabin floor between frames 9-10.

The cabin wash system wiring alteration was installed in accordance with StandardAero drawing 1027455 Rev. (F) approved by DERT-405201-CE documented on FAA Form 8110-3 dated 10-07-16.

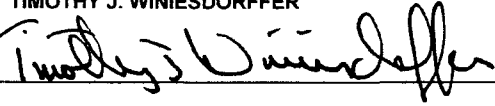
A post installation check was performed and determined to be satisfactory. The electrical load change was negligible. This modification was accomplished and recorded under StandardAero work order **329720**.

The no change to Airplane Flight Manual, maintenance Manual or weight and balance.

An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----End-----

☐ Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			DATE October 07, 2016
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE Dassault Aviation	MODEL NO. Mystere-Falcon 900	TYPE (Airplane, Radio, Helicopter, etc.) Airplane	NAME OF APPLICANT StandardAero(SPI)
LIST OF DATA			
IDENTIFICATION <b>Dwg. No. 1027455</b> Rev. (F); 10/07/2016          -----END-----	TITLE <b>Cabin Wash Lighting.</b>          -----END-----  <b>Notes:</b>  1. Electrical Systems and Equipment aspects only of this data is approved. 2. This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "APPLICABLE REQUIREMENTS". The approval is for engineering design data only and is not an installation approval. 3. This form does not constitute FAA approval of all the engineering data necessary for substantiation of compliance to necessary requirements for the entire alteration. 4. The structural aspects are not included in this approval.		
PURPOSE OF DATA Approval of the above data is for S/N 095 only in support of a Major Alteration.			
APPLICABLE REQUIREMENTS (List specific sections) <b>14CFR Part 25</b> <b>25.1301(a-c)(Original), 25.1307(c)(25-54), 25.1353(a)(25-42), 25.1357(a)(Original), 25.1431(c)(Original).</b>			
<b>CERTIFICATION</b> - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>  NONE  </u> - have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed. <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Recommend approval of these data             I (We) Therefore         </div> <div> <input checked="" type="checkbox"/> Approve these data         </div> </div>			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		DESIGNATION NUMBER(S)	CLASSIFICATION(S)
<b>TIMOTHY J. WINIESDORFFER</b> 		DERT-405201-CE	Systems and Equipment (Electrical Equipment)





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 <b>United States of America N898TS</b>	Serial No. <b>95</b>	
	Make <b>Dassault Breguet</b>	Model <b>Mystere Falcon 900</b>	Series
2. Owner	Name (As shown on registration certificate) <b>S A T A LLC</b>		Address (As shown on registration certificate)
			Address <b>718 Thompson LN Ste 108256</b>
			City <b>Nashville</b> State <b>Tennessee</b>
			Zip <b>37204-3600</b> Country <b>United States of America</b>

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name <u>StandardAero Business Aviation Services, LLC</u>		<input type="checkbox"/> U.S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address <u>1200 North Airport Drive</u>		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City <u>Springfield</u>	State <u>Illinois</u>	<input checked="" type="checkbox"/> Certificated Repair Station	<b>UO2R221L</b>
Zip <u>62707</u>	Country <u>United States of America</u>	<input type="checkbox"/> Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <b>Roland R. Swanson</b> <i>Roland R Swanson</i> <b>3/23/2015</b>
--	--

7. Approval for Return to Service

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

BY	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization	Other (Specify)
Certificate or Designation No. <b>UO2R221L</b>		Signature/Date of Authorized Individual <b>Joseph Jachino</b> <i>Joseph Jachino</i> <b>3/23/2015</b>		

## NOTICE

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

### 8. Description of Work Accomplished

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

United States of America N898TS

3/23/2015

Nationality and Registration Mark

Date

Altered the existing cabin wash lighting system by changing the relay in the R/H radio rack to 25 amp, and removed and replace the existing wire from the c/b panel to relay with new larger gauge wire. (Reference FAA Form 337 3/4/2015).

The Cabin Wash Lighting system wiring interconnect were installed in accordance with StandardAero drawing 1027455 Rev. (D) approved by DERT-230399-CE documented on FAA Form 8110-3 dated 3/20/2015.

Altered the existing Dual Rockwell Collins TDR-94D's System by adding external range strapping to the TCAS controller (Reference FAA Form 337 3/4/2015).

The Dual Rockwell Collins TDR-94D's wiring interconnect were installed in accordance with StandardAero drawing 1027718 Rev. (B) approved by DERT-230399-CE documented on FAA Form 8110-3 dated 3/20/2015.

Altered the Honeywell HD-710 Satcom MCS-7120 System by revising the Satcom Transceiver part number (Reference FAA Form 337 3/4/2015).

The HD-710 Transceiver part number change is listed on StandardAero drawing 1027470 Rev. (B) approved by DERT-230399-CE documented on FAA Form 8110-3 dated 3/20/2015.

There was no change to the Airplane Flight Manual. There was no change to the Maintenance Manual.

A post installation check was performed and determined to be satisfactory. The electrical load and weight & balance change were considered negligible. This modification was accomplished and recorded under StandardAero work order 315964.

An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.


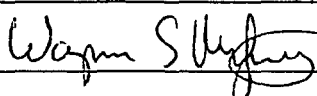
-----End-----

☐ Additional Sheets Are Attached

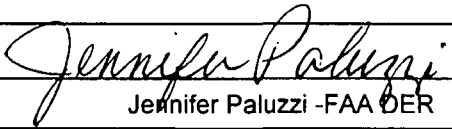


FAA

SDAM-333

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				1. DATE 20 March 2015
<b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>				
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>				
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Aircraft	5. NAME OF APPLICANT StandardAero Springfield, IL 62707	
<b>LIST OF DATA</b>				
<b>6. IDENTIFICATION</b>		<b>7. TITLE</b>		
1027455, Rev. D, dated 19 Mar 15		Cabin Wash Lighting		
1027470, Rev. B, dated 19 Mar 15		Honeywell HD-710 Satcom MCS-7120 System		
1027718, Rev. B, dated 19 Mar 15		Dual Rockwell Collins TDR-94D's		
				
		<p align="center">-----END OF DATA-----</p> <p><b>Notes:</b></p> <ol style="list-style-type: none"> <li>1. Electrical Systems and Equipment aspects only of this data is approved.</li> <li>2. This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements". The approval is only for the engineering design data and is not installation approval.</li> <li>3. This form does not constitute FAA approval of all the engineering data necessary for substantiation of compliance to necessary requirements for the entire alteration.</li> <li>4. For Certification Basis, refer to Type Certificate Data Sheet (TCDS) No. A46EU. FAR 25 through Amendment 25-56 will be used for this approval unless otherwise specified.</li> <li>5. The structural aspects are not included in this approval.</li> <li>6. Approval is for Dassault Aviation, Mystere-Falcon 900, serial number 095 only.</li> <li>7. An EMI/RFI all aircraft operational evaluation must be performed with the newly installed equipment. A statement of the results must be included with the appropriate aircraft records.</li> </ol>		
8. PURPOSE OF DATA    This data supports a major alteration – Installation of Emteq ELW72 Series LED Cabin Wash Lights, installation of a Honeywell HD-710 High Speed Inmarsat Satcom system, and replacement of Honeywell Mode-S Transponders with Rockwell Collins TDR-94D Mode-S Transponders. These alterations are on Dassault Aviation, Mystere-Falcon 900 aircraft, S/N 095 only.				
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25 Subpart F, subparagraphs: 25.1301(a)(b)(c) [Amdt: None], 25.1307(c) [Amdt: 25-54], 25.1322(c)(d) [Amdt: 25-38], 25.1353(b) [Amdt: 25-42], 25.1357(a)(c) [Amdt: None], 25.1381(a1)(b) [Amdt: None]				
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>None</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.				
<input type="checkbox"/> Recommend approval of these data I (We) Therefore <input checked="" type="checkbox"/> Approve these data				
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		12. DESIGNATION NUMBERS(S)		13. CLASSIFICATION(S)
Waymon T. Montgomery 		DERT-230399-CE		Systems and Equipment (Electrical Equipment)



U. S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			1. DATE 2/17/2015
<b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
2. MAKE Dassault	3. MODEL NO. Mystere Falcon 900	4. TYPE (Airplane, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT Standard Aero
LIST OF DATA			
6. IDENTIFICATION TP 1027680FR Rev B Dated 02/17/2015	7. TITLE Standard Aero Flammability Burn Test Report  Notes:  1) Work accomplished under Skandia Inc. WO # 283114-14, Ref Document ID 96884.  2) Flammability test witnessing only, does not constitute installation approval of the materials.		
8. PURPOSE OF DATA Demonstration of compliance with material flammability requirements in support of Major Repair & Alteration for S/N 095			
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i) 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii) 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(iv)			
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed. I (We) Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE	12. DESIGNATION NUMBER(S)	13. CLASSIFICATION(S)	
 Jennifer Paluzzi -FAA DER	DERY-832779-CE	Structural Special	





**FLAMMABILITY BURN TEST REPORT**  
**Aircraft Make: DASSAULT AVIATION**  
**Aircraft Model: MYSTERE-FALCON 900**  
**S/N: 095**

**Document No: 1027680FR**

**Revision: B**

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## **Flammability Burn Test Report**

StandardAero  
1200 North Airport Drive  
Springfield, IL 62707

**StandardAero Document No. 1027680FR REV B**

**Aircraft Make: DASSAULT AVIATION**  
**Aircraft Model: MYSTERE-FALCON 900**

**S/N: 095**

**Registration: N898TS**

Prepared by: Chris Boyer

Date: 02/17/15

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**LOG OF REVISIONS**

REV	EFFECTED PAGE(S)	DESCRIPTION	DATE	APPROVED
A	All	Initial Release	01/20/15	B. Moore
B	27-32, 95-102	Added Items 1027680-73 to 1027680-88	02/17/15	B. Moore







**FLAMMABILITY BURN TEST REPORT**  
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#### **1.0 INTRODUCTION**

This Flammability Burn Test Plan substantiates compliance with the applicable 14 CFR §25.853 regulations.

#### **2.0 APPLICABILITY**

This Flammability Burn Test Plan is only applicable for the soft-good materials and interior finished items used on Dassault Aviation Mystere-Falcon 900 S/N 095.

#### **3.0 PREVIOUSLY TESTED AND APPROVED MATERIAL(S)**

The following items list(s) gives the material specimens detailed "as-installed" in the aircraft and/or in accordance with FAA Policy Statement PS-ANM-25.853-01-R2, Flammability Testing of Interior Materials. The test specimens are representative of new material installed in the aircraft and have been previously tested and approved. The traceability documentation is included in Appendix A.

Item: FWD & AFT LAV VANITY, BAGGAGE DOOR, & GALLEY MIRROR

VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
SABIC POLYMERSHAPES	16002102	.080" JET MIRROR / CLEAR
NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
CREST INDUSTRIES, INC.	TTI49652	2" DOUBLE FACE TAPE

Previously tested and approved in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i). The previously tested specimen configuration and approved test data is included in Appendix B.

#### **4.0 FLAMMABILITY SPECIMENS**

The following items list(s) gives the material specimens detailed "as-installed" in the aircraft and/or in accordance with FAA Policy Statement PS-ANM-25.853-01-R2, Flammability Testing of Interior Materials. The test specimens are representative of new material installed in the aircraft.

For each item listed below, the test specimen number represents the Flammability Burn Test Plan specimen number. The number in parentheses represents the test facility's test number if different from the specimen number. The results of these tests are included in Appendix C.





**FLAMMABILITY BURN TEST REPORT**  
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**TEST SPECIMEN NO: 1027680-01**

Item: HEADLINER, CABIN WINDOWLINE, & LAV & MID-CABIN BULKHEADS (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	PERRONE AEROSPACE	MRS-4067	MIRAGE SS WARP / FRENCH VANILLA
B	SKANDIA, INC.	AL75.125	.125" AL75 FOAM
C	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-02**

Item: HEADLINER (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	PERRONE AEROSPACE	MRS-4067	MIRAGE SS FILL / FRENCH VANILLA
B	SKANDIA, INC.	AL75.125	.125" AL75 FOAM
C	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-03**

Item: COCKPIT WINDOW TRIM & SIDE PANELS (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	PERRONE AEROSPACE	MRS-4067	MIRAGE SS WARP / FRENCH VANILLA
B	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).





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**TEST SPECIMEN NO: 1027680-04**

Item: COCKPIT WINDOW TRIM & SIDE PANELS (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	PERRONE AEROSPACE	MRS-4067	MIRAGE SS FILL / FRENCH VANILLA
B	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-05**

Item: COCKPIT UPPER LEDGE (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	PERRONE AEROSPACE	MRS-4067	MIRAGE SS WARP / FRENCH VANILLA
B	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-06**

Item: COCKPIT UPPER LEDGE (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	PERRONE AEROSPACE	MRS-4067	MIRAGE SS FILL / FRENCH VANILLA
B	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).







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**TEST SPECIMEN NO: 1027680-07**

Item: WINDOW SHADES (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	PERRONE AEROSPACE	MRS-4067	MIRAGE SS WARP / FRENCH VANILLA
B	COPE PLASTICS, INC.	00002801	.040" 72005 KYDEX / BEIGE
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-08**

Item: WINDOW SHADES (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	PERRONE AEROSPACE	MRS-4067	MIRAGE SS FILL / FRENCH VANILLA
B	COPE PLASTICS, INC.	00002801	.040" 72005 KYDEX / BEIGE
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-09**

Item: GLARESHIELD

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A250 / 81671	AVION LEATHER / COAL
B	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-10**

Item: CONTROL COLUMN BOOTS

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A250 / 81671	AVION LEATHER / COAL

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).





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**TEST SPECIMEN NO: 1027680-11**

Item: COCKPIT BULKHEADS & FWD CLOSET INTERIOR & AFT BAGGAGE PANELS (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	TAPIS CORP.	GVFR2776	GENEVE WARP FABRIC / STRAW
B	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-12**

Item: COCKPIT BULKHEADS & FWD CLOSET INTERIOR & AFT BAGGAGE PANELS (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	TAPIS CORP.	GVFR2776	GENEVE FILL FABRIC / STRAW
B	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-13**

Item: DIVAN BASE STORAGE (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	TAPIS CORP.	GVFR2776	GENEVE WARP FABRIC / STRAW
B	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).





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**TEST SPECIMEN NO: 1027680-14**

Item: DIVAN BASE STORAGE (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	TAPIS CORP.	GVFR2776	GENEVE FILL FABRIC / STRAW
B	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-15**

Item: COCKPIT BULKHEADS (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	TAPIS CORP.	GVFR2776	GENEVE WARP FABRIC / STRAW
B	SKANDIA, INC.	AL75.125	.125" AL75 FOAM
C	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-16**

Item: COCKPIT BULKHEADS (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	TAPIS CORP.	GVFR2776	GENEVE FILL FABRIC / STRAW
B	SKANDIA, INC.	AL75.125	.125" AL75 FOAM
C	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).





**FLAMMABILITY BURN TEST REPORT**  
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**TEST SPECIMEN NO: 1027680-17**

Item: MED STEP TREAD

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	VASI AEROSPACE, IPG	301432	FLIGHTFLOOR VINYL / BLACK
B	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
C	AVIALL, INC.	1357 3M™ Scotch-Weld™	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-18**

Item: AFT BAGGAGE DOOR STEP TREAD

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	VASI AEROSPACE, IPG	301432	FLIGHTFLOOR VINYL / BLACK
B	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
C	AVIALL, INC.	1357 3M™ Scotch-Weld™	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-19**

Item: VALANCE PANELS

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	TAPIS CORP.	USFRC3694	ULTRASUEDE / IVORY
B	SKANDIA, INC.	AL75.125	.125" AL75 FOAM
C	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).







**FLAMMABILITY BURN TEST REPORT**  
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Aircraft Model: MYSTERE-FALCON 900  
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**TEST SPECIMEN NO: 1027680-20**

Item: CABIN LOWER SIDEWALL PANELS

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	TAPIS CORP.	ULLNFR3091	ULTRALEATHER LINEN / HONEY
B	SKANDIA, INC.	AL75.125	.125" AL75 FOAM
C	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-21**

Item: (DELETED)

**TEST SPECIMEN NO: 1027680-22**

Item: (DELETED)

**TEST SPECIMEN NO: 1027680-23**

Item: COCKPIT CARPET (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	AIRCRAFT INTERIOR PRODUCTS	TRETFORD/572	TRETFORD WARP CARPET / NOUGAT
B	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-24**

Item: COCKPIT CARPET (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	AIRCRAFT INTERIOR PRODUCTS	TRETFORD/572	TRETFORD FILL CARPET / NOUGAT
B	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).





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**TEST SPECIMEN NO: 1027680-25**

Item: GALLEY, AUX GALLEY, SIDELEDGES, BULKHEADS, CREDENZA, TABLES, CABINETS, POCKET DOOR, & LAV VENEER

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GOODRICH-BOOTH	GA 141104-1	veneer / FIG MAHOGANY
B	NORDAM GROUP, INC.	NB220-0155-250A	.25" FIBERGLASS PANEL
C	AVIALL INC.	1357 3M™ Scotch-Weld™	ADHESIVE
D	FIRE RETARDANT COATINGS OF TEXAS	FX LUMBER GUARD	FIRE RETARDANT
E	EAGLE PERFORMANCE	FRA-9111	EAGLEBAN FLAME RETARDANT
F	AXONHENTZEN AEROSPACE	00465GR-ISC-909	INSULATOR SPRAY CATALYST
G	AXONHENTZEN AEROSPACE	00706GR-ISB-910	INSULATOR SPRAY BASECOAT
H	BLEND SUPPLY	571-080	ACRYGLO BASE / CLEAR
I	BLEND SUPPLY	571-081-GL	ACRYGLO CATALYST
J	IC&S	PE1023	POLYESTER UV TOPCOAT / CLEAR

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-26**

Item: GALLEY, AUX GALLEY, SIDELEDGES, BULKHEADS, CREDENZA, TABLES, CABINETS, POCKET DOOR, DOOR JAMB, & LAV HARDWOOD EDGE TRIM

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	CUSTOM PLYWOOD, INC.	LOG# LAB 43	.125" THK HARDWOOD / KHAYA
B	FIRE RETARDANT COATINGS OF TEXAS	FX LUMBER GUARD	FIRE RETARDANT
C	EAGLE PERFORMANCE	FRA-9111	EAGLEBAN FLAME RETARDANT
D	AXONHENTZEN AEROSPACE	00465GR-ISC-909	INSULATOR SPRAY CATALYST
E	AXONHENTZEN AEROSPACE	00706GR-ISB-910	INSULATOR SPRAY BASECOAT
F	BLEND SUPPLY	571-080	ACRYGLO BASE / CLEAR
G	BLEND SUPPLY	571-081-GL	ACRYGLO CATALYST
H	IC&S	PE1023	POLYESTER UV TOPCOAT / CLEAR

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).





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**TEST SPECIMEN NO: 1027680-27**

Item: SIDELEDGES, MODIFIED CREDENZA, & POCKET DOOR EDGE FILL

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	NORDAM GROUP, INC.	NB220-0155-250A	.25" FIBERGLASS PANEL
B	MAGNOLIA, INC.	85-3-AB	EDGE FILL

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-28**

Item: COCKPIT DRAPE (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	MAHARAM	458670013	SALON WARP FABRIC / ALMOND

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).  
Fabric treated at Applikators Plus, Inc. per StandardAero PO 848714.

**TEST SPECIMEN NO: 1027680-29**

Item: COCKPIT DRAPE (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	MAHARAM	458670013	SALON FILL FABRIC / ALMOND

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).  
Fabric treated at Applikators Plus, Inc. per StandardAero PO 848714.

**TEST SPECIMEN NO: 1027680-30**

Item: LAMINATE

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	ALL TILE, INC.	NF31S600148096	LAMINATE / BLACK VERT
B	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
C	AVIALL INC.	1357 3M™ Scotch-Weld™	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).





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**TEST SPECIMEN NO: 1027680-31**

Item: CARPET PAD

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	SKANDIA, INC.	SK-7338	.375" AEROLITE CARPET PAD

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-32**

Item: CABIN CARPET (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	SCOTT GROUP	M1819	EXPRESS WARP CARPET
B	SKANDIA, INC.	PBGE2.00H	2" PSA HOOK / BEIGE
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-33**

Item: CABIN CARPET (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	SCOTT GROUP	M1819	EXPRESS FILL CARPET
B	SKANDIA, INC.	PBGE2.00H	2" PSA HOOK / BEIGE
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-34**

Item: AFT CABIN HEADLINER, AFT LAV HEADLINER, FWD LAV OUTBOARD PANEL, & GALLEY LIGHT LENSES

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	MCMaster-CARR	8574K195	.118" POLYCARBONATE / WHITE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(iv).







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**TEST SPECIMEN NO: 1027680-35**

Item: COCKPIT & BAGGAGE CARPET (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	AIRCRAFT INTERIOR PRODUCTS	TRETFORD/572	TRETFORD WARP CARPET / NOUGAT
B	SKANDIA, INC.	PRPBGE2.00H	2" PSA RP HOOK / BEIGE
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-36**

Item: COCKPIT & BAGGAGE CARPET (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	AIRCRAFT INTERIOR PRODUCTS	TRETFORD/572	TRETFORD FILL CARPET / NOUGAT
B	SKANDIA, INC.	PRPBGE2.00H	2" PSA RP HOOK / BEIGE
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-37**

Item: AFT CABIN BULKHEAD SAFETY PADS (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	PERRONE AEROSPACE	MRS-4067	MIRAGE SS WARP / FRENCH VANILLA
B	SKANDIA, INC.	SK-F6231.125	.125" MONARCH FOAM / BEIGE
C	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).





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**TEST SPECIMEN NO: 1027680-38**

Item: AFT CABIN BULKHEAD SAFETY PADS (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	PERRONE AEROSPACE	MRS-4067	MIRAGE SS FILL / FRENCH VANILLA
B	SKANDIA, INC.	SK-F6231.125	.125" MONARCH FOAM / BEIGE
C	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-39**

Item: COCKPIT LOWER SIDEWALLS, CREW SEAT ARMRESTS, CABIN SEAT BASE, LAV SEAT

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-40**

Item: PEDESTAL TRIM

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	SKANDIA, INC.	AL75.125	.125" AEROLITE FOAM
C	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).





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**TEST SPECIMEN NO: 1027680-41**

Item: COCKPIT BULKHEADS, LAV SEAT ARMREST

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-42**

Item: CREW SEAT & CABIN SEAT SHROUD, ENTRY DOOR PERIMETER TRIM

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	COPE PLASTICS, INC.	00002801	.040" 72005 KYDEX / BEIGE
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-43**

Item: CREW SEAT & JUMPSEAT DRESS COVER

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	SKANDIA, INC.	PRPBGE2.00H	2" PSA RP HOOK / BEIGE
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).





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**TEST SPECIMEN NO: 1027680-44**

Item: CREW SEAT & JUMPSEAT DRESS COVER

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	SKANDIA, INC.	PRPBGE2.00L	2" PSA RP LOOP / BEIGE
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-45**

Item: CREW SEAT HEADREST DRESS COVER (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	SKANDIA, INC.	DAX26.25JSRSP	.25" DAX 26 WARP JERSEY SCRIM FOAM

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-46**

Item: JUMPSEAT SHROUD

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	SKANDIA, INC.	AL75.125	.125" AEROLITE FOAM
C	COPE PLASTICS, INC.	00002801	.040" 72005 KYDEX / BEIGE
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).







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**TEST SPECIMEN NO: 1027680-47**

Item: JUMPSEAT BASE

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	SKANDIA, INC.	AL75.125	.125" AEROLITE FOAM
C	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-48**

Item: CONFERENCE TABLE PAD

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	SKANDIA, INC.	SK-F6231.125	.125" MONARCH FOAM / BEIGE
C	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-49**

Item: CABIN SEAT BASE SHROUD

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	SKANDIA, INC.	DAX26.25SP	.25" DAX 26 FR SUPPRESSANT FOAM
C	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).





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**TEST SPECIMEN NO: 1027680-50**

Item: CABIN SEAT ARMREST

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	SKANDIA, INC.	DAX90.125SP	.125" DAX 90 FR SUPPRESSANT FOAM
C	SKANDIA, INC.	SK-F6231.125	.125" MONARCH FOAM / BEIGE
D	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
E	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-51**

Item: CABIN SEAT ARMREST

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	SKANDIA, INC.	DAX90.125SP	.125" DAX 90 FR SUPPRESSANT FOAM
C	SKANDIA, INC.	SK-F6231.125	.125" MONARCH FOAM / BEIGE
D	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
E	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-52**

Item: CABIN SEAT ARMREST

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	SKANDIA, INC.	DAX90.125SP	.125" DAX 90 FR SUPPRESSANT FOAM
C	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).





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**TEST SPECIMEN NO: 1027680-53**

Item: LAV SEAT CLOSEOUT

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	SKANDIA, INC.	DAX90.125SP	.125" DAX 90 FR SUPPRESSANT FOAM
C	COPE PLASTICS, INC.	00002801	.040" 72005 KYDEX / BEIGE
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-54**

Item: LAV SEAT (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	SKANDIA, INC.	DAX26.25JSRSP	.25" DAX 26 WARP JERSEY SCRIM FOAM
C	SKANDIA, INC.	DAX90.5	CUT TO .25" DAX 90 FOAM
D	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
E	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-55**

Item: MAGAZINE RACK SLING, ENTRY DRAPE

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).





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**TEST SPECIMEN NO: 1027680-56**

Item: CREW SEAT ARMREST

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	SKANDIA, INC.	DAX90.25SP	.25" DAX 90 FR SUPPRESSANT FOAM
C	SKANDIA, INC.	DAX55.5	CUT TO .125" DAX 55 FOAM
D	SKANDIA, INC.	DAX90.5	CUT TO .125" DAX 90 FOAM
E	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
F	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-57**

Item: CABIN SEAT WELT TRIM

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	MCMaster-CARR	3696T13	.109" DIA. UNCOATED BRAIDED NYLON
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-58**

Item: CREW SEAT BACK CUSHION

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	SKANDIA, INC.	PRPBGE2.00L	2" PSA RP LOOP / BEIGE
B	SKANDIA, INC.	DAX55.5	CUT TO .25" DAX 55 FOAM
C	SKANDIA, INC.	DAX47.5	CUT TO .125" DAX 47 FOAM
D	SKANDIA, INC.	DAX26.5	CUT TO .125" DAX 26 FOAM
E	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).







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**TEST SPECIMEN NO: 1027680-59**

Item: CREW SEAT BOTTOM CUSHION

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	SKANDIA, INC.	PRPBGE2.00H	2" PSA RP HOOK / BEIGE
B	SKANDIA, INC.	DAX47.5	CUT TO .25" DAX 47 FOAM
C	SKANDIA, INC.	DAX26.5	CUT TO .25" DAX 26 FOAM
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-60**

Item: CREW SEAT HEADREST CUSHION

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	SKANDIA, INC.	PRPBGE2.00L	2" PSA RP LOOP / BEIGE
B	SKANDIA, INC.	DAX47.5	.5" DAX 47 FOAM
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-61**

Item: CREW SEAT & JUMPSEAT DRESS COVER

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	PERRONE AEROSPACE	SHR-4393	CURLY SHEEPSKIN / TAN

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).





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**TEST SPECIMEN NO: 1027680-62**

Item: DIVAN ARMREST CAPS (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	KRAVET, INC.	28366.6	PLUSH TREAT WARP FABRIC / CHOCOLATE
B	SKANDIA, INC.	DAX90.25SP	.25" DAX 90 FR SUPPRESSANT FOAM
C	SKANDIA, INC.	AL75.125	.125" AEROLITE FOAM
D	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
E	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).  
Fabric treated at Applikators Plus, Inc. per StandardAero PO 846381.

**TEST SPECIMEN NO: 1027680-63**

Item: DIVAN ARMREST CAPS (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	KRAVET, INC.	28366.6	PLUSH TREAT FILL FABRIC / CHOCOLATE
B	SKANDIA, INC.	DAX90.25SP	.25" DAX 90 FR SUPPRESSANT FOAM
C	SKANDIA, INC.	AL75.125	.125" AEROLITE FOAM
D	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
E	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).  
Fabric treated at Applikators Plus, Inc. per StandardAero PO 846381.

**TEST SPECIMEN NO: 1027680-64**

Item: DIVAN ARMREST SAFETY PADS (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	KRAVET, INC.	28366.6	PLUSH TREAT WARP FABRIC / CHOCOLATE
B	SKANDIA, INC.	SK-F6231.125	.125" MONARCH FOAM / BEIGE
C	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).  
Fabric treated at Applikators Plus, Inc. per StandardAero PO 846381.





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**TEST SPECIMEN NO: 1027680-65**

Item: DIVAN ARMREST SAFETY PADS (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	KRAVET, INC.	28366.6	PLUSH TREAT FILL FABRIC / CHOCOLATE
B	SKANDIA, INC.	SK-F6231.125	.125" MONARCH FOAM / BEIGE
C	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).  
Fabric treated at Applikators Plus, Inc. per StandardAero PO 846381.

**TEST SPECIMEN NO: 1027680-66**

Item: DIVAN DECKING (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	HOLLY HUNT	3800/22	THICK AS THIEVES WARP FABRIC / TUMERIC
B	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
C	SKANDIA, INC.	PRPBGE2.00L	2" PSA RP LOOP / BEIGE
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).  
Fabric treated at Applikators Plus, Inc. per StandardAero PO 848688.

**TEST SPECIMEN NO: 1027680-67**

Item: DIVAN DECKING (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	HOLLY HUNT	3800/22	THICK AS THIEVES FILL FABRIC / TUMERIC
B	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
C	SKANDIA, INC.	PRPBGE2.00L	2" PSA RP LOOP / BEIGE
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).  
Fabric treated at Applikators Plus, Inc. per StandardAero PO 848688.





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**TEST SPECIMEN NO: 1027680-68**

Item: GALLEY SLIDE DOORS

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	MCMaster-CARR	87115K115	.125" POLYCARBONATE / GRAY

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-69**

Item: WINDOW CLOSEOUT PAINT

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	COPE PLASTICS, INC.	00002801	.040" 72005 KYDEX / BEIGE
B	COLORMASTER	391665	TONER / HIGH STRENGTH WHITE
C	COLORMASTER	391667	TONER / MIXING BLACK
D	COLORMASTER	391676	TONER / DARK ORANGE
E	COLORMASTER	391681	TONER / BRIGHT YELLOW
F	COLORMASTER	397113	BASECOAT / WHITE CONVERTER
G	COLORMASTER	397309	HARDENER
H	COLORMASTER	397478	POLYURETHANE ACCELERATOR
I	COLORMASTER	480495	MEDIUM REDUCER
J	COLORMASTER	480988	MATTE REDUCER

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-70**

Item: CREW SEAT HEADREST DRESS COVER (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	SKANDIA, INC.	DAX26.25JSRSP	.25" DAX 26 FILL JERSEY SCRIM FOAM

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).







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**TEST SPECIMEN NO: 1027680-71**

Item: LAV SEAT (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	GARRETT LEATHER	A260 / 81367	AVION LEATHER / MAIZE
B	SKANDIA, INC.	DAX26.25JSRSP	.25" DAX 26 FILL JERSEY SCRIM FOAM
C	SKANDIA, INC.	DAX90.5	CUT TO .25" DAX 90 FOAM
D	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
E	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-72**

Item: DIVAN ARMREST CAPS EDGE FILL

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	NORDAM GROUP, INC.	NB220-0155-250A	.25" FIBERGLASS PANEL
B	AAR PARTS TRADING, INC.	ATR-1000A/B-WHITE	EDGE FILL

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-73**

Item: JUMPSEAT BACK CUSHION (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	SKANDIA, INC.	FG-101	FIRE GUARD WARP
B	SKANDIA, INC.	DAX26.5	CUT TO .25" DAX 26 FOAM
C	SKANDIA, INC.	DAX47.5	CUT TO .125" DAX 47 FOAM
D	SKANDIA, INC.	DAX55.5	CUT TO .125" DAX 55 FOAM
E	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).





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**TEST SPECIMEN NO: 1027680-74**

Item: JUMPSEAT BACK CUSHION (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	SKANDIA, INC.	FG-101	FIRE GUARD FILL
B	SKANDIA, INC.	DAX26.5	CUT TO .25" DAX 26 FOAM
C	SKANDIA, INC.	DAX47.5	CUT TO .125" DAX 47 FOAM
D	SKANDIA, INC.	DAX55.5	CUT TO .125" DAX 55 FOAM
E	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-75**

Item: JUMPSEAT BOTTOM CUSHION (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	SKANDIA, INC.	FG-101	FIRE GUARD WARP
B	SKANDIA, INC.	DAX26.5	CUT TO .25" DAX 26 FOAM
C	SKANDIA, INC.	DAX47.5	CUT TO .25" DAX 47 FOAM
D	SKANDIA, INC.	PRPBGE2.00H	2" PSA RP HOOK / BEIGE
E	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).

**TEST SPECIMEN NO: 1027680-76**

Item: JUMPSEAT BOTTOM CUSHION (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	SKANDIA, INC.	FG-101	FIRE GUARD FILL
B	SKANDIA, INC.	DAX47.5	CUT TO .25" DAX 47 FOAM
C	SKANDIA, INC.	DAX26.5	CUT TO .25" DAX 26 FOAM
D	SKANDIA, INC.	PRPBGE2.00H	2" PSA RP HOOK / BEIGE
E	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).





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**TEST SPECIMEN NO: 1027680-77**

Item: AFT CABIN BULKHEAD SAFETY PADS (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	PERRONE AEROSPACE	MRS-4067	MIRAGE SS WARP / FRENCH VANILLA
B	SKANDIA, INC.	SK-F6231.125	.125" MONARCH FOAM / BEIGE
C	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-78**

Item: AFT CABIN BULKHEAD SAFETY PADS (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	PERRONE AEROSPACE	MRS-4067	MIRAGE SS FILL / FRENCH VANILLA
B	SKANDIA, INC.	SK-F6231.125	.125" MONARCH FOAM / BEIGE
C	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-79**

Item: AFT CABIN BULKHEAD INLAY (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	PERRONE AEROSPACE	MRS-4067	MIRAGE SS WARP / FRENCH VANILLA
B	SKANDIA, INC.	AL75.125	.125" AL75 FOAM
C	COPE PLASTICS, INC.	00002801	.040" 72005 KYDEX / BEIGE
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).





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**TEST SPECIMEN NO: 1027680-80**

Item: AFT CABIN BULKHEAD INLAY (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	PERRONE AEROSPACE	MRS-4067	MIRAGE SS FILL / FRENCH VANILLA
B	SKANDIA, INC.	AL75.125	.125" AL75 FOAM
C	COPE PLASTICS, INC.	00002801	.040" 72005 KYDEX / BEIGE
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).

**TEST SPECIMEN NO: 1027680-81**

Item: DIVAN WELT TRIM (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	KRAVET, INC.	28770.1616	GUARANTEED WARP FABRIC / BEIGE
B	MCMaster-CARR	3696T13	.109" DIA. UNCOATED BRAIDED NYLON
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).  
Fabric treated at Applikators Plus, Inc. per StandardAero PO 855880.

**TEST SPECIMEN NO: 1027680-82**

Item: DIVAN WELT TRIM (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	KRAVET, INC.	28770.1616	GUARANTEED FILL FABRIC / BEIGE
B	MCMaster-CARR	3696T13	.109" DIA. UNCOATED BRAIDED NYLON
C	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(ii).  
Fabric treated at Applikators Plus, Inc. per StandardAero PO 855880.







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**TEST SPECIMEN NO: 1027680-83**

Item: DIVAN ARMREST CAPS (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	KRAVET, INC.	28770.1616	GUARANTEED WARP FABRIC / BEIGE
B	SKANDIA, INC.	DAX90.25SP	.25" DAX 90 FR SUPPRESSANT FOAM
C	SKANDIA, INC.	AL75.125	.125" AEROLITE FOAM
D	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
E	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).  
Fabric treated at Applikators Plus, Inc. per StandardAero PO 855880.

**TEST SPECIMEN NO: 1027680-84**

Item: DIVAN ARMREST CAPS (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	KRAVET, INC.	28770.1616	GUARANTEED FILL FABRIC / BEIGE
B	SKANDIA, INC.	DAX90.25SP	.25" DAX 90 FR SUPPRESSANT FOAM
C	SKANDIA, INC.	AL75.125	.125" AEROLITE FOAM
D	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
E	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).  
Fabric treated at Applikators Plus, Inc. per StandardAero PO 855880.

**TEST SPECIMEN NO: 1027680-85**

Item: DIVAN ARMREST SAFETY PADS (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	KRAVET, INC.	28770.1616	GUARANTEED WARP FABRIC / BEIGE
B	SKANDIA, INC.	SK-F6231.125	.125" MONARCH FOAM / BEIGE
C	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).  
Fabric treated at Applikators Plus, Inc. per StandardAero PO 855880.





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**TEST SPECIMEN NO: 1027680-86**

Item: DIVAN ARMREST SAFETY PADS (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	KRAVET, INC.	28770.1616	GUARANTEED FILL FABRIC / BEIGE
B	SKANDIA, INC.	SK-F6231.125	.125" MONARCH FOAM / BEIGE
C	FUTURE METALS, INC.	.032 2024-T3	.032" ALUMINUM SHEET
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).  
Fabric treated at Applikators Plus, Inc. per StandardAero PO 855880.

**TEST SPECIMEN NO: 1027680-87**

Item: DIVAN ARMREST CAPS (WARP)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	KRAVET, INC.	28770.1616	GUARANTEED WARP FABRIC / BEIGE
B	SKANDIA, INC.	AL75.125	.125" AEROLITE FOAM
C	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).  
Fabric treated at Applikators Plus, Inc. per StandardAero PO 855880.

**TEST SPECIMEN NO: 1027680-88**

Item: DIVAN ARMREST CAPS (FILL)

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	KRAVET, INC.	28770.1616	GUARANTEED FILL FABRIC / BEIGE
B	SKANDIA, INC.	AL75.125	.125" AEROLITE FOAM
C	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
D	FINISH MASTER, INC.	3M™ Scotch-Weld™ 5	ADHESIVE

Tested in accordance with 14 CFR Part §25.853(a) Appendix F Part I(a)(1)(i).  
Fabric treated at Applikators Plus, Inc. per StandardAero PO 855880.





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**5.0 CONCLUSION**

All materials meet the applicable test criteria for:

- 14 CFR §25.853(a) Appendix F Part I(a)(1)(i)
- 14 CFR §25.853(a) Appendix F Part I(a)(1)(ii)
- 14 CFR §25.853(a) Appendix F Part I(a)(1)(iv)





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**6.0 APPENDIX A**

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StandardAero

FLAMMABILITY BURN TEST REPORT  
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PACKING SLIP

SABIC POLYMERSHAPES

Ship To:  
STANDARD AERO  
1200 NORTH AIRPORT DRIVE  
SPRINGFIELD, IL, 62707  
UNITED STATES

Bill To:  
STANDARD AERO  
PO BOX 67600  
PHOENIX, AZ, 85082-7600  
United States

DATE:  
27-MAY-14

ORDER:  
1901139

PMT TERMS:  
NET 30

F.O.B.

WAREHOUSE:  
6036 INDIANAPOLIS IN - SABIC POLYMERSHAPES

PURCHASE ORDER:  
833597

FRT TERMS:  
Collect Freight

SALES REPRESENTATIVE:  
HOUSE

CONTACT NUMBER:  
0014005000120

ORDER DATE:  
23-MAY-14

DELIVERY NAME  
20141787

WAYBILL NUMBER:  
2837761883

FREIGHT CARRIER:  
FEDEX PRIORITY

FREIGHT CHARGE COMMENT:

LINE	PART NUMBER/ ITEM DESCRIPTION	SHIP DATE	QTY ORDERED	QTY SHIPPED	UOM
1	16002102 PC SH 0.080 48X96 CL FP  JET MIRROR SPECIAL INSTRUCTIONS: LOT Numbers: (3 Qty)	27-MAY-2014	3	3	SH
2	16005102 PC SH 0.118 48X96 CL FP  JET MIRROR SPECIAL INSTRUCTIONS: LOT Numbers: (1 Qty)	27-MAY-2014	1	1	SH
3	99398996 CRATE CHARGE SPECIAL INSTRUCTIONS: LOT Numbers: (1 Qty)	27-MAY-2014	1	1	SH





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**PACKING LIST**

Crest Industries, Inc.  
 Branch: 000 Crest Industries  
 231 Larkin Williams Industrial Court  
 Fenton, MO 63026  
 USA

Invoice Number  
 2088865  
 Invoice Date 09/18/2012 10:53:24 Page 1 of 1  
 ORDER NUMBER  
 1081951

Bill To:  
 STANDARD AERO  
 P.O. BOX 67600  
 PHOENIX, AZ 85082  
 USA  
 480-377-3100

Ship To:  
 STANDARD AERO  
 SPRINGFIELD FACILITY  
 1200 NORTH AIRPORT DRIVE  
 SPRINGFIELD, IL 62707

Customer ID: 101929

PO Number	Term Description	Net Due Date	Disc Due Date	Discount Amount
750498	NET 30 DAYS	10/18/2012	10/18/2012	
Order Date	Pick Ticket No	Primary Salesrep Name		Taker
9/18/2012 09:04:35	1091080	Paul Corley		AMERONLY
Quantities			Item ID	Unit Price
Ordered	Shipped	Remaining	Item Description	

**Delivery Instructions:** a shelf life must be sent with this product. SEE AMANDA BEFORE YOU SHIP THIS ORDER  
 ##### SEE AMANDA#####

Carrier	FedEx Ground®	Tracking #	024925770020140
3.000	3.000	0.000	TT149652
	N		2IN X60YD DOUBLE FACE EMBLEM 36/C

**Contract Bln:**

**Shipment Accepted By:**

Total Lines: 1  
 Total Pieces: 3  
 Total Weight: 0



NORDAM  
Interiors & Structures Division  
6910 North Whirlpool Drive  
TULSA OK 74117  
USA



John Frick  
Telephone: 918-401-5263  
Fax: 918-401-5848  
E-mail: JFRICK@NORDAM.COM

Delivery Doc Number: 80294870

Date Shipped: 09/10/2013	Carrier: FEDEX FREIGHT
Incoterms: EXW FACTORY	Tracking No: 292254802-0
Shipment Terms: Collect	Bill of Lading No.:

### Pack List

Ship To:  
STANDARD AERO BUSINESS AVIATION  
SERVICES LLC  
1200 N AIRPORT DR  
SPRINGFIELD FACILITY  
SPRINGFIELD IL 62707  
USA

Contact Person: Jerry Napier

### Notes:

Ship Via FedEx Freight

Purchase Order No	Part/Material No.	Shipped	Ordered	Sales	Line Item	Certificate
Cust / Vendor Ref.	Description	Quantity	Quantity	Order		
	Batch/Serial No.					
000980	NB220-0155-125A	6 EA	0 EA	30134308	000010	
	NORBOND .125X40X144			Commodity	ECCN/USML	UN
				Code		Number
				6815100000		Country of Origin
	0001382493	6 EA				US

This material complies with the requirements of FAR25.853. No additional retardant has been added during manufacturing process.

StandardAero

FLAMMABILITY BURN TEST REPORT  
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**7.0 APPENDIX B**

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**FLAMMABILITY BURN TEST REPORT**  
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**FLAMMABILITY BURN TEST PLAN**  
Aircraft Make: BOMBARDIER, INC.  
Aircraft Model: CL-600-2B16  
(CL-604 VARIANT)  
S/N: 5769

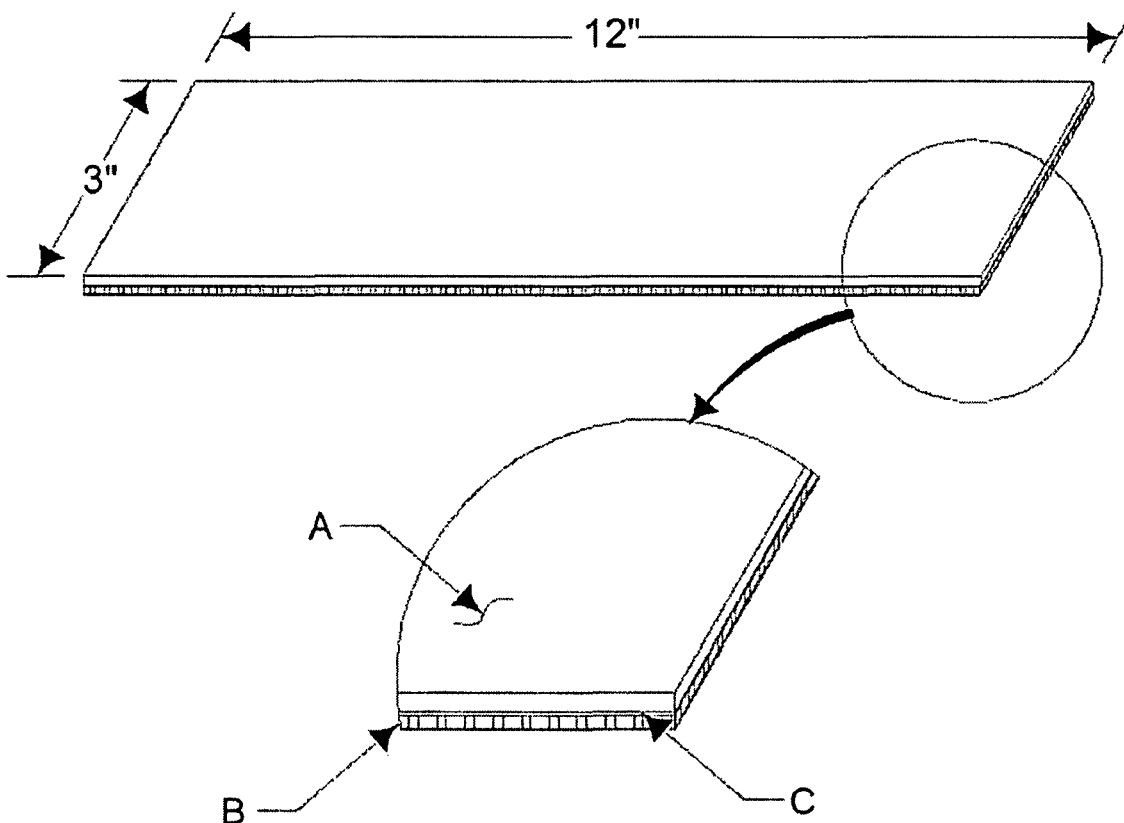
Document No: 1027684

Revision: D

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TEST SPECIMEN NO: 1027684-26

Item: AFT LAV VANITY MIRROR



1027684-26

Test in accordance with 14 CFR Part 25.853(a) Appendix F Part I(a)(1)(i).

ITEM	VENDOR	PART NO. / LOT NO.	DESCRIPTION / COLOR
A	SABIC POLYMERSHAPES	16002102	.080" JET MIRROR / CLEAR
B	NORDAM GROUP, INC.	NB220-0155-125A	.125" FIBERGLASS PANEL
C	CREST INDUSTRIES, INC.	TTI49652	2" DOUBLE FACE TAPE

StandardAero Proprietary Information Subject to restrictions on the cover or first page.

StandardAero Proprietary Information Subject to restrictions on the cover or first page.





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VERTICAL FLAMMABILITY TEST RESULTS		Skandia, Inc. WO # 282724-14		
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)		Client PO 850433		
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US		Doc ID: 60NW-315372 Test Plan # 1027684 Rev D  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION				
Make: Bombardier	Model: CL-600-2B16	Serial: 5769	Tail: N/A	
Conditioning Room Data: Date In: 12/12/2014 Time In: 09:55 Date Out: 12/15/2014 Time Out: 09:04				
SPECIMEN MATERIALS				
Part No: 1027684-26 Alt Lav Vanity Mirror				
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)
1	60	3.3	1.7	0.0
2	60	3.2	1.8	0.0
3	60	11.5	1.7	0.0
Average:		6.0	1.7	0.0
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.				
Comments:				
<input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed				
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.				
Judy Johnson - FAA DER WITNESS		12/15/2014 DATE		





**FLAMMABILITY BURN TEST REPORT**  
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**8.0 APPENDIX C**

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**FLAMMABILITY BURN TEST REPORT**  
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VERTICAL FLAMMABILITY TEST RESULTS				Skandia, Inc. WO # 283114-14			
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)				Client PO 850803			
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 60-315789 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 11:47							
SPECIMEN MATERIALS							
Part No: 1027680-01/1027680-02 Headliner, Cabin Windowline, & Lav & Mid-Cabin Bulkheads							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	60	0.0	0.0	5.4	5.1	0.0	0.0
2	60	0.0	0.0	5.4	5.1	0.0	0.0
3	60	0.0	0.0	5.5	5.3	0.0	0.0
Average:		0.0	0.0	5.4	5.2	0.0	0.0
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>							
Jane Biberstein -FAA DER WITNESS				12/19/2014 DATE			







**FLAMMABILITY BURN TEST REPORT**  
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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)				Skandia, Inc. WO # 283114-14 Client PO 850803			
Standard Aero Springfield Facility 1200 North Airport Drive Springfield IL 62707 US				Doc ID: 60-315790 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 11:56							
SPECIMEN MATERIALS							
Part No: 1027680-03/1027680-04 Cockpit Window Trim & Side Panels							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	60	0.0	0.0	5.1	4.9	0.0	0.0
2	60	0.0	0.0	5.0	4.6	0.0	0.0
3	60	0.0	0.0	5.2	4.3	0.0	0.0
Average:		0.0	0.0	5.1	4.6	0.0	0.0
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>							
Jane Biberstein -FAA DER WITNESS				12/19/2014 DATE			





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VERTICAL FLAMMABILITY TEST RESULTS				Skandia, Inc. WO # 283114-14			
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)				Client PO 850803			
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 60-315792 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 12:32							
SPECIMEN MATERIALS							
Part No: 1027680-05/1027680-06 Cockpit Upper Ledge							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	60	0.0	0.0	1.7	1.6	0.0	0.0
2	60	0.0	0.0	1.7	1.6	0.0	0.0
3	60	0.0	0.0	1.7	1.6	0.0	0.0
Average:		0.0	0.0	1.7	1.6	0.0	0.0
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>							
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.							
Jane Biberstein -FAA DER WITNESS				12/19/2014 DATE			





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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 283114-14 Client PO 850803			
Standard Aero Springfield Facility 1200 North Airport Drive Springfield IL 62707 US				Doc ID: 12-315799 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 15:08							
SPECIMEN MATERIALS							
Part No: 1027680-07/1027680-08 Window Shades							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length (inches)		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	12	0.0	0.0	0.8	1.1	0.0	0.0
2	12	0.0	0.0	1.0	1.0	0.0	0.0
3	12	0.0	0.0	1.1	1.0	0.0	0.0
Average:		0.0	0.0	1.0	1.0	0.0	0.0
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>							
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.							
Jane Biberstein -FAA DER WITNESS				 DATE			
				12/19/2014			





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VERTICAL FLAMMABILITY TEST RESULTS				Skandia, Inc. WO # 283114-14	
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)				Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 60NW-315804 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 10:11					
SPECIMEN MATERIALS					
Part No: 1027680-09 Glareshield					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	60	0.0	0.9	0.0	
2	60	0.0	0.8	0.0	
3	60	0.0	0.8	0.0	
Average:		0.0	0.8	0.0	
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
Jane Biberstein -FAA DER WITNESS			 DATE 12/19/2014		







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VERTICAL FLAMMABILITY TEST RESULTS				Skandia, Inc. WO # 283114-14	
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-315814 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 15:02					
SPECIMEN MATERIALS					
Part No: 1027680-10 Control Column Boots					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.4	0.0	
2	12	0.0	0.5	0.0	
3	12	0.0	0.5	0.0	
Average:		0.0	0.5	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
Jane Biberstein -FAA DER			12/19/2014		
WITNESS			DATE		





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VERTICAL FLAMMABILITY TEST RESULTS				Skandia, Inc. WO # 283114-14			
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)				Client PO 850803			
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 60-315793 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 12:41							
SPECIMEN MATERIALS							
Part No: 1027680-11/1027680-12 Cockpit Bulkheads & Fwd Closet Interior & Aft Baggage Panels							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	60	0.0	0.0	3.3	3.1	0.0	0.0
2	60	0.0	0.0	3.4	3.1	0.0	0.0
3	60	0.0	0.0	3.4	3.2	0.0	0.0
Average:		0.0	0.0	3.4	3.1	0.0	0.0
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>							
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.							
Jane Biberstein -FAA DER WITNESS				12/19/2014 DATE			





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VERTICAL FLAMMABILITY TEST RESULTS				Skandia, Inc. WO # 283114-14			
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Client PO 850803			
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 12-315802 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 15:13							
SPECIMEN MATERIALS							
Part No: 1027680-13/1027680-14 Divan Base Storage							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length (inches)		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	12	0.0	0.0	0.4	0.4	0.0	0.0
2	12	0.0	0.0	0.4	0.4	0.0	0.0
3	12	0.0	0.0	0.4	0.4	0.0	0.0
Average:		0.0	0.0	0.4	0.4	0.0	0.0
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>							
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.							
Jana Biberstein -FAA DER WITNESS				 DATE			





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VERTICAL FLAMMABILITY TEST RESULTS				Skandia, Inc. WO # 283114-14			
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)				Client PO 850803			
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 60-315795 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 12:49							
SPECIMEN MATERIALS							
Part No: 1027680-15/1027680-16 Cockpit Bulkheads							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	60	0.0	4.2	3.0	3.5	0.0	0.0
2	60	0.0	0.0	3.0	3.6	0.0	0.0
3	60	14.6	13.4	3.7	3.8	0.0	0.0
Average:		4.9	5.9	3.2	3.6	0.0	0.0
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>							
Jane Biberstein -FAA DER WITNESS				12/19/2014 DATE			







**FLAMMABILITY BURN TEST REPORT**  
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Standard Aero Springfield Facility 1200 North Airport Drive Springfield IL 62707 US			Doc ID: 60NW-315807 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 10:18					
SPECIMEN MATERIALS					
Part No: 1027680-17 Med Step Tread					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	60	0.0	3.2	0.0	
2	60	0.0	3.3	0.0	
3	60	0.0	3.4	0.0	
Average:		0.0	3.3	0.0	
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
Jane Biberstein -FAA DER WITNESS			 DATE		





**FLAMMABILITY BURN TEST REPORT**  
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Aircraft Model: MYSTERE-FALCON 900  
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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)				Skandia, Inc. WO # 283114-14 Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 60NW-315808 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 10:22					
SPECIMEN MATERIALS					
Part No: 1027680-18 Alt Baggage Door Step Tread					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	60	0.0	1.6	0.0	
2	60	0.0	1.5	0.0	
3	60	0.0	1.6	0.0	
Average:		0.0	1.6	0.0	
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
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**FLAMMABILITY BURN TEST REPORT**  
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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(I)				Skandia, Inc. WO # 283114-14 Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 60NW-315809 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson	
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 10:27					
SPECIMEN MATERIALS					
Part No: 1027680-19 Valance Panels					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	60	0.0	4.4	0.0	
2	60	0.0	4.3	0.0	
3	60	0.0	4.4	0.0	
Average:		0.0	4.4	0.0	
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)				Skandia, Inc. WO # 283114-14 Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive Springfield IL 62707 US			Doc ID: 60NW-315812 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 10:53					
SPECIMEN MATERIALS					
Part No: 1027680-20 Cabin Lower Sidewall Panels					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	60	0.0	4.7	0.0	
2	60	0.0	4.6	0.0	
3	60	0.0	5.1	0.0	
Average:		0.0	4.8	0.0	
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
Jano Biberstein -FAA DER WITNESS			 DATE 12/19/2014		







**FLAMMABILITY BURN TEST REPORT**  
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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)				Skandia, Inc. WO # 283114-14 Client PO 850803			
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 60-315796 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 15:37							
SPECIMEN MATERIALS							
Part No: 1027680-23/1027680-24 Cockpit Carpet							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	60	0.0	0.0	1.7	1.5	0.0	0.0
2	60	0.0	0.0	1.6	1.8	0.0	0.0
3	60	0.0	0.0	1.4	1.6	0.0	0.0
Average:		0.0	0.0	1.6	1.6	0.0	0.0
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>							
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VERTICAL FLAMMABILITY TEST RESULTS				Skandia, Inc. WO # 283114-14	
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)				Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 60NW-315813 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 10:58					
SPECIMEN MATERIALS					
Part No: 1027680-25 Galley, Aux Galley, Sideledges, Bulkheads, Credenza, Tables, Cabinets, Pocket Door & Lav Veneer					
Sel	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	60	0.0	2.4	0.0	
2	60	0.0	2.3	0.0	
3	60	0.0	2.4	0.0	
Average:		0.0	2.4	0.0	
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
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WITNESS			DATE		





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VERTICAL FLAMMABILITY TEST RESULTS				Skandia, Inc. WO # 283114-14	
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-315913 Test Plan # 1027680 Rev C  Project # Technician Ray Korite		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 12/19/2014 Time In: 10:30 Date Out: 12/22/2014 Time Out: 08:44					
SPECIMEN MATERIALS					
Part No: 1027680-26 Galley, Aux Galley, Sideledges, Bulkheads, Credenza, Tables, Cabinets, Pocket Door, Door Jamb & Lav Hardwood Edge Trim					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.2	0.0	
2	12	0.0	0.2	0.0	
3	12	0.0	0.2	0.0	
Average:		0.0	0.2	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
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WITNESS			DATE		





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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)				Skandia, Inc. WO # 283114-14 Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 60NW-315815 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 11:03					
SPECIMEN MATERIALS					
Part No: 1027680-27 Sideledges, Modified Credenza & Pocket Door Edge Fill					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	60	0.0	3.8	0.0	
2	60	0.0	3.6	0.0	
3	60	0.0	4.3	0.0	
Average:		0.0	3.9	0.0	
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
Jane Biberstein -FAA DER WITNESS			 DATE 12/19/2014		







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Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 12-315819 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 15:26							
SPECIMEN MATERIALS							
Part No: 1027680-28/1027680-29 Cockpit Drape							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length (Inches)		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	12	0.0	0.0	1.4	1.4	0.0	0.0
2	12	0.0	0.0	1.3	1.7	0.0	0.0
3	12	0.0	0.0	1.4	1.5	0.0	0.0
Average:		0.0	0.0	1.4	1.5	0.0	0.0
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>							
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.							
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**FLAMMABILITY BURN TEST REPORT**  
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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)				Skandia, Inc. WO # 283114-14 Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 60NW-315817 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 11:07					
SPECIMEN MATERIALS					
Part No: 1027680-30 Laminale					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	60	4.0	1.9	0.0	
2	60	17.4	2.2	0.0	
3	60	0.0	2.3	0.0	
Average:		7.1	2.1	0.0	
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.					
Comments:					
<input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
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VERTICAL FLAMMABILITY TEST RESULTS				Skandia, Inc. WO # 283114-14	
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-315818 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 15:04					
SPECIMEN MATERIALS					
Part No: 1027680-31 Carpet Pad					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.7	0.0	
2	12	8.2	1.0	0.0	
3	12	2.0	0.8	0.0	
Average:		3.4	0.8	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
Jane Biberstein -FAA DER WITNESS			 DATE 12/19/2014		





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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 283114-14 Client PO 850803			
Standard Aero Springfield Facility 1200 North Airport Drive Springfield IL 62707 US				Doc ID: 12-315821 Test Plan # 1027680 Rev C  Project # Technician Rickey Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 12/18/2014 Time In: 09:45 Date Out: 12/19/2014 Time Out: 15:32							
SPECIMEN MATERIALS							
Part No: 1027680-32/1027680-33 Cabin Carpet							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length (inches)		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	12	0.0	0.0	0.3	0.3	0.0	0.0
2	12	0.0	3.4	0.3	0.4	0.0	0.0
3	12	0.0	0.0	0.3	0.3	0.0	0.0
Average:		0.0	1.1	0.3	0.3	0.0	0.0
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after failing.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>							
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.							
Jane Biberstein -FAA DER WITNESS				12/19/2014 DATE			







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HORIZONTAL FLAMMABILITY TEST RESULTS		Skandia, Inc. WO # 283114-14		
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(iv)		Client PO 850803		
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US		Doc ID: H-315822 Test Plan # 1027680 Rev C  Project # Technician Ray Kortz		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION				
Make: Dassault		Model: Mystere Falcon 900		Serial: 095
Conditioning Room Data:		Date In: 12/18/2014 Time In: 09:45		Date Out: 12/22/2014 Time Out: 08:40
SPECIMEN MATERIALS				
Part No: 1027680-34 Aft Cabin Headliner, Aft Lav headliner, Fwd Lav Outboard Panel & Galley Light Lenses				
Set	Flame Application (seconds)	Flame Time (minutes)	Burn Length (inches)	Burn Rate (inch/min)
1	15	0.0	0.0	0.0
2	15	0.0	0.0	0.0
3	15	0.0	0.0	0.0
Average:		0.0	0.0	0.0
Horizontal (15 second) Burn Test: Average Burn Rate Per Minute may not exceed 2.5 inches.				
Comments:				
SELF EXTINGUISH <input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed				
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 23, revised as of January 1, 2004 the Aircraft Materials Fire test Handbook dated April, 2000.				
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**FLAMMABILITY BURN TEST REPORT**  
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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 283114A-15 Client PO 850803			
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 12-317020 Test Plan # 1027680 Rev E  Project # Technician Rickoy Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 13:05							
SPECIMEN MATERIALS							
Part No: 1027680-35/1027680-36 Cockpit & Baggage Carpet							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length (inches)		Drip Flame Time (seconds)	
1	12	Warp 4.0	Fill 0.0	Warp 0.4	Fill 0.3	Warp 0.0	Fill 0.0
2	12	2.0	2.0	0.4	0.4	0.0	0.0
3	12	14.3	0.0	0.5	0.3	0.0	0.0
Average:		6.8	0.7	0.4	0.3	0.0	0.0
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <b>CERTIFICATION:</b> I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.							
Jane Biberstein - FAA DER WITNESS				01/15/2015 DATE			





**FLAMMABILITY BURN TEST REPORT**  
**Aircraft Make: DASSAULT AVIATION**  
**Aircraft Model: MYSTERE-FALCON 900**  
**S/N: 095**

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VERTICAL FLAMMABILITY TEST RESULTS				Skandia, Inc. WO # 283114A-15			
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)				Client PO 850803			
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 60-317025 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 15:34							
SPECIMEN MATERIALS							
Part No: 1027680-37/1027680-38 Aft Cabin Bulkhead Safety Pads							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	60	0.0	0.0	5.1	6.2	0.0	0.0
2	60	0.0	0.0	5.5	5.7	0.0	0.0
3	60	0.0	0.0	5.6	5.8	0.0	0.0
Average:		0.0	0.0	5.4	5.9	0.0	0.0
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.							
Comments:							
<input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed							
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.							
Jane Biberstein -FAA DER WITNESS				01/15/2015 DATE			





**FLAMMABILITY BURN TEST REPORT**  
**Aircraft Make: DASSAULT AVIATION**  
**Aircraft Model: MYSTERE-FALCON 900**  
**S/N: 095**

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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)				Skandia, Inc. WO # 283114A-15 Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 60NW-316994 Test Plan #: 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 15:13					
SPECIMEN MATERIALS					
Part No: 1027680-39 Cockpit Lower Sidewalls, Crew Seat Armrests, Cabin Seat Base, Lav Seat					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	60	0.0	0.7	0.0	
2	60	0.0	0.8	0.0	
3	60	0.0	0.7	0.0	
Average:		0.0	0.7	0.0	
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>					
Jane Biberstein -FAA DER WITNESS			01/15/2015 DATE		







**FLAMMABILITY BURN TEST REPORT**  
Aircraft Make: DASSAULT AVIATION  
Aircraft Model: MYSTERE-FALCON 900  
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VERTICAL FLAMMABILITY TEST RESULTS				Skandia, Inc. WO # 283114A-15	
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-316999 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095	
Conditioning Room Data:		Date In: 01/14/2015 Time In: 09:30		Date Out: 01/15/2015 Time Out: 15:19	
SPECIMEN MATERIALS					
Part No: 1027680-40 Pedestal Trim					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.4	0.0	
2	12	0.0	0.5	0.0	
3	12	0.0	0.4	0.0	
Average:		0.0	0.4	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
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**FLAMMABILITY BURN TEST REPORT**  
Aircraft Make: DASSAULT AVIATION  
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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)					Skandia, Inc. WO # 283114A-15 Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 60NW-316995 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION						
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A		
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 15:21						
SPECIMEN MATERIALS						
Part No: 1027680-41 Cockpit Bulkheads, Lav Seat Armrest						
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)		
1	60	0.0	2.9	0.0		
2	60	0.0	2.6	0.0		
3	60	0.0	2.4	0.0		
Average:		0.0	2.6	0.0		
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.						
Comments:						
<input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed						
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.						
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**FLAMMABILITY BURN TEST REPORT**  
Aircraft Make: DASSAULT AVIATION  
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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 283114A-15 Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-317000 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 10:16					
SPECIMEN MATERIALS					
Part No: 1027680-42 Crew Seat & Cabin Seat Shroud, Entry Door Perimeter Trim					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.4	0.0	
2	12	0.0	0.4	0.0	
3	12	0.0	0.5	0.0	
Average:		0.0	0.4	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
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**FLAMMABILITY BURN TEST REPORT**  
**Aircraft Make: DASSAULT AVIATION**  
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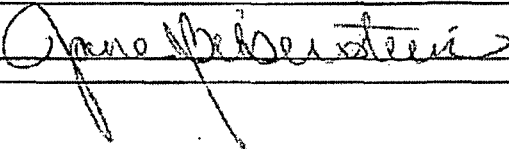
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VERTICAL FLAMMABILITY TEST RESULTS				Skandia, Inc. WO # 283114A-15	
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-317001 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095	
Conditioning Room Data:		Date In: 01/14/2015 Time In: 09:30		Date Out: 01/15/2015 Time Out: 10:18	
SPECIMEN MATERIALS					
Part No: 1027680-43 Crew Seat Dress Cover					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.6	0.0	
2	12	0.0	0.6	0.0	
3	12	0.0	0.8	0.0	
Average:		0.0	0.7	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
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**FLAMMABILITY BURN TEST REPORT**  
Aircraft Make: DASSAULT AVIATION  
Aircraft Model: MYSTERE-FALCON 900  
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VERTICAL FLAMMABILITY TEST RESULTS				Skandia, Inc. WO # 283114A-15	
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-317002 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 10:20					
SPECIMEN MATERIALS					
Part No: 1027680-44 Crew Seat Dress Cover					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.5	0.0	
2	12	0.0	0.6	0.0	
3	12	0.0	0.6	0.0	
Average:		0.0	0.6	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
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WITNESS			DATE		





**FLAMMABILITY BURN TEST REPORT**  
**Aircraft Make: DASSAULT AVIATION**  
**Aircraft Model: MYSTERE-FALCON 900**  
**S/N: 095**

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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 283114A-15 Client PO 850803					
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 12-317021 Test Plan #: 1027680 Rev E  Project # Technician Rickey Ryerson					
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION									
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A			
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 13:12									
SPECIMEN MATERIALS									
Part No: 1027680-45/1027680-70 Crew Seat Headrest Dress Cover									
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length (inches)		Drip Flame Time (seconds)			
		Warp	Fill	Warp	Fill	Warp	Fill		
1	12	0.0	0.0	0.8	1.0	0.0	0.0		
2	12	0.0	0.0	0.8	1.3	0.0	0.0		
3	12	0.0	0.0	1.4	1.1	0.0	0.0		
Average:		0.0	0.0	1.0	1.1	0.0	0.0		
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.									
Comments:									
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p> <table border="0" style="width: 100%;"><tr><td style="width: 50%;">Jane Biberstein -FAA DER WITNESS</td><td style="width: 50%; text-align: right;">01/15/2015 DATE</td></tr></table>								Jane Biberstein -FAA DER WITNESS	01/15/2015 DATE
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**FLAMMABILITY BURN TEST REPORT**  
Aircraft Make: DASSAULT AVIATION  
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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 283114A-15 Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-317003 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 10:22					
SPECIMEN MATERIALS					
Part No: 1027680-46 Jumpseat Shroud					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.4	0.0	
2	12	0.0	0.4	0.0	
3	12	0.0	0.4	0.0	
Average:		0.0	0.4	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>					
Jane Biberstein -FAA DER WITNESS			01/15/2015 DATE		





**FLAMMABILITY BURN TEST REPORT**  
**Aircraft Make: DASSAULT AVIATION**  
**Aircraft Model: MYSTERE-FALCON 900**  
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<b>VERTICAL FLAMMABILITY TEST RESULTS</b> 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 283114A-15 Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-317004 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095      Tail: N/A	
Conditioning Room Data:      Date In: 01/14/2015      Time In: 09:30      Date Out: 01/15/2015      Time Out: 10:24					
<b>SPECIMEN MATERIALS</b>					
Part No: 1027680-47 Jumpseat Base					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.4	0.0	
2	12	0.0	0.5	0.0	
3	12	0.0	0.5	0.0	
Average:		0.0	0.5	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed    <input type="checkbox"/> Failed</div> <b>CERTIFICATION:</b> I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
Jane Giberstein -FAA DER WITNESS			 01/15/2015 DATE		







**FLAMMABILITY BURN TEST REPORT**  
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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116, Appendix F Part I (a)(1)(i)				Skandia, Inc. WO # 283114A-15 Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 60NW-316996 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 15:25					
SPECIMEN MATERIALS					
Part No: 1027680-48 Conference Table Pad					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	60	0.0	2.3	0.0	
2	60	0.0	2.6	0.0	
3	60	0.0	2.5	0.0	
Average:		0.0	2.5	0.0	
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
Jene Biberstein -FAA OER WITNESS			 01/15/2015 DATE		





**FLAMMABILITY BURN TEST REPORT**  
**Aircraft Make: DASSAULT AVIATION**  
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14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-317005 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 10:27					
SPECIMEN MATERIALS					
Part No: 1027680-49 Cabin Seat Base Shroud					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.5	0.0	
2	12	0.0	0.5	0.0	
3	12	0.0	0.5	0.0	
Average:		0.0	0.5	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
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**FLAMMABILITY BURN TEST REPORT**  
**Aircraft Make: DASSAULT AVIATION**  
**Aircraft Model: MYSTERE-FALCON 900**  
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VERTICAL FLAMMABILITY TEST RESULTS				
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Skandia, Inc. WO # 283114A-15 Client PO 850803  Doc ID: 12NW-317006 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson	
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION				
Make: Dassault		Model: Mystere Falcon 900		Tail: N/A
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 10:29				
SPECIMEN MATERIALS				
Part No: 1027680-50 Cabin Seat Armrest				
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)
1	12	0.0	0.4	0.0
2	12	0.0	0.4	0.0
3	12	0.0	0.4	0.0
Average:		0.0	0.4	0.0
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.				
Comments:				
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>				
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.				
Jane Biberstein -FAA DER WITNESS			01/15/2015 DATE	





**FLAMMABILITY BURN TEST REPORT**  
**Aircraft Make: DASSAULT AVIATION**  
**Aircraft Model: MYSTERE-FALCON 900**  
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VERTICAL FLAMMABILITY TEST RESULTS				Skandia, Inc. WO # 283114A-15	
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-317007 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 12:30					
SPECIMEN MATERIALS					
Part No: 1027680-51 Cabin Seat Armrest					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.5	0.0	
2	12	0.0	0.4	0.0	
3	12	0.0	0.4	0.0	
Average:		0.0	0.4	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <b>CERTIFICATION:</b> I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
Jane Biberstein -FAA DER			01/15/2015		
WITNESS			DATE		







**FLAMMABILITY BURN TEST REPORT**  
**Aircraft Make: DASSAULT AVIATION**  
**Aircraft Model: MYSTERE-FALCON 900**  
**S/N: 095**

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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 283114A-15 Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US.			Doc ID: 12NW-317008 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 12:35					
SPECIMEN MATERIALS					
Part No: 1027680-52 Cabin Seat Armrest					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.4	0.0	
2	12	0.0	0.3	0.0	
3	12	0.0	0.4	0.0	
Average:		0.0	0.4	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
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**FLAMMABILITY BURN TEST REPORT**  
**Aircraft Make: DASSAULT AVIATION**  
**Aircraft Model: MYSTERE-FALCON 900**  
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Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-317009 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 12:32					
SPECIMEN MATERIALS					
Part No: 1027680-53 Lav Seat Closeout					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.5	0.0	
2	12	0.0	0.5	0.0	
3	12	0.0	0.5	0.0	
Average:		0.0	0.5	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>					
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Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 12-317022 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 13:18							
SPECIMEN MATERIALS							
Part No: 1027680-54/1027680-71 Lav Seat							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length (Inches)		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	12	0.0	0.0	0.4	0.5	0.0	0.0
2	12	0.0	0.0	0.5	0.5	0.0	0.0
3	12	0.0	0.0	0.5	0.6	0.0	0.0
Average:		0.0	0.0	0.5	0.5	0.0	0.0
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>							
Jana Biberstein - FAA DER WITNESS				01/15/2015 DATE			





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14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-317010 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 12:36					
SPECIMEN MATERIALS					
Part No: 1027680-55 Magazine Rack Sling, Entry Drape					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.3	0.0	
2	12	0.0	0.3	0.0	
3	12	0.0	0.3	0.0	
Average:		0.0	0.3	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
Jane Biborstein -FAA DER WITNESS				01/15/2015 DATE	







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Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-317011 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 12:38					
SPECIMEN MATERIALS					
Part No: 1027680-56 Crew Seat Armrest					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.5	0.0	
2	12	0.0	0.5	0.0	
3	12	0.0	0.5	0.0	
Average:		0.0	0.5	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
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**FLAMMABILITY BURN TEST REPORT**  
**Aircraft Make: DASSAULT AVIATION**  
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Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-317012 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 12:42					
SPECIMEN MATERIALS					
Part No: 1027680-57 Cabin Seat Welt Trim					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.3	0.0	
2	12	0.0	0.3	0.0	
3	12	12.0	0.4	0.0	
Average:		4.0	0.3	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
Jane Biberstein -FAA DER WITNESS			 01/15/2015 DATE		





**FLAMMABILITY BURN TEST REPORT**  
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**Aircraft Model: MYSTERE-FALCON 900**  
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Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Skandia, Inc. WO # 283114A-15 Client PO 850803  Doc ID: 12NW-317013 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson	
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION				
Make: Dassault		Model: Mystere Falcon 900		Tail: N/A
Serial: 095				
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 12:44				
SPECIMEN MATERIALS				
Part No: 1027680-58 Crew Seat Back Cushion				
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)
1	12	0.0	0.5	0.0
2	12	0.0	0.4	0.0
3	12	0.0	0.4	0.0
Average:		0.0	0.4	0.0
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.				
Comments:				
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>				
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.				
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**FLAMMABILITY BURN TEST REPORT**  
**Aircraft Make: DASSAULT AVIATION**  
**Aircraft Model: MYSTERE-FALCON 900**  
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Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-317015 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 12:47					
SPECIMEN MATERIALS					
Part No: 1027680-59 Crew Seat Bottom Cushion					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.4	0.0	
2	12	0.0	0.5	0.0	
3	12	0.0	0.4	0.0	
Average:		0.0	0.4	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25; revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>					
Jane Biberstein -FAA DER WITNESS			 01/15/2015 DATE		







**FLAMMABILITY BURN TEST REPORT**  
**Aircraft Make: DASSAULT AVIATION**  
**Aircraft Model: MYSTERE-FALCON 900**  
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14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Skandia, Inc. WO # 283114A-15 Client PO 850803  Doc ID: 12NW-317016 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson	
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION				
Make: Dassault		Model: Mystere Falcon 900		Tail: N/A
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 12:50				
SPECIMEN MATERIALS				
Part No: 1027680-60 Crew Seat Headrest Cushion				
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)
1	12	0.0	0.4	0.0
2	12	0.0	0.4	0.0
3	12	0.0	0.4	0.0
Average:		0.0	0.4	0.0
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after failing.				
Comments:				
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>				
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**FLAMMABILITY BURN TEST REPORT**  
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**Aircraft Model: MYSTERE-FALCON 900**  
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Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-317017 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 12:52					
SPECIMEN MATERIALS					
Part No: 1027680-61 Crew Seat Dress Cover					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.4	0.0	
2	12	5.0	0.6	0.0	
3	12	0.0	0.5	0.0	
Average:		1.7	0.5	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>					
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**FLAMMABILITY BURN TEST REPORT**  
**Aircraft Make: DASSAULT AVIATION**  
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14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)						Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 60-317026 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data:		Date In: 01/14/2015 Time In: 09:30		Date Out: 01/15/2015 Time Out: 15:43			
SPECIMEN MATERIALS							
Part No: 1027680-62/1027680-63 Divan Armrest Caps							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	60	0.0	0.0	2.3	2.2	0.0	0.0
2	60	0.0	0.0	2.0	2.3	0.0	0.0
3	60	0.0	0.0	1.9	2.0	0.0	0.0
Average:		0.0	0.0	2.1	2.2	0.0	0.0
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after failing.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>							
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.							
Jana Biberstain -FAA DER				01/15/2015			
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**FLAMMABILITY BURN TEST REPORT**  
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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)				Skandia, Inc. WO # 283114A-15 Client PO 850803			
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 60-317027 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 15:50							
SPECIMEN MATERIALS							
Part No: 1027680-64/1027680-65 Divan Armrest Safety Pads							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	60	0.0	0.0	2.3	2.2	0.0	0.0
2	60	0.0	0.0	2.8	2.3	0.0	0.0
3	60	0.0	0.0	2.4	2.4	0.0	0.0
Average:		0.0	0.0	2.5	2.3	0.0	0.0
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>							
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.							
Jane Biberstein -FAA DER WITNESS				01/15/2015 DATE			







**FLAMMABILITY BURN TEST REPORT**  
**Aircraft Make: DASSAULT AVIATION**  
**Aircraft Model: MYSTERE-FALCON 900**  
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Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 12-317024 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 13:23							
SPECIMEN MATERIALS							
Part No: 1027680-66/1027680-67 Divan Decking							
Sci	Flame Application (seconds)	Flame Time (seconds)		Burn Length (inches)		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	12	0.0	0.0	0.5	0.4	0.0	0.0
2	12	0.0	0.0	0.5	0.4	0.0	0.0
3	12	0.0	0.0	0.4	0.5	0.0	0.0
Average:		0.0	0.0	0.5	0.4	0.0	0.0
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>							
Jane Biberstein -FAA DER WITNESS				01/15/2015 DATE			





**FLAMMABILITY BURN TEST REPORT**  
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14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Client PO 850803	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-317018 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 12:55					
SPECIMEN MATERIALS					
Part No: 1027680-68 Galley Slide Doors					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	12.9	0.4	0.0	
2	12	3.1	0.3	0.0	
3	12	25.3	0.5	0.0	
Average:		13.8	0.4	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing those specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
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Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 12NW-317019 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 12:58					
SPECIMEN MATERIALS					
Part No: 1027680-69 Window Closeout Paint					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	1.2	0.0	
2	12	0.0	1.6	0.0	
3	12	0.0	1.2	0.0	
Average:		0.0	1.3	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
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Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US			Doc ID: 60NW-316997 Test Plan # 1027680 Rev E  Project # Technician Rickey Ryerson		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data: Date In: 01/14/2015 Time In: 09:30 Date Out: 01/15/2015 Time Out: 15:29					
SPECIMEN MATERIALS					
Part No: 1027680-72 Divan Armrest Caps Edge Fill					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	60	0.0	2.7	0.0	
2	60	0.0	2.8	0.0	
3	60	0.0	2.7	0.0	
Average:		0.0	2.7	0.0	
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>					
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Standard Aero Springfield Facility 1200 North Airport Drive Springfield IL 62707 US				Doc ID: 12-319010 Test Plan # 1027680 Rev F  Project # Technician Ray Korte			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 02/13/2015 Time In: 10:17 Date Out: 02/16/2015 Time Out: 13:00							
SPECIMEN MATERIALS							
Part No: 1027680-73/1027680-74 Jumpseat Back Cushion							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length (inches)		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	12	0.0	0.0	0.4	0.5	0.0	0.0
2	12	0.0	0.0	0.4	0.4	0.0	0.0
3	12	0.0	0.0	0.4	0.4	0.0	0.0
Average:		0.0	0.0	0.4	0.4	0.0	0.0
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.							
Comments:							
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.							
Jennifer Paluzzi -FAA DER WITNESS				<input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed 02/16/2015 DATE			



  
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**FLAMMABILITY BURN TEST REPORT**  
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14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Client PO 856406			
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 12-319011 Test Plan # 1027680 Rev F  Project # Technician Ray Korte			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 02/13/2015 Time In: 10:17 Date Out: 02/16/2015 Time Out: 13:04							
SPECIMEN MATERIALS							
Part No: 1027680-75/1027680-76 Jumpseat Bottom Cushion							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length (inches)		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	12	0.0	0.0	0.5	0.5	0.0	0.0
2	12	0.0	0.0	0.5	0.5	0.0	0.0
3	12	0.0	0.0	0.5	0.5	0.0	0.0
Average:		0.0	0.0	0.5	0.5	0.0	0.0
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>							
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.							
Jennifer Paluzzi -FAA DER WITNESS				02/16/2015 DATE			





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Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 60-319013 Test Plan # 1027680 Rev F  Project # Technician Ray Kortie			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 02/13/2015 Time In: 10:17 Date Out: 02/16/2015 Time Out: 13:13							
SPECIMEN MATERIALS							
Part No: 1027680-77/1027680-78 Alt Cabin Bulkhead Safety Pads							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	60	0.0	0.0	3.6	3.8	0.0	0.0
2	60	0.0	0.0	4.0	3.5	0.0	0.0
3	60	0.0	0.0	3.7	3.7	0.0	0.0
Average:		0.0	0.0	3.8	3.7	0.0	0.0
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>							
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.							
Jennifer Paluzzi -FAA DER WITNESS				02/16/2015 DATE			





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14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)				Client PO 856406			
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 60-319014 Test Plan # 1027680 Rev F  Project # Technician Ray Korte			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 02/13/2015 Time In: 10:17 Date Out: 02/16/2015 Time Out: 13:21							
SPECIMEN MATERIALS							
Part No: 1027680-79/1027680-80 Aft Cabin Bulkhead Inlay							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	60	0.0	0.0	3.9	4.0	0.0	0.0
2	60	4.0	0.0	4.8	3.9	0.0	0.0
3	60	2.4	0.0	4.6	4.0	0.0	0.0
Average:		2.1	0.0	4.4	4.0	0.0	0.0
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire Test Handbook dated April, 2000.</p>							
Jennifer Paluzzi -FAA DER WITNESS				02/16/2015 DATE			







**FLAMMABILITY BURN TEST REPORT**  
**Aircraft Make: DASSAULT AVIATION**  
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Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 12-319012 Test Plan # 1027680 Rev F  Project # Technician Ray Kortte			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 02/13/2015 Time In: 10:17 Date Out: 02/16/2015 Time Out: 13:08							
SPECIMEN MATERIALS							
Part No: 1027680-81/1027680-82 Divan Welt Trim							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length (inches)		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	12	0.0	0.0	0.6	0.7	0.0	0.0
2	12	0.0	0.0	0.5	0.6	0.0	0.0
3	12	0.0	0.0	0.6	0.6	0.0	0.0
Average:		0.0	0.0	0.6	0.6	0.0	0.0
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>							
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14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(i)				Client PO 856406			
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 60-319015 Test Plan # 1027680 Rev F  Project # Technician Ray Kortte			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 02/13/2015 Time In: 10:17 Date Out: 02/16/2015 Time Out: 13:28							
SPECIMEN MATERIALS							
Part No: 1027680-83/1027680-84 Divan Armrest Caps							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	60	0.0	0.0	1.1	1.8	0.0	0.0
2	60	0.0	0.0	1.4	1.7	0.0	0.0
3	60	0.0	0.0	1.3	1.6	0.0	0.0
Average:		0.0	0.0	1.3	1.7	0.0	0.0
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>							
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Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 60-319016 Test Plan # 1027680 Rev F  Project # Technician Ray Korte			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 02/13/2015 Time In: 10:17 Date Out: 02/16/2015 Time Out: 13:35							
SPECIMEN MATERIALS							
Part No: 1027680-85/1027680-86 Divan Armrest Safety Pads							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	60	0.0	0.0	2.2	1.3	0.0	0.0
2	60	0.0	0.0	1.8	1.5	0.0	0.0
3	60	0.0	0.0	2.1	1.4	0.0	0.0
Average:		0.0	0.0	2.0	1.4	0.0	0.0
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.							
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WITNESS				DATE			





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Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 60-319017 Test Plan # 1027680 Rev F  Project # Technician Ray Kortte			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 02/13/2015 Time In: 10:17 Date Out: 02/16/2015 Time Out: 13:42							
SPECIMEN MATERIALS							
Part No: 1027680-87/1027680-88 Divan Armrest Caps							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	60	0.0	0.0	2.1	2.3	0.0	0.0
2	60	0.0	0.0	2.1	2.3	0.0	0.0
3	60	0.0	0.0	2.2	2.3	0.0	0.0
Average:		0.0	0.0	2.1	2.3	0.0	0.0
Vertical (60 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 6 inches. Average Dripping may not exceed 3 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p> <div style="display: flex; justify-content: space-between;"><div>Jennifer Paluzzi -FAA DER WITNESS</div><div></div><div>02/16/2015 DATE</div></div>							





FROM  
KRAVET INC.  
1500 HIGHWAY 29 SOUTH  
ANDERSON, SC 29626  
United States

TO  
GARRETT AVIATION  
C/O APPLIKATORS PLUS, 5677 STATE HWY 276  
ROYSE CITY, TX 75189 US

PO# 000855864  
SO# 7271771

Package #: 2

Item: 28770.1616.0

Quantity: 33 YD  
Lot# 1140292-04  
Sidemark: PO#955864

WARNING

DO NOT CUT THIS ITEM UNTIL YOU READ THIS TAG  
THIS ITEM SHOULD BE CAREFULLY EXAMINED  
AS TO THE QUANTITY, DESIGN, COLOR, CONDITION  
AND QUALITY BEFORE BEING CUT. AS NO ALLOWANCE  
WILL BE MADE FOR CUT FABRIC OR TRIMMINGS.

FROM  
KRAVET INC.  
1500 HIGHWAY 29 SOUTH  
ANDERSON, SC 29626  
United States

TO  
GARRETT AVIATION  
C/O APPLIKATORS PLUS, 5677 STATE HWY 276  
ROYSE CITY, TX 75189 US

PO# 000855864  
SO# 7271771

Package #: 1

Item: 28770.1616.0

Quantity: 11 YD  
Lot# 1140292-03  
Sidemark: PO#955864

WARNING

DO NOT CUT THIS ITEM UNTIL YOU READ THIS TAG  
THIS ITEM SHOULD BE CAREFULLY EXAMINED  
AS TO THE QUANTITY, DESIGN, COLOR, CONDITION  
AND QUALITY BEFORE BEING CUT. AS NO ALLOWANCE  
WILL BE MADE FOR CUT FABRIC OR TRIMMINGS.



**Applikators Plus, Inc.**

Packing Slip # SA0060674

5677 State Hwy 276  
Royse City, Texas 75189  
(214) 771-0606  
FAX (214) 771-0561

DATE: 2/9/2015

SOLD TO STANDARD AERO BUSINESS AVIATION S

SHIPPED TO STANDARD AERO BUSINESS AVIATION S

PO BOX 67600

1200 N AIRPORT DRIVE

217-544-3431 MAIN

CAPITAL AIRPORT

PHOENIX

AZ 85082-7600

217-535-3557 SCOTT MILLER

SPRINGFIELD

IL 62707

CUST. ORD. NO. 000855880	DATE REC'D 2/6/2015	TERMS NET 30 DAYS	DATE SHIPPED 2/9/2015	VIA FDX PI 062700050
QUANTITY / UNIT	DESCRIPTION			AMOUNT
44 YDS	KRAVET FABRIC-28770-1616			
	S/M: FIREFLY F900-095/PO# 000855864			
	TREATED TO: FAR 25.853/SUPERSEAL			
SUB TOTAL				
SALES TAX				
FREIGHT BILL #	2	772870418205	FREIGHT	
TOTAL				

ANY AND ALL WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WARRANTIES OF MERCHANTABILITY AND FITNESS, HELD BY APPLIKATORS PLUS, INC. CEASE ONCE THE PRODUCT IS INSTALLED, CUT, OR FIVE (5) DAYS AFTER DELIVERY. FURTHERMORE, WE WILL NOT BE RESPONSIBLE FOR SHRINKAGE OR CORROSION AT ANY TIME. APPLIKATORS PLUS, INC.'S LIABILITIES ARE LIMITED TO THE REPLACEMENT OF THE GOODS ONLY. PURCHASER'S ACCEPTANCE OF THE GOODS CONSTITUTES ACCEPTANCE OF THESE TERMS.

Received \_\_\_\_\_

Date: \_\_\_\_\_





## PERFORMANCE LEATHERS & TEXTILES

182A Riverside Drive  
Fultonville, NY 12072  
Phone: (518) 853-4300  
Fax: (518) 853-4333

S STANDARD AERO BUSINESS SERVICES, LLC  
H ATTN: RECIEVING DEPT.  
I 1200 NORTH AIORPORT DRIVE  
P SPRINGFIELD IL 62707

PACKING SLIP # 36565  
COPY 2 OF 2 P1 OF 1

BURN CERT ENC

Program	CGA	Make	
Tax ID/VAT		Model	
Burn-Cert	25.853-12 SEC	Serial #	
CFA		Tail #	

ORDER#	SHIP VIA	PKGS	WEIGHT	PO #	SHPR	SHIPPED
26822	F2D - FEDEX 2ND DAY	2	90	847288	JKK	11/12/14

LINE	ITEM	DESCRIPTION	ON ORDER	SHIPPED	BACKORDERED	LOCN
1	MRS-4067	MRS SS FRENCH VANILLA 70 GROSS LIN. YARDS WO/LOT #      LOCN      QTY 1404165      CGA      69  <i>Fire Fly</i> <i>A - Ultra leather</i>	69 LY	69	0	



# Packing Slip

MAHARAM 74 HORSEBLOCK ROAD, YAPHANK, NY 11980 800.645.3943 531.582.1026 FAX

ORDER DATE 11/12/14

CUSTOMER # 0652982

ORDER NUMBER 823951  
PO NUMBER 000848713

SHIP TO STANDARD AERO BUSINESS AVIATION  
c/o APPLIKATORS PLUS  
5677 STATE HWY 276

ROYSE CITY TX 75189

SHIP VIA ATTN: SHANNON / FIREFLYF900-095  
FED EX PRIORITY COL/3RD

340789571

MARK FOR STANDARD AERO PO:000848713

ITEM	QUANTITY ORDERED	QUANTITY SHIPPED	STYLE	NAME/COLOR
001	18.00	20.00 YD	458670013	SALON ALMOND 12904 99309 20.00 ADHERE TO INDUSTRY STANDARD OF 1/2" SEAM ALLOWANCE AND 7 TO 8 STITCHES PER INCH.

*For the*

*S - Fabric*

*1F (1)*

*1347*





**Applikators Plus, Inc.**

Packing Slip # SA0059808

5677 State Hwy 276  
Royse City, Texas 75189  
(214) 771-0606  
FAX (214) 771-0561

DATE: 11/17/2014

SOLD TO STANDARD AERO BUSINESS AVIATION S

PO BOX 67600

217-544-3431 MAIN

PHOENIX

AZ 85082-7600

SHIPPED TO STANDARD AERO BUSINESS AVIATION S

1200 N AIRPORT DRIVE

CAPITAL AIRPORT

217-535-3557 SCOTT MILLER

SPRINGFIELD

IL 62707

CUST. ORD. NO. 000848714	DATE REC'D 11/13/2014	TERMS NET 30 DAYS	DATE SHIPPED 11/17/2014	VIA FDX PI 062700050
QUANTITY / UNIT	DESCRIPTION			AMOUNT
20 YDS	MARAHAM FABRIC-458670013 SALON ALMOND			
	S/M: FIREFLY F900-095 N898TW/PO# 000848713			
	TREATED TO: FAR 25.853(a)(1)(ii)			
SUB TOTAL				
SALES TAX				
FREIGHT BILL #	1	771882048649	FREIGHT	
TOTAL				

ANY AND ALL WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WARRANTIES OF MERCHANTABILITY AND FITNESS, HELD BY APPLIKATORS PLUS, INC. CEASE ONCE THE PRODUCT IS INSTALLED, CUT, OR FIVE (5) DAYS AFTER DELIVERY. FURTHERMORE, WE WILL NOT BE RESPONSIBLE FOR SHRINKAGE OR CORROSION AT ANY TIME. APPLIKATORS PLUS, INC.'S LIABILITIES ARE LIMITED TO THE REPLACEMENT OF THE GOODS ONLY. PURCHASER'S ACCEPTANCE OF THE GOODS CONSTITUTES ACCEPTANCE OF THESE TERMS.

Received \_\_\_\_\_

Date: \_\_\_\_\_



11/14  
16:02PM

# Picking Ticket

CAP CARPET, INC. DBA A.I.P.

Invoice:  
CF143832

Sold To

Ship To

Pick Date:

11/11/14

STANDARD AERO BUSINESS AVIATION  
SERVICE  
PO BOX 67600  
PHOENIX, AZ 85082-7600

STANDARD AERO BUSINESS AVIATION  
SERVICE  
1200 NORTH AIRPORT DR.  
SPRINGFIELD, IL 62707-8417

Customer Purchase Order: 848673

Work Phone: 217-535-3522

Sales Representative: TREBBE, KERRY / LUND, NANCY

Paid in Full: No

Prod Code	Roll/Item No.	Width	Beginning Amount	Amount Required	Ending Amount	Units	Status	Location	Store	Sign
<b>*Line # 0001 TREFORD/572</b>										
01	1023003	6'7"	---	24'0"	---		Reserved	8056	052	QA✓
Style#/Color#: /572										
<b>*Line # 0002 BURN TEST/DATA SHEET</b>										
28	IH		---	1.00	---	EA	Delivered		052	
Width x Length: 0'0"X0'0"										
<b>*Line # 0003 FREIGHT/FREIGHT</b>										
11	FGT		---	1.00	---	EA	Delivered		052	

Comments: AMBER

Width x Length: 0'0"X0'0"

Fedex Ground rec acct# 340789571

## Picking Ticket Instructions

Fedex Ground rec acct# 340789571

11/11/14 - 16:02:09 : AIPwhse

*File Chy  
L = Carpet*

Printed by:  
AIPwhse





# PACKING LIST

**Sold To:**

GARRETT AVIA. SVC.LLC dba  
STANDARD AERO  
ATTN: ACCOUNTS PAYABLE  
PO BOX 67600  
PHOENIX, AZ 85082-7600

**ATTN:**

PHONE : 480-377-3100

FAX : 888-492-2728

Customer PO

847310

**Ship to:**

GARRETT AVIATION dba  
STANDARD AERO-CAPITAL AIRPORT  
1200 NORTH AIRPORT DRIVE  
SPRINGFIELD, IL 62707  
USA

**Shipping Method**

FED X P1

**Quantity****Item****Description**

16.00

ULLNFR3091

3091 HONEY FR - ULTRALEATHER LINEN  
LOT: C ROLL #7

OUR ORDER #: USFRC141824B

YOUR ORDER #: 847310

ORDER DATE : Oct 28, 2014

*Fire Fly*

*I- Ultra leather*

Treated to pass aviation requirements. Burn test enclosed. This does not relinquish installer's responsibility to test material prior to installation as requested by the FAA.

Please check color, quantity, and specifications and perform all tests required prior to cutting and installation.

COUNTRY OF ORIGIN: USA

**NOTES ON FIRE RETARDANTS:**

- A. Treated items may lose their fire retardancy with washing, shampooing, flooding, heavy cleaning, etc.
- B. Even though Tapis Corporation strives to use non-corrosive fire retardants, we make no affirmation or promise that corrosion will not occur. There are many factors involved in the corrosion process and precautions should be taken to protect against corrosion. The FAA has warned about the application of any fire-treated fabrics to untreated or unprotected metal surfaces. Metal surfaces should be properly corrosion proofed according to manufacturer's recommendations prior to installing fire-treated fabric to these surfaces.
- C. Atmospheric conditions can affect the nature of fire retardants with regards to adverse reactions and longevity. Therefore, due to circumstances beyond our control, Tapis Corporation issues this disclaimer:

Any and all warranties, expressed or implied, including warranties of merchantability and quality, held by Tapis Corporation cease once the product is installed, cut and/or 6 days after delivery. Furthermore, we will not be responsible for shrinkage or corrosion at any time. Tapis Corporation's liabilities are limited to the replacement of goods only. Purchaser's acceptance of the goods constitutes acceptance of these terms.

No returns or credits accepted after the fabric has been cut and/or after 5 business days from receipt of your order. No returns will be accepted under 10 yards. This policy also applies to any material that receives additional treatments after leaving our facility.

**TAPIS CORPORATION \* 28 KAYSAL COURT \* ARMONK NY 10504**  
**PHONE: 914-273-2737 \* 800-275-0275 \* FAX: 914-273-2875**





IN EVERYTHING THAT FLIES

# PACKING LIST

**Sold To:**

GARRETT AVIA. SVC.LLC dba  
STANDARD AERO  
ATTN: ACCOUNTS PAYABLE  
PO BOX 67600  
PHOENIX, AZ 85082-7600

**ATTN:**

PHONE : 480-377-3100

FAX : 888-492-2728

Customer PO

847310

**Ship to:**

GARRETT AVIATION dba  
STANDARD AERO-CAPITAL AIRPORT  
1200 NORTH AIRPORT DRIVE  
SPRINGFIELD, IL 62707  
USA

**Shipping Method**

FED X 2ND DAY

**Quantity**

**Item**

**Description**

15.00

USFRC3694

3694 IVORY FRC - ULTRASUEDE  
LOT: D ROLL #167

OUR ORDER #: USFRC141824A

YOUR ORDER #: 847310

ORDER DATE : Oct 28, 2014

Fire Flt

Treated to pass aviation requirements. Burn test enclosed. This does not relinquish installer's responsibility to test material prior to installation as requested by the FAA.

Please check color, quantity, and specifications and perform all tests required prior to cutting and installation.

COUNTRY OF ORIGIN: USA

**NOTES ON FIRE RETARDANTS:**

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- B. Even though Tapis Corporation strives to use non-corrosive fire retardants, we make no affirmation or promise that corrosion will not occur. There are many factors involved in the corrosion process and precautions should be taken to protect against corrosion. The FAA has warned about the application of any fire-treated fabrics to untreated or unprotected metal surfaces. Metal surfaces should be properly corrosion proofed according to manufacturer's recommendations prior to installing fire-treated fabric to these surfaces.
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**TAPIS CORPORATION \* 28 KAYSAL COURT \* ARMONK NY 10504**  
**PHONE: 914-273-2737 \* 800-275-0275 \* FAX: 914-273-2875**

All material is shipped in linear yards unless otherwise noted.

Approved by M. Estes

Revised 06/24/14





Wichita, KS 67211  
415 S Greenwood


Phone: 316-265-8274  
www.ipg.aero

# PACKING SLIP

DATE	NUMBER
11/12/2014	4504

SHIP TO
StandardAero Bus. Aviation Svcs., LLC Springfield Facility 1200 North Airport Drive Springfield, IL 62707

<b>BILL TO</b>
StandardAero Bus. Aviation Svcs., LLC Attn: Accounts Payable PO Box 67600 Phoenix, AZ 85082-7600

P.O. NUMBER	SHIP DATE	SHIP VIA	F.O.B.	ACCNT. #	TERMS	REP
000848678	11/12/2014	C-FedEx Ground	Wichita, KS	340789571	Net 30	BT
ITEM CODE	QTY.	UNITS	DESCRIPTION			
301432	5	lyd	Flightfloor L - VNP/LL - Black LOT: 3254016  			
Test report included with shipment. Thank you for your order!						

**PLEASE NOTE: All rolled goods are cut to order and subject to a 25% restocking fee.**





# PACKING LIST

## Sold To:

GARRETT AVIA. SVC.LLC dba  
STANDARD AERO  
ATTN: ACCOUNTS PAYABLE  
PO BOX 67600  
PHOENIX, AZ 85082-7600

## Ship to:

GARRETT AVIATION dba  
STANDARD AERO-CAPITAL AIRPORT  
1200 NORTH AIRPORT DRIVE  
SPRINGFIELD, IL 62707  
USA

## ATTN:

PHONE : 480-377-3100

FAX : 888-492-2728

Customer PO

848676

## Shipping Method

FED X GROUND

## Quantity

## Item

## Description

50.00

GVFR2776

2776 STRAW FR-GENEVE  
LOT: P ROLL # 44

OUR ORDER #: GVFR142068

YOUR ORDER #: 848676

ORDER DATE : Nov 11, 2014

*Fire. Ph*  
*F - Grosspoint*

Treated to pass aviation requirements. Burn test enclosed. This does not relinquish installer's responsibility to test material prior to installation as requested by the FAA.

Please check color, quantity, and specifications and perform all tests required prior to cutting and installation.

COUNTRY OF ORIGIN: USA

## NOTES ON FIRE RETARDANTS:

- Treated items may lose their fire retardancy with washing, shampooing, flooding, heavy cleaning, etc.
- Even though Tapis Corporation strives to use non-corrosive fire retardants, we make no affirmation or promise that corrosion will not occur. There are many factors involved in the corrosion process and precautions should be taken to protect against corrosion. The FAA has warned about the application of any fire-treated fabrics to untreated or unprotected metal surfaces. Metal surfaces should be properly corrosion proofed according to manufacturer's recommendations prior to installing fire-treated fabric to these surfaces.
- Atmospheric conditions can affect the nature of fire retardants with regards to adverse reactions and longevity. Therefore, due to circumstances beyond our control, Tapis Corporation issues this disclaimer:

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No returns or credits accepted after the fabric has been cut and/or after 5 business days from receipt of your order. No returns will be accepted under 10 yards. This policy also applies to any material that receives additional treatments after leaving our facility.

TAPIS CORPORATION \* 28 KAYSAL COURT \* ARMONK NY 10504

PHONE: 914-273-2737 \* 800-275-0275 \* FAX: 914-273-2875



## Container Packing List

**Ship From:**  
Holly Hunt Dist. Center  
5025 W. 73rd Street  
Bedford Park, IL 60638 US

**Ship To:**  
Applikators Plus  
5677 State Hwy 276  
ROYSE CITY, TX 75189

**For questions call Customer Service at 866-200-8010 or FAX 708-821-1040**

**Bill Customer Name:** StandardAero Business

**Shipment:** SHP287184

**Sidemark 1:** Standard Aero/ Shannon/ Firefly

**Container:** OB132364

**Sidemark 2:** F900-095

**Customer PO #:** 000848683

Order	Line No.	Part	Package	Description	Ordered	Tag	Dye Lot	Tag Qty
SO469566/ SOTX	10000	3800/22		Thick As Thieves / Tumeric	25 YARD	BC430304	A16-0726	26 YARD

Firefly  
R- Fabric

IF (1)

43 @ 4

**RETURNS POLICY:** Please send all returns with a copy of this container packing list to the address listed at the top of this page.



**Applikators Plus, Inc.**

Packing Slip # SA0059842

5677 State Hwy 276  
Royse City, Texas 75189  
(214) 771-0606  
FAX (214) 771-0561

DATE: 11/20/2014

SOLD TO STANDARD AERO BUSINESS AVIATION S

PO BOX 67600

217-544-3431 MAIN

PHOENIX

AZ 85082-7600

SHIPPED TO STANDARD AERO BUSINESS AVIATION S

1200 N AIRPORT DRIVE

CAPITAL AIRPORT

217-535-3557 SCOTT MILLER

SPRINGFIELD

IL 62707

CUST. ORD. NO. 000848688	DATE REC'D 11/14/2014	TERMS NET 30 DAYS	DATE SHIPPED 11/20/2014	VIA FDX PI 340789571
QUANTITY / UNIT	DESCRIPTION			AMOUNT
26 YDS	GREAT PLAINS FABRIC-3800-22 THICK AS THIEVES TUMERIC			
	S/M: FIREFLY F900-095/PO# 000848683			
	TREATED TO: FAR 25.853/SUPERSEAL			
SUB TOTAL				
SALES TAX				
FREIGHT BILL #	1	771938758141	FREIGHT	
TOTAL				

ANY AND ALL WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WARRANTIES OF MERCHANTABILITY AND FITNESS, HELD BY APPLIKATORS PLUS, INC. CEASE ONCE THE PRODUCT IS INSTALLED, CUT, OR FIVE (5) DAYS AFTER DELIVERY. FURTHERMORE, WE WILL NOT BE RESPONSIBLE FOR SHRINKAGE OR CORROSION AT ANY TIME. APPLIKATORS PLUS, INC.'S LIABILITIES ARE LIMITED TO THE REPLACEMENT OF THE GOODS ONLY. PURCHASER'S ACCEPTANCE OF THE GOODS CONSTITUTES ACCEPTANCE OF THESE TERMS.

Received \_\_\_\_\_

Date: \_\_\_\_\_





## CERTIFICATE OF FLAMMABILITY TESTING

CAROL ANN CARTER  
4500 STONEWALL RD  
OPELIKA, AL 36801  
(334) 737-2089  
FAX: (334) 737-2090  
E-MAIL: [carol@ccaviation.biz](mailto:carol@ccaviation.biz)

TEST REPORT NO: 55264  
CONDITIONING DATE: 11/19/14  
TEST DATE: 11/20/14

TEMP: 68° HUMID: 48% FLAME 1562°  
CONDITIONING TIME: 9:30 AM  
TEST TIME: 9:30 AM

MATERIAL IDENTIFICATION: Fabric: Great Plains Fabric-3800-22 Thick As Thieves Tumeric  
Customer Order No. 000848688 SA0059842

APPLICATION: DATA SHEET / FIREFLY F900-095 / PO# 000848683

CUSTOMER: STANDARD AERO BUSINESS AVIATION

12 Second Vertical Ignition: FAR 25.853 (a) Amdt. 25-116 Appendix F, Part I (a) (1) (ii).  
Requirements: 15 sec. extinguish time: 8 inch burn length: 5 sec drip extinguish time:

WARP	Extinguish Time: 0.0	Burn Length: 1.5	Drip Extinguish Time: 0
WARP	Extinguish Time: 0.0	Burn Length: 1.6	Drip Extinguish Time: 0
WARP	Extinguish Time: 0.0	Burn Length: 1.4	Drip Extinguish Time: 0
FILL	Extinguish Time: 0.0	Burn Length: 1.6	Drip Extinguish Time: 0
FILL	Extinguish Time: 0.0	Burn Length: 1.5	Drip Extinguish Time: 0
FILL	Extinguish Time: 0.0	Burn Length: 1.4	Drip Extinguish Time: 0
AVERAGE 0.00		AVERAGE 1.50	AVERAGE 0.00
AVERAGE 0.00		AVERAGE 1.50	AVERAGE 0.00

COMMENTS:

PASSED: X

FAILED:

Tested by: Carol Ann Carter Engineering Designee: Structures (Flammability Only)

*Carol Ann Carter*



FROM  
KNAVEY INC.  
1500 HIGHWAY 29 SOUTH  
ANDERSON, SC 29626  
United States

TO  
GARRETT AVIATION  
C/O APPLIKATORS PLUS, 5677 STATE HWY 276  
ROYSE CITY, TX 75189 US

PO# 000846380  
SON 7013985

Package #: 1

Item: 28366.6.0

Quantity: 31.25 YD

Lot# 490931--03,352473--01,450683--01,371305--04,490931--02,49093

Sidemark:

RECEIVED

SWCD

4081

1-6

NY

40

WARNING  
DO NOT CUT THIS ITEM UP  
THIS ITEM SHOULD BE  
AS TO THE QUANTITY  
AND QUANTITY  
WILL

483

THIS TAG  
D HED  
1800 EDITION  
10-22 LOWANCE  
IGS.

Fire Fly



**Applikators Plus, Inc.**

Packing Slip # SA0059506

5677 State Hwy 276  
Royse City, Texas 75189  
(214) 771-0606  
FAX (214) 771-0561

DATE: 10/28/2014

SOLD TO STANDARD AERO BUSINESS AVIATION S

PO BOX 67600

217-544-3431 MAIN

PHOENIX

AZ 85082-7600

SHIPPED TO STANDARD AERO BUSINESS AVIATION S

1200 N AIRPORT DRIVE

CAPITAL AIRPORT

217-535-3557 SCOTT MILLER

SPRINGFIELD

IL 62707

CUST. ORD. NO. 000846381	DATE REC'D 10/22/2014	TERMS NET 30 DAYS	DATE SHIPPED 10/28/2014	VIA FDX PI 062700050
QUANTITY / UNIT	DESCRIPTION			AMOUNT
31 YDS	KRAVET FABRIC-28366-6			
	S/M: FIREFLY F900-095/PO# 000846380			
	TREATED TO: FAR 25.853/SUPERSEAL			
SUB TOTAL				
SALES TAX				
FREIGHT BILL #	1 771657502081			FREIGHT
TOTAL				

ANY AND ALL WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WARRANTIES OF MERCHANTABILITY AND FITNESS, HELD BY APPLIKATORS PLUS, INC. CEASE ONCE THE PRODUCT IS INSTALLED, CUT, OR FIVE (5) DAYS AFTER DELIVERY. FURTHERMORE, WE WILL NOT BE RESPONSIBLE FOR SHRINKAGE OR CORROSION AT ANY TIME. APPLIKATORS PLUS, INC.'S LIABILITIES ARE LIMITED TO THE REPLACEMENT OF THE GOODS ONLY. PURCHASER'S ACCEPTANCE OF THE GOODS CONSTITUTES ACCEPTANCE OF THESE TERMS.

Received \_\_\_\_\_

Date: \_\_\_\_\_



## CERTIFICATE OF FLAMMABILITY TESTING

CAROL ANN CARTER  
4500 STONEWALL RD  
OPELIKA, AL 36801  
(334) 737-2089  
FAX: (334) 737-2090  
E-MAIL [carol@ccaviation.biz](mailto:carol@ccaviation.biz)

TEST REPORT NO: 54827  
CONDITIONING DATE: 10/27/14  
TEST DATE: 10/28/14

TEMP: 70 HUMID: 50% FLAME: 1556  
CONDITIONING TIME: 9:30 AM  
TEST TIME: 9:30 AM

MATERIAL IDENTIFICATION: Fabric: Kravet Fabric 28366-6 Customer Order No: 000846381  
SA0059506

APPLICATION: DATA SHEET / FIREFLY F900-095/PO#000846380

CUSTOMER: STANDARD AERO BUSINESS AVIATION

12 Second Vertical Ignition: FAR 25.853 (a) Amdt. 25-116 Appendix F, Part 1 (a) (1) (ii).  
Requirements: 15 sec. extinguish time: 8 inch burn length: 5 sec drip extinguish time:

WARP	Extinguish Time: 0	Burn Length: 1.6	Drip Extinguish Time: 0
WARP	Extinguish Time: 0	Burn Length: 1.8	Drip Extinguish Time: 0
WARP	Extinguish Time: 0	Burn Length: 1.5	Drip Extinguish Time: 0
FILL	Extinguish Time: 0	Burn Length: 1.1	Drip Extinguish Time: 0
FILL	Extinguish Time: 0	Burn Length: 1.3	Drip Extinguish Time: 0
FILL	Extinguish Time: 0	Burn Length: 1.2	Drip Extinguish Time: 0
AVERAGE 0.00		AVERAGE 1.63	AVERAGE 0.00
AVERAGE 0.00		AVERAGE 1.20	AVERAGE 0.00

COMMENTS:

PASSED: X

FAILED:

Tested by: Carol Ann Carter Engineering Designee: Structures (Flammability Only)









## PERFORMANCE LEATHERS & TEXTILES

182A Riverside Drive  
Fultonville, NY 12072  
Phone: (518) 853-4300  
Fax: (518) 853-4333

S STANDARD AERO BUSINESS SERVICES, LLC  
H ATTN: RECIEVING DEPT.  
I 1200 NORTH AIORPORT DRIVE  
P SPRINGFIELD IL 62707

PACKING SLIP # 36478  
COPY 2 OF 2 . P.1 OF 1

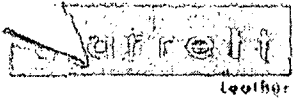
## BURN CERT ENC

Program	CGA	Make	
Tax ID/VAT		Model	
Burn Cert.	25.853-12 SEC	Serial #	
CFA		Tail #	

ORDER#	SHIP VIA	PKGS	WEIGHT	PO #	SHPR	SHIPPED
26740	FP - FEDEX P OVERNIGHT 10 AM	1	32	848402	JKK	11/07/14

LINE	ITEM	DESCRIPTION	ON ORDER	SHIPPED	BACKORDERED	LOCN
1	SHR-4393	CURLY TAN EMBOSSED: NONE WO/LOT #      LOCN      QTY 224489          CGA            9	81 SQF 9.0 HD	85.00 9	0 0.0	
		7  FireFly w/o 311 440 - 090B	(E) shearling sheepskin			





## Packing Slip

86329

Date: 10/28/2014

Bill To: Garrett / Standard Aero Business Aviation  
 Email ALL Invoices To:  
 mro.vendors@standardaero.com

Ship To: USA  
 GARRETT AV dba STANDARD AERO  
 1200 N AIRPORT DR  
 CAPITAL AIRPORT  
 SPRINGFIELD IL 62707  
 USA

Customer PO 847287

Firefly

#	Item Code	Description	Quantity	Dye Lot
	A260	Avion Maize	1,848.50	81367

Bin	Quantity	Barcode	
B0001	47.75	81367 336479	81367
B0001	54.75	81367 336480	81367
B0001	50.50	81367 336481	81367
B0001	54.75	81367 336482	81367
B0001	52.00	81367 336483	81367
B0001	51.25	81367 336484	81367
B0001	49.75	81367 336485	81367
B0001	50.00	81367 336486	81367
B0001	59.00	81367 336489	81367
B0001	46.75	81367 336491	81367
B0001	50.25	81367 336492	81367
B0001	55.25	81367 336493	81367
B0001	58.00	81367 336494	81367
B0001	57.00	81367 336495	81367
B0001	54.75	81367 336496	81367
B0001	51.50	81367 336497	81367
B0001	52.25	81367 336498	81367
B0001	50.75	81367 336499	81367
B0001	53.75	81367 336500	81367
B0001	56.25	81367 336501	81367
B0001	55.75	81367 336502	81367
B0001	51.25	81367 336503	81367
B0001	51.50	81367 336504	81367



B0001	51.00	81367 336505	81367
B0001	56.00	81367 336506	81367
B0001	52.50	81367 336516	81367
B0001	49.50	81367 336518	81367
B0001	52.00	81367 336519	81367
B0001	51.50	81367 336520	81367
B0001	52.75	81367 336521	81367
B0001	53.00	81367 336522	81367
B0001	53.50	81367 336523	81367
B0001	53.25	81367 336524	81367
B0001	52.50	81367 336525	81367
B0001	56.25	81367 336526	81367

Shannon / Firefly F900 - 095 N989TS

FedEx Acct 340 789 571

Due Date: 10/28/2014

Sales Employee: GRACE BROWN

Remarks: Shannon / Firefly F900 - 095 N989TS/  
A260 / Based On Sales Orders 93315.





# Packing Slip

87079

Date: 11/13/2014

Bill To: Garrett / Standard Aero Business Aviation  
Email ALL Invoices To:  
mro.vendors@standardaero.com

Ship To: USA  
GARRETT AV dba STANDARD AERO  
1200 N AIRPORT DR  
CAPITAL AIRPORT  
SPRINGFIELD IL 62707  
USA

Customer PO 848390

#	Item Code	Description	Quantity	Dye Lot
	A250	Avion Coal	60.00	81671

Bin	Quantity	Barcode	
B0001	60.00	81671 342179	81671

One LARGE Hide

FedEx Acct 340 789 571

Due Date: 11/13/2014

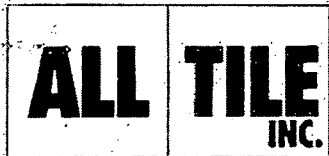
Sales Employee: GRACE BROWN

Remarks: A250 / Based On Sales Orders 93902.

*For PM  
D-Leather*







TO: ELK #1

ALL TILE INC  
1111 CHASE AVENUE  
ELK GROVE VILLAGE IL 60007



SHIP TO:

STANDARDWARE  
1200 N. AIRPORT DRIVE  
SPRINGFIELD IL 62702

Laminate  
✓  
2 ROLLS  
BILL TO:

ORDER# 002970

ACCOMMODATION ADCT ELK--LAW DEPT  
1201 CHASE AVE  
ELK GROVE VILLAGE IL 60007

ORDER DT--DATE REQ--SHIP VIA--F.O.B.--ACCOUNT#--CUST P.O.#/JOB--TERMS--ORDER REFERENCES--  
11/25/14 12/02/14 OUR TRUCK WAREHOUSE 002505 049922 NET IMMEDIATE 001/0914040/ P1  
5 TUESDAY CT ~~11/25/14 12/02/14~~ SCOTT LP/LAN/3/009 A

LINE#	QTY	DESCRIPTION	LOCATION	QTY ORD	U/I	QTY PICKED	PACKAGING
0001		PAID WITH CREDIT CARD 11/25/14	GAIL				
0010	MEV863	UY48096	REF1 S6001 48 096 BLACK	260		220.00	3F
		BLACK VERT					
		Serial# MEV					
		Bal Remaining S/B	1 PC				
0011		CUSTOMER WILL PAY WITH A CREDIT CARD					
9966		Delivery Charge \$	31.00				

*Mark Caggiano*

Order Weight: 108 LBS    Cust Ref:    Shipped Pk#1 217-535-3537

Total: 0 CT    10 PC

**CONDITIONS OF SALE** Seller warrants merchandise only as to title. Any quantity or warranty issued by manufacturer shall be solely that of the manufacturer and not of the seller. This warranty is made expressly in lieu of all other warranties, express, implied, or statutory with respect to quality, merchantability or fitness for a particular purpose. ~~A service charge of one and one-half percent (1.5%) APR will be made on all past due accounts for each month or part thereof such accounts remain unpaid.~~ No unauthorized returns accepted. Returns subject to restocking charges. Purchaser is responsible for verifying the accuracy of materials ordered against materials received. Damage in transit must be adjusted with carrier and claims filed promptly with carrier.

Picked By:    Loaded By:  
Date:    Date:  
Received By:





600 County Line Rd  
Elmhurst IL 60126-2081  
630-600-3600  
chi.sales@mcmaster.com

Standard Aero  
Garrett Aviation Services  
Springfield Facility  
1200 N Airport Dr  
Springfield IL 62707

Purchase Order  
727139

Page 1 of 1

Order Placed By  
Joe

12/13/2010

McMaster-Carr Number  
1557251-01

Line	Description	Ordered	Shipped
1	8574K195 Polycarbonate Sheet, UV Resistant, .118" Thick, 48" X 96", White	2 Each	2

				47 lbs
7 - 75 - 22	10 - 31	K195	2 EA	1
47 lbs				

Standard Aero



47 lbs  
1 line

EW5FRT78  
12/13/2010  
16:04/16:26  
051  
Cycle 58







# Packing List

600 N County Line Rd  
Elmhurst IL 60126-2081  
630-600-3600  
chi.sales@mcmaster.com

Standardaero Business  
Aviation Services LLC  
Springfield Facility  
1200 N Airport Dr  
Springfield IL 62707-8417

Purchase Order  
851253

Order Placed By  
Scott Miller

McMaster-Carr Number  
4789760-01

Page 1 of 1

12/11/2014

Line	Product	Ordered	Shipped
1	87115K115 Scratch Resistant Gray Polycarbonate Sheet, 1/8" Thick, 24" X 48"	1 Each	1





scott group

3232 Kraft Avenue SE  
Grand Rapids, Michigan 49512-2040 USA  
T 616.954.3200 F 616.954.9600

PACKING LIST / COMPLIANCE CERTIFICATE

Order 342902

Date: 11/26/14

SOLO TO

STANDARD AERO (IL)  
Attn: Accounts Payable  
P.O. Box 67600  
Phoenix, AZ 85082  
United States

SHIP TO

Standard Aero Business Av. Svc  
Attn: Receiving Department  
1200 N. Airport Drive  
Springfield, IL 62707  
United States

Order No.	Order Date	Purchase Order	Ship Via
342902	10/29/14	000847311	FED EX LTU/COLLECT
Item	Description	Amount	
342902	Item 1: M1819 - 12' 0" x 36' 0" (W x L) Carpet, Express, Anti-Static Treatment	1.00	EA
342902SG	Item 3: M1819 - Serging Yarn - 5 Lbs Color 135	1.00	EA
342902WC	Wool Clean Kit	1.00	EA
UNITS THIS SHIPMENT		3.00	EA
UNITS PREVIOUSLY SHIPPED		0.00	EA
UNITS SHIPPED TO DATE		3.00	EA
TOTAL UNITS IN ORDER		4.00	EA
Sidemark	A/C-095, N989TS, F-900		
Carpet Storage	Carpet should be stored in a dry, climate controlled building, loosely wrapped. For carpet stored in a NON-climate controlled environment, remove the white plastic inner wrapping as it may cause moisture to be trapped, which can be harmful to the carpet.		
FAA Compliance	This product has been manufactured to meet the requirements of DOT, FAA Title 14, Part 25 - Airworthiness Standards; Transport Category Airplanes, Paragraph 25.853, Compartment Interiors, Appendix F, Part 1(a)(1)(II). 8110-3 certificate is available for an additional charge. No fire retardant has been applied.		
Compliance	The signature below confirms that the above referenced material has been shipped from Scott Group under and in accordance with the above referenced purchase order.		
Certification	Signature:		Date: 11/26/14





**CUSTOM PLYWOOD, INC.**

301 QUALITY AVE. NEW ALBANY, IN 47150  
PH(812) 944-7300 Fax # (812) 944-7373  
TOLL FREE (888) 736-3516

**PACKING LIST****43532**

To: STANDARD AERO  
1200 NORTH AIRPORT ROAD  
SPRINGFIELD IL 62707

DATE: 10/16/2014  
PO #: 846169  
REF#: AIRCRAFT # 5769

SHIP VIA: FED EX FRT ECONOMY  
FREIGHT: COLLECT ACCT# 340789571

Panels are numbered left to right  
Number is on bottom left corner

SKID #	CUST PO	SPECIES	QTY	W	X	L	X	I	CORE	TYPE	PANEL / SEQUENCE #
		<b>KHAYA LUMBER LOG# LAB 43 - 75 BD FT TOTAL - NON FIRE TREATED</b>									
	846169	KHAYA LUMBER	6	MISC	x	108	x	8/4			
		<b>SUMMARY BELOW:</b>									
			<b>PANELS</b>	<b>BD FT</b>							
		LUMBER	6	75							
		TOTAL	6	75							





Goodrich Cabin Systems - Booth Veneers  
510 Patrol Road  
Jeffersonville, IN 47130

ORDER NO: 126636  
SHIP DATE: 11/20/2014  
CUSTOMER PO #: 000848681  
SHIP VIA: FED EX LTL PRIORITY  
F.O.B. JEFFERSONVILLE  
A/C MODEL-SERIAL # F900 - 095

**SHIP TO:**  
STANDARD AERO BUSINESS AVIATION SERVICES,  
LLC.  
1200 NORTH AIRPORT DR.  
SPRINGFIELD FACILITY  
SPRINGFIELD IL 62707  
USA

ITEM#	SPECIE DESCRIPTION	PRODUCT	SQ.FT
1.	GA 141104-1 QTR FIG MAHOGANY (BACK, CORE AND FACE FIRE TREATED)	3P75	783.26
2.	GA 141104-1 QTR FIG MAHOGANY (BACK AND FACE FIRE TREATED)	2PLY	39.00
3.	GA 141104-1 QTR FIG MAHOGANY (BACK, CORE AND FACE FIRE TREATED)	.312" THICK	7.11
4.	GA 141104-1 QTR FIG MAHOGANY (BACK AND FACE FIRE TREATED)	ULTRAFLEXSJ	21.67
5.	GA 141104-1 QTR FIG MAHOGANY (BACK AND FACE FIRE TREATED)	ULTRAFLEX	65.00
TOTAL AREA			916.04

#### SPECIFICATIONS

1. IDENTIFY PANELS ON BACK WITH A/C SER# & PANEL#.
2. SAND BACKSIDE ONLY
3. SEE DRAWINGS FOR SEAM LOCATIONS & PANEL LAYOUT.

	PANEL #	QTY	WIDTH	X	LENGTH	DESCRIPTION	PRODUCT	SQ.FT.
1.	1	1	32	X	78	AFT VANITY FACE	3P75	17.33
2.	2	1	30	X	20	AFT POTTY FACE	3P75	4.17
3.	3	2	24	X	78	AFT LAV DOOR SEE DRAWING	3P75	26.00
4.	4	1	16	X	78	R/H AFT CLOSET FACE	3P75	8.67
5.	5	1	16	X	78	L/H AFT CLOSET FACE	3P75	8.67
6.	6	3	42	X	78	AFT CABIN BULKHEADS SEE DRAWING	3P75	68.25
7.	7	2	24	X	78	R/H MIDSHIP BULKHEAD SEE DRAWING	3P75	26.00
8.	8	2	42	X	78	L/H MIDSHIP BULKHEAD SEE DRAWING	3P75	45.50
9.	9	1	84	X	24	DIVAN FACE	3P75	14.00
10.	10	3	65	X	30	DIVAN CABINETS	3P75	40.62
11.	11	1	24	X	96	DIVAN LEDGES	3P75	16.00
12.	12	2	108	X	20	CREDENZA FACE SEE DRAWING	3P75	30.00
13.	13	1	18	X	100	CREDENZA TOP	3P75	12.50
14.	14	5	24	X	24	CABIN TABLES	3P75	20.00
15.	15	2	28	X	60	CONFERENCE GROUP	3P75	23.33
16.	16	1	18	X	110	L/H #1 SIDELEDGE	3P75	13.75



	PANEL #	QTY	WIDTH	X	LENGTH	DESCRIPTION	PRODUCT	SQ.FT.
17.	17	1	18	X	110	L/H #2 SIDELEDGE	3P75	13.75
18.	18	1	18	X	110	R/H #1 SIDELEDGE	3P75	13.75
19.	19	2	18	X	110	R/H #2 SIDELEDGE	3P75	27.50
20.	20	3	35	X	78	FWD CABIN BULKHEADS	3P75	56.88
						SEE DRAWING		
21.	21	3	32	X	78	FWD POCKET DOOR	3P75	52.00
						SEE DRAWING		
22.	22A	2	38.5	X	36	R/H LOWER GALLEY FACE	3P75	19.25
						SEE DRAWING		
23.	22B	2	42	X	36	R/H UPPER GALLEY FACE	3P75	21.00
24.	23	1	42	X	78	GALLEY AND FWD LAV BULKHEADS	3P75	22.75
25.	24	5	30	X	78	FWD LAV DOORS	3P75	81.25
26.	25	1	30	X	24	FWD LAV POTTY FACE	3P75	5.00
27.	26	2	32	X	78	AUX GALLEY FACE	3P75	34.67
28.	27	3	32	X	78	ENTRY BULKHEADS	3P75	52.00
29.	28	1	16	X	78	CREW CLOSET FACE	3P75	8.67
30.	29	5	24	X	78	FLEECE BACK	ULTRAFLEX	65.00
31.	30	12	6	X	78	2 PLY EDGE BANDING	2PLY	39.00
32.	31	1	16	X	24	GALLEY TAMBOUR DOOR	.312" THICK	2.67
33.	32	1	16	X	40	CREW CLOSET TAMBOUR	.312" THICK	4.44
34.	33	2	6	X	260	HANDRAILS	ULTRAFLEXSJ	21.67
TOTAL AREA								916.04

\*\*\*CONFORMANCE STATEMENT\*\*

PLEASE NOTE: OUR MATERIAL IS FIRE TREATED, NOT FIRE RATED. WE WILL BE HELD RESPONSIBLE FOR CREDIT OR REPLACEMENT ONLY IN THE EVENT OUR MATERIAL IS DEFECTIVE. WE ACCEPT NO ADDITIONAL LIABILITY.

These commodities, technology or software were exported from the United States in accordance with the Export Administration Regulations.  
Diversion contrary to US law prohibited.





# Certificate Of Compliance

Packing Slip	ORD10176
Document Date	8/13/2014
Page	1

5547 Peachtree Blvd  
Chamblee GA 30341-2296

**Bill To:**

STANDARD AERO BUS AVIATION SVCS  
P.O. BOX 67600  
PHOENIX AZ 85082-7600

**Ship To:**

STANDARD AERO BUS AVIATION SVCS  
1200 NORTH AIRPORT DRIVE  
SPRINGFIELD IL 62707

(217) 535-3557 Ext. 0000

\* Item Shipped Directly from Vendor

Purchase Order No.	Customer ID	Salesperson ID	Shipping Method	Payment Terms	Order Placed By	Ship Date
840593	STAND002	INSIDE SALES	UPS GRND COL	NET 30 DAYS	Scott Miller	9/4/2014
Ordered	Shipped	B/O	Item Number	Description	Site	UOM
100	100	0	85-3-AB/200ML	MAGNOLIA 85-3 AB 200ML TUBE KIT	ATL	EA
1	1	0	TEST REPORT FEE	TEST REPORT FEE LOT# 14H01/14H01	ATL	EA

Instructions:  
MSDS REQUIRED

DATE OF MANUFACTURE: 08/2014  
SHELF LIFE: 06 MONTHS FROM SHIP DATE @ 75°F  
DATE OF EXPIRATION: 03/04/15

**Magnolia Advanced Materials, Inc.**

Signed:

Greg Bunn  
Technical Director

We certify that the above listed material meets the sales specifications as outlined by the manufacturing procedures of Magnolia Advanced Materials, Inc. and the above listed specification.

The materials process and formulation(s) have not been changed in any way from the original qualified material(s) without prior approval.

Unless otherwise indicated, the country of origin is the USA.

Shelf life certified and applicable on unopened, properly stored containers.







## Fire Retardant Coatings of Texas, LLC.

1150 Blue Mound Rd West #403  
Haslet, Texas 76052  
Off (817) 710-5233

## Packing S

Date	Invoice #
10/24/14	14-1233

### Ship To

Standard Aero  
1200 North Airport Dr  
Springfield, IL 62707

### Bill To

RDR Technologies  
Doug Stafford  
835 SE 30th St. #C  
Oklahoma City, OK 73129

Account # 310

846997		Batch Code	
PO #	1247	Ship Date	10/24/14
		Ship Via	1001 FedEx
Description		Qty	U/M
FX Lumber Guard Fire Retardant Customers FedEx Account #340789571		1	Gallon

Please inspect all contents for damage.  
Report any damage to customer support 817-710-5233



"It's not always about the sale, but rather doing  
what's right by our valued customers"





\*\*\*\* SALES ORDER \*\*\*\*

PAGE: 1

1025  
P.O. Box 10845  
Lancaster, PA 17603

ORDER NUMBER: 0098787

ORDER DATE: 10/27/14

SHIP DATE:

10/28/14

(717) 391-6250

SALESPERSON: ND

CUSTOMER NO: ST116

SOLD TO:

STANDARD AERO BUSINESS AVIATION

ATTN: ACCOUNTS PAYABLE

PO BOX 67600

Phoenix

AZ 85002-7600

SHIP TO:

STANDARD AERO AVIATION

SPRINGFIELD FACILITY

1200 NORTH AIRPORT DRIVE

Springfield

IL 62707-8417

(800) 731-7371

CUSTOMER P.O.

SHIP VIA

REQUESTED DATE

TERMS

847156

FEDEREX-DOL

10/29/14

NET 30 DAYS

ITEM NO. & SIZE

QTY. ORDERED

QTY. SHIPPED

DE1025/0540PAIL 1BL PAIL

S PAIL

CLEAR POLYESTER UV CURE TOPCOAT

UN1862, PAINT, 3, PG 11, ERB0120

DOT HAZ MATERIAL CLASS 3 FLAMMABLE LIQUID

1 SK 10 @ 200 lbs

MBS

Fire Fly





# BLEND SUPPLY

DISTRIBUTOR OF COATINGS, TOOLS & REFINISH SUPPLIES

REMIT TO:  
3724 NORTH COMMERCE ST.  
FORT WORTH, TEXAS 76108  
800-647-9279 TOLL FREE  
817-529-7710 PHONE  
817-789-4162 FAX

## PACKING SLIP

Doc #	512610
Date	10/24/2014
Page	1

Ship To:	S# STANDARD AERO-SPRINGFIELD DBA STANDARD AERO 1200 N. AIRPORT DRIVE SPRINGFIELD, IL 62707 	Bill To:	S# STANDARD AERO - IL DBA STANDARD AERO P.O. BOX 67600 PHOENIX, AZ 85082
01		7208	

PO #	Ordered	Requested	Slsp	Terms	Wh	Freight	Ship Via
000847027	10/24/14	ASAP	CB	NET 30	12	COLLECT	FEDXGROUND

Item/Description	Committed	Ship	Back	UM	Weight	Loc	CLS	List Price	Disc%	Net Price	Line Po	Extension
571-080 ACRYGLO BASE, CLEAR PB: <u>NE</u> CB: <u>    </u>	6.00			GL	66.0		52L	94.61	.00	94.61		567.66
571-081-GL ACRYGLO CATALYST PB: <u>NE</u> CB: <u>    </u>	2.00			GL	22.0		52L	183.81	.00	183.81		367.62
BOXING HAZARDOUS BOXING PER BOX PB: <u>    </u> CB: <u>    </u>	2.00			EA	.0		F	20.00	.00	20.00		40.00

SHIP VIA FEDEX ACCT.#341789571  
CERTS

Blend Supply, Ltd.

blendsupply.com

Email:  
blendsupply.com

If this invoice is not paid under the terms set forth above, it is subject to Late Charges of 1 1/2% per month on the invoice balance beginning 30 days after due date. This material accepted subject to 20% handling charges when returned within 30 days. All accounts are due payable in Tarrant County, Texas. Any dispute in connection with this transaction shall be resolved in accordance with the laws of the State of Texas excluding choice of law rules. Any suit hereon or for a breach hereof will be brought and prosecuted in the courts of Tarrant County, Texas. See additional terms and conditions attached.

TOTAL WEIGHT: 88.0

Tax: .00

Total With Tax: 975.28

THANK YOU, WE APPRECIATE YOUR BUSINESS!

Customer Copy





# AxonHentzen Aerospace

307 ECHELON ROAD  
GREENVILLE, SC 29605  
USA

## Packing List

Packing List No: 18892  
Packing List Date: 07/03/2014  
Due Date: 07/03/2014  
Customer No.: C1448  
Customer Ref No.: 000836925  
Shipping Method: FEDEX GRD  
Page No.: Page 1 of 1

### SHIP FROM

307 Echelon Rd.  
Greenville, SC 29605  
USA

### SHIP TO

STANDARD AERO BUSINESS AVIATION SERVICES, LLC  
GARRETT AVIATION  
SPRINGFIELD FACILITY  
ATTN: RECEIVING DEPARTMENT  
1200 NORTH AIRPORT DRIVE  
SPRINGFIELD IL 62707  
USA

# ORDER COMPLETE

Quantity	UoM	Item No.	Base Doc.	Description
7.00		00465GR	20117-3	ISC-909 INSULAT SPRAY CATALYST
INSULATOR A				
Weight:	0.00 Lbs	Dimensions:		
	140724155		00465GR - ISC-909 INSULAT SPRAY CATALYST-INSULATOR A	
7.00		00706GR	20117-4	ISB-910 INSULAT SPRAY BASECOAT
INSULATOR B				
Weight:	0.00 Lbs	Dimensions:		
	140724154		00706GR - ISB-910 INSULAT SPRAY BASECOAT-INSULATOR B	

2/19/13 ALL FUTURE ORDERS MUST MEET \$500.00 MINIMUM

UPS ACCT # 617528

FEDEX GROUND ACCT# 34078957

FEDEX FRT ACCT# 97077605 Based On Sales Orders 000836925.







## Eagle Performance Products

CORPORATE OFFICE: P.O. BOX 888018 • ATLANTA, GEORGIA 30356-0018 • (770) 394-9455 FAX (770) 395-9511  
PHYSICAL PLANT: 340 BEAMER RD • CALHOUN, GEORGIA 30701 • (706) 629-1044 FAX (706) 629-9209  
PLANT CORRESPONDENCE: P.O. BOX 1177 • CALHOUN, GEORGIA 30703-1177

### **CERTIFICATE OF CONFORMANCE**

As the use of this product is beyond our control, we make no warranty of any kind, express or implied, as to the effects of such use (including damage to property) or the results to be obtained. We guarantee the standard quality of this material and its adherence to our published specifications, if any, but we expressly disclaim responsibility for its use – it being the responsibility of the buyer to determine whether or not the material is fit or suitable for treatment.

**SHELF LIFE** – The shelf life of this product is 12 months as long as container is kept tightly sealed and not exposed to extreme hot or cold temperatures.

**StandardAero's PO#: 847165**

**PRODUCT NAME: FRA-9111**

**QUANTITY: 2 GALLONS**

**EXP DATE: 11/03/2015**

**SHIP DATE: 11/03/2014**

**LOT # E051014-210**

*Jimmy Washington*

**Jimmy Washington  
Plant Manager**



# 3M PACKING LIST

P O NUMBER 2239778

Printed on 12/04/2013 03 09 42 AM



## SHIP TO

AVIALL INC  
DISTRIBUTION SERVICES  
2750 REGENT BLVD  
DALLAS, TX 75261-9048, US

## CHARGE TO

AVIALL SERVICES INC  
PO BOX 619048  
DALLAS, TX 75261-9048, US

## OFFICE USE

INVOICE # DU32341

SHIP FROM LOC MDC

WAVE # 1204\_32R

WORK LIST ID #

EMPLOYEE # A37G4ZZ

PRINTING # 1

FORM # A1

CUSTOMER ORDER DATE 11/26/2013

SHIP DATE 12/04/2013

ORIGINAL INVOICE #

## THIS PACKING LIST CONTAINS

Pieces 33

Weight 1,196 22

## MARK SHIPPING LABEL

LINE NBR	YOU ORDERED	SHIPPED	BACK ORDERED	BILL UNIT	UPC /3M-ID	PRODUCT
000001	18 00	18 00		PA	5-00-21200-64963-4	021200-64963=32 S/W 1357 LT YELLOW NEOPRENE HI PERF CONT ADH 5 GAL PS PAIL 62-1368-8536-5 * CUSTOMER UNITS * Lot # 3287AU
000002	60 00	60 00		GALS	5-00-21200-22586-9	021200-22586=32 S/W 1357 LT YELLOW NEOPRENE HI PERF CONT ADH 1 GALLON 4/CS 62-1368-7535-8 Lot # 3265AF QTY 48 Lot # 3281AJ QTY 12

## NOTES

CUST PO RELEASE NBR 0 Y  
QUESTION? CALL YOUR 3M CUSTOMER SERVICE PROVIDER  
HAUPT X97 GIROUARD X67 3M CTR BLDG 225-5S-14  
ST PAUL MN 55144-1000  
PHONE (877) 637-0563 FAX (877) 637-0564

GRIVAS  
12/12/13  
11  
5  
0

PO 2239778

LOT AV1213481784

Thank you for your order

PAGE 1 of 1

Thank you for your order

RECEIVED - MAY 1968

RECEIVED - MAY 1968

RECEIVED - MAY 1968

RECEIVED - MAY 1968

BRANCH # 267  
(314) 427-4202  
2771 CHOUTEAU AVENUE  
ST. LOUIS MO 63103



**FINISHMASTER**  
Automotive & Industrial Paint

Page Number 1 of 1  
Print Time 09/04/14 08:18:00

# INVOICE

Sold To: 563604 (480) 377-3129

Ship To: 563607 (217) 544-3431

STANDARD AERO BUS AVIATION SERV  
STANDARD AERO BUS AVIATION SERVICES, LLC  
PO BOX 67600  
ATTN: ACCOUNTS PAYABLE  
PHOENIX-AZ-85082

STANDARD AERO BUS AVIATION SVCS  
STANDARD AERO BUS AVIATION SVCS LLC  
1200 N AIRPORT DR  
SPRINGFIELD FACILITY  
SPRINGFIELD IL 62707

Invoice	Invoice Date	Salesman	Counter Code	Tax Rate	Terms	Order #	Ship Via	PO#
69066299	09/04/14	040	60503	0.00 %	Charge	50190206		PO 000842326

H	Item Number	Description	Tax	Order	Ship	B/O	UOM	Unit Price	Total
X	20333	CONTACT ADHESIVE 5 NEUTRAL	N	25	25		GA	59.64	1,491.00

Non-Taxable Amount: 1,491.00

Subtotal: 1,491.00  
Tax:

Total Invoice Amount: 1,491.00

Thank you for your business

Signature \_\_\_\_\_

Chemical Emergency Contact - 1-800-535-5053			INFOTRAC 77821		
Hazardous Material Information			# Pks	Units	Weight
UN1133,Adhesives,3,II			25	GA	225.0000

## Form of Payment

☐ Cash (M) ☐ Check (C) Check # \_\_\_\_\_ ☐ Credit Card (P) Last 4 digits of CC # \_\_\_\_\_

When you provide a check as payment, you authorize us either to use information from your check to make a one-time electronic fund transfer from your account or to process the payment as a check transaction. For inquiries please call 1-888-311-3678 ext. 2037.



**NORDAM**  
**Interiors & Structures Division**  
**6910 North Whirlpool Drive**  
**TULSA OK 74117**  
**USA**



**Terra Guyer**  
**Telephone: 918-401-5257**  
**Fax: 918-401-5848**  
**E-mail: TGUYER@NORDAM.COM**

**Delivery Doc Number: 80334991**

<b>Date Shipped:</b> 05/05/2014	<b>Carrier:</b> FEDEX FREIGHT
<b>Incoterms:</b> EXW Factory	<b>Tracking No:</b> 292254128-5
<b>Shipment Terms:</b> Collect	<b>Bill of Lading No.:</b>

### Pack List

#### Ship To:

**STANDARD AERO BUSINESS AVIATION**  
**SERVICES LLC**  
**1200 N AIRPORT DR**  
**SPRINGFIELD FACILITY**  
**SPRINGFIELD IL 62707**  
**USA**

**Contact Person: Jerry Napier**

#### Notes:

Ship via FedEx Freight & Include all material certs

Purchase Order No	Part/Material No.	Shipped	Ordered	Sales	Line Item	Certificate
Cust / Vendor Ref.	Description	Quantity	Quantity	Order		
	Batch/Serial No.					
827707	NB220-0155-250A	5 EA	5 EA	30151862	10	
	NORBOND .250X48X144			Commodity	ECCN/USML	UN
				Code		Number
	0001573436	6,912 EA				Country
	0001587073	27,648 EA				of Origin

This material complies with the requirements of FAR25.853. No additional retardant has been added during manufacturing process.





NORDAM  
Interiors & Structures Division  
6910 North Whirlpool Drive  
TULSA OK 74117  
USA



John Frick  
Telephone: 918-401-5263  
Fax: 918-401-5848  
E-mail: JFRICK@NORDAM.COM

Delivery Doc Number: 80294870

Date Shipped: 09/10/2013	Carrier: FEDEX FREIGHT
Incoterms: EXW FACTORY	Tracking No: 292254802-0
Shipment Terms: Collect	Bill of Lading No.:

### Pack List

#### Ship To:

STANDARD AERO BUSINESS AVIATION  
SERVICES LLC  
1200 N AIRPORT DR  
SPRINGFIELD FACILITY  
SPRINGFIELD IL 62707  
USA

Contact Person: Jerry Napier

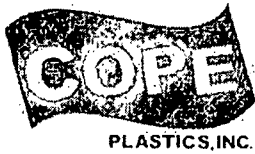
#### Notes:

Ship Via FedEx Freight

Purchase Order No	Part/Material No.	Shipped	Ordered	Sales	Line Item	Certificate	
Cust / Vendor Ref.	Description	Quantity	Quantity	Order			
	Batch/Serial No.						
806980	NB220-0155-125A	6 EA	6 EA	30134308	000010		
	NORBOND .125X48X144			Commodity	ECCN/USML	UN	Country
				Code		Number	of Origin
				6815100000			US
	0001382493	6 EA					

This material complies with the requirements of FAR25.853. No additional retardant has been added during manufacturing process.





# Packing slip ISO 9001 Certified

COPE PLASTICS INC  
4441 INDUSTRIAL DRIVE  
ALTON, IL 62002  
(800) 851-5510

Sales order	SO00068415
Packing slip	00079002
Ship date	6/20/2012
Page number	1 of 1

Bill To : 3317800  
GARRETT AVIATION SERVICES LLC  
PO BOX 67600  
PHOENIX, AZ 85082-7600

Ship to :  
STANDARD AERO BUSINESS AVIATION SVC,  
LLC  
1200 N AIRPORT DR

Sales Branch:  
PEORIA BRANCH  
630 HIGH POINT LN  
EAST PEORIA, IL 61611-9304  
800-322-2826

SPRINGFIELD, IL 62707-8417

SHIP COLLECT ACCORDING TO PO INSTRUCTIONS  
CONTACT: SCOTT 217-535-3557  
SHIP ONLY FROM CP WAREHOUSE BECAUSE CP IS ISO CERT.

Order Date	Purch Ord	Payment Terms	Mode of Delivery	Terms of Delivery			
5/29/2012	000771121	NET 30	FXF	COL			
Order Entered By			Order Placed By				
ETHAN SOLIDAY / (309) 694-0305 X10315 / ESOLIDAY@COPEPLASTICS.COM			JERRY NAPIER / (480) 377-3100 / JERRY.NAPIER@STANDARD AEO RO.COM				
Line #	Part Number	Part Description	Pick List Id	Delivery	Quantity ordered	Quantity shipped	Quantity remain
1.00	00002801	KYDEX 100 BEIGE 72005 0.040 P1 HAIRCELL SHEET 48.000 X 96.000  72005 BEIGE KYDX .040X48X96  Div Mode ..... FEDEX FREIGHT PRIORITY Div Term ..... FREIGHT COLLECT FROM CARRIER	197235	6/20/2012	20.00	20.00	
2.00	00024956	FREIGHT  SHIPPING & HANDLING  Div Mode ..... FEDEX FREIGHT PRIORITY Div Term ..... FREIGHT COLLECT FROM CARRIER  YOUR TRACKING NUMBER: 2105409051		6/20/2012	1.00	1.00	





# AUTOMATED TALLY SYSTEM



DOCUMENT NO	TYPE	DIVISION	TABLE NO	PULLED BY	PAGE	DATE
TX11142	Order	Texas	FL	TX6666	001 23	Dec10

## DESCRIPTION

Pcode : 26-000032-00-223  
Desc : ALUM ALCLAD SHEET  
Size : .032" X 48" X 144"  
Analysis: 2024-T3  
Lengths :  
Specs : AMS QQA 250/5  
: AMS 4041

Item	Heat/Lot	Sheets	Weight	Kilograms
=====	=====	=====	=====	=====
1	Ht 731228A3	1	23.0000	10.4545
2		1	23.0000	10.4545
		=====	=====	=====
Bundle 711568		2	46.0000	20.9091
PO Nbr 177221-01				
Cust PO 000727702				
		=====	=====	=====
Tally Total		2	46.0000	20.9091



ANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 12/1/2014

(815) 393-4600

**\*PICKING SHEET\***

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0282638  
CUSTOMER NUMBER: 0000566

ORDER DATE: 12/1/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600  
CONFIRM TO: Scott Miller  
(217) 280-1182

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CUSTOMER P.O.		SHIP VIA		TERMS	
000850096		FED/GR		NET 30 1.5% LATE CHARGE	
LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED

Data Sheets MFG C of C

L-03-B SK-7338  
Aerolite Carpet Pad 3/8"x52"wi

LYD 14.00

LOT:

14  
040914-ALCP

SHIPPING INFO:  
340789571

WEIGHT: 49.28

PRODUCTS MAY BE SUBJECT TO CALIFORNIA PROP 65  
\*DISCREPANCIES/REPORTED WITHIN 48 HOURS OF RECEIPT  
\*15% RESTOCKING FEE ON ALL RETURNED PRODUCTS

Pulled by: <i>Si</i>	PKGS	WGT	L	W	H
Packed by:					
Inspected by: <i>B</i>					
Double check:					
# of pkgs.:					
SH 200-02 Rev. New					
Release Date: 08-07-13					





SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 8/8/2014

(815) 393-4600

**\*PICKING SHEET\***

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0277240  
CUSTOMER NUMBER: 0000566

ORDER DATE: 8/7/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600  
CONFIRM TO: Scott Miller  
(217) 280-1182

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CUSTOMER P.O.	SHIP VIA	TERMS
000840125	FED/GR	NET 30 1.5% LATE CHARGE

LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED
----------	-------------	------	---------	---------	-------------

Data Sheets, Mfg. C of C  
C-003-A AL75.125X54X50  
Aerolite 75 1/8" Lt Grey

ROLL 2.00 2  
LOT: 27149-AL75SPRL

SHIPPING INFO:  
340789571

WEIGHT: 90.00

PRODUCTS MAY BE SUBJECT TO CALIFORNIA PROP 65  
\*DISCREPANCIES/REPORTED WITHIN 48 HOURS OF RECEIPT  
\*15% RESTOCKING FEE ON ALL RETURNED PRODUCTS

Pulled by:	PKGS	WGT	L	W	H
Packed by:					
Inspected by:					
Double check:					
# of pkgs.:					

SH 200-02 Rev. New



SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 6/26/2014

(815) 393-4600

**\*PICKING SHEET\***

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0275357  
CUSTOMER NUMBER: 0000566

ORDER DATE: 6/26/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600  
CONFIRM TO: Scott Miller  
(217) 280-1182

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CUSTOMER P.O.		SHIP VIA	TERMS		
000836462		FED/GR	NET 30 1.5% LATE CHARGE		
LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED
Data Sheets, Mfg. C of C					
H-001-A	PBGE1.00L	ROLL	10.00	10	0
1" Beige PSA Loop		LOT:	488633-PS		
H-002-A	PBGE1.00H	ROLL	6.00	6	0
1" Beige PSA Hook		LOT:	489150-PS		
H-003-A	PBGE2.00L	ROLL	10.00	10	0
2" Beige PSA Loop		LOT:	487320-PS		
H-004-A	PBGE2.00H	ROLL	10.00	10	0
2" Beige PSA Hook		LOT:	488618-PS		
H-004-A	PBGE2.00H	ROLL	2.00	2	0
2" Beige PSA Hook		LOT:	488618-PS		
H-009-A	PBLK2.00H	ROLL	12.00	12	0
2" Black PSA Hook		LOT:	489156-PS		

Continued



SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 11/18/2014

(815) 393-4600

**\*PICKING SHEET\***

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0282151  
CUSTOMER NUMBER: 0000566

ORDER DATE: 11/18/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600  
CONFIRM TO: Scott Miller  
(217) 280-1182

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CUSTOMER P.O.		SHIP VIA		TERMS	
000849225		FED/GR		NET 30 1.5% LATE CHARGE	
LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED

Data Sheets, Mfg. C of C

H-08-D PRPBGE2.00H  
2" RP Beige PSA Hook 50yd roll  
H-9-D PRPBGE2.00L  
2" RP Beige PSA Loop 50yd roll

ROLL 2.00 2 Ø  
LOT: 497058-PRP  
ROLL 2.00 2 Ø  
LOT: 492516-7-PRP

SHIPPING INFO:  
340789571

WEIGHT: 18.40

PRODUCTS MAY BE SUBJECT TO CALIFORNIA PROP 65  
\*DISCREPANCIES/REPORTED WITHIN 48 HOURS OF RECEIPT  
\*15% RESTOCKING FEE ON ALL RETURNED PRODUCTS

Pulled by: <u>DH</u>	PKGS	WGT	L	W	H
Packed by:					
Inspected by: <u>VB</u>					
Double check:					
# of pkgs.:					
SH 200-02 Rev. New					Release Date:



SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 11/24/2014

(815) 393-4600

**\*PICKING SHEET\***

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0282494  
CUSTOMER NUMBER: 0000566

ORDER DATE: 11/24/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600  
CONFIRM TO: Scott Miller  
(217) 280-1182

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CUSTOMER P.O.		SHIP VIA		TERMS	
000849860		FED/P1		NET 30 1.5% LATE CHARGE	
LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED

Data Sheets, Mfg. C of C

M-14-17-T DAX26.25JSRSP  
1/4x48"x45' Suppressant JScrim

EACH 1.00 1 0  
LOT: 09184-07655

SHIPPING INFO:  
340789571

WEIGHT: 0.00

PRODUCTS MAY BE SUBJECT TO CALIFORNIA PROP 65  
\*DISCREPANCIES/REPORTED WITHIN 48 HOURS OF RECEIPT  
\*15% RESTOCKING FEE ON ALL RETURNED PRODUCTS

Pulled by: <u>JC</u>	PKGS	WGT	L	W	H
Packed by:					
Inspected by: <u>[Signature]</u>					
Double check:					
# of pkgs.:					
SH 200-02 Rev. New			Release Date: 08-07-13		





SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 12/1/2014

(815) 393-4600

**\*PICKING SHEET\***

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0282578  
CUSTOMER NUMBER: 0000566

ORDER DATE: 11/26/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600  
CONFIRM TO: Scott Miller  
(217) 280-1182

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CUSTOMER P.O.	SHIP VIA	TERMS
000850006	FEDEXFRT/PRI	NET 30 1.5% LATE CHARGE

LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED
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Data Sheets, Mfg. C of C

H-01-A-B PBGE1.00L  
1" Beige PSA Loop

ROLL 10.00 10  $\phi$   
LOT: 499942-PS

H-02-A-B PBGE1.00H  
1" Beige PSA Hook

ROLL 10.00 10  $\phi$   
LOT: 497528-PS

L-11-13-B DAX26.5  
1/2"X24"X72" F/R Foam

SHT 10.00 10  $\phi$   
LOT: 08214-D26

L-14-18-B DAX261.0  
1"X24"X72" F/R Foam

SHT 10.00 10  $\phi$   
LOT: 08214-D26

L-20-25-B DAX262.0  
2"X24"X72" F/R Foam

SHT 10.00 10  $\phi$   
LOT: 09124-D26

L-31-33-B DAX47.5  
1/2"X24"X72" F/R Foam

SHT 10.00 10  $\phi$   
LOT: 06034-D47

L-34-36-B DAX471.0  
1"X24"X72" F/R Foam

SHT 10.00 10  $\phi$   
LOT: 08084-D47

Continued



SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 12/1/2014

(815) 393-4600

**\*PICKING SHEET\***

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0282577  
CUSTOMER NUMBER: 0000566

ORDER DATE: 11/26/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600  
CONFIRM TO: Scott Miller  
(217) 280-1182

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CUSTOMER P.O.	SHIP VIA	TERMS
000850008	FEDEXFRT/PRI	NET 30 1.5% LATE CHARGE

LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED
----------	-------------	------	---------	---------	-------------

Data Sheets, Mfg. C of C

D-07-A SK-F62311.0  
1"X42"X54" Beige Monarch Foam

SHT 2.00 2 0  
LOT: 1405055-F6

M-05-07-B DAX901.0  
1"X24"X72" F/R Foam

SHT 12.00 12 0  
LOT: 10144-D90

M-08-09-B DAX90.5  
1/2"X24"X72" F/R Foam

SHT 10.00 10 0  
LOT: 10144-D90

M-18-21-B DAX551.0  
1"X24"X72" F/R Foam

SHT 12.00 12 0  
LOT: 09244-D55

M-23-24-B DAX55.5  
1/2"X24"X72" F/R Foam

SHT 12.00 12 0  
LOT: 08224-D55

Shipping or handling methods may cause undue compression or indentations in Ensolite products. Skandia, Inc. exercises care to protect the product from compression damage and consequently are not responsible for the material after it leaves our facility.

SHIPPING INFO:  
Collect

WEIGHT: 167.40

PRODUCTS MAY BE SUBJECT TO CALIFORNIA PROP 65  
\*DISCREPANCIES/REPORTED WITHIN 48 HOURS OF RECEIPT  
\*15% RESTOCKING FEE ON ALL RETURNED PRODUCTS

Pulled by: <u>SP</u>	PKGS	WGT	L	W	H
Packed by:					
Inspected by: <u>VB</u>					
Double check:					
# of pkgs.:					
SH 200-02 Rev. New			Release Date: 08-07-13		



251  
ACTION, IL 61020

REQUIRED SHIP DATE: 4/8/2014

J93-4600

## \*PICKING SHEET\*

REHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0271473  
CUSTOMER NUMBER: 0000566

ORDER DATE: 4/7/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600  
CONFIRM TO: Scott Miller  
(217) 280-1182

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CUSTOMER P.O.		SHIP VIA	TERMS		
000829316		FEDEXFRT/PRI	NET 30 1.5% LATE CHARGE		
LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED
L-024-B	DAX47.5	SHT	10.00	10	0
	1/2"X24"X72" F/R Foam	LOT:	3@01104-047	1@12123-047	6@12193-047
L-026-B	DAX471.0	SHT	15.00	15	0
	1"X24"X72" F/R Foam	LOT:	03014-047		
L-032-B	DAX472.0	SHT	20.00	20	0
	2"X24"X72" F/R Foam	LOT:	5@01084-047	15@01104-047	
M-027-B	DAX552.0	SHT	8.00	8	0
	2"X24"X72" F/R Foam	LOT:	02244-D55		
M-031-B	DAX551.0	SHT	15.00	15	0
	1"X24"X72" F/R Foam	LOT:	03114-D55		
M-034-B	DAX55.5	SHT	8.00	8	0
	1/2"X24"X72" F/R Foam	LOT:	02064-D55		
N-001-B	DAX90.25SP	ROLL	1.00	1	0
	1/4"x48"x45' FR Suppressant Fo	LOT:	03044-D908PNC		

Continued



SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 7/8/2014

(815) 393-4600

**\*PICKING SHEET\***

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0275776  
CUSTOMER NUMBER: 0000566

ORDER DATE: 7/7/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600  
CONFIRM TO: Joe Manker  
(217) 280-1182

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CUSTOMER P.O.		SHIP VIA	TERMS		
000837246		FEDEXFRT/PRI	NET 30 1.5% LATE CHARGE		
LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED
M-027-B	DAX552.0	SHT	10.00	10	0
	2"X24"X72" F/R Foam	LOT:		04254-D55	
M-031-B	DAX551.0	SHT	15.00	15	0
	1"X24"X72" F/R Foam	LOT:	1E 04094-D55 E 14 04254-D55		
M-034-B	DAX55.5	SHT	10.00	10	0
	1/2"X24"X72" F/R Foam	LOT:	03114-D55		
N-7-10B	DAX90.125SP	ROLL	1.00	1	0
	1/8"x48"x45" FR Suppressant Fo	LOT:	03274-D90SPRC		
Y-001-B	SK-F6231.125	SHT	2.00	2	0
	1/8"x42"x54" Beige Monarch Foa	LOT:	1306103-F6		
Y-001-B	SK-F62311.0	SHT	2.00	2	0
	1"X42"X54" Beige Monarch Foam	LOT:	1310079-F6		
Y-002-B	SK-F6231.25	SHT	2.00	0	2
	1/4"x42"x54" Beige Monarch Foa	LOT:	bb		

SHIPPING INFO:  
Collect

WEIGHT: 636.50

PRODUCTS MAY BE SUBJECT TO CALIFORNIA PROP 65  
\*DISCREPANCIES/REPORTED WITHIN 48 HOURS OF RECEIPT  
\*15% RESTOCKING FEE ON ALL RETURNED PRODUCTS

Pulled by: SP	PKGS	WGT	L	W	H
Packed by:					
Inspected by:					
Double check:					
# of pkgs.:					
SH 200-02 Rev. New			Release Date: 08-07-13		





SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 8/27/2014

(815) 393-4600

**\*PICKING SHEET\***

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0278093  
CUSTOMER NUMBER: 0000566

ORDER DATE: 8/26/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600  
CONFIRM TO: Scott Miller  
(217) 280-1182

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CUSTOMER P.O.	SHIP VIA	TERMS
000841734	FEDEXFRT/PRI	NET 30 1.5% LATE CHARGE

LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED
L-026-B	DAX471.0	SHT	20.00	20	Ø
	1"X24"X72" F/R Foam	LOT:	X06034-047		
L-032-B	DAX472.0	SHT	25.00	25	Ø
	2"X24"X72" F/R Foam	LOT:	X07104-047		
M-025-B	DAX90.5	SHT	6.00	6	Ø
	1/2"X24"X72" F/R Foam	LOT:	X04304-190		
M-027-B	DAX552.0	SHT	15.00	15	Ø
	2"X24"X72" F/R Foam	LOT:	X07034-055		
M-034-B	DAX55.5	SHT	20.00	20	Ø
	1/2"X24"X72" F/R Foam	LOT:	X07234-055		
N-11-14T	DAX26.25SP	ROLL	1.00	1	Ø
	1/4"x48"x45' FR Suppressant Fo	LOT:	X05054-026 SPRC		
N-3T	DAX55.25SP	ROLL	1.00	1	Ø
	1/4"x48"x45' FR Suppressant Fo	LOT:	X05294-055 SPRC		

SHIPPING INFO:  
Collect

WEIGHT: 495.80

PRODUCTS MAY BE SUBJECT TO CALIFORNIA PROP 65  
\*DISCREPANCIES/REPORTED WITHIN 48 HOURS OF RECEIPT  
\*15% RESTOCKING FEE ON ALL RETURNED PRODUCTS

Pulled by:		PKGS	WGT	L	W	H
Packed by:						
Inspected by:						
Double check:						
# of pkgs.:						
SH 200-02 Rev. New			Release Date: 08-07-13			





600 N County Line Rd  
Elmhurst IL 60126-2081  
630-600-3600  
chi.sales@mcmaster.com

Standard Aero Business  
Aviation Services LLC  
Springfield Facility  
1200 N Airport Dr  
Springfield IL 62707

Purchase Order  
757844

Page 1 of 1

Order Placed By  
Scott

01/09/2012

McMaster-Carr Number  
7700028-01

Line	Description	Ordered	Shipped
1	3696T13 Standard Flexible Diamond Braided Nylon Rope, Uncoated, 7/64" Diameter, 23# Work Load Limit, 100' L	100 Feet	100

1 - 347 - 02 01 - 13 T6 1

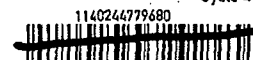
1 LG

Standard Aero Business

1 lb  
1 line

EW1BSPA8  
01/09/2012  
13:39/13:46  
065  
Cycle 41

SS-R-0707







COLORMASTER AUTOMOTIVE PAINT  
4285 CAMP BUTLER RD  
SPRINGFIELD, IL 62707  
(217) 744-0401

STANDOX

Debit Sales Order

Order Date	Invoice Number
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10/28/14 5-39605  
Page: 1 REPRINT

Tax No: 2744-9890

STANDARD AERO BUSINESS AVIATION SERVICES Same  
1524 WEST 14TH STREET, SUITE #110  
TEMPE, AZ 85281

Salesman	Clerk	Customer #	Customer P.O. #	Terms	Ship Via
KERRY	DAVE	4803773100	NEW INSTALL	CHG	DELIVERY
Quantity	Mfg	Part Number	Description	Unit Price	Ext. Price
2	ACB	227444	EACH SIKKENS MEACHSURING STICK #33	0.00	0.00
2	ACB	230204	EACH SIKKENS MEACHSURING STICK #36	0.00	0.00
2	ACB	235850	EACH MIXING STICK #42 5:2:2	0.00	0.00
1	ACB	389761	GALLON AUTO COAT BT LV650 RED 84.75	0.00	0.00
1	ACB	391625	PINT AUTO COAT BT LV650 BAS 101.75	0.00	0.00
1	ACB	391664	3.75LT BT TONER WHITE 366.25	0.00	0.00
1	ACB	391665	3.75LT BT TONER HIGH STRENGT 366.25	0.00	0.00
1	ACB	391666	3.75LT BT TONER DEEP BLACK 340.50	0.00	0.00
1	ACB	391667	3.75LT BT TONER MIXING BLACK 340.50	0.00	0.00
1	ACB	391668	3.75LT BT TONER BLACK TRANSP 340.50	0.00	0.00
Total Units	Order Number	Received By:		FREIGHT	
	5-1074373	11:22:24 11 Nov 2014 (65)66		NON-TAXABLE	
				TAXABLE	
				TOTAL TAX	
				TOTAL	



COLORMASTER AUTOMOTIVE PAINT  
4285 CAMP BUTLER RD  
SPRINGFIELD, IL 62707  
(217) 744-0401

STANDOX

Debit Sales Order

Order Date	Invoice Number
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10/28/14 5-39605  
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Tax No: 2744-9890

STANDARD AERO BUSINESS AVIATION SERVICES Same  
1524 WEST 14TH STREET, SUITE #110  
TEMPE, AZ 85281

Salesman	Clerk	Customer #	Customer P.O. #	Terms	Ship Via
KERRY	DAVE	4803773100	NEW INSTALL	CHG	DELIVERY
Quantity	Mfg	Part Number	Description	Unit Price	Ext. Price
1	ACB	391669	3.75LT BT TONER RED MAROON T 700.00	0.00	0.00
1	ACB	391670	3.75LT BT TONER BRILLIANT RE 941.25	0.00	0.00
1	ACB	391671	3.75LT BT TONER RED OXIDE 392.25	0.00	0.00
1	ACB	391672	3.75LT BT TONER RED OXIDE TR 392.25	0.00	0.00
1	ACB	391673	3.75LT BT TONER BRILLIANT RE 855.00	0.00	0.00
1	ACB	391674	3.75LT BT TONER VIOLET RED T 700.00	0.00	0.00
1	ACB	391675	3.75LT BT TONER BRIGHT MAROO 700.00	0.00	0.00
1	ACB	391676	3.75LT BT TONER DARK ORANGE 855.00	0.00	0.00
1	ACB	391677	3.75LT BT TONER BRIGHT YELLO 392.25	0.00	0.00
1	ACB	391678	3.75LT BT TONER BRIGHT YELLO 392.25	0.00	0.00
Total Units	Order Number	Received By:		FREIGHT	
	5-1074373	11:22:24 11 Nov 2014 (65)66		NON-TAXABLE	
				TAXABLE	
				TOTAL TAX	
				TOTAL	





COLORMASTER AUTOMOTIVE PAINT  
4285 CAMP BUTLER RD  
SPRINGFIELD, IL 62707  
(217) 744-0401

STANDOX

Debit Sales Order

Order Date	Invoice Number
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Tax No: 2744-9890

STANDARD AERO BUSINESS AVIATION SERVICES Same  
1524 WEST 14TH STREET, SUITE #110  
TEMPE, AZ 85281

Salesman	Clerk	Customer #	Customer P.O. #	Terms	Ship Via
KERBY	DAVE	4803773100	NEW INSTALL	CHG	DELIVERY
Quantity	Mfg.	Part Number	Description	Unit Price	Ext. Price
1	ACB	391679	3.75LT BT TONER ORANGE YELLO	941.25	0.00
1	ACB	391681	3.75LT BT TONER BRIGHT YELLO	1027.25	0.00
1	ACB	391682	3.75LT BT TONER BRIGHT YELLO	444.00	0.00
1	ACB	391683	3.75LT BT TONER GREEN TRANSP	700.00	0.00
1	ACB	391684	3.75LT BT TONER DARK GREEN T	392.25	0.00
1	ACB	391685	3.75LT BT TONER BLUE TRANSPA	392.25	0.00
1	ACB	391686	3.75LT BT TONER BRIGHT BLUE	444.00	0.00
1	ACB	391687	3.75LT BT TONER VIOLET BLUE	700.00	0.00
1	ACB	391688	3.75LT BT TONER BROWN RED OX	392.25	0.00
1	ACB	391689	3.75LT BT TONER DARK YELLOW	392.25	0.00
Total Units	Order Number	11:22:24 11 Nov 2014 (66)66		Received By:	FREIGHT
	5-1074373				NON-TAXABLE
					TAXABLE
					TOTAL TAX
					TOTAL



COLORMASTER AUTOMOTIVE PAINT  
4285 CAMP BUTLER RD  
SPRINGFIELD, IL 62707  
(217) 744-0401

STANDOX

Debit Sales Order

Order Date	Invoice Number
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STANDARD AERO BUSINESS AVIATION SERVICES Same  
1524 WEST 14TH STREET, SUITE #110  
TEMPE, AZ 85281

Salesman	Clerk	Customer #	Customer P.O. #	Terms	Ship Via
KERBY	DAVE	4803773100	NEW INSTALL	CHG	DELIVERY
Quantity	Mfg.	Part Number	Description	Unit Price	Ext. Price
1	ACB	391690	3.75LT BT TONER METALLIC EXT	392.25	0.00
1	ACB	391692	3.75LT BT TONER METALLIC FIN	568.25	0.00
1	ACB	391693	3.75LT BT TONER METALLIC FIN	366.25	0.00
1	ACB	391694	3.75LT BT TONER METALLIC MED	392.25	0.00
1	ACB	391695	3.75LT BT TONER METALLIC COA	366.25	0.00
1	ACB	391696	3.75LT BT TONER METALLIC VER	366.25	0.00
1	ACB	391697	3.75LT BT TONER METALLIC GLI	392.25	0.00
1	ACB	391698	3.75LT BT TONER PEARL WHITE,	506.25	0.00
1	ACB	391699	3.75LT BT TONER PEARL GOLD	506.25	0.00
1	ACB	391700	3.75LT BT TONER PEARL BLUE,	506.25	0.00
Total Units	Order Number	11:22:24 11 Nov 2014 (66)66		Received By:	FREIGHT
	5-1074373				NON-TAXABLE
					TAXABLE
					TOTAL TAX
					TOTAL







COLORMASTER AUTOMOTIVE PAINT  
4285 CAMP BUTLER RD  
SPRINGFIELD, IL 62707  
(217) 744-0401

STANDEX

Debit Sales Order

Order Date	Invoice Number
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B STANDARD AERO BUSINESS AVIATION SERVICES S H P Same  
L 1524 WEST 14TH STREET, SUITE #110  
L TEMPE, AZ 85281  
I O

Salesman	Clerk	Customer #	Customer P.O. #	Terms	Ship Via
KERBY	DAVE	4803773100	NEW INSTALL	CHG	DELIVERY
Quantity	Mfg.	Part Number	Description	Unit Price	Ext. Price
1	ACB	391701	3.75LT BT TONER PEARL BRIGHT	506.25	0.00
1	ACB	391702	3.75LT BT TONER PEARL RED, M	506.25	0.00
1	ACB	391703	3.75LT AUTO COAT BT LV650 BAS	248.00	0.00
1	ACB	391704	3.75LT AUTO COAT BT LV650 BAS	248.00	0.00
1	ACB	391933	3.75LT BT TONER YELLOW ORANG	700.00	0.00
1	ACB	391934	3.75LT BT TONER BLUE VIOLET	855.00	0.00
1	ACB	396206	3.75LT BT TONER YELLOW	1027.25	0.00
1	ACB	396716	3.75LT AUTO COAT BT LV650 TOP	248.00	0.00
1	ACB	396717	3.75LT AUTO COAT BT LV650 TOP	248.00	0.00
1	ACB	397113	3.75LT AUTO COAT BT LV650 BAS	248.00	0.00
Total Units	Order Number	Received By:		FREIGHT	
	5-1074373	11:22:25 11 Nov 2014 (66)66		NON-TAXABLE	
				TAXABLE	
				TOTAL TAX	
				TOTAL	



COLORMASTER AUTOMOTIVE PAINT  
4285 CAMP BUTLER RD  
SPRINGFIELD, IL 62707  
(217) 744-0401

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Debit Sales Order

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Tax No: 2744-9890

B STANDARD AERO BUSINESS AVIATION SERVICES S H P Same  
L 1524 WEST 14TH STREET, SUITE #110  
L TEMPE, AZ 85281  
I O

Salesman	Clerk	Customer #	Customer P.O. #	Terms	Ship Via
KERBY	DAVE	4803773100	NEW INSTALL	CHG	DELIVERY
Quantity	Mfg.	Part Number	Description	Unit Price	Ext. Price
1	ACB	397309	GALLON AUTO COAT BT LV650 HAR	380.00	0.00
1	ACB	397352	3.75LT AUTO COAT BT LV650 TOP	350.00	0.00
1	ACB	397413	.75GAL AUTO COAT BT LV260 PRI	116.44	0.00
1	ACB	397426	GALLON AUTO COAT BT LV260 HAR	120.00	0.00
1	ACB	397478	QUART SUPERTOP USED IN LV65	108.50	0.00
1	ACB	397479	QUART SUPERTOP PLUS	120.50	0.00
1	ACB	480492	GALLON AUTO COAT BT LV650 RED	84.75	0.00
1	ACB	480495	GALLON AUTO COAT BT LV650 RED	84.75	0.00
1	ACB	480557	GALLON AUTO COAT BT LV260 RED	70.75	0.00
1	ACB	480614	GALLON AUTO COAT BT LV650 SRA	130.75	0.00
Total Units	Order Number	Received By:		FREIGHT	
	5-1074373	11:22:25 11 Nov 2014 (66)66		NON-TAXABLE	
				TAXABLE	
				TOTAL TAX	
				TOTAL	





COLORMASTER AUTOMOTIVE PAINT  
4285 CAMP BUTLER RD  
SPRINGFIELD, IL 62707  
(217) 744-0401

STANDOX

Debit Sales Order

Order Date	Invoice Number
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Tax No: 2744-9890

STANDARD AERO BUSINESS AVIATION SERVICES Same  
1524 WEST 14TH STREET, SUITE #110  
TEMPE, AZ 85281

Salesman		Clerk	Customer #	Customer P.O. #	Terms	Ship Via
KERBY		DAVE	4803773100	NEW INSTALL	CHG	DELIVERY
Quantity	Mfg.	Part Number	Description		Unit Price	Ext. Price
1	ACB	480973	GALLON AUTOCOAT BT LV650 RED	153.75	0.00	0.00
1	ACB	480988	3.75LT BT TONER MATTE REDUCE	248.00	0.00	0.00
1	ACB	480989	GALLON AUTOCOAT BT LV650 CLE	279.75	0.00	0.00
1	ACB	481122	GALLON AUTOCOAT BT LV260 PRI	155.25	0.00	0.00
1	ACB	481300	GALLON AUTOCOAT BT LV650 RM	371.00	0.00	0.00
1	ACB	483252	GALLON AUTOCOAT BT LV650 SEA	230.25	0.00	0.00
1	ACB	483253	GALLON AUTOCOAT BT LV650 SUR	218.75	0.00	0.00
1	ACB	483878	3.75LT AUTOCOAT BT LV650 FOR	259.75	0.00	0.00
1	ACB	483888	GALLON AUTOCOAT BT LV650 LUM	305.00	0.00	0.00
1	ACB	509952	QUART AUTOCOAT BT LV650 HAR	99.50	0.00	0.00
Total Units	Order Number		Received By:		FREIGHT	
	5-1074373		11:22:25 11 Nov 2014 (66)66		NON-TAXABLE	
					TAXABLE	
					TOTAL TAX	
					TOTAL	



COLORMASTER AUTOMOTIVE PAINT  
4285 CAMP BUTLER RD  
SPRINGFIELD, IL 62707  
(217) 744-0401

STANDOX

Debit Sales Order

Order Date	Invoice Number
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10/28/14 5-39605  
Page: 8 REPRINT

Tax No: 2744-9890

STANDARD AERO BUSINESS AVIATION SERVICES Same  
1524 WEST 14TH STREET, SUITE #110  
TEMPE, AZ 85281

Salesman		Clerk	Customer #	Customer P.O. #	Terms	Ship Via
KERBY		DAVE	4803773100	NEW INSTALL	CHG	DELIVERY
Quantity	Mfg	Part Number	Description		Unit Price	Ext. Price
1	ACB	510323	3.75LT BT TONER CLEAR BLENDE		248.00	0.00
Total Units		Order Number	Received By:		FREIGHT	
74	5-1074373	11:22:25 11 Nov 2014 (66)66		NON-TAXABLE 0.00		
				TAXABLE 0.00		
				TOTAL TAX		
				TOTAL 0.00		





AAR Parts Trading, Inc  
DBA AAR Allen Asset Mgmt - Distribution  
1100 North Wood Dale Road  
Wood Dale, IL 60191  
UNITED STATES  
Phone: (877) 227-9200 Fax: (630) 227-5519  
www.aarcorp.com

SHIPPER	SHIPPED	PAGE
101732	30-OCT-2014	1 OF 2

Customer No.	Customer PO
99579	000847044
ULTIMATE CONSIGNEE: RESELLER	

**Bill To:**

STANDARD AERO  
(GARRETT AVIATION SERVICES LLC)  
P.O. BOX 67600  
ATTN: ACCOUNTS PAYABLE  
PHOENIX, AZ 85082  
UNITED STATES

**Ship To:**

STANDARD AERO BUSINESS AVIATION SERVICES LLC  
1200 NORTH AIRPORT DRIVE  
SPRINGFIELD, IL 62707  
UNITED STATES

Order No	Order Date	Terms	F.O.B.	Freight Terms	Ship Via	Account	Priority
75294	24-OCT-2014	NET 30	EXW	COL	FEDEX GROUND	062700050	

United States law prohibits disposition of these commodities to: N.KOREA, IRAN, CUBA, SYRIA OR SUDAN, unless otherwise authorized by the United States. These commodities, technology, or software to be exported from the United States in accordance with the Export Administration Regulations. Diversion contrary to U.S. law is prohibited. Export Classification is subject to change without notice. AAR makes no representation as to the accuracy or reliability of the information. Any use of this classification information is without recourse to AAR, and is at your own risk. AAR assumes no responsibility for your failure to obtain any necessary export approvals in accordance with U.S. Export Regulations. Export Authorization: \_\_\_\_\_ (if applicable).

Note: Certain products listed on this invoice are included in Annex 1 of the European Council Regulations (EC) No 428/2009. In case any of the products are exported outside of the European Union, the exporter must comply with EU Dual Use and any national export laws & regulations.

Item	Order Line	Qty Ship	U/M	Part Number	Description	Serial #	Cond	Inven Tag
1	1-0	10	E	ATR-1000A/B-WHITE	Filler	NSI9000060	F	A54358
SCH B: 3907.91.0000		ECCN: EAR99		COUNTRY OF ORIGIN: UNITED STATES		PART DESC: Quick Fill Edge Fill (White) 1 Gallon		



SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 10/24/2014

(815) 393-4600

**\*PICKING SHEET\***

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0280988  
CUSTOMER NUMBER: 0000566

ORDER DATE: 10/24/2014  
SALESPERSON: 3109

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CONFIRM TO: Jerry Napier  
(217) 280-1182

CUSTOMER P.O.	SHIP VIA	TERMS
000847035	FED/GR	NET 30 1.5% LATE CHARGE

LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED
----------	-------------	------	---------	---------	-------------

Data Sheets, MFG C of C

FG-101  
Fire Guard 58" wide

YARD 100.00  
LOT:

100  
11156-CI


SHIPPING INFO:  
062700050

WEIGHT: 0.00

PRODUCTS MAY BE SUBJECT TO CALIFORNIA PROP 65

\*DISCREPANCIES/REPORTED WITHIN 48 HOURS OF RECEIPT

\*15% RESTOCKING FEE ON ALL RETURNED PRODUCTS

Pulled by: SP		PKGS	WGT	L	W	H
Packed by:						
Inspected by: 						
Double check:						
# of pkgs.:						
SH 200-02 Rev. New			Release Date: 08-07-13			







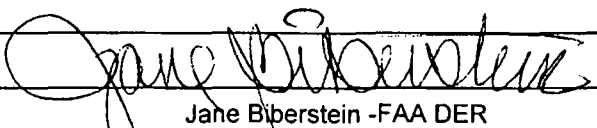
Making Aircraft Quieter, Safer and More Comfortable.

## FLAMMABILITY TEST REPORT

### STANDARD AERO

TEST PLAN #24343  
SKANDIA, INC. WO#283082-14  
DASSAULT MYSTERE-FALCON 900  
S/N 095



U. S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			1. DATE 12/22/2014
<b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>			
2. MAKE Dassault	3. MODEL NO. Mystere Falcon 900	4. TYPE (Airplane, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT Standard Aero
<b>LIST OF DATA</b>			
6. IDENTIFICATION	7. TITLE		
TP 24343 Rev A Dated 12/22/2014	Skandia, Inc. Flammability Test Report Flame Propagation / Flammability of Thermal and Acoustic Insulation Materials   Notes:  1) Work accomplished under Skandia Inc. WO # 283082-14, Ref Document ID 96615. 2) Flammability test witnessing only, does not constitute installation approval of the material.		
8. PURPOSE OF DATA Demonstration of compliance with material flammability requirements in support of Major Repair & Alteration for S/N 095			
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25.856(a) Amdt 25-111 Appendix F Part VI			
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed. I (We) Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE		12. DESIGNATION NUMBER(S)	13. CLASSIFICATION(S)
			
Jane Biberstein -FAA DER		DERY-832780-CE	Structural Special





Making Aircraft Quieter, Safer and More Comfortable.

5000 North Highway 251, Davis Junction, IL 61020 | 800 945 7135 | www.skandiainc.com

## FLAMMABILITY TEST REPORT

### Flame Propagation/Flammability of Thermal & Acoustic Insulation Materials

#### Standard Aero

Test Plan #24343

Rev A

Skandia, Inc. WO #283082-14

Dassault Mystere-Falcon 900

S/N 095

Demonstration of compliance of aircraft requirements of  
14 CFR Part 25.856(a) Amendment 25-111 Appendix F Part VI.

Prepared By: Jane Biberstein Date: 12/22/14  
Jane Biberstein

Checked By: Kat Lupont Date: 12/22/2014  
Joanne Lamm/Kat Lupont

Approved By: Jane Biberstein Date: 12/22/14  
Jane Biberstein

Skandia, Inc.

Date:  
12/22/14

Document #  
24343

Rev  
A

WO #  
283082-14

Client: Standard Aero

Page 1



## Making Aircraft Quieter, Safer and More Comfortable

## LOG OF REVISIONS

[illegible]







Making Aircraft Quieter, Safer and More Comfortable

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Making Aircraft Quieter, Safer and More Comfortable

**MATERIAL LIST**

Insulation: Buckley Industries: MC8-7631B .25" Nomex Felt  
Panel: Airparts, Inc.: .063" 6061-T6 Aluminum Sheet Metal  
Adhesive: 3M 5 Adhesive

**PRODUCTION CROSS REFERENCE TABLE**

Description	Test specimen part number
Exterior Side of Existing Headliner Panels	24343-1





Making Aircraft Quieter, Safer and More Comfortable

## **INTRODUCTION**

Amendment 25-111 (July 31, 2003) to 14 CFR Part 25 added section 25.856- "Thermal/Acoustic Insulation Materials." Section 25.856(a) requires that insulation materials installed in the fuselage of transport category airplanes must meet flame propagation test requirements. The FAA determined that this action was necessary because the current standards did not realistically address the flammability situations in which thermal or acoustic insulation materials may have contributed to the propagation of a fire. The action is intended to enhance safety by reducing the incidence and severity of cabin fires, particularly those in inaccessible areas where thermal and acoustic insulation materials are installed.

## **FLAMMABILITY REQUIREMENTS**

The proposed insulation materials must meet the flame propagation test requirements of 14 CFR Part 25, Appendix F, Part VI. The testing will be conducted with the appropriate test specimen configurations specified by Appendix F, Part VI and Advisory Circular 25.856-1. Additional flammability testing will be required where the thermal acoustic material is attached to materials that need to meet a different flammability requirement, such as 14 CFR Part 25.853 (a) Amendment 25-116 Appendix F Part I (a)(1)(i).

## **PURPOSE:**

The purpose of this test plan is to test radiant panel materials in accordance with 14 CFR 25.856(a) and Advisory Circular 25.856-1.

## **SCOPE:**

These build-ups represent usage of thermal acoustic insulation materials used as floorboard panel insulation per Standard Aero in support of a major repair or alteration. Additional flammability testing may be required if thermal acoustic material is attached to materials that need to meet a different flammability requirement such as 14 CFR 25.853.

## **DISCUSSION OF TESTING:**

Each material or part will be tested for flammability properties in compliance with referenced specification. The test specimens will have a conformity inspection of each test specimen by the Quality Control Department of Skandia, Inc. All tests will be witnessed by the FAA or their designee.

Skandia, Inc.

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12/12/14

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Making Aircraft Quieter, Safer and More Comfortable

**RADIANT PANEL TEST SPECIMENS:**

**TEST NO. 1                      P/N 24343-1**

Test panels are fabricated using an 11.5" x 23" layer of Buckley Industries: .25" MC8-7631B Nomex Felt bonded on one side to an 11.5" x 23" layer of Airparts, Inc.: .063" 6061-T6 aluminum with 3M 5 Adhesive.

Panel is representative of production usage as thermal acoustic insulation material used for the exterior side of the existing headliner panels.





# APPENDIX A

## TEST SPECIMEN DRAWING

Skandia, Inc.

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12/12/14

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24343

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IR

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Client: Standard Aero

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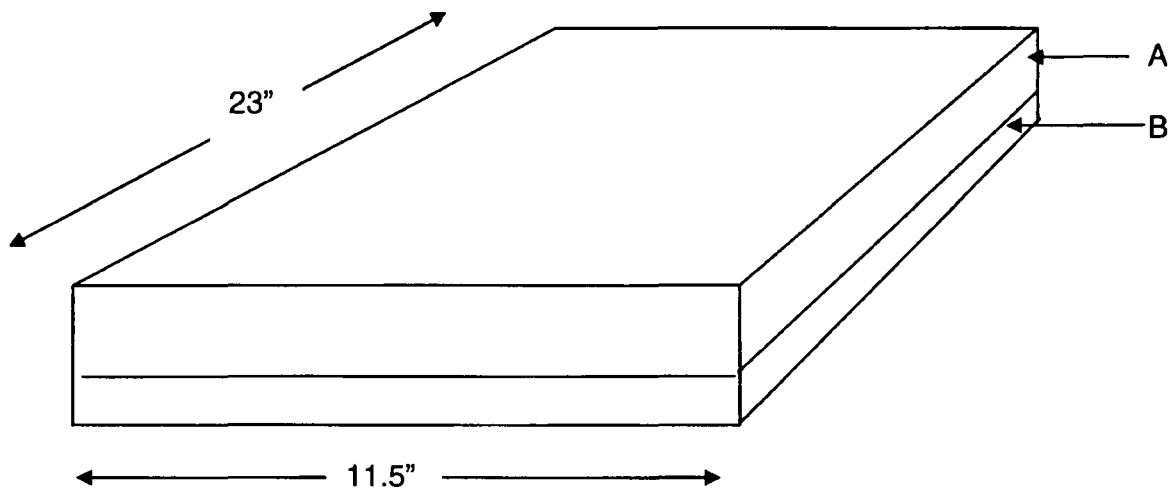
TEST SPECIMEN DRAWING  
14 CFR 25.856 (a)

DESIGN TO BE PER ATTACHED TEST PLAN

STANDARD

UPON COMPLETION OF CONFORMITY INSPECTION, TEST SPECIMENS TO BE SUBMITTED FOR TESTING  
IN ACCORDANCE WITH FAA APPROVED TEST PROCEDURES.

TEST SPECIMEN P/N 24343-1



COMPOSITION		MANUFACTURER	PART NUMBER	COLOR	LOT / COMMENTS
A	Blanket .25"	Buckley Industries	MC8-7631B	White	
B	Panel .063"	Airparts, Inc.	6061-T6	Aluminum	
(A) is bonded to (B) with 3M 5 Adhesive.					

Skandia, Inc.

Date:  
12/12/14

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24343

Rev  
IR

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283082-14

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# APPENDIX B

## STATEMENT OF CONFORMITY

Skandia, Inc.

Date:  
12/12/14

Document #  
24343

Rev  
IR

WO #  
283082-14

Client: Standard Aero

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## STATEMENT OF CONFORMITY

### Section I - Aircraft N/A - Parts

1. Make	2. Model
3. Serial No.	4. Registration No.

### Section II - Engine

1. Make	2. Model
3. Serial No.	

### Section III - Propeller

1. Make	2. Hub Model
3. Blade Model	4. Hub Serial No.
5. Blade Serial No.	

### Section IV - Certification

I hereby certify that:

Skandia, Inc. WO# 283082-14 Test Plan 24343 Rev IR Dated 12/12/14

P/N 24343-1 Radiant Panel Test Specimens 3 ea  
Total 3 pieces



A. I have complied with Section 21.33(a).



B. The aircraft described above, produced under type certificate only (CFR 21 Subpart F), conforms to its type certificate, is in a condition for safe operation, and was flight checked on \_\_\_\_\_

(Date)



C. The engine or propeller described above, presented herewith for type certification, conforms to the type design therefor.



D. The engine or propeller described above, produced under type certificate only (CFR 21 Subpart F), conforms to its type certificate and is in a condition for safe operation. The engine or, if applicable, the variable pitch propeller was subjected by the manufacturer to a final operational check on \_\_\_\_\_

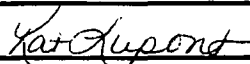
(Date)

Deviations:

None

Signature of Certifier

Kat Lupont



Title

Quality Control

Organization

Skandia, Inc.

Date

12/22/2014





# APPENDIX C

## RADIANT PANEL TEST RESULTS

Skandia, Inc.

Date:  
12/12/14

Document #  
24343

Rev  
IR

WO #  
283082-14

Client: Standard Aero

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5000 North Highway 251, Davis Junction, IL 61020 | 800 945 7135 | www.skandialnc.com

RADIANT PANEL TEST RESULTS				Skandia, Inc. WO # 283082-14	
14 CFR Part 25.856(a) Amdt 25-111 Appendix F Part VI				Client PO 850923	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: SKAB315922 Test Plan # 24343 Rev IR Test Type Standard  Project # Technician Jane Biberstein	
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Dassault		Model: Mystere Falcon 900		Serial: 095 Tail: N/A	
Conditioning Room Data:		Date In: 12/19/2014 Time In: 16:00		Date Out: 12/22/2014 Time Out: 10:19	
SPECIMEN MATERIALS					
Part No: 24343-1					
		Side A		Side B (if applicable)	
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Flame Time (seconds)	Burn Length (inches)
1	15	0.6	0.0	0.0	0.0
2	15	1.1	0.0	0.0	0.0
3	15	1.1	0.0	0.0	0.0
<b>REQUIREMENTS:</b> Burn Length may not exceed 2 inches. Flame Time may not exceed 3 seconds.					
FLAME TIME:		Recorded immediately following 15 second ignition flame exposure to specimen.			
BURN LENGTH:		Furthest distance of visible flame measured left of centerline of flame impingement.			
EX:		(Extinguished) Result was well beyond failure point and test was terminated.			
FLAME PROPAGATION:		NO			
COMMENTS:					
Tested in accordance with Advisory Circular AC#25.856-1 Dated 6/24/05.				<input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed	
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004.					
Jane Biberstein - FAA DER				12/22/2014	
WITNESS				DATE	



# APPENDIX D

## TRACEABILITY DOCUMENTATION

Skandia, Inc.

Date:  
12/12/14

Document #  
24343

Rev  
IR

WO #  
283082-14

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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 257676-13 Client PO	
Skandia (Flammability) 5000 N. Hwy. 251  Davis Junction IL 61020 USA				Doc ID: 12NW-281468 Test Plan # Rev Technician Eslora Liza	
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Stock		Model: N/A		Serial: N/A	
Tail: N/A					
Conditioning Room Data: Date In: 06/18/2013 Time In: 12:25 Date Out: 06/19/2013 Time Out: 12:28					
SPECIMEN MATERIALS					
Part No: #5 R. S. Hughes: 3M Scotch-Weld Neoprene Contact Adhesive , Ref PO # 6412FLA					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.3	0.0	
2	12	0.0	0.4	0.0	
3	12	0.0	0.4	0.0	
Average:		0.0	0.4	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments: Tested with .25 Dax 26, Bonded to .25 Dax 26 for Adhesive Qualification Purposes					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>					
Jennifer Paluzzi -FAA DER WITNESS				06/19/2013 DATE	





R.S. Hughes Company, Inc.  
307 East North Ave  
(630)344-6441  
Carol Stream, IL 60188

SHIP/TRANSFER NUMBER

138732 (815)393-4600/

SHIP/TR/INVOICE NUMBER

74757252-00

BILL TO: SKANDIA, INC  
5000 NORTH HWY 251  
DAVIS JUNCTION, IL 61020

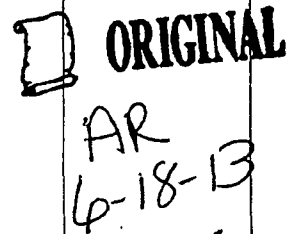
SHIP TO: SKANDIA, INC  
5000 NORTH HWY 251  
DAVIS JUNCTION, IL 61020

CUSTOMER P.O. NO. UPS COLLECT 61EW94 \*\*CERTS\*\*

CUSTOMER P.O. NO.

SHIP/TR/INVOICE NUMBER	SLSMN.	ORDER DATE	TAKER	CUSTOMER P.O. NUMBER	DATE
74757252-00	5130	06/17/13	rp01	6412FLA	06/17/13
SHIP VIA		BUYER		PHONE / EXT.	FRT. PAGE
UPS Grd-Comm		SUE DAVY			n 1

QUANTITY			DISP.	ITEM CODE AND DESCRIPTION	U/M	UNIT PRICE	AMOUNT
ORDERED	B.O./RET.	SHIPPED					
1	0	1		Order Entry Pick Ticket 021200-20333 3M ADH 5 FB NEUTRAL 5 GALLON PAIL **CERTS**  <i>3064AY</i>  <i>EXP 9-18-2014</i> ***Ship Order***Ship Order***	PA		

 ORIGINAL  
AR  
6-18-13

CODE EXPLANATION  
\* - STATE TAX APPLICABLE C - CONSIDER COMPLETE  
# - FED/OTHER TAX APPLICABLE D - DIRECT SHIPMENT  
+ - STATE & FEDERAL TAX APPL F - FACTORY MINIMUM  
B - BALANCE BACK ORDERED T - RETURNED CYL

FREIGHT IN	FREIGHT OUT	WEIGHT
# OF CTNS	PICKER #	CONF. #

SUB TOTAL	
SHIP / HANDLING	
FED/OTHER TAX	
STATE TAX	
PAYMENT REC'D	0.00

SHIPPING DISCREPANCIES MUST BE REPORTED  
WITHIN 7 DAYS.

ORIGINAL/PACKING SLIP





## Material Safety Data Sheet

Copyright, 2009, 3M Company. All rights reserved. Copying and/or downloading of this information for the purpose of properly utilizing 3M products is allowed provided that: (1) the information is copied in full with no changes unless prior written agreement is obtained from 3M, and (2) neither the copy nor the original is resold or otherwise distributed with the intention of earning a profit thereon.

### SECTION 1: PRODUCT AND COMPANY IDENTIFICATION

**PRODUCT NAME:** 3M™ Scotch-Weld™ Neoprene Contact Adhesive 5, Neutral Sprayable

**MANUFACTURER:** 3M

**DIVISION:** Industrial Adhesives and Tapes Division

**ADDRESS:** 3M Center  
St. Paul, MN 55144-1000

**EMERGENCY PHONE:** 1-800-364-3577 or (651) 737-6501 (24 hours)

**Issue Date:** 09/18/09

**Supersedes Date:** 04/09/07

**Document Group:** 10-2792-9

**Product Use:**

**Specific Use:** contact adhesive

**Intended Use:** Industrial use

### SECTION 2: INGREDIENTS

<u>Ingredient</u>	<u>C.A.S. No.</u>	<u>% by Wt</u>
Petroleum Distillate	64741-84-0	15 - 40
n-Hexane	110-54-3	10 - 30
Acetone	67-64-1	10 - 30
Toluene	108-88-3	10 - 30
Polychloroprene	9010-98-4	7 - 13
Magnesium Resinate	68037-42-3	5 - 10
Cyclohexane	110-82-7	1 - 5
Zinc Oxide	1314-13-2	0.1 - 1
Rosin	8050-09-7	0.1 - 1

### SECTION 3: HAZARDS IDENTIFICATION

#### 3.1 EMERGENCY OVERVIEW

**Odor, Color, Grade:** Yellow liquid, ketone odor.



## Sales Order

SO: 341720



INDUSTRIES, INC.

1850 E 53rd St N  
Wichita, KS 67219  
USA



\* 341720 \*

Count

Dept: ??

Printed: 11/25/14  
SO Date: 11/21/14  
Needed: 11/21/14 or before

Ship Date:

Customer Copy

Ship To:

STANDARD AERO  
RECEIVING DEPT  
1200 NORTH AIRPORT DRIVE  
SPRINGFIELD IL 62707  
USA

Customer Number: 03635

PO: 000849670

Ship Via: FED EX  
P1/#340789571/COLLECT

## Line Items

Tag	Part	Rolls	Description	Qty Ordered	UOM	Qty Shipped
91241	074000	0	NOMEX FELT 14 OZ 1/4 X48X LGTH MC8-7631B 1 ROLL @ 36' LOT #1498  CERTIFICATION REQUIRED	36	LFT	36

Declared Value - \$898.56



BRANCH # 267  
(314) 427-4202  
2771 CHOUTEAU AVENUE  
ST. LOUIS MO 63103



**FINISHMASTER.**  
Automotive & Industrial Paint

Page Number 1 of 1  
Print Time 09/04/14 08:18:00

# INVOICE

Sold To: 563604 (480) 377-3129

Ship To: 563607 (217) 544-3431

STANDARD AERO BUS AVIATION SERV  
STANDARD AERO BUS AVIATION SERVICES, LLC  
PO BOX 67600  
ATTN: ACCOUNTS PAYABLE  
PHOENIX AZ 85082

STANDARD AERO BUS AVIATION SVCS  
STANDARD AERO BUS AVIATION SVCS LLC  
1200 N AIRPORT DR  
SPRINGFIELD FACILITY  
SPRINGFIELD IL 62707

Invoice	Invoice Date	Salesman	Counter Code	Tax Rate	Terms	Order #	Ship Via	PO#
69066299	09/04/14	040	60503	0.00 %	Charge	50190206		PO 000842326

H	Item Number	Description	Tax	Order	Ship	B/O	UOM	Unit Price	Total
X	20333	CONTACT ADHESIVE 5 NEUTRAL	N	25	25		GA	59.64	1,491.00

Non-Taxable Amount: 1,491.00

Subtotal: 1,491.00  
Tax:

Total Invoice Amount: 1,491.00

Thank you for your business

Signature \_\_\_\_\_

Chemical Emergency Contact - 1-800-535-5053

INFOTRAC 77821

Hazardous Material Information

# Pks

Units

Weight

UN1133,Adhesives,3,II

25

GA

225.0000

## Form of Payment

☐ Cash (M) ☐ Check (C) Check # \_\_\_\_\_ ☐ Credit Card (P) Last 4 digits of CC # \_\_\_\_\_

Skandia, Inc.

Date: 12/22/14

Document #24343

Rev A

WO#283082-14

Page: 006

When you provide a check as payment, you authorize us obtain the information from your check to make electronic fund transfer to your account.





**SKANDIA FLAMMABILITY PICKING LIST**  
**Radiant Panel Fabrication Materials**

Materials	Qty	Lot #	Picked By	Checked By
MC8-7631B .25" x 23" X 11.5"	3	Customer Supplied	<i>MS</i>	<del>MS</del>
6061-T6 Aluminum .063" X 23" x 11.5"	3		<i>MS</i>	<del>MS</del>
3M 5 Adhesive	X	6412 Flat	ES	<del>MS</del>

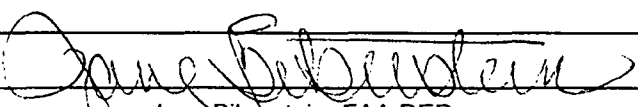
Prepared By: Jane Biberstein

Fabricated By: *mn EB* *Clip# 281*

Date/Time in Conditioning Room 24343-1: *12-19-14 1600mn*

Standard Aero  
 WO#283082-14  
 TP# 24343  
 Dated 12/12/14  
 Rev IR



U. S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			1. DATE 2/25/2015
<b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
2. MAKE Dassault	3. MODEL NO. Mystere Falcon 900	4. TYPE (Airplane, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT Standard Aero
6. IDENTIFICATION		7. TITLE	
TP 24373 Rev C Dated 02/24/2015		Skandia, Inc. Flammability Test Report Oil Burner Testing and Vertical Burner Testing  Notes: 1) Work accomplished under Skandia Inc. WO # 283979-14, Ref Document ID 96935. 2) Flammability test witnessing only, does not constitute installation approval of the materials.	
8. PURPOSE OF DATA Demonstration of compliance with material flammability requirements in support of Major Repair & Alteration for S/N 095			
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25.853 (c) Amendment 25-116 Appendix F Part II 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)			
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed. I (We) Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE		12. DESIGNATION NUMBER(S)	13. CLASSIFICATION(S)
 Jane Biberstein - FAA DER		DERY-832780-CE	Structural Special





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## FLAMMABILITY TEST REPORT

### Oil Burner Testing and Vertical Burner Testing

STANDARD AERO

TEST PLAN #24373

REV C

SKANDIA WO #283979-14

Dassault Mystere Falcon 900

S/N 095

Demonstration of compliance of aircraft seat cushion assemblies to the fireblocking requirements of 14 CFR 25.853 (c) Amendment 25-116 Appendix F Part II and 14 CFR 25.853 (a) Amendment 25-116 Appendix F Part I (a)(1)(ii).

Rev. IR	Dated: 01/15/15, Initial Release
Rev. A	Dated: 02/03/15, Revising Test Plan to delete 24373-5 & 24373-6 due to failure and add Test Specimen P/N's 24373-5A & 24373-6A for the second layer of fire-resistant fabric. Affected Pages: 1-2, 4, A.4.
Rev. B	Dated: 02/16/15, Revising Test Plan to eliminate the Jumpseat and test specimens 24373-5A & 24373-6A from the test plan and add Test Specimen P/N's 24373-5B & 24373-6B to test new divan fabric Kravet fabric-28770-1616. Affected Pages: 1-4, A.4
Rev. C	Dated: 02/24/15, Revised test plan to report and updated appendices, affected pages 1-2, C.2-C.3, D.2-D.31, E.2-E.35

Prepared By: Stuart Mintz  
Stuart Mintz

Date: 2/24/15

Checked By: Joanne Lamm/Kat Lupont/  
Faye Hutsell/Bill Molosz

Date: 02/25/2015

Approved By: Jane Biberstein  
Jane Biberstein

Date: 02/25/15

Skandia, Inc.

Date:  
02/24/15

Document  
#24373

Rev  
C

W/O #  
283979-14

Client: Standard Aero

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Making Aircraft Quieter, Safer and More Comfortable.

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Making Aircraft Quieter, Safer and More Comfortable.

### MATERIAL LIST

Dress Cover: Garrett Leather: A260, Avion Maize, Dye Lot# 81367

Dress Cover: Kravet Fabric: 28366.6, Couture Plush Treat Chocolate, Applikators Plus, Inc.: SA0059506

Dress Cover: Holly Hunt Fabric: 3800/22, Thick as Thieves, Tumeric, Applikators Plus, Inc.: SA0059842

Dress Cover: Perrone Aerospace: SHR-4393, Curly Tan, Dye Lot# 224489

Dress Cover: Kravet Fabric: 28770-1616, Beige, Applikators Plus, Inc.: SA0060674

Batting: Guardian: fireblock, 50362

Foams: Skandia, Inc.: DAX Graphite/Poly 26, 47, 55 and 90 ILD

Fireblocker: Skandia, Inc: Fireguard Fabric, FG-101

Adhesive: Finish Master: 3M #5 Neutral Contact Adhesive

Fastener: Skandia, Inc. PBGE1.00L PSA Loop Beige 1"  
Skandia, Inc. PBGE1.00H PSA Hook Beige 1"  
Skandia, Inc. PBGE2.00L PSA Loop Beige 2"  
Skandia, Inc. PBGE2.00H PSA Hook Beige 2"  
Skandia, Inc. PRPBGE2.00L PSA Loop Beige 2"  
Skandia, Inc. PRPBGE2.00H PSA Hook Beige 2"





Making Aircraft Quieter, Safer and More Comfortable.

### PRODUCTION CROSS REFERENCE TABLE

Location	Dress cover (F)Full cover (W)Window Pane (FL)Flap	Batting	Fire Blocker	Foam	Seam Closure	Additional materials	Test Specimen Part Number
Single & Double Seats Back Cushions	Garrett Leather: A260, Avion Maize (F)	N/A	Fireguard Fabric FG-101	DAX 26, 47", 55"	PBGE2.00L PSA Loop Beige 2", PBGE2.00H PSA Hook Beige 2"	PBGE1.00L PSA Loop Beige 1", PBGE1.00H PSA Hook Beige 1", 3M #5 Neutral Contact Adhesive	24373-1 & 24373-2
Single & Double Seats Bottom Cushions	Garrett Leather: A260, Avion Maize (W)	N/A	Fireguard Fabric FG-101	DAX 26, 47", 55", 90"	PBGE2.00L PSA Loop Beige 2", PBGE2.00H PSA Hook Beige 2"	PBGE1.00L PSA Loop Beige 1", PBGE1.00H PSA Hook Beige 1", 3M #5 Neutral Contact Adhesive	24373-1 & 24373-2
Divan Back Cushions	50% Kravet: 28366.6, Couture Plush Treat Chocolate, 50% Holly Hunt 3800/22, Thick as Thieves, Tumeric (W)	N/A	Fireguard Fabric FG-101	DAX 26, 47", 55"	PBGE2.00L PSA Loop Beige 2", PBGE2.00H PSA Hook Beige 2"	PBGE1.00L PSA Loop Beige 1", PBGE1.00H PSA Hook Beige 1", 3M #5 Neutral Contact Adhesive	24373-3 & 24373-4
Divan Bottom Cushions	50% Kravet: 28366.6, Couture Plush Treat Chocolate, 50% Holly Hunt 3800/22, Thick as Thieves, Tumeric (W)	N/A	Fireguard Fabric FG-101	DAX 26, 47", 55", 90"	PBGE2.00L PSA Loop Beige 2", PBGE2.00H PSA Hook Beige 2"	PBGE1.00L PSA Loop Beige 1", PBGE1.00H PSA Hook Beige 1", 3M #5 Neutral Contact Adhesive	24373-3 & 24373-4
Kibitzer Seat Back & Bottom Cushions	Garrett Leather: A260, Avion Maize (FL)	N/A	Fireguard Fabric FG-101	DAX 26, 47"	PBGE2.00L PSA Loop Beige 2", PBGE2.00H PSA Hook Beige 2"	PBGE1.00L PSA Loop Beige 1", PBGE1.00H PSA Hook Beige 1", 3M #5 Neutral Contact Adhesive	24373-1 & 24373-2
2 <sup>nd</sup> Divan Back Cushions	Kravet Fabric: 28770-1616, Beige, Applikators Plus, Inc.: SA0060674 (W)	Guardian	Fireguard Fabric FG-101	DAX 26, 47", 55"	PRPBGE2.00L PSA Loop Beige 2", PRPBGE2.00H PSA Hook Beige 2"	PRPBGE2.00L PSA Loop Beige 2", PRPBGE2.00H PSA Hook Beige 2, 3M #5 Neutral Contact Adhesive	24373-5B & 24373-6B
2 <sup>nd</sup> Divan Bottom Cushions	Kravet Fabric: 28770-1616, Beige, Applikators Plus, Inc.: SA0060674 (W)	Guardian	Fireguard Fabric FG-101	DAX 26, 47", 55", 90"	PRPBGE2.00L PSA Loop Beige 2", PRPBGE2.00H PSA Hook Beige 2"	PRPBGE2.00L PSA Loop Beige 2", PRPBGE2.00H PSA Hook Beige 2, 3M #5 Neutral Contact Adhesive	24373-5B & 24373-6B
Headrest Cushions	Garrett Leather: A260, Avion Maize (F)	N/A	Fireguard Fabric FG-101	DAX 26, 47"	PBGE2.00L PSA Loop Beige 2", PBGE2.00H PSA Hook Beige 2"	PBGE1.00L PSA Loop Beige 1", PBGE1.00H PSA Hook Beige 1", 3M #5 Neutral Contact Adhesive	24373-1 & 24373-2
Legrest Cushions	Garrett Leather: A260, Avion Maize (F)	N/A	Fireguard Fabric FG-101	DAX 26, 90"	3M #5 Neutral Contact Adhesive	3M #5 Neutral Contact Adhesive	24373-1 & 24373-2

• \*Not used in testing per FAA guidelines or Skandia, Inc. Method of Compliance #MOC-2008 Rev C

Skandia, Inc.

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02/16/15

Document  
#24373

Rev  
B

W/O #  
283979-14

Client: Standard Aero

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Making Aircraft Quieter, Safer and More Comfortable.

### **Purpose:**

The purpose of this test plan is to verify that the material listed in this test plan meet the flammability requirements of the 14 CFR Part 25.853 (a) & (c), Appendix F, Part I and II.

### **Scope:**

This testing is for a combination of materials based on customer supplied information. It is the modifier's responsibility to verify the seat(s) or article(s) meet FAA requirements (TSO, STC, or TC). These build-ups represent the single seat, double seat, divan, jumpseat and kitzer seat back and bottom cushions and headrest and legrest cushions as defined in this test plan. All testing is being accomplished under a Major Repair or Alteration.

### **Test Locations & Equipment**

All flammability testing will be performed at Skandia, Inc., 5000 N. Hwy 251, Davis Junction, IL 61020.

All testing equipment used during testing shall be in accordance with the requirements of Appendix F, Part I & II of 14 CFR Part 25.

Testing will be conducted in accordance with 14 CFR 25.853 (a) Appendix F Part I (a)(1)(ii) and 14 CFR 25.853(c) Appendix F Part II Amendment 25-116.

All of the test specimens will be conditioned in a conditioning room with a temperature of  $70^{\circ} \pm 5^{\circ}$  and  $50\% \pm 5\%$  relative humidity for a minimum of 24 hours.

### **Discussion of Testing**

Per AC 25.853-1, Par 6 (b)(2): "...For foams of a given chemical composition, low density foam may be used to qualify foams of higher density."

Comparison testing under both 14 CFR 25.853 (c) Appendix F Part II and 14 CFR 25.853 (a) Appendix F Part I (a)(1)(ii) for various densities of DAX foam was performed in Skandia, Inc. Test Plan #16029, Rev IR, WO #159962-07, dated 04/16/07. This testing validates Skandia's procedure for testing with DAX Graphite/Poly 26 ILD, the lowest density of DAX foam, to qualify the higher densities which may be used in production, since DAX foams, regardless of density, have the same chemical composition. This procedure is based on FAA Advisory Circular 25.853-1 Par 6 (b) (2) and the Aircraft Materials Fire Test Handbook DOT/FAA/AR-00/12 Chapter 7, Supplement 7.4.4.2.

### **Reference Documents**

14 CFR 25.853 (c) Amendment 25-116 Appendix F Part II

14 CFR 25.853 (a) Amendment 25-116 Appendix F Part I (a)(1)(ii)

Skandia, Inc.'s Method of Compliance #MOC-2008 Rev C Dated 07/08/11

Advisory Circular 25.853-1

Aircraft Materials Fire Test Handbook DOT/FAA/AR-00/12 Chapters 1 and 7

### **Conformity**

Each material or part will be tested for flammability properties in compliance with referenced specification. The test specimens will be manufactured at Skandia, Inc. Conformity inspection of each test specimen will be done by the Quality Control Department of Skandia, Inc. All tests will be witnessed by the FAA or their designee.



# **APPENDIX A**

## **TEST SPECIMEN DRAWINGS**





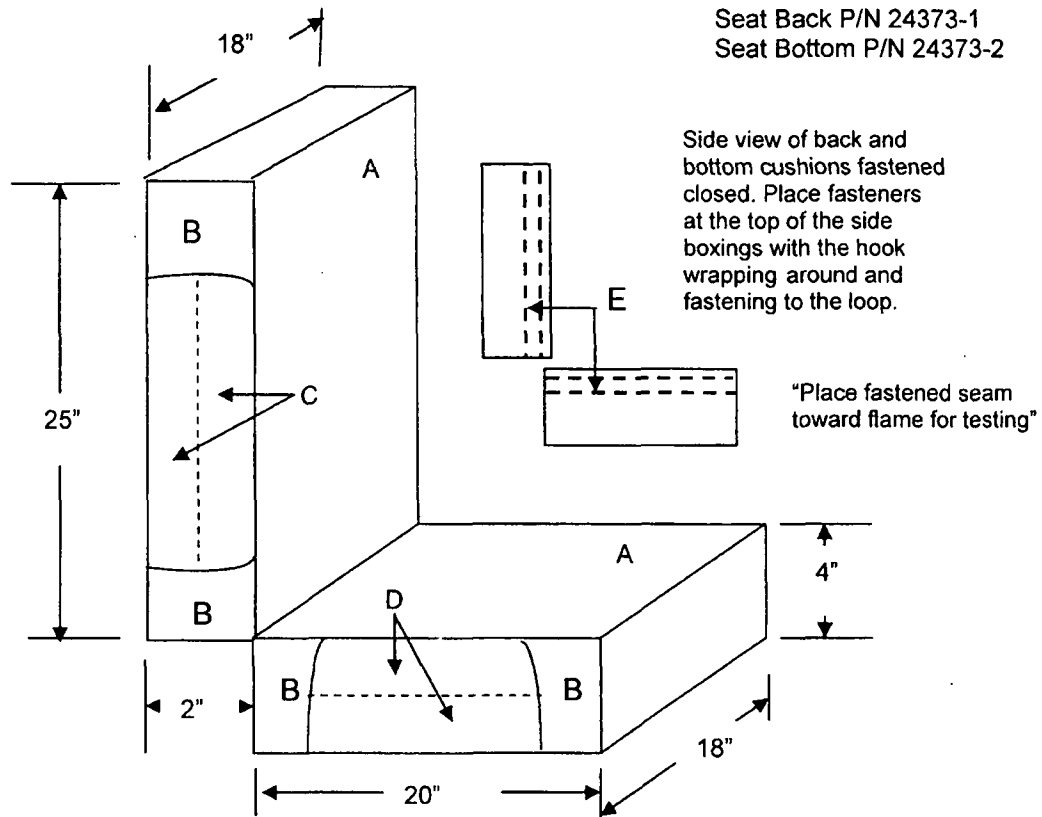
**TEST SPECIMEN DRAWING**  
**14 CFR 25.853 (c) Amendment 25-116 Appendix F Part II**

Seat design to be per attached Test Plan

Upon completion of conformity inspection, test specimens to be submitted for testing in accordance with FAA approved test procedures.

Test specimens are fabricated using Skandia, Inc.: Work Instruction WI FL108-01

All Tolerances +/- .125"



Composition	Manufacturer	P/N	Color	Dye Lot / Comments
A Dress cover Leather	Garrett Leather	A260	Avion Maize	Dye Lot# 81367
B Fireblocker	Skandia, Inc.	FG-101	Charcoal	Fully encapsulates the foam assembly and is bonded closed
C Foam	Skandia, Inc.	DAX Graphite/ Poly 26 ILD	Mauve	1.0" X 18" X 25"
D Foam	Skandia, Inc.	DAX Graphite/ Poly 26 ILD	Mauve	2.0" X 18" X 20"
E Fastener	Skandia, Inc.	PBGE2.00L PSA Loop Beige 2", PBGE2.00H PSA Hook Beige 2"	Beige	

- Materials on back and bottom are identical
- Foam components are bonded together with 3M #5 Neutral Contact Adhesive



**TEST SPECIMEN DRAWING**  
**14 CFR 25.853 (c) Amendment 25-116 Appendix F Part II**

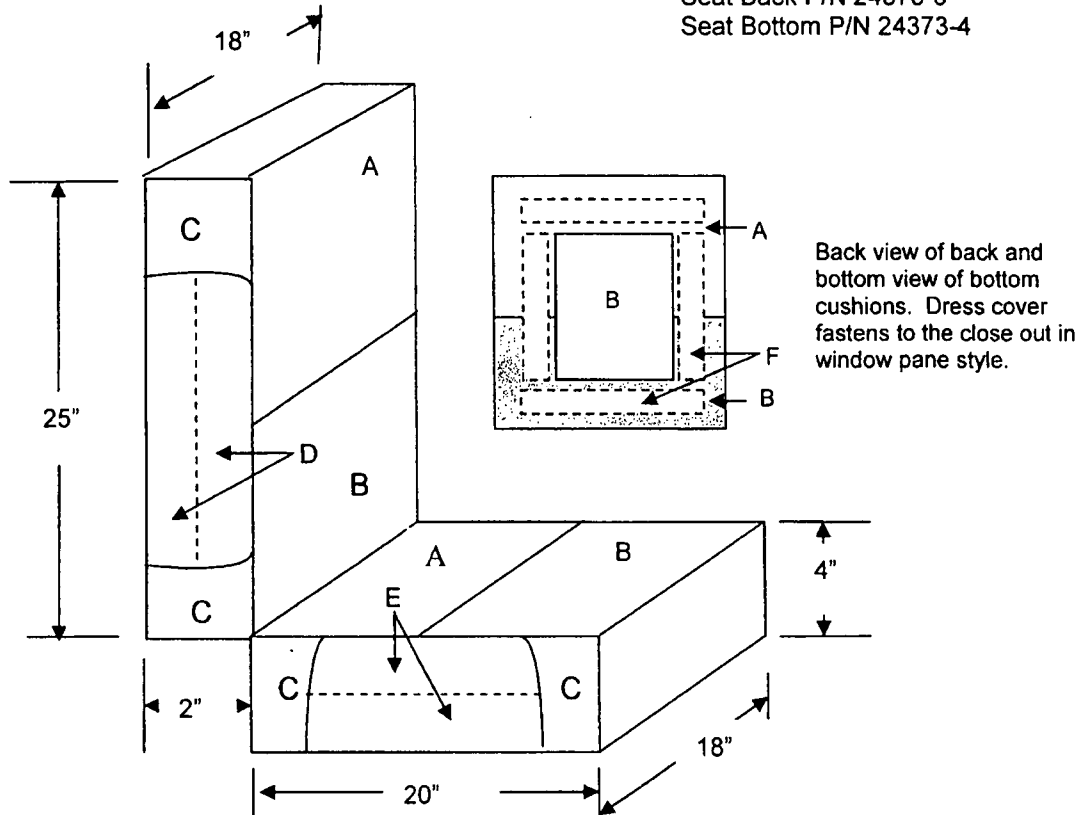
Seat design to be per attached Test Plan

Upon completion of conformity inspection, test specimens to be submitted for testing in accordance with FAA approved test procedures.

Test specimens are fabricated using Skandia, Inc.: Work Instruction WI FL108-01

All Tolerances +/- .125"

Seat Back P/N 24373-3  
 Seat Bottom P/N 24373-4



Composition	Manufacturer	P/N	Color	Dye Lot / Comments
A 50% Dress cover Fabric	Kravet Fabric:	28366.6 Couture	Plush Treat Chocolate	Applikators Plus Ref#: SA0059506
B 50% Dress cover Fabric	Holly Hunt	3800/22 Tumeric	Thick as Thieves	Applikators Plus Ref#: SA0059842
C Fireblocker	Skandia, Inc.	FG-101	Charcoal	Fully encapsulates the foam assembly and is bonded closed
D Foam	Skandia, Inc.	DAX Graphite/ Poly 26 ILD	Mauve	1.0" X 18" X 25"
E Foam	Skandia, Inc.	DAX Graphite/ Poly 26 ILD	Mauve	2.0" X 18" X 20"
F Fastener	Skandia, Inc.	PBGE2.00L PSA Loop Beige 2", PBGE2.00H PSA Hook Beige 2"	Beige	

- Materials on back and bottom are identical
- Foam components are bonded together with 3M #5 Neutral Contact Adhesive



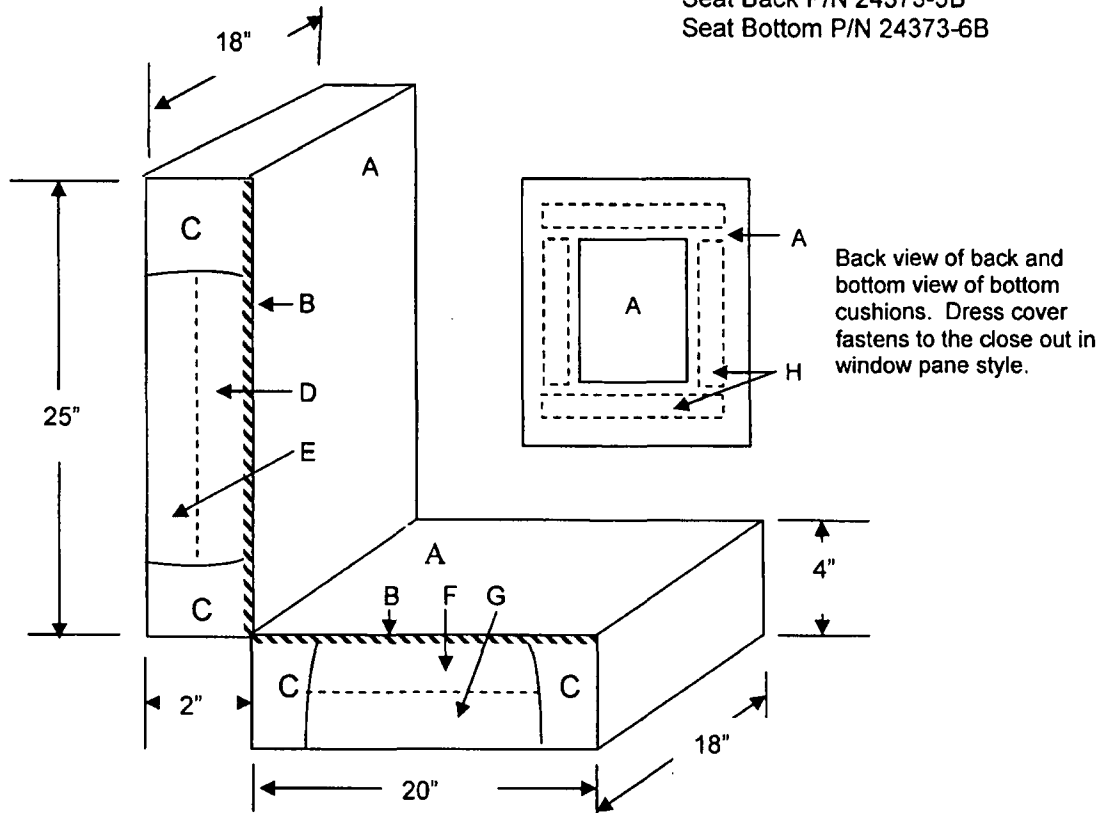
**TEST SPECIMEN DRAWING**  
**14 CFR 25.853 (c) Amendment 25-116 Appendix F Part II**

Seat design to be per attached Test Plan

Upon completion of conformity inspection, test specimens to be submitted for testing in accordance with FAA approved test procedures.

Test specimens are fabricated using Skandia, Inc.: Work Instruction WI FL108-01 All Tolerances +/- .125"

Seat Back P/N 24373-5B  
 Seat Bottom P/N 24373-6B



Composition	Manufacturer	P/N	Color	Dye Lot / Comments
A Dress cover Fabric	Kravet Fabric:	28770-1616	Beige	Applikators Plus Ref#: SA0060674
B Batting .25"	Skandia, Inc.	Guardian	Charcoal	Placed on seating surface only
C Fireblocker	Skandia, Inc.	FG-101	Charcoal	Fully encapsulates and is bonded to the foam assembly.
D Foam	Skandia, Inc.	DAX Graphite/ Poly 26 ILD	Mauve	.75" X 18" X 25"
E Foam	Skandia, Inc.	DAX Graphite/ Poly 26 ILD	Mauve	1.0" X 18" X 25"
F Foam	Skandia, Inc.	DAX Graphite/ Poly 26 ILD	Mauve	1.75" X 18" X 20"
G Foam	Skandia, Inc.	DAX Graphite/ Poly 26 ILD	Mauve	2.0" X 18" X 20"
H Fastener	Skandia, Inc.	PRPBGE2.00L PSA Loop Beige 2" PRPBGE2.00H PSA Hook Beige 2"	Beige	

- Materials on back and bottom are identical
- Foam components are bonded together with 3M #5 Neutral Contact Adhesive

Skandia, Inc.

Date: 02/16/15

Document #24373

Rev B

W/O # 283979-14

Client: Standard Aero

Page A.4



## **APPENDIX B**

### **TEST PROCEDURES**





## Skandia Flammability Oil Burn Test Procedures

### 1.0 Scope

This test method evaluates the burn resistance and weight loss characteristics of aircraft seat cushions when exposed to a high-intensity open flame in accordance with 14 CFR  $\approx$  25.853 (c).

### 2.0 Definitions

#### 2.1 Burn Length(s):

There are three (3) principal burn lengths measured along the top side of the horizontal seat cushion, bottom side of the horizontal seat cushion and front side of the vertical seat cushion.

The burn lengths are defined as the distance measured, in inches, from the edge of the seat frame nearest the burner to the farthest point where damage occurs to the test specimen due to that areas combustion, including partial or complete consumption, charring or embrittlement. This does not include areas sooted, stained, warped, or discolored.

#### 2.2 Percent Weight Loss:

The pre-test weight of the specimen set less the post-test weight of the specimen set expressed as the percentage of the pre-test weight. All droppings falling from the specimens and mounting stand are to be discarded prior to determining the post-test weight.

#### 2.3 Back Cushion Specimen:

The specimen that is mounted vertically on the test frame: This specimen may be representative of any production seat cushion, including seat back, seat bottom, headrest, or leg rest, or a combination, if the production articles have the same construction.

#### 2.4 Bottom Cushion Specimen:

The specimen that is mounted horizontally on the test frame: This specimen may be representative of any production seat cushion, including seat back, seat bottom, headrest, or leg rest, or a combination, if the production articles have the same construction.

#### 2.5 Specimen Set:

A specimen set consists of one (1) back cushion specimen and one (1) bottom cushion specimen. Both specimens represent the same production cushion construction: that is, both specimens in the specimen set have identical construction and materials, proportioned to correspond to the specimen size.

### 3.0 Test Apparatus

#### 3.1 Burn Chamber:

The arrangement of the Burn Chamber is found in the Aircraft Material Fire Test Handbook Chapter 7 (pages 7-1 thru 7-6) and includes the components described in that chapter. The burner stand has the capability of directing the burner away from the test specimen during warm-up.

#### 3.2 Test Burner:

The burner is a modified gun type Park Model DPL 3400. Flame characteristics are enhanced by the use of tabs and static disk. Omega Model HH-30A anemometer is installed on the inlet side of the burner to monitor the inlet air flow. Temperature and heat flux measurements as well as test results correspond to those produced by an FAA approved burner that meets the specifications of 25.853 Appendix F, Part II.

#### 3.3 Nozzle:

The burner nozzle yields a nominal 2.00 gal. /hr. fuel flow. A Monarch 80-deg nozzle is used.

#### 3.4 Pressure Regulator:

This regulator is adjusted to deliver a nominal 2.0 (+/- 0.1) gal. /hr. flow of # 2 home heating oil or equivalent. Fuel delivery is measured with a graduated beaker and time. Fuel flow is checked monthly.

#### 3.5 Burner Cone:

A 12" ( $\pm$  1/8") burner cone extension is installed at the end of the draft tube. The cone has an opening 6" ( $\pm$  1/8") high and 11" ( $\pm$  1/8") wide.

#### 3.6 Fuel:

ASTM K2 fuel (Number 2) grade kerosene or equivalent is used to conform fuel flow rate, flame temperature, and heat flux density as specified in the Aircraft Material Fire Test Handbook.





**3.7 Calorimeter:**

The Calorimeter is a total heat flux, foil type Vatel Corporation Thermo gage Unit with a range of 0-15 BTU/ft<sup>2</sup> per second accurate to  $\pm 3\%$  of the indicated reading.

**3.8 Calorimeter Mounting:**

The Calorimeter is mounted in a 6" by 12" ( $\pm 1/8"$ ) by 1" thick insulating block that is attached to a steel angle bracket for placement in the test stand during burner adjustment. The insulating block is monitored for deterioration and replaced when necessary. The mounting is shimmed as necessary to ensure that the Calorimeter face is parallel to the exit plane of the test burner cone and flush with the surface of the insulating block.

**3.9 Thermocouples:**

Seven (7) 1/16" metal sheathed, type K (Chrome-alumel) grounded junction thermocouples with a nominal 30 American wire gauge (AWG) size conductor are used for burner adjustment. The thermocouples are attached to a steel angle bracket to form a thermocouple rake for placement in the test stand during burner adjustment.

**3.10 Specimen Mounting Frame:**

The mounting frame for the test specimens is fabricated of 1" by 1" by 1/8" steel angle. The chair height is 33" and all chair dimensions should be within the stated tolerances of the FAA drawing. Wires are used to secure the vertical specimen into place on leather specimens. The mounting stand is used for mounting the test specimen seat bottom and seat back.

**3.11 Drip Pan:**

The mounting stand includes a suitable drip pan lined with aluminum foil, dull side up. The drip pan is located at the bottom of the mounting stand legs. This pan is independent of the scale mechanism therefore; the weight of the drippings is not included in the final weight.

**3.12 Instrumentation:**

A data acquisition system is used to provide a report of the various measurement results for inclusion to test reports / files.

**3.13 Weight Scale:**

A dynamic weighing system is provided to determine the "pre" and "post" weights of each set of seat cushion specimens within  $\pm 0.02$  lb. This data is printed out in strip form in one (1) minute increments.

**3.14 Timing Device:**

A stopwatch is used to measure the time of application of the burner flame (also for self-extinguishing time, and test duration).

**3.15 Conditioning Room:**

The Conditioning Room is maintained at 70°F, plus or minus 5°F. The relative humidity is maintained at 50% plus or minus 5%.

Conditions are maintained using a room environmental conditioner.

Specimens remain in the Conditioning Room until moisture equilibrium is reached, or for 24 hours.

**3.16 Fuel Pressure Reading:**

Depending on the fuel nozzle used (either a 2.0 gallon / hour or 2.25 gallon / hour) there are different fuel pressure readings on the gage. The fuel pressure gage reading is for reference ONLY, as fuel flow is manually measured. See FAA charts in reference section of this work instruction for pressure vs. flow of fuel nozzles.

**4.0 Test Specimens**

**4.1 Specimen Quantity:**

A minimum of three (3) specimen sets of the same construction and configuration are fabricated for testing.

**4.2 Bottom Cushion:**

Seat Bottom cushion specimens measure 18" by 20" by 4" ( $\pm 1/8"$ ) exclusive of fabric closures and seam overlap.

**4.3 Back Cushion:**

Seat Back cushion specimens measure 18" by 25" by 2" ( $\pm 1/8"$ ) exclusive of fabric closures and seam overlap.

**4.4 Construction:**

Each specimen tested is fabricated using the principal components (i.e. all included materials: foam core, flotation material, fire-blocking material and dress covering) and Assembly Processes (representative seams and closures)





intended for use in the production articles. If a different material combination is used for the Back Cushion than for the Bottom Cushion, both material combinations are tested as complete specimen sets. Each set consists of a Back Cushion specimen and a Bottom Cushion specimen.

**4.5 Conditioning:**

The specimens are conditioned at 70°F ± 5°F and 50% ± 5% relative humidity for a minimum of 24 hr. prior to testing.

**5.0 Burner Adjustment:**

**NOTE:** Burner adjustments must be made prior to calibration. If an adjustment is required after initial calibration:

- Halt testing.
- Calibrate burner.
- If burner is in calibration, no further action is required.
- If burner is in calibration and adjustments are made. Repeat step 5.0

If burner is found to be out of calibration:

- Notify a DER and the Project Coordinator
- Note "Burn chamber out of tolerance" on the strip chart
- Recalibrate
- DER / Project Coordinator must notify customer and resubmit the test(s) performed since the initial calibration

**6.0 Test Procedure**

- 6.1 Remove only one back/bottom cushions from the conditioning room at a time for testing.
  - 6.2 Place hold down wires and aluminum foil on scale and zero scale. Check paper in scale printer.
  - 6.3 Install 1st set of Back and Bottom Cushions in test frame and secure test specimens as follows:
  - 6.4 When ready to begin the test, direct the burner away from the test position to the warm-up position so that the flame will not impinge on the specimen. Turn on the burner and allow it to warm up for two (2) min:
  - 6.5 Turn on scale printer and time the minimum 2-min. warm-up period:
    - After the scale has printed the two (2) minute weight, run full nine (9) minutes. (No start / stop reset required).
- \*\*\* NOTE: The scale printer is configured to print in one-minute intervals, however the actual timing of the testing sequence is monitored by the hand held stopwatch.\*\*\***
- 6.6 Expose the test specimens to the burner flame for two (2) minutes then swing the burner away and shut down.
  - 6.7 Terminate the test after nine (9) minutes from the initial start time (5 minutes after burner is turned off):
  - 6.8 At the 9-minute mark (5 minutes after burner is turned off), the post-test weight of the specimens will automatically be recorded by the dynamic weighing scale and printer. Measure the three (3) burn lengths to the nearest 1/10-inch and record (hand-written) onto the scale strip chart. Vertical Specimen Front side = V, Horizontal Specimen Top side = HT, Horizontal Specimen Bottom side = HB.

**7.0 Report**

- 7.1 Identify and describe the specimen being tested:
  - Report the number of specimen sets tested.
  - Report the pre-test and post-test weight of each set, the calculated percentage weight loss of each set, and the calculated average percentage of weight loss for the total number of sets tested.
  - Report each of the three (3) burn lengths for each set tested and the average burn lengths.

**8.0 F.A.A. Test Criteria**

- 8.1 The average burn length shall not exceed seventeen (17) inches.
- 8.2 The average percent weight loss shall not exceed 10%.
- 8.3 No more than one (1) burn length or percentage of weight loss may exceed the allowable limit.





## Skandia Flammability Vertical Burn Test Procedures

### 1.0 Purpose

This test method is used to determine the resistance of materials to flame when tested according to the 12, and 60 second Vertical Bunsen Burner Tests to the criteria specified in 14 CFR 25.853 (a) Appendix F Part I (a) (1) (ii), 14 CFR 25.853 (a) Appendix F Part I (a) (1) (i), the Aircraft Materials Fire Test Handbook, Chapter 1. These sections are also referenced in 14 CFR 23.853, 27.853, and 29.853.

### 2.0 Definitions

#### 2.1 Ignition Time:

The time the burner flame is applied to specimen. Depending on the test, it is either 12 or 60 seconds for this test.

#### 2.2 Flame Time:

The time in seconds the specimen continues to flame after the burner flame is removed from the specimen. Surface burning that result in a glow but not in a flame is not included.

#### 2.3 Drip Flame Time:

The time in seconds, that, any flaming material continues to flame after falling from the specimen to the floor of the chamber. If no material falls from the specimen, drip flame time is reported to be 0 sec. If there is more than one drip, the drip flame time reported is that of the longest flaming drip. If succeeding flaming drips re-ignite earlier drips that flamed, the drip flame time reported is the total of all flaming drips.

#### 2.4 Burn Length:

The distance from the original specimen edge to the farthest evidence of damage to the test specimen due to that area's combustion, including areas of partial consumption, charring, or embrittlement, but not including areas stained, warped or discolored, nor areas where material has shrunk or melted away from the heat.

#### 2.5 Warp & Fill:

"Warp" is the lengthwise direction on a roll of woven material,  
"Fill" is the widthwise direction.

### 3.0 Test Specimens

#### 3.1 Specimen Selection:

Specimens tested are cut from a customer's fabricated part as installed in the aircraft or cut from a section simulating the customer's fabricated part, *e.g.*: cut from a flat sheet of material or a model of the fabricated part. The customer may cut the specimen from any location in the fabricated part. Fabricated units, such as sandwich panels, are not separated into individual component layers for testing.

#### 3.2 Specimen Quantity:

For non-woven materials: At least three (3) specimens are prepared and tested. For woven materials: At least six (6) specimens are prepared and tested, representative of three (3) "warp" and three (3) "fill".

#### 3.3 Specimen Dimensions:

The specimen is rectangular, approximately 3" x 12", unless the actual size used in the aircraft is smaller.

#### 3.4 Specimen Thickness

##### 3.4.1 The specimen thickness is the same as that in the part qualified for use in the airplanes **except** for the following:

Single element foam parts that are thicker than 1/2" (inches) are tested in 1/2" (inch) thicknesses.

If the part construction is used in several thicknesses, the material is tested at the minimum thickness.

If the panel consists of two (2) or more foams glued together, the total foam portion of the specimen should be no more than 1/2" (inch) thick.





Parts that are smaller than the size of a specimen, and cannot have specimens cut from them, are tested using a flat sheet of the material used to fabricate the part. Fabricated parts as installed in aircraft may also be tested.

**3.5 Conditioning Room:**

- The Conditioning Room is maintained at 70°F, plus or minus 5°F. The relative humidity is maintained at 50% plus or minus 5%. Conditions are maintained using a humidifier, dehumidifier, an electrical heater, air conditioner, and an environmental control. Specimens remain in the Conditioning Room until moisture equilibrium is reached, or for 24 hours. Specimens are cut to proper size configuration **before** going into the Conditioning Room. The Conditioning Room is located directly adjacent to the testing apparatus allowing access to the specimens through a sealed door. Specimens will be removed from the conditioning room one at a time at the time of testing.

**4.0 Test Procedure**

- 4.1 Ignite the burner, and slide the burner to the rear of the chamber.
- 4.2 Insert the specimen into the holder with its lower edge 3/4" inches above the level of the top of the burner.
- 4.3 Slide the chamber door closed and keep it closed during the test.
- 4.4 Position the Bunsen burner as follows:  
For specimens < 3/4" (inches) thick: center the flame so it is directly underneath specimen.  
For specimens > 3/4" (inches) thick: locate so flame is 3/8" (inches) in from the cabin-facing side of the specimen.
- 4.5 Start a timer when the burner has been positioned per Section 6.5.
- 4.6 Apply the flame for 12 or 60 seconds, as previously determined, then slide the burner to the rear of the chamber. For the 12-second test: if the Bunsen burner flame extinguishes during the ignition time for any reason, the test **must** be discontinued. The opposite end of the same specimen may be used for the retest if the burn length for the aborted test is less than 3" (inches). If the burn length for the aborted test is greater than 3" (inches) a new specimen **must** be used. For the 60-second test: if the Bunsen burner flame extinguishes during the ignition time for any reason stop timing, re-light the burner and resume timing. You may relight the burner up to three (3) times.
- 4.7 If flaming material falls from the test specimen, note the drip flame time for the specimen.
- 4.8 Remove the specimen and determine the burn length to the nearest tenth (0.1") of an inch.

**5.0 Report** (the following information should be entered directly into the database)

- 5.1 All data should be recorded in the Skandia Test Plan Database.
- 5.2 Report the flame time for each specimen tested. The database will calculate and record the average value for flame time.
- 5.3 Report drip flame time for each specimen tested. The database will calculate and record the average value for drip flame time. For specimens that have no drips that flame, record 0 for the drip flame time.
- 5.4 Report the burn length for each specimen tested. The database will calculate and record the average value for burn length.

**6.0 F.A.A. Test Criteria**

- 6.1 The average flame time for all of the specimens tested shall not exceed 15 seconds for either the 12 or 60-second vertical test.
- 6.2 The average drip flame time for all of the specimens tested shall not exceed 3 seconds for the 60-second vertical test and 5 seconds for the 12-second vertical test.
- 6.3 The average burn length for all of specimens tested shall not exceed 6" (inches) for the 60-second vertical test or 8" (inches) for the 12-second vertical test.



# **APPENDIX C**

## **CONFORMITY PAPERWORK**

Skandia, Inc.

Client: Standard Aero

Date:  
01/15/15

Document  
#24373

Rev  
IR

W/O #  
283979-14

Page C.1



## STATEMENT OF CONFORMITY

### Section I - Aircraft N/A Parts

1. Make	2. Model
3. Serial No.	4. Registration No.

### Section II - Engine

1. Make	2. Model
3. Serial No.	

### Section III - Propeller

1. Make	2. Hub Model
3. Blade Model	4. Hub Serial No.
5. Blade Serial No.	

### Section IV - Certification

I hereby certify that:

Skandia, Inc. WO# 283979-14, Test Plan 24373, Rev IR, Dated 01/15/15  
P/N 24373-1 Seat Back 3 ea & P/N 24373-2 Seat Bottom 3 ea, P/N 24373-3 Seat Back 3 ea & P/N 24373-4 Seat Bottom 3 ea

Total 12 Pieces



A. I have complied with Section 21.33(a).



B. The aircraft described above, produced under type certificate only (CFR 21 Subpart F), conforms to its type certificate, is in a condition for safe operation, and was flight checked on \_\_\_\_\_

(Date)



C. The engine or propeller described above, presented herewith for type certification, conforms to the type design therefor.



D. The engine or propeller described above, produced under type certificate only (CFR 21 Subpart F), conforms to its type certificate and is in a condition for safe operation. The engine or, if applicable, the variable pitch propeller was subjected by the manufacturer to a final operational check on \_\_\_\_\_

(Date)

Deviations:

None

Signature of Certifier

Faye Hutsell

Title

Quality Technician

Organization

Skandia, Inc.

Date

1-26-15



## STATEMENT OF CONFORMITY

### Section I - Aircraft N/A Parts

1. Make	2. Model
3. Serial No.	4. Registration No.

### Section II - Engine

1. Make	2. Model
3. Serial No.	

### Section III - Propeller

1. Make	2. Hub Model
3. Blade Model	4. Hub Serial No.
5. Blade Serial No.	

### Section IV - Certification

I hereby certify that:

Skandia, Inc. WO# 283979-14, Test Plan 24373, Rev B, Dated 02/16/15  
P/N 24373-5B Seat Back 3 ea & P/N 24373-6B Seat Bottom 3 ea

Total 6 Pieces

☒

A. I have complied with Section 21.33(a).

☐

B. The aircraft described above, produced under type certificate only (CFR 21 Subpart F), conforms to its type certificate,  
is in a condition for safe operation, and was flight checked on \_\_\_\_\_

(Date)

☐

C. The engine or propeller described above, presented herewith for type certification, conforms to the type design therefor.

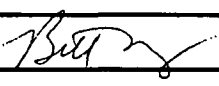
☐

D. The engine or propeller described above, produced under type certificate only (CFR 21 Subpart F), conforms to its type  
certificate and is in a condition for safe operation. The engine or, if applicable, the variable pitch propeller was subjected  
by the manufacturer to a final operational check on \_\_\_\_\_

(Date)

Deviations:

None

Signature of Certifier Bill Molosz 	Title Quality Technician
Organization Skandia, Inc.	Date 02/20/2015





# **APPENDIX D**

## **FLAMMABILITY TEST RESULTS**



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Making Aircraft Quieter, Safer and More Comfortable.  
5000 North Highway 251, Davis Junction, IL 61020 I: 800 945 7135 I www.skandialinc.com

# **FIREBLOCKING FLAMMABILITY TEST RESULTS**

14 CFR Part 25.853 (c) Amendment 25-116 Appendix F Part II

Skandia, Inc. WO # 283979-14

Client PO 000852624

Standard Aero  
Springfield Facility  
1200 North Airport Drive  
  
Springfield IL 62707 US

Doc ID: F3-317708  
Test Plan # 24373  
Rev IR  
  
Project #  
Technician Ray Kortte

## **AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION**

Make: Dassault

Model: Mystere Falcon 900

Serial: 095

Tail: N/A

Conditioning Room Data: Date In: 01/23/2015 Time In: 15:15 Date Out: 01/26/2015 Time Out: 14:06

## **SPECIMEN MATERIALS**

Dress Cover: Garrett: Leather, Avion, A260, Maize, Dye Lot# 81367

Foam: Skandia, Inc.: DAX Graphite/Poly 26 ILD

Other: Skandia, Inc. PBGE2.00L PSA Loop Beige 2", PBGE2.00H PSA Hook Beige 2", Skandia, Inc.: Fireguard Fabric, FG-101

Set	Part Number	Specimen	Burn length (inches)			Weight Loss	
			VERT	HORIZ-T	HORIZ-B	(pounds)	(%)
1	24373-1	Leather	8.3				
	24373-2	Leather		6.5	5.5	0.78	9.91
2	24373-1	Leather	9.8				
	24373-2	Leather		6.0	5.5	0.75	9.58
3	24373-1	Leather	9.8				
	24373-2	Leather		6.8	10.5	0.80	10.20
Average:			9.3	6.4	7.2	0.78	9.90

Comments:

☒ Passed ☐ Failed

CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.

Jane Biberstein -FAA DER

WITNESS

02/24/15

Document #24373

Rev C

WO# 283979-14

01/26/2015

DATE

Page:D.3





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FIREBLOCKING FLAMMABILITY TEST RESULTS				Skandia, Inc. WO # 283979-14			
14 CFR Part 25.853 (c) Amendment 25-116 Appendix F Part II				Client PO 000852624			
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: F3-317730 Test Plan # 24373 Rev IR  Project # Technician Mike Thompson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 01/23/2015 Time In: 16:25 Date Out: 01/26/2015 Time Out: 09:47							
SPECIMEN MATERIALS							
Dress Cover: 50% Kravet: Fabric, Couture, Plush Treat Chocolate, Applikators Plus, Inc.: SA0059506, 50% Holly Hunt Fabric: 3800/22, Thick as Thieves, Tumeric, Applikators Plus, Inc.: SA0059842							
Foam: Skandia, Inc.: DAX Graphite/Poly 26 ILD							
Other: Skandia, Inc. PBGE2.00L PSA Loop Beige 2", PBGE2.00H PSA Hook Beige 2", Skandia, Inc: Fireguard Fabric, FG-101							
Set	Part Number	Specimen	Burn length (inches)			Weight Loss	
			VERT	HORIZ-T	HORIZ-B	(pounds)	(%)
1	24373-3	Fabric	9.6				
	24373-4	Fabric		7.0	5.8	0.51	6.02
2	24373-3	Fabric	9.1				
	24373-4	Fabric		7.3	6.1	0.52	6.17
3	24373-3	Fabric	9.2				
	24373-4	Fabric		6.6	5.7	0.45	5.31
Average:			9.3	7.0	5.9	0.49	5.83
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>							
Jane Biberstein - FAA DER						01/26/2015	
WITNESS						DATE	
Skandia, Inc. 02/24/15 Document #24373 Rev C WO# 283979-14						Page: D.4	







Making Aircraft Quieter, Safer and More Comfortable.  
5000 North Highway 251, Davis Junction, IL 61020 | 800 945 7135 | www.skandiainc.com

<b>FIREBLOCKING FLAMMABILITY TEST RESULTS</b> 14 CFR Part 25.853 (c) Amendment 25-116 Appendix F Part II				Skandia, Inc. WO # 283979-14 Client PO 000852624			
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: F3-319531 Test Plan # 24373 Rev B  Project # Technician Mike Thompson			
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 02/19/2015 Time In: 14:45 Date Out: 02/20/2015 Time Out: 14:47							
<b>SPECIMEN MATERIALS</b>							
Dress Cover: Kravet: 28770-1616, Beige, treated at Applikators Plus #SA0060674							
Foam: Skandia, Inc.: DAX Graphite/Poly 26 ILD							
Other: Skandia, Inc.: Guardian, fireblock, 50362, Skandia, Inc: Fireguard Fabric, FG-101, Skandia, Inc. PRPBGE2.00L PSA Loop Beige 2", PRPBGE2.00H PSA Hook Beige 2"							
Set	Part Number	Specimen	Burn length (inches)			Weight Loss	
			VERT	HORIZ-T	HORIZ-B	(pounds)	(%)
1	24373-5B	Fabric	4.9				
	24373-6B	Fabric		5.5	5.7	0.32	3.86
2	24373-5B	Fabric	5.7				
	24373-6B	Fabric		4.8	5.9	0.36	4.31
3	24373-5B	Fabric	5.9				
	24373-6B	Fabric		4.3	6.1	0.37	4.46
<b>Average:</b>			5.5	4.9	5.9	0.35	4.21
Comments:							
<input checked="checked" type="checkbox"/> <b>Passed</b> <input type="checkbox"/> <b>Failed</b>							
<b>CERTIFICATION:</b> I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.							
Jane Biberstein -FAA DER <div style="text-align: center;"></div>						02/20/2015	
<b>WITNESS</b>						<b>DATE</b>	



Standard Aero  
283979-14  
24373  
1-2

RK

Standard Aero  
283979-14  
24373  
3-4

MT

START A  
TIME 02:06 PM 26 JAN 2015 7.87 LB GR  
TIME 02:07 PM 26 JAN 2015 7.87 LB GR  
TIME 02:08 PM 26 JAN 2015 7.87 LB GR  
TIME 02:09 PM 26 JAN 2015 7.65 LB GR  
TIME 02:10 PM 26 JAN 2015 7.31 LB GR  
TIME 02:11 PM 26 JAN 2015 7.21 LB GR  
TIME 02:12 PM 26 JAN 2015 7.16 LB GR  
TIME 02:13 PM 26 JAN 2015 7.13 LB GR  
TIME 02:14 PM 26 JAN 2015 7.11 LB GR  
TIME 02:15 PM 26 JAN 2015 7.09 LB GR  
WT LOST = 0.79 LB GR  
LOSS % = 9.91

VERT = 8.3

HORZ T = 6.5

HORZ R = 5.5

START A  
TIME 02:16 PM 26 JAN 2015 7.84 LB GR  
TIME 02:17 PM 26 JAN 2015 7.84 LB GR  
TIME 02:18 PM 26 JAN 2015 7.63 LB GR  
TIME 02:19 PM 26 JAN 2015 7.64 LB GR  
TIME 02:20 PM 26 JAN 2015 7.27 LB GR  
TIME 02:21 PM 26 JAN 2015 7.18 LB GR  
TIME 02:22 PM 26 JAN 2015 7.15 LB GR  
TIME 02:23 PM 26 JAN 2015 7.12 LB GR  
TIME 02:24 PM 26 JAN 2015 7.10 LB GR  
TIME 02:25 PM 26 JAN 2015 7.08 LB GR  
WT LOST = 0.75 LB GR  
LOSS % = 9.58

VERT = 9.8

HORZ T = 6.0

HORZ R = 5.5

START A  
TIME 02:26 PM 26 JAN 2015 7.85 LB GR  
TIME 02:27 PM 26 JAN 2015 7.85 LB GR  
TIME 02:28 PM 26 JAN 2015 7.84 LB GR  
TIME 02:29 PM 26 JAN 2015 7.62 LB GR  
TIME 02:30 PM 26 JAN 2015 7.26 LB GR  
TIME 02:31 PM 26 JAN 2015 7.16 LB GR  
TIME 02:32 PM 26 JAN 2015 7.12 LB GR  
TIME 02:33 PM 26 JAN 2015 7.08 LB GR  
TIME 02:34 PM 26 JAN 2015 7.06 LB GR  
TIME 02:35 PM 26 JAN 2015 7.04 LB GR  
WT LOST = 0.80 LB GR  
LOSS % = 10.20

VERT = 9.8

HORZ T = 6.8

HORZ R = 10.5

START B  
TIME 02:47 PM 26 JAN 2015 8.47 LB GR  
TIME 02:48 PM 26 JAN 2015 8.48 LB GR  
TIME 02:49 PM 26 JAN 2015 8.47 LB GR  
TIME 02:50 PM 26 JAN 2015 8.20 LB GR  
TIME 02:51 PM 26 JAN 2015 8.09 LB GR  
TIME 02:52 PM 26 JAN 2015 8.02 LB GR  
TIME 02:53 PM 26 JAN 2015 8.00 LB GR  
TIME 02:54 PM 26 JAN 2015 7.98 LB GR  
TIME 02:55 PM 26 JAN 2015 7.97 LB GR  
TIME 02:56 PM 26 JAN 2015 7.94 LB GR  
WT LOST = 0.51 LB GR  
LOSS % = 6.02

VERT = 9.6

HORZ T = 7.0

HORZ R = 5.8

START B  
TIME 02:57 PM 26 JAN 2015 8.47 LB GR  
TIME 02:58 PM 26 JAN 2015 8.48 LB GR  
TIME 02:59 PM 26 JAN 2015 8.47 LB GR  
TIME 03:00 PM 26 JAN 2015 8.21 LB GR  
TIME 03:01 PM 26 JAN 2015 8.04 LB GR  
TIME 03:02 PM 26 JAN 2015 7.99 LB GR  
TIME 03:03 PM 26 JAN 2015 7.96 LB GR  
TIME 03:04 PM 26 JAN 2015 7.94 LB GR  
TIME 03:05 PM 26 JAN 2015 7.93 LB GR  
TIME 03:06 PM 26 JAN 2015 7.91 LB GR  
WT LOST = 0.52 LB GR  
LOSS % = 6.17

VERT = 9.1

HORZ T = 7.3

HORZ R = 6.1

START B  
TIME 03:07 PM 26 JAN 2015 8.40 LB GR  
TIME 03:08 PM 26 JAN 2015 8.40 LB GR  
TIME 03:09 PM 26 JAN 2015 8.47 LB GR  
TIME 03:10 PM 26 JAN 2015 8.20 LB GR  
TIME 03:11 PM 26 JAN 2015 8.11 LB GR  
TIME 03:12 PM 26 JAN 2015 8.07 LB GR  
TIME 03:13 PM 26 JAN 2015 8.05 LB GR  
TIME 03:14 PM 26 JAN 2015 8.04 LB GR  
TIME 03:15 PM 26 JAN 2015 8.03 LB GR  
TIME 03:16 PM 26 JAN 2015 8.02 LB GR  
WT LOST = 0.45 LB GR  
LOSS % = 5.35

VERT = 9.2

HORZ T = 6.6

HORZ R = 5.7



MT

START A

TIME 02:47 PM	20 FEB 2015	8.30 LB GR
TIME 02:48 PM	20 FEB 2015	8.30 LB GR
TIME 02:49 PM	20 FEB 2015	8.29 LB GR
TIME 02:50 PM	20 FEB 2015	8.13 LB GR
TIME 02:51 PM	20 FEB 2015	8.01 LB GR
TIME 02:52 PM	20 FEB 2015	7.99 LB GR
TIME 02:53 PM	20 FEB 2015	7.98 LB GR
TIME 02:54 PM	20 FEB 2015	7.97 LB GR
TIME 02:55 PM	20 FEB 2015	7.97 LB GR
TIME 02:56 PM	20 FEB 2015	7.97 LB GR
WT LOST =		0.32 LB GR
LOSS % =		3.86

VERT = 4.9

HORZ T = 5.5

HORZ B = 5.7

START A

TIME 02:57 PM	20 FEB 2015	8.36 LB GR
TIME 02:58 PM	20 FEB 2015	8.36 LB GR
TIME 02:59 PM	20 FEB 2015	8.35 LB GR
TIME 03:00 PM	20 FEB 2015	8.18 LB GR
TIME 03:01 PM	20 FEB 2015	8.04 LB GR
TIME 03:02 PM	20 FEB 2015	8.02 LB GR
TIME 03:03 PM	20 FEB 2015	8.01 LB GR
TIME 03:04 PM	20 FEB 2015	8.00 LB GR
TIME 03:05 PM	20 FEB 2015	7.99 LB GR
TIME 03:06 PM	20 FEB 2015	7.99 LB GR
WT LOST =		0.36 LB GR
LOSS % =		4.31

VERT = 5.7

HORZ T = 4.8

HORZ B = 5.9

START A

TIME 03:09 PM	20 FEB 2015	8.31 LB GR
TIME 03:10 PM	20 FEB 2015	8.30 LB GR
TIME 03:11 PM	20 FEB 2015	8.29 LB GR
TIME 03:12 PM	20 FEB 2015	8.12 LB GR
TIME 03:13 PM	20 FEB 2015	7.98 LB GR
TIME 03:14 PM	20 FEB 2015	7.96 LB GR
TIME 03:15 PM	20 FEB 2015	7.94 LB GR
TIME 03:16 PM	20 FEB 2015	7.93 LB GR
TIME 03:17 PM	20 FEB 2015	7.93 LB GR
TIME 03:18 PM	20 FEB 2015	7.92 LB GR
WT LOST =		0.37 LB GR
LOSS % =		4.46

VERT = 5.9

HORZ T = 4.3

HORZ B = 6.1





### Room A

Skandia Daily Oil burn Data Equipment Summary

For \_\_\_\_\_ Date 1/26/15 7:48 AM Time

All data points are, 30 Second Average.

#### Test Chamber Air Flow

A. Vertical air flow (25+/- 10 ft./min)	18.49	feet / minute
B. Horizontal air flow (< 10 ft/min)	9.65	feet / minute

Any two Thermocouples may be equal to or greater than 1750 Degrees F.

Remaining equal to or greater than 1800 Degrees F.

Average must be greater than 1800 Degrees F.

#### Thermocouple (degree F)

#1	1751.6	°F
#2	1779.2	°F
#3	1816.7	°F
#4	1828.8	°F
#5	1860.1	°F
#6	1877.5	°F
#7	1834.4	°F

Average of Seven Thermocouple	1821.2	°F
Min Thermocouple	1751.6	°F
Max Thermocouple	1877.5	°F

Air inlet Air flow (67+/- 4) cubic feet per minute	69.3	cubic feet/minute
--	------	-------------------

Calorimeter (10 BTU/Square foot/Second) or greater	10.22	BTU/Square foot/Second
--	-------	------------------------







**SKANDIA, Inc.**

**Room A**

Skandia Daily Oil burn Data Equipment Summary

For \_\_\_\_\_ Date 1/26/15 2:57 PM Time

All data points are, 30 Second Average.

**Test Chamber Air Flow**

A. Vertical air flow (25+/- 10 ft./min) 22.73 feet / minute  
B. Horizontal air flow (< 10 ft/min) 8.36 feet / minute

Any two Thermocouples may be equal to or greater than 1750 Degrees F.

Remaining equal to or greater than 1800 Degrees F.

Average must be greater than 1800 Degrees F.

**Thermocouple (degree F)**

#1	1750.4 °F
#2	1783.4 °F
#3	1844.4 °F
#4	1873.5 °F
#5	1892.6 °F
#6	1894.0 °F
#7	1820.8 °F

Average of Seven Thermocouple	1837.0 °F
Min Thermocouple	1750.4 °F
Max Thermocouple	1894.0 °F

Air inlet Air flow (67+/- 4) cubic feet per minute 68.1 cubic feet/minute

Calorimeter (10 BTU/Square foot/Second) or greater 10.55 BTU/Square foot/Second





SKANDIA, Inc.

**Room B**

Skandia Daily Oil burn Data Equipment Summary

For \_\_\_\_\_ Date 1/26/15 8:27 AM Time

All data points are, 30 Second Average.

**Test Chamber Air Flow**

A. Vertical air flow (25+/- 10 ft./min)	31.95 feet / minute
B. Horizontal air flow (< 10 ft/min)	8.88 feet / minute

Any two Thermocouples may be equal to or greater than 1750 Degrees F.

Remaining equal to or greater than 1800 Degrees F.

Average must be greater than 1800 Degrees F.

**Thermocouple (degree F)**

#1	1770.6 °F
#2	1818.2 °F
#3	1810.6 °F
#4	1806.3 °F
#5	1811.5 °F
#6	1821.7 °F
#7	1847.5 °F

Average of Seven Thermocouple	1812.3 °F
Min Thermocouple	1770.6 °F
Max Thermocouple	1847.5 °F

Air inlet Air flow (67+/- 4) cubic feet per minute	67.3 cubic feet/minute
--	------------------------

Calorimeter (10 BTU/Square foot/Second) or greater	10.82 BTU/Square foot/Second
--	------------------------------





SKANDIA, Inc.

**Room B**

Skandia Daily Oil burn Data Equipment Summary

For \_\_\_\_\_ Date 1/26/15 3:23 PM Time

All data points are, 30 Second Average.

**Test Chamber Air Flow**

A. Vertical air flow (25+/- 10 ft./min)	25.10	feet / minute
B. Horizontal air flow (< 10 ft/min)	9.06	feet / minute

Any two Thermocouples may be equal to or greater than 1750 Degrees F.

Remaining equal to or greater than 1800 Degrees F.

Average must be greater than 1800 Degrees F.

**Thermocouple (degree F)**

#1	1795.9	°F
#2	1823.5	°F
#3	1813.1	°F
#4	1807.5	°F
#5	1805.9	°F
#6	1812.6	°F
#7	1816.1	°F

Average of Seven Thermocouple	1810.7	°F
Min Thermocouple	1795.9	°F
Max Thermocouple	1823.5	°F

Air inlet Air flow (67+/- 4) cubic feet per minute	67.1	cubic feet/minute
--	------	-------------------

Calorimeter (10 BTU/Square foot/Second) or greater	11.26	BTU/Square foot/Second
--	-------	------------------------





**SKANDIA, Inc.**

**Room A**

Skandia Daily Oil burn Data Equipment Summary

For \_\_\_\_\_ Date 2/20/15 9:39 AM Time

All data points are, 30 Second Average.

**Test Chamber Air Flow**

A. Vertical air flow (25+/- 10 ft./min) 28.24 feet / minute  
B. Horizontal air flow (< 10 ft/min) 7.11 feet / minute

Any two Thermocouples may be equal to or greater than 1750 Degrees F.

Remaining equal to or greater than 1800 Degrees F.

Average must be greater than 1800 Degrees F.

**Thermocouple (degree F)**

#1	1831.2 °F
#2	1811.5 °F
#3	1768.0 °F
#4	1780.7 °F
#5	1829.2 °F
#6	1851.4 °F
#7	1816.8 °F

**Average of Seven Thermocouple**

Average of Seven Thermocouple	1812.7 °F
Min Thermocouple	1768.0 °F
Max Thermocouple	1851.4 °F

Air inlet Air flow (67+/- 4) cubic feet per minute 66.2 cubic feet/minute

Calorimeter (10 BTU/Square foot/Second) or greater 10.67 BTU/Square foot/Second







**SKANDIA, Inc.**

**Room A**

Skandia Daily Oil burn Data Equipment Summary

For \_\_\_\_\_ Date 2/20/15 3:23 PM Time

All data points are, 30 Second Average.

**Test Chamber Air Flow**

A. Vertical air flow (25+/- 10 ft./min) 26.81 feet / minute  
B. Horizontal air flow (< 10 ft/min) 4.93 feet / minute

Any two Thermocouples may be equal to or greater than 1750 Degrees F.

Remaining equal to or greater than 1800 Degrees F.

Average must be greater than 1800 Degrees F.

**Thermocouple (degree F)**

#1	1825.0 °F
#2	1778.5 °F
#3	1754.4 °F
#4	1801.9 °F
#5	1837.7 °F
#6	1837.4 °F
#7	1801.3 °F

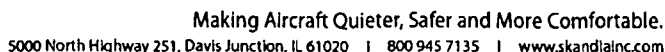
**Average of Seven Thermocouple**

	1805.2 °F
Min Thermocouple	1754.4 °F
Max Thermocouple	1837.7 °F

Air inlet Air flow (67+/- 4) cubic feet per minute 66.3 cubic feet/minute

Calorimeter (10 BTU/Square foot/Second) or greater 10.96 BTU/Square foot/Second





14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)

Client PO 000852624

Technician Rickey Ryerson

Tail: N/A

Conditioning Room Data:      Date In: 12/31/2014    Time In: 15:45                      Date Out: 01/02/2015    Time Out: 11:45

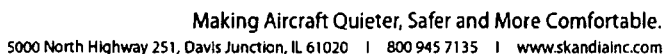
Lot No 81367

*Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.*

☒ Passed ☐ Failed

DATE \_\_\_\_\_





## 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)

Client PO 000852624

Doc ID: 12NW-316466  
Test Plan # 24373  
Rev IR

Project #  
Technician Rickey Ryerson

Make: Dassault	Model: Mystere Falcon 900	Serial: 095	Tail: N/A
----------------	---------------------------	-------------	-----------

## SPECIMEN MATERIALS

### Perrone Aerospace: Leather, Curly Tan Sheepskin

Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)
1	12	2.0	0.5	0.0
2	12	1.0	0.5	0.0
3	12	3.0	0.7	0.0
<b>Average:</b>		2.0	0.6	0.0

**Comments:**

CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.

01/02/2015

DATE \_\_\_\_\_

02/24/15

Document #24373

Rev C

WO# 283979-14

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VERTICAL FLAMMABILITY TEST RESULTS						Skandia, Inc. WO # 283979-14	
14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)						Client PO 000852624	
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 12-316468 Test Plan # 24373 Rev IR  Project # Technician Rickey Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 12/31/2014 Time In: 15:45 Date Out: 01/02/2015 Time Out: 11:33							
SPECIMEN MATERIALS							
Part No: 3800/22  Great Plains: Fabric, Thick As Thieves: Tumeric Treated at Applikators Plus ref. SA0059842							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length (inches)		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	12	0.0	0.0	1.3	1.5	0.0	0.0
2	12	0.0	0.0	1.4	1.3	0.0	0.0
3	12	0.0	4.3	1.4	1.8	0.0	0.0
Average:		0.0	1.4	1.4	1.5	0.0	0.0
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>							
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.							
Jane Biberstein -FAA DER				01/02/2015			
WITNESS				DATE			

Skandia, Inc.

02/24/15

Document #24373

Rev C

WO# 283979-14

Page: D.16







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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 283979-14 Client PO 000852624			
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US				Doc ID: 12-316469 Test Plan # 24373 Rev IR  Project # Technician Rickey Ryerson			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Dassault		Model: Mystere Falcon 900		Serial: 095		Tail: N/A	
Conditioning Room Data: Date In: 12/31/2014 Time In: 15:45 Date Out: 01/02/2015 Time Out: 11:37							
SPECIMEN MATERIALS							
Part No: 28366.6  Kravet: Fabric, Couture Plush Treat Chocolate Treated at Applikators Plus ref. SA0059506							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length (inches)		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	12	0.0	7.7	0.8	1.2	0.0	0.0
2	12	14.4	7.3	1.3	1.1	0.0	0.0
3	12	0.0	0.0	1.0	0.9	0.0	0.0
Average:		4.8	5.0	1.0	1.1	0.0	0.0
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.							
Jane Biberstein -FAA DER WITNESS Skandia, Inc.				01/02/2015 DATE Page: D.17			

02/24/15

Document #24373

Rev C

WO# 283979-14





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<b>VERTICAL FLAMMABILITY TEST RESULTS</b> 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)	Skandia, Inc. WO # 283979-14 Client PO 000852624
Standard Aero Springfield Facility 1200 North Airport Drive  Springfield IL 62707 US	Doc ID: 12-318903 Test Plan # 24373 Rev B  Project # Technician Jason Manning

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
Make: Dassault	Model: Mystere Falcon 900	Serial: 095	Tail: N/A
Conditioning Room Data: Date In: 02/12/2015 Time In: 13:22 Date Out: 02/13/2015 Time Out: 15:14			

SPECIMEN MATERIALS	
Part No: 28770-1616  Kravet: Fabric, Beige Treated at Applikators Plus Ref. SA0060674	

testing was added in Rev. B

Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length (inches)		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	12	0.0	0.0	0.9	1.2	0.0	0.0
2	12	0.0	2.1	0.9	1.1	0.0	0.0
3	12	0.0	0.0	0.8	1.2	0.0	0.0
Average:		0.0	0.7	0.9	1.2	0.0	0.0

Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds.  
Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.

Comments:
-----------

<div><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>
---

Jane Biberstein -FAA DER WITNESS		02/13/2015 DATE
Skandia, Inc.	02/24/15	Document #24373 Rev C WO# 283979-14 Page:D.18





# SKANDIA

5000 N. Highway 251 ■ Davis Junction, IL 61020  
815.393.4600 ■ 815.393.3501 (fax)  
www.SkandiaInc.com

<b>VERTICAL FLAMMABILITY TEST RESULTS</b> 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 231913-11 Client PO	
Skandia (Products) 5000 N. Hwy. 251  Davis Junction IL 61020 USA				Doc ID: 12NW-248662 Test Plan # Rev	
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>					
Make: Stock		Model: N/A		Serial: N/A	
Tail: N/A					
Conditioning Room Data: Date In: 10/18/2011 Time In: 09:30 Date Out: 10/19/2011 Time Out: 09:33					
<b>SPECIMEN MATERIALS</b>					
Skandia, Inc.: 2" RP Beige PSA Loop Fastener PRPBGE2.00L, Lot #431173-10-PRP:					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.2	0.0	
2	12	0.0	0.3	0.0	
3	12	0.0	0.3	0.0	
Average:		0.0	0.3	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments: Adhered to .025" Aluminum.					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div>					
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
Donna J. Parrish -FAA DER				10/19/2011	
WITNESS				DATE	





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<b>VERTICAL FLAMMABILITY TEST RESULTS</b> 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)		Skandia, Inc. WO # 271541-14 Client PO		
Skandia (Products) 5000 N. Hwy. 251  Davis Junction IL 61020 USA		Doc ID: 12NW-299422 Test Plan # Rev  Project # Technician Rickey Ryerson		
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>				
Make: Stock	Model: N/A	Serial: N/A	Tail: N/A	
Conditioning Room Data:    Date In: 04/08/2014    Time In: 08:35                      Date Out: 04/09/2014    Time Out: 11:31				
<b>SPECIMEN MATERIALS</b>				
Part No: <b>PRPBGE2.00H</b> Skandia, Inc.: 2" Beige PSA RP Hook Fastener          Lot No    489098-3-PRP				
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)
1	12	0.0	0.6	0.0
2	12	0.0	0.4	0.0
3	12	0.0	0.6	0.0
<b>Average:</b>		0.0	0.5	0.0
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.				
Comments: Adhered to .025" Aluminum				
<input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed				
CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.				
Jennifer Paluzzi -FAA DER		04/09/2014		
WITNESS		DATE		







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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 275398-14 Client PO	
Skandia (Products) 5000 N. Hwy. 251  Davis Junction IL 61020 USA				Doc ID: 12NW-304157 Test Plan # Rev  Project # Technician Connie Edwards	
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Stock		Model: N/A		Serial: N/A	
Tail: N/A					
Conditioning Room Data: Date In: 06/26/2014 Time In: 11:45 Date Out: 06/27/2014 Time Out: 13:41					
SPECIMEN MATERIALS					
Part No: PBGE2.00L Skandia, Inc.: 2" Beige PSA Loop Fastener    Lot No 494744-PS					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.4	0.0	
2	12	0.0	0.4	0.0	
3	12	0.0	0.4	0.0	
Average:		0.0	0.4	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments: Adhered to .025" Aluminum					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
Judy Johnson - FAA DER				06/27/2014	
WITNESS				DATE	





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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 275398-14 Client PO	
Skandia (Products) 5000 N. Hwy. 251  Davis Junction IL 61020 USA				Doc ID: 12NW-304158 Test Plan # Rev  Project # Technician Connie Edwards	
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Stock		Model: N/A		Serial: N/A	
Tail: N/A					
Conditioning Room Data: Date In: 06/26/2014 Time In: 11:45 Date Out: 06/27/2014 Time Out: 13:38					
SPECIMEN MATERIALS					
Part No: PBGE2.00H Skandia, Inc.: 2" Beige PSA Hook Fastener    Lot No 494738-PS					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.3	0.0	
2	12	0.0	0.5	0.0	
3	12	0.0	0.6	0.0	
Average:		0.0	0.5	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments: Adhered to .025" Aluminum					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>					
Judy Johnson - FAA DER WITNESS				06/27/2014 DATE	





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<b>VERTICAL FLAMMABILITY TEST RESULTS</b> 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 284031-15 Client PO	
Skandia (Products) 5000 N. Hwy. 251  Davis Junction IL 61020 USA				Doc ID: 12NW-316476 Test Plan # Rev  Project # Technician Ray Korte	
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>					
Make: Stock		Model: N/A		Serial: N/A	
Tail: N/A					
Conditioning Room Data: Date In: 01/02/2014 Time In: 09:20 Date Out: 01/05/2015 Time Out: 08:15					
<b>SPECIMEN MATERIALS</b>					
Part No: <b>DAX 26</b> Skandia, Inc.: Graphite/Poly Foam 1/2"    Lot No 11184-D26					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.5	0.0	
2	12	0.0	0.6	0.0	
3	12	0.0	0.5	0.0	
Average:		0.0	0.5	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <b>CERTIFICATION:</b> I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
Jennifer Paluzzi -FAA DER				01/05/2015	
WITNESS				DATE	





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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 285608-15 Client PO	
Skandia (Products) 5000 N. Hwy. 251  Davis Junction IL 61020 USA				Doc ID: 12NW-318453 Test Plan # Rev  Project # Technician Ray Kortte	
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Stock		Model: N/A		Serial: N/A	
Tail: N/A					
Conditioning Room Data: Date In: 02/05/2015 Time In: 10:00 Date Out: 02/06/2015 Time Out: 10:19					
SPECIMEN MATERIALS					
Part No: DAX 26 Skandia, Inc.: Graphite/Poly Foam 1/2"   Lot No 11074-D26					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.7	0.0	
2	12	0.0	0.7	0.0	
3	12	0.0	0.7	0.0	
Average:		0.0	0.7	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>					
Jennifer Paluzzi -FAA DER				02/06/2015	
WITNESS				DATE	







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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 2b Client PO	
Skandia (Products) 5000 N. Hwy. 251  Davis Junction IL 61020 USA				Doc ID: 12NW-312695 Test Plan # Rev  Project # Technician Ray Kortte	
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Stock		Model: N/A		Serial: N/A	
Tail: N/A					
Conditioning Room Data: Date In: 11/03/2014 Time In: 09:17 Date Out: 11/04/2014 Time Out: 10:12					
SPECIMEN MATERIALS					
Part No: DAX 26 Skandia, Inc.: Graphite/Poly Foam 1/2"					
Lot No 10094-D26					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.6	0.0	
2	12	0.0	0.5	0.0	
3	12	0.0	0.5	0.0	
Average:		0.0	0.5	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>					
Jane Biberstein -FAA DER WITNESS				11/04/2014 DATE	

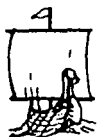




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<b>VERTICAL FLAMMABILITY TEST RESULTS</b> 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 282374-14 Client PO	
Skandia (Products) 5000 N. Hwy. 251  Davis Junction IL 61020 USA				Doc ID: 12NW-314096 Test Plan # Rev  Project # Technician Rickey Ryerson	
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>					
Make: Stock		Model: N/A		Serial: N/A	
Tail: N/A					
Conditioning Room Data: Date In: 11/20/2014 Time In: 14:05 Date Out: 11/21/2014 Time Out: 14:05					
<b>SPECIMEN MATERIALS</b>					
Part No: DAX 26 Skandia, Inc.: Graphite/Poly Foam 1/2"          Lot No 10174-D26					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.5	0.0	
2	12	0.0	0.5	0.0	
3	12	0.0	0.5	0.0	
Average:		0.0	0.5	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments:					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>					
Jane Biberstein -FAA DER WITNESS				11/21/2014 DATE	





# SKANDIA

5000 N. Highway 251 ■ Davis Junction, IL 61020  
815.393.4600 ■ 800.945.7135  
www.SkandiaInc.com

Client:  
SKANDIA (PRODUCTS)  
5000 N HWY 251  
DAVIS JUNCTION IL 61020

WO #: 120205-05  
Date: 02/14/05  
Test Plan #:  
PO #: VERBAL

Aircraft:  
STOCK

S/N:  
NA

## VERTICAL FLAMMABILITY TEST RESULTS

FAR 25.853 (a) Appendix F Part I (a) (1) (ii)

Conditioning Room: Time In: 02/11/05

Time Out: 02/14/05

Specimen: SKANDIA, INC.: DAX GRAPHITE/POLY FOAM 26 ILD 1/2", LOT #01285-D26

Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drippings (seconds)
12	0.0	2.4	0.0
12	0.0	2.2	0.0
12	0.0	1.8	0.0
Average:	0.0	2.1	0.0


### Comments:

Vertical (12 sec.) Burn Test: Average Self-Extinguish time may not exceed 15 sec. Average Burn Length may not exceed 8". Average Dripping may not exceed 5 sec. after falling.

Passed: ☒

Failed : ☐

Signed:

  
Carin Demus



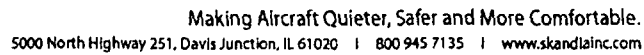


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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 266293-13 Client PO			
Skandia (Products) 5000 N. Hwy. 251  Davis Junction IL 61020 USA				Doc ID: 12-292757 Test Plan # Rev  Project # Technician Ray Kortte			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION							
Make: Stock		Model: N/A		Serial: N/A		Tail: N/A	
Conditioning Room Data: Date In: 12/16/2013 Time In: 14:20 Date Out: 12/17/2013 Time Out: 14:34							
SPECIMEN MATERIALS							
Part No: FG-101 Skandia, Inc.: Knit, Fire Guard  Lot No 11062-CI							
Set	Flame Application (seconds)	Flame Time (seconds)		Burn Length (inches)		Drip Flame Time (seconds)	
		Warp	Fill	Warp	Fill	Warp	Fill
1	12	0.0	0.0	1.4	1.4	0.0	0.0
2	12	0.0	0.0	0.6	1.7	0.0	0.0
3	12	0.0	0.0	2.1	1.9	0.0	0.0
Average:		0.0	0.0	1.4	1.7	0.0	0.0
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.							
Comments:							
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> <p>CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.</p>							
Jane Biberstein -FAA DER WITNESS				12/17/2013 DATE			

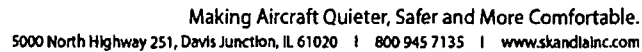






Skandia, Inc. 02/24/15 Document #24373 Rev C WO# 283979-14 Page:D.29





Skandia, Inc. 02/24/15 Document #24373 Rev C WO# 283979-14 Page:D.30





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VERTICAL FLAMMABILITY TEST RESULTS 14 CFR Part 25.853 (a) Amdt 25-116 Appendix F Part I (a)(1)(ii)				Skandia, Inc. WO # 282763-14 Client PO	
Skandia (Flammability) 5000 N. Hwy. 251  Davis Junction IL 61020 USA				Doc ID: 12NW-314665 Test Plan # Rev  Project # Technician Rickey Ryerson	
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
Make: Stock		Model: N/A		Serial: N/A	
Tail: N/A					
Conditioning Room Data: Date In: 12/02/2014 Time In: 15:00 Date Out: 12/03/2014 Time Out: 15:02					
SPECIMEN MATERIALS					
Part No: #5 3M(TM): Scotch Weld Neoprene Contact Adhesive, Ref PO 7230FLA					
Set	Flame Application (seconds)	Flame Time (seconds)	Burn Length (inches)	Drip Flame Time (seconds)	
1	12	0.0	0.5	0.0	
2	12	0.0	0.5	0.0	
3	12	0.0	0.5	0.0	
Average:		0.0	0.5	0.0	
Vertical (12 second) Burn Test: Average Self-Extinguish time may not exceed 15 seconds. Average Burn Length may not exceed 8 inches. Average Dripping may not exceed 5 seconds after falling.					
Comments: Tested with .25 DAX 26, Bonded to .25 DAX 26 for Adhesive Qualification Purposes					
<div style="text-align: right;"><input checked="" type="checkbox"/> Passed <input type="checkbox"/> Failed</div> CERTIFICATION: I certify that after testing these specimens, the above results were obtained in accordance with the procedures and equipment specified by Code of Federal Regulations Title 14 Part 25, revised as of January 1, 2004 and the Aircraft Materials Fire test Handbook dated April, 2000.					
Jennifer Paluzzi -FAA DER WITNESS				12/03/2014 DATE	



# **APPENDIX E**

## **TRACEABILITY DOCUMENTATION**

Skandia, Inc.

Client: Standard Aero

Date:  
01/15/15

Document  
#24373

Rev  
IR

W/O #  
283979-14

Page E.1







## Packing Slip

86329

Date: 10/28/2014

Bill To: Garrett / Standard Aero Business Aviation  
 Email ALL Invoices To:  
 mro.vendors@standardaero.com

Ship To: USA  
 GARRETT AV dba STANDARD AERO  
 1200 N AIRPORT DR  
 CAPITAL AIRPORT  
 SPRINGFIELD IL 62707  
 USA

Customer PO 847287

Firefly

#	Item Code	Description	Quantity	Dye Lot
	A260	Avion Maize	1,848.50	81367

Bin	Quantity	Barcode	
B0001	47.75	81367 336479	81367
B0001	54.75	81367 336480	81367
B0001	50.50	81367 336481	81367
B0001	54.75	81367 336482	81367
B0001	52.00	81367 336483	81367
B0001	51.25	81367 336484	81367
B0001	49.75	81367 336485	81367
B0001	50.00	81367 336486	81367
B0001	59.00	81367 336489	81367
B0001	46.75	81367 336491	81367
B0001	50.25	81367 336492	81367
B0001	55.25	81367 336493	81367
B0001	58.00	81367 336494	81367
B0001	57.00	81367 336495	81367
B0001	54.75	81367 336496	81367
B0001	51.50	81367 336497	81367
B0001	52.25	81367 336498	81367
B0001	50.75	81367 336499	81367
B0001	53.75	81367 336500	81367
B0001	56.25	81367 336501	81367
B0001	55.75	81367 336502	81367
B0001	51.25	81367 336503	81367
B0001	51.50	81367 336504	81367



B0001	51.00	81367 336505	81367
B0001	56.00	81367 336506	81367
B0001	52.50	81367 336516	81367
B0001	49.50	81367 336518	81367
B0001	52.00	81367 336519	81367
B0001	51.50	81367 336520	81367
B0001	52.75	81367 336521	81367
B0001	53.00	81367 336522	81367
B0001	53.50	81367 336523	81367
B0001	53.25	81367 336524	81367
B0001	52.50	81367 336525	81367
B0001	56.25	81367 336526	81367

Shannon / Firefly F900 - 095 N989TS

FedEx Acct 340 789 571

Due Date: 10/28/2014

Sales Employee: GRACE BROWN

Remarks: Shannon / Firefly F900 - 095 N989TS/  
A260 / Based On Sales Orders 93315.



**Packing Slip # SA0059506**

DATE: 10/28/2014

SHIPPED TO STANDARD AERO BUSINESS AVIATION S

1200 N AIRPORT DRIVE

## CAPITAL AIRPORT

217-535-3557 SCOTT MILLER

AZ 85082-7600

# SPRINGFIELD

IL 6270

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Product Search


**KK** kravet
Click [here](#) to shop across our family of brands

Enter SKU or Description

SEARCH

fabrics

furniture

trimmings

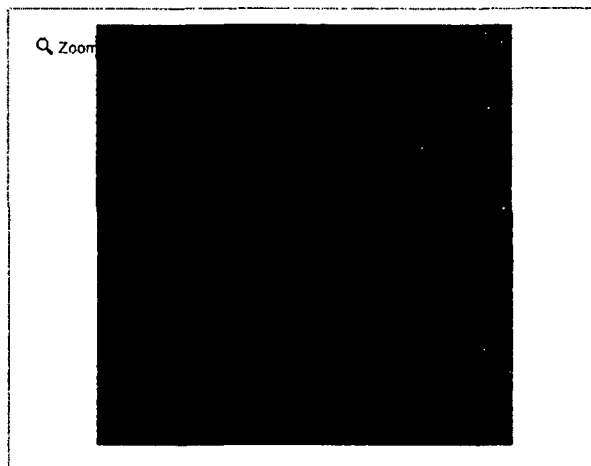
carpets

wallcoverings

drapery hardware

my favorites

## Kravet Couture PLUSH TREAT CHOCOLATE 28366.6



## PLUSH TREAT CHOCOLATE

## Contents

82% Rayon, 14% Polyester, 4% Acrylic

## Details

SKU: 28366.6

Cover Type: Chenille

Color: Brown

Durability: Heavy Duty

Direction: Up The Bolt

Country of Origin: USA

Use: Upholstery

Brand: Kravet Couture

Sample Available: Yes

Company: Kravet

Grade: 0033

Color Family: Brown

Cleaning Code: S

Fabric Width: 54"

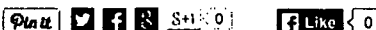
Pattern Type: Texture

Exclusive: Yes

Showroom Only Product: No

## Previous Search Results

REQUEST INFORMATION



STAY CONNECTED



©2014 Kravet Inc.





FROM  
KRAVET INC  
1600 HIGHWAY 29 SOUTH  
ANDERSON, SC 28626  
United States

TO  
GARRETT AVIATION  
C/O APPLIKATORS PLUS, 5677 STATE HWY 276  
ROYSE CITY, TX 75189 US

PO# 000846380  
SO# 7013985

Package #: 1

Item: 28366.6.0

Quantity: 31.25 YD

Lot# 490931 - 03,352473 - 01,450689 - 01,271305 - 04,490931 - 02,49093

Sidemark:

WARNING  
DO NOT CUT THIS ITEM !!!  
THIS ITEM SHOULD  
AS TO THE OIL  
AND OIL  
WILL

THIS TAG  
NEED  
1800 IDITION  
1022 LOWANCE  
GS

483

Fin Fly



**Packing Slip # SA0059842**

5677 State Hwy 276  
Royse City, Texas 75189  
(214) 771-0606  
FAX (214) 771-0561

DATE: 11/20/2014

**SOLD TO STANDARD AERO BUSINESS AVIATION S**

PO BOX 67600

217-544-3434 MAIN

# PHOENIX

AZ 85082-7600

SHIPPED TO STANDARD AERO BUSINESS AVIATION'S

1200 N AIRPORT DRIVE

# CAPITAL AIRPORT

217-535-3557 SCOTT MILLER

# SPRINGFIELD

1L 62707

CUST. ORD. NO. 000848688		DATE REC'D 11/14/2014	TERMS NET 30 DAYS	DATE SHIPPED 11/20/2014	VIA FDX PI 340789571
QUANTITY / UNIT	DESCRIPTION				AMOUNT
26 YDS.	GREAT PLAINS FABRIC-3800-22 THICK AS THIEVES TUMERIC				
	S/M: FIREFLY T900-095/PO# 000848683				
	TREATED TO: FAR-25-853/SUPERSEAL				
SUB TOTAL					
SALES TAX					
FREIGHT BILL # 771938758(4)					
TOTAL					

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Received

**Skandia Inc.**

02/22/15

Document#24373

**Row 6**

WFO#2 Date: 8-30-70

Doc 57



# HOLLY HUNT

[Register](#) or [Log In](#)

## THICK AS THIEVES: TUMERIC

3800/22

### TOOLS

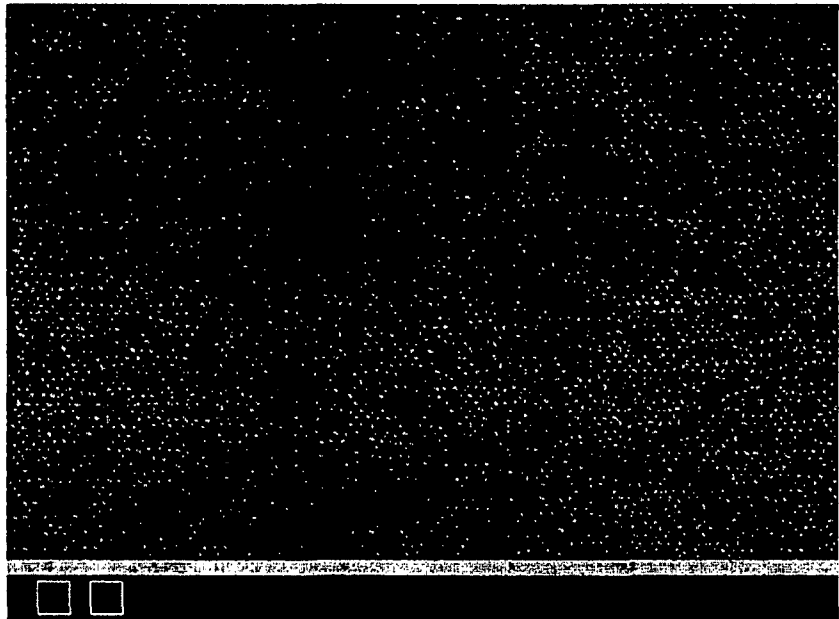
[Find A Showroom](#)

[Email Your Designer](#)

[Join Our Mailing List](#)

### REASONS TO REGISTER ▶

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- Download tearsheets and brochures
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- Manage projects, order memos and more!



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© 2014 Holly Hunt Enterprises Inc.

800.320.3145





## Container Packing List

Ship From:  
Holly Hunt Dist. Center  
5025 W. 73rd Street  
Bedford Park, IL 60638 US

Ship To:  
Applkators Plus  
5677 State Hwy 276

ROYSE CITY, TX 75189

For questions call Customer Service at 866-200-8010 or FAX 708-821-1040

Bill Customer Name: StandardAero Business

Shipment: SHP287184

Sidemark 1: Standard Aero/ Shannon/ Firefly

Container: OB132364

Sidemark 2: F900-095

Customer PO #: 000848683

Order	Line No.	Part	Package	Description	Ordered	Tag	Dye Lot	Tag Qty
SO489566/ SOTX	10000	3800/22		Thick As Thieves / Tumeric	25 YARD	BC430304	A16-0726	26 YARD

FireFly  
R-Fabric

LF (1)  
43 04

RETURNS POLICY: Please send all returns with a copy of this container packing list to the address listed at the top of this page.

Container Packing List ID: CPL178576  
Page 1 of 1

Skandia, Inc.

02/24/15

Document #24373

Rev C

WO# 283979-14

Page:E.9





B STANDARD AERO BUSINESS AVIATION SERVICES, LLC  
 I ATTN: ACCOUNTS PAYABLE  
 L PO BOX 67600  
 L PHOENIX AZ 85082



PERFORMANCE LEATHERS & TEXTILES

182A Riverside Drive  
 Fultonville, NY 12072  
 Phone: (518) 853-4300  
 Fax: (518) 853-4333

S STANDARD AERO BUSINESS SERVICES, LLC  
 H ATTN: RECEIVING DEPT  
 I 1200 NORTH AIRPORT DRIVE  
 P SPRINGFIELD IL 62707

PACKING SLIP # 36478  
 COPY 2 OF 2 P1 OF 1

BURN CERT ENC

Program	CGA	Make	
Tax ID/VAT		Model	
Burn Cert	25.853-12 SEC	Serial #	
CFA		Tail #	

ORDER# SHIP VIA PKGS WEIGHT PO # SHPR SHIPPED  
 26740 FP - FEDEX P OVERNIGHT 10 1 32 848402 JKK 11/07/14  
 AM

LINE	ITEM	DESCRIPTION	ON ORDER	SHIPPED	BACKORDERED	LOCN
1	SHR-4393	CURLY TAN EMBOSSEING: NONE WO/LOT # LOCN QTY 224489 CGA 9	81 SQF 9.0 HD	85.00 9	0 0.0	
<p><i>FireFly</i>  <i>w/o 311/440</i>  <i>-0903</i></p> <p><i>Shearling sheepskin</i></p>						
Skandia, Inc.		02/24/15	Document #24373	Rev C	WO# 283979-14	Page:E.10





PERFORMANCE LEATHERS & TEXTILES

182A Riverside Drive  
Fultonville, NY 12072  
Phone: (518) 853-4300  
Fax: (518) 853-4333

S SKANDIA  
H 5000 ILLINOIS 251  
I DAVIS JUNCTION IL 61020  
P ATTN: JANE BIBERSTEIN

PACKING SLIP # 37828  
COPY 2 OF 2 P1 OF 1

BURN CERT ENC

Program	CGA	Make	FIREFLY
Tax ID/VAT		Model	F900-095
Burn Cert	25.853-12 SEC	Serial #	
CFA		Tail #	

ORDER# SHIP VIA PKGS WEIGHT PO # SHPR SHIPPED  
28387 FP - FEDEX P OVERNIGHT 10 1 16 855327 JKK 01/30/15  
AM, INCOTERM: DOM

LINE	ITEM	DESCRIPTION	ON ORDER	SHIPPED	BACKORDERED	LOCN
1	SHR-4393	CURLY TAN EMBOSSING: NONE WO/LOT #      LOCN      QTY 224489      CGA      4	36 SQF 4.0 HD	38.25 4	0 0.0	

TRACKING #: 572800389041





COC 3941-51512  
 ShipDate 01/30/15  
 PO# 855327

## Certificate of Conformance

Page 1

Customer:

SKANDIA  
 5000 ILLINOIS 251  
 DAVIS JUNCTION, IL 61020

Serial #	Tail #	Aircraft Make	Model #	Customer Part #
		FIREFLY		

Order Information				
Lot	Item	Part #	Square Feet	Hides
224489	CURLY	SHR-4393	38.25	4

Color Match	
Approval Date	Source of Light
01/30/15	Fluorescent

Inspection Date/DOM	ReportNum	Inspected By	Approval Date
01/30/15	3941-51512	Karyn Eglin	01/30/15

This product conforms to the specifications of Perrone Aerospace and we do hereby certify that the above material and processing of the parts furnished on the above purchase order were produced in conformance to all applicable specifications called out on the purchase order and/or drawings

*Karyn Eglin*



**Packing Slip # SA0060674**

DATE: 2/9/2015

SHIPPED TO STANDARD AERO BUSINESS AVIATION S

1200 N AIRPORT DRIVE

# CAPITAL AIRPORT

AZ 85082-7600

217-535-3557 SCOTT MILLER

# SPRINGFIELD

IL 62707

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Received

Date \_\_\_\_\_





BRANCH # 267  
(314) 427-4202  
2771 CHOUTEAU AVENUE  
ST. LOUIS MO 63103



**FINISHMASTER**  
Automotive & Industrial Paint

Page Number 1 of 1  
Print Time 09/04/14 08:18:00

# INVOICE

Sold To: 563604 (480) 377-3129

Ship To: 563607 (217) 544-3431

STANDARD AERO BUS AVIATION SERV  
STANDARD AERO BUS AVIATION SERVICES, LLC  
PO BOX 67600  
ATTN: ACCOUNTS PAYABLE  
PHOENIX AZ 85082

STANDARD AERO BUS AVIATION SVCS  
STANDARD AERO BUS AVIATION SVCS LLC  
1200 N AIRPORT DR  
SPRINGFIELD FACILITY  
SPRINGFIELD IL 62707

Invoice	Invoice Date	Salesman	Counter Code	Tax Rate	Terms	Order #	Ship Via	PO#
69066299	09/04/14	040	60503	0.00 %	Charge	50190206		PO 000842326

H	Item Number	Description	Tax	Order	Ship	B/O	UOM	Unit Price	Total
X	20333	CONTACT ADHESIVE 5 NEUTRAL	N	25	25		GA	59.64	1,491.00

Non-Taxable Amount: 1,491.00

Subtotal:	1,491.00
Tax:	
Total Invoice Amount:	1,491.00

Thank you for your business

Signature \_\_\_\_\_

Chemical Emergency Contact - 1-800-535-5053		INFOTRAC 77821	
Hazardous Material Information		# Pks	Units
UN1133,Adhesives,3,II		25	GA
			Weight
			225.0000

## Form of Payment

☐ Skandia Inc. ☐ Check # 08/20/15 Check # Document # 24373 ☐ Credit Card (P) Last 4 digits of CC # 285979-14 ☐ Page E-14

When you provide a check as payment, you authorize us either to use information from your check to make a one-time electronic fund transfer from your account or



Skandia, Inc.

02/24/15

Document #24373

Rev C

WO# 283979-14

Page:E.15

FROM  
KRAVET INC.  
1500 HIGHWAY 29 SOUTH  
ANDERSON, SC 29626  
United States

TO  
GARRETT AVIATION  
C/O APPLIKATORS PLUS, 5677 STATE HWY 276  
ROYSE CITY, TX 75189 US

PO# 000855864  
SO# 7271771

Package #: 2

Item: 28770.1616.0  
Quantity: 33 YD  
Lot# 1140292 - 04  
Sidemark: PO#855864

*Pr (2) 1-2*  
*387*

**D**  
**(**  
**)**  
**3**  
**3**  
**)**

**WARNING**

DO NOT CUT THIS ITEM UNTIL YOU READ THIS TAG  
THIS ITEM SHOULD BE CAREFULLY EXAMINED  
AS TO THE QUANTITY, DESIGN, COLOR, CONDITION  
AND QUALITY BEFORE BEING CUT. AS NO ALLOWANCE  
WILL BE MADE FOR CUT FABRIC OR TRIMMINGS.

FROM  
KRAVET INC.  
1500 HIGHWAY 29 SOUTH  
ANDERSON, SC 29626  
United States

TO  
GARRETT AVIATION  
C/O APPLIKATORS PLUS, 5677 STATE HWY 276  
ROYSE CITY, TX 75189 US

PO# 000855864  
SO# 7271771

Package #: 1

Item: 28770.1616.0  
Quantity: 11 YD  
Lot# 1140292 - 03  
Sidemark: PO#855864

**D**  
**2**  
**16:30**  
**5054**  
**02.06**  
**RT483**  
**FZ**

**WARNING**

DO NOT CUT THIS ITEM UNTIL YOU READ THIS TAG  
THIS ITEM SHOULD BE CAREFULLY EXAMINED  
AS TO THE QUANTITY, DESIGN, COLOR, CONDITION  
AND QUALITY BEFORE BEING CUT. AS NO ALLOWANCE  
WILL BE MADE FOR CUT FABRIC OR TRIMMINGS.

**EW**  
**3NI**

**4D**  
**|**



**AMANN USA**

FURNITURE &amp; HOME DECOR

**AMANN-USA**452 BURBANK STREET  
BROOMFIELD, CO 80020

Tel: 303.453.0771

Fax: 888.282.7249

Pick Ticket

**661723**

Shipping Whse ID: COLO

Entry User ID: MAHNKEM

**Bill To:** Cust Account No: STA00074  
STANDARD BUSINESS AVIATION SERVICES LLC.  
ACCOUNTS PAYABLE  
PO BOX 67600  
PHOENIX, AZ 85082-7600  
US

Tel: 480.804.5002

Fax: 480.377.3169

**ShipTo:** 1  
STANDARD BUSINESS AVIATION SERVICES LLC.  
1200 N.AIRPORT DR  
SPRINGFIELD, IL 62707  
US

Tel: 217.535.3557

Fax: 217.541.3389

Ship by Date	Ordered By	Customer PO Number	Carrier/Service Code	Terms of Sale	Inside Sales Rep	Freight Method
11/21/2014	SCOTT	849674	FEDEX Overnight Air	NET 30 DAYS		C

Seq#	L	Item No#	Description	Qty Ordered	Pick Qty	Qty Back Ordered	Qty UM	Unit Price	Amt UM	Extended Price
2	S	V4035-0269	STRONGBOND 40 BONDED NYLON SIZE 69 TEX 70 100Z	6	6	0	EA	\$9.85	EA	\$59.10
<u>Extended Description</u>			Dark Sand	Bin No#:		D-2-02-4-2				
1	S	V4035-2758	STRONGBOND 40 BONDED NYLON SIZE 69 TEX 70 100Z	6	6	0	EA	\$9.85	EA	\$59.10
<u>Extended Description</u>			Khaki	Bin No#:		D-2-12-4-5				

Total Lines: 2

Total Weight: 3.48

Fire Fly

Thread

JS 11/25

	Subtotal	\$118.20
	Sales Tax	
	<b>Total:</b>	<b>\$118.20</b>



R.S. Hughes Company, Inc.  
 307 East North Ave  
 (630)344-6441  
 Carol Stream, IL 60188

SHIP/TRANSFER NUMBER

SHIP/TR/INVOICE NUMBER

138732 (815)393-4600/

75467845-01

BILL TO: SKANDIA, INC  
 5000 NORTH HWY 251  
 DAVIS JUNCTION, IL 61020

SHIP TO: SKANDIA, INC  
 5000 NORTH HWY 251  
 DAVIS JUNCTION, IL 61020

CUSTOMER P.O. NO.

CUSTOMER P.O. NO.

UPS COLLECT # 61RW94

SHIP/TR/INVOICE NUMBER	SLSMN.	ORDER DATE	TAKER	CUSTOMER P.O. NUMBER	DATE
75467845-01	5130	11/24/14	1101	7230FLA	12/01/14
SHIP VIA		BUYER	PHONE / EXT.	FRT.	PAGE

UPS Grd-Comm SUE DAVY

QUANTITY	ORDERED	B.O./RET.	SHIPPED	DISP.	ITEM CODE AND DESCRIPTION	U/M	UNIT PRICE	AMOUNT
					Order Entry Pick Ticket			
1	0		1		021200-20333	PA		
					3M ADH 5 FB NEUTRAL			
1	0		1		5 GALLON PAIL	EA		
					MSDS			
					MATERIAL SAFETY DATA SHEET			
1	0		1		CERTS OF CONFORMANCE	EA		
					CERTS OF CONFORMANCE			
					REQ W/SHPMNT & ATCHD			

4238AE

ORIGINAL  
 12-2-14  
 Annette

CODE EXPLANATION

- \* - STATE TAX APPLICABLE
- 1 - FED/OTHER TAX APPLICABLE
- 2 - STATE & FEDERAL TAX APPL.
- 3 - BALANCE BACK ORDERED
- C - CONSIDER COMPLETE
- D - DIRECT SHIPMENT
- F - FACTORY MINIMUM
- rt - RETURNED CYL.

\*\*\*Ship Order\*\*\*Ship Order\*\*\*

FREIGHT IN	FREIGHT OUT	WEIGHT
# OF CTNS	PICKER #	CONF.#

SUB TOTAL

SHIP / HANDLING  
 FED/OTHER TAX  
 STATE TAX

PAYMENT REQD

Skandia, Inc.

02/24/15 SHIPPING DISCREPANCIES MUST BE REPORTED WITHIN 7 DAYS.

WO# 28397914

Page E.17

0.00







## Material Safety Data Sheet

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### SECTION 1: PRODUCT AND COMPANY IDENTIFICATION

**PRODUCT NAME:** 3M™ Scotch-Weld™ Neoprene Contact Adhesive 5, Neutral Sprayable  
**MANUFACTURER:** 3M  
**DIVISION:** Industrial Adhesives and Tapes Division  
**ADDRESS:** 3M Center, St. Paul, MN 55144-1000

**EMERGENCY PHONE:** 1-800-364-3577 or (651) 737-6501 (24 hours)

**Issue Date:** 05/14/13  
**Supersedes Date:** 08/02/10  
**Document Group:** 10-2792-9

#### Product Use:

**Specific Use:** Contact Adhesive. Sale and use severely restricted due to high VOC in CT, DE, ME, MD, NH, NJ, NY, PA, RI, VA, DC, IL, IN, OH, in CA per R-1168.  
**Intended Use:** Industrial use

### SECTION 2: INGREDIENTS

<u>Ingredient</u>	<u>C.A.S. No.</u>	<u>% by Wt</u>
Petroleum Distillate	64741-84-0	15 - 40
Acetone	67-64-1	10 - 30
n-Hexane	110-54-3	10 - 30
Toluene	108-88-3	10 - 30
Polychloroprene	9010-98-4	7 - 13
Magnesium Resinate	68037-42-3	5 - 10
Cyclohexane	110-82-7	1 - 5
Zinc Oxide	1314-13-2	0.1 - 1
Rosin	8050-09-7	0.1 - 1

### SECTION 3: HAZARDS IDENTIFICATION

#### 3.1 EMERGENCY OVERVIEW

**Odor, Color, Grade:** Yellow liquid, ketone odor.  
**General Physical Form:** Liquid



SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 2/24/2014

(815) 393-4600

\*PICKING SHEET\*

WAREHOUSE: 002 PRODUCTS WAREHOUSE

SHIPPED FEB 24 2014

ORDER NUMBER: 0269249

ORDER DATE: 2/24/2014

CUSTOMER NUMBER: 0000566

SALESPERSON: 3100

SOLD TO:

Standard Aero - IL

P. O. Box 67600

Attn: Accts. Payable

Phoenix, AZ 85082-7600

CONFIRM TO:

Scott Miller

(217) 280-1182

SHIP TO:

Standard Aero - IL

Springfield Facility

1200 North Airport Drive

Springfield, IL 62707

CUSTOMER P.O.

SHIP VIA

TERMS

000825570

FED/P1

NET 30 1.5% LATE CHARGE

LOCATION ITEM NUMBER

UNIT

ORDERED

SHIPPED

BACKORDERED

Data Sheets, Mfg. C of C

FG-101

YARD

20.00

2000

Fire Guard 58" wide

LOT:

11062 - C1

Invoice:

Customer : 000825570

Phone : (336) 776-6000

Dept : 269249/PRO

Date : 24Feb14

Weight : 17 LBS

COD :

OV :

Shipping :

Special :

Handling :

Total :

0.00

0.00

0.00

0.00

6:00 PM PRIORITY OVERNIGHT  
TRAC: 5293 6156 1019

SHIPPING INFO:

340789571

WEIGHT: 0.00

PRODUCTS MAY BE SUBJECT TO CALIFORNIA PROP 65

\*DISCREPANCIES/REPORTED WITHIN 48 HOURS OF RECEIPT

\*15% RESTOCKING FEE ON ALL RETURNED PRODUCTS

Skandia, Inc.

02/24/15

Document #24373

Pulled by: JC	PKGS	WGT	L	W	H
Packed by: [Signature]	1	17	64	7	7
Inspected by: [Signature]					
Double check: [Signature]					
# of pkgs: 1	WO# 283979	14	Page E.19		
SII 200-02 Rev. New			Release Date: 08-07-13		



SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 8/27/2014

(815) 393-4600

\*PICKING SHEET\*

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0278093  
CUSTOMER NUMBER: 0000566

ORDER DATE: 8/26/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600  
CONFIRM TO: Scott Miller  
(217) 280-1182

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CUSTOMER P.O.		SHIP VIA	TERMS		
000841734		FEDEXFRT/PRI	NET 30 1.5% LATE CHARGE		
LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED
Data Sheets, Mfg. C of C					
H-001-A	PBGE1.00L	ROLL	10.00	10	Ø
	1" Beige PSA Loop	LOT:	X492131-PS		
H-002-A	PBGE1.00H	ROLL	10.00	10	Ø
	1" Beige PSA Hook	LOT:	X489150-PS		
H-003-A	PBGE2.00L	ROLL	8.00	8	Ø
	2" Beige PSA Loop	LOT:	X487320-PS		
H-004-A	PBGE2.00H	ROLL	8.00	8	Ø
	2" Beige PSA Hook	LOT:	X492116-PS		
H-005-A	SABGE2.00H	ROLL	1.00	1	Ø
	2" Beige SEW Hook-50yd	LOT:	X482744-SA		
H-006-A	SABGE2.00L	ROLL	1.00	1	Ø
	2" Beige SEW Loop-50yd	LOT:	X482660-SA		

Continued



SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 11/18/2014

(815) 393-4600

**\*PICKING SHEET\***

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0282151  
CUSTOMER NUMBER: 0000566

ORDER DATE: 11/18/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600  
CONFIRM TO: Scott Miller  
(217) 280-1182

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED
CUSTOMER P.O.	SHIP VIA	TERMS			
000849225	FED/GR	NET 30 1.5% LATE CHARGE			

Data Sheets, Mfg. C of C

H-08-D PRPBGE2.00H  
2" RP Beige PSA Hook 50yd roll  
H-9-D PRPBGE2.00L  
2" RP Beige PSA Loop 50yd roll

ROLL 2.00 2 Ø  
LOT: 497058-PRP  
ROLL 2.00 2 Ø  
LOT: 492516-7-PRP

SHIPPING INFO:  
340789571

WEIGHT: 18.40

PRODUCTS MAY BE SUBJECT TO CALIFORNIA PROP 65  
\*DISCREPANCIES/REPORTED WITHIN 48 HOURS OF RECEIPT  
\*15% RESTOCKING FEE ON ALL RETURNED PRODUCTS

Skandia, Inc. 02/24/15 Document #24373

Pulled by: <u>DA</u>	PKGS	WGT	L	W	H
Packed by:					
Inspected by: <u>B</u>					
Double check:					
# of Pkgs: WO# 283979-14	Page: E.21				
SH 200-02 Rev. New			Release Date:		





SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 12/1/2014

(815) 393-4600

**\*PICKING SHEET\***

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0282578  
CUSTOMER NUMBER: 0000566

ORDER DATE: 11/26/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600  
CONFIRM TO: Scott Miller  
(217) 280-1182

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CUSTOMER P.O.		SHIP VIA		TERMS	
000850006		FEDEXFRT/PRI		NET 30 1.5% LATE CHARGE	
LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED

Data Sheets, Mfg. C of C

H-01-A-B PBGE1.00L  
1" Beige PSA Loop

ROLL 10.00 10 ~~Ø~~  
LOT: 499942-PS

H-02-A-B PBGE1.00H  
1" Beige PSA Hook

ROLL 10.00 10 ~~Ø~~  
LOT: 497528-PS

L-11-13-B DAX26.5  
1/2"X24"X72" F/R Foam

SHT 10.00 10 ~~Ø~~  
LOT: 08214-D26

L-14-18-B DAX261.0  
1"X24"X72" F/R Foam

SHT 10.00 10 ~~Ø~~  
LOT: 08214-D26

L-20-25-B DAX262.0  
2"X24"X72" F/R Foam

SHT 10.00 10 ~~Ø~~  
LOT: 09124-D26

L-31-33-B DAX47.5  
1/2"X24"X72" F/R Foam

SHT 10.00 10 ~~Ø~~  
LOT: 06034-D47

L-34-36-B DAX471.0  
1"X24"X72" F/R Foam

SHT 10.00 10 ~~Ø~~  
LOT: 08084-D47

Continued



SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 12/1/2014

(815) 393-4600

**\*PICKING SHEET\***

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0282578  
CUSTOMER NUMBER: 0000566

ORDER DATE: 11/26/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600  
CONFIRM TO: Scott Miller

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

(217) 280-1182

CUSTOMER P.O.	SHIP VIA	TERMS
000850006	FEDEXFRT/PRI	NET 30 1.5% LATE CHARGE

LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED
L-38-40-B	DAX472.0	SHT	20.00	20	0
2"X24"X72" F/R Foam		LOT:	09044-D47		

SHIPPING INFO:  
Collect

WEIGHT: 313.00

PRODUCTS MAY BE SUBJECT TO CALIFORNIA PROP 65 .  
DISCREPANCIES/REPORTED WITHIN 48 HOURS OF RECEIPT  
15% RESTOCKING FEE ON ALL RETURNED PRODUCTS

Pulled by:	PKGS	WGT	L	W	H
Packed by:					
Inspected by:					
Double check:					

WO# 283978-14 Page: E.23



SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 12/1/2014

(815) 393-4600

**\*PICKING SHEET\***

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0282577  
CUSTOMER NUMBER: 0000566

ORDER DATE: 11/26/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CONFIRM TO: Scott Miller  
(217) 280-1182

CUSTOMER P.O.		SHIP VIA		TERMS	
000850008		FEDEXFRT/PRI		NET 30 1.5% LATE CHARGE	
LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED

Data Sheets, Mfg. C of C

D-07-A SK-F62311.0  
1"X42"X54" Beige Monarch Foam

SHT 2.00 2 φ  
LOT: 1405055-F6

M-05-07-B DAX901.0  
1"X24"X72" F/R Foam

SHT 12.00 12 φ  
LOT: 10144-D90

M-08-09-B DAX90.5  
1/2"X24"X72" F/R Foam

SHT 10.00 10 φ  
LOT: 10144-D90

M-18-21-B DAX551.0  
1"X24"X72" F/R Foam

SHT 12.00 12 φ  
LOT: 09244-D55

M-23-24-B DAX55.5  
1/2"X24"X72" F/R Foam

SHT 12.00 12 φ  
LOT: 08224-D55

Shipping or handling methods may cause undue compression or indentations in Ensolite products. Skandia, Inc. exercises care to protect the product from compression damage and consequently are not responsible for the material after it leaves our facility.

SHIPPING INFO:  
Collect

WEIGHT: 167.40

PRODUCTS MAY BE SUBJECT TO CALIFORNIA PROP 65  
\*DISCREPANCIES/REPORTED WITHIN 48 HOURS OF RECEIPT  
\*15% RESTOCKING FEE ON ALL RETURNED PRODUCTS

Skandia, Inc. 02/24/15 Document #24373

Pulled by: <u>SP</u>	PKGS	WGT	L	W	H
Packed by:					
Inspected by: <u>VB</u>					
Double check:					
Rev C	WO# 283979-14			Page: E.24	
# of pkgs.:					
SH 200-02 Rev. New			Release Date: 08-07-13		



251  
ACTION, IL 61020

REQUIRED SHIP DATE: 4/8/2014

J93-4600

## \*PICKING SHEET\*

REHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0271473  
CUSTOMER NUMBER: 0000566

ORDER DATE: 4/7/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CONFIRM TO: Scott Miller  
(217) 280-1182

CUSTOMER P.O.		SHIP VIA		TERMS	
000829316		FEDEXFRT/PRI		NET 30 1.5% LATE CHARGE	
LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED
L-024-B	DAX47.5	SHT	10.00	10	0
	1/2"X24"X72" F/R Foam	LOT:	3e01104-047 1e12123-047 6e12193-047		
L-026-B	DAX471.0	SHT	15.00	15	0
	1"X24"X72" F/R Foam	LOT:	03014-047		
L-032-B	DAX472.0	SHT	20.00	20	0
	2"X24"X72" F/R Foam	LOT:	5e01084-047 15e01104-047		
M-027-B	DAX552.0	SHT	8.00	8	0
	2"X24"X72" F/R Foam	LOT:	02244-D55		
M-031-B	DAX551.0	SHT	15.00	15	0
	1"X24"X72" F/R Foam	LOT:	03114-D55		
M-034-B	DAX55.5	SHT	8.00	8	0
	1/2"X24"X72" F/R Foam	LOT:	02064-D55		
V-001-B	DAX90.25SP	ROLL	1.00	1	0
	1/4"x48"x45' FR Suppressant Fo	LOT:	03044-D908PRC		

not  
used for  
this project.

Continued





SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 2/11/2015

(815) 393-4600

**\*PICKING SHEET\***

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0285846  
CUSTOMER NUMBER: 0000566

ORDER DATE: 2/11/2015  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
33 Allen Dyne Road  
Winnipeg, MB R3H 1A1  
Canada,

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CONFIRM TO: Scott Miller  
(217) 280-1182

CUSTOMER P.O.		SHIP VIA		TERMS	
000856332		FED/P1		NET 30 1.5% LATE CHARGE	
LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED

Data Sheets, Mfg. C of C

L-05-09-T GUARDIAN -20 YD  
8oz/sq yd Fireblock Seat Batt

ROLL 2.00  
LOT:

2  
1528-GB

SHIPPING INFO:  
340789571

WEIGHT: 32.00

PRODUCTS MAY BE SUBJECT TO CALIFORNIA PROP 65  
\*DISCREPANCIES/REPORTED WITHIN 48 HOURS OF RECEIPT  
\*15% RESTOCKING FEE ON ALL RETURNED PRODUCTS

Skandia, Inc. 02/24/15 Document #24373

Pulled by: SP	PKGS	WGT	L	W	H
Packed by:					
Inspected by: VB					
Double check:					
# of Pkgs.: 6	WO# 283979-14	Page E.26			
SH 200-02 Rev. New			Release Date: 08-07-13		



SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 2/24/2014

(815) 393-4600

\*PICKING SHEET\*

WAREHOUSE: 002 PRODUCTS WAREHOUSE

SHIPPED FEB 24 2014

ORDER NUMBER: 0269249  
CUSTOMER NUMBER: 0000566

ORDER DATE: 2/24/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600  
CONFIRM TO: Scott Miller  
(217) 280-1182

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CUSTOMER P.O.	SHIP VIA	TERMS			
000825570 —	FED/P1 —	NET 30 1.5% LATE CHARGE —			
LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED

Data Sheets, Mfg. C of C  
FG-101

Fire Guard 58" wide

YARD 20.00 20 - 0  
LOT: 11062 - C1 -

Invoice: Date: 24Feb14 Shipping: 0.00  
Customer: 000825570 Weight: 17 LBS Special: 0.00  
Phone: (336)776-6000 CDD: Handling: 0.00  
Dept: 269249/PRO DV: 0.00 Total: 0.00

6:00 PM PRIORITY OVERNIGHT  
TRK: 5293 5156 1019

SHIPPING INFO:  
340789571

WEIGHT: 0.00

PRODUCTS MAY BE SUBJECT TO CALIFORNIA PROP 65  
\*DISCREPANCIES/REPORTED WITHIN 48 HOURS OF RECEIPT  
\*15% RESTOCKING FEE ON ALL RETURNED PRODUCTS

Pulled by: JC	PKGS	WGT	L	W	H
Packed by: [Signature]	1	17	64	7	7
Inspected by: [Signature]					
Double check: [Signature]					
# of pkgs.: 1					
Rev C	WO# 283979-14				
SH 200-02 Rev. New					

Skandia, Inc.

02/24/15

Document #24373

Page: E-27  
Release Date: 08-07-13



SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 11/18/2014

(815) 393-4600

## \*PICKING SHEET\*

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0282151  
CUSTOMER NUMBER: 0000566

ORDER DATE: 11/18/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CONFIRM TO: Scott Miller  
(217) 280-1182

CUSTOMER P.O.		SHIP VIA		TERMS	
000849225		FED/GR		NET 30 1.5% LATE CHARGE	
LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED

Data Sheets, Mfg. C of C

H-08-D PRPBGE2.00H  
2" RP Beige PSA Hook 50yd roll

ROLL 2.00 2 ØLOT: 497058-PRP

H-9-D PRPBGE2.00L  
2" RP Beige PSA Loop 50yd roll

ROLL 2.00 2 ØLOT: 492516-7-PRP

SHIPPING INFO:  
340789571

WEIGHT: 18.40

PRODUCTS MAY BE SUBJECT TO CALIFORNIA PROP 65  
\*DISCREPANCIES/REPORTED WITHIN 48 HOURS OF RECEIPT  
\*15% RESTOCKING FEE ON ALL RETURNED PRODUCTS

Skandia, Inc.

02/24/15

Document #24373

Pulled by: <u>DH</u>	PKGS	WGT	L	W	H
Packed by:					
Inspected by: <u>VB</u>					
Double check:					
# of pkgs.: <u>Rev 6</u>	WO# 283979-14	Page: E-28	Release Date: "		
SH 200-02 Rev. New					



SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 12/1/2014

(815) 393-4600

**\*PICKING SHEET\***

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0282578  
CUSTOMER NUMBER: 0000566

ORDER DATE: 11/26/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600  
CONFIRM TO: Scott Miller  
(217) 280-1182

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CUSTOMER P.O. 000850006	SHIP VIA FEDEXFRT/PRI	TERMS NET 30 1.5% LATE CHARGE
----------------------------	--------------------------	----------------------------------

LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED
----------	-------------	------	---------	---------	-------------

Data Sheets, Mfg. C of C

H-01-A-B PBGE1.00L  
1" Beige PSA Loop

ROLL 10.00 10 Ø  
LOT: 499942-PS

H-02-A-B PBGE1.00H  
1" Beige PSA Hook

ROLL 10.00 10 Ø  
LOT: 497528-PS

L-11-13-B DAX26.5  
1/2"X24"X72" F/R Foam

SHT 10.00 10 Ø  
LOT: 08214-D26

L-14-18-B DAX261.0  
1"X24"X72" F/R Foam

SHT 10.00 10 Ø  
LOT: 08214-D26

L-20-25-B DAX262.0  
2"X24"X72" F/R Foam

SHT 10.00 10 Ø  
LOT: 09124-D26

L-31-33-B DAX47.5  
1/2"X24"X72" F/R Foam

SHT 10.00 10 Ø  
LOT: 06034-D47

L-34-36-B DAX471.0  
1"X24"X72" F/R Foam

SHT 10.00 10 Ø  
LOT: 08084-D47

Continued





SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 12/1/2014

(815) 393-4600

**\*PICKING SHEET\***

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0282578  
CUSTOMER NUMBER: 0000566

ORDER DATE: 11/26/2014  
SALESPERSON: 3100

SOLD TO:  
Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600  
CONFIRM TO: Scott Miller  
(217) 280-1182

SHIP TO:  
Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CUSTOMER P.O.		SHIP VIA	TERMS		
000850006		FEDEXFRT/PRI	NET 30 1.5% LATE CHARGE		
LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED
L-38-40-B	DAX472.0	SHT	20.00	20	0
2"X24"X72" F/R Foam		LOT:	09044-D47		

SHIPPING INFO:  
Collect

WEIGHT: 313.00

PRODUCTS MAY BE SUBJECT TO CALIFORNIA PROP 65  
DISCREPANCIES/REPORTED WITHIN 48 HOURS OF RECEIPT  
15% RESTOCKING FEE ON ALL RETURNED PRODUCTS

Pulled by: <i>SF</i>	PKGS	WGT	L	W	H
Packed by:					
Inspected by: <i>VC</i>					
Double check:					

WO# 283979-14 Page E.30



SKANDIA, INC.  
5000 N. HWY 251  
DAVIS JUNCTION, IL 61020

REQUIRED SHIP DATE: 12/1/2014

(815) 393-4600

**\*PICKING SHEET\***

WAREHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0282577

ORDER DATE: 11/26/2014

CUSTOMER NUMBER: 0000566

SALESPERSON: 3100

**SOLD TO:**

Standard Aero - IL  
P. O. Box 67600  
Attn: Accts. Payable  
Phoenix, AZ 85082-7600

**SHIP TO:**

Standard Aero - IL  
Springfield Facility  
1200 North Airport Drive  
Springfield, IL 62707

CONFIRM TO: Scott Miller

(217) 280-1182

CUSTOMER P.O.	SHIP VIA	TERMS
000850008	FEDEXFRT/PRI	NET 30 1.5% LATE CHARGE

LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED
----------	-------------	------	---------	---------	-------------

Data Sheets, Mfg. C of C

D-07-A SK-F62311.0

SHT 2.00 2 0  
LOT: 1405055-F6

1"X42"X54" Beige Monarch Foam

M-05-07-B DAX901.0

SHT 12.00 12 0  
LOT: 10144-D90

1"X24"X72" F/R Foam

M-08-09-B DAX90.5

SHT 10.00 10 0  
LOT: 10144-D90

1/2"X24"X72" F/R Foam

M-18-21-B DAX551.0

SHT 12.00 12 0  
LOT: 09244-D55

1"X24"X72" F/R Foam

M-23-24-B DAX55.5

SHT 12.00 12 0  
LOT: 08224-D55

1/2"X24"X72" F/R Foam

Shipping or handling methods may cause undue compression or indentations in Ensolite products. Skandia, Inc. exercises care to protect the product from compression damage and consequently are not responsible for the material after it leaves our facility.

**SHIPPING INFO:**

WEIGHT: 167.40

Collect

PRODUCTS MAY BE SUBJECT TO CALIFORNIA PROP 65  
\*DISCREPANCIES/REPORTED WITHIN 48 HOURS OF RECEIPT  
\*15% RESTOCKING FEE ON ALL RETURNED PRODUCTS

Skandia, Inc.

02/24/15

Document #24373

Pulled by: <u>SP</u>	PKGS	WGT	L	W	H
Packed by:					
Inspected by: <u>VB</u>					
Double check:					
# of pkgs.: <u>Rev C</u>	WO# 283979-14	Page: E.31			
SH 200-02 Rev. New			Release Date: 08-07-13		



251

ACTION, IL 61020

REQUIRED SHIP DATE: 4/8/2014

J93-4600

## \*PICKING SHEET\*

REHOUSE: 002 PRODUCTS WAREHOUSE

ORDER NUMBER: 0271473  
 CUSTOMER NUMBER: 0000566

ORDER DATE: 4/7/2014  
 SALESPERSON: 3100

SOLD TO:  
 Standard Aero - IL  
 P. O. Box 67600  
 Attn: Accts. Payable  
 Phoenix, AZ 85082-7600  
 CONFIRM TO: Scott Miller  
 (217) 280-1182

SHIP TO:  
 Standard Aero - IL  
 Springfield Facility  
 1200 North Airport Drive  
 Springfield, IL 62707

CUSTOMER P.O.		SHIP VIA		TERMS	
000829316		FEDEXFRT/PRI		NET 30 1.5% LATE CHARGE	
LOCATION	ITEM NUMBER	UNIT	ORDERED	SHIPPED	BACKORDERED
L-024-B	DAX47.5	SHT	10.00	10	0
	1/2"X24"X72" F/R Foam	LOT:	3@01104-047 1@12123-047 6@12193-047		
L-026-B	DAX471.0	SHT	15.00	15	0
	1"X24"X72" F/R Foam	LOT:	03014-047		
L-032-B	DAX472.0	SHT	20.00	20	0
	2"X24"X72" F/R Foam	LOT:	5@01084-047 15@01104-047		
M-027-B	DAX552.0	SHT	8.00	8	0
	2"X24"X72" F/R Foam	LOT:	02244-D55		
M-031-B	DAX551.0	SHT	15.00	15	0
	1"X24"X72" F/R Foam	LOT:	03114-D55		
M-034-B	DAX55.5	SHT	8.00	8	0
	1/2"X24"X72" F/R Foam	LOT:	02064-D55		
N-001-B	DAX90.25SP	ROLL	1.00	1	0
	1/4"x48"x45' FR Suppressant Fo	LOT:	03044-D908PAC		

Continued



**SKANDIA FLAMMABILITY PICKING LIST**  
**Test Cushion Fabrication Materials**

MATERIALS	QTY	LOT #	PICKED BY	CHECKED BY
Leather: Garrett: Avion, A260 Maize	X	81367	JK	JA
FLFG-101 Fireguard Fabric	3.55 yds	11156-CI	OM	JA
FLDX261.0X25 DAX Graphite/Poly 26 ILD 1.0" x 18 x 25	6	10094-D26	OM	JA
FLDX262.0X20 DAX Graphite/Poly 26 ILD 2.0" x 18 x 20	1 6.5	10174-D26 10094-D26	OM	JA JA
FLPBGE2.00H 2.0" Beige Hook	3.75 yds	494738-PS	MN	JA
FLPBGE2.00L 2.0" Beige Loop	3.75 yds	494744-PS	MN	JA
Adhesives 3M #5 Neutral Contact Adhesive	X	7230F1A	OM	JA

Skandia Test Plan Client: Standard Aero 01/15/15 TP #24373 Rev IR WO #283979-14

Prepared by: Stuart Mintz

Fabricated by: JK, OM, EPS, MN

Date/Time in Conditioning Room: P/N 24373-1 & 24373-2 1-23-15 1515 G2





**SKANDIA FLAMMABILITY PICKING LIST**  
**Test Cushion Fabrication Materials**

MATERIALS	QTY	LOT #	PICKED BY	CHECKED BY
<b>Fabric:</b> Kravet: 28366.6, Couture Plush treat Chocolate	X	Applikators Plus# SA0059506	JK	JK
<b>Fabric:</b> Holly Hunt 3800/22, Thick as Thieves	X	Applikators Plus#: SA0059842	JK	JK
<b>FLFG-101</b> Fireguard Fabric	3.55 yds	11156-CI	OM	JK
<b>FLDX261.0X25</b> DAX Graphite/Poly 26 ILD 1.0" x 18 x 25	6	10094-D26	OM	JK
<b>FLDX262.0X20</b> DAX Graphite/Poly 26 ILD 2.0" x 18 x 20	6	10094-D26	OM	JK
<b>FLPBGE2.00H</b> 2.0" Beige Hook	10.83 yds	494738-PS	OM	JK
<b>FLPBGE2.00L</b> 2.0" Beige Loop	10.83 yds	494744-PS	MN	JK
<b>Adhesives</b> 3M #5 Neutral Contact Adhesive	X	7230 FIA	OM	JK

Skandia Test Plan Client: Standard Aero 01/15/15 TP #24373 Rev IR WO #283979-14

Prepared by: Stuart Mintz

Fabricated by: JK, OM, MN, EB

Date/Time in Conditioning Room: P/N 24373-3 & 24373-4 1-23-15 1625 MN G3



**SKANDIA FLAMMABILITY PICKING LIST**  
**Test Cushion Fabrication Materials**

MATERIALS	QTY	LOT #	PICKED BY	CHECKED BY
<b>Fabric:</b> Kravet: 28770-1616, Beige	X	Applikators Plus# SA0060674	OM	TC
<b>FLGUARDIAN-40</b> Fireblock Seat Batting, Charcoal	2.08 yds	1528-GB	MS	AD
<b>FLFG-101</b> Fireguard Fabric	3.55 yds	11062-CF	SA	RE
<b>FLDX26.75X25</b> DAX Graphite/Poly 26 ILD .75" x 18 x 25	3	10094-D26	SA	AD
<b>FLDX261.0X25</b> DAX Graphite/Poly 26 ILD 1.0" x 18 x 25	3	01285 <del>10285</del> D26 SDM	SA	AD
<b>FLDX261.75X20</b> DAX Graphite/Poly 26 ILD 1.75" x 18 x 20	3	11074-D26	SA	AD
<b>FLDX262.0X20</b> DAX Graphite/Poly 26 ILD 2.0" x 18 x 20	3	11184-D26	SA	AD
<b>FLPRPBGE2.00H</b> 2.0" Beige Hook	10.83 yds	489098-3-PRP	ES	AD
<b>FLPRPBGE2.00L</b> 2.0" Beige Loop	10.83 yds	431173-10-PRP	ES	AD
<b>Adhesives</b> 3M #5 Neutral Contact Adhesive	X	7230 FUA	SA	AD

Skandia Test Plan Client: Standard Aero 02/16/15 TP #24373 Rev B WO #283979-14


Prepared by: Stuart Mintz

Fabricated by: OM MS JK EB

Date/Time in Conditioning Room: P/N 24373-5B & 24373-6B 2-19-15 245

D3



 U.S. Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>		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)							
<b>1. Aircraft</b>		Nationality and Registration Mark <b>United States of America      N898TS</b>			Serial No. <b>95</b>		
		Make <b>Dassault Breguet</b>			Model <b>Mystere Falcon 900</b>		Series
<b>2. Owner</b>		Name (As shown on registration certificate) <b>S A T A   L L C</b>			Address (As shown on registration certificate) Address <b>718 Thompson LN Ste 108256</b> City <b>Nashville</b> State <b>Tennessee</b> Zip <b>37204-3600</b> Country <b>United States of America</b>		
3. For FAA Use Only							
4. Type		5. Unit Identification					
Repair	Alteration	Unit	Make	Model	Serial Number		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)		_____	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT					
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER					
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type				
			Manufacturer				
6. Conformity Statement							
A. Agency's Name and Address				B. Kind of Agency			
Name <b>StandardAero Business Aviation Services, LLC</b> Address <b>1200 North Airport Drive</b> City <b>Springfield</b> State <b>Illinois</b> Zip <b>62707</b> Country <b>United States of America</b>				<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Manufacturer <input type="checkbox"/> Foreign Certificated Mechanic      C. Certificate No. <input checked="" type="checkbox"/> Certificated Repair Station <b>UO2R221L</b> <input type="checkbox"/> Certificated Maintenance Organization			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>			Signature/Date of Authorized Individual <b>Steve Saxby</b> <i>Steve Saxby</i> <b>3/6/2015</b>				
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED							
BY	FAA Fit Standards Inspector		Manufacturer		Maintenance Organization	Person Approved by Canadian Department of Transport	
	FAA Designee	X	Repair Station		Inspection Authorization	Other (Specify)	
Certificate or Designation No. <b>UO2R221L</b>			Signature/Date of Authorized Individual <b>Steve Saxby</b> <i>Steve Saxby</i> <b>3/6/2015</b>				

**NOTICE**

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

**8. Description of Work Accomplished**

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

United States of America N898TS

3/6/2015

Nationality and Registration Mark

Date

Altered the cabin wash system by adding grounding changes per EMTEQ.

The cabin wash system wiring alteration was installed in accordance with StandardAero drawing 1027455 Rev. (B) approved by DERT-230399-CE documented on FAA Form 8110-3 dated 3-06-15.


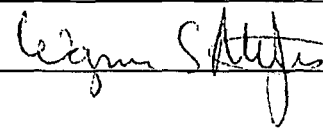
A post installation check was performed and determined to be satisfactory. Revised the electrical loading. This modification was accomplished and recorded under StandardAero work order 311439.

The no change to Airplane Flight Manual, maintenance Manual or weight and balance.

An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----End-----

☐ Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			1. DATE 06 March 2015	
<b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>				
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>				
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Aircraft	5. NAME OF APPLICANT StandardAero Springfield, IL 62707	
<b>LIST OF DATA</b>				
6. IDENTIFICATION		7. TITLE		
1027455, Rev. B, dated 06 Mar 15		Cabin Wash Lighting		
		<p align="center">-----END OF DATA-----</p> <div style="text-align: right;">  <b>COPY</b> </div> <p><b>Notes:</b></p> <ol style="list-style-type: none"> <li>1. Electrical Systems and Equipment aspects only of this data is approved.</li> <li>2. This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements". The approval is only for the engineering design data and is not installation approval.</li> <li>3. This form does not constitute FAA approval of all the engineering data necessary for substantiation of compliance to necessary requirements for the entire alteration.</li> <li>4. For Certification Basis, refer to Type Certificate Data Sheet (TCDS) No. A46EU. FAR 25 through Amendment 25-56 will be used for this approval unless otherwise specified.</li> <li>5. The structural aspects are not included in this approval.</li> <li>6. Approval is for Dassault Aviation, Mystere-Falcon 900, serial number 095 only.</li> <li>7. An EMI/RFI all aircraft operational evaluation must be performed with the newly installed equipment. A statement of the results must be included with the appropriate aircraft records.</li> </ol>		
8. PURPOSE OF DATA     This data supports a major alteration – Installation of Emteq ELW72 Series LED Cabin Wash Lights. These alterations are on Dassault Aviation, Mystere-Falcon 900 aircraft, S/N 095 only.				
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25 Subpart F, subparagraphs: 25.1301(a)(b)(c) [Amdt: None], 25.1307(c) [Amdt: 25-54], 25.1353(b) [Amdt: 25-42], 25.1357(a)(c) [Amdt: None]				
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>None</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.				
<input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data I (We) Therefore				
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		12. DESIGNATION NUMBERS(S)		13. CLASSIFICATION(S)
Waymon T. Montgomery 		DERT-230399-CE		Systems and Equipment (Electrical Equipment)





TCAS 7.1 STC

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.)*

United States of America N898TS

3/6/2015

Nationality and Registration Mark

Date

The existing TCAS system was upgraded by replacing the processor with a processor having software level 7.1 in accordance with Dassault Falcon Master Document List CERTDOC-0000001824 Rev. (A), approved by Supplemental Type Certificate ST01774WI.

FAA approved Airplane Flight Manual EDOC-0000017415 Rev. (A), and Instructions for Continued Airworthiness Doc. EDOC-0000017416 Rev. B were provided.

A post installation check was performed and determined to be satisfactory. Revised the supplemental equipment list / weight & balance report. This modification was accomplished and recorded under Standard Aero work order 311439.

An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----End-----

☒ Additional Sheets Are Attached



## Authorization of STC use:

In reply please reference: 2015-097L

Date: March 6, 2015

To: StandardAero Business Aircraft  
Dave Feuerhak and Bob Smith  
33 Allen Dyne Road  
Winnipeg MB  
R3H 1A1 Canada

Authorization is hereby given for one time usage of FAA Supplemental Type Certificate Number ST01774WI to install a Honeywell CAS-100. This installation is approved for Dassault Aviation Mystere-Falcon 900 s/n 95 only. Deviations to this subject data are the sole responsibility of StandardAero Business Aircraft.

If your engineering department has any questions about this STC, feel free to contact me at 402.479.4154 or by email at [kyle.harpster@duncanaviation.com](mailto:kyle.harpster@duncanaviation.com).

Kyle Harpster  
Engineering Records Technician  
Duncan Aviation  
3701 Aviation Rd  
Lincoln, NE 68524  
USA





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

Number: ST01774W1.

This certificate issued to: Duncan Aviation, Inc.  
3701 Aviation Road  
Lincoln, NE 68524

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 25<sup>A</sup> of the Federal Aviation Regulations (\* See Page 3)

Original Product - Type Certificate Number:

A46EU

Make: Dassault Aviation

Model:

Mystere-Falcon 900

Description of Type Design Change:

Upgrade of a Honeywell Traffic Alert and Collision Avoidance System (TCAS II) CAS-81 to a Honeywell Collision Avoidance System CAS-100 (TCAS II Version 7.1) In accordance with (1) Master Document List, Duncan Aviation Doc. No. CERTDOC-0000001824, Revision A, dated February 9, 2015, (2) Airplane Flight Manual Supplement, Duncan Aviation Doc. No. EDOC-0000017415, Rev. A, dated February 9, 2015, or later FAA approved revisions to (1) or (2).

Limitations and Conditions:

The Installer must determine whether this design change is compatible with previously approved modifications. 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, and revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.*

Date of Application: August 19, 2014

Date Reissued:

Date of Issuance: February 9, 2015

Date Amended:

By Direction of the Administrator

Signature

Title

Todd A. Thomas  
ODA STC administrator, ODA-501013  
Duncan Aviation, Lincoln, Nebraska

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: ST01774WI

**Limitations and Conditions:**

This design change requires previous installation of Honeywell CAS-81 via Dassault Aviation STC SA7306SW-D "Installation of the Bendix/King Traffic Alert and Collision Avoidance System (TCAS)" and is applicable to Dassault Aviation Mystere-Falcon 900 airplanes, serial numbers 001 through 178 without Dassault Mod M2695.

Instructions for Continued Airworthiness, Duncan Aviation Doc. No. EDOC-0000017416 Rev. B, dated February 9, 2015,

**Certification Basis:**

In addition to the 14 CFR Part 25 requirements as shown in TCDS A46EU, the applicant has voluntarily complied with the Sections of 14 Code of Federal Regulations, Part 25, effective February 1, 1965, as amended by the Amendments stated:

- 14 CFR 25.1316(a)(b)(c), Amendment 25-80
- 14 CFR 25.1317(b)(c)(d), Amendment 25-122

END

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).







**FAA APPROVED**  
**AIRPLANE FLIGHT MANUAL SUPPLEMENT**

Document No.: EDOC-0000017415

Revision: A

**Honeywell CAS-100 Collision Avoidance System**  
**IN**  
**DASSAULT AVIATION, MYSTERE-FALCON 900 AIRPLANES**

This supplement must be attached to the FAA Approved Airplane Flight Manual when the Honeywell CAS-81 Collision Avoidance System is upgraded to a CAS-100 system in accordance with STC# ST01774WI.

The information contained herein supplements or supersedes the basic manual only in those areas listed herein. For Limitations, Procedures, and Performance information not contained in this supplement, consult the basic Airplane Flight Manual.

**FAA APPROVED**

A handwritten signature in black ink, reading "Todd A. Thomas", written over a horizontal line.

Todd A. Thomas  
ODA STC administrator  
3701 Aviation Road  
Duncan Aviation, Inc.  
Lincoln, Nebraska 68524

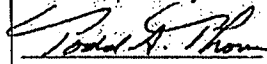
**FAA APPROVED DATE**

**FEB 09 2015**



Honeywell CAS-81 Upgrade to Collision Avoidance System (CAS)-100

Log of Revisions

Rev	Description	Prepared and Approved	Date
A	Initial Release	W. Johnson Prepared by  Approved by ODA STC administrator	FEB 09 2015

Note: When this document is revised, it will be revised in its entirety. The latest revision letter will be shown in the upper right-hand corner of each page. A vertical bar in the left-hand margin will indicate revised text.



Honeywell CAS-81 Upgrade to Collision Avoidance System (CAS)-100

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Honeywell CAS-81 Upgrade to Collision Avoidance System (CAS)-100

**SECTION 1 – LIMITATIONS**

- A. The Operator's Manual, ACS-5059 Rev: 007 dated Sep.1, 2010 or later appropriate revision, must be immediately available to the flight crew when operating the TCAS II system.
- B. Pilots are authorized to deviate from their current ATC clearance to the extent necessary to comply with TCAS-II Resolution Advisory (RA). When the TCAS II voice callout, "CLEAR OF CONFLICT" is announced, the pilot must promptly return to the previous ATC clearance unless otherwise directed by ATC.
- C. In some cases, threat aircraft track or altitude information may be lost during a Resolution Advisory. If this happens, the RA will terminate without a "CLEAR OF CONFLICT" voice callout and caution must be exercised in returning to the previous ATC clearance.
- D. The TCAS II system cannot track or display target aircraft that do not have operating transponders. TCAS II cannot provide Resolution Advisories for target aircraft that do not have valid altitude reporting. In all cases, TCAS II must be considered as a backup to flight crew visual traffic avoidance and ATC radar separation.
- E. "INCREASE CLIMB" Resolution Advisories are inhibited during takeoff with flaps set at 20°. Once flaps have been retracted to less than 20° after takeoff, the inhibit is removed.

**SECTION 2 – EMERGENCY PROCEDURES**

- A. If an engine failure occurs, and when time permits, turn the TCAS II system to the "TA ONLY" mode on the TCAS/Mode S control panel.

**NOTE**

**RAs are predicated on all engines operating. RA climb performance may not be achievable during engine-out operation.**





Honeywell CAS-81 Upgrade to Collision Avoidance System (CAS)-100

**SECTION 3 – ABNORMAL PROCEDURES**

- A. If "TCAS" flag is annunciated on the traffic display, select alternate transponder and/or altitude encoder source. If the "TCAS" flag is still annunciated, check TCAS II inputs from #1 attitude, #1 heading and radio altitude sources.
- B. If a Resolution Advisory "RA FAIL" or Vertical Speed "VSI" flag is annunciated on the traffic display, verify that the Resolution Advisory mode is enabled. If so, the pilot with the operating VSI (no flags) should conduct any subsequent maneuvers commanded by a Resolution Advisory.
- C. If both traffic displays are failed or if "TD FAIL" is annunciated, operate TCAS II with "TA/RA" selected and follow TCAS voice commands as appropriate.

**NOTE**

If a TCAS II voice callout "TRAFFIC, TRAFFIC" is announced, intruder traffic is within approximately 40 seconds of closest point of approach. If the closest point of approach is projected to require pilot action, a Resolution Advisory voice callout will be announced at the appropriate time.

**SECTION 4 – NORMAL PROCEDURES**

**A. TCAS II Operating Procedures**

- 1. Compliance with a TCAS II Resolution Advisory (RA) is recommended unless the pilot considers it unsafe to do so or has additional information that can allow him to maintain safe separation. The threat aircraft may also be TCAS II equipped. If so, aircraft-to-aircraft TCAS II coordination may be in progress and failure to comply with the vertical speed commanded by the RA would decrease the ability of both aircraft TCAS II systems to provide adequate separation.
- 2. The pilot should not initiate evasive maneuvers using information from the traffic display only or on a Traffic Advisory (TA) only, without visually sighting the aircraft. These displays and advisories are intended only for assistance in visually locating the traffic and lack the resolution necessary for use in evasive maneuvering. However, while climbing or descending, modest changes in vertical speed based on traffic display information are approved.



Honeywell CAS-81 Upgrade to Collision Avoidance System (CAS)-100

**SECTION 4 – NORMAL PROCEDURES (continued)**

**B. TCAS II Operating Characteristics**

1. Refer to the TCAS II Operator's Manual, ACS-5059, for detailed procedures concerning operation of the TCAS II system. The TCAS II system in this aircraft is configured as follows:
  - a. TCAS II is wired to display all airborne traffic full time while TCAS is active.
  - b. TCAS display range is pilot selectable.
  - c. The TCAS II system will automatically be in "TA ONLY" and not in standby when on the ground (if TCAS is active).
  - d. Pilot selectable self-test is not inhibited in flight.
  - e. A TA/VS! Test Pattern is displayed during the pilot initiated TCAS II self-test. A separate TA/VS! Lamp test is not utilized.
2. "CLIMB" and "INCREASE CLIMB" Resolution Advisories are inhibited above 52,000 feet MSL.
3. TCAS II does not display non-altitude reporting aircraft when own aircraft is above 14,500 feet.
4. "INCREASE DESCENT" RAs are inhibited below 1,450 feet AGL.
5. All RAs are inhibited, and the TCAS II will go into "TA ONLY" mode when the aircraft is below 900 feet AGL during descent or below 1,100 feet AGL during climb.
6. All TCAS II aural alerts are inhibited below 400 feet AGL during descent or below 500 feet AGL during climb.
7. In the event that the threat aircraft track or altitude information is lost during an RA, the RA will terminate without a "CLEAR OF CONFLICT" annunciation.
8. No on ground intruder traffic is displayed.

**C. Pilot Initiated TCAS II Self-test**

1. The TCAS II should be tested using the pilot initiated self-test feature during cockpit preparation.
2. Use of the self-test function in flight will inhibit TCAS II operation for up to 12 seconds, depending upon the number of targets being tracked.

**D. Ground Operation**

1. The TCAS II should not be selected to "TA" or "TA/RA" until just prior to takeoff.
2. The TCAS II should be selected to standby immediately after clearing the runway following landing.



Honeywell CAS-81 Upgrade to Collision Avoidance System (CAS)-100

**SECTION 4 – NORMAL PROCEDURES (continued)**

**E. TCAS II Flight Procedures**

1. Response to TCAS II Resolution Advisory vertical speed commands should be initiated smoothly within five seconds of the voice callout. Response to increased or reversed RA commands should be initiated within 2.5 seconds with increased control input.
2. If a TCAS II Resolution Advisory occurs and a maneuver is required:  
Autopilot .....Disconnect  
Pitch.....As require to comply with RA  
Power .....As required

**NOTE**

If a stall warning occurs during an RA maneuver, immediately abandon the RA and execute the stall recovery procedure. TCAS II will continue to provide RA commands during stall warning.

**NOTE**

Exaggerated responses to TCAS II RAs are not desirable or appropriate because of potential conflict with other traffic and ATC consequences. From level flight, proper response to a TCAS II RA typically results in an overall altitude deviation of 300 to 500 feet in order to successfully resolve a traffic conflict.

3. If a TCAS II RA requiring a maneuver occurs while aircraft is in the landing configuration:  
Autopilot .....Disconnect  
Pitch.....As require to comply with RA  
Power .....Set to Go-Around thrust  
Flaps.....Retract to a Go-Around position  
Gear.....Up with a positive rate of climb

**NOTE**

If a climb RA is issued with the aircraft in the landing configuration, a normal go-around should be initiated including the appropriate power increase and configuration changes. Initiating the go-around procedure for a CLIMB RA does not mandate a missed approach. It is intended to assure that the airplane is properly configured for the expected maneuver. In most cases, the TCAS II encounter will be resolved with only minor deviation to the intended flight path and sufficient time and altitude will exist to recover safely to the desired flight path.



Honeywell CAS-81 Upgrade to Collision Avoidance System (CAS)-100

**SECTION 4 – NORMAL PROCEDURES (continued)**

4. Flight Director pitch commands may be followed only if they result in a vertical speed which satisfies the RA command.
5. In some instances where inhibiting RAs would be appropriate, it is not possible to do so due to the limited number of sensor inputs to TCAS II. In these cases, TCAS II may command maneuvers which may significantly reduce stall margins. Conditions where this may occur include:
  - a. Bank angle in excess of 15 degrees.
  - b. Operation at airports above 3,300 feet MSL or at temperatures greater than ISA +50F
  - c. Engine inoperative.
  - d. Failure to configure the airplane to GO-AROUND following a CLIMB RA while in the landing configuration.
  - e. Failure to advance thrust to full rating following reduced thrust takeoff.
  - f. Speeds less than normal operating speed.
  - g. Abnormal configurations which reduce performance (e.g. landing gear or flaps not retracted).
  - h. TCAS command reversal to a "CLIMB-CLIMB NOW".
  - i. Buffet margin less than 0.25g or pull up greater than 1.25g.
6. If high speed buffet is encountered when initially responding to an RA, relax pitch force as necessary to reduce buffet, but continue to maneuver.
7. Range selection has no effect on TA or RA operation logic.

**F. TA ONLY Mode**

1. The "TA" position on the control panel should only be used to preclude unnecessary RAs when operating near closely spaced parallel runways.
2. All Resolution Advisories are inhibited and "TA ONLY" is annunciated on the traffic display when "TA" position is selected.

**G. TA SEL Mode**

1. Pressing the "TA SEL" pushbutton on the TA/VSI will declutter the traffic display until a TA or RA occurs. The TA/VSI will operate as a VSI only until a subsequent TA or RA occurs. After the TA or RA occurs, ALL traffic will be displayed.
2. Pressing the "TA SEL" pushbutton while in the VSI only mode will enable the traffic display mode.





Honeywell CAS-81 Upgrade to Collision Avoidance System (CAS)-100

**SECTION 4 – NORMAL PROCEDURES (continued)**

**H. TCAS II operation with GPWS/Windshear Systems (if installed)**

1. While it is extremely rare, GPWS or Windshear may issue an alert while a TA or RA is in progress. If this occurs, the TCAS II system will automatically go into the "TA ONLY" mode, the TCAS II voice callouts will be inhibited, and any displayed RAs will become TAs. Once the GPWS or Windshear alert is over, the TCAS II system will revert to the "TA/RA" mode. If the intruder traffic is still a factor, Resolution Advisories will once again be displayed.

**I. TCAS II System Traffic Advisory (TA) Annunciations**

Traffic Advisories are shown on the traffic display as AMBER solid circles representing the intruder aircraft.

VOICE CALLOUT	VISUAL INDICATION	EXPECTED CREW RESPONSE
"TRAFFIC, TRAFFIC"	Amber filled circle shown on the TA/RA/VI Indicator	Conduct visual search for the intruder. If successful, maintain visual acquisition to ensure safe operation.



Honeywell CAS-81 Upgrade to Collision Avoidance System (CAS)-100

**SECTION 4 – NORMAL PROCEDURES (continued)**

**J. TCAS II System Resolution Advisory (RA) Annunciations**

Resolution Advisories are shown on the traffic display as RED solid squares representing the intruder aircraft.

VOICE CALLOUT	VISUAL INDICATION	EXPECTED CREW RESPONSE
"CLIMB, CLIMB"	VSI RED arc from –6000 FPM to +1500 FPM and GREEN arc from +1500 FPM to +2000 FPM.	Promptly and smoothly establish a 1500 FPM or greater CLIMB as indicated by GREEN arc on the VSI.
"DESCEND, DESCEND"	VSI RED arc from +6000 FPM to –1500 FPM and GREEN arc from –1500 FPM to –2000 FPM.	Promptly and smoothly establish a 1500 FPM or greater DESCENT as indicated by the GREEN arc on the VSI.
"MONITOR VERTICAL SPEED"	Present vertical speed is outside the RED arc as shown on the VSI.	Keep vertical speed out of the RED unsafe area as indicated on the VSI.
"CLIMB CROSSING CLIMB, CLIMB CROSSING CLIMB"	Same as "CLIMB" and further indicates that own flight path will cross that of the intruder.	Promptly, and smoothly, establish a 1500 FPM or greater CLIMB as indicated by the GREEN arc on the VSI.
"DESCEND CROSSING DESCEND, DESCEND CROSSING DESCEND"	Same as "DESCEND" and further indicates that own flight path will cross that of the intruder.	Promptly and smoothly establish a 1500 FPM or greater DESCENT as indicated by the GREEN arc on the VSI.
"LEVEL OFF, LEVEL OFF"	Present vertical speed is outside the RED and GREEN areas as indicated on VSI.	Promptly and smoothly return vertical speed to GREEN arc as indicated on the VSI.
"LEVEL OFF, LEVEL OFF"	VSI display indicates a weakening or softening of a previously issued RA.	Smoothly return vertical speed to GREEN arc as indicated on the VSI.
"MAINTAIN VERTICAL SPEED, MAINTAIN"	Present vertical speed is in the GREEN arc as indicated on the VSI.	Keep vertical speed in the GREEN arc as indicated on the VSI.
"MAINTAIN VERTICAL SPEED, CROSSING MAINTAIN"	Present vertical speed is in the GREEN arc as indicated on the VSI.	Keep vertical speed in the GREEN arc as indicated on the VSI.
"CLEAR OF CONFLICT"	VSI RED and GREEN arcs removed. Range is increasing and separation is adequate.	Promptly and smoothly return to previously assigned clearance.



Honeywell CAS-81 Upgrade to Collision Avoidance System (CAS)-100

**SECTION 4 – NORMAL PROCEDURES (continued)**

**K. TCAS II System Enhanced Resolution Advisory (RA) Annunciations**

Enhanced Resolution Advisories will be annunciated when the initial Resolution Advisory does not provide sufficient vertical separation. These annunciations shall denote increased urgency.

VOICE CALLOUT	VISUAL INDICATION	EXPECTED CREW RESPONSE
"INCREASE CLIMB, INCREASE CLIMB"	Follows a "CLIMB" advisory. VSI RED arc from -6000 FPM to +2500 FPM and GREEN arc from +2500 FPM to +3500 FPM. Indicates the vertical speed MUST BE INCREASED to ensure adequate separation.	Promptly and smoothly increase the vertical speed to 2500 FPM or greater CLIMB as indicated by the GREEN arc on the VSI.
"INCREASE DESCENT, INCREASE DESCENT"	Follows a "DESCEND" advisory. VSI RED arc from +6000 FPM to -2500 FPM and GREEN arc from -2500 FPM to -3500 FPM. Indicates the vertical speed MUST BE INCREASED to ensure adequate separation.	Promptly and smoothly increase the vertical speed to 2500 FPM or greater DESCENT as indicated by the GREEN arc on the VSI.
"CLIMB, CLIMB NOW, CLIMB, CLIMB NOW"	Follows a "DESCEND" advisory when it has been determined that a reversal of vertical speed is required to provide adequate vertical separation.	Promptly and positively maneuver to establish a 1500 FPM or greater CLIMB as indicated by the GREEN arc on the VSI.
"DESCEND, DESCEND NOW, DESCEND, DESCEND NOW"	Follows a "CLIMB" advisory when it has been determined that a reversal of vertical speed is required to provide adequate vertical separation.	Promptly and positively maneuver to establish a 1500 FPM or greater DESCENT as indicated by the GREEN arc on the VSI.



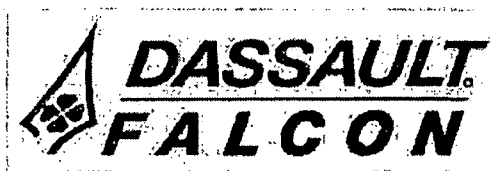
Honeywell CAS-81 Upgrade to Collision Avoidance System (CAS)-100

**SECTION 5 – PERFORMANCE**

No Change to FAA Approved Airplane Flight Manual.







## **INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**

Document No.: EDOC-0000017416

Revision: B

**FOR**

**Honeywell Collision Avoidance System (CAS)-100 Upgrade**

**IN**

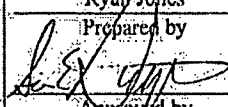

**Dassault Aviation, Mystere-Falcon 900**

This document must be incorporated into the aircraft inspection/maintenance program to provide Instructions for Continued Airworthiness with respect to the alterations listed herein. The information contained herein supplements or supersedes the aircraft's maintenance manuals only in those areas listed herein. For limitations and procedures not contained in this document, consult the aircraft's maintenance manuals.

This document meets the requirements of 14 CFR § 21.50 and has been prepared in accordance with 14 CFR § 25.1529, Instructions for Continued Airworthiness.



**Honeywell CAS-100 Upgrade****Log of Revisions**

Rev.	Pages	Description	Prepared and Approved	Date
A	ALL	Initial Release	Ryan Jones Prepared by Sean Davenport Approved by	Sep-05-2014
B	ALL 2 4 5,6,7	Changed revision level from A to B Added revision recording note Added Document List Title and Placard Drawing to table Sect. 5.0, 6.0, 7.0 - Added cautionary note for possible incorrect LCD display	Ryan Jones Prepared by  Approved by  ODA STC administrator Mike P. Chick	Sep-23-2014 FEB 09 2015

Note: When this document is revised, it will be revised in its entirety. The latest revision letter will be shown in the upper right-hand corner of each page. A vertical bar in the left-hand margin will indicate revised text.

Note: When an alphabetic revision occurs (i.e. from A to B, B to C, etc.), all revisions including in-process or temporary alpha-numeric revisions (i.e. A1, A2, B1, B2, etc.) may be deleted. Previous revision levels and revision records are maintained on file and will be made available upon request.

Note: When a revision occurs (i.e. from A to B, B to C, etc.) the previous revision may be deleted. Previous revisions are maintained on file and will be made available upon request.



## Honeywell CAS-100 Upgrade

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**Honeywell CAS-100 Upgrade****1.0 Introduction**

This document contains the necessary information for continued maintenance of the following components for the Honeywell Collision Avoidance System (CAS)-100 Upgrade in Dassault Aviation, Mystere-Falcon 900.

Complete copies and/or the latest revision may be obtained by contacting:

Dassault Falcon Jet Corp.  
Aftermarket Programs  
200 Riser Rd  
Little Ferry, NJ 07643  
201-541-4702  
STC@falconjet.com

Reference the tables below for parts list, Dassault Aviation documents, and manufacturer documents to support this installation.

NOTE: This ICA covers the TPA-100B processor that replaces an existing TPA-81A. The TPA-81A was installed by Dassault STC SA7306SW-D. Contact Dassault Aviation for system components not installed by this STC.

**Document List**

Document Number	Document Title
DWG-0000003064	Honeywell CAS-81 to Honeywell CAS-100 Upgrade Instructions
DWG-0000003067	Honeywell CAS-100 Placard Drawing

**Parts List**

Description	Part Number	Manufacturer
Honeywell TPA-100B	940-0351-010	Honeywell

**Manufacturer Documents**

Manufacturer	Component/Equipment	Manual/Instructions
Honeywell International Inc. 15001 N.E.36 Street Redmond, Washington 98052-5317 (800) 601-3099 www.myaerospace.com	Honeywell TPA-100B P/N 940-0351-010	Maintenance Manual, CAS-100 Collision Avoidance System Publication Number 012-0680-001 Revision 1  Maintenance Manual TPA-100B TCAS Processor Publication Number D201007000004, Revision 1





## Honeywell CAS-100 Upgrade

### 2.0 Description

CAS-100 is an airborne traffic alert and collision avoidance advisory system that operates without support from Air Traffic Control (ATC) ground stations. The system senses nearby intruder aircraft that reply to the Air Traffic Control Radar Beacon System (ATCRBS), Mode C, or Mode S interrogations and gives traffic advisory alerts and vertical maneuvering resolution advisories during danger conditions to prevent airborne collisions.

The function and use of components installed during this alteration are typical and usual to aircraft installations.

Interface of these alterations with the aircraft and its systems is ordinary with respect to the alterations performed.

### 3.0 Operation

For specific operating details reference the operations section of the Maintenance Manual in Section 1.0 of this ICA or refer to Dassault Aviation STC SA7306SW, as the operation of the TPA-100B is the same as the TPA-81A, which was installed via that Dassault Aviation STC.

There are no specific operating instructions for the components referenced in this ICA as they are generally intuitive to use.

### 4.0 Servicing

There are no servicing requirements.

### 5.0 Maintenance

The TPA-100B installed as part of this alteration is to be maintained in an 'on-condition' basis. Whenever this component is removed, perform a visual inspection for corrosion, wear and tear, attachment condition, loose items, and that the connecting cables and/or associated wiring is not frayed, cut or pinched for that particular component and immediate surrounding area.

In the event the TPA-100B failure occurs or does not perform its intended function, it should be removed and sent to a qualified maintenance facility for troubleshooting and repair.

**Caution:** The TPA-100 TCAS Processor's LCD display, located on the front of the unit, may incorrectly indicate TPA-100A. To assure the unit installed is a TPA-100B, verify the part number on the unit's data plate indicates 940-0351-010. If the unit is identified with the correct part number, then you may disregard the incorrect readout on the LCD display. If the part number is not correct, then contact Honeywell as listed in section 1.0 of this document to obtain a unit with the correct part number.

The following visual inspections should be performed as a periodic maintenance inspection check at an interval not to exceed 72 calendar months.

NOTE: This inspection interval may be incorporated into other inspections provided that the referenced interval is not exceeded.

- Verify that the TPA-100B is properly secured.
- Verify that connecting cables and/or associated wiring is not frayed, cut or pinched.



## Honeywell CAS-100 Upgrade

### 6.0 Troubleshooting

If the CAS-100 system appears to not be functioning correctly, then perform a self-test by following Testing and Fault Isolation section of CAS-100 Maintenance Manual as listed in Section 1.0 or Appendix A of this ICA, for assistance with fault determination and troubleshooting assistance.

If a system failure (not internal to the TPA-100B) is found refer to Dassault Aviation STC SA7306SW-D for assistance.

If the processor is found to be faulty it should be removed IAW Section 7.0 of this ICA and sent to a certified repair center.

**Caution:** The TPA-100 TCAS Processor's LCD display, located on the front of the unit, may incorrectly indicate TPA-100A. To assure the unit installed is a TPA-100B, verify the part number on the unit's data plate indicates 940-0351-010. If the unit is identified with the correct part number, then you may disregard the incorrect readout on the LCD display. If the part number is not correct, then contact Honeywell as listed in section 1.0 of this document to obtain a unit with the correct part number.

### 7.0 Removal and Replacement

**NOTE:** Remove all aircraft power before removing or disconnecting any electrical/electronic component from the aircraft. Exercise extreme caution to avoid damage to the electrical connector and wiring harnesses in the area.

**NOTE:** Removing components outside the scope of this ICA may require consulting other documents. Removal of components from the aircraft may require removal of other components.

#### 7.1 TPA-100B

The TPA-100B is located under the center floor in the forward cabin forward of frame 9. Access is gained by removing floorboard 121CZ. Follow Dassault Aviation, Mystere-Falcon 900 Maintenance Manual Task 53-04-01-900-802 for floorboard removal/installation procedures. See Figure 1 for floorboard location.

##### Removal

1. Loosen the knurled screw clamps securing the TPA-100B to the mounting rack.
2. Remove the TPA-100B from the mounting tray.
3. Apply a protective covering to the rack and TPA-100B connectors.

##### Installation

1. Remove the protective covering from the rack and TPA-100B connectors.
2. Slide the TPA-100B into the mounting tray until the connector is fully engaged.
3. Secure the TPA-100B by tightening the knurled screw clamps on the mounting rack.
4. Verify proper operation by performing a self-test by following Testing and Fault Isolation section of CAS-100 Maintenance Manual as listed in Section 1.0 or Appendix A
5. If a system failure (not internal to the TPA-100B) is found refer to Dassault Aviation STC SA7306SW-D for assistance.



### Honeywell CAS-100 Upgrade

**Caution:** The TPA-100 TCAS Processor's LCD display, located on the front of the unit, may incorrectly indicate TPA-100A. To assure the unit installed is a TPA-100B, verify the part number on the unit's data plate indicates 940-0351-010. If the unit is identified with the correct part number, then you may disregard the incorrect readout on the LCD display. If the part number is not correct, then contact Honeywell as listed in section 1.0 of this document to obtain a unit with the correct part number.

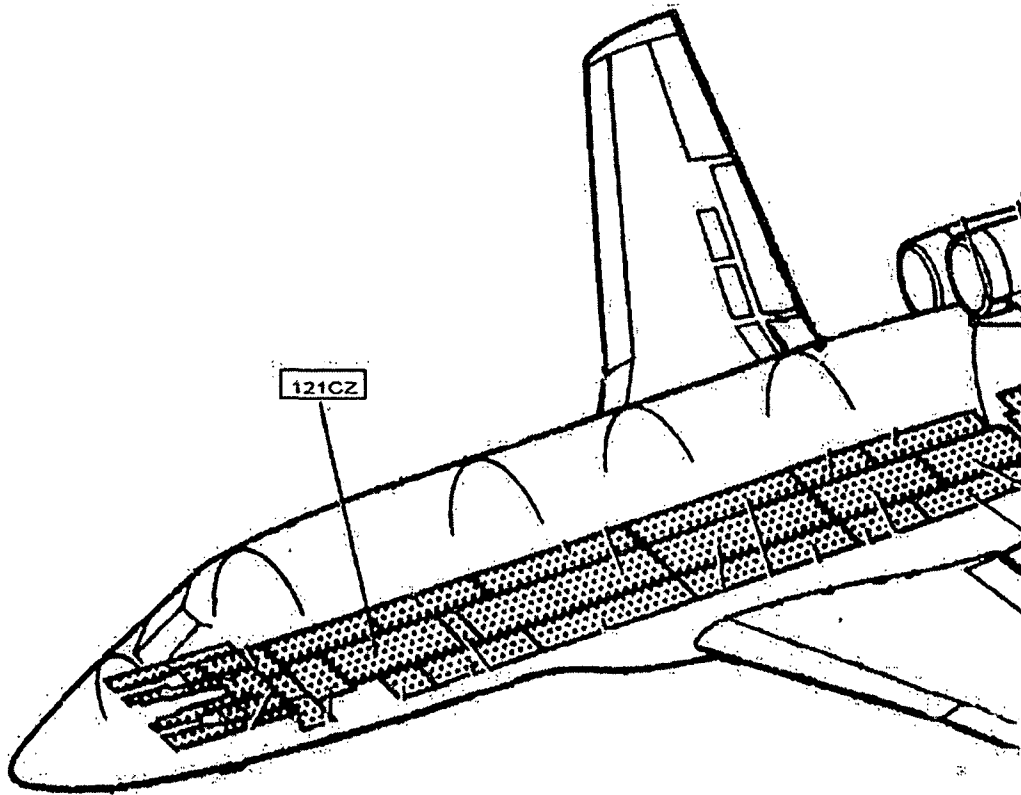


Figure 1: CAS-100 Access. Floorboard 121CZ

#### 8.0 Diagrams

There are no access diagrams.

#### 9.0 Special Inspection Requirements

There are no additional special inspection requirements.

#### 10.0 Protective Treatments

No protective treatments are required.



## **Honeywell CAS-100 Upgrade**

### **11.0 Fastener Data**

There are no fasteners installed by this STC.

### **12.0 Special Tools**

No special tools are required.

### **13.0 Commuter Category**

This is not a commuter category aircraft.

### **14.0 Recommended Overhaul Periods**

No additional overhaul time limitations.

### **15.0 Airworthiness Limitations**

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

No additional Airworthiness Limitations are added to the aircraft ICA as a result of this alteration.

### **16.0 Revisions**

If a revision occurs, a (paper or electronic) copy of the revised ICA will be submitted directly to the appropriate AEG personnel in coordination with the OMT Lead, for AEG acceptance. As deemed necessary, a copy of the changes to the ICA (paper or electronically) will be submitted concurrently to the current owner/operator. Once the AEG provides documented (may be email) acceptance of the ICA, the ODA STC (or Lead) administrator will then approve and sign the ICA and the approved copy will be provided to the owner/operator.





Instructions for Continued Airworthiness

Document No.: EDOC-0000017416

Revision: B

## **Honeywell CAS-100 Upgrade**

### **Appendix A Testing and Fault Isolation**



# Honeywell

## MAINTENANCE MANUAL CAS-100 COLLISION AVOIDANCE SYSTEM

### TESTING AND FAULT ISOLATION

#### 1. General

Fault isolation is the function to find the source of a TCAS failure at the assembly level (black box level) or the aircraft wiring level. Fault isolation for CAS-100 includes the performance of TCAS functional tests and the inspection of the TCAS failure indicators. Then the fault isolation includes the performance of applicable removal and replacement, or the aircraft wiring repair procedures to correct the problem.

CAS-100 failures can be indicated by the failure annunciations on the PPI Radar/TCAS display or dedicated traffic display unit CRT. The failures are also shown by an electro-mechanical fail flag on the RA/VSI unit, and failure indicator lamps on the front panels of the TCAS components. TCAS failures are sensed, and the applicable failure indicator is started. The failure indicator is started as a result of full-time TCAS Built-In-Test Equipment that monitors and because of manually started TCAS Functional Self-Test monitoring.

Fault isolation is usually done on the ground, as a result of failures shown during post-installation, preflight testing, or malfunctions that were seen during the flight operation.

#### 2. Fault Isolation

##### A. General

The TCAS processor can find the malfunctions of the TCAS components that decrease or prevent possible collision avoidance protection. The Mode S transponder can find the malfunctions in the Mode S transponder system that decrease usual TCAS functions. During a transponder system failure, the transponder causes the transponder FAIL or ATC FAIL indicator on the control unit to light. The transponder also communicates the failure status to the TCAS processor. A failure of the Mode S or TCAS system during usual operation causes these effects by the TCAS processor:

- Gives an indication to the flight crew that an unusual condition exists.
- Causes Mode S transmissions that report own aircraft status to show that own aircraft has no on-board resolution capability.
- Prevents interrogations by own aircraft TCAS.
- Stops the usual TCAS display functions.

**NOTE:** Refer to pilot manual for specified failure indications that show on TA/VSI, RA/VSI, dedicated TCAS traffic display, etc.

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# Honeywell

## MAINTENANCE MANUAL

### CAS-100 COLLISION AVOIDANCE SYSTEM

There are two different procedures to start and monitor functional self test of the TCAS/Mode S system. The first is started at the transponder/TCAS control unit and the sensed failures are shown on the traffic display, but for the IVA-81A/D TA/VS. The second procedure is started in the equipment bay using the two buttons found on the front panel of the TCAS processor, and then monitoring the TCAS Processor front panel LED display.

Prior to performing TCAS/Mode S system self test, make sure that these aircraft systems are energized and operate without the failure flags on the applicable cockpit instruments:

- Air Data Systems
- Radio Altimeter Systems
- Altitude (Vertical Gyro) Systems
- Heading (Compass) Systems

If the attitude and point data supplied to the TCAS system is from an AHRS, IRS, or INS, they must be aligned and in operate mode.

#### B. Using Transponder/TCAS Control Unit

**NOTE:** If a PPI Radar/TCAS display is used as the traffic display and has a TCAS mode on the selector switch, it must be turned to the TCAS position for the test. If not, the selector switch must turn to the OFF position to let the traffic display set discrete (from the TCAS processor) and turn the display ON. It takes approximately 5 seconds for the display to get warm after the test is started.

##### (1) Dual Mode S Equipped Aircraft

The aircraft with two Mode S units, set the transponder selector on the CTA-81A Control Unit to Position 1 to test transponder 1. Turn the function selector counterclockwise to the TEST position (ATC 1 TEST position on CTA-81B) and hold the switch in this position for the minimum one second. The self-test continues automatically for approximately 12 seconds. On the CTA-81 ( ) Control Unit, the display window shows ATC12R and the ATC FAIL lamp comes on for approximately 3 seconds.

##### (2) No Malfunctions Reported

If there are no malfunctions, the test sequence will be as follows:

- (a) A test pattern comes into view on the displays to check each type of intruder symbol. Refer to Figure 1001.
- (b) For the aircraft that have RA/VS:
  - 1 During the first seconds of the test, the RA/VS red and green circumference lamps (climb/descend indicators) come on together. The TCAS flag is in the view during the test period.

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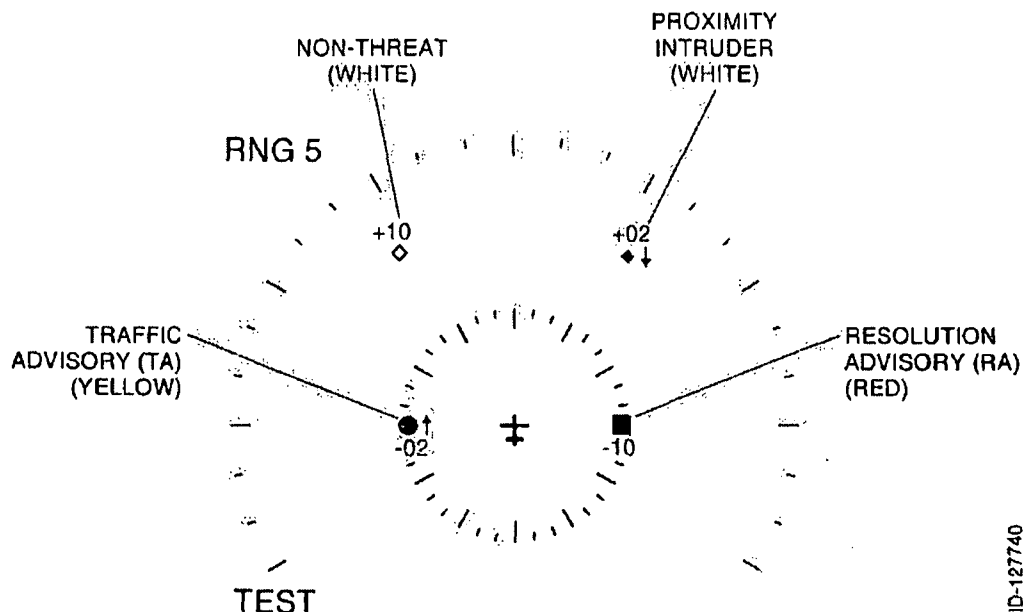
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# Honeywell

## MAINTENANCE MANUAL

### CAS-100 COLLISION AVOIDANCE SYSTEM



**Test Pattern  
Figure 1001**

- 2 After the RA/VSI sequence lamp test, the red and green climb/descend lamps show a set test command that shows a typical resolution advisory during the remaining test sequence.

**NOTE:** The missing correct vertical speed input causes the VSI flag to come into the view on the RA/VSI. If a TA/VSI is used, the legend VSI comes into the view on the display. A TCAS processor failure causes the TCAS flag to come into the view on the RA/VSI, and the TCAS to come into the view on the TA/VSI.

- (c) For the aircraft that have TA/VSI

The TA/VSI shows a set Resolution Advisory and the traffic symbol test pattern. A TEST message is shown.

- (d) For the aircraft that have PPI Radar/TCAS or dedicated display:

The PPI or dedicated display shows the TCAS display test pattern and TEST is shown.

- (e) At the correct end of the self-test, the TCAS processor output on the audio bus starts the synthesized voice message, TCAS System Test OK.

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## MAINTENANCE MANUAL

### CAS-100 COLLISION AVOIDANCE SYSTEM

#### (3) Failure Detected During Self-Test

If a failure is found during self-test, the voice message output from the TCAS processor is, TCAS System Test Fail. The PPI Radar/TCAS display or dedicated display will show the failed system component(s).

Possible traffic display fault annunciations are as follows:

- TCAS PROCESSOR
- UPPER ANTENNA
- LOWER ANTENNA
- RADIO ALT No. 1
- RADIO ALT No. 2
- RADIO ALT No. 1 and No. 2
- No. 1 XPNDR DATA BUS
- No. 2 XPNDR DATA BUS
- TRAFFIC DISPLAY
- RA DISPLAY No. 2
- RA DISPLAY No. 1 and No. 2
- TCAS FAIL
- XPNDR TOP ANT
- XPNDR LOWER ANT
- XPNDR TCAS DATA
- XPNDR CONTROL DATA
- XPNDR CONTROL DATA
- XPNDR CONTROL DATA
- No. 1 XPNDR ALT DATA
- No. 2 XPNDR ALT DATA
- ATTITUDE-RA DISPLAY No. 1
- HEADING
- NO TCAS (NO DATA on some versions)

#### (4) Test Results Not to Specification

If self test results are not to specification, do these:

- (a) If PPI or dedicated display is used, check and record the fault annunciation(s). For the Mode S transponder system and TCAS line maintenance troubleshooting procedures, refer to Tables 1001 and 1002.
- (b) Do the Mode S and TCAS processor self tests on the front of each unit to make the problem clear in non-PPI or dedicated display aircraft.

#### (5) Dual Mode S Equipped Aircraft

Set the transponder selector on the CTA-81A to 2 to test transponder 2 in an aircraft with two Mode S units. Turn the function selector to TA for 10 seconds (minimum), then do again Step 2.B.(1).

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# Honeywell

## MAINTENANCE MANUAL CAS-100 COLLISION AVOIDANCE SYSTEM

### (6) Self-Test Using CTA-81( ) Indicators

The following self-test data applies to the CTA-81( ) indicators:

- (a) Control unit ATC FAIL lamp monitors the transponder functions only.
- (b) On the control unit, letter R comes on in the TEST. The letter R comes on in the ATC-2 position for the aircraft that have a non-Mode S transponder. The letter R does not come on during usual Mode S operation in ATC-1 or ATC-2.
- (c) The TCAS will not operate when the ATC FAIL lamp comes on. The TCAS system must have a serviceable Mode S transponder selected to function correctly.

**CAUTION: REMOVE THE POWER BEFORE REPLACING A MODE S OR TCAS  
SYSTEM COMPONENT. DAMAGE TO THE EQUIPMENT CAN  
RESULT.**

Refer to Table 1001 and Table 1002 for Line Maintenance Troubleshooting Procedures.

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**Honeywell****MAINTENANCE MANUAL**  
**CAS-100 COLLISION AVOIDANCE SYSTEM****Table 1001. Mode S Line Maintenance Troubleshooting Procedure**  
**(Fault Indication on PPI or Dedicated Display)**

Fault Annunciation	Remedy
XPNDR TOP ANT XPNDR LOWER ANT	Check: Coaxial connectors, Coax cable, Coax Switches, Coax switch circuit defective, Transponder antenna
No. 1 XPNDR ALT DATA No. 2 XPNDR ALT DATA XPNDR ALT DATA No. 1 and No. 2	Check: Altitude source, Associated wiring
SELECTED XPNDR XPNDR CONTROL DATA	Check: Mode S transponder/control unit - Denotes loss/incorrect data not covered by other fault codes
XPNDR TCAS DATA No. 1 XPNDR DATA BUS No. 2 XPNDR DATA BUS	Check: Max airspeed program pins, Data bus wires (4), Mode S address wires, Suppression coax cable, Power wires/circuit breaker
<b>NOTE:</b> If fault is shown, do front-panel test of Mode S transponder unit to make these problems clear.	

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**Honeywell****MAINTENANCE MANUAL**  
**CAS-100 COLLISION AVOIDANCE SYSTEM****Table 1002. TCAS Line Maintenance Troubleshooting Procedure**  
**(Fault Indication on PPI or Dedicated Display)**

Fault Annunciation	Remedy
TCAS PROCESSOR UPPER ANTENNA LOWER ANTENNA ATTITUDE HEADING  TCAS FAIL/NO TCAS TRAFFIC DISPLAY  RA DISPLAY No. 1    RA DISPLAY No. 2 RA DISPLAY No. 1 and No. 2  RADIO ALT No. 1 and No. 2 TD FAIL	Do the TCAS processor self.test (Paragraph 2.C.) for specifics.    PPI or dedicated display failure.  One RA DISPLAY or RADIO ALT FAULT will not show in a two system display unless other faults are shown.  Check ADCs, VSIs, wiring, power.  Check the two radio altimeters. PPI defective.
<b>NOTE:</b> If fault is shown, do front-panel test of TCAS processor (Paragraph 2.C.) to make these problems clear.	





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**CAS-100 COLLISION AVOIDANCE SYSTEM**

**C. Using TCAS Processor Front-Panel Buttons and LCD Display**

**NOTE:** Refer to applicable Mode S transponder system maintenance manual for front-panel self tests of Mode S transponder.

**(1) General**

The TPA-100A TCAS Processor front panel contains a four-line, 16 character for each line Liquid Crystal Display (LCD) and two pushbutton controls as shown in Figure 1002. The left pushbutton is the Scroll button and the right button is the Select button.

If none of the two pushbuttons is operated for one minute, the Main Menu is shown. Refer to Figure 1003 for a typical Main Menu. The first line of each display contains a title and the page number is shown with the number of pages that comprise that display.

Any line that has an asterisk (\*) in the first column shows that the line is selectable. The caret (>) shows the location of a selectable item if the Select pushbutton is pushed. When an item is chosen, a different menu is shown. Any line that does not have an asterisk or a caret is a text line and can not be selected.

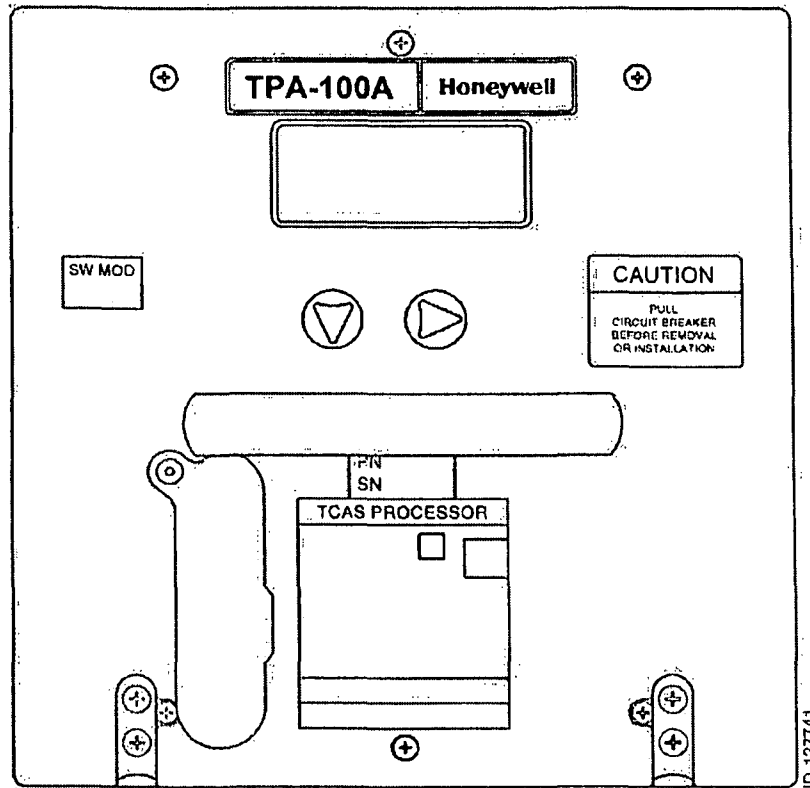
The Scroll pushbutton moves the caret down the page to the subsequent selectable item or to the subsequent page if that is where the next selectable item is located.

When the caret has cycled through all the selectable items on all pages of the menu, it returns to the top selectable item on the first page of the menu.

To return to the previous selection, push and hold the Scroll button while the Select button is pushed. Repeating this procedure causes the display to go back to the previous selection.



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**TCAS Processor Front Panel LCD and Pushbuttons**  
**Figure 1002**

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The Figure 1003 shows a typical Main Menu screen. If the Select button is pushed, the system status menu is shown. If the Scroll button is pushed one time, the caret moves to START TEST. If the Scroll button is pushed again, the caret moves to STORED FAULTS on page 2 of the menu.

TPA-100A	1/2
*UNIT OK	
>SYSTEM OK	
*START TEST	

TPA-100A	2/2
>STORED FAULTS	
*CONFIGURATION	
*INPUTS	

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(Typical Pages 1 and 2 of Menu Screen)

**Typical Main Menu Screen  
Figure 1003**

**NOTE:** The caret is located at SYSTEM OK.

(2) Unit OK/System Failed

If SYSTEM FAILED is the active selectable item on the Main Menu, to push the Select pushbutton starts a display entitled FAULTS. The display lists the text of all the unit faults that have occurred. Refer to Table 1003 for a list of possible unit faults.

(3) System OK/Failed Display Screen

When SYSTEM FAILED is the active selectable item, the system faults are active and the input faults can be active at the same time. When the Select button is pushed, the text for all active system and input faults are shown. The display title will be INPUT FLTS. Refer to Table 1004 for a list of the system and the input faults.

Refer to Table 1005 for a list of the program pin faults. The program pins being shorted to ground cause these faults except for BINT and BLIM. The BINT fault is caused by strapping fewer than 3 intruders to be shown. The BLIM fault is caused by the altitude limit program pins (RMP 6E through RMP 6J) being open.

When SYSTEM OK is the active selectable item, only input faults are in operation. To push the Select button causes the input fault text to be shown. The display title will be INPT FLTS.

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**Honeywell****MAINTENANCE MANUAL**  
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Internal Faults	Fault Identification
DM CPU MCE PCI SP Fault	CPU1
DM CPU MCE PCI IO Fault	CPU2
DM CPU MCE PCI 429 Fault	CPU3
DM CPU MCE PCI Unknown Fault	CPU4
DM CPU Processor Transaction Fault	CPU5
DM CPU Memory Refresh Overflow Fault	CPU6
DM CPU Memory Select Fault	CPU7
DM CPU ECC Multi-bit Fault	CPU8
DM CPU Processor Unknown Fault	CPU9
SW Execution Error	SWn (where n = A to Z and identifies task)
DM BIT ADC Fault	BADC
DM ref 2.5	VREF
Synthesizer Initialization	SYN1
DM SDRAM Data	RAMD
DM SDRAM Program	RAMP
DM 12	P12
DM min12	PM12
DM 5	P5
DM 30Mon	P30
TRM 7	P7
DM 3.3	PD33
DM 2	PD2
DM 2.5	PD25
TRM min40	PR40
TRM min5	PRM5
TRM 3.3	PR33

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**Honeywell****MAINTENANCE MANUAL**  
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Internal Faults	Fault Identification
TRM 5	PR5
TTM min8	PTM8
TTM 3.3 ref	PT3R
TTM 30v ref	PT30
TTM 32v e4	PT24
TTM 32v e3	PT23
TTM 32v e2	PT22
TTM 32v e1	PT21
TTM 2.5	PT25
TTM 6	PT6
TTM 3.3	PT3
TTM 6v Bias	PT6B
DM IO A/D Slow Conversion	DA1
DM IO A/D Invalid Ground	DA2
DM IO A/D Invalid 2.5 volt ref	DA3
DM Invalid Voice Program (CRC)	DV2
DM Invalid Voice Program (Version)	DV3
DM Invalid Configuration Data	DCFG
DM Voice Synthesizer Initialization	DV1
DM TA/RA # 1 Loop Around Missing	DL1
DM TA/RA # 1 Loop Around Bad Data	DL2
DM TA/RA # 2 Loop Around Missing	DL3
DM TA/RA # 2 Loop Around Bad Data	DL4
DM RA # 1/2 Loop Around Missing	DL5
DM RA # 1/2 Loop Around Bad Data	DL6
DM TX Coord Bus # 1 Loop Around Missing	DL9
DM TX Coord Bus # 1 Loop Around Bad	DL10
DM TX Coord Bus # 2 Loop Around Missing	DL11

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**Honeywell****MAINTENANCE MANUAL  
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Internal Faults	Fault Identification
DM TX Coord Bus # 2 Loop Around Bad	DL12
DM 429 TA/RA Disp 1 FIFO Busy Error	DF1
DM 429 TA/RA Disp 2 FIFO Busy Error	DF2
DM 429 RA Disp FIFO Busy Error	DF3
DM 429 TX 1 Immediate Reg Error	DF4
DM 429 TX 2 Immediate Reg Error	DF5
DM ATCRBS Loop Around	DSP1
DM Mode S Loop Around	DSP2
DM SP Reply Data FIFO	DSP3
DM SP Reply Bearing FIFO	DSP4
DM SP Squitter Data FIFO	DSP5
DM SP Squitter Bearing FIFO	DSP6
DM SP DPSK Loop Around Fail	DSP7
DM SP Mode Decode (Mode S)	DSP8
DM SP Mode Decode (Mode C)	DSPA
DM SP Missing EOI	DSP9
Bias Ctl Offset Voltage	TB00
Bias Ctl Chan 1 - Lo	TBD1
Bias Ctl Chan 1 - Hi	TBF1
Bias Ctl Chan 2 - Lo	TBD2
Bias Ctl Chan 2 - Hi	TBF2
Bias Ctl Chan 3 - Lo	TBD3
Bias Ctl Chan 3 - Hi	TBF3
Bias Ctl Chan 4 - Lo	TBD4
Bias Ctl Chan 4 - Hi	TBF4
TX Output Power Low - Channel 1	T1PW
TX Output Power Low - Channel 2	T2PW

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**Honeywell****MAINTENANCE MANUAL  
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Internal Faults	Fault Identification
TX Output Power Low - Channel 3	T3PW
TX Output Power Low - Channel 4	T4PW
1030 TX Frequency	1030
TTM Power Leveling	TLVL
TTM Power Attenuation - Monotonicity	TATT
Cal PS1 Fault	TPS1
Cal PS3 Fault	TPS3
Cal PS4 Fault	TPS4
RX Cal Fault Top 1090	RCT0
RX Cal Fault Bot 1090	RCB0
TX Cal Top Fault	TCT
TX Cal Bot Fault	TCB
Top Bottom Antenna Phase Error	TBCL

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**Table 1004. System and Input Faults**

Front Panel Text	Fault Description
Top Ant Fail	1. TX Cal Delta 24 or 31 Top (Antenna Failure)
Top Ant E1	1.1 Top Antenna Element 1 failed
Top Ant E2	1.2 Top Antenna Element 2 failed
Top Ant E3	1.3 Top Antenna Element 3 failed
Top Ant E4	1.4 Top Antenna Element 4 failed
Bott Ant Fail	2. TX Cal Delta 24 or 31 Bot (Antenna Failure)
Bott Ant E1	2.1 Bottom Antenna Element 1 failed
Bott Ant E2	2.2 Bottom Antenna Element 2 failed
Bott Ant E3	2.3 Bottom Antenna Element 3 failed
Bott Ant E4	2.4 Bottom Antenna Element 4 failed
Radio Alt 1	3. Radio Altitude 1 (for A330, A340, and Boeing)
Radio Alt 2	4. Radio Altitude 2 (for A330, A340, and Boeing)
Radio Alt 1	3a. Radio Altitude 1 (for A320)
Radio Alt 2	4a. Radio Altitude 2 (for A320)
Transponder 1	5. Mode-S Transponder 1
Transponder 2	6. Mode-S Transponder 2
Roll Att Data	7. Roll Angle
Pitch Att Data	8. Pitch Angle
Heading Data	9. Magnetic Heading
TA/VS1 1	10. TA/VS1 1
TA/VS1 2	11. TA/VS1 2
RA Display 1	12. RA/VS1 1
RA Display 2	13. RA/VS1 2
CMC Bus	14. CFDIU (for A320)
CMC Bus	14. CMC (for A330, A340, and Boeing)
ATC Ctl Panel	15. Mode-S Control Panel (for A330 and A340)
ATC Ctl Panel	15.1 Mode-S Control Panel (for A320 and Boeing)





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**Table 1004. System and Input Faults (cont)**

Front Panel Text	Fault Description
FMC	16. FMC (for aircraft type not A330 and not A340)
FMC	16.1 FMC (for A340 and A330)
Suppression Line	17. Suppression Line
TCAS Unit Failed	18. TCAS Unit Fault
Power Interrupt	19. Power Supply Interrupted
Program Pin	20. Program Pin



**Honeywell****MAINTENANCE MANUAL  
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Front Panel Text	Fault Description
PP RMP 12A	Analog Radio Altimeter Prgm, RMP 12A
PP RMP 12B	Analog Radio Altimeter Prgm, RMP 12B
PP RMP 12C	Analog Radio Altimeter Prgm, RMP 12C
PP RBP 7D	Audio Tone Enable Program, RBP 7D
PP RBP 7E	Ground Display Mode, RBP 7E
PP RBP 7F	Display All Traffic Program, RBP 7F
PP RBP 7G	Cable Delay Program Sign, RBP 7G
PP RBP 7H	Cable Delay Program MSB, RBP 7H
PP RBP 7J	Cable Delay Program LSB, RBP 7J
PP RBP 8F	TA/RA Display Symbols Max Prgm, RBP 8F
PP RBP 8G	TA/RA Display Symbols Max Prgm, RBP 8G
PP RBP 8H	TA/RA Display Symbols Max Prgm, RBP 8H
PP RBP 8J	TA/RA Display Symbols Max Prgm, RBP 8J
PP RBP 8K	TA/RA Display Symbols Max Prgm, RBP 8K
PP RBP 8E	Functional Test Inhibit Prgm, RBP 8E
PP RBP 7A	Audio Level Prgm, RBP 7A
PP RBP 7B	Audio Level Prgm, RBP 7B
PP RBP 7C	Audio Level Prgm, RBP 7C



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**Table 1005. Program Pin Faults (cont)**

Front Panel Text	Fault Description
PP RMP 6E	Altitude Limit Prgm, RMP 6E
PP RMP 6F	Altitude Limit Prgm, RMP 6F
PP RMP 6G	Altitude Limit Prgm, RMP 6G
PP RMP 6H	Altitude Limit Prgm, RMP 6H
PP RMP 6J	Altitude Limit Prgm, RMP 6J
PP TARA <3 Intrd	TA/RA Display Limit Program Pins set less than 3 Intruders
PP Alt Limit Opn	Altitude Limit Program Pins All Open
PP RBP 7K	Program Pin Common, RBP 7K
PP RMP 6K	Aircraft Alt. Limit Prgm Common, RMP 6K
PP RBP 8A	Audio Level On Ground, RBP 8A
PP RBP 8B	Audio Level On Ground, RBP 8B
PP RBP 8C	Audio Level On Ground, RBP 8C
PP RBP 4G	RA Valid Discrete Disable Program Pin, RBP 4G
PP RBP 6J	Transponder Interface Select, RBP 6J
PP RBP 6K	Rad Alt Interface Select, RBP 6K
PP RMP 5E	ADS-B (Intruder File Enable) Program Pin

**(4) Unit, System, and Input Active Fault Relationship**

Table 1006 shows the relation in unit, system, input active faults, and the status on the display. The asterick (\*) shows that the text is selectable.

The display screen shows START TEST or TEST INHIBIT. Refer to Figure 1004. The test is prevented in specific conditions when the Air/Ground Discrete = Air. When the Air/Ground Discrete = Ground, START TEST is shown.

To push the Select button when the caret is adjacent to the Start Test selectable item, causes the Test In Progress screen to come into the view and the test to start.

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The three possible results of the test are:

- (a) No faults (unit and system ok)
- (b) System or input faults (unit ok, system failed)
- (c) Internal faults (unit failed/system failed)

To push the Select button with the caret at SYSTEM FAILED or UNIT FAILED causes a display screen with the entries that include the applicable found faults. When faults are found, START TEST is selectable and a retest is possible. The selection of GO BACK causes the previous screen with a selectable item to be shown. That previous screen is the same as it was when previously visited. A GO BACK is possible when the user pushes a Select button with an in operation selectable item. To go back to the previous screen, hold the Scroll button and push the Select button.





**Honeywell****MAINTENANCE MANUAL  
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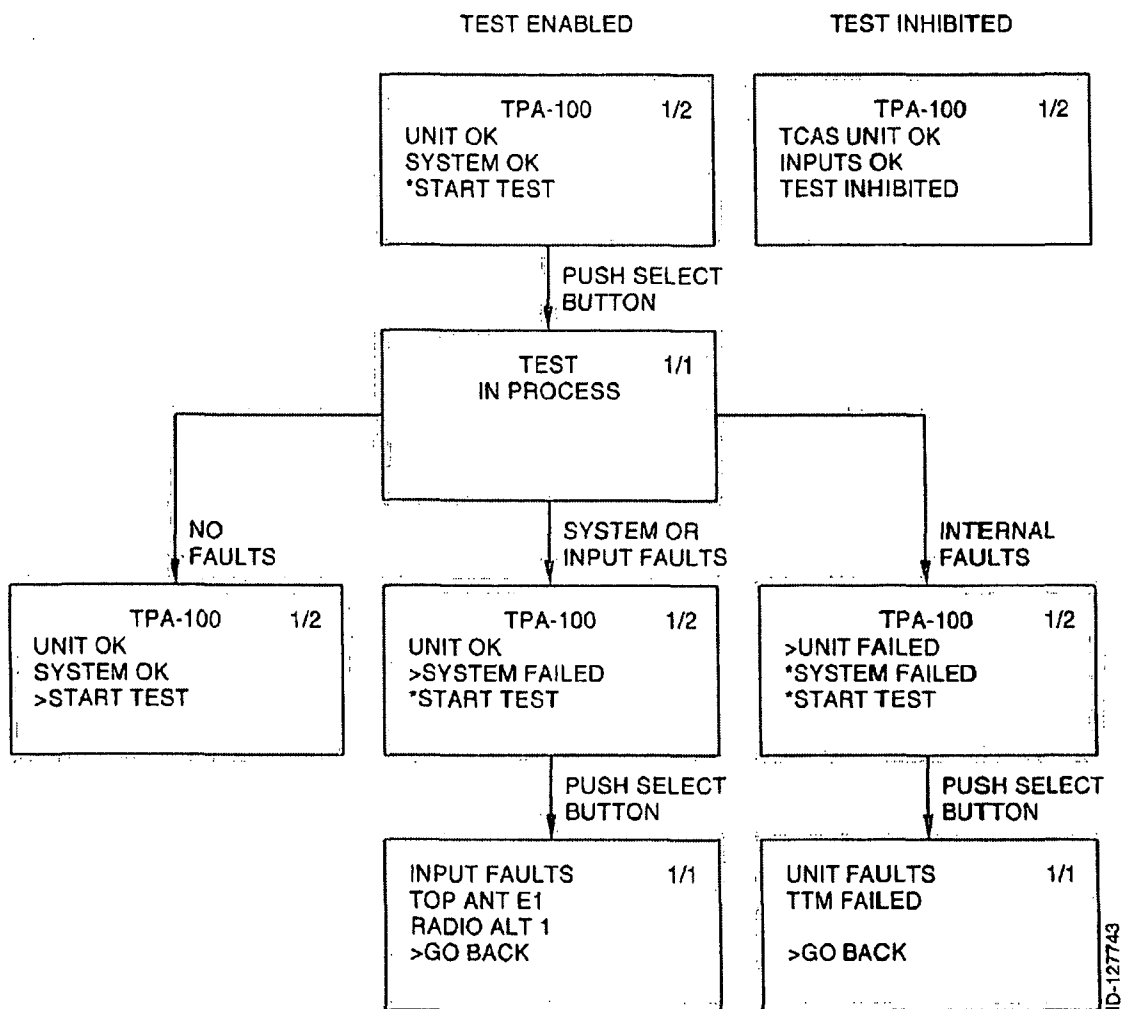
Active Unit Faults	Active System Faults	Active Input Faults	Unit (Status) System/Input (Status)
No	No	No	Unit OK System OK
No	No	Yes	Unit OK *Inputs Faulted
No	Yes	No	Unit OK *System Failed
No	Yes	Yes	Unit OK *System Failed
Yes	No	No	*Unit Failed *System Failed
Yes	No	Yes	*Unit Failed *System Failed
Yes	Yes	No	*Unit Failed *System Failed
Yes	Yes	Yes	*Unit Failed *System Failed
* Selectable item			



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**Start Test/Test Inhibited Sample Flow Diagram**  
**Figure 1004**



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#### (5) Stored Faults

To push the Select button when STORED FAULTS (refer to main menu Figure 1003) is the active selectable item, causes the Stored Faults screen to be shown (Figure 1005). The fault data is shown five legs back from the most recent fault to the oldest fault. The title of the Stored Fault Display shows in which leg the stored fault is found. The title shows the current leg minus the number of legs to where the fault is kept. For example, LEG-2 shows the fault is found two legs back from the present leg. If the current leg equals the leg with the fault, then the title is INBOUND.

The date and time the first fault of the flight leg occurred is shown in the screen title.

PHASE shows the flight phase (1-16) of the faults first occurrence in the flight leg. OCCUR shows the number of occurrences of the fault in the fault leg.

The Figure 1006 is an example of a stored fault procedure.

LEG-2	1/2
FAULT_TEXT	
MO/DD/YY HH:MM	
PHASE: SS OCCUR: 0	

STORED	2/2
FAULTS	
>MENU	

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**Typical First and Last Pages of Stored Faults Display Screen**  
**Figure 1005**

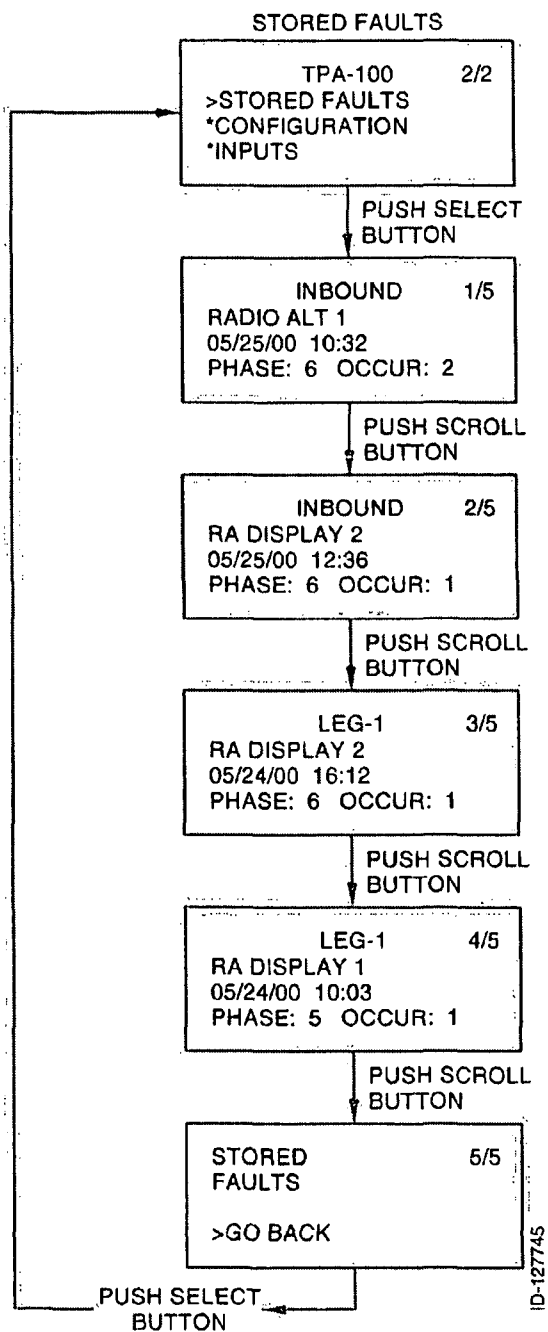
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Stored Faults LCD Screen Example  
Figure 1006

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### (6) Configuration Display Screen

To push the Select button when the Configuration is the Active Selectable Item on the Menu screen causes the Configuration Screen to come into the view. A representation of a two page Configuration screen is shown in Figure 1007.

The screen title is CONFIG. The lines two, three, and four of page 1/2 contain the software part number(s). To push the Scroll button causes page 2/2 of the CONFIG screen to come into the view. The hardware part number and the unit serial number are shown on the screen. The Active Selectable Item is GO BACK. To push the Select button while the caret is at GO BACK causes a return to the Menu screen.

```
CONFIG 1/2
LIST OF SOFTWARE
PART NUMBERS
```

```
CONFIG 2/2
HARDWARE_PN
S/N: SERIAL NUM
>GO BACK
```

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**Typical Configuration Display Screen  
Figure 1007**



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(7) Inputs Display Screen

To push the Select button when Input is the Active Selectable Item on the Menu Screen causes the Input select screen page 1/3 to come into the view. Refer to Figure 1008. Refer to Table 1007 for Program Pin displayed text and fault descriptions.

(a) Program Pins Display Screen

INPUTS	1/3
*PROGRAM PINS	
*DISCRETES	
*TCAS DATA	

INPUTS	2/3
*MODE-S ADDRESS	
*CW INTERFERENCE	

INPUTS	3/3
>GO BACK	

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**Typical Input Display Screens (Pages 1-3)**  
**Figure 1008**

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Table 1007. Program Pins

Program Pin	Display Text	Fault Description
PP RBP 6J	Single Xpdr	One Transponder Program Pin shows how many transponders are installed:  *0 = Both Transponders Installed *1 = One Transponder Installed
PP RBP 6K	Single RA	One Radio Altitude Program Pin shows how many Radio Altimeters are installed:  *0 = Both Altimeters Installed *1 = One Altimeter Installed
PP RBP 7A	Airborne Audio Level # 1	Airborne Audio Level Program Pins find the speaker and phones audio level output when the aircraft is airborne by strapping one or more Airborne Audio Level Program Pins to Program Pin Common RBP7K ( <b>Refer to NOTE</b> )
PP RBP 7B	Airborne Audio Level # 2	
PP RBP 7C	Airborne Audio Level # 3	
PP RBP 7D	Audio Advisory Discrete	Audio Advisory Discrete Program Pins show if there is an interval in the Synthesizer Voice output when an advisory is given:  *0 = No Delay *1 = 0.8 to 1.2 second delay (an audio tone is output prior to the issuance of a voice command)
PP RBP 7E	Ground Display Mode	Ground Display Mode Program Pin shows the correct mode for TCAS when the aircraft is on the ground:  *0 = TA Only mode (Sensitivity Level = 2, RAs prevented) *1 = Standby Mode (Sensitivity Level = 1)
PP RBP 7F	Display All Traffic	Display All Traffic/Threat Program Pin calculates the traffic that is shown:  *0 = Display All Traffic *1 = Display TA/RA Traffic Only
PP RBP 7G	Cable Delay Sign	The Cable Delay Program Pins show the differential interval between the top and the bottom antenna.
PP RBP 7H	Cable Delay MSB	
PP RBP 7J	Cable Delay LSB	

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**Table 1007. Program Pins (cont)**

Program Pin	Display Text	Fault Description
PP RBP 8A	On Ground Audio Level No. 1	Ground Audio Level Program Pins find the speaker and phones audio level output when the aircraft is on the ground by strapping one or more Ground Audio Level Program Pins to Program Pin Common RBP7K.
PP RBP 8B	On Ground Audio Level No. 2	
PP RBP 8C	On Ground Audio Level No. 3	
PP RBP 8E	Self Test Inhibit	Test Inhibit Program Pin shows when to prevent functional test when airborne:  *0 = Functional Test In Air Permitted  *1 = Functional Test In Air Prevented
PP RBP 8F	Disp Intruder Limit 16	TA/RA Display Intruder Limit Program Pins limit the number of intruders that can be shown (all pins = maximum traffic can be displayed = 31). There are five straps to limit the number of intruders that are shown (0-31). The pins connected to RBP7K are not shown.
PP RBP 8G	Disp Intruder Limit 8	
PP RBP 8H	Disp Intruder Limit 4	
PP RBP 8J	Disp Intruder Limit 2	
PP RBP 8K	Disp Intruder Limit 1	
PP RMP 6E	Altitude Limit 2000 ft	Altitude Limit Program Pins show the altitude Performance Limits of an aircraft. If no straps are installed the altitude Performance Limit is zero feet (zero m). If all straps are installed the Performance Limit is 62,000 feet (18,898 m).
PP RMP 6F	Altitude Limit 4000	
PP RMP 6G	Altitude Limit 8000	
PP RMP 6H	Altitude Limit 16000	
PP RMP 6J	Altitude Limit 32000	
PP RMP 12A	RA Type Straps A	Radio Altimeter Type Straps Program Pins show the type of radio altimeter that supplies altitude data to the TCAS system.
PP RMP 12B	RA Type Straps B	
PP RMP 12C	RA Type Straps C	

\* 0 = Open, 1 = Ground (Connected to Program Pin Common (RBP7K))

**NOTE:** For more program pin data refer to the Wire Strapping Options paragraph in the MAINTENANCE PRACTICES section of this manual.



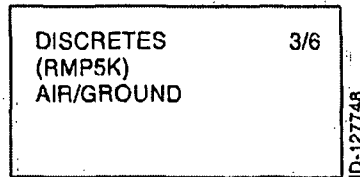


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### (b) Discretes Display Screen

Figure 1009 is an example of a Discrete screen. The line 1 contains the screen title, the line 2 shows the pin number followed by Open or Ground. The lines 3 and 4 are reserved for the name of the discrete. On the last Discrete page the Active Selectable Item GO BACK is shown. Table 1008 lists the discrete pins, the text shown, and a short description of the discrete.



**Example of Discrete Screen  
Figure 1009**



**Honeywell****MAINTENANCE MANUAL  
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Discrete Pin Number	Display Text	Discrete Description
RBP5A	Advisory Inhibit 1	The four input to TCAS prevent annunciations when more important events occur. The source of the four input are Input 1, Aircraft System; Input 2, Windshear System 1; Input 3, Windshear 2; Input 3, EGPWC.  Refer to Table 1009.
RBP5B	Advisory Inhibit 2	
RBP5C	Advisory Inhibit 3	
RBP5D	Advisory Inhibit 4	
RBP5E	Increase Climb Inhibit 1	The following logic applies to the four Increase Climb Inhibit Input to the TCAS from the system.  (Increase Climb Inhibit 1 AND Increase Climb Inhibit 2) OR (Increase Climb Inhibit 3 AND Increase Climb Inhibit 4) = Cannot climb at 2,500 feet (762 m) each minute.  The low is the in operation condition.
RBP5F	Increase Climb Inhibit 2	
RBP5G	Increase Climb Inhibit 3	
RBP5H	Increase Climb Inhibit 4	
RMP1J	Climb Inhibit 1	TCAS is Climb Inhibited when the logic is as follows: (Climb Inhibit 1 AND Climb Inhibit 2) OR (Climb Inhibit 3 AND Climb Inhibit 4). The low is the in operation condition.  The Climb Inhibit discretes are influenced by the landing gear position, flap position, and other aircraft configurations that give climb performance.
RMP13G	Climb Inhibit 2	
RBP5J	Climb Inhibit 3	
RBP5K	Climb Inhibit 4	
RBP6A	Data Loader Enable	Data loader enable discrete input to TCAS from the data loader.
RMP3D	Advisory/Annunc Cancel	This discrete input gives the procedure for cancelling current aural advisory, synthesized voice, and visual annunciator alerts. This is an option of the flight crew. When cancelled it stays cancelled until the currently active advisory becomes inactive and then active again or the current active advisory is replaced by a different advisory.  Where 0 = Open = No Advisory Cancel 1 = Ground = Advisory Cancel

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**Honeywell****MAINTENANCE MANUAL**  
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Discrete Pin Number	Display Text	Discrete Description																				
RMP5K	Air/Ground 1	<p>The Air/Ground Discrete Input for the Air/Ground relay.</p> <p>The normal failure mode is the airborne condition.</p> <p>The following applies:</p> <table><tr><th>RMP5K</th><th>RTP5J</th><th>Definition</th></tr><tr><td>1</td><td>1</td><td>a/c on ground, don't inhibit ATCRBS replies</td></tr><tr><td>1</td><td>0</td><td>a/c on ground, don't inhibit ATCRBS replies</td></tr><tr><td>0</td><td>1</td><td>a/c on ground, inhibit ATCRBS replies</td></tr><tr><td>0</td><td>1</td><td>a/c airborne, don't inhibit ATCRBS replies</td></tr></table> <p>Where 0 = Open 1 = Ground</p>	RMP5K	RTP5J	Definition	1	1	a/c on ground, don't inhibit ATCRBS replies	1	0	a/c on ground, don't inhibit ATCRBS replies	0	1	a/c on ground, inhibit ATCRBS replies	0	1	a/c airborne, don't inhibit ATCRBS replies					
RMP5K	RTP5J	Definition																				
1	1	a/c on ground, don't inhibit ATCRBS replies																				
1	0	a/c on ground, don't inhibit ATCRBS replies																				
0	1	a/c on ground, inhibit ATCRBS replies																				
0	1	a/c airborne, don't inhibit ATCRBS replies																				
RMP6D	Performance Limit	<p>The performance limit shows to TCAS when the aircraft can no longer get a 1,500 feet (457 m) each minute climb. When the input is GROUND the performance is not limited. When the input is OPEN the climb is limited if the altitude of the aircraft is above the value set by the Altitude Limit Program (See below).</p> <table><tr><th>Limit Input</th><th>RMP6D</th><th>Relative Altitude</th><th>Climb Limited</th></tr><tr><td>Yes</td><td>Open</td><td>Below</td><td>No</td></tr><tr><td>Yes</td><td>Open</td><td>Above</td><td>Yes</td></tr><tr><td>No</td><td>Gnd</td><td>Below</td><td>No</td></tr><tr><td>No</td><td>Gnd</td><td>Above</td><td>No</td></tr></table>	Limit Input	RMP6D	Relative Altitude	Climb Limited	Yes	Open	Below	No	Yes	Open	Above	Yes	No	Gnd	Below	No	No	Gnd	Above	No
Limit Input	RMP6D	Relative Altitude	Climb Limited																			
Yes	Open	Below	No																			
Yes	Open	Above	Yes																			
No	Gnd	Below	No																			
No	Gnd	Above	No																			
RMP7E	TA Display No. 1 Status	<p>The TA Display Status input are connected to their related Traffic Display Status output (valid).</p> <p>If any of the Display Status discretes are not necessary they must be attached to ground as necessary for the installation.</p>																				
RMP7J	TA Display No. 2 Status																					
RMP14C	RA Display No. 1 Status	<p>The RA Display 1 and 2 Status discretes indicate the validity of the resolution displays. They are connected to their respective RA Display Status output (valid).</p>																				
RMP13E	RA Display No. 2 Status																					
RMP13F	Landing Gear	<p>This pin shows the position of the landing gear. The usual mode is the RETRACTED position.</p> <p>Where 0 = Gear Retracted = Open 1 = Gear Extended = Ground</p>																				

**NOTE:** Advisory Inhibit and TCAS Mode Data is shown in Table 1009.**34-45-47**Page 1030  
8 Jul 2011



**Honeywell****MAINTENANCE MANUAL  
CAS-100 COLLISION AVOIDANCE SYSTEM****Table 1009. Advisory Inhibit and TCAS Mode Data**

Advisory Inhibit				TCAS Mode
No.1	No.2	No.3	No.4	
1	X	X	X	Standby (SL=1)
0	1	X	X	TA Only (SL=2)
0	X	1	X	TA Only (SL=2)
0	X	X	1	TA Only (SL=2)
0	0	0	0	Normal

Where 0 = Open  
 1 = Ground  
 X = Don't care

**NOTE:** Advisory Inhibit 1 has precedence over the other Advisory Inhibit input.

**(c) TCAS Data Display Screen**

To push the Select button when the TCAS Data is the Active Selectable Item on the Input select screen causes the TCAS Data screen 1/8 to be shown.

The TCAS Data screen shows the validity and the value of input data for the following input used by TCAS:

- Digital Radio Altitude
- Analog Radio Altitude

The priority of Radio Altitude sources is:

1. Digital Radio Altitude No. 1
  2. Digital Radio Altitude No. 2
  3. Analog Radio Altitude No. 1
  4. Analog Radio Altitude No. 2
- Pressure Altitude
  - Roll
  - Pitch
  - Heading
  - Climb Inhibit Increase Climb Inhibit Discretes
  - Air/Ground Discrete
  - Landing Gear Discrete

**34-45-47**

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8 Jul 2011





**Honeywell****MAINTENANCE MANUAL  
CAS-100 COLLISION AVOIDANCE SYSTEM****1 Digital Radio Altitude**

The Figure 1010 shows an example of a Digital Radio Altitude screen. The line 2 shows the correct radio altitude from the No. 1 digital data source. The plus (+) sign in position 16 of line 2 shows that Altitude No. 1 source is the active input. If the Altitude No. 1 data was incorrect, then INVALID would be shown on the line two. The line 3 shows the Altitude No. 2 data in the same procedure that line 2 shows the Altitude No. 1 data.

DIGITAL RA	1/8
#1 2440	+
#2 2440	

ID-127749

**Digital Radio Altitude Display Screen Example  
Figure 1010**

**2 Analog Radio Altitude**

The Figure 1011 shows an example of an Analog Radio Altitude screen. The line two shows that analog radio altitude No. 1 data is incorrect. If the analog altitude No. 1 data were correct then the altitude would be shown on the line 2. A plus sign (+) in position 16 of line 3 shows that altitude source is the active input. Line 3 shows the correct altitude from analog altitude No. 2 and the plus sign shows that analog radio altitude No. 2 is the active altitude source.

ANALOG RA	2/8
#1 INVALID	
#2 2440	+

ID-127750

**Analog Radio Altitude Display Screen Example  
Figure 1011**

**34-45-47**



# Honeywell

## MAINTENANCE MANUAL

### CAS-100 COLLISION AVOIDANCE SYSTEM

#### 3 Pressure Altitude

The pressure altitude data is supplied to TCAS from the transponder through XT Coordination No. 1 and No. 2 ARINC 429 data bus (Data Word Label 203). The Figure 1012 shows a sample Pressure Altitude screen. The line two contains the altitude data from XT Coordination No. 1 pressure altitude data source. In this example the data source is correct (altitude = 2400 ft.) and the plus sign shows that the XPDR No. 1 is the active source. If that data were correct then line two can show INVALID. The line three indications are almost the same except that they are for XPDR No. 2.

PRESS ALT	3/8
XPDR #1 2440	+
XPDR #2 2440	

ID-127751

**Pressure Altitude Display Screen Example**  
**Figure 1012**

#### 4 Roll

An example of a Roll display is shown in Figure 1013. The line two shows the data from ARINC 429 Mag Heading/Attitude data bus (label 325). The (+) indicated that data source is the active source. If the roll data from the 429 data source is not correct, then line two can show INVALID. The line three shows the data from a roll attitude synchro. In this case the data is incorrect.

ROLL	4/8
DIGITAL 5	+
ANALOG INVALID	

ID-127752

**Roll Display Screen Example**  
**Figure 1013**

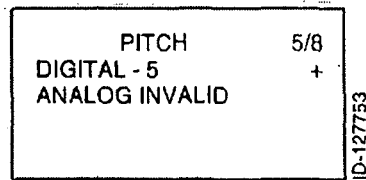


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## MAINTENANCE MANUAL CAS-100 COLLISION AVOIDANCE SYSTEM

### 5 Pitch

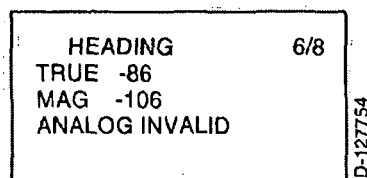
An example of a Pitch display screen is shown in Figure 1014. The line two shows the data from ARINC 429 Mag Heading/Allotted data bus (label 324). The (+) shows that source is the active source. If the Pitch data from the 429 data source is not correct, then line two can show INVALID. The line three shows the data from a Pitch attitude synchro. In this case the data is correct.



**Pitch Display Screen Example  
Figure 1014**

### 6 Heading

There are two types of heading data, one is ARINC 429 and the other is synchro. There are two types of ARINC 429 heading data, true and magnetic. An example of a Heading display is shown in Figure 1015. The second line shows the true heading data from ARINC 429 label 314. The (+) indicated that data source is the active source. If the data from one of the data sources is not correct, then it can show INVALID (as shown on the line three). The line three shows Magnetic heading data from ARINC 429 data source (label 320). The line four shows the data from the Magnetic Synchro data source. In this case the data is incorrect.



**Heading Display Screen Example  
Figure 1015**



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## MAINTENANCE MANUAL

### CAS-100 COLLISION AVOIDANCE SYSTEM

#### 7 Climb Inhibit

An example of a Climb Inhibit display screen is shown in Figure 1016. The second line shows if climb is inhibited or not (yes or no). The line three shows if increased climb is inhibited (yes or no).

CLIMB INHS	7/8
C1 INH	YES
INC C1 INH	NO

ID-127755

**Climb Inhibit Display Screen Example  
Figure 1016**

#### 8 Air/Ground and Landing Gear

An example of an Air/Ground and Landing Gear display screen is shown in Figure 1017. The second line shows if Air/Ground Input Discretes show Ground, Air, or invalid. The line three shows if Landing Gear Discrete Input shows the gear is RETRAC or EXTEND. The Active Selectable Item is GO BACK.

AIR/GROUND	8/8
AIR/GND	GROUND
LGND GEAR	EXTEND
>GO BACK	

ID-127756

**Air/Ground Display Screen Example  
Figure 1017**



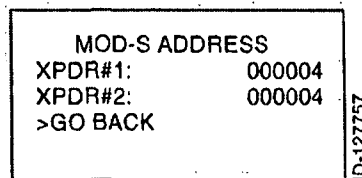


# Honeywell

## MAINTENANCE MANUAL CAS-100 COLLISION AVOIDANCE SYSTEM

### (d) Mode-S Address

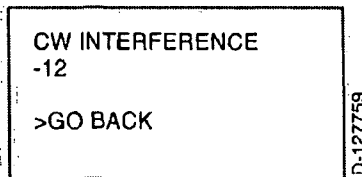
To push the Select button when Mode-S Address is the Active Selectable Item on the Input screen causes the Mode-S Address display screen to display. The Figure 1018 shows an example of the Mode-S Address screen. Line two shows the hexadecimal address of transponder No. 1 received from XT Coordination No. 1 (pins RMP 14F and RMP 14G) ARINC 429 data bus (labels 275 and 276). If the data words are not received, no address will be shown and that area of the screen will stay blank.



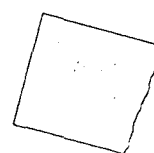
**Typical Mode S Transponder Display Screen  
Figure 1018**

### (e) Continuous Wave Interference

To push the Select button when the Continuous Wave (CW) Interference is the Active Selectable Item on the Input Screen causes the CW Interference display screen to be shown. The Figure 1019 shows an example of a CW Interference display screen. Line two shows the external CW Internal. If the external CW Interference is between -1 and 0, then NONE will be shown. GO BACK is the Active Selectable Item.



**Continuous Wave Interference Display Screen  
Figure 1019**



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 United States of America N898TS		Serial No. 95			
		Make Dassault Breguet		Model Mystere Falcon 900		Series	
2. Owner		Name (As shown on registration certificate) S A T A L L C		Address (As shown on registration certificate) Address 718 Thompson LN Ste 108256 City Nashville State Tennessee Zip 37204-3600 Country United States of America			
3. For FAA Use Only							
4. Type		5. Unit Identification					
Repair	Alteration	Unit	Make	Model	Serial Number		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME		(As described in Item 1 above)			
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT					
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER					
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type				
			Manufacturer				
6. Conformity Statement							
A. Agency's Name and Address Name StandardAero Business Aviation Services, LLC Address 1200 North Airport Drive City Springfield State Illinois Zip 62707 Country United States of America				B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Manufacturer <input type="checkbox"/> Foreign Certificated Mechanic C. Certificate No. <input checked="" type="checkbox"/> Certificated Repair Station UO2R221L <input type="checkbox"/> Certificated Maintenance Organization			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>		Signature/Date of Authorized Individual Steve Saxby <i>Steve Saxby</i> 3/4/2015					
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED							
BY	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport			
	FAA Designee	X Repair Station	Inspection Authorization	Other (Specify)			
Certificate or Designation No. UO2R221L		Signature/Date of Authorized Individual Roland R. Swanson <i>Roland R Swanson</i> 3/4/2015					

**NOTICE**

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

**8. Description of Work Accomplished**

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

United States of America N898TS

Nationality and Registration Mark

3/4/2015

Date

Removed the existing Thrane & Thrane Aviator 300 system equipment including the antenna (the existing ICA for the doubler still applies). Installed a Honeywell Swift Broadband System consisting of a HD-710 High Speed Data Unit; Honeywell Satcom Direct Router; 1 ea. cockpit handset; 2 ea. cabin handsets; Satcom on/off switch in the cockpit; and activated the WiFi system. An aft baggage radio rack was installed to facilitate the HSD components.

The WiFi system was activated in accordance with StandardAero Activation Instructions 1027745 Rev. (A) listed on StandardAero Master Data List 1026638 Rev. (B), approved by Supplemental Type Certificate ST03350CH.

The aft cabin bulkhead feedthru was structurally installed in accordance with StandardAero drawing 71-2190-001 Rev. (D), approved by DERT-230307-CE and documented on FAA Form 8110-3 dated 2-20-15.

The Honeywell Satcom Direct Router/HSD Terminal was structurally installed in accordance with StandardAero drawing 1028034 Rev. (A), approved by DERT-830137-CE and documented on FAA Form 8110-3 dated 2-26-15.

The cockpit handset was structurally installed in accordance with StandardAero drawing 1028039 Rev. (A), approved by DERT-230307-CE and documented on FAA Form 8110-3 dated 02-26-15.

The cabin handset were structurally installed in accordance with StandardAero drawing 1023077 Rev. (F), approved by DERT-830137-CE and documented on FAA Form 8110-3 dated 01-28-15.

The Honeywell HD-710 Satcom MCS-7120 system wiring interconnect was installed in accordance with Standard Aero drawing 1027470 Rev. (A), approved by DERT-230399-CE and documented on FAA Form 8110-3 dated 2-27-15.

The Honeywell Satcom Direct Router wiring interconnect was installed in accordance with Standard Aero drawing 1027467 Rev. (A), approved by DERT-230399-CE and documented on FAA Form 8110-3 dated 2-27-15.

----- continued -----

PAGE 1 OF 2

☒ Additional Sheets Are Attached

**8. Description of Work Accomplished**

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

United States of America N898TS

Nationality and Registration Mark

3/4/2015  
Date

The structural alterations and installations were accomplished in accordance with the following drawings approved by Designated Engineering Representative (DER) and documented on the dates listed:

DOCUMENT NUMBER	REV.	DOCUMENT TITLE	DER	DATE
F9XJ110063A2	A	Bag Comp Short Rack Installation	DERT-230307-CE	2-27-15
F9XJ120014A0	D	Bag Comp Short Rack Installation	DERT-230307-CE	2-27-15
F90-12033	D	Aft Equipment Rack Installation	DERT-230307-CE	2-27-15
F90-12164	C	Aft Equipment Rack Installation	DERT-230307-CE	2-27-15
F9XJ110063A1	B	Bag Comp Short Rack Installation	DERT-230307-CE	2-27-15
F9XJ110063A4	C	Bag Comp Short Rack Installation	DERT-230307-CE	2-27-15
F9XJ110001	A	Bag Comp Floor Fittings Installation	DERT-230307-CE	2-27-15
1027846	A	Deviation to Baggage Comp Rack	DERT-230307-CE	2-27-15
Dassault ADCN Drawings				
F9XJ110063A2	A2	Bag Comp Short Rack Installation	DERT-230307-CE	2-27-15
F9XJ120014A0	D2	Bag Comp Short Rack Installation	DERT-230307-CE	2-27-15
F9XJ110063A1	B1	Bag Comp Short Rack Installation	DERT-230307-CE	2-27-15
F9XJ110063A4	C1	Bag Comp Short Rack Installation	DERT-230307-CE	2-27-15

A post installation check was performed and determined to be satisfactory. Revised the electrical loading and supplemental equipment list / weight & balance report. This modification was accomplished and recorded under Standard Aero work order 311439.

A WLAN EMI/RFI Ground test Plan was conducted on the aircraft satisfactorily in accordance with Standard Aero EMC Ground Test Plan document 1026816 Rev. (B).

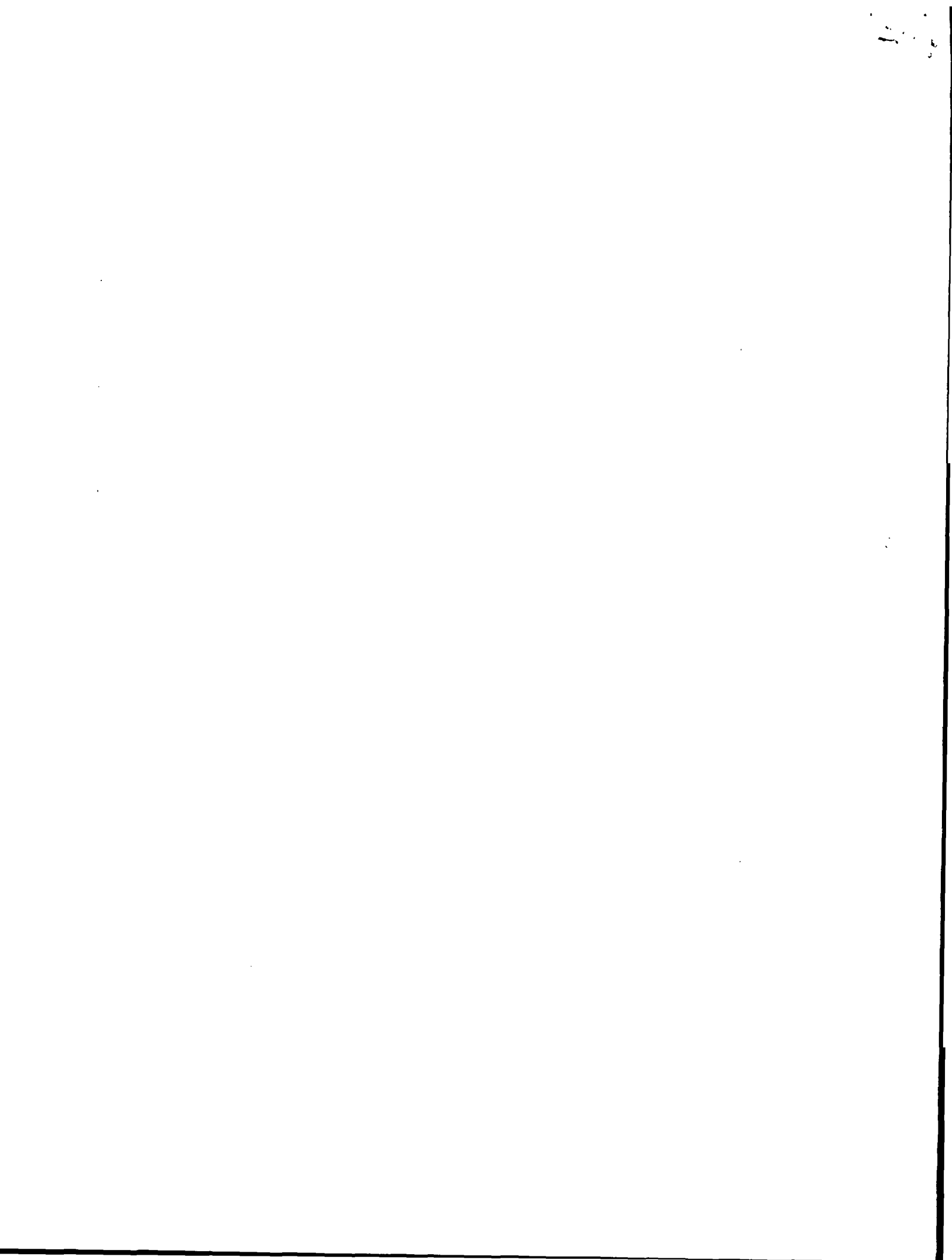
The Airplane Flight Manual Supplement StandardAero document 1027202 Rev. (A), was provided.

The Instructions for Continued Airworthiness with FAA approved Airworthiness Limitations, StandardAero document 1028028 Rev. (A) as issued to Dassault Aviation Falcon 900, S/N 095 for Honeywell MCS-7120 Swift Broadband System with Satcom Direct Router, are part of the aircraft's inspection and /or maintenance program for this aircraft operated under this chapter. An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----End-----

PAGE 2 OF 2

☒ Additional Sheets Are Attached



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

*Number* ST03350CH

*This certificate is issued to:* Standard Aero Business Aviation Services, LLC  
1200 North Airport Drive  
Springfield, IL 62707

*certifies that the change in the type design for the following product with the limitations and conditions therefore as specified herein meets the airworthiness requirements of Part 25 of the Federal Aviation Regulations. (See Page 3 for complete certification basis)*

*Original Product -- Type Certificate Number:* A46EU  
*Make:* Dassault Aviation  
*Model:* Mystere-Falcon 50, Mystere-Falcon 900, and Falcon 900EX

*Description of Type Design Change:*

Activation of a WiFi System in accordance with Standard Aero Master Data List 1026638, Revision (B), dated December 23, 2014 or later FAA approved revision.

*Limitations and Conditions:*

1. The installer must determine whether this design change is compatible with previously approved modifications.
2. FAA Approved Airplane Flight Manual Supplement document number 1027202, Rev (A) dated December 23, 2014, or later FAA approved revision is a required part of this modification.
3. 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.

*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 9, 2014

*Date received:*

*Date of issuance:* December 30, 2014

*Date amended:*



*By direction of the Administrator*

*Tim Winiesdorffer*  
(Signature)

Tim Winiesdorffer, ODA Administrator  
Standard Aero, Springfield, IL  
ODA-100079-CE

(Title)

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





United States of America  
Department of Transportation - Federal Aviation Administration  
**Supplemental Type Certificate**  
(Continuation Sheet)

*Supplemental Type Certificate Number:* ST03350CH

*Date of issuance:* December 30, 2014

*Date of amendment:*

*Date of reissue:*

**Certification Basis (continued)**

Based on 14 CFR §§ 21.15, 21.101 and the FAA policy for significant changes in FAA Order 8110.48, the certification basis for the Dassault Aviation, Mystere-Falcon 50, Mystere-Falcon 900, and Falcon 900EX Activation of a WiFi system is as follows:

- a. The type certification basis for Dassault Aviation, Mystere-Falcon 50, Mystere-Falcon 900, and Falcon 900EX is shown on TCDS A46EU for parts **not changed or not affected** by the change.
- b. The certification basis for parts **changed or affected** by the change since the reference date of application, May 9, 2014, is based upon TCDS A46EU. 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 modification was determined to be:

**Regulations at the amendment level in TCDS A46EU**

25.1(a, b), 25.1301(a-d), 25.1309(a, b, d), 25.1353(a)(25-42), 25.1431(c), 25.1529(25-54), 25.1581(a, c)(25-42)

-----END-----



StandardAero  
1200 North Airport Drive  
Springfield, IL 62707  
Document No. 1027202 Rev. (A)

AFM Supplement For  
Dassault Aviation  
Mystere-Falcon 50, Mystere-Falcon 900, and Falcon 900EX  
802.11 a/b/g/n WIFI System

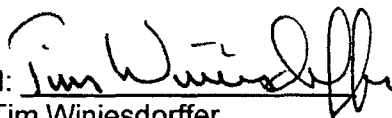
**FAA APPROVED**  
**AIRPLANE FLIGHT MANUAL SUPPLEMENT**  
**FOR**  
**Dassault Aviation**  
**Mystere-Falcon 50, Mystere-Falcon 900, and Falcon 900EX**  
**WITH**  
**A 802.11 a/b/g/n WIFI SYSTEM**

**REGISTRATION NUMBER:** N898TS

**SERIAL NUMBER:** 95

This supplement must be attached to the Approved Airplane Flight Manual when A 802.11 a/b/g/n WiFi System is activated in accordance with STC ST03350CH.

The information contained herein supplements or supersedes the basic Flight Manual only in those areas listed. For limitations, procedures and performance not contained in this supplement, consult the basic Airplane Flight Manual.

FAA Approved:   
Tim Winiesdorffer  
ODA Administrator  
StandardAero  
Springfield, Illinois  
ODA-100079-CE



### LOG OF REVISIONS

REV. NO.	AFFECTED PAGE (s)	DESCRIPTION	APPROVED BY
A	All	Initial Release	See Page 1

**NOTE:** All changes are indicated by a black vertical line along the left margin.



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## **SECTION 1.0 – GENERAL**

### **A. EQUIPMENT**

- 1) This supplement only covers the activation of A 802.11 a/b/g/n WiFi System. The installation of any equipment is outside the scope of this supplement and may vary from aircraft to aircraft.

### **B. DESCRIPTION**

- 1) The WiFi System provides a built-in 802.11 a/b/n/g WiFi wireless access point which allows WLAN connectivity between the WiFi system and Personal Electronic Devices (PED's) such as laptops and WiFi capable PDA's.

## **SECTION 2.0 - LIMITATIONS**

- A. The Wireless LAN services are not to be utilized on the flight deck.
- B. This system is intended to provide Wireless LAN services (internet connection and email) to the airplane's passenger cabin only. Any other use of this equipment will require re-examination to determine if the compliance demonstration and/or the certification basis are still valid.
- C. The WiFi System must be de-activated during Taxi, Take-Off, Approach, Landing, Abnormal, and Emergency procedures. The flight crew or cabin crew shall direct the passengers to terminate wireless activity on their PEDs.

## **SECTION 3.0 - EMERGENCY PROCEDURES**

### **A. DEPRESSURIZATION**

During rapid cabin depressurization, the WiFi System must be de-activated. The flight crew or cabin crew shall:

- Disengage the WiFi System via the existing cockpit switch.
- Direct the passengers to terminate wireless activity on their PEDs



## **B. INTERFERENCE**

If interference to existing airplane equipment is detected or suspected the flight crew or cabin crew shall:

- Disengage the WiFi System via the existing cockpit switch.
- Direct the passengers to terminate wireless activity on their PEDs

## **SECTION 4.0 – ABNORMAL PROCEDURES**

If interference to existing airplane equipment is detected or suspected the flight crew or cabin crew shall:

- Disengage the WiFi System via the existing cockpit switch.
- Direct the passengers to terminate wireless activity on their PEDs

## **SECTION 5.0 - NORMAL PROCEDURES**

### **A. RESTRICTED USE OF THE AIRCELL SYSTEM**

During taxi, takeoff, approach, and landing the Pilot will disengage the WiFi system .

- Disengage the WiFi System via the existing cockpit switch.
- Direct the passengers to terminate wireless activity on their PEDs

## **SECTION 6.0 - PERFORMANCE**

- ### **A. No Change to Basic Airplane Flight Manual.**





Instructions for Continued Airworthiness  
Dassault Aviation  
Falcon 900

Document No: 1028028

Revision: A

Page: 1 of 17

# Instructions for Continued Airworthiness

Dassault Aviation

Falcon 900

S/N 095

This supplement must be attached to the Airplane Maintenance Manuals. The information contained herein complies with FAR Part 25.1529, Instructions for Continued Airworthiness and supplements the basic Maintenance Manuals only in those areas listed, when a **Honeywell MCS-7120 Swift Broadband System with Satcom Direct Router** is installed as documented on FAA Form 337 dated MAR 04 2015. For limitations and procedures not contained in this supplement, consult the basic Airplane Maintenance Manuals.

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**Instructions for Continued Airworthiness**  
**Dassault Aviation**  
**Falcon 900**

**Document No: 1028028**

**Revision: A**

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**LOG OF REVISIONS**

REV	AFFECTED PAGE(S)	DESCRIPTION	DATE
A	All	Initial Release	02/19/15

**NOTE:** All changes are indicated by a black vertical line along the left margin.







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**Instructions for Continued Airworthiness**  
**Dassault Aviation**  
**Falcon 900**

**Document No: 1028028**

**Revision: A**

**Page: 4 of 17**

**1. INTRODUCTION**

This supplement must be attached to the Airplane Maintenance Manuals of the Dassault Aviation Falcon 900 aircraft has have been modified by the installation of a Honeywell MCS-7120 Swift Broadband System with Satcom Direct Router. This supplement adds the Maintenance Instructions necessary for continued airworthiness of the modified aircraft.

**2. DESCRIPTION**

The Honeywell MCS-7120 Swift Broadband with Satcom Direct Router System connects the aircraft with the Inmarsat satellite system to give the operator global coverage for HSD data. The HD-710 is an integrated High Speed Data Unit/High Power Amplifier (HSU/HPA) and features two Classic Aero Voice Channels, one Classic Aero datalink channel and one channel of Swift Broadband high speed data. The MCS-7120 software is certified to level D allowing safety service and FANS operation. The integrated HPA is rated at 60 watts which will provide sufficient power to ensure a reliable connection during peak usage and while flying at the edge of satellite coverage areas.

There are three handsets, one in the cockpit and two in the cabin to allow voice calls using the Inmarsat system. The Satcom Direct Router is interfaced with the ATG-5000 system to provide data compression, acceleration and Wi-Fi connectivity.

The Honeywell AMT-700 antenna system is mechanically steered to track a designated satellite to project a transmit beam, for communications via satellite, to a ground station. The AMT-700 Antenna is housed in the tail mounted radome. The existing IRS system provides position and attitude information to the Satcom/Antenna system for beam steering computations.

Due to the installation of the AMT-700 High Gain Antenna it was necessary to relocate the existing VHF COMM antenna.

The system consists of, a Satcom Transceiver (HD-710), a High Gain Antenna (AMT-700), a Satcom Direct Router (SDR), a Type F Diplexer Low Noise Amplifier (DLNA), three handsets, one Wi-Fi antenna and one 3G Cellular antenna. A feedthru in the right hand side of the frame 25 bulkhead has been installed to allow for cable routing necessary for system installation.

The Satcom Transceiver (HD-710) and the Satcom Direct Router (SDR) are both located in the equipment rack on the right hand side of the aft baggage compartment. The High Gain Antenna (AMT-700) and the Type F DLNA are both located in the top of the vertical stabilizer under a new radome. There is one handset located on the right hand aft cockpit bulkhead and one each located in the left and right forward side ledges in the cabin. The Wi-Fi antenna is located above the emergency exit, behind the PSU panel and the 3G Cellular antenna is mounted directly to the Satcom Direct Router. There is also a Satcom on/off switch and a Cabin Wi-Fi Off switch both located in the co-pilots side ledge.





### 3. CONTROL, OPERATION INFORMATION

A 20 amp circuit breaker labeled "**HD710 SATCOM**" located in the cabin electrical distribution box provides power to the HD710 Transceiver. The 28VDC A6 Entertainment Bus provides power to the circuit breaker.

A 5 amp circuit breaker labeled "**AMT700 ANT**" located in the cabin electrical distribution box provides power to the AMT 700 High Gain Antenna. The 28VDC A6 Entertainment Bus provides power to the circuit breaker.

A 5 amp circuit breaker labeled "**SDR**" located in the cabin electrical distribution box provides power to the Satcom Direct Router. The 28VDC A6 Entertainment Bus provides power to the circuit breaker.

A SBB on/off switch located in the co-pilots side ledge that will disable the Swift Broadband System.

A Satcom on/off switch located in the co-pilots side ledge disables the entire Satcom system.

A Cabin Wi-Fi Off switch located in the co-pilot switch panel in the cockpit can inhibit the wireless portion of the system.

### 4. SERVICING INFORMATION

No change to the aircraft servicing information.





## 5. MAINTENANCE INSTRUCTIONS

**NOTICE TO MAINTENANCE PERSONNEL. THERE IS AN AIRWORTHINESS LIMITATION INSPECTION ASSOCIATED WITH THIS ALTERATION. SEE THE SPECIAL INSPECTION SECTION OF THESE INSTRUCTIONS**

The maintenance requirements for all LRU boxes in the installed systems are "On Condition." No periodic maintenance is required for the LRU boxes. LRUs should not be removed from the aircraft unless repair is required. However, periodic maintenance is required for racks, wiring, and surrounding structure, as listed below.

### C Inspection

#### Electrical Wiring Interconnection System (EWIS)

For the new or altered EWIS installed as part of this alteration, conduct a General Visual (GV) inspection in conjunction with manufacturer's existing zonal inspections during the scheduled C Inspection as follows:

Clamping points - Wire chafing is aggravated by damaged clamps, clamp cushion migration, or improper clamp installations.

Connectors - Worn environmental seals, loose connectors, or lack of strain relief on connector grommets can compromise connector integrity and allow contamination to enter the connector, leading to corrosion or grommet degradation. Drip loops should be maintained when connectors are below the level of the harness and tight bends at connectors should be avoided or corrected.

Terminations - Terminations, such as terminal lugs and terminal blocks, are susceptible to mechanical damage, corrosion, heat damage and chemical contamination. Also, the build up and nut torque on large-gauge wire studs is critical to their performance.

Backshells - Wires may break at backshells, due to excessive flexing, lack of strain relief, or improper build-up. Loss of backshell bonding may also occur due to these and other factors.

Grounding Points - Grounding points should be checked for security (i.e. tightness), condition of the termination, cleanliness, and corrosion. Any grounding points that are corroded or have lost their protective coating should be repaired.

Splices - Both sealed and non-sealed splices are susceptible to vibration, mechanical damage, corrosion, heat damage, chemical contamination, and deterioration.

**Note:** If any indication of cracking or corrosion is noted then further inspections should be performed and appropriate engineering disposition shall be obtained.

### General Inspection

The systems components, wiring, coaxial cable connector plugs, antenna connector receptacle, and surrounding structure should be visually inspected for deterioration, distortion, other evidence of failure, defective or insecure attachment of fittings, improper installation and apparent defects. Components, connectors and plugs should be visually inspected to ensure they are clean and secure. This inspection should be done in conjunction with manufacturer's regularly scheduled procedures as part of the "C" inspection.

**If any defects are found, notify StandardAero to report damage and to obtain FAA approved repair disposition prior to returning the airplane to service.**

**Major repairs to the structure must be assessed against the certification basis of FAA Type Certificate A46EU.**





**24 Month Inspection****Honeywell MCS-7120 Swift Broadband with Satcom Direct Router System Functional check**

A functional check should be performed every 2 years or earlier.

- Reference the Honeywell HD-710 High-Speed Data Terminal, Stand Alone Mode P/N 1252-A-3800-01, System Description, Installation, and Maintenance Manual Doc# D201008000006, Pub. 000, dated May 2011 or later revision for the Honeywell HD-710 High-Speed Data Terminal functional check procedures.
- Reference the Honeywell; eNfusion® AMT-700 HGA (High Gain Antenna) System Description, Installation, and Maintenance Manual Pub. No. 1428-10010 Rev. E, dated April 2013 or later revision for the AMT-700 HGA functional check procedures.
- Reference the Satcom Direct SDR Installation Manual IM-SDR-001-01 Rev. D, dated October 2014 or later revision for the Satcom Direct Router functional check procedures.
- Reference the Gogo Business Aviation ATG 5000 Installation Manual P/N D13928 Rev. H, dated September 2014 or later revision for the ATG functional check procedures.
- Reference the Sigma-7 Handset with Backlighting Installation Manual Doc. No. 744702, Rev. B, dated July 2008 or later revision for the Handsets functional check procedures.

**6. TROUBLESHOOTING INFORMATION**

For troubleshooting the Honeywell HD-710 High-Speed Data Terminal refer to the Honeywell HD-710 High-Speed Data Terminal, Stand Alone Mode P/N 1252-A-3800-01, System Description, Installation, and Maintenance Manual Doc# D201008000006, Pub. 000, dated May 2011 or later revision.

For troubleshooting the AMT-700 HGA refer to the Honeywell; eNfusion® AMT-700 HGA (High Gain Antenna) System Description, Installation, and Maintenance Manual Pub. No. 1428-10010 Rev. E, dated April 2013 or later revision.

For troubleshooting the Satcom Direct Router refer to the Satcom Direct SDR Installation Manual IM-SDR-001-01 Rev. D, dated October 2014 or later revision.

For troubleshooting the ATG 5000 refer to the Gogo Business Aviation ATG 5000 Installation Manual P/N D13928 Rev. H, dated September 2014 or later revision.

For troubleshooting the Sigma-7 Handsets refer to the Sigma-7 Handset with Backlighting Installation Manual Doc. No. 744702, Rev. B, dated July 2008 or later revision.



## **7. REMOVAL AND REPLACEMENT INFORMATION**

This section provides instructions for installing and removing the ATG 5000 High Speed Broadband System equipment. The instructions are provided to assist the technician when it becomes necessary to gain access to parts of the airframe that need to be inspected during routine or scheduled inspections. Removal and installation instructions for articles not specifically listed have been omitted due to the simplicity of the installation. If further information becomes necessary, reference the drawings listed in the Diagrams section of this manual for details. For articles not listed in the drawings, reference the aircraft manufacturer's maintenance manuals. Some drawings may not be available to the technician as they may contain proprietary information.

### **High Gain Antenna (AMT-700)**

The High Gain Antenna is located in the top of the vertical stabilizer under the radome.

#### **Removal:**

1. To gain access to the High Gain Antenna the upper portion of the vertical stabilizer radome must be removed.
2. For Radome removal, refer to Avionics Design Services Ltd. EMS Technologies Satcom/DBS Antenna Installation, Instructions for Continued Airworthiness, Doc. ICA05099-1, Rev. N/C, dated November 2005.
3. Ensure electrical power to the High Gain Antenna is removed.
4. Disconnect wiring and bag connector.
5. To remove the High Gain Antenna, remove the four AN4-( )A (1/4-28) bolts and NAS1149F0463P washers that attach the antenna assembly to the mounting structure.

#### **Installation:**

**Note:** Replace installation hardware that is not in serviceable condition.

1. Ensure electrical power to the High Gain Antenna is removed.
2. To install the High Gain Antenna, position antenna and install the four AN4-( )A (1/4-28) bolts and NAS1149F0463P washers that attach the antenna assembly to the mounting structure.
3. Connect wiring, apply power, and verify proper operation.
4. To install Radome, refer to Avionics Design Services Ltd. EMS Technologies Satcom/DBS Antenna Installation, Instructions for Continued Airworthiness, Doc. ICA05099-1, Rev. N/C, dated November 2005.

### **Comm Antenna**

The Comm Antenna is located in the top of the vertical stabilizer under the radome.

#### **Removal:**

1. To gain access to the Comm Antenna the upper portion of the vertical stabilizer radome must be removed.
2. For Radome removal, refer to Avionics Design Services Ltd. EMS Technologies Satcom/DBS Antenna Installation, Instructions for Continued Airworthiness, Doc. ICA05099-1, Rev. N/C, dated November 2005.
3. Ensure electrical power to the Comm Antenna is removed.
4. Disconnect wiring and bag connector.
5. To remove the Comm Antenna, remove the four MS27039-1(14) screws that attach the antenna to the mounting structure.



**Comm Antenna (continued)****Installation:**

**Note:** Replace installation hardware that is not in serviceable condition.

1. Ensure electrical power to the Comm Antenna is removed.
2. To install the Comm Antenna, position antenna and install the four MS27039-1(14) screws that attach the antenna to the mounting structure.
3. Connect wiring, apply power, and verify proper operation.
4. To install Radome, refer to Avionics Design Services Ltd. EMS Technologies Satcom/DBS Antenna Installation, Instructions for Continued Airworthiness, Doc. ICA05099-1, Rev. N/C, dated November 2005.

**Satcom Transceiver (HD-710)**

The Satcom Transceiver (HD-710) is located in the equipment rack on the right hand side of the aft baggage compartment.

**Removal:**

1. Remove necessary closeout panels to gain access to the Satcom Transceiver location.
2. Ensure electrical power to the Satcom Transceiver is removed.
3. Disconnect wiring and bag connectors.
4. Loosen thumb screws on the front of the mounting rack and remove Satcom Transceiver.
5. If it is necessary to remove mounting rack, remove the two NS24694-S(10-32) countersunk screws and two MS27039-1(10-32) screws and NAS1149F0363P washer that attach the mounting rack to shelf.

**Installation:**

**Note:** Replace installation hardware that is not in serviceable condition.

1. Ensure electrical power to the Satcom Transceiver is removed.
2. To install the mounting rack, position rack and install two NS24694-S(10-32) countersunk screws and two MS27039-1(10-32) screws and NAS1149F0363P washer to attach rack to shelf.
3. Slide the Satcom Transceiver into rack and tighten thumb screws.
4. Connect wiring, apply power, and verify proper operation.





### **Satcom Direct Router (SDR)**

The Satcom Direct Router is located in the equipment rack on the right hand side of the aft baggage compartment.

#### **Removal:**

1. Remove necessary closeout panels to gain access to the Satcom Direct Router location.
2. Ensure electrical power to the Satcom Direct Router is removed.
3. Disconnect wiring and bag connectors.
4. To remove the Satcom Direct Router and mounting bracket as an assembly, remove the four MS27039-1(10-32) screws and NAS1149F0363P washer that attach mounting bracket to the floor panel.
5. To remove the Satcom Direct Router from the mounting bracket, remove the four MS27039-1(10-32) screws and NAS1149F0363P washer that attach the Satcom Direct Router to the mounting bracket.

#### **Installation:**

**Note:** Replace installation hardware that is not in serviceable condition.

1. Ensure electrical power to the Satcom Direct Router is removed.
2. To install the Satcom Direct Router to the mounting bracket, position unit and install the four MS27039-1(10-32) screws and NAS1149F0363P washer that attach the Satcom Direct Router to the mounting bracket.
3. To install the Satcom Direct Router and mounting bracket assembly, position assembly and install the four MS27039-1(10-32) screws and NAS1149F0363P washer that attach mounting bracket to the floor panel.
4. Connect wiring, apply power, and verify proper operation.





## 8. DIAGRAMS

Reference the following StandardAero Drawings:

- 1027470 Rev A – Honeywell HD-710 Satcom MCS-7120 System Wiring Diagram.
- 1027467 Rev A – Satcom Direct Router Wiring Diagram.
- 1027466 Rev A – Aircell ATG 5000 High Speed Broadband Wiring Diagram.
- 1027614 Rev A – AMT-700 High Gain Antenna Installation.
- 1012265 Rev B – Bracket Modification.
- 1016440 Rev A – Detail Parts Satcom Antenna.
- 1016447 Rev C – Detail Parts, Shelves, Support Equipment.
- 1016464 Rev C – Shelves, Support Equipment, Assembly.
- 71-2190-001 Rev D – Aft Cabin Bulkhead Feedthru Installation.
- 1028039 Rev A – Cockpit Handset Installation.
- 1027761 Rev D – Fwd Cabin Sideledge and Table Modifications.
- 1023077 Rev F – Cabin Handset Installations.
- 1028034 Rev A – Satcom Direct Router/HSD Terminal Installation.
- 1027793 Rev A – Comm Antenna Installation.
- 1023301 Rev G – Wi-Fi Antenna Installation.

Refer to these drawings or later approved revision.

## 9. SPECIAL INSPECTION REQUIREMENTS

There are no Special Inspection Requirements for this modification.

## 10. APPLICATION OF PROTECTIVE TREATMENTS

No additional protective treatments for this modification.

## 11. DATA

Unless otherwise specified, the fasteners called out in the Removal and Replacement section above shall be torque in accordance with Aircraft Maintenance Manual Chapter 20 – Standard Practices.

## 12. LIST OF SPECIAL TOOLS

Use only non-metallic scrapers to remove sealer. Locally fabricate scrapers from phenolic, wood, plastic or an equivalent. **Do not use metallic scrapers to remove sealer.**

Digital Low Resistance Ohmmeter (DLRO)

## 13. GENERAL PROCEDURAL INSTRUCTIONS

No change to the systems test procedures for ground run, symmetry checks, weighing and determining the center of gravity, lifting/shoring or storage limitations.





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**14. RECOMMENDED OVERHAUL PERIODS**

No additional overhaul time limitations.

**15. REVISIONS**

Revisions will be submitted to the FAA with a copy of the revised FAA Form 337 and revised Instructions for Continued Airworthiness with the following statement: "The attached revised/new Instructions For Continued Airworthiness (date \_\_\_\_\_) for the above aircraft or component major alteration have been accepted by the FAA, superseding the Instructions For Continued Airworthiness (date \_\_\_\_\_)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location and date of the Form 337.

**16. WIRELESS LOCAL AREA NETWORK (WLAN) COMPATIBILITY**

This aircraft has successfully passed FAA required specific tests to check for compatibility of Personal Electronic Devices (PEDs) that use IEEE standard 802.11 b and g protocol for wireless communication with the WLAN and the possibility of one of these PEDs having off frequency and/or over power (rogue) transmissions.

**FAA concern**

The installation must remain compliant with 14CFR §25.1309(a) and other part 25 requirements when a Wi-Fi compatible airplane is equipped with an IEEE 802.11 b/g WLAN.

Because of unknown effects associated with widespread use of IEEE 802.11 b/g wireless technology, compliance with 14 CFR 25.1309(a) requires that installed equipment perform their intended functions under any foreseeable conditions.

Specifically, there must not be any interference with the required aircraft systems or airplane systems whose failure effect class is catastrophic, hazardous or major due to the operation of WLAN equipment.

**Aircraft Operator Action**

Complete the part number and quantity information for the equipment listed in APPENDIX A that was installed when the StandardAero "rogue transmitter test" 1018022 Rev (A) or later approved revision was successfully conducted and retain with this Instructions for Continued Airworthiness.

Any part number change to the existing systems listed in APPENDIX A must be evaluated for susceptibility (such as DO-160 testing) to rogue transmissions from Personal Electronic Devices (PEDs). If insufficient data exists to determine equivalent or better results, steps from StandardAero "rogue transmitter test" 1018022 Rev (A) or later approved revision that test the changed system must be conducted with satisfactory results.

If any additional (redundant) systems listed in APPENDIX A are installed steps from StandardAero "Rogue Transmitter Test" 1018022 Rev (A) or later approved revision that test the new system must be conducted with satisfactory results.



## **17. FAA APPROVED AIRWORTHINESS LIMITATIONS**

The Airworthiness Limitations Section is FAA approved and specifies maintenance required under 14 CFR §§43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

This chapter of this supplement must be attached to the Airplane Maintenance Manuals. The information contained herein supplements the basic Maintenance Manuals only in those areas listed, when the aircraft is modified in accordance with Standard Aero drawing 71-2190-001 Rev D. For limitations and procedures not contained in this supplement, consult the basic Airplane Maintenance Manuals.

The inspections and airworthiness limitations specified in this chapter are FAA approved. This section specifies inspections and other maintenance required under §§43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

REV.	AFFECT ED PAGE (s)	DESCRIPTION of REVISION	DATE
(A)	13-14	Initial Release	02/19/15

### **Aft Cabin Feedthru**

Inspect the skin in the vicinity of the added wire feedthru where it is mounted aft of FR 25 on the aft pressure bulkhead.

**Note:** This inspection does not require the removal of any permanent fasteners, the removal of the sealer from *inside* the feedthru or the removal of the feedthru.

Eddy current inspection of the skin surface is to be performed following Dassault Aviation inspection criteria and AC 43-3 Nondestructive Testing In Aircraft.

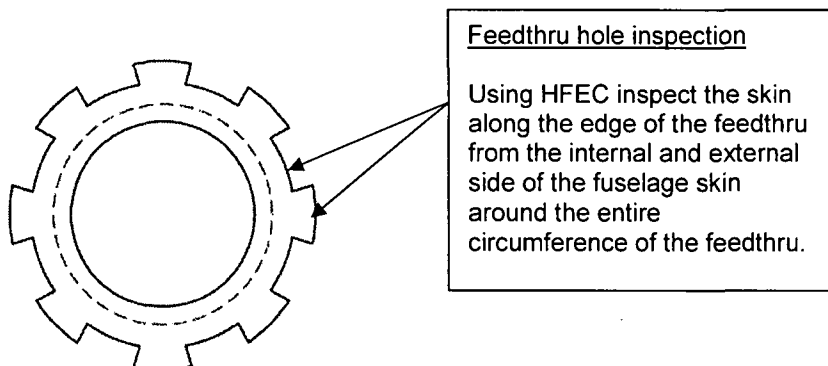


Figure 1





### Inspection Intervals for Feedthru

Crack Location in Skin	Inspection Intervals
Feed Through Hole	5,400 Cycles (Threshold) 4,450 Cycles (Recurring) 20,000 Cycles (Fatigue Life Limit)

The above inspections take effect from the date of installation. One Cycle is defined as 1 flight. Upon reaching the fatigue life limit of the installation, the feedthru installation must be repaired or replaced as specified in the Structural Repair Manual.

In addition, the installation shall be inspected in accordance with the regularly scheduled Maintenance Manual maintenance instructions for the affected structure.

1. The skin area must be free from sealer (around the outside of the feedthru to allow full inspection of the skin). (See figure 1.)
2. Carry out a close **visual** inspection of all structure added by the modification. Inspection is to determine the general condition of the structure in terms of cracking, corrosion, general deterioration, condition of fasteners, and the effects of wear and tear.

There is to be no evidence of damage, leaks or bulging. The surface is to be free from cracks, distortion, dents, scores, chafing or deterioration of the protective treatment. Look for signs of corrosion.

3. Using HFEC, inspect the skin along the edge of the feedthru from the internal and external sides of the skin around the entire circumference of the feedthru. (See figure 1)

**If cracks or corrosion are found, immediately notify Standard Aero. The cracks or corrosion must be evaluated prior to returning the airplane to service. Any repairs required must be accomplished in accordance with FAA approved design data.**

**Any other repairs to the structure must be assessed against the certification basis of FAA Type Certificate A46EU.**

4. Re-finish and re-protect any structure exposed for this inspection.
5. Refit and function test all equipment removed for access.







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**APPENDIX A**

Enter N/A if not applicable or blank\*

*Does not include relays, switches, batteries, valves or cabin entertainment*

	Quantity	P/N
TCAS System		
Radio Altimeter System(s)		
Transceiver(s)		
Indicator(s) (if dedicated)		
Flight Management System(s) (FMS)		
Autopilot/Flight Director System (FD)		
Flight Director Computer(s)		
Electronic Flight Instrument System (EFIS) / Navigation Data Indicators		
VHF Communication System		
Transceiver(s)		
HF Communication System(s)		
Coupler(s)		
transceiver(s)		





**APPENDIX A**

Enter N/A if not applicable or blank\*

*Does not include relays, switches, batteries, valves or cabin entertainment*

	Quantity	P/N
Automatic Direction Finder (ADF) System(s)		
Receiver(s)		
Indicator(s) (if dedicated)		
VHF Navigation System(s)		
Transceiver(s)		
GPS Navigation System(s)		
Distance Measuring Equipment (DME) system(s)		
Transceiver(s)		
Indicator(s) (if dedicated)		
Fuel Quantity Indicating System (FQIS)		
Enhanced Ground Proximity Warning System (EGPWS) / (TAWS)		
Processor		
Weather Radar System Display		
Display		
Passenger Address (PA) System(s)		
Aircraft Hydraulic Systems Indicator (if dedicated)		
Pitot and Static / Anti-Ice System(s)		
Air Data Computer(s)		
Window and Windshield Anti-Ice System		





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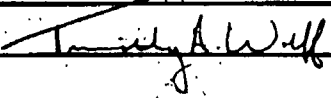
APPENDIX A

Enter N/A if not applicable or blank\*

*Does not include relays, switches, batteries, valves or cabin entertainment*

	Quantity	P/N
Engine/APU Fire Detection		
Slat/Flap Position Indicators		
Pitch Trim (PT) System		
Stall Warning System		
Cockpit Voice Recorder		
Flight Data Recorder		
Engine Indication System		
SATCOM		
On board defibrillators (if not carry-on)		



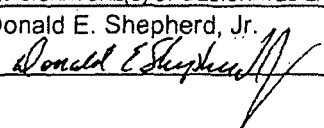
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			1. DATE  February 20, 2015
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>			
2. MAKE  DASSAULT AVIATION	3. MODEL NO. MYSTERE- FALCON 900	4. TYPE (Aircraft, Engine, Propeller, etc.)  AIRCRAFT	5. NAME OF APPLICANT  STANDARD AERO
<b>LIST OF DATA</b>			
6. IDENTIFICATION  <u>ICA Document</u> 1028028  .....	7. TITLE  Rev. A 02/19/15 Instructions for Continued Airworthiness Dassault Aviation Falcon 900 S/N 095 Section 17 – Airworthiness Limitations .....END..... EFFECTIVITY: A/C SERIAL NO. 95 ONLY  NOTE: This approval is for engineering design data only and is not an installation approval. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as “APPLICABLE REQUIREMENTS”. Compliance with additional regulations not listed here may be required. This form does constitute FAA approval of the engineering design data necessary for substantiation of compliance to necessary airworthiness limitations requirements for the alteration. This approval includes the airworthiness limitations section of the Instructions for Continued Airworthiness only.		
8. PURPOSE OF DATA  In support of a major alteration. The approval is design data approval only and is not an installation approval.			
9. APPLICABLE REQUIREMENTS (List specific sections)  14 CFR Part 25 through Amendment 25-56: 25.571(a)(3)			
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on the attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed. <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data I (We) Therefore			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)   Timothy A. Wolff		12. DESIGNATION NUMBER(S)  DERT-410167-CE	13. CLASSIFICATION(S)  Structures









U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			1. DATE February 23, 2015
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT Standard Aero Springfield, IL.
LIST OF DATA			
6. IDENTIFICATION  Drawings: 1027986 Rev (A) 02/09/2015  Reports: 1027986SA Rev (IR) 02/23/2015  Structures Notes:	7. TITLE  <div style="display: flex; justify-content: space-between;"> <div>           HDAV Unit Installation             Structural Analysis HDAV Unit Installation Dassault Aviation Mystere-Falcon 900 Airplane         </div> <div>           sht 1 - 5         </div> </div>  1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".  2) This form does constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration.  The above data has been reviewed by certification engineer Joseph A. Heincker.  Name: <u>Joseph A. Heincker</u> Date: <u>2-23-15</u>		
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a Major Alteration for Falcon 900 s/n 095.			
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25, Amendment 25-1 through 25-56 with Special Condition 25-ANM-8 per TCDS A46EU; Paragraphs: 25.301(a-b) amdt 25-23, 25.303 amdt 25-23, 25.305(a, b) amdt 25-54, 25.307(a, b) amdt 25-54, 25.321(a) amdt 25-23, 25.341 amdt 25-0, 25.561(a-c) amdt 25-23, 25.571(a) amdt 25-54, 25.601 amdt 25-0, 25.603(a-c) amdt 25-46, 25.605(a) amdt 25-46, 25.609(a) amdt 25-0, 25.611 amdt 25-23, 25.613(a, b, d, e) amdt 25-23, 25.619(a-c) amdt 25-23, 25.625(a-d) amdt 25-23.			
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.  <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Recommend approval of these data  <input checked="" type="checkbox"/> Approve these data         </div> <div>           I (We) Therefore         </div> </div>			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Donald E. Shepherd, Jr. 	12. DESIGNATION NUMBERS(S) DERT-230307-CE	13. CLASSIFICATION(S) Structures	



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

1. DATE  
February 18, 2015

**AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION**

2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT StandardAero Springfield, IL.
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**LIST OF DATA**

6. IDENTIFICATION	7. TITLE
Drawings: 1027678 Rev (C) 02/18/2015	Cabin Sufwoofer Installations                      sht 1 - 11
Reports: 1027678SA Rev (IR) 02/17/2015	Structural Analysis Cabin Subwoofer Installation Falcon 900 Aircraft
Structures Notes:	<p>1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".</p> <p>2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Electrical Systems and Equipment are not included in this approval and require separate approval.</p> <p>3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.</p>

**8. PURPOSE OF DATA**

To provide type data for FAA approval of structure in support of a Major Alteration for Mystere-Falcon 900 s/n 095.

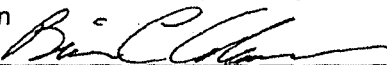
**9. APPLICABLE REQUIREMENTS** (List specific sections) 14 CFR Part 25 Amendment 25-1 through 25-56 per TCDS A46EU; §§ 25.301(a,b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a,b) Amdt 25-54, 25.307(a) Amdt 25-54; 25.321(a) Amdt 25-23, 25.561(a,b,c) Amdt 25-23, 25.601 Amdt 25-0, 25.603 Amdt 25-46, 25.605(a) Amdt 25-46, 25.609 Amdt 25-0, 25.611 Amdt 25-23, 25.613(a,b,d,e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619 Amdt 25-23, 25.625(a,c) Amdt 25-23, 25.789(a) Amdt 25-46.

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

☐ Recommend approval of these data

I (We) Therefore

☒ Approve these data

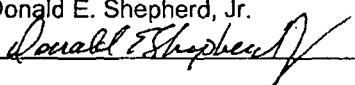
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBERS(S)	13. CLASSIFICATION(S)
Brian C. Adamson 	DERT-830137-CE	Structures



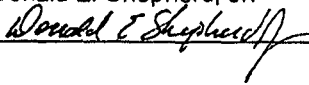
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			1. DATE February 26, 2015						
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION									
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT Standard Aero Springfield, IL.						
LIST OF DATA									
6. IDENTIFICATION	7. TITLE								
Drawing: 1027606 Rev A 02/25/2015  1027839 Rev A 02/24/2015  Report:  1027606SA Rev (IR) 02/26/2015  Structures Notes:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Aux Galley Modifications</td> <td style="width: 40%; text-align: right;">sheets 1 - 16</td> </tr> <tr> <td>Magazine Rack Installation</td> <td style="text-align: right;">sheets 1 - 6</td> </tr> <tr> <td colspan="2">Structural Analysis Aux Galley Modification Falcon 900 Aircraft</td> </tr> </table> <p>1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".</p> <p>2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Electrical Systems and Equipment and flamability are not included in this approval and require separate approval.</p> <p>3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.</p>			Aux Galley Modifications	sheets 1 - 16	Magazine Rack Installation	sheets 1 - 6	Structural Analysis Aux Galley Modification Falcon 900 Aircraft	
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11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		12. DESIGNATION NUMBERS(S)	13. CLASSIFICATION(S)						
Steven J. Hooper		DERT-230474-CE	Structures						

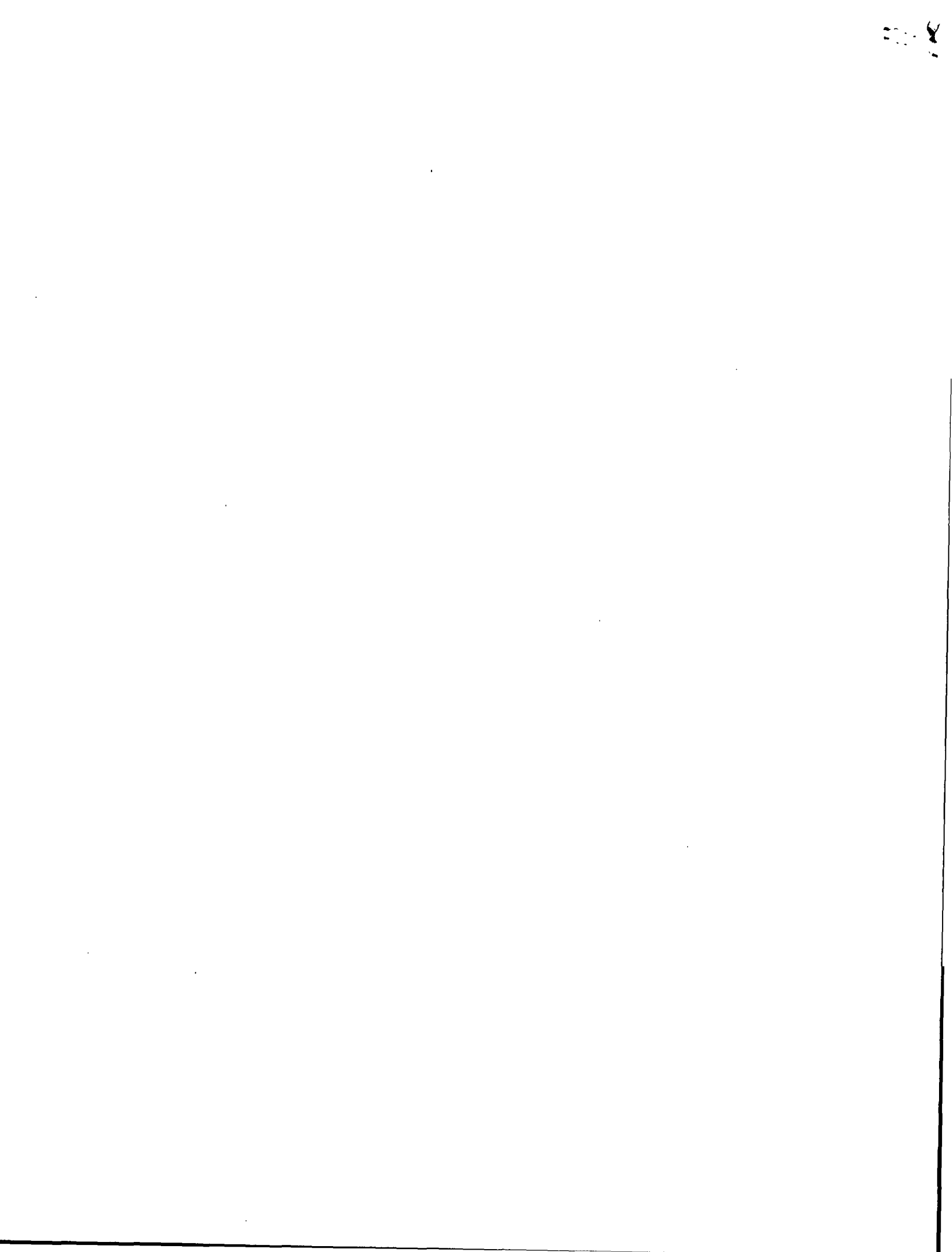




U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			1. DATE February 26, 2015												
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>															
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT Standard Aero Springfield, IL.												
<b>LIST OF DATA</b>															
6. IDENTIFICATION	7. TITLE														
Drawings: 1027607 Rev (A) date 02/25/2015 1001611 Rev (D) date 04/10/2012 00-2854-002 Rev (C) date 06/18/2010 00-3554-001 Rev (G) date 02/24/2015 00-3554-002 Rev (E) date 06/21/2010 00-3554-003 Rev (K) date 03/25/2014	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">RH Aft Closet Modification</td> <td style="width: 40%; text-align: right;">sht 1 - 17</td> </tr> <tr> <td>Typical Hidden Hinge Installation</td> <td style="text-align: right;">sht 1 - 8</td> </tr> <tr> <td>Retractable Overhead Door Installation</td> <td style="text-align: right;">sht 1 - 4</td> </tr> <tr> <td>Strike Assembly Installation</td> <td style="text-align: right;">sht 1 - 7</td> </tr> <tr> <td>Touch Latch Installation</td> <td style="text-align: right;">sht 1 - 7</td> </tr> <tr> <td>Latch Installation</td> <td style="text-align: right;">sht 1 - 13</td> </tr> </table>			RH Aft Closet Modification	sht 1 - 17	Typical Hidden Hinge Installation	sht 1 - 8	Retractable Overhead Door Installation	sht 1 - 4	Strike Assembly Installation	sht 1 - 7	Touch Latch Installation	sht 1 - 7	Latch Installation	sht 1 - 13
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11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Donald E. Shepherd, Jr. 		12. DESIGNATION NUMBERS(S) DERT-230307-CE	13. CLASSIFICATION(S) Structures												




U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>				1. DATE February 26, 2015	
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>					
2. MAKE Dassault Aviation		3. MODEL NO. Mystere-Falcon 900		4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	
5. NAME OF APPLICANT Standard Aero Springfield, IL.					
<b>LIST OF DATA</b>					
6. IDENTIFICATION		7. TITLE			
Reports:  1027607SA Rev (IR) 02/26/2015  Structures Notes:		Structural Analysis RH Aft Closet Modification Falcon 900  1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".  2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Electrical Systems and Equipment and flamability are not included in this approval and require separate approval.  3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.			
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FAA

ADS-B Out System

 U.S. Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>		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 United States of America N898TS			Serial No. 95			
	Make Dassault Breguet			Model Mystere Falcon 900		Series	
2. Owner	Name (As shown on registration certificate) S A T A L L C			Address (As shown on registration certificate) Address 718 Thompson LN Ste 108256 City Nashville State Tennessee Zip 37204-3600 Country United States of America			
	3. For FAA Use Only						
4. Type		5. Unit Identification					
Repair	Alteration	Unit	Make	Model	Serial Number		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)		_____	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT					
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER					
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type Manufacturer				
6. Conformity Statement							
A. Agency's Name and Address				B. Kind of Agency			
Name <u>StandardAero Business Aviation Services, LLC</u>				<input type="checkbox"/> U.S. Certified Mechanic		<input type="checkbox"/> Manufacturer	
Address <u>1200 North Airport Drive</u>				<input type="checkbox"/> Foreign Certified Mechanic		C. Certificate No.	
City <u>Springfield</u> State <u>Illinois</u>				<input checked="" type="checkbox"/> Certified Repair Station		UO2R221L	
Zip <u>62707</u> Country <u>United States of America</u>				<input type="checkbox"/> Certified Maintenance Organization			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>		Signature/Date of Authorized Individual Steve Saxby <i>Steve Saxby</i> 3/4/2015					
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED							
BY	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport			
	FAA Designee	X Repair Station	Inspection Authorization	Other (Specify)			
Certificate or Designation No. UO2R221L		Signature/Date of Authorized Individual Roland R. Swanson <i>Roland R. Swanson</i> 3/4/2015					

**NOTICE**

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

**8. Description of Work Accomplished**

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

United States of America N898TS

Nationality and Registration Mark

3/4/2015  
Date

Installed the Rockwell Collins, Inc. ADS-B Out System in accordance with Dassault Aircraft Services Master Data List F9BW-D0025-005, Rev. (C) approved by Supplemental Type Certificate ST02972NY with the following deviations:

The frame 0 feedthru was structurally installed in accordance with StandardAero drawing 1026319 Rev. (A) approved by DERT-230307-CE and documented on FAA Form 8110-3 dated 02-24-15.

The Mode-S Transponders were structurally installed in accordance with StandardAero drawing 1027803 Rev. (A) approved by DERT-230307-CE and documented on FAA Form 8110-3 dated 02-13-15.

The Dual Rockwell Collins TDR-94D's System wiring interconnect was installed in accordance with StandardAero drawing 1027718 Rev. (A) approved by DERT-230307-CE and documented on FAA Form 8110-3 dated 02-27-15.

The above drawings are to be used in lieu of the STC referenced drawing for maintenance purposes. They do not change the Instructions for Continued Airworthiness for the ADS-B Out system.

The Airplane Flight Manual, document F9BW-D0025-150 Rev. (B), and the Instructions for Continued Airworthiness document F9BW-D0025-155 Rev. (B), were provided.

The change to the Electrical Load was negligible.

A post installation check was performed and determined to be satisfactory. Revised the electrical loading and supplemental equipment list / weight & balance report. This modification was accomplished and recorded under Standard Aero work order 311439.

An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----End-----

☒ Additional Sheets Are Attached



## Supplemental Type Certificate

*This certificate issued to:* Dassault Aircraft Services (DAS)  
191 North DuPont Highway, New Castle, DE 19720

Original Product – Type Certificate Number:	Make: Dassault Aviation
A46EU	Model: Mystere-Falcon 900

Installation of ADS-B Out System in accordance with Dassault Aircraft Services (1) Master Data List, F9BW-D0025-005, Revision 1R, dated 07/14/2014, or later FAA approved revision. (2) Instructions for Continued Airworthiness (ICA) F9BW-D0025-155, Revision B, dated 03/07/2014 or later FAA accepted revision. The ICA and its contents must be incorporated into the operator's maintenance program. (3) Airplane Flight Manual Supplement (AFMS) F9BW-D0025-150, Revision 1/R, dated 07/14/2014 or later FAA approved revision.

- (1) STC ST02970NY for installation of Honeywell GPS Landing System Sensor Unit (GLSSU) is a pre-requisite for this alteration, and must be installed either prior to, or in conjunction with this alteration.
- (2) The installer must determine whether this design change is compatible with previously approved modifications.

*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 amended:**

*Signature*

*Title* Administrator, ODA-955240-NE

Page 1



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: ST02972NY*

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: ST02972NY

### Limitations and Conditions (continued)

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

### 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 the Dassault Aviation, model Mystere-Falcon 900 is as follows:

- (1) The type certification basis for Dassault Aviation, Model Mystere-Falcon 900 airplane is shown on TCDS A46EU for parts **not changed or not affected** by the change.
- (2) The certification basis for parts **changed or affected** by the change since the reference date of application August 6, 2013, is based upon part 25 as amended by Amendment 25-56 with the exception of those listed above amendment 25-56, below.

### **Regulations at later amendment than 25-56**

<b>14 CFR Part</b>	<b>Amendment</b>
25.625(a)	25-72
25.869(a)(4)	25-72
25.1581(a)(2)(d)	25-72

.....END.....

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).



**AIRPLANE FLIGHT MANUAL SUPPLEMENT**

**FOR**

**Automatic Dependent Surveillance – Broadcast Out System**

**In**

**DASSAULT AVIATION**

**MYSTERE-FALCON 900**

Reg. No. N 898 TS

S/N 95

This supplement must be attached to the FAA Approved Flight Manual when the airplane is modified by the installation of Rockwell Collins Automatic Dependent Surveillance – Broadcast Out (ADS-B), in accordance with STC **ST02972NY**.

The information in this document supersedes the basic Airplane Flight Manual only where covered in the items contained herein. For limitations, procedures and performance not contained in this supplement, consult the basic Airplane Flight Manual.

FAA Approved:   
Ken Farsi  
ODA Administrator  
Dassault Aircraft Services  
ODA-955240-NE

DATE: NOV 17 2014



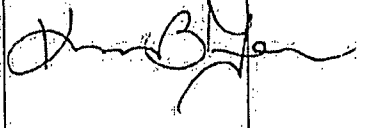
Dassault Falcon Jet Wilmington  
New Castle County Airport  
191 North DuPont Highway  
New Castle, DE 19720

Document No.: F9BW-D0025-150

Revision: B

Model: Dassault Aviation, Mystere-Falcon 900

**LOG OF REVISIONS**

REV.	AFFECTED PAGE (s)	DESCRIPTION	DATE	APPROVED BY
I/R	All	Initial Release	14-Jul-14	K. Farsi
A	All	Section 0: Removed XPDR location drawings. Corrected Rockwell Collins GPS to Honeywell GPS	16-Sep-14	K. Farsi
B	All	Section 0: Corrected Typo on Honeywell GNSSU WAAS/GPS Receiver. Corrected Model Type throughout document.	17-Nov-14	

Approved Date: NOV 17 2014

Page 2 of 5



Dassault Falcon Jet Wilmington  
New Castle County Airport  
191 North DuPont Highway  
New Castle, DE 19720

Document No.: F9BW-D0025-150  
Revision: B  
Model: Dassault Aviation, Mystere-Falcon 900

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SECTION	TITLE	PAGE
0	GENERAL	4
1	LIMITATIONS	5
2	EMERGENCY PROCEDURES	5
3	ABNORMAL PROCEDURES	5
4	NORMAL PROCEDURES	5
5	PERFORMANCE	5
6	SYSTEMS	5
7	WEIGHT & BALANCE	5





## **SECTION 0 – GENERAL**

### **1. INSTALLATION DESCRIPTION**

The Rockwell Collins ADS-B Out system, as installed, consists of the pre-existing Honeywell GNSSU WAAS/GPS Receiver and Sensor Systems Antennas, the Rockwell Collins TDR-94D (TSO-C166a/ DO-260A Rev 2) Transponders and associated interconnect wiring between the Honeywell GPS and Transponder units.

The transponder units are capable of Enhanced Surveillance (EHS) and ADS-B transmission.

The TDR-94D Transponder is a solid-state, airborne, air traffic control (ATC) transponder. The TDR-94D Transponder is typically mounted in a MMT-140 Modular Mounting Tray. The TDR-94D Transponder is a diversity version i.e., it is capable of transmitting and receiving on either of two antennas (two at the top of the fuselage and two at the bottom of the fuselage). The TDR-94D Transponder is an integral part of the Air Traffic Control Radar Beacon System (ATCRBS) and critical to the functionality of the ADS-B Out system. It responds to Mode A by responding to normal beacon radar interrogations. With the installation of a compatible altitude encoder, the TDR-94D Transponder can respond to Mode C and provide altitude data long with the normal reply. The TDR-94D Transponder can receive and send data link messages that are required for ATC automation. The added data link capability allows the transponder to perform additional air traffic control and airplane separation assurance (ASA) functions. Communication from the control to the remote transponder is by one way ARINC 429 bus. The Transponder will perform normal ATC functions. The transponder receives aircraft barometric altitude data from existing onboard sensors. This altitude is reported by the transponder when responding to Mode S formatted interrogations and ATCRBS- formatted interrogations required altitude in the reply.

The ADS-B Out System is totally automated and does not require any interaction with the flight crew and does not provide any data or indications to the flight crew.

The ADS-B Out system is installed in compliance with AMC 20-24.



## **SECTION 1 – LIMITATIONS**

Extended Squitter transmission has been demonstrated for proper operation per EASA AMC 20-24 for broadcast of ADS-B related position information with the following exceptions:

1. The Extended Squitter transmission system does not take into account the system's uncompensated latency into its transmitted horizontal quality indicator value.
2. The Extended Squitter transmission system does not base the transmitted horizontal quality indicator solely on the integrity information from the horizontal position source. The horizontal quality indicator value may be encoded based on the horizontal position source's accuracy quality information.
3. The Extended Squitter transmission system does not have the capability to transmit the discrete emergency codes (7500, 7600 or 7700). Instead the Extended Squitter system will transmit a generic emergency indicator when any emergency code is dialed into the control panel.

## **SECTION 2 – EMERGENCY PROCEDURES**

No change to the Basic Airplane Flight Manual.

## **SECTION 3 – ABNORMAL PROCEDURES**

No change to the Basic Airplane Flight Manual.

## **SECTION 4 – NORMAL PROCEDURES**

No change to the Basic Airplane Flight Manual.

## **SECTION 5- PERFORMANCE**

No change to the basic Airplane Flight Manual.

## **SECTION 6- SYSTEMS**

No change to the Basic Airplane Flight Manual.

## **SECTION 7- WEIGHT & BALANCE**

No change to the basic Airplane Flight Manual.





**INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**

**MAINTENANCE MANUAL SUPPLEMENT**

FOR THE

**DASSAULT AVIATION**

**MYSTERE-FALCON 900**

**(BASIC MODEL) AIRCRAFT**

WITH

**ROCKWELL COLLINS**

**ADS-B OUT SYSTEM**

Document Number F9BW-D0025-155 Rev B

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## LOG OF REVISIONS

REVISION NUMBER	AFFECTED PAGES	DESCRIPTION	DATE
I/R	1-25	Initial Release.	July 10, 2013
A	9	Revised Para 6.2 to remove AC 43.13-1B in specifying inspection requirements.	Aug 8, 2013
B	2	Revision Log: revised	Mar 7, 2014 S.W
	3	Signature block: replaced Harry Frank with Stacy-Ann Williams.	
	5	List of effective pages: revised to depict revision B.	
	6	Sec 1.3: Abbreviations: list has been updated	
	7	Sec 1.6: Applicable Reference List: List updated to reflect wire routing drawing and diagram.	
	8	Sec 3.1: Added second location configuration figure.	
	26	Sec 8.5 & 8.6: Configuration 2 removal and installation.	

## MANUAL CONTROL

Manual updates include copies of revised pages accompanied by a "List of Effective Pages" replacement. Refer to page 5.

The following features denote revisions:

Revision status denoted within the right hand header of the effective page.

Revision date denoted within the right hand header of the effective page.

Revised content denoted by vertical bar along the left-hand margin.







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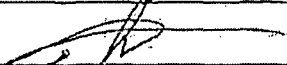

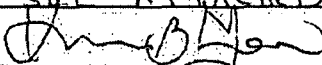
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Description	Name / Title	Signature	Date
Drafted By	Stacy-Ann Williams Certification Engineer		3/21/14
Reviewed By	Henry Sheppard Electrical Systems & Equipment UM Mgr	SEE ATTACHED	
Reviewed By	Daniel Utterson Structures UM Mgr		3/11/14
Reviewed By	David Roland Flight Test UM Mgr	SEE ATTACHED	
Reviewed By	Gerald Mestell Inspection UM Mgr	SEE ATTACHED	
Reviewed By	Ken Farsi ODA Administrator		4-2-14

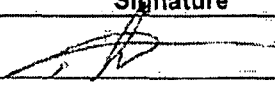
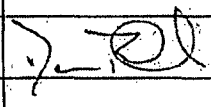




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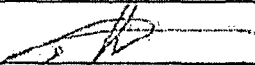
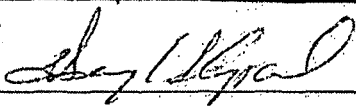




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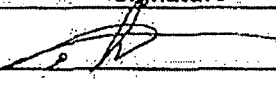
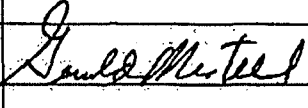




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Reviewed By	Ken Farsi ODA Administrator		







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## LIST OF EFFECTIVE PAGES

Manual currency is checked against this list of effective pages. Upon reception of a manual update, insert revised page(s) into this manual. Remove and delete obsolete pages accordingly and replace this page with the enclosed revision.

The list of effective pages records not only each page of subject revision but also each previously issued page that is still current. Blank pages and pages that are no longer current do not appear on this list and therefore are to be removed from this manual.

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COVER	B	Mar 7, 2014	27	B	Mar 7, 2014			
02	B	Mar 7, 2014	28	B	Mar 7, 2014			
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04	B	Mar 7, 2014						
05	B	Mar 7, 2014						
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## 1.0 INTRODUCTION

### 1.1 SCOPE & PURPOSE

The purpose of this document is to provide the instructions for maintenance and inspection required for assuring continued airworthiness of the aircraft, in accordance with the requirements of 14 CFR §25.1529. The instructions that follow are intended to supplement information provided by the current Dassault Aviation Mystere-Falcon 900 (Basic Model) maintenance manual.

**NOTE!** Applicability of the current AMM maintenance instructions, system descriptions, component locations, and testing with regard to systems other than the ATC and GPS systems has not been impacted by the application of this alteration.

### 1.2 APPLICABILITY

This document is applicable to Dassault Aviation Mystere-Falcon 900 (Basic Model) aircraft altered by STC with the installation of DUAL Rockwell Collins TDR-94D transponders with Enhanced Surveillance (EHS) capability to provide ADS-B Out functionality..

### 1.3 DEFINITIONS AND ABBREVIATIONS

DEFINITIONS:	
<u>WARNING!</u>	Items for which procedures, practices, and conditions with respect to maintenance or installation that if not strictly observed could result in injury to or death of personnel or property damage.
<u>CAUTION!</u>	Items for which procedures, practices, and conditions with respect to maintenance or installation that if not strictly observed could result in damage to equipment or property.
<u>NOTE!</u>	Items on which special emphasis is placed as a means of bringing that information to the attention of the maintenance technician.

ABBREVIATIONS:			
AC	Advisory Circular	LRU	Line Replaceable Unit
ADS-B	Automatic Dependent Surveillance-Broadcast	RH	Right Hand
AEG	Aircraft Evaluation Group	RPLY	Reply
AMM	Aircraft Maintenance Manual	RTU	Radio Tuning Unit
ATC	Air Traffic Control	SBAS	Satellite Based Augmentation System
BITE	Built-In Test Equipment	SMM	Supplemental Maintenance Manual
C/B	Circuit Breaker	STBY	Standby
ESD	Electro-Static Discharge	STC	Supplemental Type Certificate
FAA	Federal Aviation Administration	TSO	Technical Standard Order
GPS	Global Positioning System	VDC	Voltage Direct Current
ICA	Instructions for Continued Airworthiness	WAAS	Wide Area Augmentation System
L/G	Landing Gear		
LH	Left Hand		





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#### 1.4 GENERAL SAFETY PRECAUTIONS

**CAUTION:** Observe all general safety precautions concerning ground power operations.

**CAUTION:** These tests must be performed as far as possible inside a metallic hangar with doors closed to avoid disturbing local traffic.

**CAUTION:** Check that all aircraft electrical power is switched OFF prior to performing maintenance.

**CAUTION:** Limit the ATC Transmission time to a minimum.

**CAUTION:** Open and collar all Transponder Circuit Breakers\* (ATC 1 and ATC 2, Transponder #1 and #2 respectively) during inspections, component removals and wiring troubleshooting procedures other than power checks or normal operational tests.

**CAUTION:** For wiring maintenance, component removal or repairs other than inspections requiring removal of the aircraft battery refer to Ch 24 of the AMM.

**CAUTION:** Upon completion of inspections and/or maintenance reconnect battery power and ensure the Transponder circuit breakers opened from 1.4.2 are closed.

**WARNING:** The ATC Transponder System emits Radio Frequency (RF) signals. Do not operate or test the ATC Transponder system with personnel standing at less than 2M (7ft approximately) from the antenna. This will prevent the risk of injury caused by RF Emissions.

*\*ATC 1 C/B is located on the LH C/B panel and ATC 2 C/B is located on the RH C/B panel.*

#### 1.5 UNITS OF MEASURE

This section is not applicable.

#### 1.6 REFERENCES

The referenced documents enhance the operator's ability to provide continued airworthiness to the aircraft when performing maintenance and/or troubleshooting.

To obtain copies of the following documents contact the vendors referenced in Sec. 17.0.

APPLICABLE REFERENCE LIST			
DESCRIPTION	TITLE:	PART/DOC NO.	VENDOR:
Test Set IFR 6000 Operation Manual		1002-5800-2PO	Aeroflex
Installation Manual	Pro Line II Com/Nav/Pulse System	523-0772719	Rockwell Collins

#### 1.7 DISTRIBUTION

The aircraft owner is furnished these Instructions for Continued Airworthiness upon installation of the Rockwell Collins Transponders (with Enhanced Surveillance (EHS) capability) system at which time it becomes part of the permanent aircraft record.







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#### 1.7.1 UPDATES & REVISIONS:

The STC holder will distribute manual updates upon revision. Revisions to this document shall be coordinated through the New York Aircraft Certification Office, the Seattle AEG, and the STC holder. Inquiries relating to this ICA, its revisions, or revision services are to be in writing to Dassault Aircraft Services, ODA Administrator, at the address listed in Sec 17.0.

Please submit the following information with inquiries:

Name  
Address  
City, State and Zip Code  
Document Number of ICA  
Current Revision Status of ICA

## 2.0 SYSTEM DESCRIPTION

The ADS-B Out system installed by this alteration is composed of two Rockwell Collins TDR-94D transponders and the associated wiring. These transponders replace the previously installed two transponders that do not incorporate ADS-B OUT functionality. The aircraft mounted ADS-B OUT transponders periodically broadcast information about the aircraft, such as ID, position, altitude and velocity, to air traffic control and other (ADS-B IN equipped aircraft) in the vicinity. ADS-B OUT provides air traffic controllers with real time position information that is more accurate than the data available from current radar systems.

The two existing top-mounted and the two existing bottom-mounted ATC transponder antennas are retained, as are the two existing transponder control boxes located in the cockpit.

## 3.0 SYSTEM COMPONENTS

UNIT	QTY	PART NO.	VENDOR/MFG
TDR-94D Transponder	2	622-9210-409	Rockwell Collins





### 3.1 LOCATIONS

Transponders can be located in two areas of the aircraft based on serial number affectivity. Some aircraft have transponder No. 1 and No. 2 located in the nose. While others have transponder No. 1 located in the crew closet avionics rack and No. 2 located in the nose of the aircraft.

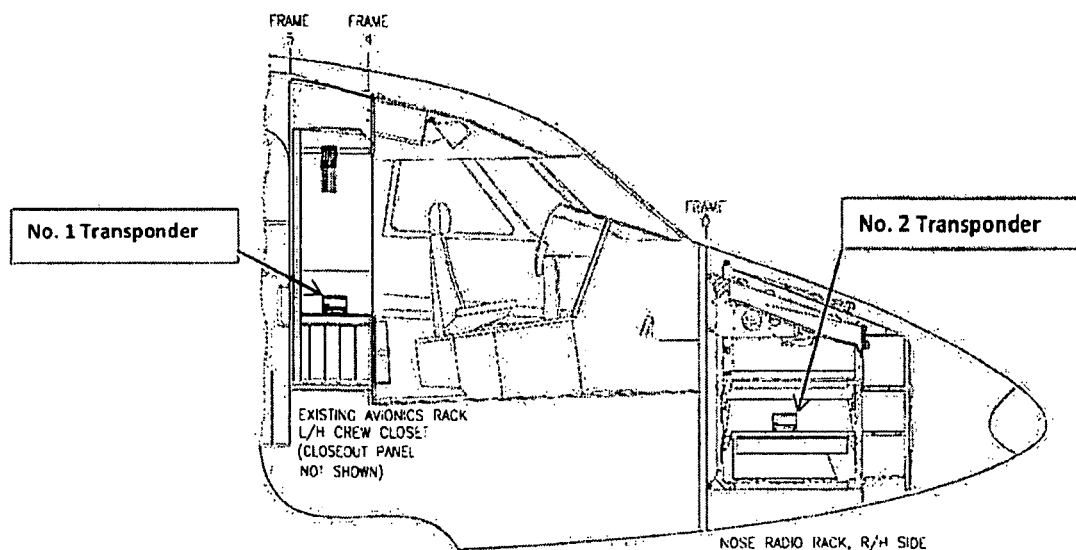


Figure 1: Location of the Transponders Configuration 1

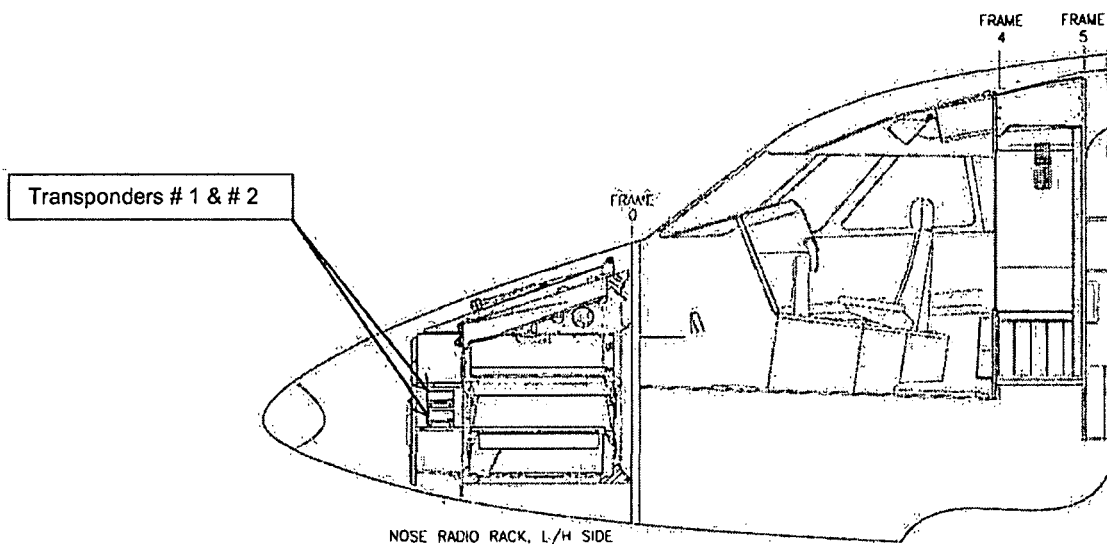


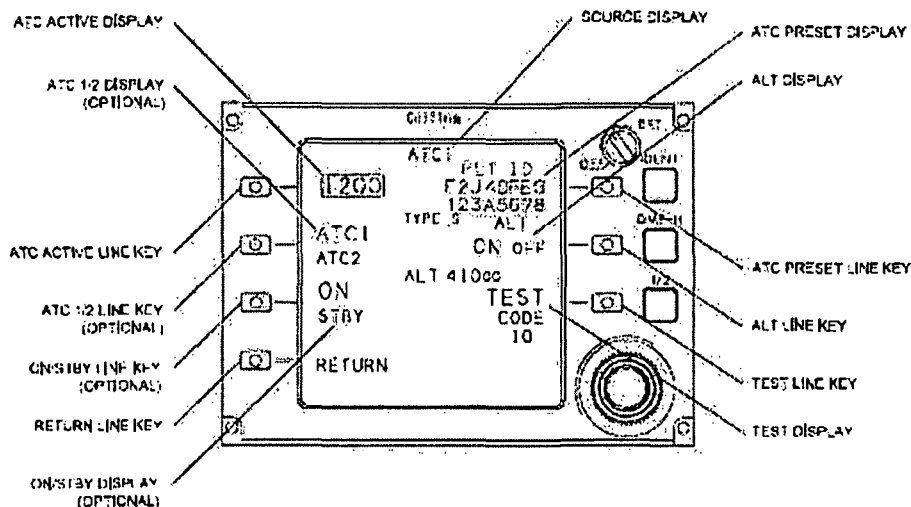
Figure 2: Location of the transponder Configuration 2





#### 4.0 OPERATION INFORMATION/MAINTENANCE OPERATION

The TDR-94D transponders incorporate the ADS-B Out function and the normal Mode A/C/S ATC functions in a single unit. The ADS-B OUT function periodically broadcasts information about the aircraft, such as ID, position, altitude and velocity, to air traffic control and other (ADS-B IN equipped) aircraft in the vicinity. The transponders are controlled by means of the two ATC control boxes located in the cockpit.



ATC MAIN DISPLAY PAGE

CONTROL OR DISPLAY	FUNCTION/DESCRIPTION
ATC main display page	The ATC main display page may be selected from the RTU primary top level page. Refer to Sheet 1.
Source display	ATC1 (pilot's side) or ATC2 (copilot's side) shows the active transponder selected by the pedestal switch and being controlled by the RTU. The indicated transponder is active and will transmit the displayed ATC code. <div style="border: 1px solid black; padding: 2px; text-align: center;">Note</div> <p>Only one transponder is active at one time. A cyan ID shows for 15 seconds when the IDENT button is pushed. A cyan REPLY shows when the transponder replies to an interrogation. A cyan STBY shows when standby mode is selected by the pedestal ATC 1/STBY/ATC 2 switch. A cyan XPDR FAIL shows when the active transponder is failed.</p>
ATC active display	The XXXX in the ATC active display shows the active ATC code/channel.
ATC active line key	Push the ATC active line key once to window the active ATC code/channel (if not already windowed). The active ATC can then be changed using the tuning knobs as previously described. Refer to Sheet 1.
ATC preset display	The XXXX in the ATC preset display shows the preset ATC transponder reply code/channel that is available to immediately retune the transponder.
ATC preset line key	Push the ATC preset line key once to window the preset ATC code/channel (if not already windowed). The preset ATC code can then be changed using tuning knobs as previously described. Refer to sheet 1. Push the preset code line key again to interchange the preset and active ATC transponder codes/channels. The ATC transponder retunes to the code/channel (left side display) and the previous active code/channel becomes the new preset (right side display).
ATC 1/2 display (Optional)	The ATC 1/2 display shows if the pilots transponder (ATC 1) or the copilot's transponder (ATC 2) is active. The larger font shows the active transponder.

(continued)

Figure 3: RTU – Radio Tuning Unit and Functional Description





#### 4.0 OPERATION INFORMATION/MAINTENANCE OPERATION (continued)

CONTROL OR DISPLAY	FUNCTION/DESCRIPTION (continued)
ALT display	The ALT display shows if the altitude reporting mode is selected ON or OFF. The larger font shows the selected mode. ALT and XXXxx (the uncorrected barometric altitude being reported by the transponder) shows when Mode C is selected. The display is blank if the transponder is operating in Mode A.
ALT line key	Successive pushes of the ALT line key toggles the altitude reporting mode between ON and OFF. The larger legend shows the selected mode.
ON/STBY display (Optional)	The ON/STBY display (optional) shows if the selected transponder mode is set to ON (on) or OFF (standby). The larger font shows the selected mode. <div style="border: 1px solid black; padding: 2px; text-align: center;">Note</div>
ON/STBY line key (Optional)	Mode S is always selected and the transponder automatically replies to ATCRBS and TCAS interrogations. Push the ON/STBY line key to toggle the ATC transponder mode between ON (on) and STBY (standby).
FLT ID display	The FLT ID display shows FLT ID on the first line, the active Flight ID on the second line, and the preset Flight ID on the third line.
FLT ID line key	Push the FLT ID line key to position the tune window around the left most character of the preset Flight ID. Turn the small tuning knob to change the character in the tune window. Turn the large tuning knob to move the window to the next character. Push the FLT ID line key a second time to swap the active and preset Flight IDs.
TEST display	The TEST display shows if the ATC radio is in normal mode or in test mode. In normal operation, TEST shows in small font. In ATC test mode, TEST shows in large font and CODE (with two digit code) shows in small font. Refer to the maintenance section for a description of each of the test codes.
TEST line key	Push the TEST line key to initiate the ATC test mode.
RETURN line key	Push the RETURN line key to return to the RTU primary top level display page.

Figure 3: RTU – Radio Tuning Unit and Functional Description (continued)

#### 5.0 SERVICING INFORMATION

The transponders installed by this alteration contain no field-serviceable components for which approved field maintenance procedures exist. Units requiring service are to be routed to an appropriately rated and certified repair station.

**NOTE:** Refer to FAA regulations, 14 CFR §§ 91.411 and 91.413 for transponder periodic recertification requirements.

#### 6.0 SCHEDULED MAINTENANCE AND INSPECTION

##### 6.1 ADS-B OUT TRANSPONDER MAINTENANCE

The ADS-B Out Transponder maintenance is considered "On Condition" and requires no scheduled maintenance recommended by the manufacturer. "On Condition" maintenance is maintenance that is performed as the need arises using the systems internal fault reporting software, which uses Built-In-Test Equipment (BITE), event initiated (Self-Test), and background (watchdog) testing to monitor system health and notify the crew of faults as they occur. Do not schedule maintenance for the ADS-B Out Transponder unless an "On Condition" fault exists.

Automatic performance monitoring and self-test are continually performed by the ADS-B Out Transponder, and faults are reported on the cockpit control boxes. If ADS-B Out Transponder







## **6.1 ADS-B OUT TRANSPONDER MAINTENANCE (continued)**

maintenance is required due to a reported "On Condition" fault, refer to Sec. 7.0 to begin fault isolation. Always follow standard industry and airframe maintenance practices.

Do not remove or replace components until all associated sensors or subsystems and their interfaces have been verified using established maintenance procedures and a fault has been isolated to the ADS-B Out Transponders.

If fault isolation methods determine that a component is faulty, refer to Section 5 (Servicing Information) for serviceability. If not serviceable, route the faulty component for repair to an appropriately rated and certified repair station.

## **6.2 SCHEDULED INSPECTIONS**

When applicable zones are accessible, conduct the following inspections concurrent with "B", or "C" airframe maintenance cycles as defined in Chapter 5 of the Field Schedule Maintenance; 05-10-00, Paragraph 3 "Maintenance Cycle".

### **6.2.1 WIRING INSPECTIONS**

Visually inspect the transponder wiring for condition, security, chaffing and overheating.

### **6.2.2 ADS-B OUT TRANSPONDER INSPECTIONS**

Visually inspect the ADS-B Out Transponders for condition, security, and bonding.

## **7.0 FUNCTIONAL TEST AND FAULT ISOLATION PROCEDURES**

### **7.1 POST INSTALLATION TEST PROCEDURES**

Following the removal and installation of the TDR-94D Transponder unit(s), the following system checks must be performed to ensure correct operation of the Transponder unit(s) and its interface with the ADS-B Out system and functions. For fault isolation see Table 1 "System Fault Chart", and Table 2 "Diagnostic Code Chart".

### **7.2 TEST PREPARATIONS**

Perform the following prior to testing or fault isolation.

1. Ensure that all system component connectors are connected and units are seated in mounting racks, as applicable.
2. Reset any applicable circuit breakers that may have been opened.
3. Ensure that 28 VDC power is available on the buses that power the ADS-B Out Transponder unit.
4. Energize the applicable aircraft systems.

### **7.3 OPERATIONAL TEST OF TRANSPONDER NO. 1**

1. Select a reference pressure of 1013 mbar (29.92 in. Hg) on pilot altimeter and copilot altimeter.
2. On the pilot and copilot ATC control boxes, set the mode selectors to "STBY". Wait approximately one minute for the system to warm up.
3. On the ATC 1/ATC 2 selector, select "ATC 1" ("ATC 1" light illuminates).
4. On pilot ATC control box set mode selector to "ON".





### 7.3 OPERATIONAL TEST OF TRANSPONDER NO. 1 (continued)

5. Press "TEST" pushbutton to start the transponder self-test routine.  
NOTE: During the self-test, the display on the pilot control box flashes from minimum to maximum brightness. In the reading window "AL", altitude value and "TX" annunciator are flashing during this test.
6. At the end of the self-test, check that no failure is displayed in the reading window.  
NOTE: If a failure is detected during this test, "diag" and "XX" (diagnostic code) are displayed in the reading window. Refer to Diagnostic Code Chart (Table 2).
7. On the pilot ATC control box set the mode selector to "STBY".
8. Set the aircraft into flight configuration.
  - (a) On the pilot and copilot control boxes set mode selectors to "OFF".
  - (b) De-energize the aircraft systems.
  - (c) Install in-flight simulating tool (Refer to Falcon 900 AMM Task 32-60-00-910-802).
  - (d) Energize the aircraft systems.
  - (e) On the pilot and copilot ATC control boxes, set the mode selectors to "STBY". Wait approximately one minute for the system to warm up.
9. On the pilot ATC control box:
  - (a) Turn code setting knobs to set code "7776".  
NOTE: Another code may be provided by the local station. If so, use that code instead of code "7776".
  - (b) Set mode selector to "ON" and check that the "TX" annunciator illuminates periodically.  
NOTE: The "TX" annunciator illuminates each time the ATC signal has been received by the local radar.
  - (c) Set the mode selector to "ALT" and check that:
    - "AL" and altitude value appear in the reading window.
    - "TX" annunciator illuminates periodically.  
NOTE: The "TX" annunciator illuminates each time the ATC signal has been received by the local radar.
  - (d) Set the mode selector to "STBY".
10. On pilot and copilot ATC control boxes, set mode selectors to "OFF".
11. De-energize the aircraft systems.
12. Remove the in-flight simulating tool (Refer to Falcon 900 AMM Task 32-60-00-910-802).

### 7.4 OPERATIONAL TEST OF TRANSPONDER NO. 2

1. Energize the applicable aircraft systems.
2. On the pilot and copilot ATC control boxes, set the mode selectors to "STBY". Wait approximately one minute for the system to warm up.
3. On the ATC 1/ATC 2 selector, select "ATC 2" ("ATC 2" light illuminates).
4. Repeat the procedure described in paragraph "Operational Test of Transponder No.1":
  - Instead of "pilot ATC control box" read "copilot ATC control box".





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## 7.5 OPERATIONAL TEST OF THE ADS-B OUT SYSTEM

### REQUIRED TEST EQUIPMENT:

PART NO.	SUPPLIER	DESCRIPTION	SOFTWARE LEVEL
IFR-6000	AEROFLEX	AVIONICS RAMP TEST SET	2.02 OR HIGHER

The IFR-6000 software level can be checked on the "Start Up" screen when the test set is energized.

**NOTE:** Use of equivalent test equipment is permitted. Equivalent test set must be rated for ADS-B Out (DO-260A, Change 1 and 2). Consult the specific operating manual if equivalent test equipment is used.

Perform the following tests in accordance with IFR-6000 Operation Manual, Issue 7, dated Dec 2009 or later.

1. Energize the applicable aircraft systems.
2. Perform "Quick Start" procedures as follows:





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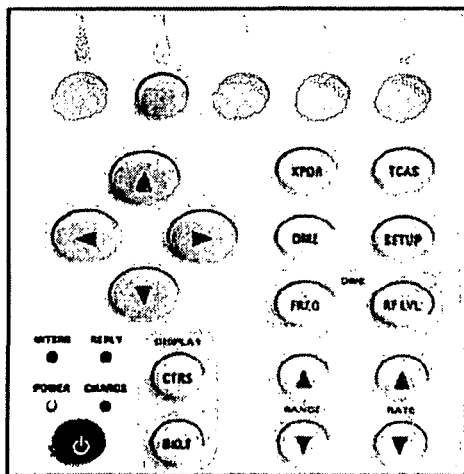


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### 2. QUICK START

The Quick Start is for operators who are familiar with avionics systems/test equipment and want to use the IFR 6000 before reading the complete Operation Manual. Refer to para 1-2-4.1 for detailed operation instructions.

#### 2.1 CONTROLS



Turns Test Set ON or OFF.

**POWER:** Indicator illuminates when Test Set is operational.

**CHARGE:** Indicator illuminates to show battery charge status;

Yellow	Charging
Flashing Yellow	Faulty battery
Green	Fully charged

**NOTE:** Operates when External DC Power Supply is connected.

**INTERR:** Indicator illuminates when Test Set is Interrogating (XPDR Mode) or receiving Interrogations (DME Mode).

**REPLY:** Indicator illuminates when Test Set is receiving replies (XPDR Mode) or replying to Interrogations (DME Mode).

**CTRS:** Adjusts display contrast.

**BKLT:** Adjusts display backlight.

**RANGE ▲:** Increases DME range and TCAS start range.

**RANGE ▼:** Decreases DME range and TCAS start range.

**RATE ▲:** Increases DME and TCAS rate.

**RATE ▼:** Decreases DME and TCAS rate.

**FREQ:** Frequency/channel selection for DME Mode only.

**RF LVL:** RF level setting for DME Mode only.

**XPDR:** Selects XPDR, ADS-B/GICB and ALT ENCODER screens.

**DME:** Selects DME screen.

**TCAS:** Selects TCAS and TIS screens.

**SETUP:** Displays the setup screens associated with the selected functional mode.

**SOFT KEYS:** Five Application dependent keys provide test specific information and movement between test screens.



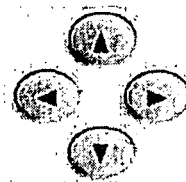
#### DATA KEYS

**▲ DATA KEY:** Selects or slows data.

**▼ DATA KEY:** Selects or slows data.

**◀ DATA KEY:** Moves the cursor to the left in a data field.

**▶ DATA KEY:** Moves the cursor to the right in a data field.









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### 2.2 GENERAL SETUP

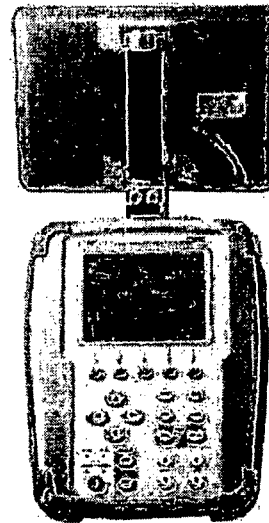
STEP	PROCEDURE
1.	Power Up: Press the POWER Key to power the Test Set On.
2.	Press SETUP Control Key to display setup screens. Continue pressing SETUP Control Key to cycle to SETUP-GENERAL Screen. Use NEXT PARAM and PREV PARAM Soft Keys to select each parameter.

SETUP- GENERAL		BAT 2.5 Hr	
PWR DOWN: 10 MINS			
ERP UNITS: dBm		UNITS: FEET	
REMOTE OPERATION: RS232			
PREV PARAM	NEXT PARAM	H/W TOOLS	INFO

3. Select PWR: Set to preferred power down timeout.
4. Select ERP UNITS: Set to preferred ERP units.
5. Select UNITS: Set to preferred units.

### 2.3 XPDR SETUP ANTENNA

STEP	PROCEDURE
1.	Refer to 1-1-2, Figure 1. Mount Directional Antenna on Test Set and position friction hinge so Directional Antenna is as shown. Connect short RF coaxial cable between Antenna Connector and Test Set ANT Connector.



Antenna Mounting  
Figure 1

2. Refer to 1-1-2, Figure 2. Position Test Set ≤50 ft (15.24 m) from and in line of sight with top/bottom antenna.
3. Power On Aircraft and configure aircraft for weight off wheels.
4. Press POWER Key to power up the Test Set.



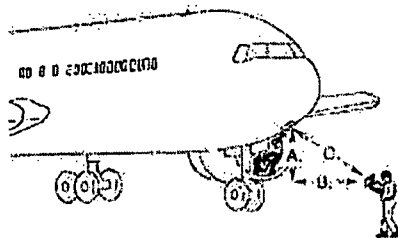
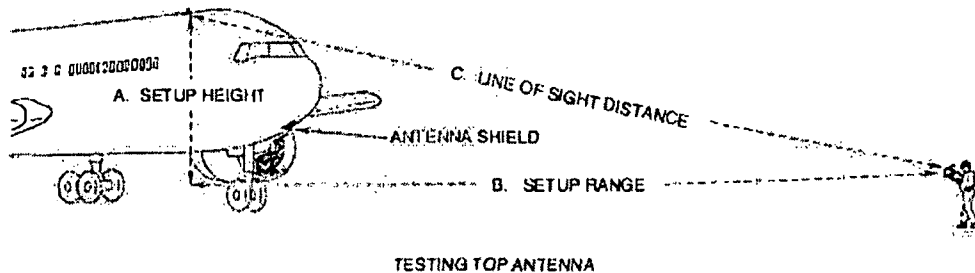


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WHEN DESELECTING, TERMINATING  
OR SHIELDING TOP ANTENNA IS  
NOT POSSIBLE OR PRACTICAL,  
USE SETUP POSITION THAT HAS  
AIRCRAFT BLOCKING LINE OF  
SIGHT TO TOP ANTENNA.

TESTING BOTTOM ANTENNA

05818A

Ramp Testing  
Figure 2

5. Press SETUP Control Key to display setup screens. Continue pressing SETUP Control Key to cycle to SETUP-XPDR Screen. Use NEXT PARAM and PREV PARAM Soft Keys to select each parameter.

SETUP-XPDR		BAT 2.5 Hr	
ANTENNA: <b>BOYOM</b>		RF PORT: ANTENNA	
ANT RANGE		ANT HEIGHT	
TOP:	12.1t	6.1t	
BOTTOM: 12.1t		4.1t	
DIR CABLE LOSS: 1.3 dB		ANT GAIN (dBi)	
ANT CABLE LOSS: 1.3 dB		1.03 GHz: 7.1	
		1.09 GHz: 6.1	
UUT ADDRESS: AUTO		PWR LIM: FAR43	
MANUAL AA: 123456		CHECK CAP: YES	
DIVERSITY TEST: ON			
PREV PARAM	NEXT PARAM	DIAG	TEST DATA





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### 2.4 XPDR SETUP DIRECT CONNECT

STEP	PROCEDURE
6.	Select ANTENNA: Set to TOP or BOTTOM depending on which aircraft antenna Test Set is pointing towards.
7.	Select RF PORT: Set to ANTENNA.
8.	Select ANT RANGE: Set to setup range from IFR 6000 antenna to UUT Antenna.
9.	Select ANT HEIGHT: Set to setup height from IFR 6000 antenna to UUT Antenna.
10.	Select ANT CABLE LOSS: Set to cable loss found on cable.
11.	Select ANT GAIN (dBi): set 1.03 GHz and 1.09 GHz antenna gain to figures marked on supplied Directional Antenna
12.	Select UUT ADDRESS: Set to AUTO.  <b>NOTE:</b> If aircraft is on the ground set to MANUAL and enter in MANUAL ADDRESS. Mode S all-calls do not work when the aircraft is on the ground.
13.	Select DIVERSITY: Set to OFF.  <b>NOTE:</b> To run diversity test set DIVERSITY to ON and install boot to bottom/top antenna.
14.	Select CHECK CAP: Set to YES.
15.	Select PWR LIM: Set to FAR 43.

STEP	PROCEDURE
1.	Connect long RF coaxial cable between the aircraft antenna feeder cable and Test Set RF I/O Connector.
2.	Power On Aircraft and configure aircraft for weight off wheels.
3.	Power Up: Press the POWER Key to power the Test Set.  Press SETUP Control Key to display setup screens. Continue pressing SETUP Control Key to cycle to SETUP-XPDR Screen. Use NEXT PARAM and PREV PARAM Soft Keys to select each parameter.
5.	Select ANTENNA: Set to TOP or BOTTOM depending on which aircraft antenna Test Set is connected with.
6.	Select RF PORT: Set to DIRECT CONNECT.
7.	Select DIR CABLE LOSS: Set cable loss to cable loss found on cable.
8.	Select UUT ADDRESS: Set to AUTO.  <b>NOTE:</b> If aircraft is on the ground set to MANUAL and enter in MANUAL ADDRESS. Mode S all-calls do not work when the aircraft is on the ground.
9.	Select DIVERSITY: Set to ON.
10.	Select CHECK CAP: Set to YES.
11.	Select PWR LIM: Set to FAR 43.





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## 2.5 XPDR TESTING

### STEP PROCEDURE

1. Press XPDR Mode Key to return to XPDR Auto Test Screen.

XPDR - CONFIG SCREEN BAT 2.5 Hr

1	GENERIC ATCRBS
2	ATCRBS CLASS A
3	ATCRBS CLASS B
4	GENERIC MODE S
5	MODE S CLASS A
6	MODE S CLASS B
7	MODE S CL B OPT FREQ
8	MODE S CL B OPT PWR

INFO RETURN

2. Press CONFIG Soft Key to display XPDR CONFIG Screen. Use Data Keys to select configuration file. Press RETURN Soft Key to confirm selection.

**NOTE:** If transponder class is not known, select GENERIC ATCRBS or GENERIC MODE S configuration file.

XPDR - AUTO TEST PASS BAT 2.5 Hr

CONFIG: GENERIC MODE S LEVEL = 4  
ANTENNA: BOTTOM

REPLIES = A, C, S FREQ = 1090.12 MHZ  
TOP ERP = 57.1 dBm MTL = -74.0 dBm  
BOT ERP = 55.0 dBm MTL = -73.1 dBm

A CODE = 1234 ID C ALT = 100,000 ft  
S CODE = 1234 ID S ALT = 100,000 ft  
TAIL = N12345 DF17 = DETECTED  
FLIGHTID = BA234 AA = AC3421(53032041)  
FS = 3 - ALERT NO SPI ON GROUND  
VS = ON GND COUNTRY = USA

RUN TEST TEST LIST CONFIG SELECT ANT

### STEP PROCEDURE

3. To run a complete FAR Part 43 Appendix F Test, press RUN TEST Soft Key to start Auto Test. When Auto Test completes, a PASS or FAIL indication is displayed at the top of the screen.
4. Most UUT parameters requiring user verification are displayed on the Auto Test Screen.
5. VS and FS discretes: To verify status, ensure UUT is in airborne state prior to running test. Run test and confirm that VS and FS fields indicate IN AIR. Place UUT in ground state, repeat test and confirm VS and FS fields indicate ON GROUND.
6. TAIL and COUNTRY: Displays the country decoded from the Mode S discrete address.  
**NOTE:** If the country selected has not adopted an encoding scheme, only the country is displayed.
7. FLIGHT ID: UUT must have a valid source of Flight ID (internal or external to the UUT) to display data.
8. Press TEST LIST Soft Key to display complete Auto Test List. Use Data Keys to select desired test. Press SELECT Soft Key to display selected test.

XPDR - TEST LIST BAT 2.5 Hr

1	AC/DECOR/ELS	- PASS
2	A/C F1/F2 S PAGE/WIDTH	- PASS
3	POWER/FREQ	- PASS
4	S ALL-CALL	- PASS
5	S RPLY TIMING	- PASS
6	S RPLY	- PASS
7	UF0	- PASS
8	UF4	- PASS
9	UF5	- PASS
10	UF11	- PASS
11	UF18	- PASS
12	UF20	- PASS

SELECT TEST NEXT PAGE RETURN

9. Press RETURN Soft Key to display Auto Test Screen.







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### 2.5.1 ADS-B/GICB TESTING

#### STEP PROCEDURE

1. Perform XPDR SETUP ANTENNA procedure or XPDR SETUP DIRECT CONNECT procedure.
2. Press SETUP Key until SETUP XPDR screen is displayed.
3. Press ADS-B SETUP Soft Key to display ADS-B/GICB Setup Screen. Use NEXT PARAM and PREV PARAM Soft Keys to select each parameter.

SETUP-ADSB		BAT 2.5 Hr	
POS DECODE: GLOBAL			
LAT : 38 25 35 N			
LONG : 126 35 35 W			
ADSB GEN: DF 17			
ADSB MON: DF 17			
GICB : DF 20			
TEST DATA	PREV PARAM	NEXT PARAM	RETURN

4. Select POS DECODE: Set to GLOBAL to use global CPR algorithm for latitude and longitude decoding or simulation. Set to LOCAL to use local CPR algorithm for latitude and longitude decoding or simulation. POS DECODE is for BDS 0.5 and BDS 0.6.
5. Select LAT: Enter local latitude in degrees, minutes and seconds.
6. Select LONG: Enter local longitude in degrees, minutes and seconds.
7. Select ADS-B GEN: Set DF17 or DF18 extended squitters to be generated.
8. Select ADS-B MON: Set DF17 or DF18 extended squitters to be monitored.
9. Select GICB: Set DF20 or DF21 to be requested with GICB protocol.

### 2.5.1.1 ADS-B MON

#### STEP PROCEDURE

1. Press XPDR Mode Key until ADS-B/GICB MAIN menu is displayed.

ADS-B/GICB MAIN		BAT 2.5 Hr	
ADSB MON	ADSB GEN	GICB	

2. Press the ADS-B MON Soft Key to display the ADS-B MON list screen.

ADS-B MON DF17		BAT 2.5 Hr	
1 0.5 AIRBORNE POS	- AVAIL		
2 0.6 SURFACE POS	- NOT CAP		
3 0.8 IDENT & CAT	- AVAIL		
4 0.9 AIRBORNE VEL	- AVAIL		
5 6.1 A/C STATUS	- AVAIL		
6 6.2 TARG STATE	- AVAIL		
7 6.5 A/C OP STATUS	- NO SQTR		
8 0.A TEST MSG	- AVAIL		
RUN TEST	BDS DATA	RETURN	

3. Press RUN TEST soft key to start test. When a specific extended squitter BDS is captured, AVAIL will be displayed to the right of the BDS name.





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### 2.5.1.2 ADS-B GEN

STEP	PROCEDURE
------	-----------

4. Use Data Keys to select specific BDS and press BDS DATA soft key to display selected BDS screen. Refer to ADS-B MON BDS screen example.

ADS-B MON BDS 0:5		AVAIL		BAT 2.5 Hr	
BDS=0.5	AIRBORNE POS	TYPE=14			
DF17 AA=3AC421	(16542041)	COUNT=1000			
ME=00000000000000	PERIOD=DEFAULT				
LAT=37 39 00 N	LONG= 07 25 48 W				
POS=GLOBAL	SAF=1	T=N/UTC			
SURVEILLANCE STATUS	= NO INFO				
BARO PRES ALT=131028 ft					
GNSS ALT = N/A					

RUN TEST	PREV TEST	NEXT TEST	RETURN
----------	-----------	-----------	--------

5. Press Return soft key to return to ADS-B MON list screen or press PREV TEST or NEXT TEST soft keys to select specific ADS-B MON BDS screens.

- De-energize the aircraft systems
- Testing complete.

STEP	PROCEDURE
------	-----------

1. Press XPDR Mode Key until ADS-B/GICB Main Menu is displayed.
2. Press ADSB GEN to display the ADSB GEN List Screen.

ADS-B MON DF17		BAT 2.5 Hr	
1 0.5 AIRBORNE POS	- DISABLED		
2 0.6 SURFACE POS	- DISABLED		
3 0.8 IDENT & CAT	- DISABLED		
4 0.9 AIRBORNE VEL	- DISABLED		
5 6.1 A/C STATUS	- DISABLED		
6 6.2 TARG STATE	- DISABLED		
7 6.5 A/C OP STATUS	- DISABLED		
8 0.4 TEST MSG	- DISABLED		

RUN TEST	BDS DATA	STORE DATA	BDS ON	RETURN
----------	----------	------------	--------	--------

3. Press BDS ON Soft Key to enable selected test list items.
4. Press RUN TEST Soft Key to start test.
5. Press BDS DATA to enter selected test.





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## 7.6 FAULT ISOLATION

Table 1: System Fault Chart

SYMPTOM	PROBABLE CAUSE	CORRECTIVE ACTION
FAILS SELF TEST	1. TRANSPONDER DEFECTIVE 2. ANTENNA DEFECTIVE 3. WIRING DEFECTIVE	1. REPLACE TRANSPONDER 2. REPLACE ANTENNA 3. REPAIR WIRING OR COAX
FAILS MODE A	1. TRANSPONDER DEFECTIVE	1. REPLACE TRANSPONDER
FAILS MODE C	1. TRANSPONDER DEFECTIVE 2. ENCODER DEFECTIVE 3. WIRING DEFECTIVE	1. REPLACE TRANSPONDER 2. REPLACE ENCODER 3. REPAIR WIRING
FAILS MODE S	1. TRANSPONDER DEFECTIVE	1. REPLACE TRANSPONDER
FAILS ADS-B OUT	1. TRANSPONDER DEFECTIVE 2. GPS DEFECTIVE 3. ANTENNA DEFECTIVE 4. WIRING DEFECTIVE	1. REPLACE TRANSPONDER 2. REPLACE GPS 3. REPLACE ANTENNA 4. REPAIR WIRING

**NOTE:** The Honeywell GPS receiver and antennas were installed by means of a separate STC. Consult the applicable ICA document for removal and replacement instructions for the GPS receiver and antennas.





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Table 2: Diagnostic Code Chart

DIAGNOSTIC CODE	DESCRIPTION	STATUS		SUSPECT LRU
		STBY	PAW (1)	
00	No fault found			
10	Power supply diagnostics	No	No	TDR
11	+5 V dc	Yes	Yes	TDR
12	+70 V dc	No	No	TDR
13	+35 V dc	No	No	TDR
14	LVPS	No	No	TDR
20	Transmitter/modulator diagnostics	No	No	TDR
21	Final stage, over current	Yes	Yes	TDR
22	Top antenna low power output	No	No	TDR
23	Bottom antenna low power output	No	No	TDR
24	Transmitter over temperature	No	No	TDR
30	Synthesizer diagnostics	No	No	TDR
31	Synthesizer lock detect	No	No	TDR
32	Synthesizer low power detect	No	No	TDR
40	Receiver/IF diagnostics	No	No	TDR
41 (3)	Top receiver channel	No	No	TDR
42 (3)	Bottom receiver channel	No	No	TDR
43	Top DPSK demodulator	No	No	TDR
44	Bottom DPSK demodulator	No	No	TDR
50	Program memory (ROM) diagnostics	Yes	Yes	TDR
51	High-byte ROM	Yes	Yes	TDR
52	Low-byte ROM	Yes	Yes	TDR
53	Both ROM chips	Yes	Yes	TDR
60	Volatile memory (RAM) diagnostics	Yes	Yes	TDR
61	High-byte RAM	Yes	Yes	TDR
62	Low-byte RAM	Yes	Yes	TDR
63	Both RAM chips	Yes	Yes	TDR
64	Cache RAM	Yes	Yes	TDR
65	Cache RAM and high-byte RAM	Yes	Yes	TDR
66	Cache RAM and low-byte RAM	Yes	Yes	TDR
67	Cache RAM and both RAM chips	Yes	Yes	TDR
68	Dual port RAM	Yes	Yes	TDR
70	Nonvolatile memory (NVRAM) diagnostics	No	No	TDR
80	Serial input control bus diagnostics	Yes	No	CTL/TDR
81	ARINC 429 control UART	Yes	No	TDR
82	ARINC 429 control port A inactive	Yes	No	CTL
83	ARINC 429 control port B inactive	Yes	No	CTL
84	ARINC 429 control port C inactive	Yes	No	CTL
85	CSDB control input port A inactive	Yes	No	CTL
86	(Not Assigned)			
87	AIS/ADS UART Failure	No	No	TDR
88	OPS UART Failure	No	No	TDR
89	FMS/IRS UART Failure	No	No	TDR
90	Serial altitude input diagnostics	No	No	ALT/TDR
91	ARINC 429/575 Altitude UART	No	No	TDR
92	ARINC 429/575 input port A inactive	No	No	ALT
93	ARINC 429/575 input port B inactive	No	No	ALT
94	CSDB altitude input port A inactive	No	No	ALT
95	CSDB altitude input port B inactive	No	No	ALT
99	No data received from TDR 94/95AD	(2)	(2)	CLT/TDR







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DIAGNOSTIC CODE	DESCRIPTION	STATUS		SUSPECT LRU
		STBY	F/W (1)	
A0	ADLP communication diagnostics	No	No	ADLP/TDR
A1	ADLP comm A/B UART	No	No	TDR
A2	ADLP comm A/B bus inactive	No	No	ADLP
A3	ADLP comm C/D UART	No	No	TDR
A4	ADLP comm C/D bus inactive	No	No	ADLP
b0	TCAS communication diagnostics	No	No	TCAS/TDR
b1	TCAS UART	No	No	TDR
b2	TCAS system failure	No	No	TCAS
b3	TCAS bus inactive	No	No	TCAS
b4 (3)	TCAS protocol error	No	No	TCAS/TDR
C0	Squitter diagnostics	No	Yes	TDR
C1 (TDR-94D only)	Top channel squitter	No	Yes	TDR
C2 (TDR-94D only)	Bottom channel squitter	No	Yes	TDR
D0 (TDR-94D only)	Diversity diagnostic	No	Yes	TDR
E0	Message processor diagnostics	No	No	TDR
E1 (TDR-94D only)	Top channel message processor, soft failure	No	No	TDR
E2	Bottom channel message processor, soft failure	No	No	TDR
E3	Top channel hard message processor, hard failure	Yes	Yes	TDR
E4	Bottom channel hard message processor, hard failure	Yes	Yes	TDR
F0	Configuration diagnostics	No	No	WIRING
F1	Mode S discrete address changed	No	No	WIRING
F2	TCAS selection changed	No	No	WIRING
F3	Altitude units selection changed	No	No	WIRING
F4	Max ramped program selects changed	No	No	WIRING
F6	Port selects changed	No	No	WIRING
F6	SDI selects changed	No	No	WIRING
F7	Single antenna selection changed	No	No	WIRING
F8	ADLP selection changed	No	No	WIRING
FD-PE	(Not assigned)			
FF	Unacceptable Mode S address selected (all address lines identical)	Yes	Yes	WIRING
<p style="text-align: center;"><b>Note</b></p> <p>(1) F/W (Fail/Warn) refers to:  a. TDR-94D/D fault monitor discrete output, P1-31, set to high level,  b. TDR-94D/D (C810) data word label 1F, byte-1, bit-7 set to logic 0, and  c. TDR-94D/D ARINC 429 RSM and other data bits related to diagnostics set to the appropriate fault level.</p> <p>(2) Fault code 99 is generated by the CTL-92T and indicates the CTL-92T is not receiving data from the selected TDR-94D/D.</p> <p>(3) These diagnostic codes can appear on an intermittent basis and not indicate an actual failure. Consider these codes to indicate a failure only if reported on a continual basis.</p>				





## **8.0 TRANSPONDER REMOVAL AND INSTALLATION CONFIGURATION 1**

### **8.1 REMOVAL OF NO. 1 TRANSPONDER FROM CREW AVIONICS RACK**

1. Ensure aircraft power is switched OFF; refer to standard safety procedures (Sec 1.4).
2. Remove components, as required, from the LH crew closet so as to provide access to the No. 1 transponder.
3. Loosen retaining screw clamps (located on front of mount) that secure the transponder to mounting tray.
4. Gently pull the handle of the transponder out until the transponder disconnects from rear connector and guide pins.
5. Remove the transponder from mounting tray.
6. Install ESD dust caps on electrical connectors of transponder.

### **8.2 REMOVAL OF NO. 2 TRANSPONDER FROM NOSE AVIONICS RACK**

1. Ensure aircraft power is switched OFF; refer to standard safety procedures (Sec 1.4).
2. Open nose avionics bay to gain access to the No. 2 transponder.
3. Loosen retaining mechanisms (located on front of mount) that secures the transponder to mounting tray.
4. Gently pull the handle of the transponder out until it disconnects from rear connector and guide pins.
5. Remove the transponder from mounting tray.
6. Install ESD dust caps to electrical connectors of transponder.

### **8.3 INSTALLATION OF NO. 1 TRANSPONDER IN CREW AVIONICS RACK**

1. Ensure aircraft power is switched OFF, refer to standard safety procedures (Sec 1.4).
2. Remove ESD caps from No. 1 transponder connectors.
3. Place the transponder on the mounting tray and carefully slide the transponder in until it is fully engaged with the tray guide pins and connector.
4. Secure the front of the unit to the mount by tightening the knurled hold down clamps (located on the front of the mount) until they are firmly seated over the hold down hooks on the front of the transponder.
5. Re-install the components removed from the crew closet in step 8.1.2.
6. Perform operational check in accordance with the functional test procedures outlined in section 8.1.2.

### **8.4 INSTALLATION OF NO. 2 TRANSPONDER IN NOSE AVIONICS RACK**

1. Ensure aircraft power is switched OFF; refer to standard safety procedures (Sec 1.4).
2. Remove ESD caps from Transponder connectors.
3. Place the TDR-94D Transponder on the mounting tray and carefully slide the Transponder in until it is fully engaged in the tray guide pins and connector.
4. Tighten retaining mechanisms (located on front of mount) that secures the transponder to mounting tray.
5. Secure the front of the unit to the mount by tightening the knurled hold down clamps (located on the front of the mount) until they are firmly seated over the hold down hooks on the front of the transponder.
6. Re-secure the Nose Avionics Bay.
7. Perform operational check in accordance with the test procedures outlined in section 8.





## **8.0 TRANSPONDER REMOVAL AND INSTALLATION (continued)**

### **CONFIGURATION 2**

#### **8.5 REMOVAL OF NO. 1 & NO. 2 TRANSPONDER FROM NOSE AVIONICS RACK**

1. Ensure aircraft power is switched OFF; refer to standard safety procedures (Sec 1.4).
2. Open nose avionics bay to gain access to the No. 2 transponder.
3. Loosen retaining mechanisms (located on front of mount) that secures the transponder to mounting tray.
4. Gently pull the handle of the transponder out until it disconnects from rear connector and guide pins.
5. Remove the transponder from mounting tray.
6. Install ESD dust caps to electrical connectors of transponder.

#### **8.6 INSTALLATION OF NO. 1 & NO. 2 TRANSPONDER IN NOSE AVIONICS RACK.**

1. Ensure aircraft power is switched OFF; refer to standard safety procedures (Sec 1.4).
2. Remove ESD caps from Transponder connectors.
3. Place the TDR-94D Transponder on the mounting tray and carefully slide the Transponder in until it is fully engaged in the tray guide pins and connector.
4. Tighten retaining mechanisms (located on front of mount) that secures the transponder to mounting tray.
5. Secure the front of the unit to the mount by tightening the knurled hold down clamps (located on the front of the mount) until they are firmly seated over the hold down hooks on the front of the transponder.
6. Re-secure the Nose Avionics Bay.
7. Perform operational check in accordance with the test procedures outlined in section 8.

## **9.0 DIAGRAMS FOR ACCESS**

This section is not applicable.

## **10.0 SPECIAL INSPECTION REQUIREMENTS**

This section is not applicable.

## **11.0 APPLICATION OF PROTECTIVE TREATMENTS**

This section is not applicable.

## **12.0 DATA FOR STRUCTURAL FASTENERS**

This section is not applicable.

## **13.0 LIST OF SPECIAL TOOLS**

This section is not applicable.

## **14.0 RECOMMENDED OVERHAUL PERIODS**

This section is not applicable.

## **15.0 REPORTING OF IN-SERVICE DIFFICULTIES**

Difficulties with the equipment and installation described in this Maintenance Manual Supplement should be reported by letter to Dassault Aircraft Services, ODA Administrator, using the address provided in Section 17.0 of this document.





DASSAULT AIRCRAFT SERVICES  
NEW CASTLE COUNTY AIRPORT  
191 NORTH DUPONT HIGHWAY  
NEW CASTLE, DE 19720

Doc. No.: F9BW-D0025-155  
DATE: MARCH 07, 2014  
REVISION: B  
PAGE: 27 OF 28

## **16.0 AIRWORTHINESS LIMITATIONS SECTION**

***The Airworthiness Limitations Section is FAA approved and specifies maintenance required under 14 CFR §§43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.***

***There are no additional airworthiness limitations as a result of this alteration.***







DASSAULT AIRCRAFT SERVICES  
NEW CASTLE COUNTY AIRPORT  
191 NORTH DUPONT HIGHWAY  
NEW CASTLE, DE 19720

Doc. No.: F9BW-D0025-155  
DATE: MARCH 07, 2014  
REVISION: B  
PAGE: 28 OF 28

## 17.0 VENDOR / MANUFACTURER INFORMATION

Refer communications, inquiries and data requests to:

Manufacturer:
<p><b>ROCKWELL COLLINS</b></p> <p>400 Collins Road, N.E. Cedar Rapids, Iowa 52498</p> <p>Tel: (319) 295-1000</p> <p><a href="http://www.rockwellcollins.com">www.rockwellcollins.com</a></p>


Manufacturer:
<p><b>AEROFLEX</b></p> <p>10,200 West York Wichita, KA 67215</p> <p>Tel: (316) 522-4981 Fax : (316) 524-2623</p> <p><a href="http://www.aeroflex.com">www.aeroflex.com</a></p>

STC Holder:
<p><b>DASSAULT AIRCRAFT SERVICES</b></p> <p>191 North DuPont Highway New Castle Airport New Castle, DE 19720</p> <p>Tel: 800-322-7000 Fax: 302-322-7322</p> <p><a href="http://www.falconjet.com">www.falconjet.com</a></p>



F.A.A.

INTERIOR

 U.S. Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 11/30/2007	Electronic Tracking Number
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 United States of America N898TS		Serial No. 95		
	Make Dassault Breguet		Model Mystere Falcon 900		Series
2. Owner	Name (As shown on registration certificate) S A T A LLC		Address (As shown on registration certificate) Address 718 Thompson LN Ste 108256 City Nashville State Tennessee Zip 37204-3600 Country United States of America		
	3. For FAA Use Only				
4. Type					
Repair	Alteration	Unit	Make	Model	Serial Number
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		
6. Conformity Statement					
A. Agency's Name and Address Name <u>StandardAero Business Aviation Services, LLC</u> Address <u>1200 North Airport Drive</u> City <u>Springfield</u> State <u>Illinois</u> Zip <u>62707</u> Country <u>United States of America</u>			B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Certificated Maintenance Organization		
			<input type="checkbox"/> Manufacturer C. Certificate No. <u>UO2R221L</u>		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>		Signature/Date of Authorized Individual Steve Saxby <u>Steve Saxby</u> <u>3/4/2015</u>			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit Standards Inspector		Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport
	FAA Designee	X	Repair Station	Inspection Authorization	Other (Specify)
Certificate or Designation No. UO2R221L		Signature/Date of Authorized Individual Roland R. Swanson <u>Roland R Swanson</u> <u>3/4/2015</u>			

## 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.)

United States of America N898TS

Nationality and Registration Mark

3/4/2015  
Date

Altered the existing cabin furnishing by accomplishing the following:

**Removed** L/H aft 3 place divan; R/H aft 3 place divan; LH and RH PSU/valance panels; existing fluorescent lighting system and power supplies from the galley, cabin headliner, cabin valance, and lavatory; cabin switching; PA/chime amplifier; entertainment source equipment; audio and video systems.

**Replaced** interior carpeting and carpet pad throughout the aircraft to include the cockpit, cabin, lavatory, and aft baggage; main entry step tread; aft baggage step tread; aft baggage webbing; veneer throughout the aircraft; magazine rack leather slings; galley countertop; aft lavatory countertop; galley and lavatory faucets; conference table top; cabin table leafs.

**Replaced** the existing hardware in the entry, cabin and lavatory areas.

**Relocated** the True North INMARSAT filter.

**Recovered** aft lavatory bulkheads; aft lavatory door; aft lavatory seat and backrest cushion; aft baggage compartment walls; LH and RH aft cabin closets; conference table crash pad; credenza pad; aft cabin bulkheads; mid cabin bulkheads; cockpit headliner; cockpit center pedestal forward sides and top edge trim strip; glareshield; cockpit upper sidewalls; cockpit window trim; control column boots; cockpit drape; cockpit lower sidewalls; cockpit sun shade; cockpit bulkheads; jumpseat (including foam and re-webbed belts); crew seats (including foam and re-webbed belts); kibitzer seat; 2 ea. cabin seats (including foam and re-webbed belts); 2 ea. double conference group seats (including foam and re-webbed belts); LH forward crew closet; entry door perimeter trim panels; door assist handle; cabin windowlines; cabin window shades; PSU/ valance; cabin lower sidewalls; mid cabin drape; entry drape; entryway headliner, jumpseat headliner, aft lavatory headliner; cabin headliner (including new thermal and acoustic insulation material).

**Installed** new LH aft 4 place divan (including leather, foam, and re-webbed belts); LH aft divan armrest caps; new RH aft 4 place divan (including leather, foam, and re-webbed belts); life raft; RH aft divan armrest caps; one reading light above each new divan; LH and RH PSU/valance panels; cabin sideledges/sidewall; EMTEQ LED lighting system in the cabin, galley, and lavatory; oval style latches throughout the aircraft; cabin power distribution relay; annunciator's in the copilots sideledge; 2 ea. ice liners in the galley; upper galley Mapco; Mid cabin pocket door; Honeywell Ovation Select cabin management system consisting of the following: 1 ea. 8.9" touch screen galley control unit; 3 ea. Select 200 passenger control units (PCU) w/ headphone jack; 9 ea. Select 100 passenger control units (PCU) w/ headphone jack; 2 ea. 1x1 vanity light switch panel; 4 ea. 1x1 reading/closet light switch panels; 2 ea. 1x3 read/call/flush forward and aft lavatory switch panel; 1 ea. 1x4 entry switch panel; 1 ea. iPad with retina display (16 GB + WiFi only for remote control function); 1 ea. RJ-45 maintenance port; 1 ea. cabin interface units (CIU 24); 1 ea. utility i/o interface units (UIO); 1 ea. HD audio video input units (HD-AVI); 1 ea. DA-420PDC PA/CHIME/IFE amplifier; 1 ea. DA-430DC amplifier; 6 ea. ASP-512 mid/hi range speakers; 3 ea. ASW-514 subwoofers; 4 ea. P-12 PA speakers; 2 ea. 19" HD wide screen LCD monitors; 2 ea. Blu-Ray disc player; 1 ea. 1x2 HDMI port; 1 ea. media interface unit w/moving map s/w; 1 ea. A/V briefer controller; 1 ea. standard briefing; 1 ea. custom logo; Honeywell NRE (apps, & software engineering, system integration, set-up).

**Modified** cabin armrests to accommodate new switch panel and hinged lid cap to center armrest of AMP double seats; RH aft closet.

----- continued -----

☒ Additional Sheets Are Attached

PAGE 1 OF 4

**8. Description of Work Accomplished**

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

United States of America N898TS

3/4/2015

Nationality and Registration Mark

Date

The structural alterations and installations were accomplished in accordance with the following drawings approved by Designated Engineering Representative (DER) and documented on the dates listed:

DOCUMENT NUMBER	REV.	DOCUMENT TITLE	DER	DATE
1028076	A	Conference Table Top Installation	DERT-230307-CE	2-25-15
1023004	F	Conference Table Pad	DERT-230307-CE	2-26-15
1018126	B	Valance Panel Shell Assemblies	DERT-230307-CE	2-23-15
1027548	A	Valance Panel Installation	DERT-230307-CE	2-23-15
1001829	L	Typical LED Lighting Installation	DERT-230307-CE	2-23-15
1027541	A	LH Aft Divan Installation	DERT-230307-CE	2-24-15
1027542	A	RH Aft Divan Installation	DERT-230307-CE	2-24-15
1027549	A	Galley Countertop Installation	DERT-230307-CE	1-30-15
1027550	A	Aft Lavatory Countertop Installation	DERT-830137-CE	2-09-15
1027676	A	Lavatory Door Latch Installation	DERT-830137-CE	2-17-15
1027724	A	Upper Galley Modification	DERT-230307-CE	2-26-15
1027725	B	Mid-Cabin Pocket Door Installation	DERT-230307-CE	2-24-15
1027759	A	Cabin Headliner Light Shroud Install	DERT-830137-CE	12-29-14
1027761	D	FWD Cabin Sideledge and Table Mod.	DERT-830137-CE	2-20-15
1027762	B	Mid Cabin Sidewall and Ledge Install	DERT-830137-CE	2-02-15
1027606	A	Aux Galley Modifications	DERT-230474-CE	2-26-15
1027839	A	Magazine Rack Installation	DERT-230474-CE	2-26-15
1027678	C	Cabin Subwoofer Installation	DERT-830137-CE	2-18-15
1027677	A	Cabin Audio Amplifiers Installations	DERT-830137-CE	2-24-15
1027685	A	Interface Units Installations	DERT-230307-CE	2-26-15
1027986	A	HDAV Unit Installation	DERT-230307-CE	2-23-15
1027667	A	Inmarsat Filter Relocation	DERT-230307-CE	2-23-15
1027607	A	RH Aft Closet Modification	DERT-230307-CE	2-26-15

----- continued -----

☒ Additional Sheets Are Attached

PAGE 2 OF 4



# 8. Description of Work Accomplished

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

United States of America N898TS

3/4/2015

Nationality and Registration Mark

Date

DOCUMENT NUMBER	REV.	DOCUMENT TITLE	DER	8110-3 Date
A021615-01SR	IR	Interior Compliance Inspection	DERT-230220-CE	3-02-15
1027804	B	Cabin Floorplan Change	DERT-230220-CE	3-02-15
1027541	A	LH Aft Divan Installation	DERT-230220-CE	3-02-15
1027542	A	RH Aft Divan Installation	DERT-230220-CE	3-02-15
1027725	B	Mid Cabin Pocket Door Installation	DERT-230220-CE	3-02-15

The systems alterations and wiring interconnect installations were accomplished in accordance with the following system wiring interconnect drawings approved by DER and documented on the dates listed:

DOCUMENT NUMBER	REV.	DOCUMENT TITLE	DER	8110-3 Date
1027449	A	Honeywell Ovation CMS System	DERT-230399-CE	2-27-15
1027450	A	Utility Input/Output Controller	DERT-230399-CE	2-27-15
1027451	A	19" Widescreen Cabin Monitors	DERT-230399-CE	2-27-15
1027452	A	Cabin Temp Control	DERT-230399-CE	2-27-15
1027453	A	Reading And Table Lights	DERT-230399-CE	2-27-15
1027455	A	Cabin Wash Lighting	DERT-230399-CE	2-27-15
1027456	A	PA-Chime And Cabin Enter. Audio Amp.	DERT-230399-CE	2-27-15
1027457	A	Blu-Ray Players and HDMI Aux Input	DERT-230399-CE	2-27-15
1027458	A	FWD Lavatory	DERT-230399-CE	2-27-15
1027459	B	AFT Lavatory	DERT-230399-CE	2-27-15
1027460	A	Cabin Master Wiring Diagram	DERT-230399-CE	2-27-15
1027462	A	Entry Switch Panel	DERT-230399-CE	2-27-15
1027463	A	Call System	DERT-230399-CE	2-27-15
1027464	A	Galley	DERT-230399-CE	2-27-15
1027465	B	Cockpit Flashlights	DERT-230399-CE	2-27-15
1027720	A	Pocket Door Annunciator	DERT-230399-CE	2-27-15
1027721	A	MAPCO Heated Container	DERT-230399-CE	2-27-15
1027808	B	Dynamo Aviation Humidifier	DERT-230399-CE	2-27-15
1028008	A	Annunciator Panel	DERT-230399-CE	2-27-15
1028017	A	Cabin Breaker Panel Bussing Mods	DERT-230399-CE	2-27-15

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☒ Additional Sheets Are Attached

PAGE 3 OF 4





**8. Description of Work Accomplished**

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

United States of America N898TS

3/4/2015

Nationality and Registration Mark

Date

Ground tests prove satisfactory and show no electrical or radio interference between existing and installed systems.

Revised Aircraft Basic Empty Weight report and electrical loading report. This alteration was accomplished and recorded under Standard Aero work orders 311439 and 311440.

The flammability requirements of 14 CFR 25.853 and the specific areas affected are contained in Standard Aero Flammability Report 1027680FR Rev. (B), Skandia Flammability Report 24373Rev. (A), Skandia Flammability Report 24343 Rev. (A) attached to this FAA Form 337.

No change to the Airplane Flight Manual.

The Instructions for Continued Airworthiness, Standard Aero document 1028026 Rev. (A), as issued to Dassault Aviation, Falcon 900, S/N 95 for the Honeywell Ovation Select Cabin Management System, are part of the aircraft's inspection and/or maintenance program for this aircraft operated under this chapter. An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----End-----



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			1. DATE February 24, 2015
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>			
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT StandardAero Springfield, IL.
<b>LIST OF DATA</b>			
6. IDENTIFICATION	7. TITLE		
Drawings: 1027677 Rev (A) 02/18/2015  Reports: 1027677SA Rev (IR) 02/12/2015  Structures Notes:	Cabin Audio Amplifiers Installation <span style="float: right;">sht 1 - 8</span>  Structural Analysis Amplifier Installation Falcon 900 Aircraft  1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".  2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Electrical Systems and Equipment are not included in this approval and require separate approval.		
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a Major Alteration for Mystere-Falcon 900 s/n 095.			
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25 Amendment 25-1 through 25-56 per TCDS A46EU; §§ 25.301(a,b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a,b) Amdt 25-54, 25.307(a) Amdt 25-54, 25.321(a) Amdt 25-23, 25.561(a,b,c) Amdt 25-23, 25.601 Amdt 25-0, 25.603 Amdt 25-46, 25.605(a) Amdt 25-46, 25.609 Amdt 25-0, 25.611 Amdt 25-23, 25.613(a,b,d,e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619 Amdt 25-23, 25.625(a,c) Amdt 25-23, 25.789(a) Amdt 25-46.			
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.			
<div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Recommend approval of these data            I (We) Therefore         </div> <div> <input checked="" type="checkbox"/> Approve these data         </div> </div>			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Brian C. Adamson	12. DESIGNATION NUMBER(S) DERT-830137-CE	13. CLASSIFICATION(S) Structures	



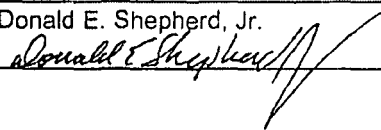
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>				1. DATE February 26, 2015
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION				
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT Standard Aero Springfield, IL.	
LIST OF DATA				
6. IDENTIFICATION  Drawings: 1023004 Rev (F) 02/26/2015  Reports: 1023004SA Rev (A) 02/25/2015  Structures Notes:	7. TITLE  <div style="display: flex; justify-content: space-between;"> <div>Typical Conference Table Safety Pad Installation</div> <div>sht 1 - 6</div> </div> Structural Analysis Typical Conference Table Safety Pad Installation Dassault Aviation Mystere-Falcon 900 and Falcon 900EX Airplane  1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".  2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of flammability compliance to necessary requirements for the entire alteration.  3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.  The above data has been reviewed by certification engineer Joseph A. Heincker.  Name: <u><i>Joseph A. Heincker</i></u> Date: <u>2-26-15</u>			
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a Major Alteration for Falcon 900 s/n 095.				
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25, Amendment 25-1 through 25-56 with Special Condition 25-ANM-8 per TCDS A46EU; Paragraphs: 25.301(a-b) amdt 25-23, 25.303 amdt 25-23, 25.305(a, b) amdt 25-54, 25.307(a, b) amdt 25-54, 25.321(a) amdt 25-23, 25.341 amdt 25-0, 25.561(a-c) amdt 25-23, 25.571(a) amdt 25-54, 25.601 amdt 25-0, 25.603(a-c) amdt 25-46, 25.605(a) amdt 25-46, 25.609(a) amdt 25-0, 25.611 amdt 25-23, 25.613(a, b, d, e) amdt 25-23, 25.619(a-c) amdt 25-23, 25.625(a-d) amdt 25-23.				
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.  <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Recommend approval of these data  <input checked="" type="checkbox"/> Approve these data         </div> <div>           I (We) Therefore         </div> </div>				
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Donald E. Shepherd, Jr. <u><i>Donald E. Shepherd Jr.</i></u>		12. DESIGNATION NUMBER(S) DERT-230307-CE		13. CLASSIFICATION(S) Structures



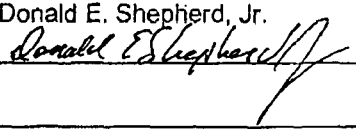
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			1. DATE February 20, 2015
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT StandardAero Springfield, IL.
LIST OF DATA			
6. IDENTIFICATION  Drawings: 1027761 Rev (D) 02/19/2015  Reports: 1027761SA Rev (IR) 01/15/2015  Structures Notes:	7. TITLE  <div style="display: flex; justify-content: space-between;"> <div>           Fwd Cabin Sideledge and Table Modifications             Structural Analysis Fwd Cabin Sideledge and Table Modifications Falcon 900/900EX             1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".             2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Flammability are not included in this approval and require separate approval.             3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.         </div> <div style="text-align: right;">           sht 1 - 14         </div> </div>		
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a Major Alteration for Mystere-Falcon 900 s/n 095.			
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25 Amendment 25-1 through 25-56 per TCDS A46EU; Paragraphs: 25.301(a,b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a,b) Amdt 25-54, 25.307(a) Amdt 25-54, 25.321(a) Amdt 25-23, 25.561(a,b,c) Amdt 25-23, 25.601 Amdt 25-0, 25.603 Amdt 25-46, 25.605(a) Amdt 25-46, 25.609 Amdt 25-0, 25.611 Amdt 25-23, 25.613(a,b,d,e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619 Amdt 25-23, 25.625(a,c) Amdt 25-23, 25.789(a) Amdt 25-46.			
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.  <div style="display: flex; justify-content: flex-end; align-items: center;"> <input type="checkbox"/> Recommend approval of these data  <input checked="" type="checkbox"/> Approve these data         </div> I (We) Therefore			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Brian C. Adamson	12. DESIGNATION NUMBER(S) DERT-830137-CE	13. CLASSIFICATION(S) Structures	





U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			1. DATE February 23, 2015												
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>															
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT Standard Aero Springfield, IL.												
<b>LIST OF DATA</b>															
6. IDENTIFICATION	7. TITLE														
Drawings: 1027548 Rev (A) 02/19/2015 1018126 Rev (B) 02/19/2015 1001829 Rev (L) 02/18/2015  Reports: 1027548SA Rev (IR) 02/23/2015 1001829SA Rev (G) 01/16/2015  Structures Notes:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Valance Panel Installations</td> <td style="width: 30%; text-align: right;">sht 1 - 13</td> </tr> <tr> <td>Valance Panel Shell Assemblies</td> <td style="text-align: right;">sht 1 - 4</td> </tr> <tr> <td>Typical LED Lighting Installation</td> <td style="text-align: right;">sht 1 - 9</td> </tr> <tr> <td colspan="2" style="padding-top: 10px;">           Structural Analysis Valance Panel Installation Falcon 900 Aircraft         </td> </tr> <tr> <td colspan="2" style="padding-top: 10px;">           Structural Analysis Installation of L.E.D. Cabin Lighting         </td> </tr> <tr> <td colspan="2" style="padding-top: 10px;">           1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".             2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Electrical and Mechanical Systems and Equipment and Flammability are not included in this approval and require separate approval.             3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.         </td> </tr> </table>			Valance Panel Installations	sht 1 - 13	Valance Panel Shell Assemblies	sht 1 - 4	Typical LED Lighting Installation	sht 1 - 9	Structural Analysis Valance Panel Installation Falcon 900 Aircraft		Structural Analysis Installation of L.E.D. Cabin Lighting		1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".  2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Electrical and Mechanical Systems and Equipment and Flammability are not included in this approval and require separate approval.  3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.	
Valance Panel Installations	sht 1 - 13														
Valance Panel Shell Assemblies	sht 1 - 4														
Typical LED Lighting Installation	sht 1 - 9														
Structural Analysis Valance Panel Installation Falcon 900 Aircraft															
Structural Analysis Installation of L.E.D. Cabin Lighting															
1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".  2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Electrical and Mechanical Systems and Equipment and Flammability are not included in this approval and require separate approval.  3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.															
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a Major Alteration for Falcon 900 s/n 095.															
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25, Amendment 25-1 through 25-56 with Special Condition 25-ANM-8 per TCDS A46EU; Paragraphs: 25.301(a-b) amdt 25-23, 25.303 amdt 25-23, 25.305(a, b) amdt 25-54, 25.307(a, b) amdt 25-54, 25.321(a) amdt 25-23, 25.341 amdt 25-0, 25.561(a-c) amdt 25-23, 25.571(a) amdt 25-54, 25.601 amdt 25-0, 25.603(a-c) amdt 25-46, 25.605(a) amdt 25-46, 25.609(a) amdt 25-0, 25.611 amdt 25-23, 25.613(a, b, d, e) amdt 25-23, 25.619(a-c) amdt 25-23, 25.625(a-d) amdt 25-23.															
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.  <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Recommend approval of these data  <input checked="" type="checkbox"/> Approve these data         </div> <div>           I <del>(Do)</del> Therefore         </div> </div>															
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Donald E. Shepherd, Jr. 	12. DESIGNATION NUMBER(S) DERT-230307-CE	13. CLASSIFICATION(S) Structures													



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			1. DATE February 25, 2015
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>			
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT Standard Aero Springfield, IL.
<b>LIST OF DATA</b>			
6. IDENTIFICATION  Drawings: 1028076 Rev (A) 02/24/2015  Reports: 1028076SA Rev (IR) 02/24/2015  Structures Notes:	7. TITLE  <div style="display: flex; justify-content: space-between;"> <div>Conference Table Top Installation</div> <div>sht 1 - 7</div> </div>  Structural Analysis Conference Table Top Installation Falcon 900   1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".  2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Flammability are not included in this approval and require separate approval.  3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.		
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a Major Alteration for Falcon 900 s/n 095.			
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25, Amendment 25-1 through 25-56 with Special Condition 25-ANM-8 per TCDS A46EU; Paragraphs: 25.301(a-b) amdt 25-23, 25.303 amdt 25-23, 25.305(a, b) amdt 25-54, 25.307(a, b) amdt 25-54, 25.321(a) amdt 25-23, 25.341 amdt 25-0, 25.561(a-c) amdt 25-23, 25.571(a) amdt 25-54, 25.601 amdt 25-0, 25.603(a-c) amdt 25-46, 25.605(a) amdt 25-46, 25.609(a) amdt 25-0, 25.611 amdt 25-23, 25.613(a, b, d, e) amdt 25-23, 25.619(a-c) amdt 25-23, 25.625(a-d) amdt 25-23.			
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.  <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Recommend approval of these data  <input checked="" type="checkbox"/> <del>(Do)</del> Therefore         </div> <div> <input checked="" type="checkbox"/> Approve these data         </div> </div>			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Donald E. Shepherd, Jr. 		12. DESIGNATION NUMBER(S) DERT-230307-CE	13. CLASSIFICATION(S) Structures



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

1. DATE  
February 24, 2015

**AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION**

2. MAKE  
Dassault Aviation

3. MODEL NO.  
Mystere-Falcon  
900

4. TYPE (Aircraft, Engine, Propeller, etc.)  
Airplane

5. NAME OF APPLICANT  
Standard Aero  
Springfield, IL.

**LIST OF DATA**

6. IDENTIFICATION

7. TITLE

Drawings:  
1027541  
Rev (A) 02/24/2015

LH Aft Divan Installation

sht 1 - 15

1027542  
Rev (A) 02/24/2015

RH Aft Divan Installation

sht 1 - 15

Reports:  
1027541SA  
Rev (IR) 02/24/2015

Structural Analysis LH/RH Divan Installations Falcon 900 Aircraft

**Structures Notes:**

1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".

2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The flammability and floor plan approval are not included in this approval and require separate approval.

The above data has been reviewed by certification engineer Gayan K. Henadirage

Name: 

Date: February 24, 2015

8. PURPOSE OF DATA

To provide type data for FAA approval of structure in support of a Major Alteration for Falcon 900 s/n 095.

9. APPLICABLE REQUIREMENTS (List specific sections)

14 CFR Part 25, Amendment 25-1 through 25-56 with Special Condition 25-ANM-8 per TCDS A46EU;  
Paragraphs: 25.301(a-b) amdt 25-23, 25.303 amdt 25-23, 25.305(a, b) amdt 25-54, 25.307(a, b) amdt 25-54, 25.341 amdt 25-0, 25.561(a-c) amdt 25-23, 25.571(a) amdt 25-54, 25.601 amdt 25-0, 25.603(a-c) amdt 25-46, 25.605(a) amdt 25-46, 25.609(a) amdt 25-0, 25.611 amdt 25-23, 25.613(a, b, d, e) amdt 25-46, 25.615(a,b) amdt 25-23, 25.619(a-c) amdt 25-23, 25.625(a-d) amdt 25-23, 25.785 amdt 25-51, 25.789(a) amdt 25-46.

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

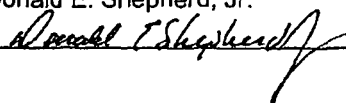
☐ Recommend approval of these data

I ☒ Therefore

☒ Approve these data

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)

Donald E. Shepherd, Jr.



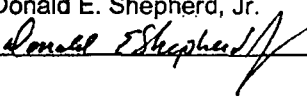
12. DESIGNATION NUMBERS(S)

DERT-230307-CE

13. CLASSIFICATION(S)

Structures



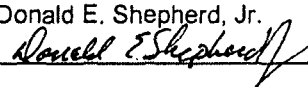
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>				1. DATE February 24, 2015
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>				
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT Standard Aero Springfield, IL.	
<b>LIST OF DATA</b>				
6. IDENTIFICATION	7. TITLE			
Standard Drawing: 1027725 Rev (B) 02/24/2015  Steecon Drawing List: 3501-157 Rev (IR) 11/27/2013  Reports: 1027725SA Rev (IR) 02/21/2015  3519-197SA Rev (IR) 02/27/2013  Structures Notes:	Mid-Cabin Pocket Door Installation <span style="float: right;">sht 1 - 13</span>  3519-197 Pocket Door Assembly 24-IN (and all drawings listed thereon)  Structural Analysis Mid Cabin Pocket Door Installation Dassault Falcon 900 Airplane  Structural Analysis Pocket Door Assembly in Falcon 900 Airplane  1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".  2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Electrical Systems and Equipment and Flammability are not included in this approval and require separate approval.  3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.			
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a Major Alteration for Falcon 900 s/n 095.				
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25, Amendment 25-1 through 25-56 with Special Condition 25-ANM-8 per TCDS A46EU; Paragraphs: 25.301(a-b) amdt 25-23, 25.303 amdt 25-23, 25.305(a, b) amdt 25-54, 25.307(a, b) amdt 25-54, 25.321(a) amdt 25-23, 25.341 amdt 25-0, 25.365(e, g) amdt 25-54, 25.561(a-c) amdt 25-23, 25.571(a) amdt 25-54, 25.601 amdt 25-0, 25.603(a-c) amdt 25-46, 25.605(a) amdt 25-46, 25.609(a) amdt 25-0, 25.611 amdt 25-23, 25.613(a, b, d, e) amdt 25-23, 25.619(a-c) amdt 25-23, 25.625(a-d) amdt 25-23.				
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.  <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Recommend approval of these data            I <del>(do)</del> Therefore         </div> <div> <input checked="" type="checkbox"/> Approve these data         </div> </div>				
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		12. DESIGNATION NUMBER(S)	13. CLASSIFICATION(S)	
Donald E. Shepherd, Jr. 		DERT-230307-CE	Structures	





U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			1. DATE February 17, 2015
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT StandardAero Springfield, IL.
LIST OF DATA			
8. IDENTIFICATION  Drawings: 1027676 Rev (A) 02/03/2015  Reports: 1027676SA Rev (IR) 02/16/2015  Structures Notes:	7. TITLE  <div style="display: flex; justify-content: space-between;"> <div>             Lav Door Latch Installation               Structural Analysis Lav Door Latch Installation Falcon 900               1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".               2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration.               3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.           </div> <div style="text-align: right;">             sht 1 - 10           </div> </div>		
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a Major Alteration for Mystere-Falcon 900 s/n 095.			
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25 Amendment 25-1 through 25-56 per TCDS A46EU; §§ 25.301(a,b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a,b) Amdt 25-54, 25.307(a) Amdt 25-54, 25.321(a) Amdt 25-23, 25.561(a,b,c) Amdt 25-23, 25.601 Amdt 25-0, 25.603 Amdt 25-46, 25.605(a) Amdt 25-46, 25.609 Amdt 25-0, 25.611 Amdt 25-23, 25.613(a,b,d,e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619 Amdt 25-23, 25.625(a,c) Amdt 25-23, 25.789(a) Amdt 25-46.			
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.			
<div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Recommend approval of these data              I (We) Therefore           </div> <div> <input checked="" type="checkbox"/> Approve these data           </div> </div>			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Brian C. Adamson	12. DESIGNATION NUMBERS(S) DERT-830137-CE	13. CLASSIFICATION(S) Structures	



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>		1. DATE February 17, 2015
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>		
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane
5. NAME OF APPLICANT Standard Aero Springfield, IL.		
<b>LIST OF DATA</b>		
6. IDENTIFICATION	7. TITLE	
Drawings: 1028045 Rev (A) 02/17/2015  Reports: 1028045SA Rev (IR) 02/16/2015  Structures Notes:	Aft Lav Toilet Modification <span style="float: right;">sht 1 - 3</span>  Structural Analysis Aft Lav Toilet Modification Falcon 900 Aircraft  1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".  2) This form does constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration.	
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a Major Alteration for Falcon 900 s/n 095.		
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25, Amendment 25-1 through 25-56 with Special Condition 25-ANM-8 per TCDS A46EU; Paragraphs: 25.301(a-b) amdt 25-23, 25.303 amdt 25-23, 25.305(a, b) amdt 25-54, 25.307(a, b) amdt 25-54, 25.321(a) amdt 25-23, 25.341 amdt 25-0, 25.561(a-c) amdt 25-23, 25.571(a) amdt 25-54, 25.601 amdt 25-0, 25.603(a-c) amdt 25-46, 25.605(a) amdt 25-46, 25.609(a) amdt 25-0, 25.611 amdt 25-23, 25.613(a, b, d, e) amdt 25-23, 25.619(a-c) amdt 25-23, 25.625(a-d) amdt 25-23.		
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.  <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Recommend approval of these data            I (X) Therefore         </div> <div> <input checked="" type="checkbox"/> Approve these data         </div> </div>		
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Donald E. Shepherd, Jr. 	12. DESIGNATION NUMBERS(S) DERT-230307-CE	13. CLASSIFICATION(S) Structures



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>				1. DATE February 9, 2015
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>				
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT StandardAero Springfield, IL.	
<b>LIST OF DATA</b>				
6. IDENTIFICATION  Drawings: 1027550 Rev (A) 01/30/2015  Reports: 1027550SA Rev (IR) 02/03/2015  Structures Notes:	7. TITLE  <div style="display: flex; justify-content: space-between;"> <div>             Aft Lavatory Countertop Installation               Structural Analysis Aft Lavatory Countertop Installation Falcon 900               1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".               2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Flammability are not included in this approval and require separate approval.               3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.           </div> <div style="text-align: right;">             sht 1 - 8           </div> </div>			
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a Major Alteration for Mystere-Falcon 900 s/n 095.				
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25 Amendment 25-1 through 25-56 per TCDS A46EU; §§ 25.301(a,b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a,b) Amdt 25-54, 25.307(a) Amdt 25-54, 25.321(a) Amdt 25-23, 25.561(a,b,c) Amdt 25-23, 25.601 Amdt 25-0, 25.603 Amdt 25-46, 25.605(a) Amdt 25-46, 25.609 Amdt 25-0, 25.611 Amdt 25-23, 25.613(a,b,d,e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619 Amdt 25-23, 25.625(a,c) Amdt 25-23, 25.789(a) Amdt 25-46.				
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.  <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Recommend approval of these data              I (We) Therefore           </div> <div> <input checked="" type="checkbox"/> Approve these data           </div> </div>				
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Brian C. Adamson		12. DESIGNATION NUMBERS(S) DERT-830137-CE		13. CLASSIFICATION(S) Structures



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>				1. DATE February 2, 2015
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION				
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT StandardAero Springfield, IL.	
LIST OF DATA				
6. IDENTIFICATION  Drawings: 1027762 Rev (B) 01/29/2015  Reports: 1027762SA Rev (IR) 01/08/2015  Structures Notes:	7. TITLE  <div style="display: flex; justify-content: space-between;"> <div>           Mid-Cabin Sidewall and Ledge Installation             Structural Analysis Mid Cabin Sidewall and Ledge Installation Falcon 900/900EX             1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".             2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Flammability are not included in this approval and require separate approval.             3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.         </div> <div style="text-align: right;">           sht 1 - 10         </div> </div>			
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a Major Alteration for Mystere-Falcon 900 s/n 095.				
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25 Amendment 25-1 through 25-56 per TCDS A46EU; Paragraphs: 25.301(a,b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a,b) Amdt 25-54, 25.307(a) Amdt 25-54, 25.321(a) Amdt 25-23, 25.561(a,b,c) Amdt 25-23, 25.601 Amdt 25-0, 25.603 Amdt 25-46, 25.605(a) Amdt 25-46, 25.609 Amdt 25-0, 25.611 Amdt 25-23, 25.613(a,b,d,e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619 Amdt 25-23, 25.625(a,c) Amdt 25-23, 25.789(a) Amdt 25-46.				
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.  <div style="display: flex; justify-content: space-between;"> <div>           I (We) Therefore         </div> <div> <input type="checkbox"/> Recommend approval of these data  <input checked="" type="checkbox"/> Approve these data         </div> </div>				
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Brian C. Adamson		12. DESIGNATION NUMBERS(S) DERT-830137-CE		13. CLASSIFICATION(S) Structures









U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>				1. DATE December 29, 2014
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>				
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT StandardAero Springfield, IL.	
<b>LIST OF DATA</b>				
6. IDENTIFICATION	7. TITLE			
Drawings: 1027759 Rev (A) 12/12/2014  Reports: 1027759SA Rev (IR) 12/22/2014  Structures Notes:	<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;">           Cabin Headliner Light Shroud Installation              Structural Analysis Headliner Light Shroud Installation Falcon 900             1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".             2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Flammability are not included in this approval and require separate approval.         </div> <div style="width: 35%; text-align: right;">           sht 1 - 5         </div> </div>			
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a Major Alteration for Mystere-Falcon 900 s/n 095.				
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25 Amendment 25-1 through 25-56 per TCDS A46EU; Paragraphs: 25.301(a,b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a,b) Amdt 25-54, 25.307(a) Amdt 25-54, 25.321(a) Amdt 25-23, 25.561(a,c) Amdt 25-23, 25.601 Amdt 25-0, 25.603 Amdt 25-46, 25.605(a) Amdt 25-46, 25.609 Amdt 25-0, 25.611 Amdt 25-23, 25.613(a,b,d,e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619 Amdt 25-23, 25.625(a,c) Amdt 25-23.				
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.  <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Recommend approval of these data            I (We) Therefore         </div> <div> <input checked="" type="checkbox"/> Approve these data         </div> </div>				
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Brian C. Adamson		12. DESIGNATION NUMBERS(S) DERT-830137-CE		13. CLASSIFICATION(S) Structures



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

1. DATE  
February 23, 2015

**AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION**

2. MAKE  
Dassault Aviation

3. MODEL NO.  
Mystere-Falcon  
900

4. TYPE (Aircraft, Engine, Propeller, etc.)  
Airplane

5. NAME OF APPLICANT  
Standard Aero  
Springfield, IL.

**LIST OF DATA**

6. IDENTIFICATION

7. TITLE

Drawings:  
1027667  
Rev (A) 02/17/2015

Inmarsat Filter Relocation

sht 1 - 3

Reports:  
1027667SA  
Rev (IR) 02/19/2015

Structural Analysis Inmarsat Filter Relocation Falcon 900 Airplane

Structures Notes:

1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".

2) This form does constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration.

8. PURPOSE OF DATA

To provide type data for FAA approval of structure in support of a Major Alteration for Falcon 900 s/n 095.

9. APPLICABLE REQUIREMENTS (List specific sections)

14 CFR Part 25, Amendment 25-1 through 25-56 with Special Condition 25-ANM-8 per TCDS A46EU;  
Paragraphs: 25.301(a-b) amdt 25-23, 25.303 amdt 25-23, 25.305(a, b) amdt 25-54, 25.307(a, b) amdt 25-54, 25.321(a) amdt 25-23, 25.341 amdt 25-0, 25.561(a-c) amdt 25-23, 25.571(a) amdt 25-54, 25.601 amdt 25-0, 25.603(a-c) amdt 25-46, 25.605(a) amdt 25-46, 25.609(a) amdt 25-0, 25.611 amdt 25-23, 25.613(a, b, d, e) amdt 25-23, 25.619(a-c) amdt 25-23, 25.625(a-d) amdt 25-23.

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

☐ Recommend approval of these data

I (VX) Therefore

☒ Approve these data

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)

Donald E. Shepherd, Jr.

12. DESIGNATION NUMBERS(S)

DERT-230307-CE

13. CLASSIFICATION(S)

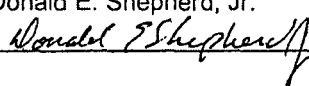
Structures



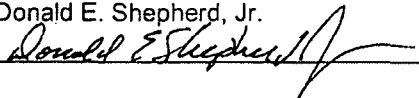
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>		1. DATE February 24, 2015	
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>			
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT StandardAero Springfield, IL.
<b>LIST OF DATA</b>			
6. IDENTIFICATION	7. TITLE		
Drawings:  1016464 Rev (C) 03/09/2011 1016447 Rev (C) 03/09/2011  Reports:  1016464SA Rev (IR) 03/10/2011  Structures Note:	<div style="display: flex; justify-content: space-between;"> <div>           Shelves, Support Equipment, Assembly             Detail parts, Shelves, Support Equipment         </div> <div style="text-align: right;">           sht 1 - 3             sht 1 - 2         </div> </div>  Structural Analysis Equipment Shelf Modification Falcon 900 Airplane  <p>1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".</p> <p>2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Electrical Systems and Equipment and Flammability are not included in this approval and require separate approval.</p>		
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a Major Alteration for Mystere-Falcon 900 s/n 095.			
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25 Amendment 25-1 through 25-56 per TCDS A46EU; Paragraphs: 25.301(a,b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a,b) Amdt 25-54, 25.307(a) Amdt 25-54, 25.321(a) Amdt 25-23, 25.561(a,b,c) Amdt 25-23, 25.601 Amdt 25-0, 25.603 Amdt 25-46, 25.605(a) Amdt 25-46, 25.609 Amdt 25-0, 25.611 Amdt 25-23, 25.613(a,b,d,e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619 Amdt 25-23, 25.625(a,c) Amdt 25-23, 25.789(a) Amdt 25-46.			
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.  <div style="display: flex; justify-content: flex-end; align-items: center;"> <input type="checkbox"/> Recommend approval of these data  <input checked="" type="checkbox"/> Approve these data         </div> I (We) Therefore			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Brian C. Adamson	12. DESIGNATION NUMBERS(S) DERT-830137-CE	13. CLASSIFICATION(S) Structures	





U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			1. DATE February 20, 2015
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>			
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT Standard Aero Springfield, IL
<b>LIST OF DATA</b>			
6. IDENTIFICATION	7. TITLE		
Drawing: 71-2190-001 Rev D date 05/15/2013  Report: 72-2190-001SA Rev E date 05/15/2013  Structures Notes:	Aft Cabin Bulkhead Feedthru Installation <span style="float: right;">sht 1 - 9</span>  Structural Analysis Aft Cabin Bulkhead Feedthru Installation in Falcon 900 Aircraft  1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".  2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Systems and Equipment, Electrical, and 25.1529 are not included in this approval and require separate approval.  3) Approval valid for aircraft serial number 095 only.		
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a major alteration for Falcon 900 s/n 095.			
9. APPLICABLE REQUIREMENTS (List specific sections) Ref TCDS A46EU; 14 CFR Part 25 Amendment 25-1 through 25-56, and Special Condition 25-ANM-8; Paragraphs: 25.301(a,b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a,b) Amdt 25-54, 25.307(a) Amdt 25-54, 25.365(a-d) Amdt 25-54, 25.561 Amdt 25-23, 25.571(a, b) Amdt 25-54, 25.601 No Amdt, 25.603(a,b) Amdt 25-46, 25.605(a) Amdt 25-46, 25.607 Amdt 25-23, 25.609 No Amdt, 25.611 Amdt 25-23, 25.613(a,b,d,e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619 Amdt 25-23, 25.625(a-c) Amdt 25-23.			
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.			
<input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
I (We) Therefore			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Donald E. Shepherd, Jr. 	12. DESIGNATION NUMBERS(S) DERT-230307-CE	13. CLASSIFICATION(S) Structures	



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>				1. DATE February 24, 2015
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>				
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT Standard Aero Springfield, IL.	
<b>LIST OF DATA</b>				
6. IDENTIFICATION  Drawings: 1026319 Rev A 02/13/2014  F9XW200006A0 Rev C June 26, 2012  Reports: 1026319SA Rev (IR) March 17, 2014	7. TITLE  <div style="display: flex; justify-content: space-between;"> <div>           Deviations to Frame 0 Feedthru Installation             Feedthru Instl - Frame 0             Structural Analysis - Deviations to Frame 0 Feedthru Installation Dassault Falcon 900EX Aircraft         </div> <div style="text-align: right;">           sht 1 - 3         </div> </div> <p>1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".</p> <p>2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Flammability, Systems and Equipment and Electrical are not included in this approval and require separate approval.</p>			
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a major alteration for Falcon 900 s/n 095.				
9. APPLICABLE REQUIREMENTS (List specific sections) Ref TCDS A46EU; 14 CFR Part 25 Amendment 25-1 through 25-56, and Special Condition 25-ANM-8; Paragraphs: 25.301(a,b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a,b) Amdt 25-54, 25.307(a) Amdt 25-54, 25.365(a-d) Amdt 25-54, 25.561 Amdt 25-23, 25.571(a, b) Amdt 25-54, 25.601 No Amdt, 25.603(a,b) Amdt 25-46, 25.605(a) Amdt 25-46, 25.607 Amdt 25-23, 25.609 No Amdt, 25.611 Amdt 25-23, 25.613(a,b,d,e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619 Amdt 25-23, 25.625(a-c) Amdt 25-23.				
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.				
<div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Recommend approval of these data            I <del>(do)</del> Therefore         </div> <div> <input checked="" type="checkbox"/> Approve these data         </div> </div>				
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Donald E. Shepherd, Jr. 		12. DESIGNATION NUMBER(S) DERT-230307-CE		13. CLASSIFICATION(S) Structures



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

1. DATE  
February 26, 2015

**AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION**

2. MAKE  
Dassault Aviation

3. MODEL NO.  
Mystere-Falcon  
900

4. TYPE (Aircraft, Engine, Propeller, etc.)  
Airplane

5. NAME OF APPLICANT  
Standard Aero  
Springfield, IL.

**LIST OF DATA**

6. IDENTIFICATION

7. TITLE

Drawings:  
1027685 Rev (A)  
date 02/19/2015

Interface Units Installation

sht 1 - 14

Reports:  
1027685SA Rev (IR)  
date 02/25/2015

Structural Analysis Interface Units Installation Falcon 900 Aircraft

Structures Notes:

- 1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".
- 2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Electrical Systems and Equipment are not included in this approval and require separate approval.
- 3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.

**8. PURPOSE OF DATA**

To provide type data for FAA approval of structure in support of a Major Alteration for Falcon 900 s/n 095.

**9. APPLICABLE REQUIREMENTS (List specific sections)**

14 CFR Part 25, Amendment 25-1 through 25-56 with Special Condition 25-ANM-8 per TCDS A46EU;  
Paragraphs: 25.301(a-b) amdt 25-23, 25.303 amdt 25-23, 25.305(a, b) amdt 25-54, 25.307(a, b) amdt 25-54, 25.321(a) amdt 25-23, 25.341 amdt 25-0, 25.561(a-c) amdt 25-23, 25.571(a) amdt 25-54, 25.601 amdt 25-0, 25.603(a-c) amdt 25-46, 25.605(a) amdt 25-46, 25.609(a) amdt 25-0, 25.611 amdt 25-23, 25.613(a, b, d, e) amdt 25-23, 25.619(a-c) amdt 25-23, 25.625(a-d) amdt 25-23.

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

☐ Recommend approval of these data

I (We) Therefore

☒ Approve these data

11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)

Donald E. Shepherd, Jr.

12. DESIGNATION NUMBER(S)

DERT-230307-CE

13. CLASSIFICATION(S)


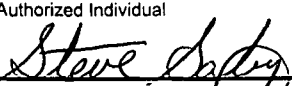
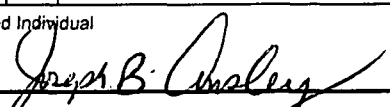
Structures



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>				1. DATE February 26, 2015
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION				
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT StandardAero Springfield, IL.	
LIST OF DATA				
6. IDENTIFICATION	7. TITLE			
Drawings: 1028034 Rev (A) 02/26/2015  Reports: 1028034SA Rev (IR) 02/24/2015  Structures Notes:	Satcom Direct Router/HSD Terminal Installation <span style="float: right;">sht 1 - 7</span>  Structural Analysis Satcom Direct Router/HSD Terminal Installation Falcon 900  1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".  2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Electrical Systems and Equipment are not included in this approval and require separate approval.			
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a Major Alteration for Mystere-Falcon 900 s/n 095.				
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25 Amendment 25-1 through 25-56 per TCDS A46EU; §§ 25.301(a,b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a,b) Amdt 25-54, 25.307(a) Amdt 25-54, 25.321(a) Amdt 25-23, 25.561(a,b,c) Amdt 25-23, 25.601 Amdt 25-0, 25.603 Amdt 25-46, 25.605(a) Amdt 25-46, 25.609 Amdt 25-0, 25.611 Amdt 25-23, 25.613(a,b,d,e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619 Amdt 25-23, 25.625(a,c) Amdt 25-23, 25.789(a) Amdt 25-46.				
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.  <div style="display: flex; justify-content: flex-end; align-items: center;"> <input type="checkbox"/> Recommend approval of these data  <input checked="" type="checkbox"/> Approve these data       </div> I (We) Therefore				
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		12. DESIGNATION NUMBERS(S)		13. CLASSIFICATION(S)
Brian C. Adamson		DERT-830137-CE		Structures





 U.S. Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 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 <b>United States of America N898TS</b>			Serial No. <b>95</b>		
		Make <b>Dassault Breguet</b>			Model <b>Mystere Falcon 900</b>		Series
2. Owner		Name (As shown on registration certificate) <b>S A T A L L C</b>			Address (As shown on registration certificate) Address <b>718 Thompson LN Ste 108256</b> City <b>Nashville</b> State <b>Tennessee</b> Zip <b>37204-3600</b> Country <b>United States of America</b>		
3. For FAA Use Only							
4. Type		5. Unit Identification					
Repair	Alteration	Unit	Make	Model	Serial Number		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)		_____	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT					
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER					
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type				
			Manufacturer				
6. Conformity Statement							
A. Agency's Name and Address				B. Kind of Agency			
Name <u>StandardAero Business Aviation Services LLC</u>				<input type="checkbox"/> U.S. Certificated Mechanic		<input type="checkbox"/> Manufacturer	
Address <u>1200 North Airport Drive</u>				<input type="checkbox"/> Foreign Certificated Mechanic		C. Certificate No.	
City <u>Springfield</u> State <u>Illinois</u>				<input checked="" type="checkbox"/> Certificated Repair Station		UO2R221L	
Zip <u>62707</u> Country <u>United States of America</u>				<input type="checkbox"/> Certificated Maintenance Organization			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>			Signature/Date of Authorized Individual <b>Steve Saxby</b>  <b>FEB 10 2015</b>				
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED							
BY	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization		Person Approved by Canadian Department of Transport		
	FAA Designee	X Repair Station	Inspection Authorization		Other (Specify)		
Certificate or Designation No. UO2R221L		Signature/Date of Authorized Individual <b>Joseph B. Ansley</b>  <b>FEB 10 2015</b>					

**NOTICE**

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

**8. Description of Work Accomplished**

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

United States of America N898TS

Nationality and Registration Mark

FEB 10 2015

Date

Removed the XM Antenna and installed a blanking plate.

The Blanking Plate was structurally installed in accordance with StandardAero drawing 1027791 Rev. (A) approved by DERT-830137-CE and documented on FAA Form 8110-3 dated 12-30-14.

Revised the supplemental equipment list / weight & balance report. No change to the Airplane Flight Manual. No change to the Instructions for Continuous Airworthiness.

This modification was accomplished and recorded under Standard Aero work order 311439.

An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----End-----


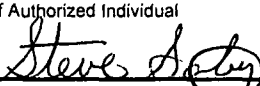
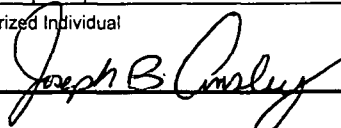
☐ Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			1. DATE December 30, 2014
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>			
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT StandardAero Springfield, IL.
<b>LIST OF DATA</b>			
6. IDENTIFICATION	7. TITLE		
Drawings: 1027791 Rev (A) 12/29/2014  Reports: 1027791SA Rev (IR) 12/29/2014  Structures Notes:	Blanking Plate Installation <span style="float: right;">sht 1 - 3</span>  Structural Analysis Blanking Plate Installation Falcon 900  1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".  2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Instruction for Continued Airworthiness are not included in this approval and require separate approval.		
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a Major Alteration for Mystere-Falcon 900 s/n 095.			
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25 Amendment 25-1 through 25-56 per TCDS A46EU; Paragraphs: 25.301(a,b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a,b) Amdt 25-54, 25.307(a) Amdt 25-54, 25.561(a,c) Amdt 25-23, 25.601 Amdt 25-0, 25.603 Amdt 25-46, 25.605(a) Amdt 25-46, 25.609 Amdt 25-0, 25.611 Amdt 25-23, 25.613(a,b,d,e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.625(a,c) Amdt 25-23.			
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.  <div style="text-align: center;"> <input type="checkbox"/> Recommend approval of these data  <input checked="" type="checkbox"/> Approve these data         </div> I (We) Therefore			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Brian C. Adamson	12. DESIGNATION NUMBER(S) DERT-830137-CE	13. CLASSIFICATION(S) Structures	



F.A.A.

Com Antenna

 <b>U.S. Department of Transportation Federal Aviation Administration</b>		<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>		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 <b>United States of America      N898TS</b>		Serial No. <b>95</b>			
		Make <b>Dassault Breguet</b>		Model <b>Mystere Falcon 900</b>		Series	
2. Owner		Name (As shown on registration certificate) <b>S A T A L L C</b>		Address (As shown on registration certificate)			
				Address <b>718 Thompson LN Ste 108256</b> City <b>Nashville</b> State <b>Tennessee</b> Zip <b>37204-3600</b> Country <b>United States of America</b>			
3. For FAA Use Only							
4. Type		5. Unit Identification					
Repair	Alteration	Unit	Make	Model	Serial Number		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)		_____	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT					
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER					
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type				
			Manufacturer				
6. Conformity Statement							
A. Agency's Name and Address				B. Kind of Agency			
Name <u>StandardAero Business Aviation Services, LLC</u>				<input type="checkbox"/> U.S. Certificated Mechanic		<input type="checkbox"/> Manufacturer	
Address <u>1200 North Airport Drive</u>				<input type="checkbox"/> Foreign Certificated Mechanic		C. Certificate No.	
City <u>Springfield</u> State <u>Illinois</u>				<input checked="" type="checkbox"/> Certificated Repair Station		<b>UO2R221L</b>	
Zip <u>62707</u> Country <u>United States of America</u>				<input type="checkbox"/> Certificated Maintenance Organization			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>		Signature/Date of Authorized Individual <b>Steve Saxby</b> 		<b>FEB 24 2015</b>			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED							
BY	FAA Fit Standards Inspector		Manufacturer		Maintenance Organization	Person Approved by Canadian Department of Transport	
	FAA Designee	X	Repair Station		Inspection Authorization	Other (Specify)	
Certificate or Designation No. <b>UO2R221L</b>		Signature/Date of Authorized Individual <b>Joseph B. Ansley</b> 		<b>FEB 24 2015</b>			

**NOTICE**

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

**8. Description of Work Accomplished**

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

United States of America N898TS

Nationality and Registration Mark

FEB 24 2015

Date

Remove the existing VHF Communications antenna p/n ANV143SV located under the vertical stabilizer radome and the Installed a new Communications antenna p/n VF10-10-1.

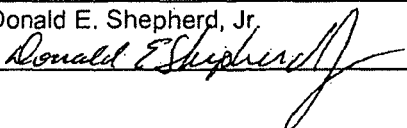
The Communications antenna was structurally installed in accordance with StandardAero drawing 1027793 Rev. (A) approved by DERT-230307-CE documented on FAA Form 8110-3 dated 2-02-15.

This modification was accomplished and recorded under StandardAero work order 311439.

An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----End-----

☒ Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			1. DATE February 2, 2015
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT Standard Aero Springfield, IL
LIST OF DATA			
6. IDENTIFICATION	7. TITLE		
Drawing: 1027793 Rev (A) date 01/30/2015  Report: 1027793SA Rev (IR) date 01/30/2015  Structures Note:	Comm Antenna Installation <span style="float: right;">sht 1 - 6</span>  Structural Analysis Comm Antenna Installation Falcon 900 Aircraft  1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".  2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Electrical Systems and Equipment are not included in this approval and require separate approval.		
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a major alteration for Falcon 900 s/n 095.			
9. APPLICABLE REQUIREMENTS (List specific sections) Ref TCDS A46EU; 14 CFR Part 25 Amendment 25-1 through 25-56; Paragraphs: 25.301(a,b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a,b) Amdt 25-54, 25.307(a) Amdt 25-54, 25.561 Amdt 25-23, 25.601 No Amdt, 25.603(a,b) Amdt 25-46, 25.605(a) Amdt 25-46, 25.607 Amdt 25-23, 25.609 No Amdt, 25.611 Amdt 25-23, 25.613(a,b,d,e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619 Amdt 25-23, 25.625(a-c) Amdt 25-23.			
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.			
<input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		12. DESIGNATION NUMBERS(S)	13. CLASSIFICATION(S)
Donald E. Shepherd, Jr. 		DERT-230307-CE	Structures





 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.		Series	
		United States of America      N898TS		95			
2. Owner		Make		Model		Address (As shown on registration certificate)	
		Dassault Breguet		Mystere Falcon 900			
3. For FAA Use Only		Name (As shown on registration certificate)		Address		State Tennessee	
		S A T A LLC		718 Thompson LN Ste 108256			
				City Nashville			
				Zip 37204-3600      Country United States of America			
4. Type		5. Unit Identification					
Repair	Alteration	Unit	Make	Model	Serial Number		
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)		_____	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT					
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER					
<input type="checkbox"/>	<input checked="" type="checkbox"/>	APPLIANCE	Type				
			Manufacturer				
6. Conformity Statement							
A. Agency's Name and Address				B. Kind of Agency			
Name <u>StandardAero Business Aviation Services, LLC</u> Address <u>1200 North Airport Drive</u> City <u>Springfield</u> State <u>Illinois</u> Zip <u>62707</u> Country <u>United States of America</u>				<input type="checkbox"/> U.S. Certificated Mechanic		<input type="checkbox"/> Manufacturer	
				<input type="checkbox"/> Foreign Certificated Mechanic		C. Certificate No.	
				<input checked="" type="checkbox"/> Certificated Repair Station		UO2R221L	
				<input type="checkbox"/> Certificated Maintenance Organization			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>		Signature/Date of Authorized Individual		3/3/2015			
		Steven Saxby					
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED							
BY	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization		Person Approved by Canadian Department of Transport		
	FAA Designee	X	Repair Station	Inspection Authorization		Other (Specify)	
Certificate or Designation No.		Signature/Date of Authorized Individual					
UO2R221L		Steven Saxby				3/3/2015	

**NOTICE**

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

**8: Description of Work Accomplished**

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

United States of America N898TS

3/3/2015

Nationality and Registration Mark

Date

Modified the forward and aft toilets by relocating toilet bowl flange outboard.

The aft toilet bowl flange was structurally relocated in accordance with StandardAero drawing 1028045 Rev. (A), approved by DERT-230307-CE and documented on FAA Form 8110-3 dated 2/17/2015.

The forward toilet bowl flange was structurally relocated in accordance with Dassault Falcon Jet drawing F90-51854 Rev A2.

Revised the weight & balance report. This modification was accomplished and recorded under StandardAero work order 311441.

No change to the Airplane Flight Manual Supplement, Aircraft Maintenance Manual, or electrical load.


An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----End-----

☐ Additional Sheets Are Attached

T.A.A.

CPDLC Provisions

 U.S. Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>		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 United States of America N898TS		Serial No. 95			
		Make Dassault Breguet		Model Mystere Falcon 900		Series	
2. Owner		Name (As shown on registration certificate) S A T A L L C		Address (As shown on registration certificate) Address 718 Thompson LN Ste 108256 City Nashville State Tennessee Zip 37204-3600 Country United States of America			
3. For FAA Use Only							
4. Type		5. Unit Identification					
Repair	Alteration	Unit	Make	Model	Serial Number		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)		_____	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT					
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER					
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type				
			Manufacturer				
6. Conformity Statement							
A. Agency's Name and Address				B. Kind of Agency			
Name <u>StandardAero Business Aviation Services, LLC</u>				<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Manufacturer			
Address <u>1200 North Airport Drive</u>				<input type="checkbox"/> Foreign Certificated Mechanic C. Certificate No.			
City <u>Springfield</u> State <u>Illinois</u>				<input checked="" type="checkbox"/> Certificated Repair Station UO2R221L			
Zip <u>62707</u> Country <u>United States of America</u>				<input type="checkbox"/> Certificated Maintenance Organization			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>		Signature/Date of Authorized Individual Steve Saxby <u>Steve Saxby</u> <u>3/4/2015</u>					
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED							
BY	FAA Fit Standards Inspector		Manufacturer		Maintenance Organization	Person Approved by Canadian Department of Transport	
	FAA Designee	X	Repair Station		Inspection Authorization	Other (Specify)	
Certificate or Designation No. UO2R221L		Signature/Date of Authorized Individual Roland R. Swanson <u>Roland R Swanson</u> <u>3/4/2015</u>					

**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.)*

United States of America N898TS

Nationality and Registration Mark

3/4/2015  
Date

Installed provisions for Controller-Pilot Data Link Communications (CPDLC) by routing wiring from the RH radio rack to the CVR.

The Controller-Pilot Data Link Communications (CPDLC) system wiring interconnect provisions were installed in accordance with StandardAero drawing 1027788 Rev. (A) approved by DERT-230399-CE documented on FAA Form 8110-3 dated 2-27-15.

This modification was accomplished and recorded under StandardAero work order 311439.


An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----End-----

☒ Additional Sheets Are Attached

F.A.A.

Cabin Master

 U.S. Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>		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 <b>United States of America N898TS</b>		Serial No. <b>95</b>			
		Make <b>Dassault Breguet</b>		Model <b>Mystere Falcon 900</b>		Series	
2. Owner		Name (As shown on registration certificate) <b>S A T A L L C</b>		Address (As shown on registration certificate)			
				Address <b>718 Thompson LN Ste 108256</b> City <b>Nashville</b> State <b>Tennessee</b> Zip <b>37204-3600</b> Country <b>United States of America</b>			
3. For FAA Use Only							
4. Type		5. Unit Identification					
Repair	Alteration	Unit	Make	Model	Serial Number		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)		_____	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT					
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER					
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type				
			Manufacturer				
6. Conformity Statement							
A. Agency's Name and Address				B. Kind of Agency			
Name <b>StandardAero Business Aviation Services, LLC</b>				<input type="checkbox"/> U.S. Certificated Mechanic		<input type="checkbox"/> Manufacturer	
Address <b>1200 North Airport Drive</b>				<input type="checkbox"/> Foreign Certificated Mechanic		C. Certificate No.	
City <b>Springfield</b> State <b>Illinois</b>				<input checked="" type="checkbox"/> Certificated Repair Station		<b>UO2R221L</b>	
Zip <b>62707</b> Country <b>United States of America</b>				<input type="checkbox"/> Certificated Maintenance Organization			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>		Signature/Date of Authorized Individual <b>Steve Saxby</b> <i>Steve Saxby</i> <b>3/4/2015</b>					
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED							
BY	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport			
	FAA Designee	X Repair Station	Inspection Authorization	Other (Specify)			
Certificate or Designation No. <b>UO2R221L</b>		Signature/Date of Authorized Individual <b>Roland R. Swanson</b> <i>Roland R Swanson</i> <b>3/4/2015</b>					

**NOTICE**

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

**8. Description of Work Accomplished**

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

United States of America N898TS

Nationality and Registration Mark

3/4/2015  
Date

A Cabin Master system was installed.

The cabin master wiring interconnect was installed in accordance with Standard Aero drawing 1027460 Rev.(A) approved by DERY-230399-CE and documented on FAA Form 8110-3 dated 2-27-15.

Ground tests prove satisfactory and show no electrical or radio interference between existing and installed systems. Revised the electrical loading and supplemental equipment list / weight & balance report. This alteration was accomplished and recorded under Standard Aero work order 311439.

Standard Aero Airplane FAA Approved Flight Manual Supplement 1028006 Rev. (A) for the cabin master cockpit mounted switch was provided.

No change to the Aircraft Maintenance Manual. An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----End-----

☒ Additional Sheets Are Attached

StandardAero  
1200 North Airport Drive  
Springfield, IL 62707  
Document No. 1028006 Rev. A

AFM Supplement For  
Dassault Aviation  
Mystere-Falcon 900  
S/N 095

**FAA APPROVED**

**AIRPLANE FLIGHT MANUAL SUPPLEMENT**

**FOR**

**DASSAULT AVIATION**

**MYSTERE-FALCON 900**

**SERIAL NUMBER: 095**

This supplement must be attached to the Approved Airplane Flight Manual. The information contained herein supplements or supersedes the basic Flight Manual only in those areas listed, when the aircraft is modified in accordance with FAA Form 337 dated MAR 04 2015 for installation of the Cabin Master system.

For limitations, procedures and performance not contained in this supplement, consult the basic Airplane Flight Manual.

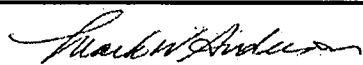
FAA Approved: See Page 2





StandardAero  
1200 North Airport Drive  
Springfield, IL 62707  
Document No. 1028006 Rev. A

AFM Supplement For  
Dassault Aviation  
Mystere-Falcon 900  
S/N 095

<b>A. US DEPARTMENT OF TRANSPORTATION</b> FEDERAL AVIATION ADMINISTRATION			<b>1. DATE</b> February 12, 2015	
<b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>				
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION				
<b>2. MAKE</b> Dassault Aviation		<b>3. MODEL NO.</b> Mystere-Falcon 900		<b>4. TYPE (Airplane, Radio, Helicopter)</b> Airplane
<b>5. NAME OF APPLICANT</b> StandardAero Springfield, IL				
LIST OF DATA				
<b>6. IDENTIFICATION</b> StandardAero Document No. 1028006 Rev. A -----End of Data-----		<b>7. TITLE</b> FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT FOR DASSAULT AVIATION MYSTERE-FALCON 900 SERIAL NUMBER: 095 -----End of Data-----  TCDS A46EU was referenced. No structural, mechanical, or electrical aspects were considered. See FAA Form 337 for complete data package and certification basis  The approval of this Airplane Flight Manual Supplement is valid for Mystere-Falcon 900, serial number 095 only.		
<b>8. PURPOSE OF DATA</b>  In Support of a Major Alteration				
<b>9. APPLICABLE REQUIREMENTS (List specific sections)</b> 14CFR Part 25: §25.1501(a), (b) [Amdt. 25-42], §25.1581(a), (b), (d) [Amdt. 25-72], §25.1585(a), (b) [Amdt. 25-105]				
<b>10. CERTIFICATION</b> — Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on the attached sheets numbered <u>N/A</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.  <input type="checkbox"/> Recommend approval of these data I (We) Therefore <input checked="" type="checkbox"/> Approve these data				
<b>SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)</b>		<b>DESIGNATION NUMBER(S)</b>		<b>CLASSIFICATIONS(S)</b>
		DERT-833691-CE		Flight Test Pilot



StandardAero  
1200 North Airport Drive  
Springfield, IL 62707  
Document No. 1028006 Rev. A

AFM Supplement For  
Dassault Aviation  
Mystere-Falcon 900  
S/N 095

### LOG OF REVISIONS

REV. NO.	AFFECTED PAGE (s)	DESCRIPTION	APPROVED BY
A	1 through 9	Initial Release	See Page 2

**NOTE: All changes are indicated by a black vertical line along right margin.**



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## **SECTION 0 - GENERAL**

### **A. CABIN MASTER SYSTEM**

- 1) The Cabin Master Switch is designed to provide the flight crew with the ability to turn off the 28VDC aircraft buses controlling cabin entertainment equipment systems.

The Cabin Master System consists of the following:

- Cabin Master Power Switch (figure 1)
  - Entertainment Master Circuit Breaker
  - Relay 1PV3
  - Entertainment Bus
- a) The "Cabin Master" power switch is an illuminated pushbutton switch which controls power to the Cabin Entertainment Systems. The system power (ON) green light illuminates when the switch is pressed and power is available to the Cabin Equipment Buses. The Cabin (ON) green light will extinguish and the Cabin (OFF) white light will illuminate when the switch is depressed again. The top portion of the switch "Cabin Master" is illuminated blue at all times.
  - b) The Cabin Master Switch is located in the copilot's side ledge panel.
- 2) The circuit breaker for the Cabin Master System is located in the cockpit overhead circuit breaker panel center section A1 BUS labeled "Entertainment MASTER".





## **SECTION 1 - LIMITATIONS**

- A. No Change to Basic Airplane Flight Manual.

## **SECTION 2 - EMERGENCY PROCEDURES**

### **A. RAPID DECOMPRESSION / LOSS OF PRESSURIZATION**

- Follow standard procedures specified in the Basic Flight Manual
- When Time Permits,
  - i. "Cabin Master" power switch **OFF**

### **B. FIRE/SMOKE/FUMES IN THE CABIN**

- Follow standard procedures specified in the Basic Flight Manual
- In Addition,
  - i. "Cabin Master" power switch **OFF**
- If Smoke persists,
  - i. Emergency Lights switch **ON** (located in overhead switch panel)



### **SECTION 3 - ABNORMAL PROCEDURES**

#### **A. ELECTRICAL LOAD SHEDDING**

If electrical load shedding is required,

- Follow standard procedures specified in the Basic Flight Manual
- In Addition,
  - i. "Cabin Master" power switch **OFF**

B. In the event of failure of the "Cabin Master" power switch,

- i. Pull the 1 amp "ENTERTAINMENT MASTER" circuit breaker located in the cockpit overhead circuit breaker panel A1 Bus.

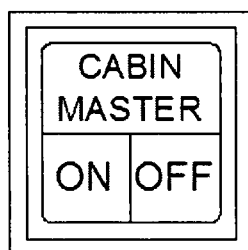


## **SECTION 4 - NORMAL PROCEDURES**

### **A. CABIN MASTER SYSTEM**

The Cabin Master System is controlled by the Cabin Master Power switch which is located on the right hand side ledge. The switch is shown in Figure 1.

“CABIN MASTER” (Blue)



“ON” (Green)

Figure 1

“OFF” (White)

- a) Turn Cabin power ON by pressing the “Cabin Master” switch and the “ON” indication will illuminate green. Depressing the “Cabin” Master switch again will turn OFF the power to the cabin systems and the “OFF” is illuminated white. The top half of the switch, with the word “CABIN MASTER” is illuminated blue, stays on all of the time.

### **b) CIRCUIT BREAKERS**

<b>BREAKER LEGEND</b>	<b>SIZE</b>	<b>BUS</b>	<b>LOCATION</b>
<b>ENTERTAINMENT MASTER</b>	1 A	A1	Overhead CB Panel (Center)



## **SECTION 5 - PERFORMANCE**

- A. No change to Basic Airplane Flight Manual.

## **SECTION 6 - NOISE**

- A. No change to Basic Airplane Flight Manual.





F.A.A.

ATG-5000

 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.		Series	
	United States of America      N898TS						
2. Owner	Make			Model		Address (As shown on registration certificate)	
	Dassault Breguet			Mystere Falcon 900			
Name (As shown on registration certificate)				Address (As shown on registration certificate)			
S A T A L L C				Address 718 Thompson LN Ste 108256 City Nashville      State Tennessee Zip 37204-3600      Country United States of America			
3. For FAA Use Only							
4. Type		5. Unit Identification					
Repair	Alteration	Unit	Make	Model	Serial Number		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)		_____	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT					
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER					
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type				
			Manufacturer				
6. Conformity Statement							
A. Agency's Name and Address				B. Kind of Agency			
Name <u>StandardAero Business Aviation Services, LLC</u> Address <u>1200 North Airport Drive</u> City <u>Springfield</u> State <u>Illinois</u> Zip <u>62707</u> Country <u>United States of America</u>				<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Manufacturer <input type="checkbox"/> Foreign Certificated Mechanic      C. Certificate No. <input checked="" type="checkbox"/> Certificated Repair Station <u>UO2R221L</u> <input type="checkbox"/> Certificated Maintenance Organization			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>			Signature/Date of Authorized Individual Steve Saxby <i>Steve Saxby</i> 3/4/2015				
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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. UO2R221L			Signature/Date of Authorized Individual Roland R. Swanson <i>Roland R Swanson</i> 3/4/2015				

**NOTICE**

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

**8. Description of Work Accomplished**

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

United States of America N898TS

Nationality and Registration Mark

3/4/2015

Date

**Installed** an Aircell ATG-5000 High Speed Broadband System.

The ATG-5000 transceiver, Aircell cabin router, and configuration module were structurally installed in accordance with StandardAero drawing 1027605 Rev. (A), approved by DERT-230307-CE and documented on FAA Form 8110-3 dated 2-26-15.

The forward and aft broadband antenna were structurally installed in accordance with StandardAero drawing 1016404 Rev. (E), approved by DERT-230307-CE and documented on FAA Form 8110-3 dated 2-23-15.

The Aircell ATG-5000 system wiring interconnect was installed in accordance with StandardAero drawing 1027466 Rev. (A) approved by DERT-230399-CE documented on FAA Form 8110-3 dated 2-27-15.

An EMC Ground test (*Rogue Transmitter Test*) for medium size cabins was conducted on the aircraft satisfactorily in accordance with Standard Aero EMC Ground Test Plan document 1018022 Rev. (A).

A post installation check was performed and determined to be satisfactory. Revised the electrical loading and supplemental equipment list / weight & balance report. This modification was accomplished and recorded under StandardAero work order 311439.

The Airplane Flight Manual Supplement, StandardAero document 1027468 Rev. (A) was provided.

The Instructions for Continued Airworthiness with FAA approved Airworthiness Limitations, StandardAero document 1027608 Rev. (A) as issued to Dassault Aviation Falcon 900, S/N 095 for the Aircell Axxess and an Aircell ATG-5000 High Speed Broadband system, are part of the aircraft's inspection and /or maintenance program for this aircraft operated under this chapter. An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----End-----

☒ Additional Sheets Are Attached



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Dassault Aviation  
Falcon 900

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# Instructions for Continued Airworthiness

Dassault Aviation

Falcon 900

S/N 095

This supplement must be attached to the Airplane Maintenance Manuals. The information contained herein complies with FAR Part 25.1529, Instructions for Continued Airworthiness and supplements the basic Maintenance Manuals only in those areas listed, when an **AIRCELL ATG 5000 High Speed Broadband System** is installed as documented on FAA Form 337 dated MAR 04 2015. For limitations and procedures not contained in this supplement, consult the basic Airplane Maintenance Manuals.

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**LOG OF REVISIONS**

REV	AFFECTED PAGE(S)	DESCRIPTION	DATE
A	All	Initial Release	02/19/15

**NOTE:** All changes are indicated by a black vertical line along the left margin.





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**1. INTRODUCTION**

This supplement must be attached to the Airplane Maintenance Manuals of the Dassault Aviation Falcon 900 aircraft has have been modified by the installation of an Aircell ATG 5000 High Speed Broadband System. This supplement adds the Maintenance Instructions necessary for continued airworthiness of the modified aircraft.

**2. DESCRIPTION**

The ATG 5000 high speed broadband system is an air to ground system that interfaces onboard personal computers and other capable devices with a ground based internet system. The ATG 5000 Broadband Transceiver provides the interface of data to and from the new Cabin Telecom Router and with the computer port installed in the cabin. The ATG 5000 System supports the operation of the cabin Wi-Fi for 802.11 b/g capable laptop computers. The ATG 5000 System will also interface with the new MCS-7120 Swift Broadband System thru the Satcom Direct Router.

The Aircell ATG 5000 High Speed Broadband System consists of an ATG 5000 Broadband Transceiver, Configuration Module, a Cabin Telecommunication Router, two Broadband Antennas, and two Wi-Fi antennas.

The ATG 5000 Broadband Transceiver, Configuration Module and the Cabin Telecommunication Router are located in the right hand aft baggage compartment equipment rack between frames 25 and 27.

There are two Broadband Antennas located on the bottom of the aircraft, the forward antenna is located between frames 14 and 15, and the aft antenna is located between frames 21 and 22. The two Wi-Fi antennas are located above the emergency exit behind the PSU panel.

There is a SBB on/off switch located in the co-pilots side ledge that will disable the Swift Broadband System.

**3. CONTROL, OPERATION INFORMATION**

A 10 amp circuit breaker labeled "ABS" located in the RH Overhead Circuit Breaker Panel provides power to the ATG 5000 Transceiver. The 28VDC B1 Bus provides power to the circuit breaker.

A 5 amp circuit breaker labeled "CTR" located in the RH Overhead Circuit Breaker Panel provides power to the Cabin Telecom Router. The 28VDC B1 Bus provides power to the circuit breaker.

There is a SBB on/off switch located in the co-pilots side ledge that will disable the Swift Broadband System.

There is a CABIN WIFI OFF switch located in the co-pilots side ledge that will disable the Wi-Fi portion of the system.

**4. SERVICING INFORMATION**

No change to the aircraft servicing information.





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## **5. MAINTENANCE INSTRUCTIONS**

The maintenance requirements for all LRU boxes in the installed systems are "On Condition." No periodic maintenance is required for the LRU boxes. LRUs should not be removed from the aircraft unless repair is required. However, periodic maintenance is required for racks, wiring, and surrounding structure, as listed below.

### **C Inspection**

#### **Electrical Wiring Interconnection System (EWIS)**

For the new or altered EWIS installed as part of this alteration, conduct a General Visual (GV) inspection in conjunction with manufacturer's existing zonal inspections during the scheduled C Inspection as follows:

Clamping points - Wire chafing is aggravated by damaged clamps, clamp cushion migration, or improper clamp installations.

Connectors - Worn environmental seals, loose connectors, or lack of strain relief on connector grommets can compromise connector integrity and allow contamination to enter the connector, leading to corrosion or grommet degradation. Drip loops should be maintained when connectors are below the level of the harness and tight bends at connectors should be avoided or corrected.

Terminations - Terminations, such as terminal lugs and terminal blocks, are susceptible to mechanical damage, corrosion, heat damage and chemical contamination. Also, the build up and nut torque on large-gauge wire studs is critical to their performance.

Backshells - Wires may break at backshells, due to excessive flexing, lack of strain relief, or improper build-up. Loss of backshell bonding may also occur due to these and other factors.

Grounding Points - Grounding points should be checked for security (i.e. tightness), condition of the termination, cleanliness, and corrosion. Any grounding points that are corroded or have lost their protective coating should be repaired.

Splices - Both sealed and non-sealed splices are susceptible to vibration, mechanical damage, corrosion, heat damage, chemical contamination, and deterioration.

**Note:** If any indication of cracking or corrosion is noted then further inspections should be performed and appropriate engineering disposition shall be obtained.

#### **General Inspection**

The ATG 5000 Transceiver, Cabin Telecom Router, Configuration Module, wiring, coaxial cable connector plugs, antenna connector receptacles, and surrounding structure should be visually inspected for deterioration, distortion, other evidence of failure, defective or insecure attachment of fittings, improper installation and apparent defects. Components, connectors and plugs should be visually inspected to ensure they are clean and secure.

**If any defects are found, notify StandardAero to report damage and to obtain FAA approved repair disposition prior to returning the airplane to service.**

**Major repairs to the structure must be assessed against the certification basis of FAA Type Certificate A46EU.**





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**Antenna Inspection**

Check the security of attachment of the two ATG antennas to the external (panel) skin surfaces and surrounding areas for obvious defects such as corrosion and bulging of the skin. Upon removal and reinstallation of the antenna, the attachment points shall be visually inspected for cracks, corrosion or any unusual wear that could affect the integrity of attachment points. This inspection should be done in conjunction with manufacturer's regularly scheduled procedures as part of the "C" inspection.

**If any corrosion or other defects of the skin, doubler or connectors is found, notify StandardAero to report damage and to obtain FAA approved repair disposition prior to returning the airplane to service.**

**Major repairs to the structure must be assessed against the certification basis of FAA Type Certificate A46EU.**

**Z Inspection**

**ATG 5000 AIRCELL High Speed Broadband System Functional check**

A functional check should be performed every 2 years or earlier.

- Reference the Gogo Business Aviation ATG 5000 Installation Manual P/N D13928 Rev. H, dated September 2014 or later revision for the ATG functional check procedures.
- Reference the Satcom Direct Router Installation Manual P/N IM-SDR-001-01 Rev. C, dated February 2014 or later revision for the Satcom Direct Router functional check procedures.

**6. TROUBLESHOOTING INFORMATION**

For troubleshooting information on the ATG 5000 system refer to Gogo Business Aviation Installation Manual P/N D13928 Rev. H, dated September 2014 or later revision for further troubleshooting instruction.

For troubleshooting information on the Aircell Access system refer to the SDR Installation Manual P/N IM-SDR-001-01 Rev. C, dated February 2014 or later revision for further troubleshooting instruction.



## 7. REMOVAL AND REPLACEMENT INFORMATION

This section provides instructions for installing and removing the ATG 5000 High Speed Broadband System equipment. The instructions are provided to assist the technician when it becomes necessary to gain access to parts of the airframe that need to be inspected during routine or scheduled inspections. Removal and installation instructions for articles not specifically listed have been omitted due to the simplicity of the installation. If further information becomes necessary, reference the drawings listed in the Diagrams section of this manual for details. For articles not listed in the drawings, reference the aircraft manufacturer's maintenance manuals. Some drawings may not be available to the technician as they may contain proprietary information.

### Aircell ATG 5000 Transceiver

The ATG 5000 Broadband Transceiver is located in the right hand aft baggage compartment equipment rack between frames 25 and 27.

#### Removal:

1. Ensure electrical power to the ATG 5000 transceiver is removed.
2. Remove closeout panels necessary to access the transceiver mounting location.
3. Disconnect wiring and bag connector.
4. Loosen thumb screws on the front of the mounting rack and remove transceiver.
5. If it is necessary to remove the transceiver mounting rack, remove the two forward and two aft MS24694-S(8-32) countersunk screws that attach the rack to the hat channels and remove mounting rack.

#### Installation:

**Note:** Replace installation hardware that is not in serviceable condition.

1. Ensure electrical power to the ATG 5000 transceiver is removed.
2. Remove closeout panels necessary to access the transceiver mounting location.
3. If it is necessary to install mounting rack, position rack on hat channels and install the two forward and two aft MS24694-S(8-32) countersunk screws.
4. Mount transceiver in rack and tighten thumb screws.
5. Connect wiring, apply power, and verify proper operation.







### **Cabin Telecom Router (CTR)**

The Cabin Telecom Router is located in the right hand aft baggage compartment equipment rack between frames 25 and 27.

#### **Removal:**

1. Ensure electrical power to the CTR is removed.
2. Remove closeout panels necessary to access the CTR mounting location.
3. Disconnect wiring and bag connector.
4. Loosen thumb screws on the front of the mounting rack and remove CTR.
5. If it is necessary to remove the CTR mounting rack, remove the four MS35206-(6-32) screws and four NAS1149FN632P washers that attach the rack to the shelf.

#### **Installation:**

**Note:** Replace installation hardware that is not in serviceable condition.

1. Ensure electrical power to the CTR is removed.
2. Remove closeout panels necessary to access the CTR mounting location.
3. If it is necessary to install the CTR mounting rack to the shelf, position rack and install four MS35206-(6-32) screws and four NAS1149FN632P washers.
4. Mount CTR in rack and tighten thumb screws.
5. Connect wiring, apply power, and verify proper operation.

### **Aircell Configuration Module (ACM)**

The Configuration Module is mounted directly to the back side of the Broadband Transceiver mounting rack located in the right hand aft baggage compartment equipment rack between frames 25 and 27.

#### **Removal:**

1. Remove electrical power to the ACM.
2. Remove closeout panels necessary to access the transceiver/ACM mounting location.
3. Disconnect wiring and bag connector(s).
4. To remove ACM, remove the four MS35206-(4-40) screws and four NAS1149FN432P washers that attach the unit to the transceiver rack.

#### **Installation:**

**Note:** Replace installation hardware that is not in serviceable condition.

1. Ensure electrical power to the ACM is removed.
2. Remove closeout panels necessary to access the transceiver/ACM mounting location.
3. Position ACM and install using four MS35206-(4-40) screws and four NAS1149FN432P washers.
4. Connect wiring, apply power, and verify proper operation.





### **FWD Broadband Antenna**

The FWD Broadband Antenna is located on the lower fuselage on removable panel number 130A, between FR 12 and 13.

#### **Removal:**

1. Remove electric power from the Aircell ATG 5000 system.
2. Remove the sealant from around the antenna base with a phenolic or plastic (non metallic) scraper.
3. Remove the six MS27039-08(8-32) screws securing the antenna to the shim.
4. Carefully lower antenna from fuselage far enough to gain access to aircraft coaxial cable connector plugs and disconnect from antenna connector receptacles. Remove antenna.
5. If removal of shim is required, remove six MS24694-S(10-32) countersunk screws securing the shim to the fuselage.

#### **Installation:**

**Note:** Replace installation hardware that is not in serviceable condition.

1. Ensure electrical power to the system is removed.
2. Prior to installation, clean any remaining sealant from base mounting surface.
3. Use a Digital Low Resistance Ohmmeter (DLRO) to check that the coaxial cable connector plugs center pin is not shorted to shield and that there is an open circuit between aircraft coaxial cables and aircraft structure.
4. If the shim was removed, install the six MS24694-S(10-32) countersunk screws to secure the shim to the fuselage.
5. Wipe faying surfaces of antenna base and shim with isopropyl alcohol.
6. Connect aircraft coaxial cable connector plugs to antenna connector receptacles.
7. Apply to antenna base a thin coating of Penetrox or equivalent for corrosion prevention and bonding.
8. *Inspect for the presence of any foreign objects; then install the antenna to the shim using six MS27039-08(8-32) screws coated with sealant.*
9. Using DLRO, verify antenna is electrically bonded to aircraft structure.
10. Using PRC1422-B ( ) or equivalent, apply aerodynamic sealant to form fillet around periphery of antenna base.
11. Apply power and verify proper operation.





### **Aft Broadband Antenna**

The Aft Broadband Antenna is located on the lower fuselage on removable panel 180A, between FR 23 and 24.

#### **Removal:**

1. Remove electric power from the Aircell ATG 5000 system.
2. Remove the sealant from around the antenna base with a phenolic or plastic (non metallic) scraper.
3. Remove the six MS27039-08(8-32) screws securing the antenna to the shim.
4. Carefully lower antenna from fuselage far enough to gain access to aircraft coaxial cable connector plugs and disconnect from antenna connector receptacles. Remove antenna.
5. If removal of shim is required, remove six MS24694-S(10-32) countersunk screws securing the shim to the belly panel.

#### **Installation:**

**Note:** Replace installation hardware that is not in serviceable condition.

1. Ensure electrical power to the system is removed.
2. Prior to installation, clean any remaining sealant from base mounting surface.
3. Use a Digital Low Resistance Ohmmeter (DLRO) to check that the coaxial cable connector plugs center pin is not shorted to shield and that there is an open circuit between aircraft coaxial cables and aircraft structure.
4. If the shim was removed, install the six MS24694-S(10-32) countersunk screws to secure the shim to the belly panel .
5. Wipe faying surfaces of antenna base and shim with isopropyl alcohol.
6. Connect aircraft coaxial cable connector plugs to antenna connector receptacles.
7. Apply to antenna base a thin coating of Penetrox or equivalent for corrosion prevention and bonding.
8. Inspect for the presence of any foreign objects; then install the antenna to the shim using six MS27039-08(8-32) screws coated with sealant.
9. Using DLRO, verify antenna is electrically bonded to aircraft structure.
10. Using PRC1422-B ( ) or equivalent, apply aerodynamic sealant to form fillet around periphery of antenna base.
11. Apply power and verify proper operation.





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## 8. DIAGRAMS

Reference the following StandardAero Drawings:

- 1027466 Rev A – Aircell ATG 5000 High Speed Broadband Wiring Diagram.
- 1027467 Rev A – Satcom Direct Router Wiring Diagram.
- 1016404 Rev E – Broadband Antenna Installations.
- 1027605 Rev A – Broadband Equipment Installation.
- 1023301 Rev G – Wi-Fi Antenna Installation.

Refer to these drawings or later approved revision.

## 9. SPECIAL INSPECTION REQUIREMENTS

There are no Special Inspection Requirements for this modification.

## 10. APPLICATION OF PROTECTIVE TREATMENTS

No additional protective treatments for this modification.

## 11. DATA

Unless otherwise specified, the fasteners called out in the Removal and Replacement section above shall be torque in accordance with Aircraft Maintenance Manual Chapter 20 – Standard Practices.

## 12. LIST OF SPECIAL TOOLS

Use only non-metallic scrapers to remove sealer. Locally fabricate scrapers from phenolic, wood, plastic or an equivalent. **Do not use metallic scrapers to remove sealer.**  
Digital Low Resistance Ohmmeter (DLRO)

## 13. GENERAL PROCEDURAL INSTRUCTIONS

No change to the systems test procedures for ground run, symmetry checks, weighing and determining the center of gravity, lifting/shoring or storage limitations.

## 14. RECOMMENDED OVERHAUL PERIODS

No additional overhaul time limitations.

## 15. REVISIONS

Revisions will be submitted to the FAA with a copy of the revised FAA Form 337 and revised Instructions for Continued Airworthiness with the following statement: "The attached revised/new Instructions For Continued Airworthiness (date \_\_\_\_\_) for the above aircraft or component major alteration have been accepted by the FAA, superseding the Instructions For Continued Airworthiness (date \_\_\_\_\_)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location and date of the Form 337.







## **16. WIRELESS LOCAL AREA NETWORK (WLAN) COMPATIBILITY**

This aircraft has successfully passed FAA required specific tests to check for compatibility of Personal Electronic Devices (PEDs) that use IEEE standard 802.11 b and g protocol for wireless communication with the WLAN and the possibility of one of these PEDs having off frequency and/or over power (rogue) transmissions.

### **FAA concern**

The installation must remain compliant with 14CFR §25.1309(a) and other part 25 requirements when a Wi-Fi compatible airplane is equipped with an IEEE 802.11 b/g WLAN.

Because of unknown effects associated with widespread use of IEEE 802.11 b/g wireless technology, compliance with 14 CFR 25.1309(a) requires that installed equipment perform their intended functions under any foreseeable conditions.

Specifically, there must not be any interference with the required aircraft systems or airplane systems whose failure effect class is catastrophic, hazardous or major due to the operation of WLAN equipment.

### **Aircraft Operator Action**

Complete the part number and quantity information for the equipment listed in APPENDIX A that was installed when the StandardAero "rogue transmitter test" 1018022 Rev (A) or later approved revision was successfully conducted and retain with this Instructions for Continued Airworthiness.

Any part number change to the existing systems listed in APPENDIX A must be evaluated for susceptibility (such as DO-160 testing) to rogue transmissions from Personal Electronic Devices (PEDs). If insufficient data exists to determine equivalent or better results, steps from StandardAero "rogue transmitter test" 1018022 Rev (A) or later approved revision that test the changed system must be conducted with satisfactory results.

If any additional (redundant) systems listed in APPENDIX A are installed steps from StandardAero "Rogue Transmitter Test" 1018022 Rev (A) or later approved revision that test the new system must be conducted with satisfactory results.





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**17. FAA APPROVED AIRWORTHINESS LIMITATIONS**

The Airworthiness Limitations Section is FAA approved and specifies maintenance required under 14 CFR §§43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

No additional Airworthiness Limitations.





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**APPENDIX A**

Enter N/A if not applicable or blank\*

*Does not include relays, switches, batteries, valves or cabin entertainment*

	Quantity	P/N
TCAS System		
Radio Altimeter System(s)		
Transceiver(s)		
Indicator(s) (if dedicated)		
Flight Management System(s) (FMS)		
Autopilot/Flight Director System (FD)		
Flight Director Computer(s)		
Electronic Flight Instrument System (EFIS) / Navigation Data Indicators		
VHF Communication System		
Transceiver(s)		
HF Communication System(s)		
Coupler(s)		
transceiver(s)		





Instructions for Continued Airworthiness  
Dassault Aviation  
Falcon 900

Document No: 1027608

Revision: A

Page: 15 of 16

**APPENDIX A**

Enter N/A if not applicable or blank\*

*Does not include relays, switches, batteries, valves or cabin entertainment*

	Quantity	P/N
<b>Automatic Direction Finder (ADF) System(s)</b>		
Receiver(s)		
Indicator(s) (if dedicated)		
<b>VHF Navigation System(s)</b>		
Transceiver(s)		
<b>GPS Navigation System(s)</b>		
<b>Distance Measuring Equipment (DME) system(s)</b>		
Transceiver(s)		
Indicator(s) (if dedicated)		
<b>Fuel Quantity Indicating System (FQIS)</b>		
<b>Enhanced Ground Proximity Warning System (EGPWS) / (TAWS)</b>		
Processor		
<b>Weather Radar System Display</b>		
Display		
<b>Passenger Address (PA) System(s)</b>		
<b>Aircraft Hydraulic Systems Indicator (if dedicated)</b>		
<b>Pitot and Static / Anti-Ice System(s)</b>		
Air Data Computer(s)		
<b>Window and Windshield Anti-Ice System</b>		







Instructions for Continued Airworthiness  
Dassault Aviation  
Falcon 900

Document No: 1027608

Revision: A

Page: 16 of 16

APPENDIX A

Enter N/A if not applicable or blank\*

*Does not include relays, switches, batteries, valves or cabin entertainment*

	Quantity	P/N
Engine/APU Fire Detection		
Slat/Flap Position Indicators		
Pitch Trim (PT) System		
Stall Warning System		
Cockpit Voice Recorder		
Flight Data Recorder		
Engine Indication System		
SATCOM		
On board defibrillators (if not carry-on)		



StandardAero  
1200 N. Airport Dr.  
Springfield, IL 62707  
Document No. 1027468 Rev. A

AFM Supplement For  
Dassault Aviation  
Falcon 900  
S/N 095

**FAA APPROVED**

**AIRPLANE FLIGHT MANUAL SUPPLEMENT**

**FOR**

**DASSAULT AVIATION**

**FALCON 900**

**SERIAL NUMBER: 095**

This supplement must be attached to the Approved Airplane Flight Manual. The information contained herein supplements or supersedes the basic Flight Manual only in those areas listed, when the aircraft is modified in accordance with FAA Form 337 dated MAR 04 2015 for installation of an "CABIN WI-FI OFF" power switch

For limitations, procedures and performance not contained in this supplement, consult the basic Airplane Flight Manual.

FAA Approved: See Page 2



AFM Supplement For  
Dassault Aviation  
Falcon 900  
S/N 095

GPO 901-613

Page 2 of 9



### LOG OF REVISIONS

REV. NO.	AFFECTED PAGE (s)	DESCRIPTION	APPROVED BY
A	1 through 9	Initial Release	See Page 2

**NOTE: All changes are indicated by a black vertical line along right margin.**





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## **SECTION 0 – GENERAL**

### **A. EQUIPMENT**

- 1) The Cabin Telecommunications Router consists of:
  - AIRCELL Wi-Fi Cabin Telecommunications Router
- 2) The Satcom Direct Router consists of:
  - SDR Router with SBB compression

### **B. DESCRIPTION**

- 1) The AIRCELL Cabin Telecommunications Router (CTR) is integrated with the AIRCELL ATG-5000 system to provide a communications suite of data services on board the aircraft. The AIRCELL Axxess CTR serves as the primary hub and controller for all AirCell Broadband services.

The CTR allows for Ethernet LAN or WLAN connectivity between the AIRCELL ATG-5000 system and the Personal Electronic Devices (PEDs) such as laptops and Wi-Fi capable PDAs.

- 2) The Satcom Direct Router (SDR) is integrated with the Honeywell MCS-7120 Satcom system to provide a communications suite of data services on board the aircraft when traveling outside the continental US. The SDR serves as the primary hub and controller for all Inmarsat Broadband services.

The SDR allows for Ethernet LAN or WLAN connectivity between the Honeywell MCS-7120 Inmarsat Swift Broadband system and Personal Electronic Devices (PEDs) such as laptops and Wi-Fi capable PDAs.



**B. DESCRIPTION (continued)**

- 3) The Cabin WIFI OFF switch functions as a single point of operation for disabling the WIFI signal from both routers simultaneously.

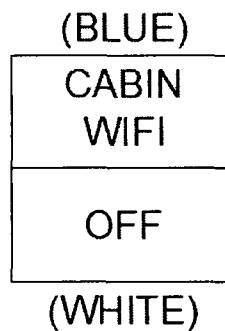


Figure 1

The CTR circuit breaker is located in the Cockpit Circuit Breaker Panel.

The SDR circuit breaker is located in the Cabin Electrical Distribution Panel.



## **SECTION 1 - LIMITATIONS**

- A. Use of the Ethernet LAN and Wireless LAN services is prohibited on the flight deck.
- B. This system is only intended to provide internet connection and email services to the airplane's cabin passengers using portable electronic devices (PEDs).
- C. Usage is restricted to passengers accessing cached internet content and e-mail via PEDs.

## **SECTION 2 - EMERGENCY PROCEDURES**

- No Change to the basic Airplane Flight Manual.

## **SECTION 3 - ABNORMAL PROCEDURES**

### **1) INTERFERENCE**

- A. If interference to existing airplane equipment is detected or suspected:
  - Depress the CABIN WIFI OFF switch per Section 4 Item 1 procedure.
  - The flight crew or cabin crew shall direct the passengers to terminate their PED's transmission capabilities.





## **SECTION 4 - NORMAL PROCEDURES**

### **1) BRIEFING**

#### **A. On the Ground – Main Cabin Door Closed:**

1. Make a PA announcement to cease the use of all Portable Electronic Devices (PEDs).

#### **B. Airborne – Above 10,000 feet:**

1. Make a PA announcement allowing the use of all Portable Electronic Devices (PEDs).

#### **C. Airborne – Below 10,000 feet:**

1. Make a PA announcement to cease the use of all Portable Electronic Devices (PEDs).

### **2) CABIN WI-FI OFF SWITCH**

During normal operation, the CABIN WIFI OFF switch annunciator remains de-energized. A normal condition means that the CTR and SDR are transmitting their respective Wi-Fi signal and the AIRCELL ATG-5000 system, along with the SDR are functioning correctly.

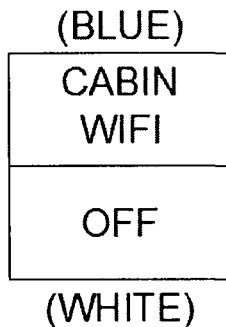
- A. In the event that interference to airplane equipment is detected or suspected, depress the CABIN WIFI OFF switch located in the Cockpit, to disable the Wi-Fi transmission from the CTR and SDR.
- B. With the switch depressed, the annunciator will illuminate CABIN WIFI OFF in Blue and White text and the WI-FI transmission from both units will be disabled.

**Note: After the WIFI OFF switch is activated, it will take the system 30 to 60 seconds to disable the WIFI function.**



### 3) ANNUNCIATOR AND CIRCUIT BREAKER

#### A. Annunciator/Switch



#### B. Circuit Breaker

BREAKER LEGEND	SIZE	BUS	LOCATION
CTR	5 A	B1	COCKPIT CB PANEL
SDR	5A	A6	CABIN CB PANEL

## SECTION 5 - PERFORMANCE

- No Change to Basic Airplane Flight Manual.

## SECTION 6 - NOISE

- No Change to Basic Airplane Flight Manual.



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

1. DATE  
February 26, 2015

**AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION**

2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT Standard Aero Springfield, IL.
------------------------------	---------------------------------------	---	---

**LIST OF DATA**

6. IDENTIFICATION	7. TITLE
Drawings: 1027605 Rev (A) date 02/26/2015 1024360 Rev (C) date 02/17/2015	Broadband Equipment Installation sht 1 - 6  Configuration Module Installation sht 1 - 4
Reports: 1027605SA Rev (IR) date 02/26/2015	Structural Analysis Broadband Equipment Installation Falcon 900 Aircraft
Structures Notes:	<p>1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".</p> <p>2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Electrical Systems and Equipment are not included in this approval and require separate approval.</p> <p>3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.</p>

**8. PURPOSE OF DATA**

To provide type data for FAA approval of structure in support of a Major Alteration for Falcon 900 s/n 095.

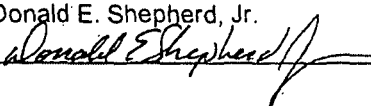
**9. APPLICABLE REQUIREMENTS (List specific sections)**

14 CFR Part 25, Amendment 25-1 through 25-56 with Special Condition 25-ANM-8 per TCDS A46EU;  
Paragraphs: 25.301(a-b) amdt 25-23, 25.303 amdt 25-23, 25.305(a, b) amdt 25-54, 25.307(a, b) amdt 25-54, 25.321(a) amdt 25-23, 25.341 amdt 25-0, 25.561(a-c) amdt 25-23, 25.571(a) amdt 25-54, 25.601 amdt 25-0, 25.603(a-c) amdt 25-46, 25.605(a) amdt 25-46, 25.609(a) amdt 25-0, 25.611 amdt 25-23, 25.613(a, b, d, e) amdt 25-23, 25.619(a-c) amdt 25-23, 25.625(a-d) amdt 25-23, 25.789(a) amdt 25-46.

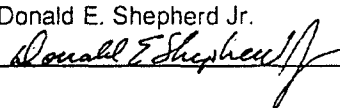
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered n/a have been examined in accordance with established procedures and found to comply with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

☐ Recommend approval of these data

I (VX) Therefore ☒ Approve these data


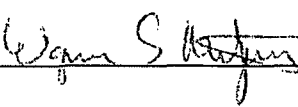
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBER(S)	13. CLASSIFICATION(S)
Donald E. Shepherd, Jr. 	DETR-230307-CE	Structures




U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>				1. DATE February 23, 2015
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION				
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT Standard Aero Springfield, IL.	
LIST OF DATA				
6. IDENTIFICATION	7. TITLE			
Drawings:  1016404 Rev (E) 01/21/2014  Reports:  1016404SA Rev (D) 02/27/2012  Structures Notes:	Broadband Antenna Installations <span style="float: right;">sht 1 - 23</span>  Structural Analysis - Broadband Antenna Installations on a Falcon 900EX Airplane  1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".  2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Electrical Systems and Equipment and 25.1529 are not included in this approval and require separate approval.  3) The 1016404SA Rev D report serves to structurally substantiate the update to the 1016404-501 installation going from a 4 screw pattern to a 6 screw pattern without change.			
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a major alteration for Falcon 900 s/n 095.				
9. APPLICABLE REQUIREMENTS (List specific sections) Ref TCDS A46EU; 14 CFR Part 25 Amendment 25-1 through 25-56, and Special Condition 25-ANM-8; Paragraphs: 25.301(a,b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a,b) Amdt 25-54, 25.307(a) Amdt 25-54, 25.561 Amdt 25-23, 25.571(a) Amdt 25-54, 25.601 No Amdt, 25.603(a,b) Amdt 25-46, 25.605(a) Amdt 25-46, 25.607 Amdt 25-23, 25.609 No Amdt, 25.611 Amdt 25-23, 25.613(a,b,d,e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619 Amdt 25-23, 25.625(a-c) Amdt 25-23.				
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.				
<input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data				
I (we) Therefore				
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	12. DESIGNATION NUMBER(S)	13. CLASSIFICATION(S)		
Donald E. Shepherd Jr. 	DERT-230307-CE	Structures		



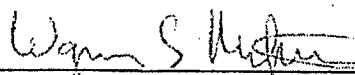


U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			1. DATE 27 February 2015	
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>				
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Aircraft	5. NAME OF APPLICANT StandardAero Springfield, IL 62707	
<b>LIST OF DATA</b>				
6. IDENTIFICATION  1027466, Rev. A, dated 17 Feb 15  1027467, Rev. A, dated 17 Feb 15  -----	7. TITLE  AirCell ATG 5000 High Speed Broadband  Satcom Direct Router  <div style="text-align: right; font-size: 2em; opacity: 0.5;">  </div> <div style="text-align: center; border-top: 1px dashed black; padding-top: 5px;">             CONTINUED ON SHEET 2           </div> <p><b>Notes:</b></p> <ol style="list-style-type: none"> <li>1. Electrical Systems and Equipment aspects only of this data is approved.</li> <li>2. This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements". The approval is only for the engineering design data and is not installation approval.</li> <li>3. This form does not constitute FAA approval of all the engineering data necessary for substantiation of compliance to necessary requirements for the entire alteration.</li> <li>4. For Certification Basis, refer to Type Certificate Data Sheet (TCDS) No. A46EU. FAR 25 through Amendment 25-56 will be used for this approval unless otherwise specified.</li> <li>5. The structural aspects are not included in this approval.</li> <li>6. Approval is for Dassault Aviation, Mystere-Falcon 900, serial number 095 only.</li> <li>7. An EMI/RFI all aircraft operational evaluation must be performed with the newly installed equipment. A statement of the results must be included with the appropriate aircraft records.</li> </ol>			
8. PURPOSE OF DATA    This data supports a major alteration – Installation of an AirCell ATG 5000 High Speed Broadband System, a Honeywell HD-710 High Speed Satcom with a Satcom Direct Router. Replacement of Honeywell Mode-S Transponders with Rockwell Collins TDR-94D Mode-S Transponders, installation of wiring provisions for a future CPDLC system, installation of Cabin Master On/Off, Satcom On/Off, Wi-Fi On/Off, and SBB On/Off switches on the copilot side ledge. A Pocket Door Open/Close Annunciator on the pilot and copilot instrument panels. Installation of two (2) rechargeable flashlights mounted in the cockpit. These alterations are on Dassault Aviation, Mystere-Falcon 900 aircraft, S/N 095 only.				
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25 Subpart F, subparagraphs: 25.1301(a)(b)(c) [Amdt: None], 25.1307(c) [Amdt: 25-54], 25.1322(d) [Amdt: 25-38], 25.1353(b) [Amdt: 25-42], 25.1357(a)(c) [Amdt: None], 25.1381(a1)(b) [Amdt: None]				
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>2 of 2</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.  <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Recommend approval of these data            I (We) Therefore         </div> <div> <input checked="" type="checkbox"/> Approve these data         </div> </div>				
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)  Waymon T. Montgomery 		12. DESIGNATION NUMBERS(S)  DERT-230399-CE		13. CLASSIFICATION(S)  Systems and Equipment (Electrical Equipment)

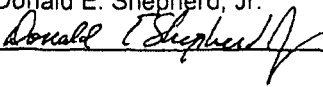


6. IDENTIFICATION	7. TITLE
1027470, Rev. A, dated 17 Feb 15	Honeywell HD-710 Satcom MCS-7120 System
1027718, Rev. A, dated 20 Feb 15	Dual Rockwell Collins TDR-94D's
1027788, Rev. A, dated 20 Feb 15	CPDLC Provisions
1027460, Rev. A, dated 17 Feb 15	Cabin Master Wiring Diagram
1028008, Rev. A, dated 20 Feb 15	Annunciator Panel
1027720, Rev. A, dated 20 Feb 15	Pocket Door Annunciator
1027465, Rev. B, dated 26 Feb 15	Cockpit Flashlights
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Note: The above data is approved for the electrical/electronic and avionics design aspects only.

  
Waymon T. Montgomery DERT-230399-CE



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			1. DATE February 26, 2015
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>			
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT Standard Aero Springfield, IL.
<b>LIST OF DATA</b>			
6. IDENTIFICATION	7. TITLE		
Drawings: 1028039 Rev (A) date 02/19/2015  Reports: 1028039SA Rev (IR) date 02/17/2015  Structures Notes:	Cockpit Handset Installation <span style="float: right;">sht 1 - 3</span>  Structural Analysis Cockpit Handset Installation Falcon 900  1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".  2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Electrical Systems and Equipment are not included in this approval and require separate approval.  3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.		
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a Major Alteration for Falcon 900 s/n 095.			
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25, Amendment 25-1 through 25-56 with Special Condition 25-ANM-8 per TCDS A46EU; Paragraphs: 25.301(a-b) amdt 25-23, 25.303 amdt 25-23, 25.305(a, b) amdt 25-54, 25.307(a, b) amdt 25-54, 25.321(a) amdt 25-23, 25.341 amdt 25-0, 25.561(a-c) amdt 25-23, 25.571(a) amdt 25-54, 25.601 amdt 25-0, 25.603(a-c) amdt 25-46, 25.605(a) amdt 25-46, 25.609(a) amdt 25-0, 25.611 amdt 25-23, 25.613(a, b, d, e) amdt 25-23, 25.619(a-c) amdt 25-23, 25.625(a-d) amdt 25-23, 25.789(a, b) amdt 25-46.			
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.  <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Recommend approval of these data  <input checked="" type="checkbox"/> Approve these data         </div> <div>           I <input checked="" type="checkbox"/> Therefore         </div> </div>			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		12. DESIGNATION NUMBERS(S)	13. CLASSIFICATION(S)
Donald E. Shepherd, Jr. 		DERT-230307-CE	Structures



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>				1. DATE January 28, 2015
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>				
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT StandardAero Springfield, IL.	
<b>LIST OF DATA</b>				
6. IDENTIFICATION  Drawings: 1023077 Rev (F) 01/27/2015  Reports: 1023077SA Rev (D) 01/28/2015  Structures Notes:	7. TITLE  <div style="display: flex; justify-content: space-between;"> <span>Cabin Handset Installations</span> <span>sht 1 - 11</span> </div>  Structural Analysis Cabin Handset Instalaltion Faclon 900 and 2000 Aircraft  1) The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements".  2) This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration. The requirements of Flammability and Electrical Systems and Equipment are not included in this approval and require separate approval.  3) Aircraft interior compliance inspection is not included in this approval and requires separate approval.			
8. PURPOSE OF DATA To provide type data for FAA approval of structure in support of a Major Alteration for Mystere-Falcon 900 s/n 095.				
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25 Amendment 25-1 through 25-56 per TCDS A46EU; Paragraphs: 25.301(a,b) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a,b) Amdt 25-54, 25.307(a) Amdt 25-54, 25.321(a) Amdt 25-23, 25.561(a,b,c) Amdt 25-23, 25.601 Amdt 25-0, 25.603 Amdt 25-46, 25.605(a) Amdt 25-46, 25.609 Amdt 25-0, 25.611 Amdt 25-23, 25.613(a,b,d,e) Amdt 25-46, 25.615(a) Amdt 25-23, 25.619 Amdt 25-23, 25.625(a,c) Amdt 25-23, 25.789(a,b) Amdt 25-46.				
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>n/a</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.  <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Recommend approval of these data            I (We) Therefore         </div> <div> <input checked="" type="checkbox"/> Approve these data         </div> </div>				
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Brian C. Adamson	12. DESIGNATION NUMBERS(S) DERT-830137-CE	13. CLASSIFICATION(S) Structures		





FAA

Paint

<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>		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)					
<b>1. Aircraft</b>	Nationality and Registration Mark <b>United States of America      N898TS</b>		Serial No. <b>95</b>		
	Make <b>Dassault Breguet</b>		Model <b>Mystere Falcon 900</b>		Series
<b>2. Owner</b>	Name (As shown on registration certificate) <b>S A T A   L L C</b>		Address (As shown on registration certificate)		
			Address <b>718 Thompson LN Ste 108256</b> City <b>Nashville</b> State <b>Tennessee</b> Zip <b>37204-3600</b> Country <b>United States of America</b>		
<b>3. For FAA Use Only</b>					
<b>4. Type</b>		<b>5. Unit Identification</b>			
Repair	Alteration	Unit	Make	Model	Serial Number
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type _____ Manufacturer _____		
<b>6. Conformity Statement</b>					
A. Agency's Name and Address			B. Kind of Agency		
Name <u>StandardAero Business Aviation Services, LLC</u>			<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Manufacturer		
Address <u>1200 North Airport Drive</u>			<input type="checkbox"/> Foreign Certificated Mechanic      C. Certificate No.		
City <u>Springfield</u> State <u>Illinois</u>			<input checked="" type="checkbox"/> Certificated Repair Station <b>UO2R221L</b>		
Zip <u>62707</u> Country <u>United States of America</u>			<input type="checkbox"/> Certificated Maintenance Organization		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>		Signature/Date of Authorized Individual <b>Steve Saxby</b> <i>Steve Saxby</i> <b>3/4/2015</b>			
<b>7. Approval for Return to Service</b>					
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
<b>BY</b>	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization		Person Approved by Canadian Department of Transport
	FAA Designee	<b>X</b> Repair Station	Inspection Authorization		Other (Specify)
Certificate or Designation No. <b>UO2R221L</b>		Signature/Date of Authorized Individual <b>Roland R. Swanson</b> <i>Roland R Swanson</i> <b>3/4/2015</b>			

**NOTICE**

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

**8. Description of Work Accomplished**

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

United States of America N898TS

Nationality and Registration Mark

3/4/2015  
Date

Complied with incoming visual inspection. Stripped aircraft, applied alumiprep 33 and alodine 1201. Applied 1 coat of epoxy primer. Applied anti-static paint to radome and antenna. Applied Awl Kwick to rivet heads. Applied base color of **PPG CA8000-I2806 Gray** and **CA8000-I92143 Starlite Silver Mica** and trim colors of **PPG I92142 Phantom Gray**. Applied Teflon paint to erosion areas. Applied manufacturer's required markings and clear coat over decals. Installed new radome boot p/n PM-103, and satcom radome boot p/n PM-104.

The paint removal was performed in accordance with StandardAero Aircraft Paint Removal Specification P7.5.1-25 Rev. (1), approved by DERT410000CE and documented on FAA Form 8110-3 dated 2/27/15.

The Pre-paint preparation was performed in accordance with StandardAero Aircraft Substrate Preparation P7.5.1-24 Rev. (1), approved by DERT410000CE and documented on FAA Form 8110-3 dated 2/27/15.

The final exterior top coat was performed in accordance with StandardAero Aircraft Exterior Topcoat Application P7.5.1-23 Rev. (1), approved by DERT410000CE and documented on FAA Form 8110-3 dated 2/27/15.

No change to the Airplane Flight Manual or maintenance manual. Weight and balance change was negligible.

This repair was accomplished and recorded under Standard Aero work order 311442.

An entry for this repair has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.


-----End-----

☐ Additional Sheets Are Attached

FAA

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			DATE <b>Feb 27, 2015</b>						
<b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>									
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>									
<b>MAKE</b> Various [See Note <sup>2</sup> ]	<b>MODEL NO.</b> Various [See Note <sup>2</sup> ]	<b>TYPE (Airplane, Radio, Helicopter, etc.)</b> Airplane	<b>NAME OF APPLICANT</b> Standard Aero. Springfield IL. UO2R221L						
<b>LIST OF DATA</b>									
<b>IDENTIFICATION</b>  <b>DERSGRP2013-025</b> Rev. IR Apr 11, 2013  Re-approved Feb 20, 2015 With minor changes  ***END***	<b>TITLE</b> <b>STANDARD AERO COMPARATIVE ANALYSIS OF SPECIALIZED COATINGS – CROSS REFERENCE MATRIX</b>  What the DER is approving: The technical aspects of a repair specification of a specialized coating design data.  <div style="text-align: center;"> <b>Comparative Analysis Areas Evaluated</b> <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Aircraft Platform</td> <td style="padding: 5px;">TCH Specification (or later approved revisions)</td> <td style="padding: 5px;">Substrate Type</td> <td style="padding: 5px;">Standard Aero Specification</td> <td style="padding: 5px;">Industry Equivalent</td> </tr> </table> </div> <p style="text-align: center;">**END DATA**</p> <p><b>Note<sup>1</sup>:</b> This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and sub paragraph listed below as "Applicable Requirements." This form constitutes FAA approval of all the technical engineering data necessary for substantiation of compliance to necessary requirements for the entire modification noted in the title. Additional and separate approval maybe required for any additional repairs or alterations not specified in the noted procedure. Installation approval is to be obtained from the cognizant FSDO and your customer, and is the responsibility of the installer to secure installation approval, as defined by 43.13, and Order 8110.37E Section 4-12.</p> <p><b>Note<sup>2</sup>:</b> See report DERSGRP2013-025 Eligible aircraft platforms.</p> <ul style="list-style-type: none"> <li>▪ Approving Revisions to:             <ul style="list-style-type: none"> <li>○ P7.5.1-23 AC Final Exterior Topcoat Application dated 02/04/2015 Rev. 1</li> <li>○ P7.5.1-24 AC Pre-paint Preparation – dated 02/04/2015 Rev. 1</li> <li>○ P7.5.1-25 AC Paint Removal Specification – dated 02/04/2015 Rev. 1</li> </ul> </li> </ul> <p style="text-align: center;">*** END ***</p>				Aircraft Platform	TCH Specification (or later approved revisions)	Substrate Type	Standard Aero Specification	Industry Equivalent
Aircraft Platform	TCH Specification (or later approved revisions)	Substrate Type	Standard Aero Specification	Industry Equivalent					
<b>PURPOSE OF DATA</b>  In support of a Major Repair modification to a coating process as noted in Standard Aero P7.5.1-24. With procedures 1024009 Rev. A, and 1024010 Rev. A. per 8110.37E Chart A, 10I {2g}, and 10J{3h}.									
<b>APPLICABLE REQUIREMENTS (List specific sections)</b> 14 CFR Part(s) 25.603[Materials] Amdt. 25-46, and 25.609[Protection of Structure] Amdt. Orig									
<b>CERTIFICATION</b> - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered. <u>Page 2</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.  <div style="display: flex; justify-content: space-between;"> <div>             I(We) Therefore           </div> <div> <input type="checkbox"/> Recommend approval of these data*  <input checked="" type="checkbox"/> Approve these data**           </div> </div>									
<b>SIGNATURE (S) OF DESIGNATED ENGINEERING REPRESENTATIVE (S)</b> Dominick P. DaCosta  		<b>DESIGNATION NUMBERS (S)</b> DERT410000CE		<b>CLASSIFICATION (S)</b>  Major Repair Chart A, 4A, 10I{2G}, 10J{3H}					



 <b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>		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 <b>United States of America N898TS</b>		Serial No. <b>95</b>		
	Make <b>Dassault Breguet</b>		Model <b>Mystere Falcon 900</b>		Series
2. Owner	Name (As shown on registration certificate) <b>S A T A L L C</b>		Address (As shown on registration certificate)		
			Address <b>718 Thompson LN Ste 108256</b> City <b>Nashville</b> State <b>Tennessee</b> Zip <b>37204-3600</b> Country <b>United States of America</b>		
3. For FAA Use Only					
4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		
6. Conformity Statement					
A. Agency's Name and Address			B. Kind of Agency		
Name <u>StandardAero Business Aviation Services, LLC</u>			<input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Manufacturer		
Address <u>1200 North Airport Drive</u>			<input type="checkbox"/> Foreign Certified Mechanic      C. Certificate No.		
City <u>Springfield</u> State <u>Illinois</u>			<input checked="" type="checkbox"/> Certified Repair Station <b>UO2R221L</b>		
Zip <u>62707</u> Country <u>United States of America</u>			<input type="checkbox"/> Certified Maintenance Organization		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>		Signature/Date of Authorized Individual <b>Steve Saxby</b> <i>Steve Saxby</i> <b>3/4/2015</b>			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization		Person Approved by Canadian Department of Transport
	FAA Designee	X Repair Station	Inspection Authorization		Other (Specify)
Certificate or Designation No. <b>UO2R221L</b>		Signature/Date of Authorized Individual <b>Roland R. Swanson</b> <i>Roland R Swanson</i> <b>3/4/2015</b>			

**NOTICE**

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

**8. Description of Work Accomplished**

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

United States of America N898TS

Nationality and Registration Mark

3/4/2015  
Date

Installed an EMS Technologies High Speed Data System.

Removed and replaced the existing tail radome with a new enlarged EMS Technologies radome for an EMS Technologies High Speed Data System (HSD) in accordance with configuration (04) of EMS Technologies Drawing List L1-1101-19000 Rev. (C) FAA approved by configuration (B) Supplemental Type Certificate **ST00711WI** with the following differences:

The AMT-700 High Gain Antenna was structurally installed in accordance with Standard Aero drawing 1027614 Rev. (A), approved by DERT-830137-CE and documented on FAA Form 8110-3 dated 2-10-15.

EMS bracket was structurally altered in accordance with Standard Aero drawing 1012265 Rev. (B) approved by DERT-830137-CE and documented on FAA Form 8110-3 dated 2-13-15.

The shelves, support equipment assembly was fabricated in accordance with Standard Aero drawing 1016464 Rev. (C) approved by DERT-830137-CE and documented on FAA Form 8110-3 dated 2-24-15.

Shelving parts were fabricated in accordance with Standard Aero drawings 1016464 Rev. (C) and 1016447 Rev. (C), approved by DERT-830137-CE and documented on FAA Form 8110-3 dated 2-24-15.

These drawings are to be used in lieu of the STC referenced drawing for maintenance purposes. The above drawing does not change the Instructions for Continued Airworthiness for the Proline 21 system.

The Instructions for Continued Airworthiness document ICA05099-1 Rev. (N/C), were provided.

No change to the Airplane Flight Manual.

The change to the Electrical Load was negligible.

A post installation check was performed and determined to be satisfactory. Revised the electrical loading and supplemental equipment list / weight & balance report. This modification was accomplished and recorded under Standard Aero work order 311439.


An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----End-----

☐ Additional Sheets Are Attached

FAA

Securaplane Camera Sys

 U.S. Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 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 United States of America N898TS			Serial No. 95			
	Make Dassault Breguet			Model Mystere Falcon 900		Series	
2. Owner	Name (As shown on registration certificate) S A T A LLC			Address (As shown on registration certificate) Address 718 Thompson LN Ste 108256 City Nashville State Tennessee Zip 37204-3600 Country United States of America			
	3. For FAA Use Only						
4. Type		5. Unit Identification					
Repair	Alteration	Unit	Make	Model	Serial Number		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)		_____	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT					
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER					
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type Manufacturer				
6. Conformity Statement							
A. Agency's Name and Address				B. Kind of Agency			
Name <u>StandardAero Business Aviation Services, LLC</u>				<input type="checkbox"/> U.S. Certified Mechanic		<input type="checkbox"/> Manufacturer	
Address <u>1200 North Airport Drive</u>				<input type="checkbox"/> Foreign Certified Mechanic		C. Certificate No.	
City <u>Springfield</u> State <u>Illinois</u>				<input checked="" type="checkbox"/> Certified Repair Station		UO2R221L	
Zip <u>62707</u> Country <u>United States of America</u>				<input type="checkbox"/> Certified Maintenance Organization			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>		Signature/Date of Authorized Individual Steve Saxby <i>Steve Saxby</i> 3/4/2015					
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED							
BY	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport			
	FAA Designee	X Repair Station	Inspection Authorization	Other (Specify)			
Certificate or Designation No. UO2R221L		Signature/Date of Authorized Individual Roland R. Swanson <i>Roland R Swanson</i> 3/4/2015					

**NOTICE**

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

**8. Description of Work Accomplished**

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

United States of America N898TS

Nationality and Registration Mark

3/4/2015  
Date

Installed a Securaplane 4-Way Belly Camera System. The quad camera is mounted on the belly of the aircraft between the landing gear and is interfaced to the Honeywell Ovation system and can be displayed on the forward and aft bulkhead monitors.

The Securaplane Quad Camera was structurally installed in accordance with StandardAero drawing 1027674 Rev. (A) approved by DERT-830137-CE, DERT-230307-CE and documented on FAA Form 8110-3 dated 2-06-15.

The Securaplane Camera Video Control Unit was structurally installed in accordance with StandardAero drawing 1027675 Rev. (A) approved by DERT-230474-CE and documented on FAA Form 8110-3 dated 2-26-15.

The wiring interconnect for the Securaplane Camera System was accomplished in accordance with Standard Aero drawing 1027471 Rev. (A) approved by DERT-230399-CE and documented on FAA Form 8110-3 dated 2-27-15.

No change to the Airplane Flight Manual.

A post installation check was performed and determined to be satisfactory. Revised the electrical loading and supplemental equipment list / weight & balance report. This modification was accomplished and recorded under Standard Aero work order 311439.

The Instructions for Continued Airworthiness, StandardAero document 1028027 Rev. (A) as issued to Dassault Aviation Falcon 900, S/N 095 for the Securaplane 4-way Belly Camera System, are part of the aircraft's inspection and /or maintenance program for this aircraft operated under this chapter. An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----End-----

☐ Additional Sheets Are Attached





Instructions for Continued Airworthiness  
Dassault Aviation  
Falcon 900

Document No: 1028027

Revision: A

Page: 1 of 12

# Instructions for Continued Airworthiness

Dassault Aviation

Falcon 900

S/N 095

This supplement must be attached to the Airplane Maintenance Manuals. The information contained herein complies with FAR Part 25.1529, Instructions for Continued Airworthiness and supplements the basic Maintenance Manuals only in those areas listed, when a **Securaplane 4-way Belly Camera System** is installed as documented on FAA Form 337 dated MAR 04 2015. For limitations and procedures not contained in this supplement, consult the basic Airplane Maintenance Manuals.

**StandardAero Proprietary Information:** The information contained in this document is StandardAero proprietary information and is disclosed in confidence. The technical data therein is exported under a U.S. Government License authorization "NLR". It is the property of StandardAero and shall not be used, disclosed to others or reproduced without the express written consent of StandardAero. By way of example, but without limitation, it is not to be used in the creation, manufacture, development, or derivation of any repairs, modifications, spare parts, designs, or configuration changes or to obtain FAA or any other government or regulatory approval to do so unless StandardAero consents to such use in writing. If consent is given for reproduction in whole or in part, this notice and the notice set forth on each page of this document shall appear in any such reproduction in whole or in part. In addition, the technical data therein, and the direct product of the data, may not be diverted, transferred, re-exported or disclosed in any manner not provided for by the license without the prior authorization of the U. S. Government.





**Instructions for Continued Airworthiness**  
**Dassault Aviation**  
**Falcon 900**

**Document No: 1028027**

**Revision: A**

**Page: 2 of 12**

**LOG OF REVISIONS**

REV	AFFECTED PAGE(S)	DESCRIPTION	DATE
A	All	Initial Release	02/19/15

**NOTE:** All changes are indicated by a black vertical line along the left margin.





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**Instructions for Continued Airworthiness**  
**Dassault Aviation**  
**Falcon 900**

**Document No: 1028027**

**Revision: A**

**Page: 4 of 12**

**1. INTRODUCTION**

This supplement must be attached to the Airplane Maintenance Manuals of the Dassault Aviation Falcon 900 aircraft has have been modified by the installation of a Securaplane 4-way Belly Camera System. This supplement adds the Maintenance Instructions necessary for continued airworthiness of the modified aircraft.

**2. DESCRIPTION**

A Securaplane 4-way Belly Camera System was installed and interfaced to the Honeywell Ovation system and can be displayed on the forward and aft bulkhead monitors to allow passengers to experience a 360° view around the aircraft during all phases of flight.

The Securaplane 4-way Belly Camera System consist of a 4-way camera mounted on the belly of the aircraft between frame 17 and 19, and a Securaplane Video Control unit located in the aft baggage compartment. The system interfaces with the Ovation Systems High Definition Audio Video Interface Unit (HD-AVI) and Cabin Interface Unit (CIU) both located under the center floor between frame 9 and 10.

**3. CONTROL, OPERATION INFORMATION**

A 5 amp circuit breaker labeled "**CAMERA**" located in the Cabin electrical Distribution box provides power to the Video Control Unit. The 28VDC Entertainment Bus (A6) provides power to the circuit breaker.

**4. SERVICING INFORMATION**

No change to the aircraft servicing information.







## 5. MAINTENANCE INSTRUCTIONS

The maintenance requirements for all LRU boxes in the installed systems are "On Condition." No periodic maintenance is required for the LRU boxes. LRUs should not be removed from the aircraft unless repair is required. However, periodic maintenance is required for racks, wiring, and surrounding structure, as listed below.

### C Inspection

#### Electrical Wiring Interconnection System (EWIS)

For the new or altered EWIS installed as part of this alteration, conduct a General Visual (GV) inspection in conjunction with manufacturer's existing zonal inspections during the scheduled C Inspection as follows:

Clamping points - Wire chafing is aggravated by damaged clamps, clamp cushion migration, or improper clamp installations.

Connectors - Worn environmental seals, loose connectors, or lack of strain relief on connector grommets can compromise connector integrity and allow contamination to enter the connector, leading to corrosion or grommet degradation. Drip loops should be maintained when connectors are below the level of the harness and tight bends at connectors should be avoided or corrected.

Terminations - Terminations, such as terminal lugs and terminal blocks, are susceptible to mechanical damage, corrosion, heat damage and chemical contamination. Also, the build up and nut torque on large-gauge wire studs is critical to their performance.

Backshells - Wires may break at backshells, due to excessive flexing, lack of strain relief, or improper build-up. Loss of backshell bonding may also occur due to these and other factors.

Grounding Points - Grounding points should be checked for security (i.e. tightness), condition of the termination, cleanliness, and corrosion. Any grounding points that are corroded or have lost their protective coating should be repaired.

Splices - Both sealed and non-sealed splices are susceptible to vibration, mechanical damage, corrosion, heat damage, chemical contamination, and deterioration.

**Note:** If any indication of cracking or corrosion is noted then further inspections should be performed and appropriate engineering disposition shall be obtained.

#### General Inspection

The LRU boxes, wiring, Camera connector receptacles, and surrounding structure should be visually inspected for deterioration, distortion, other evidence of failure, defective or insecure attachment of fittings, improper installation and apparent defects. Components, connectors and plugs should be visually inspected to ensure they are clean and secure.

**If any defects are found, notify StandardAero to report damage and to obtain FAA approved repair disposition prior to returning the airplane to service.**

**Major repairs to the structure must be assessed against the certification basis of FAA Type Certificate A46EU.**



### Quad Camera

Check the security of attachment of the Quad Camera to the external (panel) skin surfaces and surrounding areas for obvious defects such as corrosion and bulging of the skin. Upon removal and reinstallation of the camera, the attachment points shall be visually inspected for cracks, corrosion or any unusual wear that could affect the integrity of attachment points. This inspection should be done in conjunction with manufacturer's regularly scheduled procedures as part of the "C" inspection.

**If any corrosion or other defects of the skin, doubler or connectors is found, notify StandardAero to report damage and to obtain FAA approved repair disposition prior to returning the airplane to service.**

**Major repairs to the structure must be assessed against the certification basis of FAA Type Certificate A46EU.**

### 24 Month Inspection

#### Securaplane 4-way Belly Camera System Functional check

A functional check should be performed every 2 years or earlier.

- Reference the Securaplane Video Control Unit Component Maintenance Manual MM-0014-01 Rev. IR, dated May 02/07 or later revision for the Securaplane Video Control Unit functional check procedures.
- Reference the Securaplane Quad Color Video Camera Component Maintenance Manual MM-0092-01 Rev. IR, dated January 24/06 or later revision for the Securaplane Quad Color Video Camera functional check procedures.
- Reference the Honeywell Ovation Select HD-AVI Installation Manual, Doc. No. D200910000041, Rev. C, dated January 2014 or later revision for the HD-AVI unit functional check procedures.
- Reference the Honeywell Cabin Interface Installation Manual, Doc. No. D200908000043, Rev. F, dated October 2013 or later revision for the Cabin Interface unit functional check procedures.

## **6. TROUBLESHOOTING INFORMATION**

For troubleshooting information on the Securaplane Video Control Unit refer to Securaplane Video Control Unit Component Maintenance Manual MM-0014-01 Rev. IR, dated May 02/07 or later revision for troubleshooting instruction.

For troubleshooting information on the Securaplane Quad Color Video Camera refer to Securaplane Quad Color Video Camera Component Maintenance Manual MM-0092-01 Rev. IR, dated January 24/06 or later revision for troubleshooting instruction.

For troubleshooting information on the HD-AVI unit refer to the Honeywell Ovation Select HD-AVI Installation Manual, Doc. No. D200910000041, Rev. C, dated January 2014 or later revision.

For troubleshooting information on the Cabin Interface unit refer to the Honeywell Cabin Interface Installation Manual, Doc. No. D200908000043, Rev. F, dated October 2013 or later revision.



## **7. REMOVAL AND REPLACEMENT INFORMATION**

This section provides instructions for installing and removing the ATG 5000 High Speed Broadband System equipment. The instructions are provided to assist the technician when it becomes necessary to gain access to parts of the airframe that need to be inspected during routine or scheduled inspections. Removal and installation instructions for articles not specifically listed have been omitted due to the simplicity of the installation. If further information becomes necessary, reference the drawings listed in the Diagrams section of this manual for details. For articles not listed in the drawings, reference the aircraft manufacturer's maintenance manuals. Some drawings may not be available to the technician as they may contain proprietary information.

### **Securaplane 4-way Belly Camera**

The 4-way Belly Camera is mounted on the belly of the aircraft between frame 17 and 19, on the removable belly panel #150A.

#### **Removal:**

1. Ensure electrical power to the camera is removed.
2. Remove the sealant from around the camera/mounting shim assembly base with a phenolic or plastic (non metallic) scraper.
3. Remove the camera/mounting shim as an assembly by removing the six MS24694-S(10-32) countersunk screws that attach the assembly to the belly panel.
4. Lower the assembly and disconnect the wiring harness and bag the connector.
5. To remove the camera from the shim, remove the four MS24694-S(10-32) countersunk screws that attach the camera to the shim.

#### **Installation:**

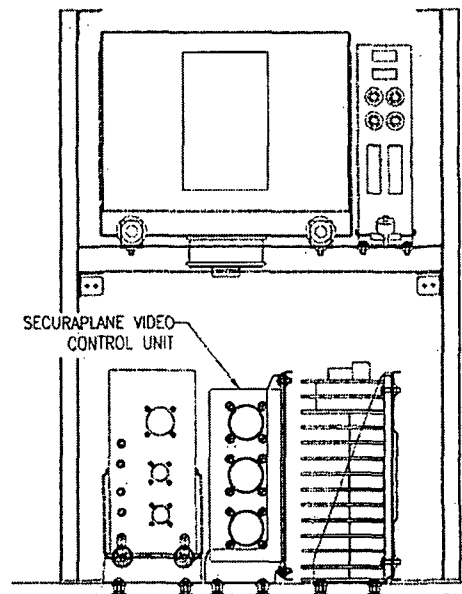
**Note:** Replace installation hardware that is not in serviceable condition.

1. Ensure electrical power to the Belly Camera is removed.
2. If the camera was removed from the shim, clean any remaining sealant from shim and camera mounting surfaces and apply a thin coating of Penetrox or equivalent for corrosion prevention and bonding.
3. Attach the camera to the shim using four MS24694-S(10-32) countersunk screws.
4. Connect aircraft cable connector plugs to camera connector receptacle.
5. To attach camera/mounting shim assembly to the belly panel, use six MS24694-S(10-32) countersunk screws coated with sealant.
6. Using PRC1422-B ( ) or equivalent, apply aerodynamic sealant to form fillet around periphery of camera base.
7. Apply power and verify proper operation.



**Securaplane Video Control Unit**

The Securaplane Video Control Unit is located in the equipment rack on the forward right hand side of the aft baggage compartment.



(View looking forward)

**Removal:**

1. Remove electrical power to the Video Control Unit is removed.
2. Remove closeout panels necessary to access the Video Control Unit mounting location.
3. Disconnect wiring and bag connector.
4. Remove the Video Control Unit and mounting bracket assembly by removing the four MS27039-08(8-32) screws and four NAS1149FN832P washers attaching the mounting bracket to the floor.
5. To remove the unit from the mounting bracket, remove the four MS27039-1(10-32) screws and four NAS1149F0363P washers attaching the unit to the mounting bracket.

**Installation:**

**Note:** Replace installation hardware that is not in serviceable condition.

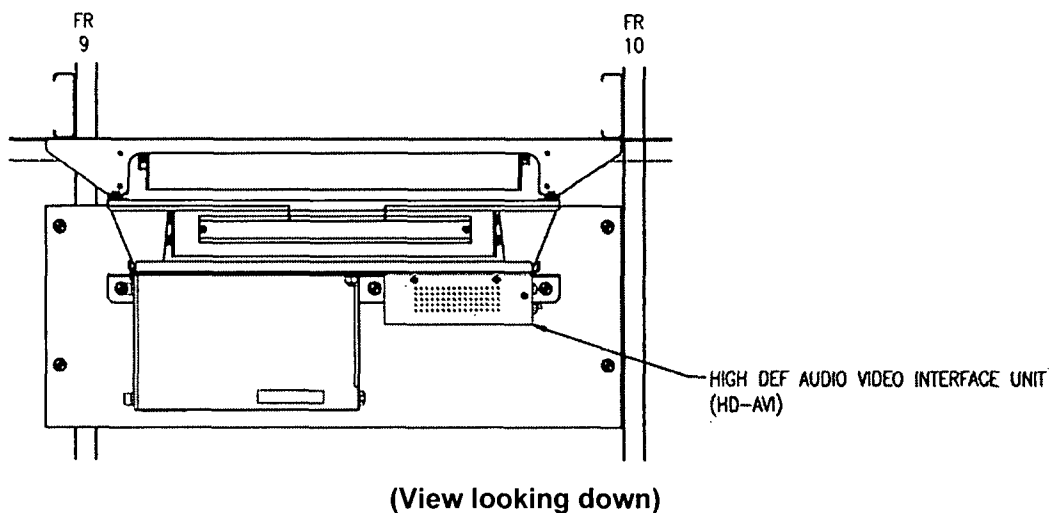
1. Ensure electrical power to the Video Control Unit is removed.
2. Remove closeout panels necessary to access the Video Control Unit mounting location.
3. To install the unit to the mounting bracket, install the four MS27039-1(10-32) screws and four NAS1149F0363P washers attaching the unit to the mounting bracket.
4. To install the Video Control Unit and mounting bracket assembly, install the four MS27039-08(8-32) screws and four NAS1149FN832P washers attaching the mounting bracket to the floor.
5. Connect wiring, apply power, and verify proper operation.





**High Definition Audio Video Interface Unit (HD-AVI)**

The HD-AVI is located under the center floor between frame 9 and 10.

**Removal:**

1. Remove electrical power to the HD-AVI Unit.
2. Remove floor panel to gain access HD-AVI mounting location.
3. Disconnect wiring and bag connectors.
4. To remove the HD-AVI unit, remove the four MS27039-08(8-32) screws and four NAS1149FN832P washers attaching the unit to the mounting pan.

**Installation:**

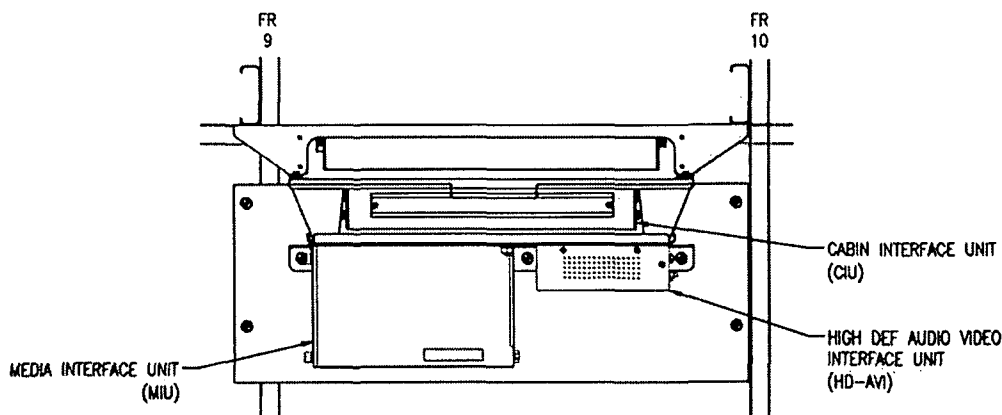
**Note:** Replace installation hardware that is not in serviceable condition.

1. Ensure electrical power to the HD-AVI Unit is removed.
2. Remove floor panel to gain access HD-AVI mounting location.
3. To install the unit to the mounting pan, install the four MS27039-08(8-32) screws and four NAS1149FN832P washers attaching the unit to the mounting pan.
4. Connect wiring, apply power, and verify proper operation.



### Cabin Interface Unit (CIU)

The CIU is located under the center floor between frame 9 and 10.



**(View looking down)**

### Removal:

1. To remove the Cabin Interface Unit (CIU) it will be necessary to remove the High Def Audio Video Interface Unit(HD-AVI) and the Media Interface Unit (MIU).
2. Remove floor panel to gain access CIU mounting location.
3. Remove electrical power to the CIU, HD-AVI, and the MIU.
4. Disconnect all wiring and bag connectors.
5. To remove the HD-AVI unit, remove the four MS27039-08(8-32) screws and four NAS1149FN832P washers attaching the unit to the mounting pan.
6. To remove the MIU, remove the four MS27039-1(10-32) screws and four NAS1149F0332P washers attaching the unit to the mounting pan.
7. To remove mounting pan for the HD-AVI and MIU, remove the two upper MS27039-1(10-32) screws and NAS1149F0332P washers and three lower MS27039-1(10-32) screws and NAS1149F0332P washers attaching the pan to the mounting structure.
8. To remove the CIU, remove the four MS27039-1(10-32) screws and four NAS1149F0332P washers attaching the unit to the mounting pan.

### Installation:

**Note:** Replace installation hardware that is not in serviceable condition.

1. Ensure electrical power to the CIU, HD-AVI, and the MIU is removed.
2. To install the CIU, position unit and install the four MS27039-1(10-32) screws and four NAS1149F0332P washers attaching the unit to the mounting pan.
3. To install the mounting pan for the HD-AVI and MIU, install the mounting pan by installing the two upper MS27039-1(10-32) screws and NAS1149F0332P washers and three lower MS27039-1(10-32) screws and NAS1149F0332P washers attaching the pan to the mounting structure.
4. To install the HD-AVI unit, install the four MS27039-08(8-32) screws and four NAS1149FN832P washers attaching the unit to the mounting pan.
5. To install the MIU, install the four MS27039-1(10-32) screws and four NAS1149F0332P washers attaching the unit to the mounting pan.
6. Connect wiring, apply power, and verify proper operation.





**Instructions for Continued Airworthiness**  
**Dassault Aviation**  
**Falcon 900**

**Document No: 1028027**

**Revision: A**

**Page: 11 of 12**

**8. DIAGRAMS**

Reference the following StandardAero Drawings:

- 1027471 Rev A – Securaplane Camera System Wiring Diagram.
- 1027449 Rev A – Honeywell Ovation CMS System Wiring Diagram.
- 1027674 Rev A – Quad Camera Installation.
- 1027675 Rev E – Video Control Unit Installation.
- 1027685 Rev A – Interface Units Installation.

Refer to these drawings or later approved revision.

**9. SPECIAL INSPECTION REQUIREMENTS**

There are no Special Inspection Requirements for this modification.

**10. APPLICATION OF PROTECTIVE TREATMENTS**

No additional protective treatments for this modification.

**11. DATA**

Unless otherwise specified, the fasteners called out in the Removal and Replacement section above shall be torque in accordance with Aircraft Maintenance Manual Chapter 20 – Standard Practices.

**12. LIST OF SPECIAL TOOLS**

Use only non-metallic scrapers to remove sealer. Locally fabricate scrapers from phenolic, wood, plastic or an equivalent. ***Do not use metallic scrapers to remove sealer.***

**13. GENERAL PROCEDURAL INSTRUCTIONS**

No change to the systems test procedures for ground run, symmetry checks, weighing and determining the center of gravity, lifting/shoring or storage limitations.

**14. RECOMMENDED OVERHAUL PERIODS**

No additional overhaul time limitations.

**15. REVISIONS**

Revisions will be submitted to the FAA with a copy of the revised FAA Form 337 and revised Instructions for Continued Airworthiness with the following statement: "The attached revised/new Instructions For Continued Airworthiness (date \_\_\_\_\_) for the above aircraft or component major alteration have been accepted by the FAA, superseding the Instructions For Continued Airworthiness (date \_\_\_\_\_)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location and date of the Form 337.





**Instructions for Continued Airworthiness**  
**Dassault Aviation**  
**Falcon 900**

**Document No: 1028027**

**Revision: A**

**Page: 12 of 12**

**16. FAA APPROVED AIRWORTHINESS LIMITATIONS**

The Airworthiness Limitations Section is FAA approved and specifies maintenance required under 14 CFR §§43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

No additional Airworthiness Limitations.







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 <b>N898TS</b>	Serial No. <b>095</b>	
	Make <b>Dassault Aviation</b>	Model <b>Falcon 900</b>	Series
2. Owner	Name (As shown on registration certificate) <b>S A T A LLC</b>	Address (As shown on registration certificate) Address <b>2300 Charlotte Ave Ste 103</b>	
		City <b>Nashville</b>	State <b>TN</b>
		Zip <b>37203-1877</b>	Country <b>United States</b>

**3. For FAA Use Only**

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

**6. Conformity Statement**

A. Agency's Name and Address		B. Kind of Agency	
Name <b>Dassault Falcon - Wilmington Corp</b>		<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address <b>18176 Edison Avenue</b>		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City <b>Chesterfield</b> State <b>MO</b>		<input checked="" type="checkbox"/> Certificated Repair Station	<b>3DFR675B</b>
Zip <b>63005</b> Country <b>United States</b>		<input type="checkbox"/> Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <b>Gene A. Woods August 20, 2012</b> <i>Gene A. Woods</i>
--	--

**7. Approval for Return to Service**

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

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

Certificate or Designation No. <b>3DFR675B</b>	Signature/Date of Authorized Individual <b>Gene A. Woods August 20, 2012</b> <i>Gene A. Woods</i>
---	--



## NOTICE

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

### 8. Description of Work Accomplished

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

N898TS

August 20, 2012

Nationality and Registration Mark

Date

The existing SATCOM system, Thrane and Thrane TT-3000, was upgraded to Thrane and Thrane Aviator 300 system to allow WIFI network capabilities.

The upgrade consists of installation/replacement of the following components:

- High Low Diplexer (HLD) p/n 405016A was installed in baggage compartment, RH side, between frame 28 and 29.
- Aircell On-OFF Switch p/n LED-46-14 was installed on co-pilot side console
- WLAN Antenna, quantity 2, p/n 405040A-004, were installed in RH mid-cabin side ledge.
- Iridium Filter, p/n 405019A, was installed in baggage compartment, RH side, between frames 27 and 28.
- Simphone Bandpass Filter (K and L Microwave), p/n 6FVSP-1622.375/X8.25-NP/N, was installed in center cabin under-floor at frames 8 and 9.
- Swift Broadband Unit (SBU), p/n 405040A-003 was installed in location of, and replacing, existing Satcom Data Unit p/n 403068A-UAT. Located in baggage compartment RH floor frame 25.
- Data Port (Audio International) p/n SPS-F905909 was installed on RH baggage compartment liner between frame 25 and 26.
- Thrane and Thrane Antenna p/n 405006A-PMA replaces existing Aircell antenna p/n 10101-00, located on top #2 engine S-duct.
- Deleted Thrane and Thrane Aero-M High Power Amplifier/Low Noise Amplifier, p/n 403010H, RH frame 27 and 28.
- Placards stating "WIFI USAGE MUST BE AUTHORIZED BY APPROPRIATE AUTHORITY" and "SATCOM PWR" were installed adjacent to installed On-Off switch.

The structural modifications and electrical integration was accomplished in accordance with approved data:

o Reference 8110-3 dated 19 August 2012 for:

- >F90B-001-D055-DAS Issue: Orig. dated 17 Aug 2012
- >F90B SC231901 DY Issue: 1 dated 18 Aug 2012
- >F90B SC238101 DY Issue: 1 dated 18 Aug 2012
- >F90B SC231522 DY Issue: 1 dated 2 Aug 2012

o Reference 8110-3 dated 17 August 2012 for:

- >F9XJ910049A0 Rev A dated 5 Jul 2011
- >F9BW231811A0 Rev A0 dated 15 Aug 2012
- >F9XW231816A0 Rev A dated 30 Jul 2012
- >13G-347F007 Rev IR dated 08 Aug 2012
- >13G-347F008 Rev A dated 15 Aug 2012
- >13G-347F009 Rev IR dated 09 Aug 2012
- >13G-347F010 Rev IR dated 09 Aug 2012

o Reference 8110-3 dated 18 August 2012 for:

- >F9XW231816A0 Rev A dated 30 Jul 2012

>Dassault Falcon Service Bulletin No. 019 was complied with to activate WIFI network of installed Aviator 300 system.

>A satisfactory ground functional test was accomplished in accordance with SB instructions.

>An electrical load analysis has been performed and documented on Dassault report 051512-001 Rev A, dated 8/16/12.

>Instruction for continued airworthiness and operation of the system is contained in Thrane and Thrane Aviator 300 Install/Maintenance Manual Doc 98-127093-E dated 29 July 2010. An inspection of the installed equipment for general condition and security should be accomplished at intervals equivalent to those specified in the Falcon 900 Aircraft Maintenance Manual Chapter 5-10 in which relative area visual inspections are required.

>Operating Manual - Procedures Supplement 3-200 A1 (original issue dated Nov 18, 2011) titled "WIFI SPECIAL PROCEDURES" installed in aircraft Operating Manual.

Flight manual supplement: none.

The aircraft equipment list and weight & balance has been revised to incorporate equipment changes noted above.

☐ 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 <b>N898TS</b>	Serial No. <b>095</b>	
	Make <b>Dassault Aviation</b>	Model <b>Falcon 900</b>	Series
2. Owner	Name (As shown on registration certificate) <b>S A T A LLC</b>	Address (As shown on registration certificate) Address <b>2300 CHARLOTTE AVE STE 103</b>	
		City <b>NASHVILLE</b>	State <b>TN</b>
		Zip <b>37203-1877</b>	Country <b>UNITED STATES</b>

**3. For FAA Use Only**

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

**6. Conformity Statement**

A. Agency's Name and Address		B. Kind of Agency	
Name <b>Dassault Falcon - Wilmington Corp</b>		<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address <b>18176 Edison Avenue</b>		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City <b>Chesterfield</b> State <b>MO</b>		<input checked="" type="checkbox"/> Certificated Repair Station	
Zip <b>63005</b> Country <b>United States</b>		<input type="checkbox"/> Certificated Maintenance Organization	<b>3DFR675B</b>

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <b>Gene A. Woods June 15, 2012</b> <i>Gene A. Woods</i>
--	--

**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 <input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. <b>3DFR675B</b>	Signature/Date of Authorized Individual <b>Gene A. Woods June 15, 2012</b> <i>Gene A. Woods</i>
---	--

## NOTICE

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

### 8. Description of Work Accomplished

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

N898TS

June 15, 2012

Nationality and Registration Mark

Date

Performed upgrade of Honeywell FMZ-2000 software in accordance with Duncan Aviation Inc. Supplemental Type Certificate number ST0165WI-D dated Dec. 17, 2010 per data listed in the STC Master Data List document 101029004 Rev A dated Dec. 17, 2010, with minor deviations, as approved by 8110-3 dated June 14, 2012 and listed below.

>Deviation: Dassault Aircraft Services Drawing F9BW34-60-01 DY dated May 15, 2012 Iss: - ; (end deviations).

The existing FMZ-2000 flight Management System was upgraded through installation of the Honeywell NZ 2000 software version 6.1 to enable Wide Area Augmentation System/Localizer Performance with Vertical Guidance (WAAS/LPV) functionality in accordance with Duncan STC ST01615WI-D.

This upgrade consists of the installation/replacement of the following components:

>Two existing Global Navigation Satellite Sensor Units (GNSSU), part number HG2021GD02, were upgraded to part number HG2021GD06.

>Two existing, upper forward fuselage mounted, GPS antennae part number 567-157-20, were replaced with two new antennae part number 567-157-137.

>Two existing NZ-2000 FMS computers, part number 7018879-03020, were upgraded to part number 7018879-03034.

>Two Skylight Avionics FAA/PMA Digital Discrete Adapters (DDA) part number 08090021 were installed in the left and right side of the cockpit center pedestal.

>Two Vivisun LPV status annunciators, part number LED-40-17-CC-EOHUV, were installed in the left and right side of the instrument panel.

>Two Honeywell FMS APPR annunciators, part number LED-40-17-CC-HE-EOK12, were installed in the left and right side of the instrument panel.

A satisfactory ground operational test was accomplished in accordance with the STC Document 081120031 Rev C.

Duncan Aviation Flight Manual Supplement Document 081120040, Rev A dated Dec 17, 2010, has been installed in the Aircraft Flight Manual.

Instructions for continued airworthiness are contained in Duncan Aviation Document 081120017 Rev B, dated Jan 6, 2011.

The aircraft equipment list has been revised. Weight and balance has been updated.

-----END-----

☐ Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>				1. DATE Jun 15, 2012
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>				
2. MAKE Dassault Aviation	3. MODEL NO. Mystere-Falcon 900	4. TYPE (Aircraft, Engine, Propeller, etc.) Aircraft	5. NAME OF APPLICANT Dassault Aircraft Services, SUS FAA CRS 3DFR675B	
<b>LIST OF DATA</b>				
6. IDENTIFICATION Dassault Aircraft Services ----- Drawing: F9BW 34-60-01 DY Dated: May 15 2012 Iss: -  [-----End of Data-----]	7. TITLE  HONEYWELL NZ-2000 FMS 6.1 (STC ST01615WI-D MODS) [-----End of Data-----]			
Notes:- 1. This approval is for engineering design data only It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements". 2. Electrical aspects are approved only. 3. This form does not constitute FAA approval of all the engineering data necessary for substantiation of compliance to the necessary requirements for the entire alteration. 4. This 8110-3 approval is for engineering design data only and does not constitute installation approval.				
8. PURPOSE OF DATA     In support of minor deviations to STC ST01615WI-D for S/N 95 (Registration N898TS). Data approval only, does not constitute approval of the physical installation.				
9. APPLICABLE REQUIREMENTS (List specific sections)     Federal Aviation Regulations [amendment level in brackets] 14 CFR 25.1301 (a) (b) (c) [25-0]     14 CFR 25.1357 (a) (c) [25-123] 14 CFR 25.1307 (c) [25-72]				
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>N/A</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.				
<input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data				
I (We) Therefore <input checked="" type="checkbox"/>				
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Nigel Stewart <i>M. Stewart</i>		12. DESIGNATION NUMBER(S) DERT-832571-NE		13. CLASSIFICATION Systems & Equipment- Electrical







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 <b>N898TS</b>	Serial No. <b>095</b>	
	Make <b>Dassault Aviation</b>	Model <b>Falcon 900</b>	Series
2. Owner	Name (As shown on registration certificate) <b>S A T A LLC</b>	Address (As shown on registration certificate) Address <b>2300 CHARLOTTE AVE STE 103</b>	
		City <b>NASHVILLE</b>	State <b>TN</b>
		Zip <b>37203-1877</b>	Country <b>UNITED STATES</b>

**3. For FAA Use Only**

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

**6. Conformity Statement**

A. Agency's Name and Address		B. Kind of Agency	
Name <b>Dassault Falcon - Wilmington Corp</b>		<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address <b>18176 Edison Avenue</b>		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City <b>Chesterfield</b> State <b>MO</b>		<input checked="" type="checkbox"/> Certificated Repair Station	
Zip <b>63005</b> Country <b>United States</b>		<input type="checkbox"/> Certificated Maintenance Organization	<b>3DFR675B</b>

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <b>Gene A. Woods June 15, 2012</b> <i>Gene A. Woods</i>
--	--

**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 <input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. <b>3DFR675B</b>	Signature/Date of Authorized Individual <b>Gene A. Woods June 15, 2012</b> <i>Gene A. Woods</i>
---	--

## NOTICE

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

### 8. Description of Work Accomplished

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

N898TS

June 15, 2012

Nationality and Registration Mark

Date

Performed installation of EMTEQ LED Anti-Collision/Navigation Light in accordance with Dassault Aircraft Services Supplemental Type Certificate number ST02966NY-D dated June 8, 2012 per data listed in the STC Master Data List document F9XW-D0007-005 with deviations, as approved by 8110-3 dated June 14, 2012 and listed below. F900 Service Bulletin 385, pre-requisite for this alteration, was confirmed to be previously complied with.

>Deviations: LPU BRACKET INSTL, deviated per drawing F9MW334000A1 Rev I/R 07Jun2012; LPU PARTS FABRICATION, deviated per drawing F9MW334001A0 Rev - dated 10Apr2012; DEV,WIR ROUTING EMTEQ ANTI-COLLISION NAV LIGHT, deviated per drawing F9BW334000A0 Rev I/R 07Jun2012. (end deviations)

The existing Anti-Collision/Nav light assembly was replaced with a new EMTEQ LED Anti-Collision/Nav light assembly in accordance with drawing F9MW334000A0 Rev A, dated May 24, 2012.

A satisfactory ground operational test was accomplished in accordance with the Ground Test Plan, F9XW-D0007-500 Rev A dated May 30, 2012.

An EMI/RFI test was accomplished in accordance with Dassault Falcon Wilmington document F9X-D0007-520 Rev I/R dated May 29, 2012.

An electrical load analysis was accomplished in accordance with Dassault Falcon Wilmington document F9XW-D0007-210 Rev - dated June 5, 2012.

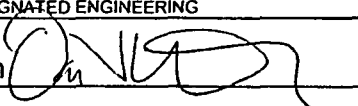
Instructions for Continued Airworthiness are contained in Dassault Falcon Wilmington document F9XW-D0007-155 Rev B dated May 24, 2012.

No airplane flight manual update is required.

The aircraft equipment list has been revised. Weight and balance has been updated.

-----END-----

☐ Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			1. DATE <b>14 June 2012</b>	
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>				
2. MAKE Dassault Aviation		3. MODEL NO. Mystere-Falcon 900		4. TYPE (Aircraft, Engine, Propeller, etc.) Aircraft
5. NAME OF APPLICANT Dassault Aircraft Services, SUS FAA CRS 3DFR675B				
<b>LIST OF DATA</b>				
6. IDENTIFICATION		7. TITLE		
<u>DRAWINGS</u> F9MW334000A1 Rev I/R 07Jun2012  F9MW334001A0 Rev - 10Apr2012  F9BW334000A0 Rev I/R 07Jun2012  <u>ANALYZES</u> F9BW-28027-200 Rev IR 11Jun2012		LPU BRACKET INSTL  LPU PARTS FABRICATION  DEV, WIRE ROUTING EMTEQ ANTI-COLLISION NAV LIGHT  Structural Substantiation, LED Tail Light Replacement Deviations  <b>NOTES:</b> 1. The structural aspects only of the above listed data are approved herein. This approval is only for the engineering data. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements."  2. Compliance with additional regulations not listed here may be required. This form does not constitute FAA approval of all the engineering data necessary for substantiation of compliance to necessary requirements for the entire alteration.  3. For Certification Basis, refer to TC Data Sheet Number: A46EU.  4. The installation captured on the above data does not have an effect on any existing ICA inspection requirements.		
8. PURPOSE OF DATA To support deviations to DAS STC ST02966NY-D for the Mystere-Falcon 900 SN: 95 (NN: N898TS). The approval is design data approval only and is not installation approval.				
9. APPLICABLE REQUIREMENTS (List specific sections) Title 14 CFR Part 25.301(a)(b), .303, .305(a)(b), .307(a), .321, .341, .601, .603(a)(b)(c), .605(a), .609(a), 25.611, .613(a)(b)(d), .619, .625(a).				
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>N/A</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.  <input type="checkbox"/> Recommend approval of these data I (We) Therefore <input checked="" type="checkbox"/> Approve these data				
11. SIGNATURE(S) OF DESIGNATED ENGINEERING		12. DESIGNATION NUMBER(S)		13. CLASSIFICATION(S)
Daniel J. Utterson 		DERT-230315-CE		STRUCTURES





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 <b>N898TS</b>	Serial No. <b>95</b>	
	Make <b>DASSAULT AVIATION</b>	Model <b>MYSTERE-FALCON 900</b>	Series
2. Owner	Name (As shown on registration certificate) <b>SATA LLC</b>	Address (As shown on registration certificate)	
		Address <b>2300 CHARLOTTE AVE STE 103</b>	
		City <b>NASHVILLE</b>	State <b>TN</b>
		Zip <b>37203-1877</b>	Country <b>UNITED STATES</b>

**3. For FAA Use Only**

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

**6. Conformity Statement**

A. Agency's Name and Address		B. Kind of Agency	
Name <b>Dassault Falcon Jet Wilmington Corp</b>		<input type="checkbox"/> U. S. Certified Mechanic	Manufacturer
Address <b>191 North Dupont Highway</b>		<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.
City <b>New Castle</b> State <b>Delaware</b>		<input checked="" type="checkbox"/> Certified Repair Station	
Zip <b>19720</b> Country <b>UNITED STATES</b>		Certificated Maintenance Organization	<b>QU2R122L</b>

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <b>Louis Bosques</b> <b>26 Aug 2010</b>
--	--

**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 <input checked="" type="checkbox"/>	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No. <b>QU2R122L</b>	Signature/Date of Authorized Individual <b>Louis Bosques</b> <b>26 Aug 2010</b>
---	--

## NOTICE

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

### 8. Description of Work Accomplished

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

N898TS

26 AUG 2011

Nationality and Registration Mark

Date

Installed an XM Satellite Weather information system consisting of the following equipment:

- Dassault Aircraft Services mechanical drawing no F9BW341000A0 Rev A "XM WEATHER COMPONENTS INST'L., FWD. R. S. JUMP SEAT AREA" approved on FAA form #8110-3 dated 25 AUG 2011:
  - o A FAA PMA built Headsup Technologies XM receiver at F. S. 135.26
  - o A FAA PMA Headsup Technologies XM data transfer access port F.S 138.26
  - o A FAA PMA built Mid Continent Ground Fault Interrupter outlet controller and AC outlet
- A FAA PMA built Comant Industries antenna on the dorsal fuselage skin at F. S. 1510.26 in accordance with Dassault Aircraft Services mechanical drawing no. F9BW231700A0 Rev org "XM ANTENNA INSTALLATION" approved on FAA form #8110-3 dated 25 AUG 2011.

The wiring integration was accomplished in accordance with the following Dassault Aircraft Services drawings approved on FAA form #8110-3 dated 25 AUG 2011:

- F9BW23-17-00-B5 Rev A "XM WEATHER DATA SYSTEM"
- F9BW24-20-00-B5 Rev org "115VAC 60HZ OUTLET (FWD RH CLOSET)"

An electrical load analysis was performed, and the additional loads do not exceed available aircraft electrical power. Refer to Dassault Falcon Jet Electrical Load Analysis Document 081811-001 dated 19-Aug-11.

A satisfactory ground operational test was accomplished in accordance with the XM Weather Installation Manual document no. XMD075-3 Rev A. A satisfactory EMI/RFI test was accomplished in accordance with FAA Advisory Circular no. 43-13.1B chapter 11 paragraph 11-107.

This non-required electrical system does not require an aircraft flight manual supplement. Operation of the system is described in the XM Weather WxWorx on Wings user's guide vs 1.40.

Instructions for continued airworthiness are contained in Dassault Aircraft Services document No. F9BW-27296-155 Rev org.

Aircraft weight and balance data was revised and the equipment list updated.

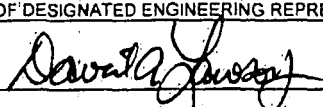
-----END-----

☒ Additional Sheets Are Attached

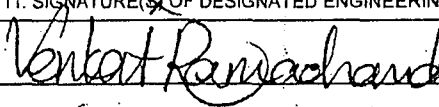
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			1. DATE 8/25/2011
<b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>			
2. MAKE  Dassault Aviation	3. MODEL NO.  Falcon 900	4. TYPE (Airplane, Radio, Helicopter etc.)  Airplane	5. NAME OF APPLICANT  Dassault Aircraft Services
<b>LIST OF DATA</b>			
6. IDENTIFICATION  Dassault Aircraft Services  F9BW23-17-00 B5 Issue A 08/18/11  F9BW231700A0 Rev - 8/24/11  -----END-----	7. TITLE  XM WEATHER DATA SYSTEM  XM ANTENNA INSTALLATION  <u>Notes:</u> 1. This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements." (Compliance with additional regulations not listed here may be required). This form does not constitute FAA approval of all the engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration/repair. 2. Only the required systems and equipment (electrical) aspects of the data listed above are approved herein. 3. This approval is for engineering design data only and does not constitute installation approval.		
8. PURPOSE OF DATA In support of major alterations to Falcon 900, S/N 95 only.			
9. APPLICABLE REQUIREMENTS (List specific sections)  14-CFR 25.869(a)(4) [Amdt 25-113], 25.1301(a)(b)(c) [Amdt. 25-0], 25.1307(c) [Amdt. 25-72], and 25.1357(a)(c) [Amdt. 25-123].			
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR 183, data listed above and on attached sheets numbered <u>0</u> have been examined in accordance with applicable requirements of the Airworthiness Standards listed.  I <del>(We)</del> Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		12. DESIGNATION	13. CLASSIFICATION(S)
Billy D. Shreve <i>Billy D. Shreve</i>		DERT-510365-CE	Systems and Equipment (Electrical)





U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		1. DATE 8/25/2011	
<b>STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS</b>			
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>			
2. MAKE Dassault Aviation	3. MODEL NO. Falcon 900, SN 95	4. TYPE (Aircraft, Engine, Propeller, etc.) Airplane	5. NAME OF APPLICANT Dassault Falcon Jet Wilmington
<b>LIST OF DATA</b>			
6. IDENTIFICATION  Reports: DFJ110824, Rev. IR, dated 8/25/2011;  Drawings: F9BW341000A0, Rev. A, dated 8/25/2011;	7. TITLE  "Structural Substantiation of the XM Weather Components Installation on Dassault Aviation Mystere-Falcon 900, SN 95";  "XM Weather Components Instl, Fwd RS Jump Seat Area";  ----- End of Data -----  Notes: 1) This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as Applicable Requirements.  2) This form does not constitute FAA approval of all the engineering data necessary for substantiation of compliance to the necessary requirements for the entire alteration. It does not include the electrical systems aspects.  3) This approval is valid for the Dassault Aviation Model Falcon 900 Airplane, SN 95.		
8. PURPOSE OF DATA    In support of a major alteration to SN 95 by Dassault Falcon Jet Wilmington (FAA repair station CRS QU2R122L). (Structural provisions only.)			
9. APPLICABLE REQUIREMENTS (List specific sections) 14 CFR Part 25.301(a)(Amdt 25-23), 25.303(Amdt 25-23), 25.305(a)(b)(Amdt 25-54), 25.307(a)(b)(Amdt 25-54), 25.321(a)(Amdt 25-23), 25.561(b)(3)(c)(Amdt 25-23), 25.601(Amdt 25-0), 25.603(a)(Amdt 25-46), 25.605(a)(Amdt 25-46), 25.609(a)(Amdt 25-0), 25.611(Amdt 25-0), 25.613(a)(b)(d)(Amdt 25-46), 25.615(a)(2)(Amdt 25-23), 25.619(Amdt 25-23), 25.625(a)(Amdt 25-23), 25.785(a)(c)(i)(Amdt 25-54). - (Structural aspects only.)			
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>N/A</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed.			
<input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) David Lawson 		12. DESIGNATION NUMBERS(S) DERT-830332-NE	13. CLASSIFICATION(S) Structural



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			1. DATE
STATEMENT OF COMPLIANCE WITH FEDERAL AIRWORTHINESS STANDARDS			August 25 2011
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
2. MAKE	3. MODEL NO.	4. TYPE (Aircraft, Engine, Propeller, etc.)	5. NAME OF APPLICANT
Dassault Aviation	MYSTERE - FALCON 900	Airplane	Dassault Falcon Jet
LIST OF DATA			
6. IDENTIFICATION		7. TITLE	
Drawing:  F9BW231700A0 Rev - dated AUG 25, 2011  Report:  F9BW231700A0-901 Rev NC dated August 25, 2011		XM ANTENNA INSTALLATION   Structural and Damage Tolerance Analysis XM Antenna Installation  Notes: 1. Structural and Damage Tolerance aspects only of the above data are approved herein. This approval is only for engineering design data. 2. This approval is valid for Dassault Aviation Model: MYSTERE-FALCON 900 S/N: 95 only and is issued in support of the alteration of the aircraft. 3. Additional inspections are required for the antenna installation and must be added to the maintenance program for this aircraft. See damage tolerance analysis report for details of the inspections. 4. Reference: Type Certificate Data Sheet No. A46EU.	
8. PURPOSE OF DATA In support of XM antenna installation			
9. APPLICABLE REQUIREMENTS (List specific sections) 14CFR Parts 25.301(a) Amdt 25-23, 25.303 Amdt 25-23, 25.305(a)(b) Amdt 25-54, 25.307(a) Amdt 25-54, 25.365(a)(b)(d) Amdt 25-54, 25.571(a)(b) Amdt 25-96, 25.601 Amdt 25-0, 25.603 Amdt 25-46, 25.613(a)(b) Amdt 25-46 Special Condition 25-ANM-8			
10. CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under 14 CFR Part 183, data listed above and on attached sheets numbered <u>None</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Airworthiness Standards listed. I <del>do not</del> Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
11. SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		12. DESIGNATION NUMBER(S)	13. CLASSIFICATION(S)
 Venkat Ramachandran		DERT-635514-NM	Structures





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 N898TS	Serial No. 95	
	Make Dassault Aviation	Model Mystere Falcon 900	Series
2. Owner	Name (As shown on registration certificate) S-A-T-A-LLC c/o FBMM-INC	Address (As shown on registration certificate) Address 2300 Charlotte Ave STE 103 City Nashville State TN Zip 37203-1877 Country USA	

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	Dassault Falcon Jet Wilmington Corp	<input type="checkbox"/> U. S. Certified Mechanic	<input type="checkbox"/> Manufacturer
Address	191 North Dupont Highway	<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.
City	New Castle State Delaware	<input checked="" type="checkbox"/> Certified Repair Station	QU2R122L
Zip	19720 Country USA	<input type="checkbox"/> Certified Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual E. Wendell Lane 20 DEC 2010 <i>E. Wendell Lane</i>
--	---

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 <input checked="" type="checkbox"/> Approved <input type="checkbox"/> 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. QU2R122L	Signature/Date of Authorized Individual E. Wendell Lane 20 DEC 2010 <i>E. Wendell Lane</i>
--	---

## NOTICE

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

### 8. Description of Work Accomplished

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

N898TS

20 DEC 2010

Nationality and Registration Mark

Date

Accomplished the following airframe alterations:

### I

Removed existing Honeywell engines fuel computers and installed new Digital Engine Electronic Fuel Computers (N1 DEEC) in accordance with Approved Dassault Aviation Falcon 900 Service Bulletin F900-320 Rev 1 "Engine Controls – New Honeywell computers (N1 DEEC) p/n 2119010-9000".

A satisfactory ground operational test was performed in accordance with the service bulletin instructions.

Dassault Aviation Falcon 900 Flight Manual Supplement number 21 is required for operation and was placed into the aircraft flight manual.

Instructions for continued airworthiness are contained in the Falcon 900 Maintenance Manual and the Honeywell TFE731-5BR Light Maintenance Manual. Additional Instructions can be found in Honeywell Service Bulletin TFE731-3065.

### II

Upgraded existing Honeywell 870 Radar Weather System to Honeywell Primus 880 Weather Radar System in accordance with Dassault Aviation Modification M2283A/B (approved under French DGAC F.jA.03; reference FAA TCDS A46EU for FAA approval) AND Dassault Aviation Falcon 900 Service Bulletin no. F900-208 Initial Issuance "Navigation – Honeywell Primus 880 Weather Radar – New Configuration with Information Retrieved from Both Inertial Reference Systems" (approved under DGAC no F.jA.03.).

A satisfactory ground operational check was accomplished in accordance with the Falcon 900 maintenance manual procedure 34-412.

There is no specific flight manual supplement for this upgrade. The operation of the system is described in the Falcon 900 operating manual and the Honeywell Primus 880 pilot's manual A28-1146-102.

Instructions for continued airworthiness are contained in the Falcon 900 maintenance manual Chapters 5-10 and 34.

### III

Removed a Honeywell DL-900 Flight Management System Data Loader from the left side console and replaced with a Honeywell DL-950 in accordance with Dassault Falcon Wilmington wire drawing no. F9BW34-60-01 DY Revision "-“ approved on FAA form 8110-3 dated 19 DEC 2010; Structural aspect deemed minor. A satisfactory ground operational test was performed in accordance with the Pilot's Operating Manual A28-1146-133-0 which contains instructions for operation of the system. There is no flight manual supplement required for this upgrade.

The aircraft weight and balance was revised and equipment list updated for these alterations.

-----END-----

☐ Additional Sheets Are Attached

# FALCON SERVICE BULLETIN

## FALCON 900

No 320-R1

OCTOBER 24, 2007

ATA 76-5

### ENGINE CONTROLS

NEW HONEYWELL COMPUTERS (N1 DEEC)  
P/N 2119010-9000

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of Dassault Aviation.



## SERVICE BULLETIN

FALCON 900

F900-320

### ENGINE CONTROLS

NEW HONEYWELL COMPUTERS (N1 DEEC) P/N 2119010-9000

#### INITIAL ISSUANCE

date: February 15, 2006

List of effective pages:  
1 to 40.

#### COMPLETE ISSUANCE: REVISION 1

date: October 24, 2007

List of effective pages:  
1 to 40.

List of modified pages:  
1, 5, 7.

- REASON:** The purpose of this revision is to reference the HONEYWELL Service Bulletin TFE731-76-3065 for:
- Digital Electronic Engine Control (N1 DEEC) installation.
  - ECTM software installation.
  - ECTM data download and N1 DEEC/Engine statistics enter.
  - N1 DEEC static adjustment.
  - Check for N1 DEEC bit faults.
  - Overspeed solenoid operation verification.
  - Operational check

This revision is not applicable to aircraft already modified per the original issuance.



## SERVICE BULLETIN

**FALCON 900****F900-320**

### ENGINE CONTROLS

#### NEW HONEYWELL COMPUTERS (N1 DEEC) P/N 2119010-9000

#### 1. PLANNING INFORMATION

##### A. EFFECTIVITY

This Service Bulletin is applicable to MYSTERE-FALCON 900 aircraft with serial numbers 1 through 202, and equipped with HONEYWELL TFE731-5BR engines per Service Bulletin F900-100 revision 1 and subsequent or DASSAULT AVIATION modification MF900 M1200.

##### B. REASON

Currently, engine thrust is controlled based on N2 data and requires constant throttle lever adjustment during take-off and climb.

The new computers control the engine thrust with N1 data, thus eliminating the need for throttle lever adjustments.

These new computers also feature the new Engine Condition Trend Monitoring (ECTM) software for the collection of engine data, failure messages and reports and parameter trend data needed for monitoring and extending the engine service life.

The purpose of this Service Bulletin is to install three new HONEYWELL Digital Electronic Engine Computers (DEEC), P/N 2119010-9000, on the aircraft.

**NOTE:** The mixed installation of both the GARRETT computers (P/N 2118002-51, 2118002-52 or 2118002-60) and the HONEYWELL computers (P/N 2119010-9000) is prohibited.

##### C. DESCRIPTION

The operation consists in replacing the three existing GARRETT computers (P/N 2118002-51, 2118002-52 or 2118002-60) with three new HONEYWELL computers (P/N 2119010-9000) in accordance with HONEYWELL Service Bulletin TFE731-76-3065.

Regarding engine # 1 and # 3 computers located in the baggage compartment, an air data circuit is added to each computer, from the baggage compartment to the Mechanic's servicing compartment (non-pressurized area).

In addition, for maintenance purposes, three HONEYWELL J2 wiring harnesses are installed from each computer to dedicated fixed maintenance connectors.

##### D. COMPLIANCE

If you choose to comply with this Service Bulletin, accomplishment can be performed at your convenience.

October 24, 2007

F900-76-5

Revision 1

Page 1



## SERVICE BULLETIN

**FALCON 900****F900-320**

#### E. APPROVAL

This Service Bulletin covers DASSAULT AVIATION modification MF900 M3270 which has been approved under the authority of DOA nr. EASA.21J.051.

The technical content of this document is approved under the authority of DOA nr. EASA.21J.051.

#### F. LABOR

Estimated labor-hours: 80 hours.

**NOTE:** These labor-hours only concern the work described in this Service Bulletin and do not include other maintenance work which may be performed on this occasion.

#### G. MATERIAL - PRICE AND AVAILABILITY

The modification kit P/N SBF900-0320A may be obtained from either address listed below:

Western hemisphere:

DASSAULT FALCON JET CORP.  
SPARES DISTRIBUTION CENTER  
200 RISER ROAD  
LITTLE FERRY, NJ 07643 U.S.A.

Telephone:

CANADA and U.S.A.: 1-800-800-4036  
MEXICO: 001-800-800-4036  
Other countries: 1-201-541-4809

Fax:

CANADA and U.S.A.: 1-800-800-4817  
MEXICO: 001-800-800-4817  
Other countries: 1-201-440-7021

Other continents:

DASSAULT AVIATION  
Falcon Spares  
BOITE POSTALE N° 101  
AEROPORT DU BOURGET  
93352 - LE BOURGET Cedex (FRANCE)

Please contact your Dassault Aviation  
Account Representative  
Telephone: 33 (0)1.48.35.56.78  
Fax: 33 (0)1.48.35.56.00

The HONEYWELL components must be ordered directly from HONEYWELL spare representative.

#### H. TOOLING - PRICE AND AVAILABILITY

Normal maintenance tooling.

#### I. WEIGHT AND BALANCE

Change in weight: - 25 lb (- 11.4 kg).

Change in balance with respect to 25% MAC: - 3629 in.lbf (41 m.daN), nose down moment.

October 24, 2007

F900-76-5

Revision 1

Page 2













**FALCON 900**

**F900-208**

**NAVIGATION**

**HONEYWELL PRIMUS 880 WEATHER RADAR  
NEW CONFIGURATION WITH INFORMATION RETRIEVED  
FROM BOTH INERTIAL REFERENCE SYSTEMS**

---

**1 . PLANNING INFORMATION**

**A . EFFECTIVITY**

This Service Bulletin is applicable to MYSTERE FALCON 900 aircraft serial numbers 1 through 173 equipped with HONEYWELL PRIMUS 880 weather radar.

It covers DASSAULT AVIATION modification MF900 M2370 which has been approved by the D.G.A.C.

**B . REASON**

Presently, weather radar (3SQ) uses information fed by ADC1 and IRS1. The HONEYWELL PRIMUS 880 radar can use the same information fed by IRS2 in place of ADC1.

The purpose of this Service Bulletin is to retain all the operational capabilities of the radar in case of failure of any IRS.

**C . DESCRIPTION**

The operation consists in modifying the aircraft wiring system so as to make the weather radar capable of using the information fed by IRS2.

**D . COMPLIANCE**

Recommended.

**E . APPROVAL**

The technical information contained in this document has been approved under the authority of DGAC Design Organization Approval no F.JA. 03.

**F . MANPOWER**

Estimated manhours: 24 hours (not including the time required to remove/install interior accommodation for access).

**NOTE:** These manhours only concern the work described in this Service Bulletin and do not include other maintenance work which may be performed on this occasion.



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		DATE Dec 19, 2010	
<b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>			
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>			
MAKE Dassault Aviation	MODEL NO. Mystere Falcon 900	TYPE ((Airplane, Radio, Helicopter, etc.)) Airplane	NAME OF APPLICANT Dassault Aircraft Services - Wilmington, DE 19720
<b>LIST OF DATA</b>			
IDENTIFICATION	TITLE		
Dassault Falcon Jet - Wilmington			
Drawing: F9BW 34-60-01 DY	DATA LOADER MOD (DL-900 TO DL-950) equipment installation drawing		
Sheet 1 of 1 Dated: Oct 21 2010 Rev: -	[-----End of Data-----]		
[-----End of Data-----]	<b>Notes:-</b> 1. This approval is for engineering design data only. It indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements". 2. Electrical aspects are approved only. 3. This form does not constitute FAA approval of all the engineering data necessary for substantiation of compliance to the necessary requirements for the entire alteration. 4. This 8110-3 approval is for engineering design data only and is not an installation approval.		
PURPOSE OF DATA: In support of a major alteration to Falcon 900 S/N 095 only. Registration N898TS.			
APPLICABLE REQUIREMENTS (List specific sections) Federal Aviation Regulations (amendment level in brackets) 14 CFR 25.1301 (a), (b), (c) [25-0] 14 CFR 25.1353 (a) [25-123] 14 CFR 25.1431 (c) [25-113]			
<b>CERTIFICATION</b> -- Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered <u>N/A</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. Recommend approval of these data I (N/A) Therefore <input checked="" type="checkbox"/> Approve these data			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Nigel Stewart <i>N.S.</i>		DESIGNATION NUMBER(S) DERT-832571-NE	CLASSIFICATION(S) Systems & Equipment- Electrical





<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>				Form Approved OMB No. 2120-0020 11/30/2007		Electronic Tracking Number	
				For FAA Use Only			
<b>INSTRUCTIONS:</b> Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))							
<b>1. Aircraft</b>	Nationality and Registration Mark <b>N898TS</b>				Serial No. <b>95</b>		
	Make <b>Dassault Aviation</b>				Model <b>Mystere Falcon 900</b>		Series
<b>2. Owner</b>	Name (As shown on registration certificate) <b>S A T A LLC c/o EBMM INC</b>				Address (As shown on registration certificate) <b>2300 Charlotte Ave STE 103</b>		
					City <b>Nashville</b> State <b>TN</b>		Zip <b>37203-1877</b> Country <b>USA</b>
<b>3. For FAA Use Only</b>							
<b>4. Type</b>		<b>5. Unit Identification</b>					
Repair	Alteration	Unit	Make	Model		Serial No.	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)		_____	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT					
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER					
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type				
			Manufacturer				
<b>6. Conformity Statement</b>							
A. Agency's Name and Address				B. Kind of Agency			
Name <b>Dassault Falcon Jet Wilmington Corp</b>				U. S. Certificated Mechanic			
Address <b>191 North Dupont Highway</b>				Foreign Certificated Mechanic			
City <b>New Castle</b> State <b>Delaware</b>				<input checked="" type="checkbox"/> Certificated Repair Station			
Zip <b>19720</b> Country <b>USA</b>				<input type="checkbox"/> Certificated Maintenance Organization			
				<b>QU2R122L</b>			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>		Signature/Date of Authorized Individual <b>E. Wendell Lane</b> <b>20 DEC 2010</b> <i>E. Wendell Lane</i>					
<b>7. Approval for Return to Service</b>							
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 <input checked="" type="checkbox"/> Approved <input type="checkbox"/> Rejected.							
BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization		Persons Approved by Canadian Department of Transport		
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Inspection Authorization		Other (Specify)		
Certificate or Designation No. <b>QU2R122L</b>		Signature/Date of Authorized Individual <b>E. Wendell Lane</b> <b>20 DEC 2010</b> <i>E. Wendell Lane</i>					

## NOTICE

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

### 8. Description of Work Accomplished

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

N898TS

20 DEC 2010

Nationality and Registration Mark

Date

Accomplished the following major airframe structure repairs:

### I

Installed an .063" Aluminum external skin splice doubler on the fuselage skin (non-pressurized area) at Frame 33, Stringer 12 right side in accordance with Dassault Aviation repair drawing number FGFB256005A3 E01 Edition 2. Drawings are Approved under the authority of DOA no. EASA.21J.051 on Dassault Aviation Change Descriptive Sheet number R1881 Issue 2.

### II

Repaired Right Hand Upper pylon skin between Frames 28-29 by installation of an external doubler in accordance with Dassault Aviation Repair drawing no. FGFB257520C2 EO 1 Rev 01. Repaired lower pylon skin at access panel at frames 25-26 by installation of an internal nut plate rail (doubler ring) in accordance with Dassault Aviation Repair drawing no. FGFB257520C2 EO 2 Rev 01. Drawings are Approved under the authority of DOA no. EASA.21J.051 on Dassault Aviation Change Descriptive Sheet number R1888 Issue 2.

### III

Installed a .050 2024T3 aluminum internal skin repair doubler in the ventral fuselage skin at frames 7-8 from stringer 23L to stringer 23R in accordance with Dassault Aviation Repair drawing number FGFB220A5- E01-2 no Rev, Approved under the authority of DOA no. EASA.21J.051 on Dassault Aviation Change Descriptive Sheet number R1930 Issue 2. This area was previously modified by the installation of a TCAS antenna in accordance with Supplemental Type Certificate number SA981GL-D drawing number 4803438 Rev D. The associated doubler and antennae installation was restored accordingly.

### IV

Installed an .040 2024T3 aluminum external skin repair doubler onto the ventral fuselage skin at fuselage Frame 10 between stringers 22L and 23R in accordance with Dassault Aviation Repair drawing number FGFB238100D8 Edition 1 Approved under the authority of DOA no. EASA.21J.051 on Dassault Aviation Change Descriptive Sheet number R1870 Issue 1.

A satisfactory pressurization check of the pressure vessel was accomplished for the above repairs and in accordance with the Falcon 900 maintenance manual procedure 21-330.

The aircraft weight and balance was revised.

Instructions for continued airworthiness contained in the Falcon 900 maintenance manual are not changed by these repairs. ICAs for item III Tcas antenna installation are contained in the TCAS STC.

-----END-----



Additional Sheets Are Attached



**DASSAULT**  
AVIATION

**CHANGE  
DESCRIPTIVE  
SHEET  
FALCON 900 Series**

Issue: 2

Date : 30-JUN-10

Prepared by: ECM-GD

Validated by: C.Hervé

**R1881**

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**TITLE:** R/H LATERAL FUSELAGE SKIN CORRODED AND SCRATCHED AT STRINGER #12,  
BETWEEN FR.#19 AND FR# 34

**ORIGIN:** DSC file ref. 53-30-2-094

**PURPOSE:** -At FR. #33: To blend out corroded area and add external doubler per DWG #1  
-For all other corroded or scratched area:  
To blend the corroded areas: The residual minimum thickness are depicted in the  
DGT 344996 stress office document. Then restore protective treatment per standard practice  
procedure 20-600

**NATURE OF CHANGE:** Repair as per Part 21A.431(b)

**APPLICABILITY:**

MF900 S/N: 095

**DESCRIPTION:**

- **DESIGN DATA:** FGFB256005A3 E01 Rev.02
- **EQUIPMENT LIST:** None
- **STRUCTURE:** PSE impacted: YES
- **LAYOUT:** None
- **THERMAL / ACOUSTIC TREATMENT:** None
- **WIRING:** None
- **INTERCHANGEABILITY OF LINE REPLACEABLE UNITS (LRU):** None
- **WEIGHT AND BALANCE:** No significant effect

**ENGINEERING VALIDATION:**

- **Stress substantiation:**
  - Mail DGT344996 from stress office dated June 23rd 2010.
  - Drawing review.

**IMPACT ON DOCUMENTATION FOR CUSTOMER:**

- **INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:**
  - LIMITATIONS: None.

**ON A/C DOCUMENTATION:**

AMM	IPC	SRM	WPM	AFM	CODDE1	CODDE2	CODDE3	MMEL
No	No	No	No	No	No	No	No	No

**ISSUE'S TABLE:**

1	30-JUN-10	Initial issue
2	30-JUN-10	DWG and CDS revised





**DASSAULT**  
AVIATION

**CHANGE  
DESCRIPTIVE  
SHEET  
FALCON 900 Series**

Issue: 2

Date : 30-JUN-10

Prepared by: ECM-GD

Validated by: C.Hervé

**R1881**

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**Approval from DOA EASA 21J.051**

**FALCON 900 Series - R1881**

According the EASA Part21 and EASA approved Design Approval Organization EASA 21J.051 procedures, the design change:

FALCON 900 Series - R1881 - Issue 2 dated 30-JUN-10

Title: R/H LATERAL FUSELAGE SKIN CORRODED AND SCRATCHED AT STRINGER #12, BETWEEN FR.#19 AND FR# 34

has been categorized as: WITHOUT IMPACT ON THE SUBSTANTIATION FILE.

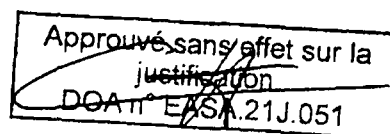
**Part 21 Declaration of Compliance:**

The above identified change has been found in compliance with the requirements applicable according to the relevant Type Certificate Data Sheet.

**Part 21 Statement of Approval:**

The above identified change has been approved under the authority of DOA EASA.21J.051.

C.Hervé



*Note: evidence of signature is provided by a red electronic stamp in the left hand margin on the first page.*





**DASSAULT**  
AVIATION

**CHANGE  
DESCRIPTIVE  
SHEET  
FALCON 900 Series**

Issue: 2

Date : 17-AUG-10

Prepared by: P. Chabrut

Validated by: F. Quivoron

**R1888**

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**TITLE:** ENGINE PYLON CORRODED

**ORIGIN:** DSC file ref. 54-50-2-044 / 54-50-2-047

**PURPOSE:** -Area 51: add a doubler and shims. (DWG # 2)

-Area 55: add an external doubler. (DWG #1)

-Others areas: acceptable it is.

-All areas: restore protective treatment per standard practice procedure 20-600.

**NATURE OF CHANGE:** Repair as per Part 21A.431(b)

**APPLICABILITY:** MF900 S/N 095

**DESCRIPTION:**

- **DESIGN DATA:** DWG #1: FGFB257520C2 E01 Rev 01  
DWG #2: FGFB257520C2 E02 Rev 01
- **EQUIPMENT LIST:** None
- **STRUCTURE: PSE impacted:** YES
- **LAYOUT:** None
- **THERMAL / ACOUSTIC TREATMENT:** None
- **WIRING:** None
- **INTERCHANGEABILITY OF LINE REPLACEABLE UNITS (LRU):** None
- **WEIGHT AND BALANCE:** No significant effect

**ENGINEERING VALIDATION:**

- **Stress substantiation:**
  - Mail DGT 345882 from stress office dated August 17th, 2010.
  - Drawing review.

**IMPACT ON DOCUMENTATION FOR CUSTOMER:**

- **INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:**
  - LIMITATIONS: None.

**ON A/C DOCUMENTATION:**

AMM	IPC	SRM	WPM	AFM	CODDE1	CODDE2	CODDE3	MMEL
No	No	No	No	No	No	No	No	No

**ISSUE'S TABLE:**

1	12-JUL-10	Initial issue
2	17-AUG-10	Engineering validation update







**DASSAULT**  
AVIATION

**CHANGE  
DESCRIPTIVE  
SHEET  
FALCON 900 Series**

Issue: 2

Date : 17-AUG-10

Prepared by: P. Chabrut

Validated by: F. Quivoron

**R1888**

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**Approval from DOA EASA 21J.051**

**FALCON 900 Series - R1888**

According the EASA Part21 and EASA approved Design Approval Organization EASA 21J.051 procedures, the design change:

FALCON 900 Series - R1888 - Issue 2 dated 17-AUG-10

Title: ENGINE PYLON CORRODED

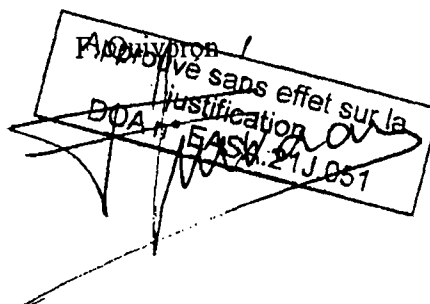
has been categorized as: WITHOUT IMPACT ON THE SUBSTANTIATION FILE.

**Part 21 Declaration of Compliance:**

The above identified change has been found in compliance with the requirements applicable according to the relevant Type Certificate Data Sheet.

**Part 21 Statement of Approval:**

The above identified change has been approved under the authority of DOA EASA.21J.051.



*Note: evidence of signature is provided by a red electronic stamp in the left hand margin on the first page.*





**DASSAULT**  
AVIATION

**CHANGE  
DESCRIPTIVE  
SHEET  
FALCON 900 Series**

Issue: 2

Date : 29-JUL-10

Prepared by: ECM-GD

Validated by: C.Hervé

**R1930**

ATA  
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Page  
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**TITLE:** LOWER FUSELAGE SKIN CORRODED BETWEEN FR#5 AND #10

**ORIGIN:** DSC file ref. 53-31-2-199

**PURPOSE:** -For corroded area between FR#7 and FR# 8: To cut out corroded area and add internal doubler per DWG  
-For all other corroded areas: Acceptable as it is after to restore protective treatment per standard practice procedure 20-600

**NATURE OF CHANGE:** Repair as per Part 21A.431(b)

**APPLICABILITY:**

MF900 S/N: 095

**DESCRIPTION:**

- **DESIGN DATA:** FGFB220A5 E01 rev.02
- **EQUIPMENT LIST:** None
- **STRUCTURE:** PSE impacted: YES
- **LAYOUT:** None
- **THERMAL / ACOUSTIC TREATMENT:** None
- **WIRING:** None
- **INTERCHANGEABILITY OF LINE REPLACEABLE UNITS (LRU):** None
- **WEIGHT AND BALANCE:** No significant effect

**ENGINEERING VALIDATION:**

- **Stress substantiation:**
  - Mail DGT344751 ed B from stress office dated July, 12th 2010.
  - Drawing review.

**IMPACT ON DOCUMENTATION FOR CUSTOMER:**

- **INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:**
  - LIMITATIONS: None.

**ON A/C DOCUMENTATION:**

AMM	IPC	SRM	WPM	AFM	CODDE1	CODDE2	CODDE3	MMEL
No	No	No	No	No	No	No	No	No

**ISSUE'S TABLE:**

1	12-JUL-10	Initial issue
2	29-JUL-10	CDS and DWG revised





**DASSAULT**  
AVIATION

**CHANGE  
DESCRIPTIVE  
SHEET  
FALCON 900 Series**

Issue: 2

Date : 29-JUL-10

Prepared by: ECM-GD

Validated by: C.Hervé

**R1930**

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**Approval from DOA EASA 21J.051**

**FALCON 900 Series - R1930**

According the EASA Part21 and EASA approved Design Approval Organization EASA 21J.051 procedures, the design change:

FALCON 900 Series - R1930 - Issue 2 dated 29-JUL-10

Title: LOWER FUSELAGE SKIN CORRODED BETWEEN FR#5 AND #10

has been categorized as: WITHOUT IMPACT ON THE SUBSTANTIATION FILE.

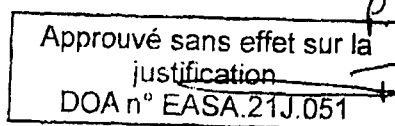
**Part 21 Declaration of Compliance:**

The above identified change has been found in compliance with the requirements applicable according to the relevant Type Certificate Data Sheet.

**Part 21 Statement of Approval:**

The above identified change has been approved under the authority of DOA EASA.21J.051.

C.Hervé



Th. TAGUET

Note: evidence of signature is provided by a red electronic stamp in the left hand margin on the first page.



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

# Supplemental Type Certificate

Number SA981GL-D

This certificate issued to  
Garrett Aviation Services  
1200 North Airport Drive  
Capital Airport  
Springfield, Illinois 62707

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 25 of the Federal Aviation Regulations. See Type Certificate Data Sheet A46EU for complete certification basis.

Original Product - Type Certificate Number : A46EU

Make : Dassault Aviation  
Model : Mystere-Falcon 900

### Description of Type Design Change:

Installation of a Bendix/King (AlliedSignal Avionics) CAS 81A Traffic and Collision Avoidance System (TCAS II) and two MST 67A Mode S Transponders in accordance with Garrett Aviation Services drawing list DL981, revision D, dated January 18, 2000, 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) For aircraft incorporating configuration 01 of drawing list DL981, FAA Approved Flight Manual Supplement, dated January 18, 1991, or later FAA Approved revision is a required part of this modification.
- 3) For aircraft incorporating configuration 02 of drawing list DL981, FAA Approved Airplane Flight Manual Supplement document #72-8183-001, dated January 18, 2000 is a required part of this modification.

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 and termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application : July 23, 1990

Date reissued : June 30, 1994

Date of issuance : January 19, 1991

Date amended : March 9, 1992, January 19, 2000



By direction of the Administrator

*Mark T. Reynolds*  
(Signature)

Mark T. Reynolds, DAS Coordinator  
Garrett Aviation Services  
FAA DAS IGL

(Title)

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







# DRAWING LIST

STC SA981GL-D

[illegible]





# DRAWING LIST

STC SA981GL-D

[illegible]





**DASSAULT**  
AVIATION

**CHANGE  
DESCRIPTIVE  
SHEET  
FALCON 900 Series**

Issue: 1 Date : 02-JUL-10

Prepared by: ECM-FB

Validated by: C.Hervé

**R1870**

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**TITLE:** SKIN PANEL CORRODED AT FRAME#10

**ORIGIN:** DSC file ref. 53-31-2-198

**PURPOSE:**

- All corroded areas are acceptable as they are except at L/H stringer#23.
- To smooth all corroded areas and restore protective treatment per standard practice procedure 20-600.
- For the L/H stringer#23 corrosion, install external doubler with shims per DWG.

**NATURE OF CHANGE:** Repair as per Part 21A.431(b)

**APPLICABILITY:**

MF900-S/N 095

**DESCRIPTION:**

- **DESIGN DATA:** FGFB238100D8 E01 Rev.1
- **EQUIPMENT LIST:** None
- **STRUCTURE:** PSE impacted: YES
- **LAYOUT:** None
- **THERMAL / ACOUSTIC TREATMENT:** None
- **WIRING:** None
- **INTERCHANGEABILITY OF LINE REPLACEABLE UNITS (LRU):** None
- **WEIGHT AND BALANCE:** No significant effect

**ENGINEERING VALIDATION:**

- **Stress substantiation:**
  - Mail DGT345274 from stress office dated JULY, 1st 2010.
  - Drawing review.

**IMPACT ON DOCUMENTATION FOR CUSTOMER:**

- **INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:**
  - LIMITATIONS: None.

**ON A/C DOCUMENTATION:**

AMM	IPC	SRM	WPM	AFM	CODDE1	CODDE2	CODDE3	MMEL
No	No	No	No	No	No	No	No	No

**ISSUE'S TABLE:**

1	02-JUL-10	Initial Issue
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**DASSAULT**  
AVIATION

**CHANGE  
DESCRIPTIVE  
SHEET  
FALCON 900 Series**

Issue: 1

Date : 02-JUL-10

Prepared by: ECM-FB

Validated by: C.Hervé

**R1870**

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**Approval from DOA EASA 21J.051**

**FALCON 900 Series - R1870**

According the EASA Part21 and EASA approved Design Approval Organization EASA 21J.051 procedures, the design change:

FALCON 900 Series - R1870 - Issue 1 dated 02-JUL-10

Title: SKIN PANEL CORRODED AT FRAME#10

has been categorized as: WITHOUT IMPACT ON THE SUBSTANTIATION FILE.

**Part 21 Declaration of Compliance:**

The above identified change has been found in compliance with the requirements applicable according to the relevant Type Certificate Data Sheet.

**Part 21 Statement of Approval:**

The above identified change has been approved under the authority of DOA EASA.21J.051.

C.Hervé

Approuvé sans effet sur la  
justification  
DOA n° EASA.21J.051

*Note: evidence of signature is provided by a red electronic stamp in the left hand margin on the first page.*







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 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. §1421). 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 <b>U.S.A. N898TS</b>	Serial No. <b>95</b>	
	Make <b>Dassault - Breguet</b>	Model <b>Falcon 900</b>	Series <b>N/A</b>
2. Owner	Name (As shown on registration certificate) <b>SATA LLC C/O FBMM INC</b>	Address (As shown on registration certificate) Address: <b>2300 Charlotte Ave Ste 103</b> City: <b>Nashville</b> State: <b>TN</b> Zip: <b>37203</b> Country: <b>U.S.A.</b>	

**3. For FAA Use Only**

**4. Type**

**5. Unit Identification**

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

**6. Conformity Statement**

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Name: Premier Air Center, Inc. DBA / West Star Aviation, Inc. Address: 18 Terminal Drive City: East Alton State: IL Zip: 62024 Country: USA	<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Certificated Maintenance Organization	PAZRO68H EASA.145.5079

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual  Jeff Clark FEB 05 2010
--	---

**7. Approval for Return to Service**

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

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

Certificate or Designation No. PAZRO68H	Signature/Date of Authorized Individual  Daniel Sies FEB 05 2010
---	--

## 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.)

Airframe time: 6,285.2 hrs.

Landings: 2626

U.S.A. N898TS

FEB 05 2010

Nationality and Registration Mark

Date

#### True North Phone System and Cabin Outlets Installation

Installed into the aircraft a True North Phone System consisting of the Iridium antenna PN: S67-1575-109, the LRU PN: TN1000-400, a CDNU PN: TN1002-100, and 3 new handsets PN: TN1003-101 (1 in the cockpit, 1 at the RH 1 seat position, and 1 in the LH divan fwd armrest). Installation was IAW West Star Aviation dwg. #13-347F014 and 13-347W009.

The existing Magnastar phone system was removed and an external cover plate was installed IAW West Star Aviation dwg. #13-741M004.

Installed into the aircraft 4 new cabin 110V outlets PN: 106140-1 with outlet controllers PN: 106070-1 (2 at the RH aft divan and 2 at the LH aft divan). 2 existing outlets PN: 106091-10 with controllers PN: 106090-5 were moved from the LH entertainment cabinet, 1 was installed in the fwd conference chair armrest and 1 in the aft conference chair armrest. A relay was installed in the aft bay by the existing inverter to control the on/off function of the inverter. Installation was IAW West Star Aviation dwg. #13-410W007.

The System has been inspected in Accordance with EMI / EMC Test Procedure West Star Aviation, Inc. Document No. 00-300T001.

Structural Modifications have been performed in Accordance with West Star Aviation, Inc., Thomas W. McTigue, DERT-750013-CE FAA Form 8110-3 Dated: Feb. 04, 2010, and its supporting documentation.

Electrical Interface has been performed in accordance with Envoy Aerospace, Marilyn M. Feigl, DERT-230042-CE FAA Form 8110-3 Dated: Feb. 03, 2010, and its supporting Documentation.

The Weight and Balance Data & Supplemental Equipment List has been Revised, Log Entry Completed and Placed with the Aircraft Records.

Instructions for Continued Airworthiness on West Star Aviation doc. #13-347B004 have been issued for the Iridium antenna and must be followed. All other units are "On-Condition Units" and require no additional maintenance other than check for security and operation at normal inspection intervals.

END

☐ Additional Sheets Are Attached

FAA

 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 <b>United States of America N898TS</b>			Serial No. <b>95</b>		
		Make <b>Dassault Breguet</b>			Model <b>Mystere Falcon 900</b>		Series
2. Owner		Name (As shown on registration certificate) <b>S A T A LLC</b> <b>c/o FBMM INC</b>			Address (As shown on registration certificate) Address <b>2300 Charlotte Ave Ste 103</b> City <b>Nashville</b> State <b>Tennessee</b> Zip <b>37203-1877</b> Country <b>United States of America</b>		
3. For FAA Use Only							
4. Type		5. Unit Identification					
Repair	Alteration	Unit	Make	Model	Serial Number		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)		_____	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT					
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER					
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type				
			Manufacturer				
6. Conformity Statement							
A. Agency's Name and Address				B. Kind of Agency			
Name <b>Standard Aero</b> Address <b>1200 North Airport Drive</b> City <b>Springfield</b> State <b>Illinois</b> Zip <b>62707</b> Country <b>United States</b>				<input type="checkbox"/> U.S. Certificated Mechanic		<input type="checkbox"/> Manufacturer	
				<input type="checkbox"/> Foreign Certificated Mechanic		C. Certificate No. <b>UO2R221L</b>	
				<input checked="" type="checkbox"/> Certificated Repair Station			
				<input type="checkbox"/> Certificated Maintenance Organization			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>			Signature/Date of Authorized Individual <div style="text-align: right;">   <b>DEC 30 2009</b> </div>				
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED							
BY	FAA Fit Standards Inspector		Manufacturer		Maintenance Organization	Person Approved by Canadian Department of Transport	
	FAA Designee	X	Repair Station		Inspection Authorization	Other (Specify)	
Certificate or Designation No. <b>UO2R221L</b>			Signature/Date of Authorized Individual <div style="text-align: right;">   <b>DEC 30 2009</b> </div>				

## 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.)*

United States of America N898TS

DEC 30 2009

Nationality and Registration Mark

Date

A TIA Microwave system was installed in the main galley.

The TIA Microwave was structurally installed in accordance with Standard Aero drawing 1018281 Rev. (A) approved by DERT-230307-CE and documented on FAA Form 8110-3 dated 12-30-09.

The TIA Microwave system wiring interconnect was installed in accordance with Standard Aero drawing 1018169 Rev. (A) approved by DERY-405201-CE documented on FAA Form 8110-3 dated 12-29-09.

Ground tests prove satisfactory and show no electrical or radio interference between existing and installed systems. Revised weight & balance report / supplemental equipment list and electrical loading report. No change to Airplane Flight Manual. This alteration was accomplished under Standard Aero work order 262305.

The Instructions for Continued Airworthiness, Standard Aero document 1018276 Rev. (A) as issued to Dassault Breguet, Mystere Falcon 900, S/N 95, are part of the aircraft's inspection and /or maintenance program for this aircraft operated under this chapter. An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----End-----

☒ Additional Sheets Are Attached

Standard Aero  
1200 North Airport Drive  
Springfield, IL 62707

Maintenance Manual Supplement to  
Dassault Aviation Mystere Falcon 900, s/n 95  
Document 1018276 Rev (A)

**AIRPLANE MAINTENANCE MANUAL SUPPLEMENT**  
**INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**

for

**Dassault Aviation Mystere Falcon 900**  
**s/n 95**

This supplement must be used in conjunction with the Airplane Maintenance Manuals. The information contained herein complies with FAR Part 25.1529, Instructions for Continued Airworthiness and supplements the basic Maintenance Manuals only for the alterations pertaining to the installation of a TIA Wavejet™ microwave as listed on FAA Form 337 dated DEC 30 2009. For limitations and procedures not contained in this supplement, consult the basic Airplane Maintenance Manuals.



Standard Aero  
1200 North Airport Drive  
Springfield, IL 62707

Maintenance Manual Supplement to  
Dassault Aviation Mystere Falcon 900, s/n 95  
Document 1018276 Rev (A)

**LOG OF REVISIONS**

REV.	EFFECTED PAGE (s)	DESCRIPTION	DATE
(A)	1-4	Complete Supplement	12/29/2009





## INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

1. **Introduction:** These Instructions for Continued Airworthiness are applicable to Dassault Aviation Mystere Falcon 900 s/n 95 and must be used in conjunction with the aircraft's Maintenance Manuals. The aircraft is altered for the installation of TIA Wavejet™ microwave.
2. **Description:** The installation consist of a TIA (wavejet) 28Vdc microwave.
3. **Control, operation information:**  
Control and operation of the TIA Wavejet™ microwave is contained in the Operation and Cleaning Instructions sheet (laminated).
4. **Servicing information:** Not applicable.
5. **Maintenance information:**

**Scheduled maintenance**

**After daily use**

TIA Wavejet™ microwave Operation and Cleaning  
Instructions sheet (laminated).

**Placards**

**Every two year inspection** accomplish a General Visual (GV) inspection of the inverter system placards for security, attachment and excessive wear. Replace placards that become unreadable, torn or faded. Use the appropriate contrasting color as originally applied.

**Electrical Wiring Interconnection system (EWIS)**

The electrical wiring interconnection system (EWIS) installed as part of the inverter installation and shall be inspected **every 6 year inspection**. Check for the following unsatisfactory conditions:

**Clamping points** - Wire chafing is aggravated by damaged clamps, clamp cushion migration, or improper clamp installations.

**Connectors** - Worn environmental seals, loose connectors, or lack of strain relief on connector grommets can compromise connector integrity and allow contamination to enter the connector, leading to corrosion or grommet degradation. Drip loops should be maintained when connectors are below the level of the harness and tight bends at connectors should be avoided or corrected.

**Terminations** - Terminations, such as terminal lugs and terminal blocks, are susceptible to mechanical damage, corrosion, heat damage and chemical contamination. Also, the build up and nut torque on large-gauge wire studs is critical to their performance.

**Backshells** - Wires may break at backshells, due to excessive flexing, lack of strain relief, or improper build-up. Loss of backshell bonding may also occur due to these and other factors.

**Grounding Points** - Grounding points should be checked for security (i.e. tightness), condition of the termination, cleanliness, and corrosion. Any grounding points that are corroded or have lost their protective coating should be repaired.

**Splices** - Both sealed and non-sealed splices are susceptible to vibration, mechanical damage, corrosion, heat damage, chemical contamination, and deterioration.

**NOTE:** If any indication of cracking or corrosion is noted then further inspections should be performed and appropriate engineering disposition shall be obtained.

6. **Trouble shooting information:**  
TIA Wavejet™ microwave troubleshooting information is contained in the Operation and Cleaning Instructions sheet (laminated).



7. **Removal and replacement information:**

**TIA MICROWAVE (In R/H Galley)**

**REMOVAL:**

- A. Remove aircraft power.
- B. Open microwave door to access mounting bolts.
- C. Remove 2 (two) mounting bolts on lower flange inside door.
- D. Remove the 1 (one) screw holding the "handle" inside the microwave door to access and remove the last 2 of 4 (four) mounting bolts.
- E. Remove microwave from galley.  
*(electrical connectors stay mounted in the docking rack in the back of the galley)*

**INSTALLATION**

Installation is the reverse.

- 8. **General Procedural Instructions** No change to the systems test procedures for ground run, symmetry checks, weighing and determining the center of gravity, lifting/shoring or storage limitations.
- 9. **Diagrams**: Reference Standard Aero Drawings 1018146 Rev (A) and 1018281 Rev. (A).
- 10. **Special inspection requirements**: No additional inspection requirements.
- 11. **Application of protective treatments**: Not applicable.
- 12. **Data**: Not applicable.
- 13. **List of special tools**: No special tools required.
- 14. **Recommended overhaul periods**: None apply.
- 15. **Revisions**: Revisions will be submitted to the FAA with a copy of the revised FAA form 337 and revised instructions for continued airworthiness with the following statement: "The attached revised/new Instructions for Continued Airworthiness (date\_\_\_\_\_) for the above aircraft or component major alteration have been accepted by the FAA, superseding the Instructions for Continued Airworthiness (date\_\_\_\_\_)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, and date of the form 337.
- 16. **Airworthiness Limitations**: No additional airworthiness limitations.



FAA

<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>		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 <b>United States of America    N898TS</b>		Serial No. <b>95</b>	
		Make <b>Dassault Breguet</b>		Model <b>Mystere Falcon 900</b>	
2. Owner		Name (As shown on registration certificate) <b>S A T A LLC c/o FBMM INC</b>		Address (As shown on registration certificate)	
				Address <b>2300 Charlotte Ave Ste 103</b> City <b>Nashville</b> State <b>Tennessee</b> Zip <b>37203-1877</b> Country <b>United States of America</b>	
3. For FAA Use Only					
4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type _____ Manufacturer _____		
6. Conformity Statement					
A. Agency's Name and Address			B. Kind of Agency		
Name <b>Standard Aero</b>			<input type="checkbox"/> U.S. Certificated Mechanic		<input type="checkbox"/> Manufacturer
Address <b>1200 North Airport Drive</b>			<input type="checkbox"/> Foreign Certificated Mechanic		C. Certificate No.
City <b>Springfield</b> State <b>Illinois</b>			<input checked="" type="checkbox"/> Certificated Repair Station		<b>UO2R221L</b>
Zip <b>62707</b> Country <b>United States</b>			<input type="checkbox"/> Certificated Maintenance Organization		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>		Signature/Date of Authorized Individual <b>Bruce Bayne</b> <b>DEC 30 2009</b>			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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. <b>UO2R221L</b>		Signature/Date of Authorized Individual <b>Bruce Bayne</b> <b>DEC 30 2009</b>			

## NOTICE

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

### 8. Description of Work Accomplished

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

United States of America N898TS

DEC 30 2009

Nationality and Registration Mark

Date

The existing 60 HZ AC inverter and AC outlets were removed. A KGS 60 HZ AC inverter (KGS-SS-120) and Mid Continent switched outlet system was installed. The existing galley master switch located in the cockpit will control the new inverter and outlet system. Installed as part of the system are two outlets in the cockpit, two outlets in the galley, three outlets in the auxiliary galley, one outlet in the forward right hand cabin, one outlet in the aft right hand cabinet, one outlet in the forward lavatory, one outlet in aft lavatory, one outlet in the aft baggage.

The Ground Fault Interrupters were structurally installed in accordance with Standard Aero drawing 1018245 Rev. (B) approved by DERT-230307-CE and documented on FAA Form 8110-3 dated 12-18-09.

The KGS 60 HZ AC inverter and Mid Continent switched outlet system wiring interconnect was installed in accordance with Standard Aero drawing 1018146 Rev. (A) approved by DERY-405201-CE documented on FAA Form 8110-3 dated 12-29-09.

Ground tests prove satisfactory and show no electrical or radio interference between existing and installed systems. Revised weight & balance report / supplemental equipment list and electrical loading report. No change to Airplane Flight Manual. This alteration was accomplished under Standard Aero work order 262305.

The Instructions for Continued Airworthiness, Standard Aero document 1018275 Rev. (A) as issued to Dassault Breguet, Mystere Falcon 900, S/N 95, are part of the aircraft's inspection and /or maintenance program for this aircraft operated under this chapter. An entry for this alteration has been made in the aircraft's maintenance records as required by 14 CFR 43, Section 43.9 as referenced on this FAA Form 337.

-----End-----

☒ Additional Sheets Are Attached

Standard Aero  
1200 North Airport Drive  
Springfield, IL 62707

Maintenance Manual Supplement to  
Dassault Aviation Mystere Falcon 900, s/n 95  
Document 1018275 Rev (A)

**AIRPLANE MAINTENANCE MANUAL SUPPLEMENT**  
**INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**

for

**Dassault Aviation Mystere Falcon 900**  
**s/n 95**

This supplement must be used in conjunction with the Airplane Maintenance Manuals. The information contained herein complies with FAR Part 25.1529, Instructions for Continued Airworthiness and supplements the basic Maintenance Manuals only for the alterations pertaining to the installation of a KGS 60HZ/115VAC inverter with outlets as listed on FAA Form 337 dated DEC 30 2000. For limitations and procedures not contained in this supplement, consult the basic Airplane Maintenance Manuals.





Standard Aero  
1200 North Airport Drive  
Springfield, IL 62707

Maintenance Manual Supplement to  
Dassault Aviation Mystere Falcon 900, s/n 95  
Document 1018275 Rev (A)

**LOG OF REVISIONS**

REV.	EFFECTED PAGE (s)	DESCRIPTION	DATE
(A)	1-4	Complete Supplement	12/29/2009



## INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

1. **Introduction:** These Instructions for Continued Airworthiness are applicable to Dassault Aviation Mystere Falcon 900 s/n 95 and must be used in conjunction with the aircraft's Maintenance Manuals. The aircraft is altered for the installation of KGS 60HZ/115VAC inverter with Mid Continent outlets.
2. **Description:** A KGS 60 HZ 115VAC inverter (KGS-SS-120) and Mid Continent switched outlet system was installed. The inverter is controlled by the existing galley master switch located in the cockpit. Outlet locations are two in the cockpit, two in the galley, three in the auxiliary galley, one in the forward right hand cabin, one in the aft right hand cabinet, one in the forward lavatory, one in aft lavatory and one in the aft baggage. The system also includes two Mid Continent ground fault interrupters.
3. **Control, operation information:**
  - A. Control of the inverter system is achieved with a lighted on/off push button switch located in the cockpit pedestal.
  - B. The 28-Volt DC "Galley Supply LH Bus" provides power to the 115/60 HZ Inverter. It is protected by 2 circuit breakers, 60 AMP (*in the DC Control Box*) and a 1 AMP (in the cockpit overhead breaker panel). They are placarded "60HZ AC" and "115 VAC MASTER" respectively.
  - C. The **115VAC output** of the inverter is protected by 2 each 10 AMP circuit breakers and is near the inverter placarded "#1 INV OUTPUT HOT" and "NEUTRAL" respectively.
  - D. The two Ground Fault Interrupters of the inverter system are protected by a 3 AMP circuit breaker located in the RH Galey placarded "CABIN GFI".
4. **Servicing information:** Not applicable.
5. **Maintenance information:**

### **Placards**

**Every two year inspection** accomplish a General Visual (GV) inspection of the inverter system placards for security, attachment and excessive wear. Replace placards that become unreadable, torn or faded. Use the appropriate contrasting color as originally applied.

### **Electrical Wiring Interconnection system (EWIS)**

The electrical wiring interconnection system (EWIS) installed as part of the inverter installation and shall be inspected **every 6 year inspection**. Check for the following unsatisfactory conditions:

**Clamping points** - Wire chafing is aggravated by damaged clamps, clamp cushion migration, or improper clamp installations.

**Connectors** - Worn environmental seals, loose connectors, or lack of strain relief on connector grommets can compromise connector integrity and allow contamination to enter the connector, leading to corrosion or grommet degradation. Drip loops should be maintained when connectors are below the level of the harness and tight bends at connectors should be avoided or corrected.

**Terminations** - Terminations, such as terminal lugs and terminal blocks, are susceptible to mechanical damage, corrosion, heat damage and chemical contamination. Also, the build up and nut torque on large-gauge wire studs is critical to their performance.

**Backshells** - Wires may break at backshells, due to excessive flexing, lack of strain relief, or improper build-up. Loss of backshell bonding may also occur due to these and other factors.



Grounding Points - Grounding points should be checked for security (i.e. tightness), condition of the termination, cleanliness, and corrosion. Any grounding points that are corroded or have lost their protective coating should be repaired.

Splices - Both sealed and non-sealed splices are susceptible to vibration, mechanical damage, corrosion, heat damage, chemical contamination, and deterioration.

**NOTE:** If any indication of cracking or corrosion is noted then further inspections should be performed and appropriate engineering disposition shall be obtained.

6. **Trouble shooting information:**

Reference the following:

- A. Standard Aero drawing 1018146 Rev. (A) and 108245 Rev. (A)
- B. KGS Removal/Installation Manual for Model SS120 KGS DWG NO 111106 Rev. (L).
- C. Mid Continent Controls Installation & Operation Manual MCC-19-032 Rev. (F) for Ground Fault Interrupters.
- D. Mid Continent Controls Installation & Operation Manual MCC-19-068 Rev. (A) for Outlets.
- E. Mid Continent Controls Installation & Operation Manual MCC-19-070 Rev. (A) for AC Power Controllers

7. **Removal and replacement information:**

**Removal**

- A. Remove Power from the inverter.
- B. Inverter is accessible while standing on the aft bay ladder (right side).
- C. Remove connector and stow.
- D. Remove the 4 each AN4 bolts.
- E. Remove inverter.

**Installation** is the reverse.

8. **General Procedural Instructions** No change to the systems test procedures for ground run, symmetry checks, weighing and determining the center of gravity, lifting/shoring or storage limitations.

9. **Diagrams:** Reference Standard Aero Drawings Standard Aero drawing 1018146 Rev. (A) and 108245 Rev. (A).

10. **Special inspection requirements:** No additional inspection requirements.

11. **Application of protective treatments:** Not applicable.

12. **Data:** Not applicable.

13. **List of special tools:** No special tools required.

14. **Recommended overhaul periods:** None apply.

15. **Revisions:** Revisions will be submitted to the FAA with a copy of the revised FAA form 337 and revised instructions for continued airworthiness with the following statement: "The attached revised/new Instructions for Continued Airworthiness (date\_\_\_\_\_) for the above aircraft or component major alteration have been accepted by the FAA, superseding the Instructions for Continued Airworthiness (date\_\_\_\_\_)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, and date of the form 337.

16. **Airworthiness Limitations:** No additional airworthiness limitations.



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

1 NATIONALITY AND REGISTRATION MARKS <b>N898TS</b>	2 MANUFACTURER AND MODEL <b>DASSAULT-BREGUET MYSTERE FALCON 900</b>	3 AIRCRAFT SERIAL NUMBER <b>95</b>	4 CATEGORY <b>TRANSPORT</b>
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 <b>NONE</b>			
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 <b>R-09/20/1990</b>	FAA REPRESENTATIVE <b>KERRY J. GAMBERL</b>	DESIGNATION NUMBER <b>GL-FSDO-19</b>	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			

FAA Form 8100-2 (8-82)

GPO: U.S. GOVERNMENT PRINTING OFFICE 2006-553-543

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

1 NATIONALITY AND REGISTRATION MARKS <b>N343MG</b>	2 MANUFACTURER AND MODEL <b>AVIONS MARCEL DASSAULT/BA MYSTERE FALCON 900</b>	3 AIRCRAFT SERIAL NUMBER <b>95</b>	4 CATEGORY <b>TRANSPORT</b>
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 <b>NONE</b>			
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 <b>R-09-20-90</b>	FAA REPRESENTATIVE <b>ROBERT W. ADAMS</b>	DESIGNATION NUMBER <b>ASO FSDO-17</b>	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			

FAA Form 8100-2 (8-82)

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







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

Form Approved  
OMB No. 2120-0020

**For FAA Use Only**

Office Identification

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

<b>1. Aircraft</b>	Make <b>DASSAULT-BREGUET</b>	Model <b>MYSTERE-FALCON 900</b>
	Serial No. <b>095</b>	Nationality and Registration Mark <b>U.S.A., N343MG</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>CAPITAL TRANSPORT, LLC</b>	Address (As shown on registration certificate) <b>C/O GRUSS &amp; CO 667 MADISON AVE 3<sup>RD</sup> FL NEW YORK, NY 10021</b>

**3. For FAA Use Only**

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

**6. Conformity Statement**

A. Agency's Name and Address <b>JET AVIATION ASSOCIATES, LTD. dba MIDCOAST AVIATION 1515 PERIMETER RD. WEST PALM BEACH, FL. 33406</b>	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <b>CRS EYKR782D</b>
--	--	---

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

Date <b>3/25/07</b>	Signature of Authorized Individual <b>John K. Urso, Inspector.</b> <i>[Signature]</i>
------------------------	--

**7. Approval for Return to Service**

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>3/25/07</b>		Certificate or Designation No. <b>CRS EYKR782D</b>	Signature of Authorized Individual <b>John K. Urso, Inspector.</b> <i>[Signature]</i>	

## NOTICE

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

### 8. Description of Work Accomplished

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

DASSAULT-BREGUET MODEL: MYSTERE-FALCON 900 S/N: 095 REG. NO. N343MG W/O.25038

Installed wiring provisions for future upgrade of dual Honeywell MST-67A Mode S Transponder Systems to incorporate the required Enhanced Surveillance Downlink Aircraft Parameters (DAPS) per Jet Aviation Drawing No. F90-25038-440, Titled - "Transponder System (ATC) Enhanced Surveillance Interface (Provisions)", Rev. IR, Dated 03/19/07; approved on FAA Form 8110-3, Dated March 19, 2007 by DERY-511451-CE, Gordon L. Karr, Systems & Equipment (Electrical).

No structural or equipment upgrades were required to perform this alteration.

Ground Functional testing has been performed of each Transponder system per the Honeywell MST-67A Mode S Transponder System Installation Manual, Manual No. 006-00681-0007 along with the guidance contained in FAR 91.413, and FAR 43 Appendix E paragraph c, and Appendix F, with no discrepancies noted.

Ground EMI/RFI Testing has been performed per Jet Aviation Report No. F90-25038-080, Rev. IR, Dated 03/19/07 with no discrepancies noted.

The existing previously approved Instructions For Continued Airworthiness for the MST-67A Mode S Transponders are not affected by this alteration.

There are no cockpit procedural changes and/or Airplane Flight Manual Supplements required due to this modification.

The Aircraft Electrical Load is not affected by this alteration.

There was no affect on the Aircraft Weight and Balance and/or Equipment List by this alteration.

A Logbook Entry reflecting this alteration was completed per the requirements of CFR 14 Part 43.9 and entered into the Aircraft Logbook.

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

50-19

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

1. Aircraft	Make <b>DASSAULT-BREGUET</b>	Model <b>MYSTERE FALCON 900</b>
	Serial No. <b>095</b>	Nationality and Registration Mark <b>U.S.A. N343MG</b>
2. Owner	Name (As shown on registration certificate) <b>CAPITOL TRANSPORT LLC</b>	Address (As shown on registration certificate) <b>C/O GRUSS &amp; CO. 900 THIRD AVENUE NEW YORK, NY. 10022</b>

**3. For FAA Use Only**

**4. Unit Identification**

**5. Type**

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

**6. Conformity Statement**

A. Agency's Name and Address  <b>JET AVIATION ASSOCIATES LTD. 1515 PERIMETER RD. WEST PALM BEACH, FL. 33406</b>	B. Kind of Agency	C. Certificate No.
	<input type="checkbox"/> U.S. Certified Mechanic	CRS EYKR782D
	<input type="checkbox"/> Foreign Certified Mechanic	AIRFRAME 1,3.
	<input checked="" type="checkbox"/> Certificated Repair Station	RADIO 1,2,3.
	<input type="checkbox"/> Manufacturer	LIMITED AIRFRAME, & P/P LIMITED INSTRUMENT

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

Date <b>9/2/04</b>	Signature of Authorized Individual <b>John K. Urso, Inspector.</b> <i>[Signature]</i>
-----------------------	--

**7. Approval for Return to Service**

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

BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>9/2/04</b>		Certificate or Designation No. <b>EYKR782D</b>	Signature of Authorized Individual <b>John K. Urso, Inspector.</b> <i>[Signature]</i>	

## NOTICE

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

### 8. Description of Work Accomplished

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

FALCON 900. S/N 094. N343MG. W/O 20987.

ACCOMPLISHED AN UPGRADE TO THE EXISTING HONEYWELL MST-67 TRANSPONDERS FOR THE INCORPORATION OF FLIGHT ID. REMOVED TRANSPONDERS P/N 066-01143-0601 (TSO C112) AND INSTALLED TRANSPONDERS P/N 066-01143-2101 (TSO C112). REMOVED HONEYWELL TRANSPONDER CONTROL UNIT P/N 071-01507-4402 (TSO C112) AND INSTALLED TRANSPONDER CONTROL UNIT P/N 071-01618-0025 (TSO C112, C118, C119b). REFERENCE AC20-41A, SUBSTITUTE TECHNICAL STANDARD ORDER AIRCRAFT EQUIPMENT. NO WIRING OR STRUCTURAL ALTERATIONS WERE ACCOMPLISHED.

THE NEW EQUIPMENT AND ASSOCIATED SYSTEMS WERE FUNCTIONALLY TESTED PER HONEYWELL MST67A MODE S TRANSPONDER SYSTEM MANUAL 006-00681-0006 WITH NO DISCREPANCIES.

AN EMI TEST, REPORT NO.: F90-20987-080 WAS CONDUCTED AND THE INSTALLED EQUIPMENT DOES NOT INTERFERE WITH ANY OTHER INSTALLED EQUIPMENT.

THE STATIC LOADING OF THE INSTALLED EQUIPMENT MEETS THE REQUIREMENTS OF AC 43.13-2A, CHAPTER 1, PARAGRAPH 3 AND WAS FOUND TO MEET THE REQUIREMENTS OF PARAGRAPH 2. MATERIALS AND PRACTICES COMPLY WITH PARAGRAPHS 4 THROUGH 12. THE ELECTRICAL LOAD ANALYSIS UPDATE REPORT NO. F90-20987-040 WAS COMPLETED IN ACCORDANCE WITH AC43.13-1B, CHAPTER 11, SECTION 3, PARAGRAPH 11-37.

A LOGBOOK ENTRY REFLECTING THIS INSTALLATION WAS COMPLETED PER F.A.R. 43.9 AND ENTERED INTO THE AIRCRAFT LOGBOOK. THE EQUIPMENT LIST WAS AMENDED AND THE NEW WEIGHT AND BALANCE WAS COMPUTED AND ENTERED IN THE AIRCRAFT RECORDS IAW AC43.13-1B, CHAPTER 10, SECTION 2 AND AC 43.13-2A, CHAPTER 1 PARAGRAPH 9.

MAINTENANCE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS REQUIRED PER FAR. 25.1529 ARE CONTAINED IN JET AVIATION DOCUMENT NO. F90-20987-050.

THERE ARE NO COCKPIT PROCEDURAL CHANGES OR FLIGHT MANUAL SUPPLEMENT DUE TO THIS MODIFICATION.

END

☐ Additional Sheets Are Attached

REVISION STATUS				
REV LTR	REV BY	DESCRIPTION	APPROVAL	DATE

(No data herein shall be deemed to have been approved by any regulatory agency).



**Jet Aviation Associates, Ltd.**  
1515 Perimeter Road  
Palm Beach Int'l Airport  
West Palm Beach, FL 33406

Work Order No.: 20987			MODEL: Falcon	TITLE: INSTRUCTIONS FOR CONTINUED AIRWORTHINESS FOR THE INSTALLATION OF THE HONEYWELL PS-578A MODE S/TCAS CONTROL PANEL			
	NAME	DATE					
Prepared By:	T. CARR	08/23/04	900				
Checked By:	J. URSO	08/27/04	S/N:				
Q/A:	J. URSO	08/30/04	095				
Engineer:	N/A	N/A	DOCUMENT NO.:		REV:	SCALE:	SHEET:
Approved:	N/A	N/A	F90-20987-050		IR	NONE	1 OF 5





US Department  
of Transportation

Federal Aviation  
Administration

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

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification

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

<b>1. Aircraft</b>	Make DASSAULT-BREGUET	Model MYSTERE FALCON 900
	Serial No. 095	Nationality and Registration Mark U.S.A. N343MG
<b>2. Owner</b>	Name (As shown on registration certificate) CAPITOL TRANSPORT LLC	Address (As shown on registration certificate) C/O GRUSS & CO. 900 THIRD AVENUE NEW YORK, NY. 10022

**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**

<b>A. Agency's Name and Address</b>  JET AVIATION ASSOCIATES LTD. 1515 PERIMETER RD. WEST PALM BEACH, FL. 33406	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b> CRS EYKR782D AIRFRAME 1,3. RADIO 1,2,3. LIMITED AIRFRAME, & P/P LIMITED INSTRUMENT
	<input type="checkbox"/> U.S. Certified Mechanic	
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date 9/2/04	Signature of Authorized Individual John K. Urso, Inspector.
----------------	--

**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection 9/2/04		Certificate or Designation No. EYKR782D	Signature of Authorized Individual John K. Urso, Inspector.		

## NOTICE

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

### 8. Description of Work Accomplished

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

FALCON 900. S/N 094. N343MG. W/O 20987

ACCOMPLISHED AN UPGRADE TO THE EXISTING SUNDSTRAND GROUND PROXIMITY WARNING SYSTEM (GPWS) TO HONEYWELL MK-V, ENHANCED GROUND PROXIMITY WARNING SYSTEM (EGPWS) IAW JETCORP INC. STC NO. ST00704WI, DATED 12/20/00 USING MASTER DRAWING LIST NO. 13-327L001, REV C, DATED 4/12/04.

THE SYMBOL GENERATORS WERE SENT TO VENDOR FOR UPGRADE PER STC FROM P/N 7007356-904 TO 7007356-906 AND REINSTALLED. THE MULTI FUNCTION GENERATOR WAS SENT TO VENDOR FOR UPGRADE PER STC FROM P/N 7009289-803 TO 7009289-805 AND REINSTALLED. MINOR DEVIATIONS TO THE STC ARE DOCUMENTED ON THE FOLLOWING JET AVIATION DRAWINGS.

#### WIRING DRAWING:

- F90-20987-450, REV IR, DATED 8/25/04, TITLED – MINOR DEVIATION TO STC ST00704WI ENHANCED GROUND PROXIMITY WARNING SYSTEM (EGPWS) W/D.

REFERENCE FAA FORM 8110-3 DATED 8/27/04 BY SYSTEMS AND EQUIPMENT DER NO. DERT-510335-NM.

#### STRUCTURAL DRAWING AND REPORT:

- F90-20987-1450, REV IR, DATED 8/20/04, TITLED – MINOR DEVIATION TO STC ST00704WI EGPWS RELAY MODULE INSTALLATION.
- ERO1495, REV IR, DATED 8/22/04, TITLED – STRUCTURAL SUBSTANTIATION – EGPWS EQUIPMENT INSTALLATION FOR FALCON 900 S/N 095.

REFERENCE FAA FORM 8110-3 DATED 8/22/04 BY STRUCTURES DER NO. DERT-810028-NE.

THE NEW EQUIPMENT WAS FUNCTIONALLY TESTED PER JETCORP INC. GROUND TEST PROCEDURE NO. 13-327T006, REV A, DATED 12/20/00, WITH NO DISCREPANCIES.

AN EMI TEST, REPORT NO.: F90-20987-080 WAS CONDUCTED AND THE INSTALLED EQUIPMENT DOES NOT INTERFERE WITH ANY OTHER INSTALLED EQUIPMENT.

THE STATIC LOADING OF THE INSTALLED EQUIPMENT MEETS THE REQUIREMENTS OF AC 43.13-2A, CHAPTER 1, PARAGRAPH 3 AND WAS FOUND TO MEET THE REQUIREMENTS OF PARAGRAPH 2. MATERIALS AND PRACTICES COMPLY WITH PARAGRAPHS 4 THROUGH 12. THE ELECTRICAL LOAD ANALYSIS UPDATE REPORT NO. F90-20987-040 WAS COMPLETED IN ACCORDANCE WITH AC43.13-1B, CHAPTER 11, SECTION 3, PARAGRAPH 11-37.

A LOGBOOK ENTRY REFLECTING THIS INSTALLATION WAS COMPLETED PER F.A.R. 43.9 AND ENTERED INTO THE AIRCRAFT LOGBOOK. THE EQUIPMENT LIST WAS AMENDED AND THE NEW WEIGHT AND BALANCE WAS COMPUTED AND ENTERED IN THE AIRCRAFT RECORDS IAW AC43.13-1B, CHAPTER 10, SECTION 2 AND AC 43.13-2A, CHAPTER 1 PARAGRAPH 9.

MAINTENANCE INSTRUCTIONS FOR CONTINUED AIRWORTHINESS REQUIRED PER F.A.R. 25.1529 ARE CONTAINED IN JETCORP INC DOCUMENT NO. 13-327B009, REV IR, DATED 11/21/00.

THE REQUIRED F.A.A. APPROVED FLIGHT MANUAL SUPPLEMENT DOCUMENT NO. 13-327B002, REV B, DATED 5/14/04 HAS BEEN INSERTED INTO THE AIRCRAFT FLIGHT MANUAL.

END

☐ Additional Sheets Are Attached



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

# Supplemental Type Certificate

*Number* ST00704WI

*This certificate issued to* JETCORP  
18152 Edison Avenue  
Chesterfield, MO 63005

*certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 25 of the Federal Aviation Regulations.*

*Original Product - Type Certificate Number :* A46EU

*Make :* Dassault Aviation

*Model :* Falcon 900 EX;  
Mystere-Falcon 900

*Description of Type Design Change:* Installation of an AlliedSignal Enhanced Ground Proximity Warning System (EGPWS) with windshear detection and alerting. Data Required: (1) JetCorp STC Drawing List No. 13-L005, Revision C, dated September 25, 1998; and (2) JetCorp Airplane Flight Manual Supplement, Document No. 13-327B002, Revision IR, dated September 25, 1998; or later FAA Approved Revisions to data items (1) or (2). OR (3) JetCorp STC Drawing List No. 13-327L001, Revision B, dated December 20, 2000; and (4) JetCorp Airplane Flight Manual Supplement, Document No. 13-327B002, Revision A, dated December 20, 2000; or later FAA Approved Revisions to data items (3) or (4).

(See continuation sheet 3 of 3)

*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.

*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 05, 1998

*Date reissued :*

*Date of issuance :* September 25, 1998

*Date amended :* December 20, 2000



*By direction of the Administrator*

*Todd G. Dixon*  
(Signature)

Todd G. Dixon  
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.



United States of America  
Department of Transportation - Federal Aviation Administration

# Supplemental Type Certificate

(Continuation Sheet)

*Number* ST00704WI

Date of Issuance: September 25, 1998

Date Amended: December 20, 2000

*Description of Type Design Change* (Continued):

Certification Basis: In addition to the requirements as shown in Type Certificate A46EU, with respect to the modifications of this STC, the Applicant has voluntarily complied with later amendments of some regulations. For this STC, the Applicant has complied with the following Sections of the Federal Aviation Regulations, Part 25, effective February 1, 1965, as amended by Amendments stated as follows: 25.301(a) (Amdt. 25-23); 25.303 (Amdt. 25-23); 25.305(a)(b) (Amdt. 25-86); 25.307(a) (Amdt. 25-72); 25-341(a) (Amdt. 25-86); 25-561(a)(c) (Amdt. 25-91); 25.601 (No Amdt.); 25.603(a)(b)(c) (Amdt. 25-46); 25.605(a) (Amdt. 25-46); 25.607(a)(b)(c) (Amdt. 25-23); 25.609(a) (No Amdt.); 25.611 (Amdt. 25-23); 25.613(a)(b)(c)(d) (Amdt. 25-72); 25.789(a) (Amdt. 25-46); 25.1301 (No Amdt.); 25.1309 (Amdt. 25-41); 25.1316 (Amdt. 25-80); 25.1322 (Amdt. 25-38); 25.1351(a) (Amdt. 25-72); 25.1353(a)(b) (Amdt. 25-42); 25.1357(a)(b) (No Amdt.); 25.1529 (Amdt. 25-54); 25.1541(a)(b) (No Amdt.); 25.1581(a)(b)(d) (Amdt. 25-72).

END



August 5, 2004



Darlene Snowball  
Jet Aviation Associates Ltd.  
West Palm Beach  
1515 Perimeter Road  
West Palm Beach, FL 33406

Darlene,

Enclosed is the documentation from JetCorp STC ST00704WI for the installation of EGPWS in Dassault Aviation Falcon 900 aircraft, s/n 095. Reference your PO number 3314280.

By this letter, JetCorp authorizes, and Jet Aviation agrees to the conditions stated herein for the ONE TIME ONLY use of the FAA approved data associated with STC (Supplemental Type Certificate) No. ST00704WI.

- 1) Use of this data is authorized ONLY for use on Dassault Aviation, Model 900, serial number 095, for the installation of Honeywell EGPWS.
- 2) The information, technical data and design disclosed in STC No. ST00704WI is the exclusive property of JetCorp and is not to be used or disclosed to others without the written consent of JetCorp except for those listed herein.
- 3) Approval of any deviation to the installation from the approved data associated with the above mentioned data is the responsibility of the installing agency.

Should you have any questions or require further information, please do not hesitate to contact me at 636-728-6352.

Regards,

A handwritten signature in black ink, appearing to read "Tom Montgomery".

Tom Montgomery  
Avionics Engineering Manager

CF: Vic Valdes

---

18152 Edison Avenue  
Chesterfield, MO 63005  
636-530-7000  
Fax: 636-530-7001  
Charter Fax: 636-519-1212  
Ramp Service Fax: 636-532-9061



## STC DRAWING LIST

Title: Installation of Mk V Enhanced Ground Proximity Warning System				Drawing List No. 13-327L001	
A/C MFR: DASSAULT AVIATION	A/C Model MYSTERE-FALCON 900, FALCON 900EX	A/C Serial No. ALL	FAA Project No. SA2892WI-T	Rev. C	Date: 12 APR 04
		A/C Reg. No. ALL	STC No. ST00704WI	Approved: <i>Tam Mudge</i>	
Item	Drawing No.	REV	DRAWING TITLE	Dwg Date	Unincorp. DCN
1	13-327F003	A	Instl, EGPWS Computer, Nose Radio Rack	20 Dec 00	
2	13-379P003	I/R	Mod, Circuit Breaker Panel	21 Nov 00	
For Installations on Aircraft Utilizing the Honeywell SPZ 8000 with EDZ 805					
3	13-327B009	I/R	Continued Airworthiness Maintenance Supplement	21 Nov 00	
4	13-327W010	B	Enhanced Ground Proximity Warning System (EGPWS) (WD)	12 Apr 04	
5	13-327T006	A	Ground Test Procedure	20 Dec 00	
6	13-339P004	A	Layout, EGPWS Annunciator Install	19 Dec 00	
For Installations on Aircraft Utilizing the Honeywell Primus 2000 System					
7	13-327B010	I/R	Continued Airworthiness Maintenance Supplement	21 Nov 00	
8	13-327W009	B	Enhanced Ground Proximity Warning System (EGPWS) (WD)	12 Apr 04	
9	13-327T005	A	Ground Test Procedure	20 Dec 00	
10	13-339P005	I/R	Layout, EGPWS Annunciator Install	21 Nov 00	

SEE 00704WI  
F.A.A.  
APPROVED  
Wichita Aircraft Certification  
Office, ACE-115W  
Central Region  
Date JUNE 4, 2004  
*B.E.D.*





**FAA APPROVED**  
**AIRPLANE FLIGHT MANUAL SUPPLEMENT**  
**for**

**Dassault-Aviation**  
**Mystere-Falcon 900 and Falcon 900EX**

**Serial No. 095**

**Reg. No. N343MG**


**with**

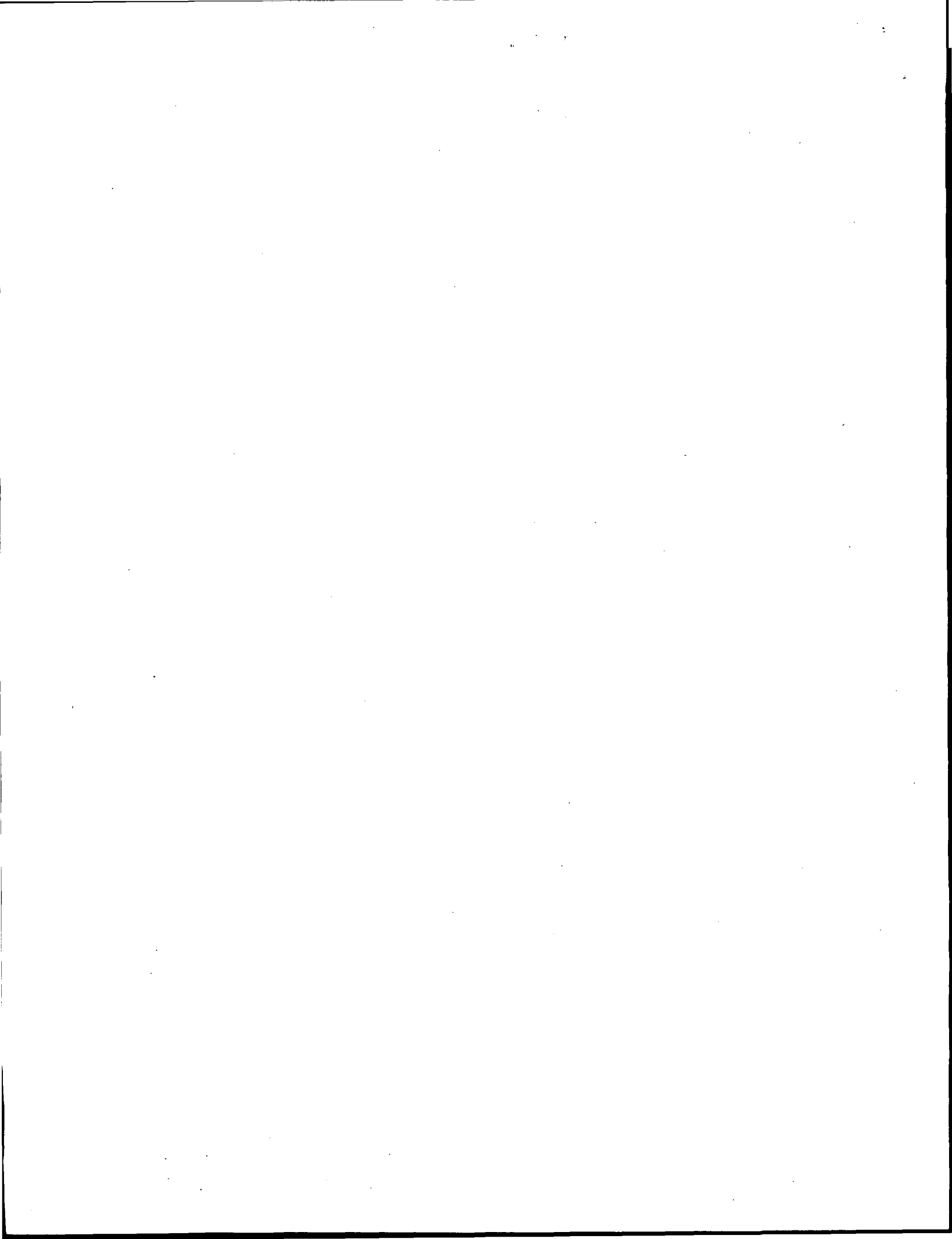
**Honeywell**

**Enhanced Ground Proximity Warning System (EGPWS)**  
**with Windshear Detection and Alerting**

This supplement must be attached to the FAA Approved Airplane Flight Manual when the airplane is modified by the installation of AlliedSignal Enhanced Ground Proximity Warning System (EGPWS) in accordance with technical data approved by STC ST00704WI.

The information contained herein supplements or supersedes the basic manual only in those areas listed. For Limitations, Procedures, and Performance information not contained in this Supplement, consult the basic Airplane Flight Manual.

  
\_\_\_\_\_  
Ronald K. Rathgeber, Manager  
Aircraft Certification Office  
Federal Aviation Administration  
Wichita, KS 67209



**CONTINUED AIRWORTHINESS  
MAINTENANCE SUPPLEMENT**

**for**

**Installation**

**of**

**AlliedSignal, Inc.**

**Enhanced Ground Proximity**

**Warning System (EGPWS)**

**on**

**Dassault-Aviation**

**Mystere-Falcon 900**

**Prepared By: Jeremy Whitacre**

**Checked By:** 

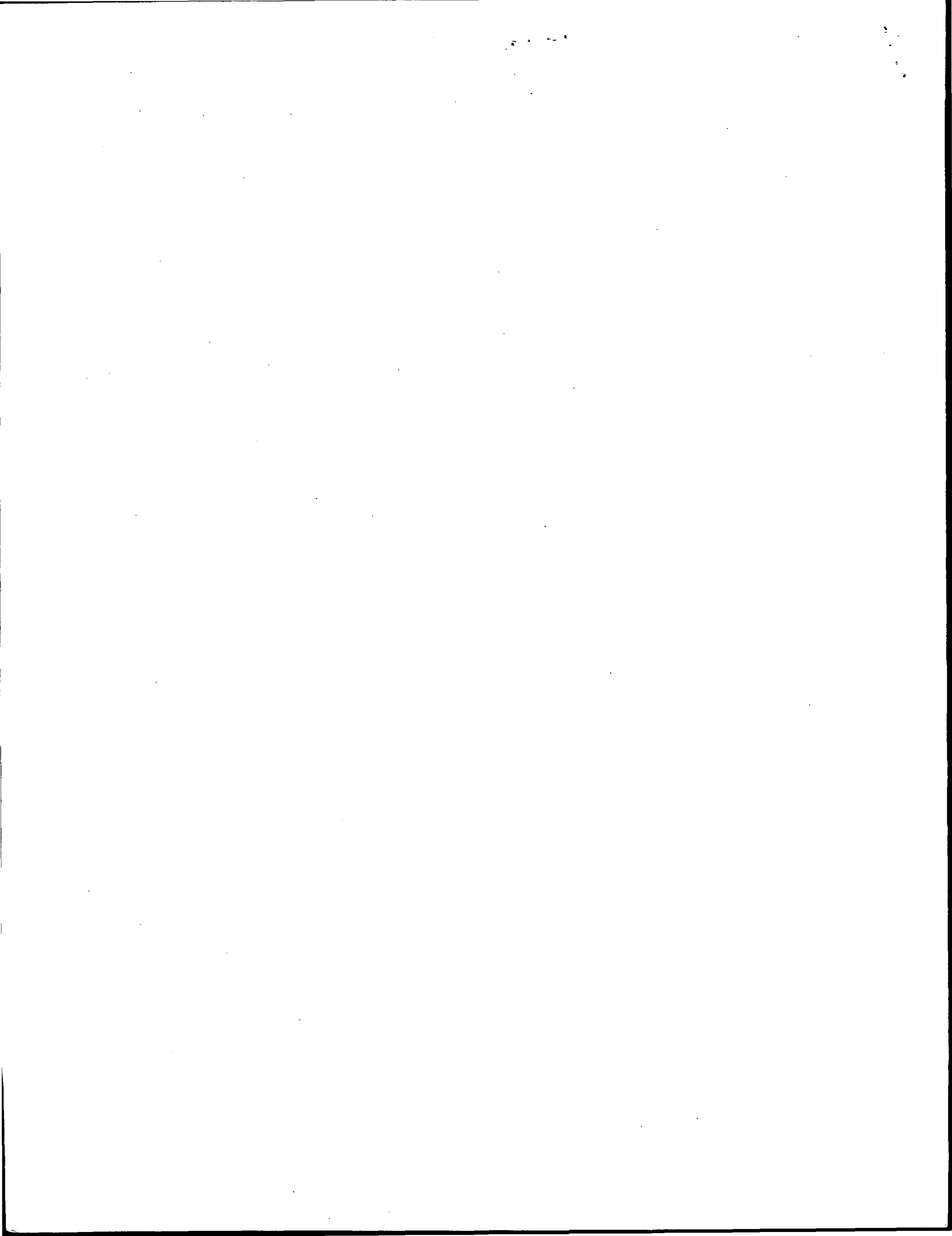
This document shall not be reproduced nor shall the information contained therein be used by or disclosed to others except as expressly authorized by JetCorp Inc., Chesterfield MO, 63005.



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			DATE 08/27/2004
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE Dassault - Aviation	MODEL NO. Mystere-Falcon 900	TYPE (Airplane, Radio, Helicopter, etc) Airplane	NAME OF APPLICANT Jet Aviation Associates, Ltd. West Palm Beach, Florida
LIST OF DATA			
IDENTIFICATION	TITLE		
F90-20987-450, Revision IR	Minor Deviation to STC ST00704WI Enhanced Ground Proximity Warning System (EGPWS) W/D		
	END		
PURPOSE OF DATA Data approval in support of Minor Deviation to STC ST00704WI for Honeywell EGPWS in aircraft serial number 095, registration no. N343MG; Systems & Equipment Design Approval Only.			
APPLICABLE REQUIREMENTS of Title 14 CFR (List specific sections)  FAR 25.869 (a)(4)      FAR 25.1353 (a)(b)      FAR 25.1431 (c) FAR 25.1301 (a)(b)(c)(d)      FAR 25.1357 (a)(c) FAR 25.1322 (a)(b)(c)(d)      FAR 25.1381 (a)(b)			
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered <u>NONE</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.  <input type="checkbox"/> Recommend approval of these data I (We) Therefore <input checked="" type="checkbox"/> Approve these data			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) Leslie S. Roblin <i>Leslie S. Roblin</i>		DESIGNATION NUMBER(S) DERT-510335-NM	CLASSIFICATION(S) Systems & Equipment



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			DATE August 22, 2004			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION						
MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT			
Dassault Aviation	Mystere-Falcon 900	Airplane	Jet Aviation Associates			
LIST OF DATA						
IDENTIFICATION	TITLE					
F90-20987-1450  ER01495	Minor Deviation to STC ST00704WI EGPWS Relay Module Installation, Sht 1-3, Rev IR  Substantiation Report – EGPWS Equipment Installation for Falcon 900, s/n: 095   Note: 1. This approval is for structural aspects only. 2. This approval is based on analysis and drawing review. 3. After the repair or alteration, the aircraft must be returned to service by FAA authorized personnel.					
PURPOSE OF DATA						
To approve structural aspects of a alteration to Mystere-Falcon 900, s/n: 095						
APPLICABLE REQUIREMENTS (List specific sections)						
FAR	25.301	25.303	25.305	25.307	25.321	25.561
	25.601	25.603	25.605	25.607	25.609	25.613
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered <u>0</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.						
I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data. <input checked="" type="checkbox"/> Approve these data.						
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)			DESIGNATION NUMBER(S)		CLASSIFICATION(S)	
David E. Haralson <i>David E. Haralson</i>			DERT-810028-NE		Structural	







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

FS 00-17, 97

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

1. Aircraft	Make DASSAULT BREGUET	Model MYSTERE FALCON 900
	Serial No. 095	Nationality and Registration Mark U.S.A. N343MG
2. Owner	Name (As shown on registration certificate) CAPITAL TRANSPORT LLC	Address (As shown on registration certificate) C/O GRUSS & CO 900 THIRD AVE NEW YORK, N.Y. 10022

**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 JET AVIATION ASSOCIATES LTD. 1515 PERIMETER RD. WEST PALM BEACH. FL. 33406	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. CRS EYKR782D AIRFRAME 1,3. RADIO 1,2,3. LIMITED A/F & ENG.
--	--	---

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 9/14/01	Signature of Authorized Individual John K. Urso, Inspector.
-----------------	--

**7. Approval for Return to Service**

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

BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 9/14/01		Certificate or Designation No. EYKR782D	Signature of Authorized Individual Ronald K. Bystrom, Manager Quality Assurance.	

## 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 accomplished.)*

FALCON 900, S/N 095, REG: N343MG, W/O 16730.

FABRICATED AND INSTALLED NEW DRESS COVERS OVER EXISTING SEAT CUSHIONS ON 6 EA CABIN CHAIRS USING SPINNEYBECK LEATHER VOLO COLOR 901 DYE LOT NO. 600396, ¼" DAX POLYGRAPHITE FOAM 26KCILD AND ½" DAX POLYGRAPHITE FOAM 20KCILD.

FABRICATED AND INSTALLED NEW DRESS COVERS OVER EXISTING SEAT CUSHIONS ON 2 EA CABIN DIVANS USING CLASSIC CLOTH FABRIC 1003/03 COCO REPP/CURRY. SEATBELTS WERE REWEBBED BY AIRCRAFT BELTS INC. CRS YB1R632K.

REFERENCE F.A.A. FORM 8110-3 BY DER DERY-405020-CE, DATED 8/23/01 REFERENCING SKANDIA TEST PLAN #7932, REV IR, DATED 8/14/01 UNDER SKANDIA WORK ORDER #67884-01 TEST ID 36172.

NOTE: THE MATERIALS USED AS OUTLINED ABOVE MEET THE FLAMMABILITY REQUIREMENTS OF F.A.R. 25.853(c) APPENDIX F, PART II AMDT 25-83. F.A.A. FORMS 8110-3 PROVIDING DEMONSTRATION OF COMPLIANCE WITH THE MATERIAL FLAMMABILITY REQUIREMENTS WERE FURNISHED TO THE OWNER/OPERATOR AND ARE ON FILE AT THIS CRS.

MODIFIED RIGHT AFT CLOSET WITH ONE NEW SHELF & NEW DOOR FABRICATED FROM AAR ½" COMPOSITE PANEL / CUSTOM PLYWOOD RED GUM VENEER, RELOCATED PORTABLE OXYGEN BOTTLE AND CD CHANGER. THIS MODIFICATION WAS ACCOMPLISHED IN ACCORDANCE WITH JET AVIATION DRAWING NO. F90-16730-2020, REV IR, DATED 7/11/01, SHEETS 1 THRU 5, TITLED - R/H STORAGE CLOSET DOOR & SHELF INSTALLATION. REFERENCE F.A.A. FORM 8110-3 DATED 8/11/01 BY STRUCTURES DER NO. DERT-810028-NE.

A LOGBOOK ENTRY REFLECTING THESE ALTERATIONS WAS COMPLETED PER F.A.R. 43.9 AND ENTERED INTO THE AIRCRAFT LOGBOOK.

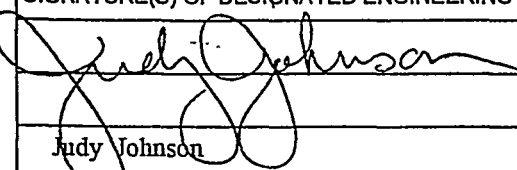
CHANGES TO THE AIRCRAFT WEIGHT AND BALANCE IS CONSIDERED NEGLIGIBLE.

THERE IS NO CHANGE TO THE MANUFACTURERS MAINTENANCE FOR CONTINUED AIRWORTHINESS.

THERE ARE NO COCKPIT PROCEDURAL CHANGES DUE TO THIS ALTERATION.

END

☐ Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>			DATE 08/23/01
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE  DASSAULT S/N 095	MODEL NO.  FALCON 900	TYPE (Airplane, Radio, Helicopter, etc.)  Airplane	NAME OF APPLICANT  Skandia, Inc. JET AVIATION ASSOCIATES, LTD.
LIST OF DATA			
IDENTIFICATION	TITLE		
Work Order # 67884-01 Test ID     36172  Purchase Order # 1103480	<b>FIREBLOCKING FLAMMABILITY TEST RESULTS</b>  REF: Skandia, Inc. Test Plan # 7932 Rev IR Dated: 08/14/01 For PN's 7932-1, 7932-2, 7932-3, 7932-4  Spinneybeck: Leather, Volo, Color 901, Dye Lot #600396  Classic Cloth: Fabric, 1003/03 Coco Repp/Curry, treated at Skandia, ref treatment #SKFP67680  Skandia, Inc.: DAX Graphite/Poly 26 ILD  Chestnut Ridge: LS200 Neoprene Fireblocking Foam  NCFI: HR10 Polyurethane Foam  Skandia, Inc.: .5" DAX Graphite/Poly 20 ILD w/scrim  Skandia, Inc.: .25" DAX Graphite/Poly 26KC ILD  Customer Supplied Canvas		
PURPOSE OF DATA DEMONSTRATION OF COMPLIANCE WITH MATERIAL FLAMMABILITY REQUIREMENTS			
APPLICABLE REQUIREMENTS (List specific sections)  FAR 25.853 (c) Appendix F Part II Amendment 25-83 FAR 25.853 (a) Appendix F Part I (a) (1) (ii)			
CERTIFICATION Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.			
I (We) Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE		DESIGNATION NUMBER(S)	CLASSIFICATION(S)
		DERY-405020-CE	Structural Special
Judy Johnson			



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			DATE August 11, 2001		
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION					
MAKE <b>Dassault</b>	MODEL NO. <b>Falcon 900</b>	TYPE (Airplane, Radio, Helicopter, etc.) <b>Airplane</b>	NAME OF APPLICANT <b>Jet Aviation Associates</b>		
LIST OF DATA					
IDENTIFICATION	TITLE				
<b>F90-16730-2020</b>  <b>ER01225</b>	<b>R/H Storage Closet Door &amp; Shelf Installation, Sht 1-5, Rev IR</b> <b>Storage Closet Modification Structural Substantiation for Falcon 900 S/N 095, dated August 11, 2001</b>  <b>Note:</b> <ol style="list-style-type: none"> <li>1. This approval is for structural aspects only.</li> <li>2. This approval does not cover flammability.</li> <li>3. This approval is based on analysis and drawing review.</li> <li>4. After the alteration, the aircraft must be returned to service by FAA authorized personnel.</li> </ol>				
PURPOSE OF DATA To approve structural aspects of a major alteration to Falcon 900, S/N 095					
APPLICABLE REQUIREMENTS (List specific sections)					
FAR 25.301 25.601 25.789	25.303 25.603	25.305(a) 25.605(a)	25.307(a) 25.609	25.321(a) 25.611	25.561(b) 25.613
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered <u>0</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.					
I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data. <input checked="" type="checkbox"/> Approve these data.					
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		DESIGNATION NUMBER(S)		CLASSIFICATION(S)	
David E. Haralson <i>David E. Haralson</i>		DERT-810028-NE		Structural	

.

<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>				Form Approved OMB No. 2120-0020 <hr/> <b>For FAA Use Only</b> <hr/> Office Identification <i>SD-17</i>			
US Department of Transportation Federal Aviation Administration							
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and 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	Falcon Jet		Model	900		
	Serial No.	95		Nationality and Registration Mark	N343MG		
2. Owner	Name (As shown on registration certificate)			Address (As shown on registration certificate)			
	CAPITAL TRANSPORT LLC			C/O GRUSS & CO 900 THIRD AVE. NEW YORK, N.Y. 10022			
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.			
Gen. Dynamics Aviation Serv. 1500 Perimeter Rd. Palm Beach International Airport West Palm Beach FL. 33406		U.S. Certificated Mechanic		PB8R624N			
		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					
04-16-2001		Brian Culbreth <i>[Signature]</i>					
7. Approval for Return to Service							
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED							
BY	FAA Fit. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)		
	FAA Designee	Repair Station		Person Approved by Transport Canadian Airworthiness Group			
Date of Approval or Rejection		Certificate or Designation No.		Signature of Authorized Individual			
4/13/01		582516655		<i>[Signature]</i> Carlos Roman			

## 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.)*

N343MG

Date:4/16/01

Aircraft Model: Falcon 900

Aircraft S/N: 095

Aircraft Time: 3626.7

Aircraft Landings: 1507

#### Removed The Following:

TCAS TPA 81A processor

P/N 066-50000-0300

S/N 5387

#### Installed The Following:

TCAS TPA 81A processor

P/N 066-50000-2320

Installed Honeywell Traffic Alert And Collision avoidance System ( TCAS II) Processor Unit in accordance with Garrett Aviation Services Supplement Type Certificate Number SA981GL-D. FAA Approved Flight Manual Supplement document # 72-8183-001 dated January 18, 2000 inserted in the Aircraft Flight Manual. This is a modification to a 7.0 upgrade software change to the TCAS II Processor Unit.

This system was Previously Installed by Jet Aviation Associates LTD. per Garrett Aviation services STC No. SA981GL-D dated June 30,1994. Form 337 was previously completed by Jet Aviation Associates LTD dated November 4, 1994.

A Ground Test of the TCAS II was completed. Aircraft logbook entry made per FAR 43.9 and entered into the aircraft logbook. The equipment list was amended. No change in Weight and Balance. Refer to General Dynamics Aviation Services work order # PBI-2514.

----- E N D -----

☐ Additional Sheets Are Attached



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

# Supplemental Type Certificate

*Number* SA981GL-D

*This certificate issued to* Garrett Aviation Services  
1200 North Airport Drive  
Capital Airport  
Springfield, Illinois 62707

*certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 25 of the Federal Aviation Regulations. See Type Certificate Data Sheet A46EU for complete certification basis.*

*Original Product - Type Certificate Number :* A46EU

*Make :* Dassault Aviation  
*Model :* Mystere-Falcon 900

*Description of Type Design Change:*

Installation of a Bendix/King (AlliedSignal Avionics) CAS 81A Traffic and Collision Avoidance System (TCAS II) and two MST 67A Mode S Transponders in accordance with Garrett Aviation Services drawing list DL981, revision D, dated January 18, 2000, 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) For aircraft incorporating configuration 01 of drawing list DL981, FAA Approved Flight Manual Supplement, dated January 18, 1991, or later FAA Approved revision is a required part of this modification.
- 3) For aircraft incorporating configuration 02 of drawing list DL981, FAA Approved Airplane Flight Manual Supplement document #72-8183-001, dated January 18, 2000 is a required part of this modification.

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 :* July 23, 1990

*Date reissued :* June 30, 1994

*Date of issuance :* January 19, 1991

*Date amended :* March 9, 1992, January 19, 2000



*By direction of the Administrator*

*Mark T. Reynolds*  
(Signature)

Mark T. Reynolds, DAS Coordinator  
Garrett Aviation Services  
FAA DAS IGL

(Title)



<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>				Form Approved OMB No. 2120-0020 <hr/> <b>For FAA Use Only</b> <hr/> Office Identification <i>80-170</i>	
US Department of Transportation Federal Aviation Administration					
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and 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	Falcon Jet	Model	900	
	Serial No.	95	Nationality and Registration Mark	N343MG	
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)		
	CAPITAL TRANSPORT LLC		C/O GRUSS & CO 900 THIRD AVE. NEW YORK, N.Y. 10022		
3. For FAA Use Only					
The data identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, Section 43.7.					
 <i>ASO-F880-17</i>					
10 NOV 1999					
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.	
Signature Flight Support 1500 Perimeter Rd. Palm Beach International Airport West Palm Beach, Florida 33406				CRS-PB8R624N	
		U.S. Certificated Mechanic			
		Foreign Certificated Mechanic			
		X			
		Manufacturer			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date		Signature of Authorized Individual			
11-04-1999					
7. Approval for Return to Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is					
<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Flt. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canadian Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual		
11/4/99		582516655			

# 8. Description of Work Accomplished

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

Aircraft Total Time: 3095.9

Date: 9/10/99

Aircraft Total Landings: 1288

## Station Location:

### Installed The Following Equipment:

Universal Avionics Thrane & Thrane TT-3000 Aero-M System Antenna P/N10101-00	445.82
Universal Avionics Antenna Adapter Plate P/N 10102-050	445.82
Universal Avionics Thrane & Thrane TT-3068A Satellite Data Unit P/N 405033A	464.29
Universal Avionics Thrane & Thrane TT3010H High Power Low Noise Amplifier P/N 403010H	482.21
Universal Avionics Thrane & Thrane TT5622 four wire full function handset P/N 405621A-UAW	65.28
AT&T trimline telephone handset model 210	161.36

Installed Universal Avionics Thrane & Thrane TT-3000 series Aero-M Airborne Satellite Telecommunications System I.A.W. electrical FAA form 8110-3 dated September 7, 1999 drawing No. 1SAT364 by DER Bill D. Wall Jr. and Universal Avionics preliminary installation manual report No. 23-15-02 dated March 17, 1999. Universal Antenna cables bulkhead feed thru complied I.A.W. structural FAA form 8110-3 dated September 2, 1999 drawing No. SIG99-01 sht 1& 2 report SIG99-01SA by DER Donald E. Shepherd Jr. Antenna installed I.A.W. structural FAA form 8110-3 dated September 10, 1999 drawing No. AV090699-01 by DER Lauren Napier and Aero-I/M Antenna installation manual document No. 677-A0002-IM. Installed SDU I.A.W. structural FAA form 8110 date September 10, 1999 drawing No. AV090699-03 by DER Lauren Napier. HPLN Amp installed I.A.W. structural FAA form 8110-3 dated September 10, 1999 drawing No. AV090699-02 by DER Lauren Napier. Instructions for continued airworthiness per FAR 25.1529 none required on Aero-M Airborne. System performs continuous self-testing(bite) and monitoring. Any detected failures are annunciated on the handset. All work meets A. C. 43.13 1B. Equipment function tests and complies with FAR 23.1301 and does not interfere with aircraft system. Aircraft log book entry made. Weight and balance completed. Refer to work order # PBI-364

----- E N D -----

☐ Additional Sheets Are Attached

<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>				Form Approved OMB No. 2120-0020 <hr/> <b>For FAA Use Only</b> <hr/> Office Identification <i>80-17</i>	
US Department of Transportation Federal Aviation Administration					
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This form is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make <b>Falcon Jet</b>		Model <b>900</b>		
	Serial No. <b>95</b>		Nationality and Registration Mark <b>N343MG</b>		
2. Owner	Name (As shown on registration certificate) <b>CAPITAL TRANSPORT LLC</b>		Address (As shown on registration certificate) <b>C/O GRUSS &amp; CO 900 THIRD AVE. NEW YORK, N.Y. 10022</b>		
3. For FAA Use Only					
The data identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, Section 43.7. <div style="float: right; text-align: right;">   <i>80-FS-DO-117</i>      <b>02 NOV 1999</b> </div>					
4. Unit Identification					5. Type
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
<b>Signature Flight Support</b> <b>1500 Perimeter Rd. Palm Beach</b> <b>International Airport West</b> <b>Palm Beach, Florida 33406</b>				<b>CRS-PB8R624N</b>	
		U.S. Certificated Mechanic			
		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 <b>09-10-1999</b>		Signature of Authorized Individual 			
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 <div style="display: inline-block; margin-left: 20px;"> <input checked="" type="checkbox"/> APPROVED    <input type="checkbox"/> REJECTED         </div>					
BY	FAA Fit. Standards Inspector	Manufacturer	Other (Specify)		
	FAA Designee	X    Repair Station	Person Approved by Transport Canadian Airworthiness Group		
Date of Approval or Rejection <b>11-2-99</b>		Certificate or Designation No. <b>582516655</b>		Signature of Authorized Individual 	

## NOTICE

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

### 8. Description of Work Accomplished

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

Aircraft Total Time: 3095.9

Date: 9/10/99

Aircraft Total Landings: 1288

#### Station Location:

#### Installed The Following Equipment:

Universal Avionics Thrane & Thrane  
TT-3000 Aero-M System Antenna  
P/N10101-00

445.82

Universal Avionics Antenna Adapter Plate  
P/N 10102-050

445.82

Universal Avionics Thrane & Thrane  
TT-3068A Satellite Data Unit  
P/N 405033A

464.29

Universal Avionics Thrane & Thrane  
TT3010H High Power Low Noise Amplifier  
P/N 403010H

482.21

Universal Avionics Thrane & Thrane  
TT5622 four wire full function handset  
P/N 405621A-UAW

65.28

AT&T trimline telephone handset  
model 210

161.36

Installed provision only for Universal Avionics Thrane & Thrane TT-3000 series Aero-M Airborne Satellite Telecommunications System I.A.W. electrical FAA form 8110-3 dated September 7, 1999 drawing No. 1SAT364 by DER Bill D. Wall Jr. and Universal Avionics preliminary installation manual report No. 23-15-02 dated March 17, 1999. Universal Antenna cables bulkhead feed thru complied I.A.W. structural FAA form 8110-3 dated September 2, 1999 drawing No. SIG99-01 sht 1& 2 report SIG99-01SA by DER Donald E. Shepherd Jr. Antenna installed I.A.W. structural FAA form 8110-3 dated September 10, 1999 drawing No. AV090699-01 by DER Lauren Napier and Aero-I/M Antenna installation manual document No. 677-A0002-IM. Installed SDU I.A.W. structural FAA form 8110 date September 10, 1999 drawing No. AV090699-03 by DER Lauren Napier. HPLN Amp installed I.A.W. structural FAA form 8110-3 dated September 10, 1999 drawing No. AV090600-02 by DER Lauren Napier. Instructions for continued airworthiness per FAR 25.1529 none required on Aero-M Airborne. System performs continuous self-testing(bite) and monitoring. Any detected failures are annunciated on the handset. All work meets A. C. 43.13 1B. Equipment function tests and complies with FAR 23.1301 and does not interfere with aircraft system. Circuit breaker pulled and collared. Aircraft log book entry made. Weight and balance completed. Refer to work order # PBI-364

----- E N D -----

☐ Additional Sheets Are Attached

Signature Flight Support  
Aircraft Maintenance Dept.  
1500 Perimeter Road  
Palm Beach International Airport  
West Palm Beach, FL 33406

Tel 561.233.8557  
Fax 561.233.8549



**MODEL: Falcon 900**  
**AIRCFT S/N: 95**  
**REG. #: N343MG**  
**WORK ORDER : PBI-364**

**AIRCFT T.T.: 3095.9**  
**AIRCFT T.LNDS: 1288**  
**DATE: 9/7/99**

The following work was accomplished under the above work order. Further details are on file at Signature Flight Support, PBI.

#### Equipment List

Removed The Following Equipment:	Serial No.	Weight	Station Location:
Sony Compact Disc player Model No. CDX-44 S/N 17230	17230	4.1	410.8
Sony Mobil Video Cassette Player Model No. EVX-58 S/N 200771	200771	3.1	410.8
Sony Trinitron Color Video Monitor Model No. PVM-1342Q	2009660	35.1	410.8

Installed The Following Equipment:	Serial No.	Weight	Station Location:
Universal Avionics Thrane & Thrane TT-3000 Aero-M System Antenna P/N10101-00	OP000027	5.1	445.82
Universal Avionics Thrane & Thrane TT-3068A Satellite Data Unit P/N 405033A	99410377	5.0	464.29
Universal Avionics Thrane & Thrane TT3010H High Power Low Noise Amplifier P/N 403010H	99767263	2.2	482.21





Universal Avionics Thrane & Thrane  
TT5622 4 wire Full Function Handset  
P/N 405621A-UAW  
Cradle P/N 405622A-UAW S/N 99767271

99767261

.97

56.28

AT&T Trimline telephone handset  
Model 210

N/A

.5

161.36

Rosen Monitor  
P/N RLCD 14-8-B2/B28

99077G011

8.0

145.36

Panasonic Fax Machine  
Model KX-FP105

N/A

8.3

132.36

Panasonic CD player/receiver with changer  
Control Model No. CQ-DF88EUC

30943

3.6

410.8

Panasonic Mobil DVD player  
Model No. CX-DV1500EUC

11471

3.1

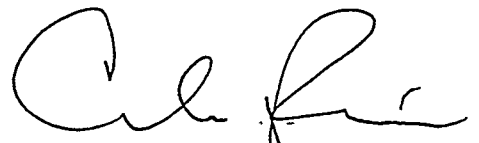
410.8

Panasonic CD changer  
Model DP801

N/A

3.5

410.8



**SIGNATURE FLIGHT SUPORT, PBI**  
**CRS - PB8R624N**



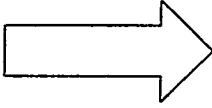
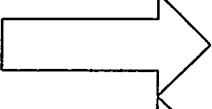


J.A.W.S.  
PALM BEACH INTERNATIONAL AIRPORT  
WEST PALM BEACH FLORIDA  
561-844-6464

AIRCRAFT WEIGHT AND BALANCE REPORT

AIRCRAFT MODEL: F900 S/N 095  
DATE WEIGHED: 09-04-99

WEIGHING PERSONEL



REACTION (JACK POINTS) (WHEELS)	SCALE READING	TARE DRIFT	NET WEIGHT	ARM	MOMENT
LEFT REACTION 	11165	0	11165		
RIGHT REACTION 	11155	0	11155		
SUB TOTAL MAINS 	22320	0	22320	39.76	887443.2
NOSE 	2375	0	2375	-351.73	-835359
TOTAL AS WEIGHED	24695	0	24695	2.109109	52084.45

AIRCRAFT STATUS REPORT: AIRCRAFT WEIGHED AS CONFIGURED BY THE OWNER/OPERATOR  
AIRCRAFT WEIGHED WITH FUEL DRAINED FROM MAIN SUMPS  
AIRCRAFT WEIGHED WITH ELECTRONIC SCALES

REMARKS:

ADD	UNUSABLE FUEL	51.4	-961.18
DEDUCT			
TOTALS		51.4	-961.8
COMPUTED BASIC WEIGHT AND CG		24746.4	2.065887 51123.27

JACKSON AIRCRAFT WEIGHING SERVICE

SCALES DUE CAL:

Dec-99



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			DATE Sept. 9, 1999
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Dassault	Falcon 900	Airplane	Signature Flight Services
LIST OF DATA			
IDENTIFICATION	TITLE		
AVO90699-01	TT-3000 Antenna Installation; Sh. 1-6. Rev. IR dated 9/09/19		
PURPOSE OF DATA to approve the static structural aspects only of the antenna instl as part of a major alteration to S/N 095			
APPLICABLE REQUIREMENTS (List specific sections)  FAR 25.307(a), 609(a)			
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Lauren Napier <i>Lauren Napier</i>		SO-815	Structural



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>			DATE Sept 9, 1999
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE Dassault	MODEL NO. Falcon 900	TYPE (Airplane, Radio, Helicopter, etc.) Airplane	NAME OF APPLICANT Signature Flight Services
LIST OF DATA			
IDENTIFICATION	TITLE		
AVO90699-02	TT-3010H High Power Noise Amplifier; Sh. 1-2, Rev. IR dated 9/09/99		
PURPOSE OF DATA to approve the static structural aspects only of the amplifier Instl as part of a major alteration to S/N 095			
APPLICABLE REQUIREMENTS (List specific sections)  FAR 25.307(a), 609(a)			
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Lauren Napier <i>Lauren Napier</i>		SO-815	Structural





DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			DATE Sept. 9, 1999
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Dassault	Falcon 900	Airplane	Signature Flight Services
LIST OF DATA			
IDENTIFICATION	TITLE		
AVO90699-03	3068A Satellite Data Unit & Rack Installation; Sh. 1, Rev. IR dated 9/09/99		
PURPOSE OF DATA to approve the static structural aspects only of the data unit Instl as part of a major alteration to S/N 095			
APPLICABLE REQUIREMENTS (List specific sections)  FAR 25.307(a), 561(c), 609(a)			
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Lauren Napier <i>Lauren Napier</i>		SO-815	Structural



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			DATE Sept. 9, 1999
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE	MODEL NO	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Dassault	Falcon 900	Airplane	Signature Flight Services
LIST OF DATA			
IDENTIFICATION	TITLE		
AVO90699-04	DVD Player/Stereo Installation; Sh. 1-2, Rev. IR dated 9/09/99		
PURPOSE OF DATA to approve the static structural aspects only of the DVD/Stereo Instl as part of a major alteration to S/N 095			
APPLICABLE REQUIREMENTS (List specific sections)  FAR 25.307(a), 609(a)			
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Lauren Napier <i>Lauren Napier</i>		SO-815	Structural








DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			DATE Sept. 9, 1999
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Dassault	Falcon 900	Airplane	Signature Flight Services
LIST OF DATA			
IDENTIFICATION	TITLE		
AVO90699-06	TT-5621A/TT-5622A Handset Installation: Sh. 1. Rev. IR dated 9/09/99		
PURPOSE OF DATA to approve the static structural aspects only of the phone Instl as part of a major alteration to S/N 095			
APPLICABLE REQUIREMENTS (List specific sections) FAR 25.307(a)			
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations I (We) Therefore <input type="checkbox"/> Recommend approval of these data. <input checked="" type="checkbox"/> Approve these data.			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Lauren Napier <i>Lauren Napier</i>		SO-815	Structural






DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			DATE Sept. 8, 1999
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Dassault	Falcon 900	Airplane	Signature Flight Services
LIST OF DATA			
IDENTIFICATION	TITLE		
AVO90699-07	Drinkrail Handset Installation: Sh. 1. Rev. IR dated 9/09/99		
PURPOSE OF DATA to approve the static structural aspects only of the phone instl as part of a major alteration to S/N 095			
APPLICABLE REQUIREMENTS (List specific sections)  FAR 25.307(a)			
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.  I (✓) Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Lauren Napier <i>Lauren Napier</i>		SO-815	Structural

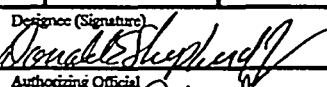



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			DATE September 7, 1999
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE	MODEL NO.	TYPE (Airplane, Rotor, Helicopter, etc.)	NAME OF APPLICANT
Dassault	900	Airplane	Signature Flight Support
LIST OF DATA			
IDENTIFICATION	TITLE		
1SAT364	Universal Avionics airborne Satellite Telecom System (wiring diagram); Initial Release dated 8-19-99.		
Notes: 1. This approval is for the design data only. 2. Operation or installation is not approved by this document.			
PURPOSE OF DATA To provide a record of approval for the design data of a Universal Avionics Satcom for a Falcon 900, S/N 095, Reg. N343MG.			
APPLICABLE REQUIREMENTS (List specific sections)  FAR 25.1301(a), 25.1309(a), 25.1357(a)(b)(c)			
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered <u>02</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. <input type="checkbox"/> Recommend approval of these data I (We) Therefore <input checked="" type="checkbox"/> Approve these data			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		DESIGNATION NUMBER(S)	CLASSIFICATION(S)
 Bill D. Wall Jr.		DEPT-501409-CE	Systems and Equipment



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			DATE September 2, 1999
<b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE Dassault	MODEL NO. Falcon 900 S/N 095	TYPE (Airplane, Radio, Helicopter, etc.) Airplane	NAME OF APPLICANT Signature Flight Support, Inc. Palm Beach, FL.
LIST OF DATA			
IDENTIFICATION	TITLE		
Drawings:			
SIG99-01 Rev(-) sht 1 & 2	Bulkhead Feed-thru for Falcon 900		
Reports:			
SIG99-01SA Rev(-)	Structural Analysis - Bulkhead Feed-thru Installation in Falcon 900 Airplane		
Structural Analysis	<p>This approval indicates the data listed above demonstrates compliance only with the regulations specified by paragraph and subparagraph listed below as "Applicable Requirements." Compliance for areas of systems and equipment may be required. This form does not constitute FAA approval of all engineering design data necessary for substantiation of compliance to necessary requirements for the entire alteration.</p>		
PURPOSE OF DATA To provide type data for FAA approval of structure in support of electrical bulkhead feed-thru installations.		Ref T.C. A46EU	
APPLICABLE REQUIREMENTS (List specific sections)			
FAA FAR Part 25 Paragraphs: 25.301, 25.303, 25.305(a,b,c), 25.307(a), 25.321, 25.331, 25.337, 25.341, 25.365, 25.561, 25.571(b), 25.601, 25.603, 25.605, 25.607, 25.611, 25.613, 25.615, 25.619, 25.623, 25.625			
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.			
I (We) Therefore		<input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data	
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)	
	KC-539	Structures-Damage Tolerance	



Department of Transportation Federal Aviation Administration <b>CERTIFICATE OF AUTHORITY (DER)</b>		
<b>Donald E. Shepherd, Jr.</b> IS AUTHORIZED TO ACT AS A DESIGNATED ENGINEERING REPRESENTATIVE		
Engineering Specialty <b>Structures</b>	DER No. <b>KC-539</b>	Expires: <b>6/8/**</b>
Company/Consultant <b>Consultant</b>	Designee (Signature) 	
Date <b>6/1/98</b>	Authorizing Office <b>ACE-118W</b>	Authorizing Official  Associate ACO Manager, Airframe & Services, Wichita ACO

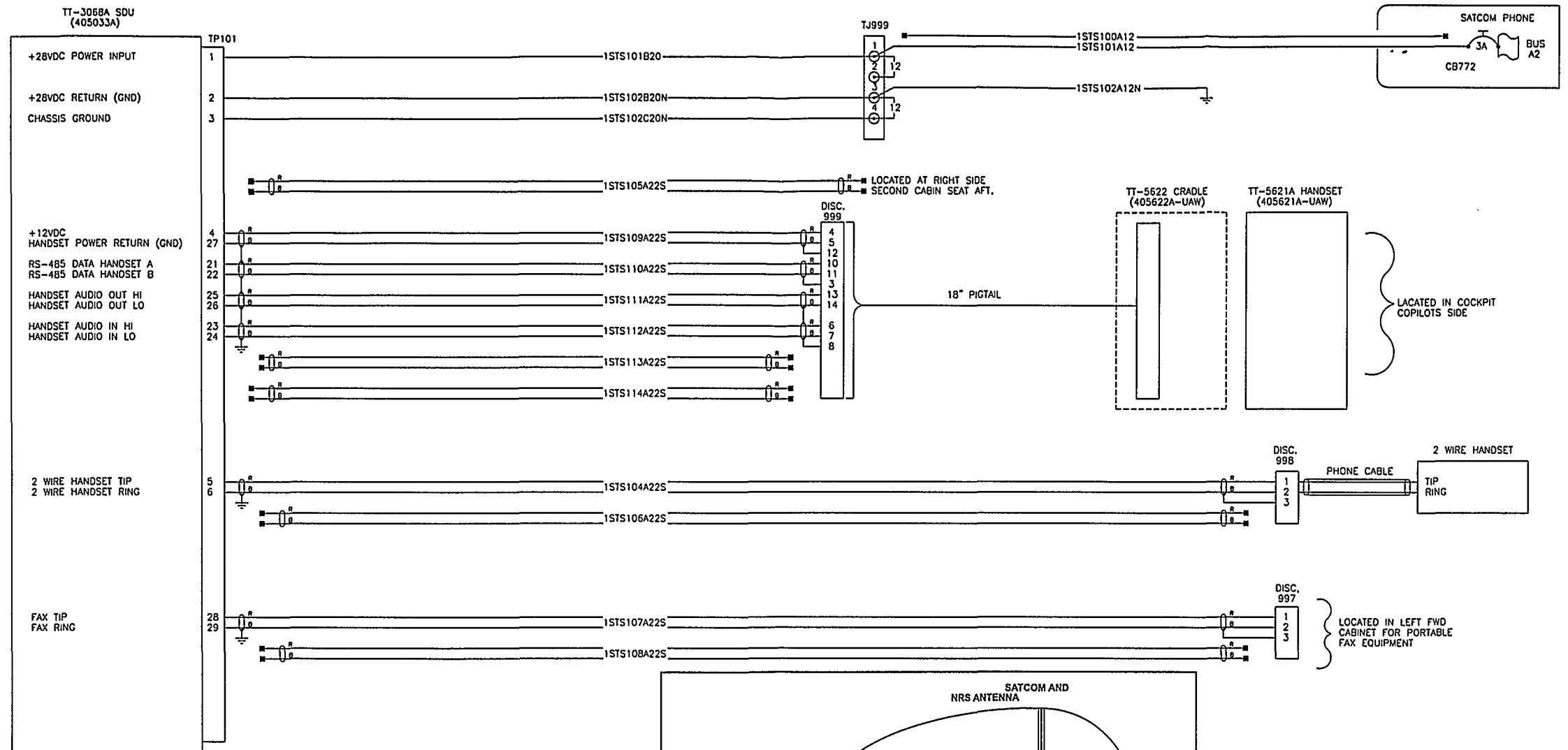
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The bearer is authorized to act in the capacity set forth on this Certificate of Authority in the following delegated functions and authorized areas:
<p align="center"> <b>**FAA Letter is evidence of renewal</b>  <b>Appointment per FAA Order 8110.37B, Appendix 2:</b>  <b>Authorized Areas and Delegated Functions</b>  <b>Chart A: Structural</b>  <b>A(1,4), L(11)</b>  <b>A(3,12) (Limited to pressure vessel installations only)</b>  <b>(Includes authorization to approve technical data for</b>  <b>repairs and alterations within limitation)</b>  <u><b>Recommend Approval Only: K(4), L(4), A(9)</b></u> </p> <p><b>Authorized Regulations: FAR Parts 23 &amp; 25</b></p> <p><b>Advisor: Janet Sprecker</b></p>

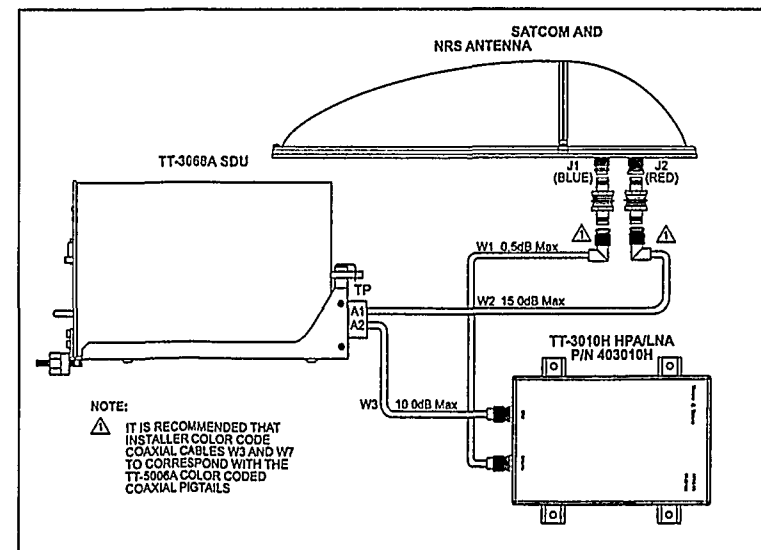
FAA FORM 8110-25





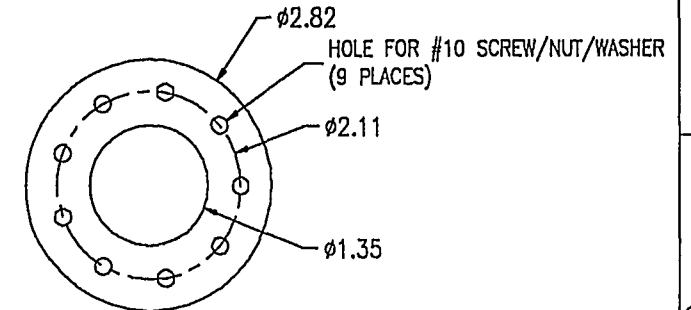
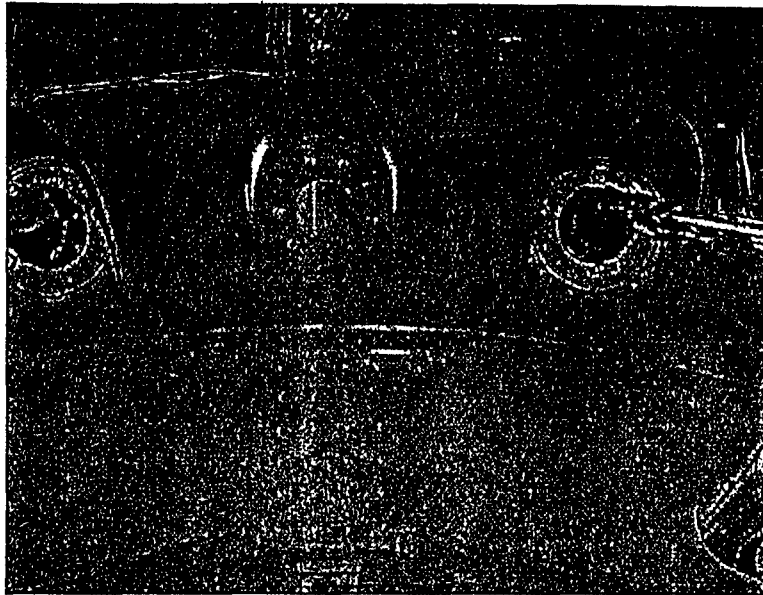


- NOTES:
1. ALL WIRING MEETS MIL-W-22759/16 OR MIL-W-27500 AS APPLICABLE.
  2. ALL WIRING WAS INSTALLED IN COMPLIANCE WITH AC 43.13-1B CHAPTER 11.
  3. ALL SHIELD GROUNDS ARE AWG 22 UNLESS OTHERWISE SPECIFIED.



1	7274-3-2	CIRCUIT BREAKER	KLIXON	CB772
1	405621A-UAW	HANDSET	UNIVERSAL	TT-5621A
1	405622A-UAW	HANDSET CRADLE	UNIVERSAL	TT-5622
1	10101-00	SATCOM ANT.	UNIVERSAL	TT-5006A NRS
1	403010H	NOISE AMPLIFIER	UNIVERSAL	TT-3010H
1	405033A	SATELLITE DATA UNIT	UNIVERSAL	TT-3068A SDU
QTY	PART NO.	DESCRIPTION	VENDOR	DESIGNATION
<b>PROPRIETARY NOTES</b> THIS DRAWING CONTAINS ENGINEERING DATA THAT IS THE PROPERTY OF SIGNATURE FLIGHT SUPPORT AND IS NOT TO BE USED BY ANY PERSON OR ORGANIZATION WITHOUT THE WRITTEN CONSENT OF AN AUTHORIZED REPRESENTATIVE OF SIGNATURE FLIGHT SUPPORT.				
<b>SIGNATURE FLIGHT SUPPORT</b> PALM BEACH INTERNATIONAL AIRPORT BUILDING 1500, PERIMETER ROAD WEST PALM BEACH, FLORIDA 33406 PHONE (561) 233-8540 FAX (561) 478-8700				
DRAWN BY	BRIAN M. CULBRETH	DATE	8/19/99	TITLE
DESIGN APPROVAL	BILLY D. WILL JR.	DATE	9/7/99	UNIVERSAL AVIONICS AIRBORNE SATELLITE TELECOM SYSTEM
MODEL	FALON 900	REV	095	REV
		REC	N343MG	DWG
			ISAT364	REV
			1R	SHEET #
				1 OF 1





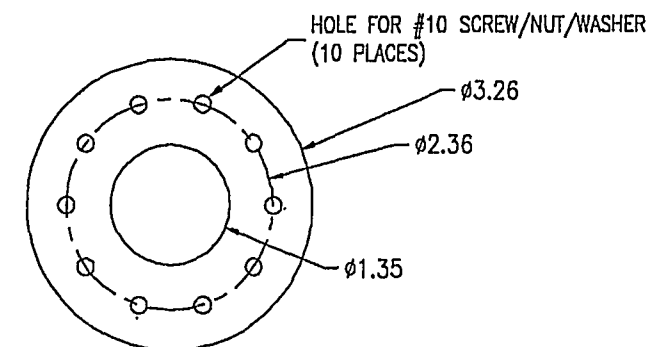
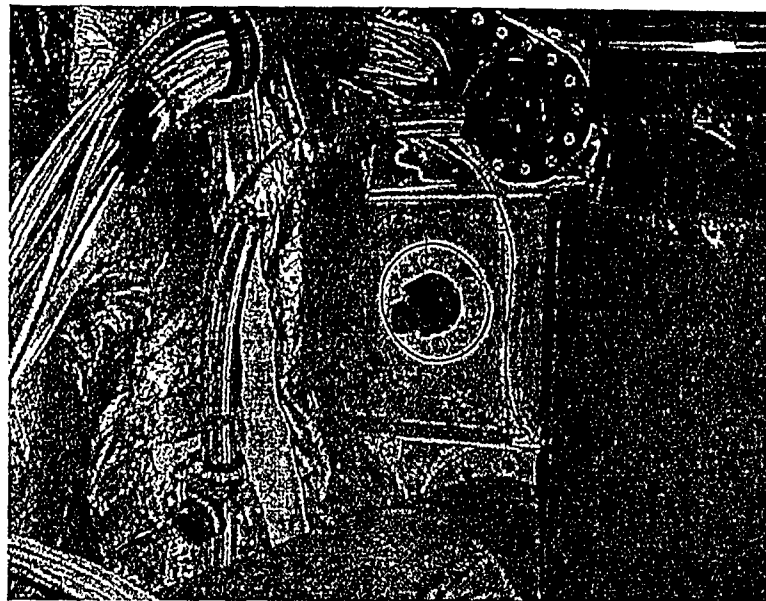
DOUBLER PLATE  
0.080 THICK 7075-T6 ALUMINUM  
(LOCATED AT F.S. 488.25, FRAME 27)

#### NOTES:

- (1) ALL PLATES WERE ETCHED & ALODINED, THEN PRIMED WITH STRONTIUM CHROMATE PRIMER. THEN PAINTED WITH LIGHT GRAY JET-GLO TWO PART PAINT.
- (2) PLATES WERE INSTALLED WITH PRC 1422-B 1/2 SEALANT.
- (3) SCREWS WERE TORQUED I.A.W. FALCON JET HARDWARE INFORMATION.

		SIGNATURE											
THIRD ANGLE PROJECTION UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES TOLERANCES ARE:		DATE: 8/28/00		TITLE: BULKHEAD FEED-THRU FOR FALCON 900									
ANGLES DECIMALS 1/16 0.0625 1/8 0.125 3/16 0.1875 1/2 0.5 3/4 0.75 1 1.0 1 1/2 1.5 2 2.0 3 3.0 4 4.0 6 6.0 8 8.0 10 10.0 12 12.0 16 16.0 20 20.0 24 24.0 32 32.0 40 40.0 48 48.0 60 60.0 72 72.0 96 96.0 120 120.0 144 144.0 180 180.0	DECIMALS 0.0001 0.0005 0.001 0.002 0.003 0.004 0.005 0.006 0.007 0.008 0.009 0.010 0.012 0.015 0.020 0.025 0.030 0.035 0.040 0.045 0.050 0.055 0.060 0.065 0.070 0.075 0.080 0.085 0.090 0.095 0.100 0.125 0.150 0.175 0.200 0.250 0.300 0.350 0.400 0.450 0.500 0.550 0.600 0.650 0.700 0.750 0.800 0.850 0.900 0.950 1.000 1.250 1.500 1.750 2.000 2.500 3.000 3.500 4.000 4.500 5.000 5.500 6.000 6.500 7.000 7.500 8.000 8.500 9.000 9.500 10.000 12.000 14.000 16.000 18.000 20.000 24.000 28.000 32.000 36.000 40.000 48.000 56.000 64.000 72.000 80.000 96.000 120.000 144.000 180.000	DECIMALS 0.0001 0.0005 0.001 0.002 0.003 0.004 0.005 0.006 0.007 0.008 0.009 0.010 0.012 0.015 0.020 0.025 0.030 0.035 0.040 0.045 0.050 0.055 0.060 0.065 0.070 0.075 0.080 0.085 0.090 0.095 0.100 0.125 0.150 0.175 0.200 0.250 0.300 0.350 0.400 0.450 0.500 0.550 0.600 0.650 0.700 0.750 0.800 0.850 0.900 0.950 1.000 1.250 1.500 1.750 2.000 2.500 3.000 3.500 4.000 4.500 5.000 5.500 6.000 6.500 7.000 7.500 8.000 8.500 9.000 9.500 10.000 12.000 14.000 16.000 18.000 20.000 24.000 28.000 32.000 36.000 40.000 48.000 56.000 64.000 72.000 80.000 96.000 120.000 144.000 180.000	DECIMALS 0.0001 0.0005 0.001 0.002 0.003 0.004 0.005 0.006 0.007 0.008 0.009 0.010 0.012 0.015 0.020 0.025 0.030 0.035 0.040 0.045 0.050 0.055 0.060 0.065 0.070 0.075 0.080 0.085 0.090 0.095 0.100 0.125 0.150 0.175 0.200 0.250 0.300 0.350 0.400 0.450 0.500 0.550 0.600 0.650 0.700 0.750 0.800 0.850 0.900 0.950 1.000 1.250 1.500 1.750 2.000 2.500 3.000 3.500 4.000 4.500 5.000 5.500 6.000 6.500 7.000 7.500 8.000 8.500 9.000 9.500 10.000 12.000 14.000 16.000 18.000 20.000 24.000 28.000 32.000 36.000 40.000 48.000 56.000 64.000 72.000 80.000 96.000 120.000 144.000 180.000	DECIMALS 0.0001 0.0005 0.001 0.002 0.003 0.004 0.005 0.006 0.007 0.008 0.009 0.010 0.012 0.015 0.020 0.025 0.030 0.035 0.040 0.045 0.050 0.055 0.060 0.065 0.070 0.075 0.080 0.085 0.090 0.095 0.100 0.125 0.150 0.175 0.200 0.250 0.300 0.350 0.400 0.450 0.500 0.550 0.600 0.650 0.700 0.750 0.800 0.850 0.900 0.950 1.000 1.250 1.500 1.750 2.000 2.500 3.000 3.500 4.000 4.500 5.000 5.500 6.000 6.500 7.000 7.500 8.000 8.500 9.000 9.500 10.000 12.000 14.000 16.000 18.000 20.000 24.000 28.000 32.000 36.000 40.000 48.000 56.000 64.000 72.000 80.000 96.000 120.000 144.000 180.000	DECIMALS 0.0001 0.0005 0.001 0.002 0.003 0.004 0.005 0.006 0.007 0.008 0.009 0.010 0.012 0.015 0.020 0.025 0.030 0.035 0.040 0.045 0.050 0.055 0.060 0.065 0.070 0.075 0.080 0.085 0.090 0.095 0.100 0.125 0.150 0.175 0.200 0.250 0.300 0.350 0.400 0.450 0.500 0.550 0.600 0.650 0.700 0.750 0.800 0.850 0.900 0.950 1.000 1.250 1.500 1.750 2.000 2.500 3.000 3.500 4.000 4.500 5.000 5.500 6.000 6.500 7.000 7.500 8.000 8.500 9.000 9.500 10.000 12.000 14.000 16.000 18.000 20.000 24.000 28.000 32.000 36.000 40.000 48.000 56.000 64.000 72.000 80.000 96.000 120.000 144.000 180.000	DECIMALS 0.0001 0.0005 0.001 0.002 0.003 0.004 0.005 0.006 0.007 0.008 0.009 0.010 0.012 0.015 0.020 0.025 0.030 0.035 0.040 0.045 0.050 0.055 0.060 0.065 0.070 0.075 0.080 0.085 0.090 0.095 0.100 0.125 0.150 0.175 0.200 0.250 0.300 0.350 0.400 0.450 0.500 0.550 0.600 0.650 0.700 0.750 0.800 0.850 0.900 0.950 1.000 1.250 1.500 1.750 2.000 2.500 3.000 3.500 4.000 4.500 5.000 5.500 6.000 6.500 7.000 7.500 8.000 8.500 9.000 9.500 10.000 12.000 14.000 16.000 18.000 20.000 24.000 28.000 32.000 36.000 40.000 48.000 56.000 64.000 72.000 80.000 96.000 120.000 144.000 180.000	DECIMALS 0.0001 0.0005 0.001 0.002 0.003 0.004 0.005 0.006 0.007 0.008 0.009 0.010 0.012 0.015 0.020 0.025 0.030 0.035 0.040 0.045 0.050 0.055 0.060 0.065 0.070 0.075 0.080 0.085 0.090 0.095 0.100 0.125 0.150 0.175 0.200 0.250 0.300 0.350 0.400 0.450 0.500 0.550 0.600 0.650 0.700 0.750 0.800 0.850 0.900 0.950 1.000 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0.0005 0.001 0.002 0.003 0.004 0.005 0.006 0.007 0.008 0.009 0.010 0.012 0.015 0.020 0.025 0.030 0.035 0.040 0.045 0.050 0.055 0.060 0.065 0.070 0.075 0.080 0.085 0.090 0.095 0.100 0.125 0.150 0.175 0.200 0.250 0.300 0.350 0.400 0.450 0.500 0.550 0.600 0.650 0.700 0.750 0.800 0.850 0.900 0.950 1.000 1.250 1.500 1.750 2.000 2.500 3.000 3.500 4.000 4.500 5.000 5.500 6.000 6.500 7.000 7.500 8.000 8.500 9.000 9.500 10.000 12.000 14.000 16.000 18.000 20.000 24.000 28.000 32.000 36.000 40.000 48.000 56.000 64.000 72.000 80.000 96.000 120.000 144.000 180.000	DECIMALS 0.0001 0.0005 0.001 0.002 0.003 0.004 0.005 0.006 0.007 0.008 0.009 0.010 0.012 0.015 0.020 0.025 0.030 0.035 0.040 0.045 0.050 0.055 0.060 0.065 0.070 0.075 0.080 0.085 0.090 0.095 0.100 0.125 0.150 0.175 0.200 0.250 0.300 0.350 0.400 0.450 0.500 0.550 0.600 0.650 0.700 0.750 0.800 0.850 0.900 0.950 1.000 1.250 1.500 1.750 2.000 2.500 3.000 3.500 4.000 4.500 5.000 5.500 6.000 6.500 7.000 7.500 8.000 8.500 9.000 9.500 10.000 12.000 14.000 16.000 18.000 20.000 24.000 28.000 32.000 36.000 40.000 48.000 56.000 64.000 72.000 80.000 96.000 120.000 144.000 180.000	DECIMALS 0.0001 0.0005 0.001 0.





DOUBLER PLATE  
0.080 THICK 7075-T6 ALUMINUM  
(LOCATED AT F.S. 461.79, FRAME 25)

NOTES:

- (1) ALL PLATES WERE ETCHED & ALODINED, THEN PRIMED WITH STRONTIUM CHROMATE PRIMER. THEN PAINTED WITH LIGHT GRAY JET-GLO TWO PART PAINT.
- (2) PLATES WERE INSTALLED WITH PRC 1422-B 1/2 SEALANT.
- (3) SCREWS WERE TORQUED I.A.W. FALCON JET HARDWARE INFORMATION.



		TITLE: BULKHEAD FEED-THRU FOR FALCON 900	
DESIGNED BY: ZGX CHECKED: [Signature] DATE/TIME: [Signature]	DATE: 8/26/95	SIZE: NONE	DRAWING NO.: SIG99-01
AUTOCAD DWG. FILE NO.		MODEL: FALCON 900	SHEET: 2 of 2



SIGNATURE FLIGHT SUPPORT  
PALMBEACH, FL

REPORT NO. SIG99-01SA

STRUCTURAL ANALYSIS  
BULKHEAD FEED-THRU INSTALLATION  
IN FALCON 900 AIRPLANE

PREPARED BY:  
J. B. DWERLKOTTE ASSOCIATES, INC.  
429 N. ST. FRANCIS  
WICHITA, KANSAS

DATE: JULY 27, 1999

WRITTEN BY: Zhaogun Xia

CHECKED BY: R.P. Highland

APPROVED BY: Joseph B. Dwerlkotte





## 1.0 Introduction

The purpose of this report is to provide structural substantiation for installations of two bulkhead feed-thru in Falcon 900 airplane.

### 1.1 References

#### Drawings:

SIG99-01	Bulkhead Feed-thru for Falcon 900
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#### Documents:

MIL-HDBK-5F	Metallic Materials and Elements for Aerospace Vehicle Structures
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Bruhn	Analysis and Design of Flight Vehicle Structures
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United States Air Force (USAF) Damage Tolerance Design Handbook

### 1.2 Description (ref. Figure 1.2A-1.2C)

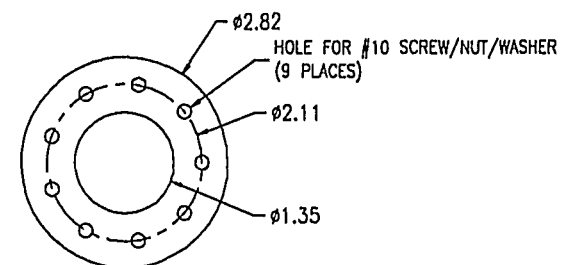
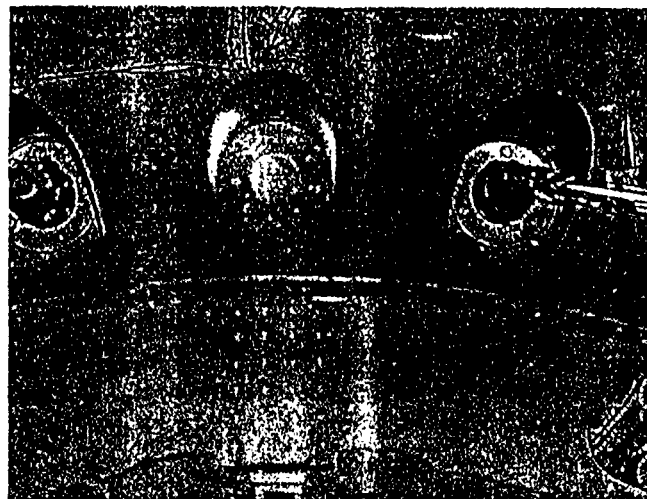
As shown in Figure 1.2A, an electrical cable feed-thru is installed in an existing feed-thru provision at Frame 27 (F.S. 488.25) using a 0.080" 7075-T6 doubler plate and nine #10 screws/nuts/washers.

In Figure 1.2B, an electrical cable feed-thru is installed in the bulkhead of aft baggage compartment at Frame 25 (F.S. 461.79) using a 0.080" 7075-T6 doubler plate and ten #10 screws/nuts/washers. The feed-thru installation area of the bulkhead is stiffened by aircraft frame and existing bulkhead stiffening flanges.









DOUBLER PLATE  
0.080 THICK 7075-T6 ALUMINUM  
(LOCATED AT F.S. 488.25, FRAME 27)

#### NOTES:

- (1) ALL PLATES WERE ETCHED & ALODINED, THEN PRIMED WITH STRONTIUM CHROMATE PRIMER. THEN PAINTED WITH LIGHT GRAY JET-GLO TWO PART PAINT.
- (2) PLATES WERE INSTALLED WITH PRC 1422-B 1/2 SEALANT.
- (3) SCREWS WERE TORQUED I.A.W. FALCON JET HARDWARE INFORMATION.

SIGNATURE FLIGHT SUPPORT PALMBEACH, FL		DATE: 8/24/99		TITLE: BULKHEAD FEED-THRU FOR FALCON 900	
DESIGNED BY: ZEX		CHECKED BY: [Signature]		DATE: 8/24/99	
DRAWN BY: [Signature]		APPROVED BY: [Signature]		DATE: 8/24/99	
AUTOCAD DWG. FILE NO.		SHEET 1 of 2		FALCON 900	

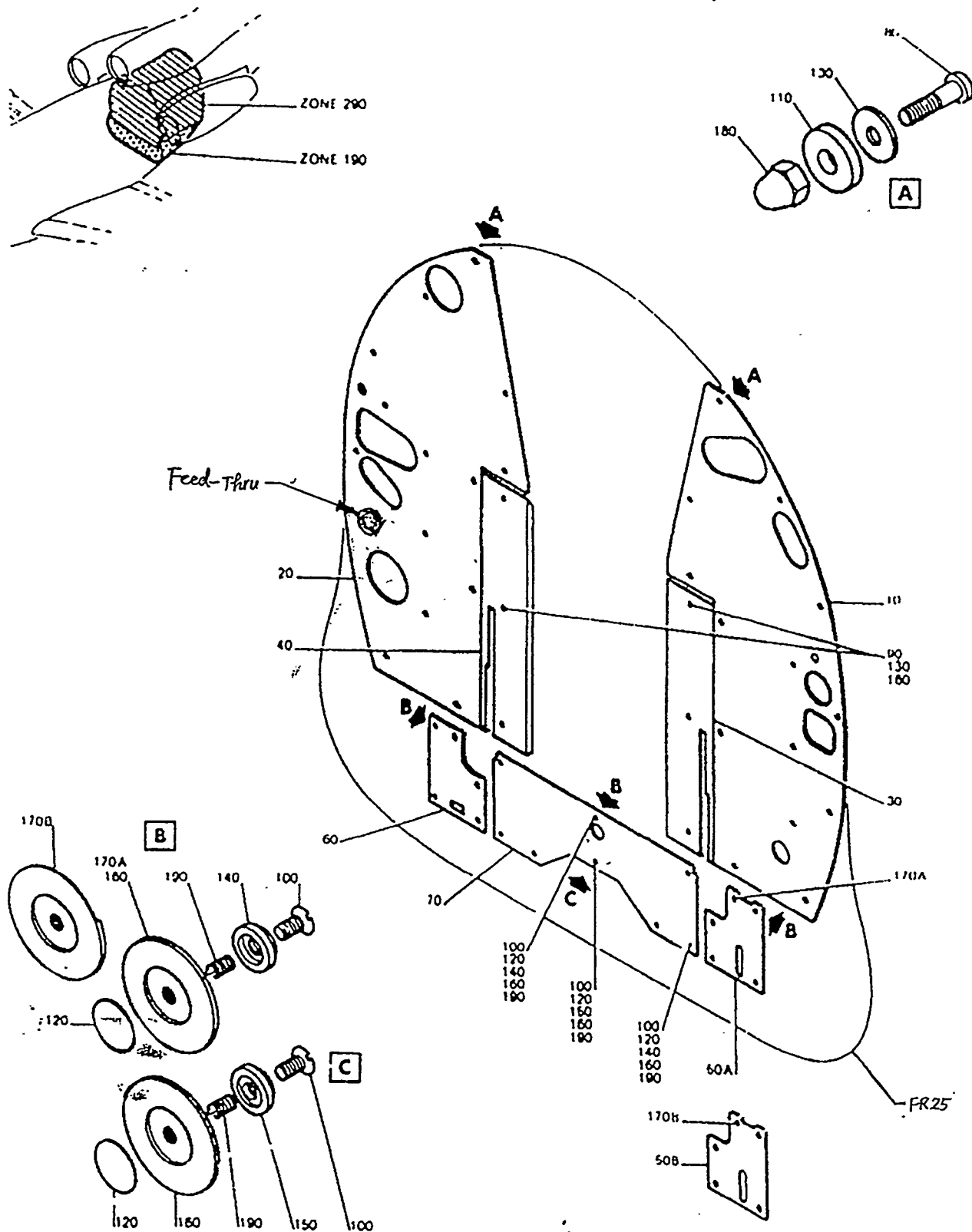
FIGURE 1.2A





# FALCON 900

## ILLUSTRATED PARTS CATALOG



SHIELD, FR25

53-60-40

FIGURE 1.2C





## 2.0 Compliance with Regulations

The Falcon 900 airplane complies with the FAA requirements of FAR 25 as specified in the Type Certificate Data Sheet A46EU.



### 3.0 Weights and Loads

#### 3.1 Load Factors

The critical loading condition for the bulkhead feedthru installation is the cabin pressurization:

Max Relief Valve Setting = 9.1 psi

$\Delta P(\text{ult}) = (9.1 + 0.5*)(2.0**)(1.5) = 28.8 \text{ psi}$

\* Aerodynamic Pressure Effect

\*\* Design Factor



#### 4.0 Analysis

The electrical cable feed-thru at Frame 27 (F.S. 488.25) is installed in an existing feed-thru provision using a 0.080" 7075-T6 doubler plate and nine #10 screws/nuts/washers. The installation method and procedures are the same as the existing nearby feed-thru installations. Therefore the feed-thru installation at Frame 27 (F.S. 488.25) is satisfactory by comparison.

The electrical cable feed-thru at Frame Frame 25 (F.S. 461.79) is installed in the bulkhead of aft baggage compartment using a 0.080" 7075-T6 doubler plate and ten #10 screws/nuts/washers. The installation method and procedures are the same as the existing nearby feed-thru installations. Therefore the feed-thru installation at Frame 25 (F.S. 461.79) is satisfactory by comparison.



## 5.0 Damage Tolerance and Fatigue

The fuselage bulkhead fatigue is directly proportional to the stress levels. The feed-thru installation at Frame 27 added more materials back than was removed for the tension level which is fatigue critical, thus the structure in the area of the modification is slightly less fatigue sensitive and causes insignificant changes in the dynamic responses of the fuselage.

The purpose of following analysis is to evaluate the fatigue capabilities of the pressure bulkhead feedthru installation at Frame 25. The analysis ensures that should serious fatigue, corrosion, or accidental damage occur within the operational life of the airplane, the remaining structure can withstand reasonable loads without failure or excessive structural deformation until the damage is detected.

The figures associated with this section of the structural analysis can be found from Figure 5.0A-D.

The critical area for crack initiation and growth are around the hole cutout.

The analysis provides crack growth calculations for the 1.35" diameter hole. The bulkhead feedthru plate and the doubler plate is 0.063" thick aluminum.

The loading spectrum will be the repeated application of the normal operating differential pressure and external aerodynamic pressures. The crack growth analysis is performed using a constant amplitude stress spectrum and R ratio of 0.54 (minimum stress/maximum stress). The normal gross operating stress is calculated based on the operating pressure 8.8 psi and a 1.1 factor required by the FAR.

$$\text{Pressure} = (9.1*)(1.1) = 10.01 \text{ psi}$$

\*no aerodynamic factor for bulkhead.

A finite element analysis code is used to analyze the stress around the hole.

The feed-thru installation area is modeled for analysis as a 0.063" 7"×10.8" 2024-T3 AL plate. Shell element is used to mesh the plate. The plate sides are fixed for displacements as boundary conditions.

The result of stress distribution around the hole is in Figure 5.0A.

The maximum von Mises stress around the hole will be about 2624 psi.

The maximum strain around the hole will be about 0.0007 in/in. The maximum deformation around the hole is in the elastic range.

The analysis considers a radial crack growing from edge of the hole toward the nearest stiffening flange.

The crack growth rate analysis is performed with the Paris equation using an iterating computer spreadsheet program.





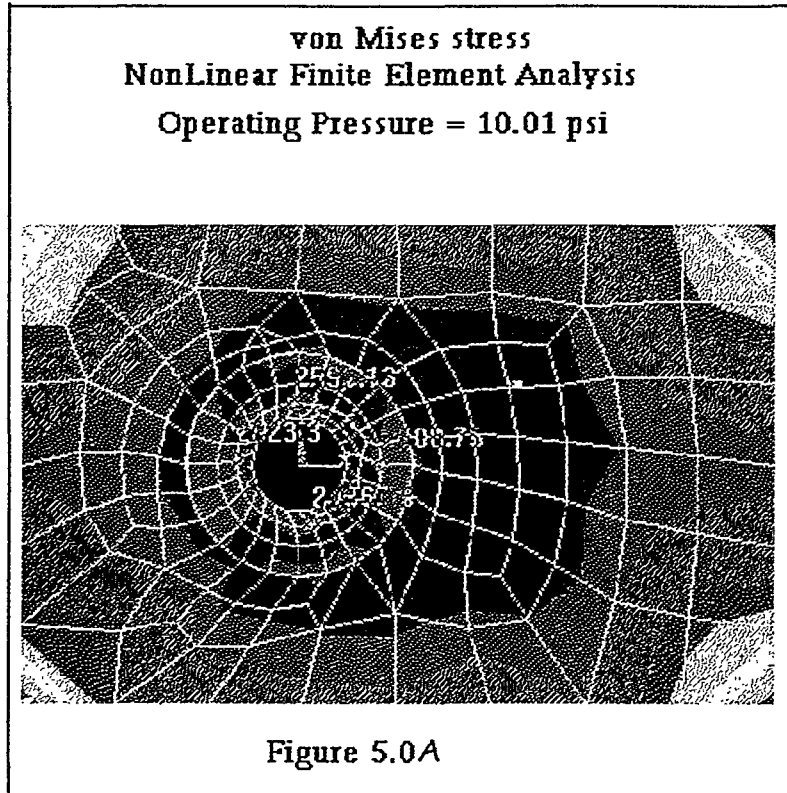
$$da/dN = C \Delta K^n \text{ (Paris equation for crack propagation)}$$

where:

$da/dN$  = crack growth in inches per cycle

$$C = 1.83 \times 10^{-8}$$

$$n = 2.738$$



NODAL SOLUTION  
STEP=1  
SUB =183  
TIME=1  
SEQV (AVG)  
TOP

#### STRESS STRAIN

DOCK -.189811 DOCK -.189811  
SEAN -.225.725 SEAN -.225.725  
SECK -.12343 SECK -.12343

12343	.225.725	.786E-04
1572	.199E-03	
2919	.370E-03	
4265	.540E-03	
5611	.711E-03	
6958	.881E-03	
8304	.001052	
9650	.001222	
11997	.001353	
12343	.001563	

The constant  $C$  and the exponent  $n$  are material constants, and are determined from Figure NADS from the MCIC-HB-01 Damage Tolerant Design Handbook. Figure 5.0B shows the figure from the handbook, and Figure 5.0C shows the calculations performed to determine the factors.

The computer program output data for an initial crack of 0.03" emanating forward from the edge of the 1.35" diameter hole is shown on Figure 5.0D. The stress intensity factor threshold is  $2.452(\text{ksi in}^{1/2})$  which is conservative compared with test data shown on Fig. 5.0B. The quantity of cycles required to grow a crack of 1.35 inches, which is the shortest distance from the edge of the 1.35" diameter hole to the edge of the bulkhead feedthru plate is approximately 938,275 cycles. The margins of safety are calculated based on a fracture toughness of 48 ( $\text{ksi in}^{1/2}$ ) per Table CAD36 from the MCIC-HB-01 Damage Tolerant Handbook.



GARRETT AVIATION

The analysis investigates the crack growth rates from a pressure loaded hole. The repeated stress levels are such that the crack growth rates are slow while the residual strength margins of safety are high. Based on the previous analysis, it can be determined that catastrophic fatigue failure as a result of repeated loads is extremely unlikely. The forward bulkhead feedthru installation is satisfactory and does not require a supplemental inspection schedule.



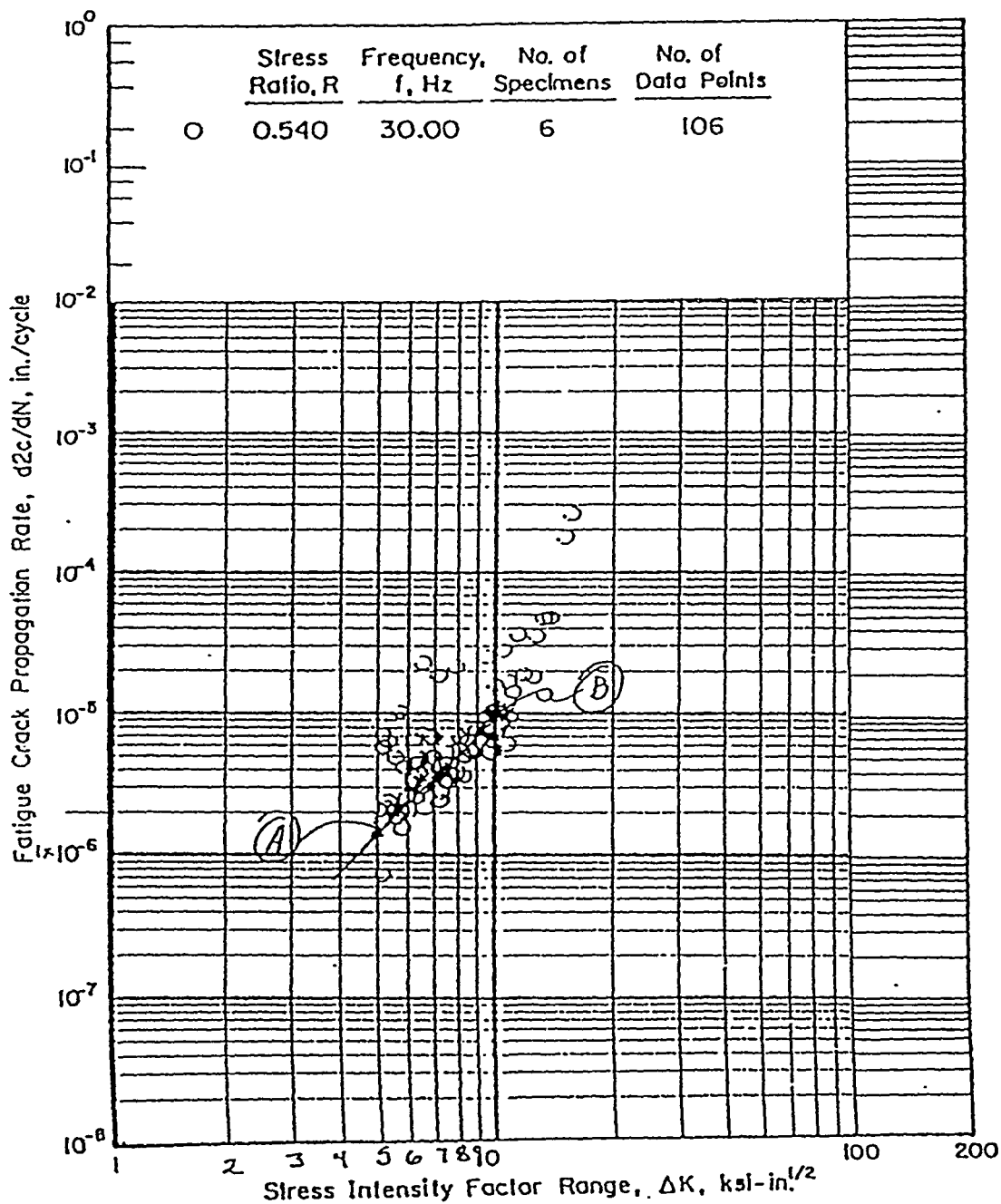


FIGURE NAD13.\* 2024-T4 Al, 0.040 IN. SHEET, CC SPECIMEN, L-T DIRECTION  
 Environment : 70 F Laboratory Air  
 Specimen Thk. : 0.040 in.; Width: 7.50 in.  
 Reference No. : 86734

8.1-22(1/75)

Fig 5.0 B

REV.

REPORT NO. SIG99-01SA

7.1



Paris Equation for Point A from Figure 5.0A:

$$\log(1.5 \times 10^{-6}) = \log C + n \log(5)$$

Paris Equation for Point B from Figure 5.0A

$$\log(1 \times 10^{-5}) = \log C + n \log(10)$$

$c = 1.83 \times 10^{-8}$  ← C is the trial and error constant: this is its final value

$$a = \frac{\log((1.5 \times 10^{-6})) - \log(c)}{\log(5)} \quad b = \frac{\log(1 \times 10^{-5}) - \log(c)}{\log(10)}$$

$$a = 2.738$$

$$b = 2.738$$

$$\text{difference} = (b/a - 1) \times 100$$

equation used to determine how well C  
is chosen

$$\text{difference} = -0.009$$

$$n1 = \frac{\log((1.5 \times 10^{-6})) - \log(c)}{\log(5)} \quad n2 = \frac{\log(1 \times 10^{-5}) - \log(c)}{\log(10)}$$

$$n1 = 2.738$$

$$n2 = 2.738$$

$$C = 1.83 \times 10^{-8}$$

Paris equation constants

$$n = 2.738$$

Fig. 5.0 C





GARRETT AVIATION

Remotely Loaded 1.35" Diameter Hole							
crack size (inches)	Hole Radius			Stress - ksi			
	0.675			2.624			
a	a/r	lambda	Beta F1(a/r)	Stress In delta k	da/dn	cycles	margin percent
0.030	0.044	0.957	3.045	2.452	2.13271E-07		
0.060	0.089	0.918	2.775	3.160	4.27275E-07	70,212	1419
0.090	0.133	0.882	2.559	3.570	5.96509E-07	120,505	1245
0.120	0.178	0.849	2.385	3.841	7.28835E-07	161,667	1150
0.150	0.222	0.818	2.241	4.036	8.34797E-07	197,604	1089
0.180	0.267	0.789	2.122	4.186	9.22539E-07	230,122	1047
0.210	0.311	0.763	2.022	4.308	9.97699E-07	260,192	1014
0.240	0.356	0.738	1.936	4.410	1.06404E-06	288,386	988
0.270	0.400	0.714	1.862	4.499	1.12404E-06	315,075	967
0.300	0.444	0.692	1.798	4.579	1.17935E-06	340,513	948
0.330	0.489	0.672	1.741	4.651	1.23102E-06	364,883	932
0.360	0.533	0.652	1.691	4.718	1.27979E-06	388,325	917
0.390	0.578	0.634	1.646	4.779	1.32613E-06	410,947	904
0.420	0.622	0.616	1.605	4.837	1.37038E-06	432,839	892
0.450	0.667	0.600	1.568	4.891	1.41276E-06	454,074	881
0.480	0.711	0.584	1.534	4.942	1.45344E-06	474,714	871
0.510	0.756	0.570	1.503	4.990	1.49256E-06	494,814	862
0.540	0.800	0.556	1.474	5.036	1.53022E-06	514,419	853
0.570	0.844	0.542	1.447	5.079	1.56651E-06	533,570	845
0.610	0.904	0.525	1.414	5.134	1.6129E-06	558,370	835
0.650	0.963	0.509	1.383	5.185	1.65715E-06	582,508	826
0.690	1.022	0.495	1.355	5.233	1.69943E-06	606,045	817
0.730	1.081	0.480	1.328	5.278	1.73989E-06	629,035	809
0.770	1.141	0.467	1.304	5.320	1.77868E-06	651,524	802
0.810	1.200	0.455	1.281	5.361	1.81593E-06	673,551	795
0.850	1.259	0.443	1.260	5.399	1.85178E-06	695,152	789
0.890	1.319	0.431	1.239	5.436	1.88636E-06	716,357	783
0.930	1.378	0.421	1.220	5.471	1.91979E-06	737,192	777
0.970	1.437	0.410	1.202	5.504	1.95219E-06	757,682	772
1.010	1.496	0.401	1.185	5.537	1.98367E-06	777,847	767
1.050	1.556	0.391	1.169	5.568	2.01432E-06	797,705	762
1.090	1.615	0.382	1.153	5.598	2.04424E-06	817,272	757
1.130	1.674	0.374	1.138	5.627	2.07353E-06	836,563	753
1.170	1.733	0.366	1.124	5.655	2.10225E-06	855,590	749
1.210	1.793	0.358	1.111	5.683	2.13049E-06	874,365	745
1.220	1.807	0.356	1.108	5.690	2.13748E-06	879,043	744
1.230	1.822	0.354	1.105	5.697	2.14445E-06	883,706	743
1.270	1.881	0.347	1.092	5.723	2.17209E-06	902,122	739
1.310	1.941	0.340	1.080	5.749	2.1994E-06	920,309	735
1.350	2.000	0.333	1.069	5.775	2.22644E-06	938,275	731

Figure 5.0D



## 6.0 Conclusion

The feed-thru installation described in Section 1.2 complies with the FAA requirements of FAR 25 as specified in the Type Certificate Data Sheet A46EU and is satisfactory for installation in the Falcon model 900 airplane.



<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>				Form Approved OMB No. 2120-0020 <hr/> For FAA Use Only <hr/> Office Identification <i>80-17</i>	
US Department of Transportation Federal Aviation Administration					
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This form is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make <b>Falcon Jet</b>			Model <b>900</b>	
	Serial No. <b>95</b>			Nationality and Registration Mark <b>N343MG</b>	
2. Owner	Name (As shown on registration certificate) <b>CAPITAL TRANSPORT LLC</b>			Address (As shown on registration certificate) <b>C/O GRUSS &amp; CO 900 THIRD AVE. NEW YORK, N.Y. 10022</b>	
3. For FAA Use Only					
The data identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, Section 43.7.					
<i>Alejo A. Morgan</i> <i>ABC-PSSO-17</i>					
<b>10 NOV 1999</b>					
4. Unit Identification					5. Type
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	<i>As described in item 1 above</i>				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address			B. Kind of Agency		C. Certificate No.
<b>Signature Flight Support</b> <b>1500 Perimeter Rd. Palm Beach</b> <b>International Airport West</b> <b>Palm Beach, Florida 33406</b>					<b>CRS-PB8R624N</b>
			U.S. Certificated Mechanic		
			Foreign Certificated Mechanic		
			X <b>Certificated Repair Station</b>		
			Manufacturer		
D. I certify that the repair and/or alteration made to the unit(s) identified in Item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date <b>10/5/99</b>			Signature of Authorized Individual <i>[Signature]</i>		
7. Approval for Return to Service					
Pursuant to the authority given persons specified below, the unit identified in Item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> <b>APPROVED</b> <input type="checkbox"/> <b>REJECTED</b>					
BY	FAA Flt. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canadian Airworthiness Group	
Date of Approval or Rejection <b>10/5/99</b>		Certificate or Designation No. <b>582516655</b>		Signature of Authorized Individual <i>[Signature]</i>	

**8. Description of Work Accomplished**

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

**Aircraft Total Time: 3095.9****Date: 10/5/99****Aircraft Total Landings: 1288****Removed The Following Equipment:****Station Location:****Sony Compact Disc player  
model No. CDX-44****410.8****Sony Mobil Video Cassette Player  
model No. EVX-58****410.8****Sony Trinitron Color Video Monitor  
model No. PVM-1342Q****145.36****Sony Trinitron Color Video Monitor  
model No. PVM-1342Q****410.8****Installed The Following Equipment:****Rosen Monitor  
P/N RLCD 14-8-B2/B28****145.36****Panasonic Fax Machine  
Model KX-FP105****132.36****Panasonic Mobil DVD player  
Model No. CX-DV1500EUC****410.8****Panasonic CD Player/Receiver with changer control  
Model CQ-DF88EUC****410.8****Panasonic CD changer model DP801****410.8****Sharp LCD AV Monitor  
Model LC-150M2U****410.8**

Installed Rosen monitor I.A.W. structural FAA form 8110-3 dated September 24, 1999 drawing No. AVO92099-08 by DER Lauren Napier and AC 25-10. Installed Fax machine I.A.W. structural FAA form 8110-3 dated September 24, 1999 drawing No. AV092099-08 by DER Lauren Napier and AC 25-10. Installed CD changer I.A.W. structural FAA form 8110-3 dated September 9, 1999 drawing No. AVO90699-05 by DER Lauren Napier and AC 25-10. Installed Sharp monitor I.A.W. structural FAA form 8110-3 dated September 26, 1999 drawing No. AVO90699-08 by DER Lauren Napier and AC 25-10. Installed DVD Player/Stereo I.A.W. structural FAA form 8110-3 dated September 9, 1999 drawing No. AVO90699-04 by DER Lauren Napier and AC 25-10. Performed system test and does not interfere with aircraft systems. Systems test flight checked good. Aircraft log book entry made. Weight and balance completed. Refer to work order # PBI-364

----- E N D -----

☐ Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			DATE Sept. 26, 1999
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Dassault	Falcon 900	Airplane	Signature Flight Services
LIST OF DATA			
IDENTIFICATION	TITLE		
AVO90699-08	Monitor Installation: Sh 1.2, Rev. IR dated 9/09/99		
PURPOSE OF DATA to approve the static structural aspects only of the monitor Instl as part of a major alteration to S/N 095			
APPLICABLE REQUIREMENTS (List specific sections)  FAR 25.307(a)			
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.  I (We) Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Lauren Napier <i>Lauren Napier</i>		SD-815	Structural



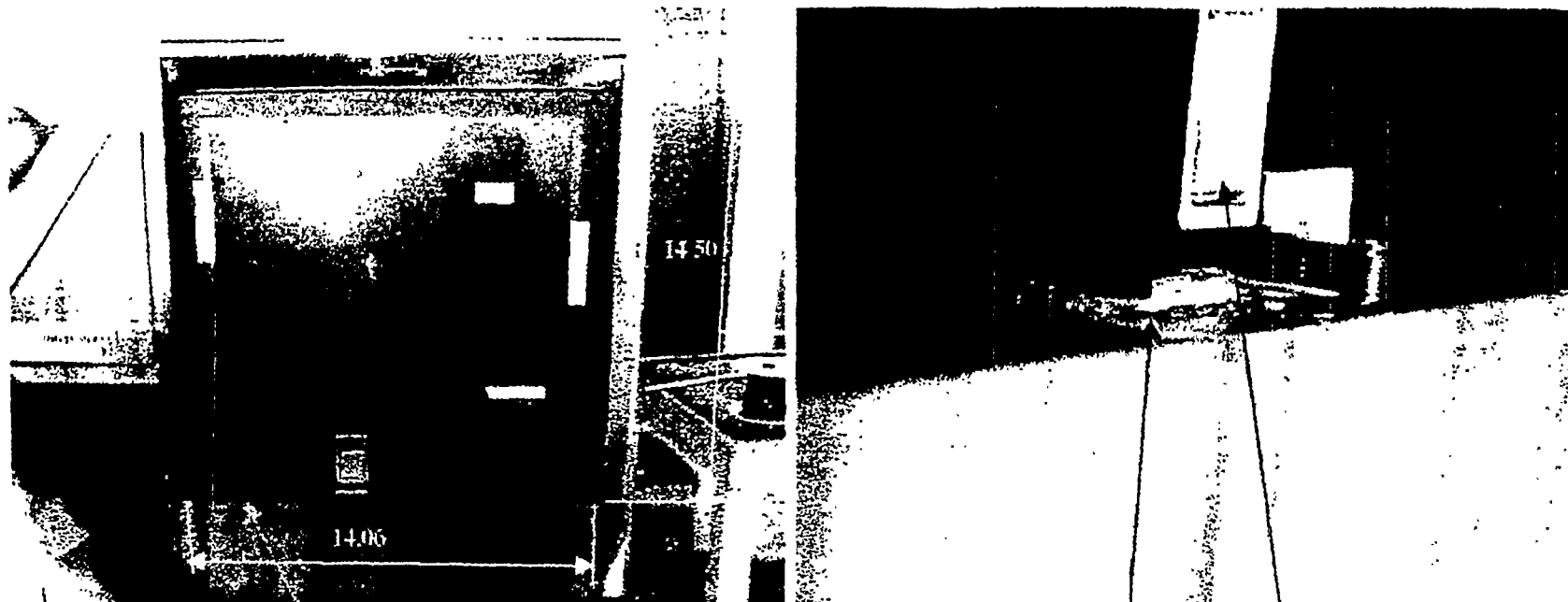


DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			DATE Sept. 9, 1999
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE	MODEL NO	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Dassault	Falcon 900	Airplane	Signature Flight Services
LIST OF DATA			
IDENTIFICATION	TITLE		
AVO90699-04	DVD Player/Stereo Installation; Sh. 1-2. Rev. IR dated 9/09/99		
PURPOSE OF DATA to approve the static structural aspects only of the DVD/Stereo Instl as part of a major alteration to S/N 095			
APPLICABLE REQUIREMENTS (List specific sections)  FAR 25.307(a), 609(a)			
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. <input type="checkbox"/> Recommend approval of these data I <input checked="" type="checkbox"/> Therefore <input checked="" type="checkbox"/> Approve these data			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Lauren Napier <i>Lauren Napier</i>		SO-815	Structural



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			DATE Sept. 9, 1999
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
Dassault	Falcon 900	Airplane	Signature Flight Services
LIST OF DATA			
IDENTIFICATION	TITLE		
AVO90699-05	CD Changer Installation; Sh. 1, Rev. IR dated 9/09/99		
PURPOSE OF DATA to approve the static structural aspects only of the CD Instl as part of a major alteration to S/N 095			
APPLICABLE REQUIREMENTS (List specific sections) FAR 25.307(a), 561(c)			
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Lauren Napier <i>Lauren Napier</i>		SO-815	Structural





SHARP MONITOR  
MODEL LC-150M24  
S/N: 906411819  
WT: 8.0 LBS.  
LOCATED AT STA 410.80

STRIKER PLATE 063 AL EXT 2024-T3  
1.0 X 1.0 WITH .188 FLANGE  
TO BE SECURED WITH # 6 SHEET MET'L  
SCREWS.  
3 PL

ACTRON  
LATCH  
23XXX-2

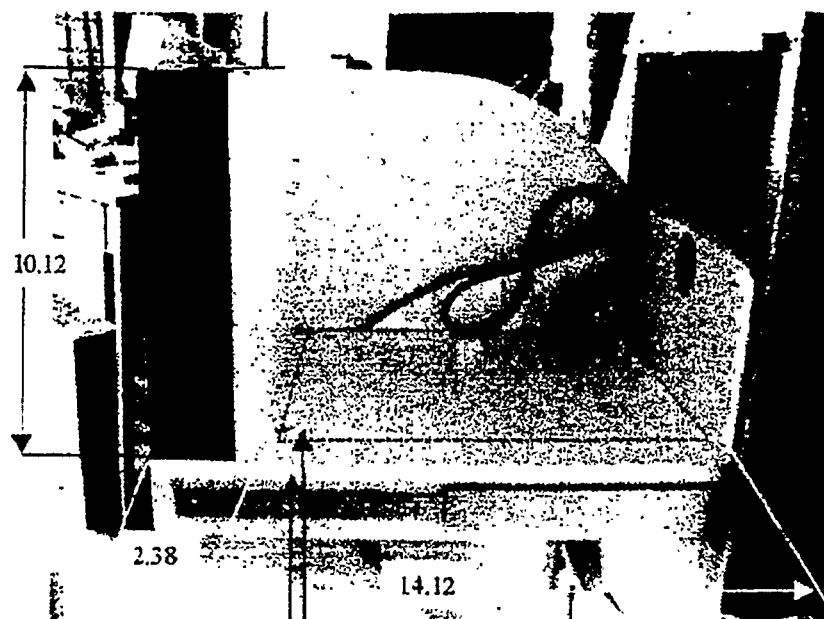
TITLE: MONITOR INSTALLATION

DWG #: AV090699-08 SHT # 1 of 2

DRWN BY: MLM  
APPROVED BY: L NAPIER  
DATE: 09/09/99

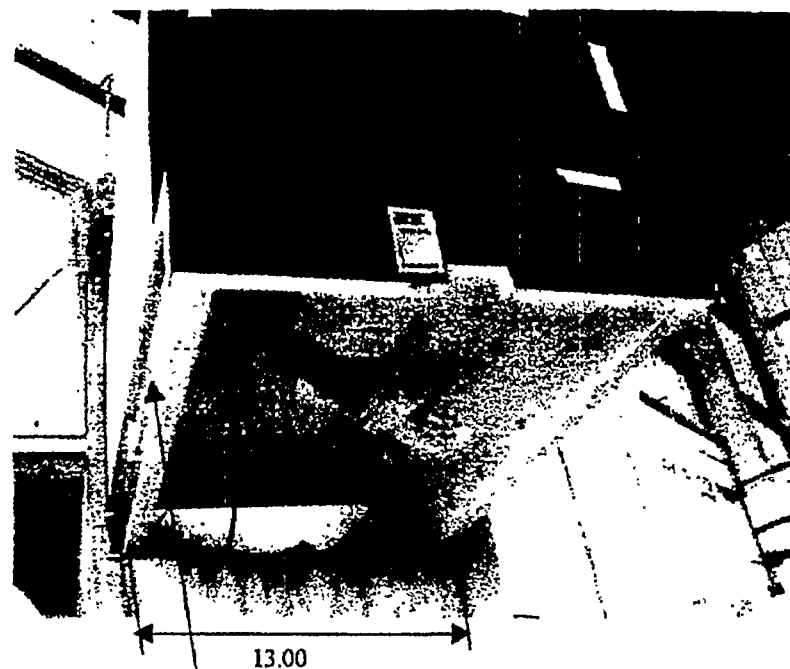
A/C MODEL: FALCON 900  
SERIAL #: 095 MODEL: 900  
REGISTRATION: N343MG





.5 NOMEX PNL W/  
FIBERGLASS SKINS  
CONSTRUCTION TYP

PANASONIC FAX  
MODEL KE-FP105  
WT: 8.3 LBS.  
TO BE MODIFIED AS FOLLOWS:  
REMOVE EXISTING LEGS ON FAX AND  
INSTALL 12.0 X 14.0 .050 AL 2024-T3 PLATE  
AT THE BASE OF THE FAX MACHINE.  
SECURE THE PLATE TO THE FAX MACHINE USING THE  
EXISTING SCREWS HOLDING LEG.  
SECURE PLATE TO TOP OF DRAWER SHELF WITH  
403HE-08-500 & MS35206-245 (OR EQUIVALENT) 4 PL  
W/ EA960E HYSOL



ACTRON SLIDES  
TO BE SECURED TO CABINET WITH  
403HE-06-500 & MS24693-S28 5 PL  
W/ EA960E HYSOL  
AND TO DRAWER WITH MS35206-245 5 PL  
(OR EQUIVALENT)

TITLE: MONITOR INSTALLATION

DWG#: AV092099-08 SHT # 2 of 2

DRWN BY: MLM

APPROVED BY: L NAPIER

DATE: 09/24/99

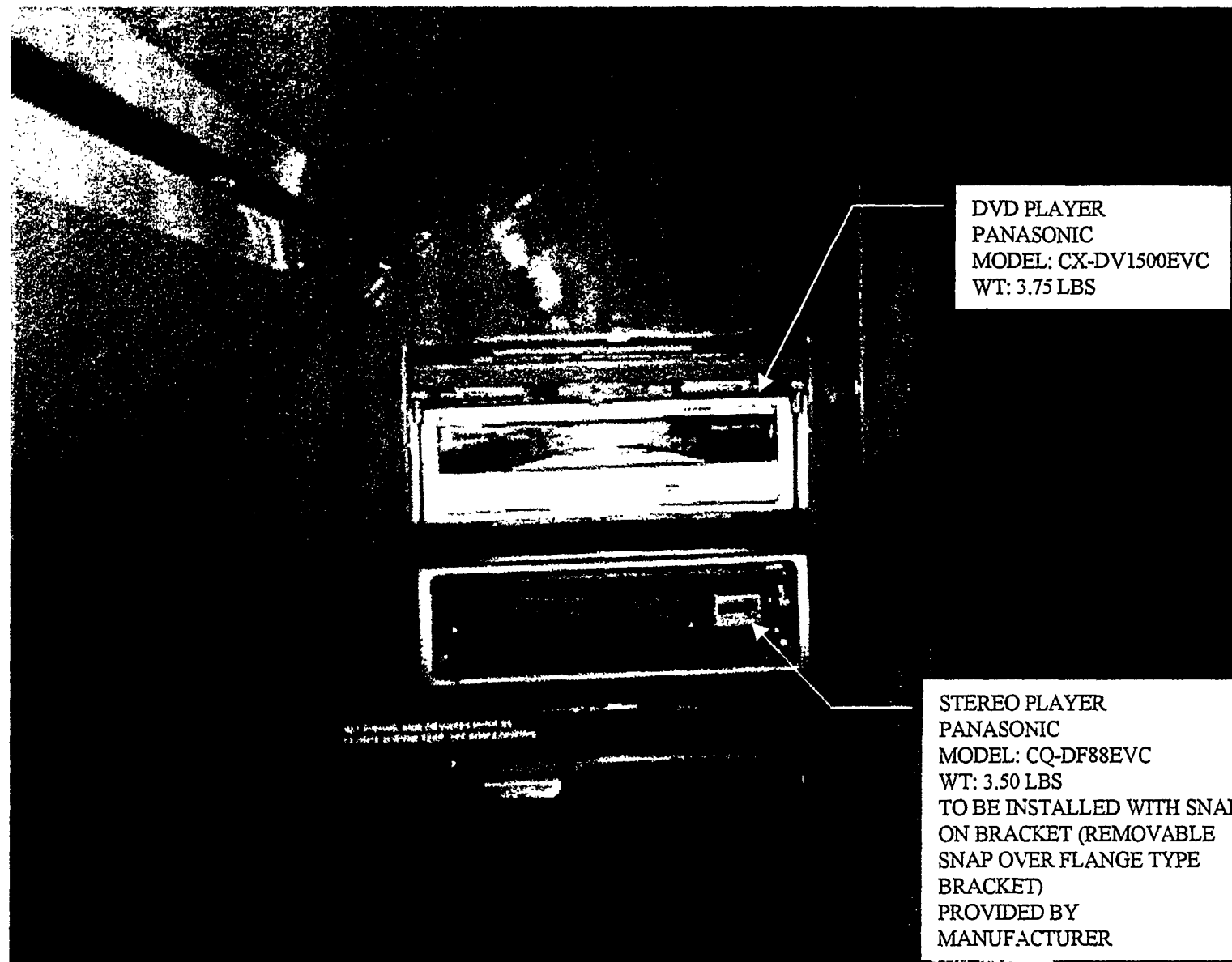
A/C MODEL: FALCON 900

SERIAL #: 095 MODEL: 900

REGISTRATION: N343MG







DVD PLAYER  
PANASONIC  
MODEL: CX-DV1500EVC  
WT: 3.75 LBS

STEREO PLAYER  
PANASONIC  
MODEL: CQ-DF88EVC  
WT: 3.50 LBS  
TO BE INSTALLED WITH SNAP-  
ON BRACKET (REMOVABLE  
SNAP OVER FLANGE TYPE  
BRACKET)  
PROVIDED BY  
MANUFACTURER

TITLE: DVD PLAYER/ STEREO INSTALLATION

DWG #: AV090699-04 SHT # 1 of 2

DRWN BY: MLM  
APPROVED BY: L NAPIER  
DATE: 09/09/99

A/C MODEL: FALCON 900  
SERIAL #: 095 MODEL: 900  
REGISTRATION: N343MG



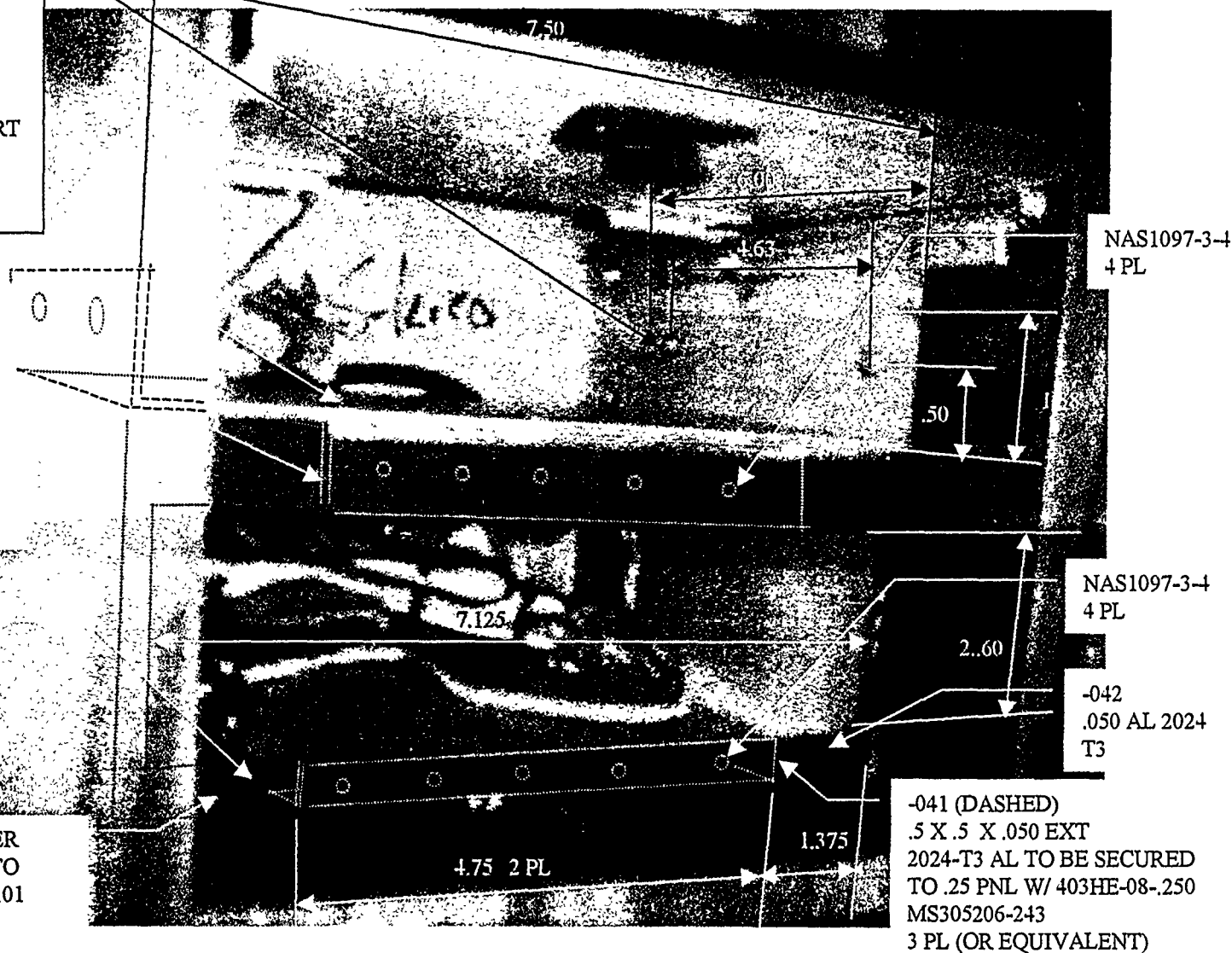
403HE-08-.250  
MS35206-243  
AN960KD08L  
4 PL  
EA960E HYSOL AS  
POTTING COMPOUND  
REMOVE CORE 2 X INSERT  
HOLE DIA BEFORE  
POTTING TYP

SECURE -041 TO -042  
WITH AN509-632  
4 PL OR EQUIVALENT

-041 (DASHED)  
.5 X .5 X .050 EXT  
2024-T3 AL WITH  
MS27130-87 4 PL  
OR EQUIVALENT.

-101  
.063 2024-T3 AL PLATE

STEREO MANUFACTURER  
BRACKET TO SNAP ON TO  
SHEET METAL FRAME -101  
REF.



TITLE: DVD PLAYER/ STEREO INSTALLATION

DWG #: AV090699-04 SHT # 2 of 2

DRWN BY: MLM  
APPROVED BY: L NAPIER  
DATE: 09/09/99

A/C MODEL: FALCON 900  
SERIAL #: 095 MODEL: 900  
REGISTRATION: N343MG



CD CHANGER  
MODEL CX-DP801EVC  
S/N: 800018  
WT: 3.75 LBS.

BULKHEADMAD FROM  
.50 HONEYCOMB PANEL  
REF

403HE-3-.500  
AN525-1032-6  
4 PL  
USE EA960E HYSOL AS  
POTTING COMPOUND  
REMOVE CORE 2 X INSERT  
HOLE DIA BEFORE POTTING  
TYP

.063 STEEL  
BRACKET  
PROVIDED W/ CD  
CHANGER

28.00  
FROM  
FLOOR

8.00

STA  
406.62  
RBL  
10.00

OUT

SHOW

TITLE: CD CHANGER INSTALLATION

DWG #: AV090699-05 SHT # 1 of 1

DRWN BY: MLM  
APPROVED BY: L NAPIER  
DATE: 09/09/99

A/C MODEL: FALCON 900  
SERIAL #: 095 MODEL: 900  
REGISTRATION: N343MG





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  
**AEA-FSDO-25**

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

<b>1. Aircraft</b>	Make <b>DASSAULT AVIATION</b>	Model <b>FALCON 900</b>
	Serial No. <b>095</b>	Nationality and Registration Mark <b>N343MG</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>CAPITAL TRANSPORT LLC</b>	Address (As shown on registration certificate) <b>C/O GRUSS AND CO. 900 THIRD AVE. NEW YORK, NY 10022</b>

**3. For FAA Use Only**

The data identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to a conformity inspection by a person authorized in FAR 43.7

Approving Inspector

Date **11/23/98**

Harry O. Jacobitz

**AEA-FSDO-25**

**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**

<b>A. Agency's Name and Address</b> <b>Duncan Avionics</b> <b>113 Charles A. Lindbergh Dr.</b> <b>Teterboro, NJ 07608</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
	<input type="checkbox"/> U.S. Certificated Mechanic	<b>XJRR155L</b>
	<input type="checkbox"/> Foreign Certificated Mechanic	<b>Radio 1,2,3, Limited Airframe</b>
	<input checked="" type="checkbox"/> Certificated Repair Station	<b>Limited Instrument</b>
	<input type="checkbox"/> Manufacturer	<b>Limited Specialized Service</b>

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

Date <b>NOVEMBER 20, 1998</b>	Signature of Authorized Individual  <b>Terry Markovich</b>
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**7. Approval for Return To Service**

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>December 19, 1998</b>		Certificate or Designation No. <b>XJRR155L</b>	Signature of Authorized Individual  <b>R. Giannini</b>	

### NOTICE

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

#### 8. Description of Work Accomplished

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

DASSAULT AVIATION FALCON 900 s/n 095 11/20/98

- 1) Existing dual Honeywell FMZ-2000 Flight Management System computers p/n 7018879-01002 with software NZ4.1 were removed and upgraded by Honeywell to p/n 7018879-03008 to incorporate software NZ5.0 and reinstalled.
- 2) FAA approved Flight Manual Supplement approved NOV 23 1998 was placed in Aircraft Flight Manual.
- 3) Systems installed have been tested in accordance with manufacturers instructions and found to perform properly. This alteration will not adversely affect other previously approved modifications and will introduce no adverse affects upon the airworthiness of this aircraft.
- 4) Instructions for Continued Airworthiness are attached and are a permanent part of the aircraft record as required by FAR 91.417a2.

----- END -----



**INSTRUCTIONS FOR CONTINUED AIRWORTHINESS  
FOR  
DASSAULT AVIATION FALCON 900  
SERIAL NUMBER 095**

**HONEYWELL FMZ-2000 FMS SYSTEMS**

These Instructions for Continued Airworthiness (ICA) apply when dual Honeywell FMZ-2000 Fms systems are installed in accordance with FAA Approved Form 337 dated NOV 20 1998 and are a permanent part of the aircraft record as required by FAR 91.417a2.

The information contained herein supplements or supersedes the basic maintenance manuals only in those areas listed herein. For Limitations and Procedures not contained in this supplement, consult the basic Airplane Maintenance Manuals.

1) Description

The FMZ-2000 Fms systems with NZ5.0 software consist of:

- a) Mounted in nose avionics equipment area: 2ea NZ-2000 Fms computers p/n 7018879-03008.
- b) Mounted in cockpit pedestal: 2ea CD-800 Fms Cdu units p/n 7004403-901.
- c) Mounted in cockpit l/h side panel: 1ea Data Transfer Unit p/n 7016600-901.

The Honeywell Fms system are interfaced to the SPZ-8000 Efis and AFCS systems.

- 2) Operation information is contained in the Honeywell FMZ Series Pilots Operating Manual for 5.0 software p/n A28-1146-124 Rev 0 dated January 1998 or latest revision.
- 3) Servicing: All units are accessible with standard hand tools.
- 4) Maintenance Instructions, Troubleshooting, Removal and Replacement: Maintenance information for the Honeywell FMZ-2000 Fms systems are contained in the Honeywell FMZ-2000 Installation and Maintenance Manual p/n A09-3642-002 dated June 1, 1998 or latest revision.
- 5) Diagrams: Refer to aircraft specific custom wiring diagrams for specific wiring information.
- 6) Inspection requirements: No additional inspection requirements.



- 7) Protective treatments: N/A.
- 8) Data related to structural fasteners: N/A
- 9) Special Tools: N/A.
- 10) Recommended overhaul periods: Internal Battery to be replaced every 2 years in accordance with the Honeywell FMZ-2000 Installation and Maintenance Manual p/n A09-3642-002 dated June 1, 1998 or latest revision.
- 11) Airworthiness Limitations: Refer to NZ-2000 Flight Manual Supplement dated NOV 23 1998 for limitations.





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

50-17

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

1. Aircraft	Make <b>DASSAULT-BREGUET</b>	Model <b>MYSTERE FALCON 900</b>
	Serial No. <b>95</b>	Nationality and Registration Mark <b>N478A</b>
2. Owner	Name (As shown on registration certificate) <b>CAPITAL TRANSPORT LLC</b>	Address (As shown on registration certificate) <b>C/O GRUSS &amp; CO 900 THIRD AVENUE NEW YORK, NY 10022</b>

The data/entry identified herein complies with the applicable  
airworthiness requirements and is approved only for the above described  
aircraft, subject to conformity inspection by a person authorized in  
FAR 43, Section 43.7.

DEC 02 1994

Date

*Randy B. Moran*

Signature of FAA Inspector

50-FSDO-17

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>JET AVIATION ASSOCIATES LTD. PALM BEACH INT'L AIRPORT WEST PALM BEACH, FLORIDA 33406 F.A.A. C.R.S. EYKR 782 D</b>	B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <b>CRS EYKR782D</b>
--	--	---

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

Date <b>November 15, 1994</b>	Signature of Authorized Individual <i>Henry L. Sheppard</i> <b>Henry L. Sheppard, Avionics Manager</b>
----------------------------------	--

**7. Approval for Return To Service**

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

BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee <input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>Dec 7, 1994</b>		Certificate or Designation No. <b>CRS EYKR782D</b>	Signature of Authorized Individual <i>Henry L. Sheppard</i> <b>Henry L. Sheppard, Avionics Manager</b>	

## NOTICE

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

### 8. Description of Work Accomplished

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

Aircraft: Falcon, Model: 900, Serial No.: 095, Date: 11/15/94, W.O. 9595

Installed a Honeywell Global Positioning Sensor (GPS) No. 1 and interfaced the GPS No. 1 to the existing Honeywell FMZ-800 FMS System No. 1 and No. 2. The existing FMS Systems are Falcon Jet Factory installed units which Jet Aviation had modified at Honeywell Service Centers for software level 9102 which allows the FMZ-800 System to blend GPS Sensor information. The re-installation of the FMZ-800 Systems with software level 9102 was accomplished utilizing Falcon Jet Service Bulletin No. 126, Dated June 30, 1993 and the supplied FAA Approved Flight Manual Supplement was installed in the Aircraft Flight Manual. The installation of the Honeywell GPS GPSSU was per Jet Drawing GPS94003, Rev. NR, Dated 10/20/94 and the GPS Antenna and GPSSU is structurally substantiated by FAA Form 8110-3 submitted by Mr. C.M. Smith, FAA D.E.R. No. SO- 367.

The initial (first time airworthiness approval) of the Honeywell GPS Sensor was accomplished under STC No. SA5030NM for a Cessna Citation dated March 21, 1991 and therefore this is a "Follow-on" approval which meets the requirements for FAA Form 337 Field Approval.

The FMZ-800 Systems and GPS were tested per Honeywell FMZ-660/800 Installation and Maintenance Manual P/N 28-1146-43-02 and Honeywell Global Positioning System Sensor Unit Installation Manual P/N 95-8698, and no discrepancies were noted and the installed GPSSU does not interfere with any other installed equipment.

A flight test was conducted and the GPS Sensor and FMS Systems meet all of the requirements of AC 90-45A for en route, terminal and approach areas, and the accuracy criteria of AC 20-129 and AC 20-130A.

Aircraft Metal Work involving metal repair or alteration complies with AC 43.13-1A, Chapter 2, Section 1 and 3, Chapter 6, Paragraphs 248 and 249. Hardware and materials used the installation conform to AC 43.13-1A, Chapter 5 and 7, Sections 1, 4 and 5 as applicable. Circuit Breakers, switches and connectors are of the type recommended by the aircraft manufacture or are MIL SPEC approved for aircraft use and meet the requirements of AC 43.13-1A, Paragraphs 429 and 430. Electrical/electronic wiring was selected and installed IAW AC 43.13-1A, Chapter 11 and AC 43.13-2A Chapter 2, Paragraph 27. Routing, lacing and tying complies with AC 43.13-1A, Chapter 11, Section 7. Wire marking complies with Section 4. Electronic equipment installation complies with the aircraft and equipment manufacture's instructions and AC 43.13-2A, Chapter 2, Paragraphs 21 through 26.

Magnetic direction indicators were checked for accuracy and compensated as necessary per AC 43.13-1A, Paragraphs 927, 928 and 929 and AC 43.13-2A Chapter 2, Paragraph 23f.

The Equipment List was amended and the new Weight and Balance was computed and entered in the aircraft records IAW AC 43.13-1A, Paragraphs 659 and AC 43.13-2A, Chapter 1 Paragraph 9.

The FAA Approved Flight Manual Supplement Dated 12/2/94 was installed in the Aircraft Flight Manual.

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

50-17

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

1. Aircraft	Make DASSAULT-BREGUET	Model MYSTERE FALCON 900
	Serial No. 95	Nationality and Registration Mark N478A
2. Owner	Name (As shown on registration certificate) CAPITAL TRANSPORT LLC	Address (As shown on registration certificate) C/O GRUSS & CO 900 THIRD AVENUE NEW YORK, NY 10022

3. For FAA Use Only

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 JET AVIATION ASSOCIATES LTD. PALM BEACH INT'L AIRPORT WEST PALM BEACH, FLORIDA 33406 F.A.A. C.R.S. EYKR 782 D	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. CRS EYKR782D
--	---	------------------------------------

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 November 8, 1994	Signature of Authorized Individual  Henry L. Sheppard, Avionics Manager
--------------------------	---

7. Approval for Return To Service

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

BY	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection November 8, 1994		Certificate or Designation No. CRS EYKR782D	Signature of Authorized Individual  Henry L. Sheppard, Avionics Manager	

## NOTICE

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

### 8. Description of Work Accomplished

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

Aircraft: Falcon, Type: 900, Serial No.: 095, Date: 11/08/94, W.O. 9595

Installed a Global\*Wulfsberg Satellite AFIS antenna, a Global\*Wulfsberg SCU, a Global\*Wulfsberg Antenna Switching Unit, and a HPA/LNA and interfaced to the existing Global\*Wulfsberg AFIS System.

The wiring installation was accomplished per JET drawing AFS94001, Rev. NR, Dated 10/31/94. The structural installation of the AFIS antenna, SCU (Satellite Control Unit), and HPA/LNA were accomplished per JET Drawing DBL9405A, Rev. none, Dated 10/20/94 which is substantiated by FAA Form 8110-3, submitted by FAA D.E.R. Mr. Kenneth W. Thompson, D.E.R. No. SO-327 and Dated October 27, 1994. The Antenna Switching Unit was installed per JET drawing JAA-10294, dated 10/31/94 and is structurally substantiated by FAA Form 8110-3, submitted by FAA D.E.R. Mr. Kenneth W. Thompson, D.E.R. No. SO-327, Dated November 7, 1994.

Aircraft Metal Work involving metal repair or alteration complies with AC 43.13-1A, Chapter 2, Section 1 and 3, Chapter 6, Paragraphs 248 and 249. Hardware and materials used the installation conform to AC 43.13-1A, Chapter 5 and 7, Sections 1, 4 and 5 as applicable. Circuit Breakers, switches and connectors are of the type recommended by the aircraft manufacture or are MIL SPEC approved for aircraft use and meet the requirements of AC 43.13-1A, Paragraphs 429 and 430. Electrical/electronic wiring was selected and installed IAW AC 43.13-1A, Chapter 11 and AC 43.13-2A Chapter 2, Paragraph 27. Routing, lacing and tying complies with AC 43.13-1A, Chapter 11, Section 7. Wire marking complies with Section 4. Electronic equipment installation complies with the aircraft and equipment manufacture's instructions and AC 43.13-2A, Chapter 2, Paragraphs 21 through 26.

The AFIS System was reconfigured per Global\*Wulfsberg Installation Manual, Report No. 1255 and no discrepancies were noted. The AFIS System was functionally tested and no discrepancies were noted and the AFIS System does not interfere with any other installed system.

Magnetic direction indicators were checked for accuracy and compensated as necessary per AC 43.13-1A, Paragraphs 927, 928 and 929 and AC 43.13-2A Chapter 2, Paragraph 23f.

The Equipment List was amended and the new Weight and Balance was computed and entered in the aircraft records IAW AC 43.13-1A, Paragraphs 659 and AC 43.13-2A, Chapter 1 Paragraph 9.

The FAA Approved Flight Manual Supplement was installed in the Aircraft Flight Manual.

-----  
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

8017 *MM*

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	Model
	<b>MYSTERE FALCON</b>	<b>F 900</b>
	Serial No.	Nationality and Registration Mark
	<b>095</b>	<b>N-478A</b>
2. Owner	Name (As shown on registration certificate)	Address (As shown on registration certificate)
	<b>CAPITAL TRANSPORT LLC</b>	<b>CO. GRUSS AND CO (900) THIRD AVE NEW YORK, N.Y. 10022</b>

3. For FAA Use Only

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
<b>JET AVIATION ASSOCIATES LTD. PALM BEACH INTL. AIRPORT WEST PALM BEACH, FLORIDA 33408 F.A.A. C.R.S. EYKR 782D</b>	<input type="checkbox"/> U.S. Certificated Mechanic	<b>CRS EYKR782D</b>
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date	Signature of Authorized Individual
<b>08 NOV. 94</b>	<i>Brian S. Smith</i> <b>BRIAN S. SMITH MANAGER QUALITY CONTROL</b>

7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual	
<b>08 NOV. 94</b>		<b>CRS EYKR782D</b>	<i>Brian S. Smith</i> <b>BRIAN S. SMITH MANAGER QUALITY CONTROL</b>	

## NOTICE

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

### 8. Description of Work Accomplished

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

OWNER: CAPITAL TRANSPORT LLC  
MODEL: MYSTERE FALCON 900  
SERIAL NO. 095  
REGISTRATION NO. 478A

DATE: 08 NOV. 94

INSTALLED DEVORE TEL-TAIL TAIL FLOODLIGHTS ON UPPER AND LOWER SURFACES OF THE LEFT AND RIGHT HORIZONTAL STABILIZERS IN ACCORDANCE WITH INSTALLATION INSTRUCTIONS OF DEVORE KIT NO. 02000004-1/-3 AND STC SA386SW, DATED 29 OCT. 87 AND IN ACCORDANCE WITH DEVORE DRAWING NO. 02000004, REV. A, DATED 27 AUG. 87.

A FUNCTIONAL CHECK OF THE LIGHTS WAS PERFORMED AS OUTLINED IN THE INSTALLATION INSTRUCTIONS WITH NO DISCREPANCIES NOTED.

A ELECTRICAL LOAD ANALYSIS WAS PERFORMED WITH NO CHANGE IN ELECTRICAL LOAD.

THE EQUIPMENT LIST WAS AMENDED AND A NEW WEIGHT AND BALANCE WAS COMPUTED AND ENTERED INTO THE AIRCRAFT RECORDS.

DETAILS OF THE WORK PERFORMED ARE ON WORK ORDER 9595.

----- END -----

FLIGHTS/OPERATIONS  
INSTRUMENTS  
SAFETY/MAINTENANCE  
GSA/AMC/AMC/AMC

☐ Additional Sheets Are Attached

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

*Number* SA3862SW

*This certificate, issued to* DeVore Aviation Corporation  
6104B Kircher Blvd. N.E.  
Albuquerque, New Mexico 87109

*certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 25 of the Federal Aviation Regulations:*

*Original Product — Type Certificate Number:* A46EU  
*Make:* Dassault Falcon  
*Model:* 900

*Description of Type Design Change:*

Installation of tail floodlights on upper and lower surfaces of horizontal stabilizer in accordance with Devore Drawing No. 02000004, Rev. A, dated August 27, 1987, or later FAA approved revision.

*Limitations and Conditions:*

Compatibility of this modification with other previously approved modifications must be determined by the installer.

*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:* April 3, 1987

*Date issued:*

*Date of issuance:* October 29, 1987

*Date amended:*



By direction of the Administrator  
*for* Henry A. Constaney  
L. B. Andriesen (Signature)  
Manager, Aircraft Certification Division  
Southwest Region

*(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.

111

111



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  
**AEA-FSDO-25**

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

1. Aircraft	Make <b>DASSAULT</b>	Model <b>FALCON 900</b>
	Serial No. <b>95</b>	Nationality and Registration Mark <b>N343MG</b>
2. Owner	Name (As shown on registration certificate) <b>CAPITAL TRANSPORT LLC</b>	Address (As shown on registration certificate) <b>40 GROSS + CO, 900 3<sup>RD</sup> AVE NEW YORK, N.Y. 10022</b>

**3. For FAA Use Only**

**4. Unit Identification**

**5. Type**

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

**6. Conformity Statement**

A. Agency's Name and Address <b>ANTHONY PAVIA 10 BURR AVE MORGANVILLE N.J. 07751</b>	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <b>139644373</b>
---	---	--

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

Date <b>2 JUNE 1997</b>	Signature of Authorized Individual <b>ANTHONY PAVIA</b>
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**7. Approval for Return To Service**

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

BY	FAA Flt. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization Other (Specify)
	FAA Designee	Repair Station	
Date of Approval or Rejection <b>2 JUNE 1997</b>		Certificate or Designation No. <b>139644373</b>	Signature of Authorized Individual <b>ANTHONY PAVIA</b>

### NOTICE

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

**8. Description of Work Accomplished**

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

Reg. No.: N343MG  
Ser. No.: 95  
ACTT: 2461  
Date: 2 June 1997

This aircraft forward left hand cabin closet was modified in accordance with AVTECH DESIGN SERVICES INC. Dwg. Number QW-7003M (Forward Closet Modifications) and FAA Form 8110-3 dated 5/27/97 signed by DER Steve M. Rakab, SW-895, approving this data.

The aircraft Weight and Balance change is negligible.

The aircraft equipment list was updated to reflect this modification.

A maintenance log book entry was made reflecting this modification.

Details of this work are on file at Cabin Crafters Inc., 45 Ruta Court, South Hackensack N.J. 07606, under Work order No. JA2853.

\_\_\_\_\_  
END

☒ Additional Sheets Are Attached

97-162

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>			DATE: 05/27/97
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>			
MAKE Dassault Aviation	MODEL NO. Falcon 900	TYPE (Airplane, Rotor, Helicopter, etc.) Airplane	NAME OF APPLICANT Cabin Crafters, Inc. South Hackensack, NJ 07606
<b>LIST OF DATA</b>			
IDENTIFICATION	TITLE		
Avtech Design Services, Inc. Drawing No. QW-7003M, Rev. I/R, Dated 29 April, 1997	Forward Closet Modifications		
Stress Note No. QW-7003MN, Dated 21 May, 1997	Forward Closet Modifications		
-----END-----			
<b>PURPOSE OF DATA</b> Approve structures data only in support of alteration to Falcon 900. S/N 095 (N343MG)			
<b>APPLICABLE REQUIREMENTS (List specific sections)</b> FAA Part 25, Subparts "C" and "D" 25.301-25.307, 25.333, 25.337, 25.341, 25.561, 25.601-25.609, 25.613, 25.791			
<b>CERTIFICATION</b> - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under PART 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.			
<div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Recommend approval of these data            I <del>will</del> therefore         </div> <div> <input checked="" type="checkbox"/> Approve these data         </div> </div>			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATIONS	
Steve M. Rakab <i>Steve M. Rakab</i>	SW-895	Structures	







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  
**AEA-FSDO-25**

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

1. Aircraft	Make <b>DASSAULT AVIATION</b>	Model <b>FALCON 900</b>
	Serial No. <b>95</b>	Nationality and Registration Mark <b>USA N343MG</b>
2. Owner	Name (As shown on registration certificate) <b>CAPITAL TRANSPORT LLC</b>	Address (As shown on registration certificate) <b>C/O GRUSS AND CO. 900 THIRD AVE. NEW YORK, NY 10022</b>

**3. For FAA Use Only**

The data identified herein complies with the applicable airworthiness requirement and is approved only for the above described aircraft, subject to a conformity inspection by a person authorized in FAR Section 43.7

Approving Inspector

Date **05/13/97**

*[Signature]*  
**Harry O. Jacobitz**

**AEA-FSDO-25**

**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>Duncan Avionics 113 Charles A. Lindbergh Dr. Teterboro, NJ 07608</b>	B. Kind of Agency	C. Certificate No. <b>XJRR155L Radio 1,2,3,Limited Airframe Limited Instrument Limited Specialized Service</b>
	<input type="checkbox"/> U.S. Certified Mechanic	
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input checked="" type="checkbox"/> Certified Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date <b>May 9, 1997</b>	Signature of Authorized Individual <i>[Signature]</i> <b>Terry Markovich</b>
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**7. Approval for Return To Service**

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

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>May 30, 1997</b>		Certificate or Designation No. <b>XJRR155L</b>	Signature of Authorized Individual <i>[Signature]</i> <b>Timothy S. Annis</b>	

### NOTICE

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

#### 8. Description of Work Accomplished

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

Dassault Aviation Model Falcon 900 s/n 95 N343MG 5/9/97

- 1) A second Honeywell Gps sensor p/n HG2021GD was installed next to existing Honeywell Gps sensor at station 8 using existing provisional antenna and interfaced to existing dual Honeywell FMZ-2000 FMS navigation systems.
- 2) GPS receiver p/n HG2021GD meets TSO C-129 Class B3/C3. Installation was performed in accordance with Honeywell installation manual M15-3819-002-TR1 dated May 24, 1996, AC 20-130A, and AC 43.13-2A para. 1-12, 21-22, and 25-27.
- 3) Use and limitations of gps sensors are covered in FAA Approved Dassault Aviation Falcon 900 Flight Manual Revision TC-62.
- 4) Weight and Balance and Equipment List changes have been recorded.
- 5) Systems installed have been tested in accordance with manufacturers instructions and found to perform properly. This alteration will not adversely affect other previously approved modifications and will introduce no adverse affects upon the airworthiness of this aircraft.
- 6) Cooling requirements of manufacturer have been met, units are mounted in an area with sufficient open space for effective cooling.
- 7) Logbook entry has been performed.

----- END -----



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

**AEA-FSDO-25**

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

1. Aircraft	Make DASSAULT AVIATION	Model FALCON 900
	Serial No. 95	Nationality and Registration Mark USA N343MG
2. Owner	Name (As shown on registration certificate) CAPITAL TRANSPORT LLC	Address (As shown on registration certificate) C/O GRUSS AND CO. 900 THIRD AVE. NEW YORK, NY 10022

**3. For FAA Use Only**

The data identified herein complies with the applicable airworthiness requirement and is approved only for the above described aircraft, subject to a conformity inspection by a person authorized in FAR Section 43.7

Approving Inspector Date 05/16/97

*Harry O. Jacobitz*  
Harry O. Jacobitz

AEA-FSDO-25

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.
Duncan Avionics 113 Charles A. Lindbergh Dr. Teterboro, NJ 07608	<input type="checkbox"/> U.S. Certificated Mechanic	XJRR155L
	<input type="checkbox"/> Foreign Certificated Mechanic	Radio 1,2,3, Limited Airframe
	<input checked="" type="checkbox"/> Certificated Repair Station	Limited Instrument
	<input type="checkbox"/> Manufacturer	Limited Specialized Service

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 <u>May 13, 1997</u>	Signature of Authorized Individual <i>Terry Markovich</i> Terry Markovich
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**7. Approval for Return To Service**

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

BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <u>May 30, 1997</u>		Certificate or Designation No. XJRR155L	Signature of Authorized Individual <i>Timothy S. Annis</i> Timothy S. Annis	

## 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.)*

Dassault Aviation Model Falcon 900 s/n 95 N343MG 5/9/97

- 1) Installed 1ea Sensor Systems Gps antenna p/n S67-1575-20 on top of fuselage using internal doublers tied to adjacent structure in accordance with AC 43.13-2a para. 36, 38, and 44 between frames 5 and 6. Antenna is interfaced to a BNC jack in forward coat closet for use by a portable Gps receiver.
- 2) Installed 1ea Comant Vhf Com antenna p/n CI-211 on bottom of fuselage using internal doublers tied to adjacent structure in accordance with AC 43.13-2a para. 36, 38, and 44 between frames 8 and 9. Antenna is interfaced to a BNC jack in forward coat closet for use by a portable com receiver.
- 3) Installed 1ea Shadin p/n 933602 ARINC-429 to RS-232C serial data converter on L/H cabin avionics shelf at station 4 to convert Gps receiver position to a data format usable by a portable computer. A data jack was installed in the forward coat closet and in cockpit and interfaced to Shadin data converter and existing printer mounted in coat closet.
- 4) Installation was accomplished in accordance with Shadin drawing 4036-243 dated July 7, 1995, and AC 43.13-2a para. 1-12, 21-22, 25-27, 36, 38, and 44.
- 5) Weight and Balance and Equipment List changes have been recorded.
- 6) Systems installed have been tested in accordance with manufacturers instructions and found to perform properly. This alteration will not adversely affect other previously approved modifications and will introduce no adverse affects upon the airworthiness of this aircraft.
- 7) Cooling requirements of manufacturer have been met, units are mounted in an area with sufficient open space for effective cooling.
- 8) Logbook entry has been performed.

----- END -----

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
N343MG	AVIONS MARCEL DASSAULT/BA MYSTERE FALCON 900	95	TRANSPORT

## 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

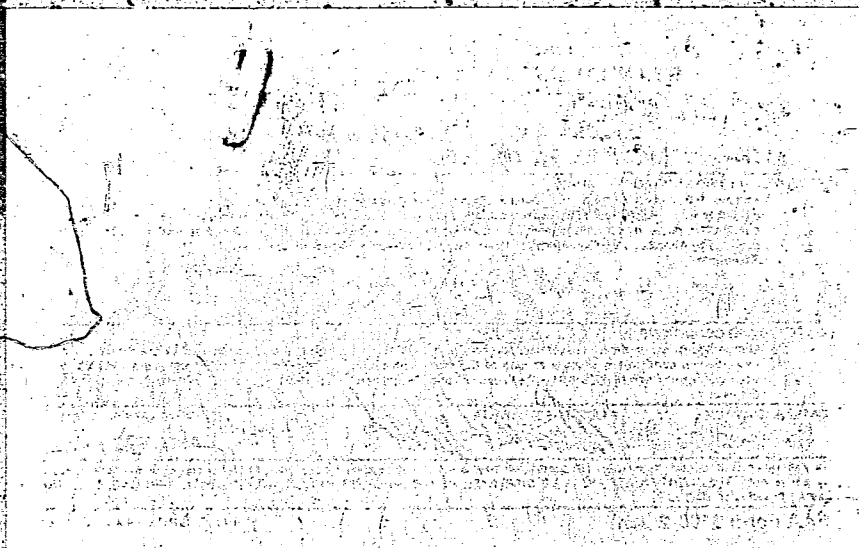
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation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

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
R-09-20-90	<i>[Signature]</i>	ASO FSDO-17

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

FAA Form 8100-2 (8-82)

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





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

1. NATIONALITY AND REGISTRATION MARKS N478A	2. MANUFACTURER AND MODEL AVIONS MARCEL DASSAULT/BA Mystere Falcon 900	3. AIRCRAFT SERIAL NUMBER 95	4. CATEGORY TRANSPORT
---	--	------------------------------------	--------------------------

## 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  
REPLACEMENT  
09-20-90FAA REPRESENTATIVE  
*George W. Lee*  
GEORGE W. LEEDESIGNATION NUMBER  
SW11

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

FAA Form 8100-2 (8-82)

GPO 692-504

FAA AIRCRAFT REGISTRY

CAMERA NO. 3

DATE:

4-20-95





U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY OFFICE IDENTIFICATION LAX-PSPD	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE FALCON		MODEL 900		
	SERIAL NO. 095		NATIONALITY AND REGISTRATION MARK N478A		
2. OWNER	NAME (As shown on registration certificate) AOKI AVIATION COMPANY		ADDRESS (As shown on registration certificate) 6987 Perimeter Road South Seattle, Wa. 98108		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Carrier Aircraft Interiors 6201 W. Imperial Hwy. Los Angeles, Ca. 90045			U.S. CERTIFICATED MECHANIC		ZA 3R017M
			FOREIGN CERTIFICATED MECHANIC		
			<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION		
			MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE 10-26-93			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Michael D. Carrier</i>		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 10-26-93		CERTIFICATE OR DESIGNATION NO. ZA 3R017M		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Michael D. Carrier</i>	

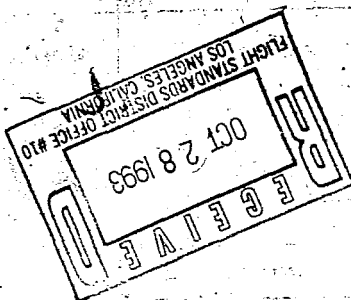
# NOTICE

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

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

Fireblocked aircraft Cabin Chairs, Divans, and Kibitzer Seat to conform to FAR 25.853(c), Amendment 25-59 effective 11-26-84. Reference FAA project NM100L-2493 Part #5 accompanied by 8110-3 dated Oct. 6, 1993.

END



☐ ADDITIONAL SHEETS ARE ATTACHED

<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020	
				For FAA Use Only	
				Office Identification <i>SW 11</i>	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and FAR 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 1959).					
1. Aircraft	Make <b>AMD/BA</b>		Model <b>Mystere Falcon 900</b>		
	Serial No. <b>95</b>		Nationality and Registration Mark <b>N478A</b>		
2. Owner	Name (As shown on registration certificate) <b>Falcon Jet Corporation</b>		Address (As shown on registration certificate) <b>Teterboro Airport Teterboro, New Jersey 07608</b>		
	3. For FAA Use Only				
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				<b>XX</b>
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address			B. Kind of Agency		C. Certificate No.
<b>Falcon Jet Corporation</b> <b>P.O. Box 967 - Adams Field</b> <b>Little Rock, Arkansas 72206</b>			<input checked="" type="checkbox"/> U.S. Certified Mechanic		<b>Radio I, II, III</b> <b>LTD Airframe</b> <b>CRS YLR642K</b>
			<input checked="" type="checkbox"/> Foreign Certified Mechanic		
			<input checked="" type="checkbox"/> Certified Repair Station		
			<input type="checkbox"/> Manufacturer		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished hereon is true and correct to the best of my knowledge.					
Date <b>FEB 15 1991</b>			Signature of Authorized Individual <i>Dallas Bunker</i>		
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization		Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection <b>FEB 15 1991</b>		Certificate or Designation No. <b>CRS YLR642K</b>	Signature of Authorized Individual <i>Dallas Bunker</i> <span style="float: right;"><b>Inspector</b></span>		

**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.)

- A. Complied with AMD/BA Fuel System Mod 943: Deletion of Forward/Aft Tank Transfer Valves.
  - B. Complied with AMD/BA Mod 1029: Installation of a Door For Inflight Access To The Oxygen Bottle Shut-Off Valve.
  - C. Modified existing Sperry FMZ-804 System by installing P/N 7004607-901, DL-800 Data Loader in accordance with AMD Mod 46.
    - a. DL-800 Data Loader further modified by incorporation of "Mod. C" in accordance with AMD/BA Mod 1328. (AFIS Interface)
- NOTE: System was further modified by removing P/N 7004402-806 Navigation Computers and installing P/N 7004402-974 in accordance with the following AMD/BA Mods:
1. AMD/BA Mod 1033B - Quad Density Data Base.
  2. AMD/BA Mod 1217 - "V NAV" Logic Link Version NZ 9004.
    - a. Provided Temporary Change No. 28 for Flight Manual.
- D. Complied with AMD/BA Mod 1208 - Floor Panel Sealing Frame C19/C25.
- E. Complied with AMD/BA Mod 1233 - Protective Coating Over Fuel Tank Panel In Cabin.
- F. Installed No. 2 Flitefone Antenna in accordance with AMD Mod 300 with the following deviation:
  1. Installed AT 462 Antenna P/N 121-014378-01 in lieu of AT 461 Antenna P/N 121-0011-000.
- NOTE: AT 462 is a direct replacement for AT 461. Reference Global Wulfsberg Letter dated 8-24-88.
- G. Installed two (2) each Mach Airspeed Indicators (P/N 4018366-902) in accordance with T.C. Option 34.10.01. (Mod 65).
- H. Complied with AMD/BA Mod 1337 - Improved Blanking Plate On The Center Engine Air Scoop.
- I. Complied with AMD/BA Service Bulletin No. 82 - Water/Waste Discharge And Drainage Improvement And Verification Of Effectiveness Of Drainage System at Frame 25. (Mod's 1355 and 1357)
- J. For Equipment Installation - See DTM 5100/84 and DTM 5257/84. Reference Type Data Sheet A46EU.
- K. Weighed aircraft using Revere Corp., electric scales. Computed new weight and balance form.

**END**

☐ Additional Sheets Are Attached

<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>				Form Approved OMB No. 2120-0020	
				For FAA Use Only	
				Office Identification <b>SW 11 A</b>	
<p>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).</p>					
1. Aircraft	Make <b>AML/BA</b>		Model <b>Mystere Falcon 900</b>		
	Serial No. <b>95</b>		Nationality and Registration Mark <b>N478A</b>		
2. Owner	Name (As shown on registration certificate) <b>Falcon Jet Corporation</b>		Address (As shown on registration certificate) <b>Teterboro Airport Teterboro, New Jersey 07608</b>		
	3. For FAA Use Only				
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address			B. Kind of Agency		C. Certificate No
<b>Falcon Jet Corporation</b> <b>P.O. Box 967 - Adams Field</b> <b>Little Rock, Arkansas 72206</b>			U.S. Certificated Mechanic		<b>Radio I, II, III</b> <b>LTD Airframe</b> <b>CRS YLR642K</b>
			Foreign Certificated Mechanic		
			XXXXX Certificated Repair Station		
			Manufacturer		
<p>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.</p>					
Date <b>FEB 15 1991</b>			Signature of Authorized Individual <i>Dallas Bunker</i>		
7. Approval for Return To Service					
<p>Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED</p>					
BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization		Other (Specify)
	FAA Designee	XX Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection <b>FEB 15 1991</b>		Certificate or Designation No. <b>CRS YLR642K</b>		Signature of Authorized Individual <i>Dallas Bunker</i> <b>Inspector</b>	

#### NOTICE

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

#### 8. Description of Work Accomplished

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

##### A. Installed the following AVIONIC AND RELATED SYSTEMS:

1. Pilot's and Copilot's Mic and Headset Jack Relocation.
2. Terra Jet Call-2 Selcal Decoder System. (TSO C59)
3. Installed one (1) Gables Control into existing Dual Collins ADF-60B System.
4. Baker PA Chime System.
5. Sony Cabin Stereo System.
6. Spare Wires.
7. Pyrotector Smoke Detector System. (TSO C1b)
8. Cockpit Layout.
9. Ground Block.
10. Airborne Radio Telephone System Wulfsberg Flitefone VI.
11. Installed one (1) Microphone and one (1) Telex ProAir 1500 Headset into existing Dual Baker M1045 Flightdeck Audio System.
12. Installed one (1) Gables Control Panel into existing Dual Collins TDR-90 Transponder System.
13. #2 Emergency Power System.

NOTE: Battery P/N 135-687 approved for installation on Falcon 900 under AMD Mod 873. This System not interfaced with Third Attitude Gyro System.

14. Installed 2 Gables Comm/Nav Control Panels into existing Dual Collins Collins VHF-22B Communications.
15. Cabin Display - Airshow 200.
16. Galley Master System.
17. Auxiliary 115 VAC 60Hz 1000 - Avionics Instrument, Inc.

B. The above Systems and Interior Electrical wired in accordance with drawing contained under Falcon Jet Corp., Dwg. List F90-001-D055 dated FEB 12 1991.

C. The above Systems and Interface Components installed in accordance with drawing called out on Aircraft Completion Dwg. F90-1D055 dated FEB 15 1991.

D. For component part numbers, see Falcon Jet's furnished "Supplement to Equipment List" dated FEB 15 1991.

E. Functional tests have been conducted and were satisfactory. FAR 25.1301.

F. All manufactured materials and methods installed in accordance with FAR 25.609, 25.611, 25.561 and 25.789.

G. Wires and cables are routed along with existing wires and supported by insulated clamps. FAR 25.1353(a), AC 43.13-1A, Chapter 11, Sections 1, 2, 3, 4, 5, & 7.

H. All equipment installed in accordance with Chapters 1 and 2 of AC 43.13-2A, Chapter 5 of AC 43.13-1A, and AC 25.10.

☒ Additional Sheets Are Attached

AMD/BA  
S/N 95  
FAA Form 337  
Page 2 of 2

Mystere Falcon 900  
REG: N478A  
Date FEB 15 1991

- I. The necessary corrections have been made to compass deviation card, FAR 25.1547 and AC 43.13-1A, Chapter 16, Section 5.
- J. Performed Electrical Load Analysis. FAR 25.1351(a) - reference FJC Load Analysis #41115-095.
- K. Aircraft weighed using Revere Corp., electric scales. Computed new weight and balance form.

END

08				AS
01		APS		A1
02		RECEIVED		A2
03		FEB 21 1991		A3
04		FAA		A4
05		SW-FSDO-11		A5
06		(LIT)		A6
07		AST		A7

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 11-13-93 BY 60322  
10400

1. The aircraft was manufactured by the  
manufacturer and was delivered to the  
owner on 11-13-93.

2. The aircraft was registered in the  
name of the owner on 11-13-93.

3. The aircraft was used for private  
flight and was not used for hire or  
other commercial purposes.



 U.S. Department of Transportation Federal Aviation Administration		MAJOR REPAIR AND ALTERATION		Form Approved	
		(Airframe, Powerplant, Propeller, or Appliance)		OMB No. 2120-0020	
				For FAA Use Only	
				Office Identification	
				SW-11 AF	
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		Model		
	AMD/BA		Mystere Falcon 900		
	Serial No.		Nationality and Registration Mark		
	95		N478A		
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)		
	Falcon Jet Corporation		Teterboro Airport Teterboro, New Jersey 07608		
3. For FAA Use Only					
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.	
Falcon Jet Corporation P.O. Box 967 - Adams Field Little Rock, Arkansas 72206		<input type="checkbox"/> U.S. Certificated Mechanic		Radio I, II, III LTD Airframe CRS YLIR642K	
		<input type="checkbox"/> Foreign Certificated Mechanic			
		<input checked="" type="checkbox"/> Certificated Repair Station			
		<input type="checkbox"/> Manufacturer			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date		Signature of Authorized Individual			
FEB 15 1991		Dallas Bumber			
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit Standards Inspector	Manufacturer	Other (Specify)		
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual		
FEB 15 1991		CRS YLIR642K	Dallas Bumber Inspector		

# NOTICE

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

## 8. Description of Work Accomplished

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

### A. Installed the following Interior Items in accordance with STC SA7059SW-D.

1. F90-51109-501 Standard Galley Headliner Light Installation
2. F90-51035-501 Assist Handle Installation
3. F90-51100-505 Entrance Ceiling Light Installation
4. F90-51033-501 Inertia Reel Installation

### B. Performed Electrical Load Analysis. - FAR 25.1351(a) - Reference FJC Load Analysis #41115-095.

### C. Weighed aircraft using Revere Corp., electric scales. Computed new weight and balance form.

END

OS	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228	1229	1230	1231	1232	1233	1234	1235	1236	1237	1238	1239	1240	1241	1242	1243	1244	1245	1246	1247	1248	1249	1250	1251	1252	1253	1254	1255	1256	1257	1258	1259	1260	1261	1262	1263	1264	1265	1266	1267	1268	1269	1270	1271	1272	1273	1274	1275	1276	1277	1278	1279	1280	1281	1282	1283	1284	1285	1286	1287	1288	1289	1290	1291	1292	1293	1294	1295	1296	1297	1298	1299	1300	1301	1302	1303	1304	1305	1306	1307	1308	1309	1310	1311	1312	1313	1314	1315	1316	1317	1318	1319	1320	1321	1322	1323	1324	1325	1326	1327	1328	1329	1330	1331	1332	1333	1334	1335	1336	1337	1338	1339	1340	1341	1342	1343	1344	1345	1346	1347	1348	1349	1350	1351	1352	1353	1354	1355	1356	1357	1358	1359	1360	1361	1362	1363	1364	1365	1366	1367	1368	1369	1370	1371	1372	1373	1374	1375	1376	1377	1378	1379	1380	1381	1382	1383	1384	1385	1386	1387	1388	1389	1390	1391	1392	1393	1394	1395	1396	1397	1398	1399	1400	1401	1402	1403	1404	1405	1406	1407	1408	1409	1410	1411	1412	1413	1414	1415	1416	1417	1418	1419	1420	1421	1422	1423	1424	1425	1426	1427	1428	1429	1430	1431	1432	1433	1434	1435	1436	1437	1438	1439	1440	1441	1442	1443	1444	1445	1446	1447	1448	1449	1450	1451	1452	1453	1454	1455	1456	1457	1458	1459	1460	1461	1462	1463	1464	1465	1466	1467	1468	1469	1470	1471	1472	1473	1474	1475	1476	1477	1478	1479	1480	1481	1482	1483	1484	1485	1486	1487	1488	1489	1490	1491	1492	1493	1494	1495	1496	1497	1498	1499	1500	1501	1502	1503	1504	1505	1506	1507	1508	1509	1510	1511	1512	1513	1514	1515	1516	1517	1518	1519	1520	1521	1522	1523	1524	1525	1526	1527	1528	1529	1530	1531	1532	1533	1534	1535	1536	1537	1538	1539	1540	1541	1542	1543	1544	1545	1546	1547	1548	1549	1550	1551	1552	1553	1554	1555	1556	1557	1558	1559	1560	1561	1562	1563	1564	1565	1566	1567	1568	1569	1570	1571	1572	1573	1574	1575	1576	1577	1578	1579	1580	1581	1582	1583	1584	1585	1586	1587	1588	1589	1590	1591	1592	1593	1594	1595	1596	1597	1598	1599	1600	1601	1602	1603	1604	1605	1606	1607	1608	1609	1610	1611	1612	1613	1614	1615	1616	1617	1618	1619	1620	1621	1622	1623	1624	1625	1626	1627	1628	1629	1630	1631	1632	1633	1634	1635	1636	1637	1638	1639	1640	1641	1642	1643	1644	1645	1646	1647	1648	1649	1650	1651	1652	1653	1654	1655	1656	1657	1658	1659	1660	1661	1662	1663	1664	1665	1666	1667	1668	1669	1670	1671	1672	1673	1674	1675	1676	1677	1678	1679	1680	1681	1682	1683	1684	1685	1686	1687	1688	1689	1690	1691	1692	1693	1694	1695	1696	1697	1698	1699	1700	1701	1702	1703	1704	1705	1706	1707	1708	1709	1710	1711	1712	1713	1714	1715	1716	1717	1718	1719	1720	1721	1722	1723	1724	1725	1726	1727	1728	1729	1730	1731	1732	1733	1734	1735	1736	1737	1738	1739	1740	1741	1742	1743	1744	1745	1746	1747	1748	1749	1750	1751	1752	1753	1754	1755	1756	1757	1758	1759	1760	1761	1762	1763	1764	1765	1766	1767	1768	1769	1770	1771	1772	1773	1774	1775	1776	1777	1778	1779	1780	1781	1782	1783	1784	1785	1786	1787	1788	1789	1790	1791	1792	1793	1794	1795	1796	1797	1798	1799	1800	1801	1802	1803	1804	1805	1806	1807	1808	1809	1810	1811	1812	1813	1814	1815	1816	1817	1818	1819	1820	1821	1822	1823	1824	1825	1826	1827	1828	1829	1830	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843	1844	1845	1846	1847	1848	1849	1850	1851	1852	1853	1854	1855	1856	1857	1858	1859	1860	1861	1862	1863	1864	1865	1866	1867	1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	20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<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>				Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification <b>ZW11</b>	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1427). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make <b>AMD/BA</b>		Model <b>Mystere Falcon 900</b>		
	Serial No. <b>95</b>		Nationality and Registration Mark <b>N478A</b>		
2. Owner	Name (As shown on registration certificate) <b>Falcon Jet Corporation</b>		Address (As shown on registration certificate) <b>Teterboro Airport Teterboro, New Jersey 07608</b>		
	3. For FAA Use Only				
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
<b>Falcon Jet Corporation</b> <b>P.O. Box 967 - Adams Field</b> <b>Little Rock, Arkansas 72206</b>		U.S. Certified Mechanic		<b>Radio I, II, III</b> <b>L/D Airframe</b> <b>CRS YLJR642K</b>	
		Foreign Certified Mechanic			
		XX Certified Repair Station			
		Manufacturer			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date <b>FEB 15 1991</b>		Signature of Authorized Individual <i>Dallas Bumber</i>			
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization		Other (Specify)
	FAA Designee	XX Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection <b>FEB 15 1991</b>		Certificate or Designation No. <b>CRS YLJR642K</b>		Signature of Authorized Individual <i>Dallas Bumber</i> <b>Inspector</b>	

# NOTICE

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

## 8. Description of Work Accomplished


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

- A. Installed F90-05000-1 R/H Galley Assembly Installation in accordance with STC SA7083SW-D.
- B. Installed F90-05001-1 L/H Aux Galley Assembly/Installation in accordance with STC SA7088SW-D.
- C. Weighed aircraft using Revere Corporation electric scales. Computed new weight and balance form.

END

01	APS	A1
02	RECEIVED	A2
03		A3
04	FEB 21 1991	A4
05	FAA	A5
06	SW-FSDO-11	A6
07	(LIT)	A7

☐ Additional Sheets Are Attached

 <p>US Department of Transportation Federal Aviation Administration</p>		<p><b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)</p>		<p>Form Approved OMB No. 2120-0020</p>	
				<p>For FAA Use Only</p>	
				<p>Office Identification <i>SW 11 A</i></p>	
<p>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 of the Federal Aviation Act of 1958).</p>					
1. Aircraft	Make <b>AMD/BA</b>		Model <b>Mystere Falcon 900</b>		
	Serial No. <b>95</b>		Nationality and Registration Mark <b>N478A</b>		
2. Owner	Name (As shown on registration certificate) <b>Falcon Jet Corporation</b>		Address (As shown on registration certificate) <b>Teterboro Airport Teterboro, New Jersey 07608</b>		
	3. For FAA Use Only				
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				<b>XX</b>
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address <b>Falcon Jet Corporation P.O. Box 967 - Adams Field Little Rock, Arkansas 72206</b>		B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer		C. Certificate No. <b>Radio I, II, III LTD Airframe CRS YL1R642K</b>	
<p>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.</p>					
Date <b>FEB 15 1991</b>		Signature of Authorized Individual <i>Dallas Bunker</i>			
7. Approval for Return To Service					
<p>Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED</p>					
BY	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization	Owner (Specify)	
	FAA Designee <b>XX</b>	Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection <b>FEB 15 1991</b>		Certificate or Designation No. <b>CRS YL1R642K</b>	Signature of Authorized Individual <i>Dallas Bunker</i> <b>Inspector</b>		

NOTICE

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

FEB 2 1 1991

8. Description of Work Accomplished

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

A. Installed Basic Oxygen System in accordance with SIC SA7062SW-D consisting of the following items:

- |                  |  |
|------------------|--|
| 1. F90-42002-507 | Cabin Oxygen System Installation (Fwd Lav)         |
| 2. F90-42002-553 | Cabin Oxygen System Installation                   |
| 3. F90-42002-503 | Cabin Oxygen System Installation (Third Crew ERCS) |
| 4. F90-41003-501 | 115 Cubic Ft. Oxygen Bottle Installation           |

B. Installed Air Distribution Mod in accordance with SIC SA7227SW-D consisting of the following items:

- |                  |  |
|------------------|--|
| 1. F90-41020-527 | Fwd Conditioned Air Outlet Installation            |
| 2. F90-41846-501 | Conditioned Air Inlet Shroud - Baggage Compartment |

C. Installed Aft Lavatory Smoke Detector F90-51068-501 in accordance with SIC SA7061SW-D.

D. Installed Air Distribution Mod in accordance with SIC SA7227SW-D with the following deviations:

1. Installed Fwd Conditioned Air Outlet in accordance with FJC Dwg. F90-41020A5-505 in lieu of F90-41020-527.
  - a. F90-41020A5 deletes F90-41020-529 (2 each) Outlet Assemblies at floor and installs two (2) each Gasper Air Outlets in headliner.
  - b. F90-41020A5-505 Conditioned Air Supply is obtained from upper PSU Gasper Air Trough in lieu of floor conditioned air duct.
2. Installed Fwd Conditioned Air Outlet in accordance with FJC Dwg. F90-41020A3-503 in lieu of F90-41020-523.
  - a. F90-41020A3-503 Conditioned Air Supply is obtained from R/H Floor Conditioned Air Duct in lieu of L/H Upper PSU Gasper Air Trough.

NOTE: Above Items 1 and 2 Routing/Installation Methods remain unchanged.

E. Installed Exterior Placards F90-51125 in accordance with SIC SA7063SW-D.


F. Installed Rosen Products Cockpit Sunvisor in accordance with SIC SA4391RM.

G. Performed Electrical Load Analysis. FAR 25.1351(a) - Reference FJC Load Analysis #41115-095.

H. Weighed aircraft using Revere Corp., electric scales. Computed new weight and balance form.

END

☐ Additional Sheets Are Attached

 U.S. Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification <i>SW 11</i>	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make <b>AMD/BA</b>		Model <b>Mystere Falcon 900</b>		
	Serial No. <b>95</b>		Nationality and Registration Mark <b>N478A</b>		
2. Owner	Name (As shown on registration certificate) <b>Falcon Jet Corporation</b>		Address (As shown on registration certificate) <b>Teterboro Airport Teterboro, New Jersey 07608</b>		
	3. For FAA Use Only				
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				<b>XX</b>
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address <b>Falcon Jet Corporation P.O. Box 967 - Adams Field Little Rock, Arkansas 72206</b>		B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer		C. Certificate No. <b>Radio I, II, III LTD Airframe CRS YL1R642K</b>	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date <b>FEB 15 1991</b>		Signature of Authorized Individual <i>Dallas Bumber</i>			
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designee <input checked="" type="checkbox"/>	Repair Station <input checked="" type="checkbox"/>	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection <b>FEB 15 1991</b>		Certificate or Designation No. <b>CRS YL1R642K</b>	Signature of Authorized Individual <i>Dallas Bumber</i> <b>Inspector</b>		



# NOTICE

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

## 8. Description of Work Accomplished

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

### A. Installed the following AMD/BA Type Certificated Options:

1. Installed Third LIRS System in accordance with AMD/BA Mod 39 and Mod 873.
2. Second King KHF-950 High Frequency Communications System in accordance with AMD/BA T.C. Option 23.10.05. (Mod 16)
3. Dorne Margolin DME/LT 8-1 Emergency Locator Transmitter in accordance with AMD/BA T.C. Option 25.01.01 (Mod 28) with the following deviation:
  - a. Installed Switch P/N MTL-106D in lieu of Switch P/N 610-50 and Switch Guard P/N ECE 1R1-65.
4. Fairchild A100A - Cockpit Voice Recorder in accordance with AMD/BA T.C. Option 31.30.11. (Mod 31)
5. Installed ED-800 MFD, MC-800 MFC and MG-820 MSG in accordance with AMD/BA Mod 36.
6. Service Ladder in accordance with AMD/BA T.C. Option 25.50.12. (MOD 861)
7. Baker Flightdeck Audio System Interphone Amplifier (1 Each) in accordance with AMD/BA T.C. Option 23.40.01. (Mod 19)
8. Navigation and Anti-Collision Lights. Installed one (1) Power Supply and one (1) Light in accordance with AMD/BA T.C. Option 33.40.10. (Mod 32)
9. Modified existing Sperry DFZ-800 System by installing a second ID-802 Advisory Display P/N 7003652-631 in accordance with AMD/BA Mod 1199.

### B. Performed Electrical Load Analysis. FAR 25.1351(a) - Reference FJC Load Analysis #41115-095.

NOTE: For Equipment Installation - See DIM 5100/84 and 5257/84 Reference Type Data Sheet A46EU.


### C. Weighed aircraft using Revere Corp., electric scales. Computed new weight and balance form.

END

01	APR	A1
02	RECEIVED	A2
03		A3
04	FEB 21 1991	A4
05	FAA	A5
06	SW-FSDO-11	A6
07	(LIT)	A7
08	EST	

☐ Additional Sheets Are Attached



 <p>U.S. Department of Transportation Federal Aviation Administration</p>		<p><b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)</p>		<p>Form Approved OMB No. 2120-0020</p>	
				<p>For FAA Use Only</p>	
				<p>Office Identification <i>SW 11 A</i></p>	
<p>INSTRUCTIONS: Print or type. 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).</p>					
1. Aircraft	Make <b>AMD/BA</b>		Model <b>Mystere Falcon 900</b>		
	Serial No. <b>95</b>		Nationality and Registration Mark <b>N478A</b>		
2. Owner	Name (As shown on registration certificate) <b>Falcon Jet Corporation</b>		Address (As shown on registration certificate) <b>Teterboro Airport Teterboro, New Jersey 07608</b>		
	3. For FAA Use Only				
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				<b>XX</b>
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address <b>Falcon Jet Corporation P.O. Box 967 - Adams Field Little Rock, Arkansas 72206</b>		B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station Manufacturer		C. Certificate No. <b>Radio I, II, III LTD Airframe CRS YLR642K</b>	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date <b>FEB 15 1991</b>		Signature of Authorized Individual <i>Dallas Bunker</i>			
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit, Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection <b>FEB 15 1991</b>		Certificate or Designation No. <b>CRS YLR642K</b>	Signature of Authorized Individual <i>Dallas Bunker</i> <b>Inspector</b>		

#### NOTICE

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

#### B. Description of Work Accomplished

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

- A. Installed Automatic Cabin Electrical Load Shed System in accordance with SIC SA7056SW-D.
  - 1. Provided FAA Approved Flight Manual Supplement, Report #35888-1, dated, 1-6-89.
- B. Installed Cabin Video System VHS Format in accordance with SIC SA7057SW-D, with the following deviations:
  - 1. Installed two (2) Sony EVX-58 Video Cassette Player in lieu of Panasonic PV-8110 Video Cassette Player.
  - 2. Installed two (2) Sony PVM 1342Q Video Monitors in lieu of Sony PVM 1271Q, Video Monitor (AC 25.10 and Sub-Part "J" of Part 15 of FCC Rules).
  - 3. Items #1 and #2 located in Auxiliary Galley Entertainment Cabinet, F90-51523 and Aft R/H Coat Closet/Entertainment Cabinetry Assy, F90-51910.
    - a. F90-51523 and F90-51910 approved on separate FAA Form 337.
- C. Installed F90-11416-501 Boost Pump Noise Filtering System in accordance with Falcon Jet Corporation's SIC SA7289SW-D.
- D. Installed Sundstrand MK-V Digital Ground Proximity Warning System with Wind Shear Detection in accordance with SIC SA7103SW-D.
  - 1. Provided FAA Approved Flight Manual Supplement, Report #35873-1, dated 1-20-89.
- E. Installed F90-11070-501 Auxiliary Avionics Rack in accordance with SIC SA7085SW-D.
- F. Installed F90-11037-501 No. 2 Emergency Battery Relay and F90-11036-503 No. 2 Emergency Test Switch in accordance with SIC SA7239SW-D.
- G. Installed F90-11094-503 and F90-11048-521/-523 Electrical Feed-Thrus in accordance with SIC SA7049SW-D.
- H. Installed F90-11268-501 Impact Switch in accordance with SIC SA7255SW-D.
- I. Installed FMS Master System in accordance with SIC SA7100SW-D.
  - 1. Provided FAA Approved Flight Manual Supplement, Report #35986-1 dated 3-13-90.

☒ Additional Sheets Are Attached

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S/N 95  
FAA Form 337  
Page 2 of 2

Mystere Falcon 900  
Reg: N478A  
Dated: FEB 15 1991

J. Installed F90-11249-501 Auxiliary Inverter Structure in accordance with STC SA7082SW-D.

K. Installed Wire and Space Provisions for Fairchild F800 Flight Data Recorder in accordance with STC SA7255SW-D.

NOTE: Completion/operation of this system will require a separate FAA Form 337 approval.

L. Installed EFIS Mater System in accordance with STC SA7090SW-D.

1. Provided FAA approved Flight Manual Supplement, Report No. 35948-1, dated 4-3-87.

M. Installed F90-11172-501 APU Fault Detection Panel Hour Meter in accordance with STC SA7123SW-D.

N. Installed Teledyne Angle Of Attack System in accordance with STC SA7068SW-D.

1. Provided FAA approved Flight Manual Supplement, Report #35822-1, dated 5-31-88.

O. Installed F90-51413-501 Baggage Door Micro Switch in accordance with STC SA7119SW-D.

P. Installed F90-11018-505 #2 VHF Blade Antenna in accordance with STC SA7084SW-D.

Q. Installed Navigation Management System, Global GNS-X with CDI and Airborne Flight Information (AFIS) System in accordance with STC SA7235SW-D.

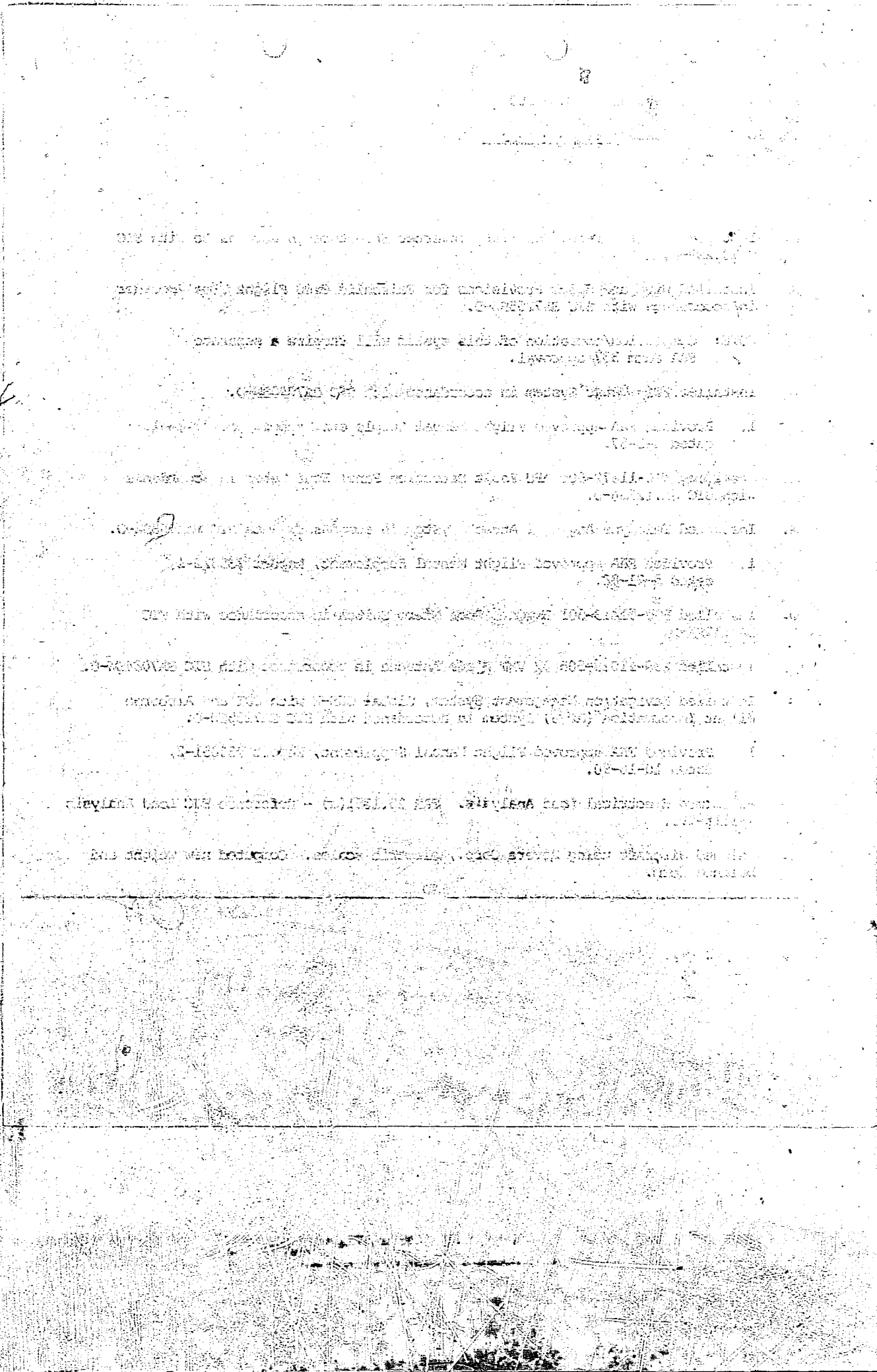
1. Provided FAA approved Flight Manual Supplement, Report #36051-2, dated 10-16-90.


R. Performed Electrical Load Analysis. FAR 25.1351(a) - Reference FJC Load Analysis #41115-095.

S. Weighed aircraft using Revere Corp., electric scales. Computed new weight and balance form.

END

MSR		
APR		
RECEIVED		
FEB 21 1991		
FAA		
SW-FC		



 <p>U.S. Department of Transportation Federal Aviation Administration</p>		<p align="center"><b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)</p>		<p>Form Approved OMB No. 2120-0020</p>	
				<p align="center">For FAA Use Only</p>	
				<p>Office Identification <i>SW 11</i></p>	
<p>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).</p>					
1. Aircraft	Make	AMD/BA		Model	Mystere Falcon 900
	Serial No.	95		Nationality and Registration Mark	N478A
2. Owner	Name (As shown on registration certificate)			Address (As shown on registration certificate)	
	Falcon Jet Corporation			Teterboro Airport Teterboro, New Jersey 07608	
3. For FAA Use Only					
<p>(Signature) _____</p>					
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Falcon Jet Corporation		XX U.S. Certified Mechanic		Radio I, II, III	
P.O. Box 967 - Adams Field		Foreign Certified Mechanic		LTD Airframe	
Little Rock, Arkansas 72206		XX Certified Repair Station		CRS YLR642K	
		Manufacturer			
<p>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.</p>					
Date		Signature of Authorized Individual			
FEB 15 1991		<i>Dallas Bunker</i>			
7. Approval for Return To Service					
<p>Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED</p>					
BY	FAA Fit. 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		
FEB 15 1991		CRS YLR642K	<i>Dallas Bunker</i> Inspector		

# NOTICE

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

## 8. Description of Work Accomplished

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

### A. Installed Basic Interior Furnishings in accordance with SIC SA7060SW-D, consisting of the following items:

- |                            |   |
|----------------------------|---|
| 1. F90-51073-501           | Scuff Plate Installation (MED)                |
| 2. F90-51044-501           | Flightdeck Curtain Installation               |
| 3. F90-51350-501           | Electrical Outlet Installation                |
| 4. F90-51203-505           | Airstair Trim Installation                    |
| 5. F90-51042-501           | Emergency Equipment Installation              |
| 6. F90-51018-502           | Divan Armrest Cabinet Installation            |
| 7. F90-51555-501           | Fwd Cabin Sliding Door Installation           |
| 8. F20-53138-501           | Scuff Plate Installation (Cockpit)            |
| 9. F90-51043-505/513       | Seat Track Installation                       |
| 10. F90-51051-501          | Interior Shell Installation                   |
| 11. F90-51415-501/-503     | Compartment/Phone Installation-Console Table  |
| 12. F90-51131-511          | Flightphone Installation (Cockpit)            |
| 13. F90-51585-503          | Auxiliary Folding Seat Installation           |
| 14. F90-51204-507          | Standard Exit Sign Installation               |
| 15. F90-51717-501          | Magazine Rack Installation                    |
| 16. F90-51052-501          | Single Seat Installation                      |
| 17. F90-51048-501/503/-505 | Aisle Light Installation                      |
| 18. F90-51410-501          | Console Table Assembly                        |
| 19. F90-51401-501          | Emergency Lights Installation                 |
| 20. F90-51149-501          | Typical Window Shade Installation             |
| 21. F90-51117-501          | Double Seat Installation                      |
| 22. F90-51033-503          | Inertia Reel Installation                     |
| 23. F90-51845-501          | Aft Door Assy - Fwd Crew Lavatory             |
| 24. F90-21104-515          | Tow Bar Installation                          |
| 25. F90-21105-501          | Aft Cabin Floorboard Access Mod               |
| 26. F90-21108-501          | Fly Away Stowage Kit Installation             |
| 27. F90-21109-501          | Floor Panel Mod (FR. 7 to FR. 9)              |
| 28. F90-51190-501          | Flashlight Installation                       |
| 29. F90-21110-503          | No. 2 Engine Cover Stowage Installation       |
| 30. F90-11190-501          | Pylon Baggage Light Relocation                |
| 31. F90-11190-503          | Pylon Refuel Light Installation               |
| 32. F90-11192-503          | Emergency Lighting Power Supply Relocation    |
| 33. F90-41009-515          | Hydraulic Servicing Tool Stowage Installation |
| 34. F90-41021-501          | Flood Duct Relocation                         |
| 35. F90-41101-539          | Acoustical Treatment Installation             |
| 36. F90-11204-501          | Cockpit Floor Panel Mod                       |
| 37. F90-51591-503          | Sofa Center Table Installation                |
| 38. F90-51915-501          | Mid Cabin Curtain Installation Mod.           |
| 39. F90-05000-1            | R/H Mid Cabin Storage Cabinet Installation    |
| 40. F90-05000-1            | R/H Mid Cabin Storage Cabinet Installation    |
| 41. F90-05000-1            | R/H Aft Coat Closet Installation              |
| 42. F90-05000-1            | L/H Aft Coat Closet Installation              |
| 43. F90-51208-523          | Armrest Cabinet Mod Installation              |
| 44. F90-51129-501          | Entry Closet Mod Installation                 |
| 45. F90-51150-501          | Standard D.E.C.U. Installation                |
| 46. F90-51185-507          | Dining Table Installation                     |
| 47. F90-51127-501          | Jumpseat Installation                         |

☒ Additional Sheets Are Attached

AMD/BA           Mystere Falcon 900\*  
S/N 95           REG: N478A  
FAA Form 337     Dated: FEB 15 1991  
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- A.   48. F90-51128-501           Jumpseat Structure Installation  
      49. F90-51886-501           Entry Curtain/Workshelf Installation  
      50. F90-51416-509           Flightphone/Storage Compartment Installation  
                                  (Sideledge)  
      51. F90-51155-501           Ashtray Cupholder Installation  
      52. F90-51744-501           Standard Headliner Air Gasper Installation  
      53. F90-51483-501           Toilet Installation - Crew  
      54. F90-51530-505           Aft Lavatory Door Installation

B.   Installed Basic Interior Furnishings in accordance with FJC STC SA7060SW-D  
      with the following deviations:

1.   Installed Sideledge/Switch Panel Installation in accordance with  
      F90-51863-517 in lieu of F90-51404.  
      a.   F90-51863 changes the Switch/Sideledge arrangement for customer  
            cosmetic preference.

NOTE: Structural attachment to airframe remains unchanged.

2.   Installed Flight Manual Storage Installation in accordance with F90-51341A1-501  
      in lieu of F90-51341-501.  
      a.   F90-51341A1 modifies F90-51341 by changing the width of the Manual Storage  
            Holder.

NOTE: Structural attachment to airframe remains unchanged.

3.   Installed Headliner Indirect Lighting F90-51587A7-501 in lieu of  
      F90-51587-501.

NOTE: This Installation is the same as except the length,  
      quantity of Bulbs/Power Supplies vary due to Interior  
      arrangement.

4.   Installed Sideledge Storage Compartments in accordance with F90-51416A2  
      in lieu of F90-51416.  
      a.   F90-51416A2 installs Kevlar Storage Compartment Lids in lieu  
            of Aluminum Compartment Lids.

NOTE: Structural attachment to Airframe remains unchanged.



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S/N 95  
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Mystere Falcon 900  
REG: N478A  
Dated: FEB 15 1991

- B. 5. Installed Aft Lavatory in accordance with F90-51527A5-501 in lieu of F90-51527-507.
- a. F90-51527A5 installs F90-51814A3-503 Vanity Installation and F90-51050A4-501 Lavatory Headliner Installation in lieu of F90-51814-503 Vanity and F90-51050-501 Headliner.
  - b. F90-51814A3-503 installs F90-51813A3-507 Vanity Assembly. F90-51813A3 changes the interior configuration of the Vanity Cabinet only. (Structural attachment to airframe remains unchanged).
  - c. F90-51050A4-501 changes the cosmetic appearance of the Headliner Light Lens only. (Structural attachment to airframe remains unchanged).
6. Installed Console Tables in accordance with F90-51411A2-501/-503 in lieu of F90-51411-501/-509.
- a. F90-51411A2 installs F90-51410A2-501/-507 Console Table Assemblies in lieu of F90-51410-501/-525.
  - b. F90-51410-A2 Changes the Table Leaf, Lid and Decorative Closeout.
- NOTE 1: Customer Cosmetic Preference.  
NOTE 2: Structural attachment to airframe remains unchanged.
7. Installed P.S.U. (Passenger Service Unit) Installation in accordance with F90-51489A3-501 in lieu of F90-51489-501.
- a. F90-51489A3 adds cutouts for Reading And Table Light Switches above R/H Auxiliary Side Facing Seat.
- NOTE: Structural attachment to airframe remains unchanged.
8. Installed Divan Armrest Cabinet in accordance with F90-51018A8-502 in lieu of F90-51018-502.
- a. F90-51018A8-502 installs F90-51018A8-504 Cabinet Assembly in lieu of F90-51018-520 Cabinet.
  - b. F90-51018A8 deletes door and adds drawer.
- NOTE: Structure attachment to airframe remains unchanged.



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FAA Form 337  
Page 4 of 4

Mystere Falcon 900  
REG: N478A  
Dated: FEB 15 1991

B. 9. Installed Divan Armrest Cabinet in accordance with F90-51018A10-501 in lieu of F90-51018-502.

- a. F90-51018A10-501 installs F90-51018A10-503 Cabinet Assembly in lieu of F90-51018-520.
- b. F90-51018A10 deletes door and adds two (2) each drawers and flightphone with retractable cord reel.

NOTE: Structural attachment to airframe remains unchanged.

10. Installed Three Place Divan F90-51029A2-501 in lieu of F90-51029-501.

- a. F90-51029A2 modifies F90-51029 Divan Assembly by deleting a full length storage door and adding one each drawer and a half length door.

NOTE: Structural attachment to airframe remains unchanged.

C. All materials/coverings meet requirements FAR 25.853(a) and FAR 25, Appendix "F" Part I.

D. Performed Electrical Load Analysis. FAR 25.1351(a) - Reference FJC Load Analysis #41115-095.

E. Weighed aircraft using Revere Corp., electric scales. Computed new weight and balance form.

END

CS			CS
01	APS		A1
02	RECEIVED		A2
03	FEB 21 1991		A3
04	FAA		A4
05	SW-FSDO-11		A5
06	(I.T)		A6
07			A7

100-41061-208

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED  
DATE 08-01-01 BY 60322 UCBAW

[illegible]

Approved: \_\_\_\_\_ Date: \_\_\_\_\_

2010年12月10日 星期五

[illegible]

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific information required.

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED  
DATE 08-19-2006 BY 60322 UCBAW

[illegible]

SECRET

 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 SW 11 AV	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix E, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make <b>AMD/BA</b>		Model <b>Mystere Falcon 900</b>		
	Serial No. <b>95</b>		Nationality and Registration Mark <b>N478A</b>		
2. Owner	Name (As shown on registration certificate) <b>Falcon Jet Corporation</b>		Address (As shown on registration certificate) <b>Teterboro Airport Teterboro, New Jersey 07608</b>		
3. For FAA Use Only					
4. Unit Identification					
Unit	Make	Model	Serial No.	5. Type	
AIRFRAME	(As described in Item 1 above)			Repair	Alteration
					XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Falcon Jet Corporation P.O. Box 967 - Adams Field Little Rock, Arkansas 72206		U.S. Certified Mechanic		Radio I, II, III LTD Airframe CRS YLR542K	
		Foreign Certified Mechanic			
		XX Certified 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			
FEB 15 1991					
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization		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	
FEB 15 1991		CRS YLR542K			
				Inspector	

# NOTICE

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

## B. Description of Work Accomplished

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


- A. Installed the following Cabin Water System/Galley Drain Items in accordance with FJC STC SA7064SW-D.
  1. F90-04004 Water System Installation
  2. F90-41917-502 Drain, Bayonet, Ice Drawer Installation
- B. Installed Pressurized Water System F90-41830-505 in accordance with FJC STC SA7086SW-D.
- C. Weighed aircraft using Revere Corp., electric scales. Computed new weight and balance form.

END

01	AS	A1
02		A2
03		A3
04		A4
05		A5
06		A6
07	AS1	A7

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☐ Additional Sheets Are Attached

 U.S. Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification <i>SW 11 N</i>	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421) Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make <b>AMD/BA</b>		Model <b>Mystere Falcon 900</b>		
	Serial No. <b>95</b>		Nationality and Registration Mark <b>N478A</b>		
2. Owner	Name (As shown on registration certificate) <b>Falcon Jet Corporation</b>		Address (As shown on registration certificate) <b>Teterboro Airport Teterboro, New Jersey 07608</b>		
	3. For FAA Use Only				
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				<b>XX</b>
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address <b>Falcon Jet Corporation P.O. Box 967 - Adams Field Little Rock, Arkansas 72206</b>		B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		C. Certificate No. <b>Radio I, II, III LTD Airframe CRS YLR642K</b>	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date <b>FEB 15 1991</b>		Signature of Authorized Individual <i>Dallas Brumber</i>			
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designee <input checked="" type="checkbox"/>	Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection <b>FEB 15 1991</b>		Certificate or Designation No. <b>CRS YLR642K</b>	Signature of Authorized Individual <i>Dallas Brumber</i> Inspector		

**NOTICE**

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

**8. Description of Work Accomplished**

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

**A. Installed Forward Lavatory in accordance with STC SA7087SW-D, consisting of the following items:**

- |                  |  |
|------------------|--|
| 1. F90-41825-501 | Fwd Crew Lav Water System Installation |
| 2. F90-51119-501 | Ashtray Installation                   |
| 3. F90-51035-501 | Assist Handle Installation             |
| 4. F90-41024-501 | Fwd Lavatory Air Evacuation System     |
| 5. F90-51597-501 | Fwd Lavatory Installation              |


**B. Weighed aircraft using Revere Corp., electric scales. Computed new weight and balance form.**

END

OS	MGR	AS
01	APS	A1
02		A2
03		A3
04		A4
05		A5
06		A6
07	AST	A7

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☐ Additional Sheets Are Attached

 <b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification SW 11 AF	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make <b>AMD/BA</b>		Model <b>Mystere Falcon 900</b>		
	Serial No. <b>95</b>		Nationality and Registration Mark <b>N478A</b>		
2. Owner	Name (As shown on registration certificate) <b>Falcon Jet Corporation</b>		Address (As shown on registration certificate) <b>Teterboro Airport Teterboro, New Jersey 07608</b>		
	3. For FAA Use Only				
4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address <b>Falcon Jet Corporation P.O. Box 967 - Adams Field Little Rock, Arkansas 72206</b>		B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input checked="" type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		C. Certificate No. <b>Radio I, II, III LTD Airframe CRS YL1R642K</b>	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date <b>FEB 15 1991</b>		Signature of Authorized Individual <i>Dallas Bender</i>			
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization		
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection <b>FEB 15 1991</b>		Certificate or Designation No. <b>CRS YL1R642K</b>	Signature of Authorized Individual <i>Dallas Bender</i> Inspector		

**NOTICE**

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



**8. Description of Work Accomplished**

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

**A. Installed the following Items into Basic Interior:**

1. One (1) F20-53203-501 Portable Vacuum Cleaner Installation in Provisions accordance with FJC Dwg. F90-5D055 based upon AC 43.13-1A, Chapter 5, Section 1, and Chapter 11, Sections 1,2,3,4,5, & 7, AC 43-13-2A, Chapter 1 and AC 25.10.
2. Installed F90-7D055 Interior Switch Layout in accordance with FJC Dwg. F90-5D055 based upon AC 43.13-1A, Chapter 5, Section 1 and Chapter 11, Sections 1,2,3,4,5 & 7 and AC 43.13-2A, Chapter 1.
3. Two (2) F90-51134-501 Armrest Decu Light Switch Installation in accordance with FJC Dwg. F90-5D055 based upon AC 43.13-1A, Chapter 5, Section 1, Chapter 11, Sections 1,2,3,4,5, & 7 and AC 43.13-2A, Chapter 1.
4. Installed F90-51734-501 License Holder on R/H Crew Closed Fwd Bulkhead in accordance with FJC Dwg. F90-5D055 based upon AC 43-13-2A, Chapter 1 and AC 43.13-1A, Chapter 5, Section 1.

**B. Installed the following PLACARDS, FAR 25.1541:**

1. Single Seat Installation, F90-51052-501:
  - a. Two (2) placards, "SEAT MUST BE TRACKED FULLY OUTBOARD, FACING FWD WITH SEAT BACK UPRIGHT DURING TAKEOFF AND LANDING".
  - b. Two (2) placards, "LIFE VEST".
  - c. Two (2) placards, "HEADREST MUST BE INSTALLED DURING TAKEOFF AND LANDING".
2. Entryway Closet Installation, F90-51129-501:
  - a. One (1) placard, "DIM  BRT".
  - b. One (1) placard, "INTERPHONE MIC"
  - c. One (1) placard,  "LO" "HI"
  - d. One (1) placard, "HEADSET"
  - e. Two (2) placards, "MIC AUDIO".

 Additional Sheets Are Attached



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B. 3. Entry Curtain/Workshelf Installation, F90-51886-501:

- a. Two (2) placards, "CURTAIN TO BE IN STOWED POSITION DURING TAKEOFF AND LANDING".
- b. One (1) placard, "WORK SURFACE TO BE STOWED DURING TAKEOFF AND LANDING".

4. R/H Galley/Bar Installation, F90-51919-501/F90-51350:

- a. Four (4) placards, "10 LBS MAX".
- b. One (1) placard, "30 LBS MAX".
- c. Three (3) placards, "2 LBS MAX".
- d. One (1) placard, "15 LBS MAX".
- e. One (1) placard, "CUTTING BOARD TO BE STOWED DURING TAKEOFF AND LANDING".
- f. One (1) placard, "DOOR MUST REMAIN OPEN WHILE COFFEEMAKER IS ON".
- g. One (1) placard, "TRASH ONLY NO CIGARETTE DISPOSAL".
- h. One (1) placard, "ALL DOORS AND DRAWERS MUST BE CLOSED DURING TAKEOFF AND LANDING AND WHEN NOT IN USE".
- i. Three (3) placards, "TRASH CAN AND COVER MUST BE INSTALLED FOR USE".
- j. Two (2) placards, "DOOR MUST REMAIN OPEN WHILE OVEN IS IN USE".
- k. Two (2) placards, "20 LBS MAX".
- l. One (1) placard, "3 LBS MAX".
- m. One (1) placard, "8 LBS. MAX".
- n. One (1) placard, "DOOR MUST REMAIN OPEN WHILE COOKER IS IN USE".
- o. One (1) placard, "115 VAC 60 HZ".

5. L/H Galley Assembly, F90-51916-501:

- a. One (1) placard, "10 LBS MAX".
- b. Two (2) placards, "15 LBS MAX".
- c. One (1) placard, "50 LBS MAX".

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- B. 5. d. One (1) placard, "ALL DOORS AND DRAWERS MUST BE STOWED DURING TAKEOFF AND LANDING".
- e. One (1) placard, "ACCESS-AUX GALLEY ELECTRICAL DISCONNECT PLUGS".
- f. One (1) placard, "REMOVE T.V. FOR ACCESS TO ELECTRICAL COMPONENT EQUIPMENT".
- g. One (1) placard, "NO STORAGE".
- h. One (1) placard, "70 LBS MAX".
- i. Six (6) placard, "CANS ONLY".
- j. One (1) placard, "ELECTRICAL EQUIPMENT ONLY - NO STORAGE".
- 6. Fed Lavatory Installation, F90-51597-501:
  - a. Four (4) placards, "DOORS MUST BE CLOSED DURING TAKEOFF AND LANDING".
  - b. Four (4) placards, "NO SMOKING IN LAVATORY".
  - c. Two (2) placards, "NOT FOR USE DURING TAKEOFF AND LANDING".
  - d. One (1) placard, "115 VAC".
  - e. One (1) placard, "TRASH".
  - f. Two (2) placards, "5 LBS MAX".
  - g. One (1) placard, "TRASH ONLY NO CIGARETTE DISPOSAL".
  - h. One (1) placard, "NO STORAGE - NO TRASH UNLESS LINER IS INSTALLED".
- 7. R/H Aft Coat Closet Cabinet / Entertainment Cabinet F90-51910-501:
  - a. One (1) placard, "5 LBS MAX"
  - b. One (1) placard, "NO STORAGE"
  - c. One (1) placard, "HANGING GARMENTS ONLY 40 LBS MAX".
  - d. One (1) placard, "MONITOR MUST BE STOWED DURING TAKEOFF AND LANDING".
  - e. One (1) placard, "ALL DOORS AND DRAWERS MUST BE CLOSED FOR TAKEOFF AND LANDING".
- 8. Electrical Outlet Installation, F90-51350-501: (Aft Baggage)
  - a. One (1) placard, "115 VAC 60Hz".
- 9. L/H Aft Coat Closet F90-51909-501/F90-51042:
  - a. One (1) placard, "One (1) placard, "DOOR MUST BE CLOSED DURING TAKEOFF AND LANDING".
  - b. One (1) placard, "10 LBS MAX".
  - c. One (1) placard, "50 LBS MAX".

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- B. 9. d. One (1) placard, "FIRST AID KIT".
- e. One (1) placard, "FIRE EXTINGUISHER".
10. Side Ledge Installation, F90-51863-517 / F90-51404:
- a. One (1) placard, "REMOVE BEFORE OPENING EMERGENCY EXIT".
11. Double Seat Installation, F90-51117-501:
- a. One (1) placard, "SEAT AND BASE MUST BE TRACKED FULLY FWD AND OUTBOARD AND FACING FWD WITH SEAT BACK UPRIGHT DURING TAKEOFF AND LANDING".
- b. Two (2) placards, "LIFE VESTS".
- c. One (1) placard, "SEAT AND BASE MUST BE TRACKED FULLY AFT AND OUTBOARD AND FACING AFT WITH SEAT BACK UPRIGHT DURING TAKEOFF AND LANDING".
- d. Three (3) placards, "HEADREST AND PLUGS MUST BE INSTALLED DURING TAKEOFF AND LANDING".
- e. Three (3) placards, "HEADREST MUST BE INSTALLED DURING TAKEOFF AND LANDING".
12. Auxiliary Folding Seat Installation, F90-51585-503:
- a. Two (2) placards, "SEAT MUST BE STOWED DURING TAKEOFF AND LANDING".
13. Mid Cabin Curtain Installation, F90-51915-501 / F90-51267:
- a. Two (2) placards, "CURTAIN MUST BE STOWED DURING TAKEOFF AND LANDING".
- b. Four (4) placard, "PAD MUST BE INSTALLED DURING TAKEOFF AND LANDING".
14. Interica Shell Installation, F90-51051-501:
- a. One (1) placard, "NO STORAGE"
- b. One (1) placard, "FULL"
- c. One (1) placard,
- d. One (1) placard, \_\_\_\_\_
- "OPEN"
- "UNLOCK"
- "LOCK"
-

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- B. 14. e. One (1) placard, "HANGING GARMENTS ONLY 20 LBS MAX".
- 15. Magazine Rack Installation, F90-51717-501:
  - a. Two (2) placards, "6 LBS MAX"
- 16. Fed Cabin Sliding Door Installation, F90-51555-501:
  - a. Two (2) placards, "DOOR MUST BE LATCHED IN OPEN (STOWED) POSITION DURING TAKEOFF AND LANDING".
- 17. Water System Installation Fed Cabin, F90-41806-501/F90-41901/F90-41910:
  - a. One (1) placard, "ON - OFF - GALLEY WATER SUPPLY".
  - b. One (1) placard, "STRAINER TANK GALLEY DRAIN SYSTEM CLEAN REGULARLY".
- 18. Standard Exit Sign Installation, F90-51204-507:
  - a. One (1) placard, "EXIT". (Illuminated).
- 19. Emergency Equipment Installation, F90-51042-501:
  - a. Three (3) placards, "FIRE EXTINGUISHER".
  - b. One (1) placard, "PORTABLE OXYGEN".
  - c. Two (2) placards, "SMOKE HOOD".
  - d. One (1) F90-51042-3 placard, "1. SECURE TO SEAT TRACK NEAR EXIT.  
2. SECURE OTHER END INTO WING".
  - e. One (1) F90-51042-5 placard, "1. SECURE OTHER END TO SEAT TRACK  
NEAR EXIT. 2. SECURE THIS END INTO WING".
  - f. One (1) placard, "LIFE LINE".
- 20. PSU Installation, F90-51489A3-501:
  - a. Six (6) placards, "NO SMOKING/FASTEN SEAT BELTS". (Pictorially  
Lighted)
  - b. One (1) placard, "EXIT". (Lighted)

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- B. 21. Console Table Installation, F90-51411A2-501/-503 and F90-51411/:
- a. Five (2) placards, "TABLE MUST BE STOWED DURING TAKEOFF AND LANDING".
22. Aft Lav Installation, F90-51527A5-501, F90-51814A3-503/F90-51813A3-507/  
F90-51530-501/F90-51531-501/F90-51532-501 and F90-51866-501:
- a. Two (2) placards, "NO SMOKING".
  - b. Two (2) placards, "1 LB MAX".
  - d. Six (6) placards, "LID MUST BE INSTALLED FOR USE".
  - e. One (1) placard, "RETURN TO SEAT". (Lighted)
  - f. Three (3) placards, "5 LBS MAX".
  - g. One (1) placard, "LINEN".
  - h. Two (2) placards, "DOOR MUST BE CLOSED DURING TAKEOFF AND LANDING AND WHEN NOT IN USE".
  - i. One (1) placard, "20 LBS MAX".
  - j. One (1) placard, "PUSH HERE TO OPEN".
  - k. One (1) placard, "TOWELS OR SOFT ARTICLES ONLY"
  - l. One (1) placard, "TRASH".
  - m. Two (2) placards, "NO STORAGE - NO TRASH UNLESS LINER IS INSTALLED".
  - n. One (1) placard, "TISSUE ONLY".
  - o. One (1) placard, "CLOSED" -CAUTION-  
THIS IS NOT A  
HAND HOLD  
OPEN
  - p. One (1) placard, BAGGAGE COMPARTMENT DOOR  
THIS DOOR MUST BE NORMALLY BE CLOSED AND LOCKED

ACCESSEZ SOUS LE BAGAGES  
CETTE PORTE DOIT ETRE NORMALEMENT FERMEE ET VERROUILLEE".

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- B. 22. q. One (1) placard, "TRASH ONLY NO CIGARETTE DISPOSAL".
- r. One (1) placard, "SOILED LINEN ONLY NO CIGARETTE DISPOSAL".
- s. Two (2) placards, "PUSH".
- t. One (1) placard, "115 VAC 60 HZ".
- u. One (1) placard, "DOOR CATCH IS NOT TO BE USED WHEN AIRCRAFT IS IN FLIGHT".
- v. One (1) placard, "BOTTOM DOOR CATCH IS NOT TO BE USED WHEN AIRCRAFT IS IN FLIGHT".
- w. One (1) placard, "3 LBS MAX".
- 23. Compartment/Phone Installation Console Table, F90-51416A2-501:
  - a. Four (4) placards, "LIGHT OBJECTS ONLY (PAPER, CARDS, HEADSETS, ETC)."
- 24. Jumpseat Installation, F90-51127-507:
  - a. Two (2) placards, "WITH SEATRACK UPRIGHT SEAT MUST BE LATCHED, TRACKED OUTBOARD AND SIDE FACING OR FWD FACING IN AISLE AND TRACKED AFT WITH SHOULDER HARNESS USED FOR TAKEOFF AND LANDING".
  - b. One (1) placard, "LIFE VEST".
- 25. Basic Aircraft Placards:
  - a. One (1) placard, "EXIT" on Entry Bulkhead.
- 26. Divan Armrest Storage Cabinet Assy and Installation, F90-51018-502/  
F90-51018A2-502/F90-51018A10-501 and F90-51208-523:
  - a. Two (2) placards, "10 LBS MAX".
  - b. Two (2) placards, "LIFE VEST".
  - c. Two (2) placards, "NO STORAGE".
  - d. Two (2) placards, "LIFE VESTS ONLY".
  - e. One (1) placard, "2 LBS MAX".

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- B. 27. Compartment Installation/Console Table F90-51415-501:
- a. Two (2) placards, "PAPER, PENCILS AND HEADSET STORAGE ONLY".
28. Three Place Divan Installation, F90-51029A2/F90-51042:
- a. Two (2) placards, "TO BE USED FOR SLEEPING POSITION ONLY, HATES WITH LAP BELT NOT TO BE USED FOR TAKEOFF AND LANDING".
  - b. Two (2) placards, "SOFA TO BE STOWED DURING TAKEOFF AND LANDING".
  - c. Four (4) placards, "LIFT AND PULL".
  - d. Two (2) placards, "LIFE RAFT".
  - e. Two (2) placards, "30 LBS MAX".
29. Mid Cabin Storage Cabinet Installation, F90-51913-501:
- a. One (1) placard, "20 LBS MAX".
30. Manual Storage Installation - Cockpit, F90-51341A1-501:
- a. Two (2) placards, "FLIGHT MANUAL ONLY".
31. Cabin Oxygen System Installation and Details, F90-42002-553:
- a. Fourteen (14) F90-41002-501 placards, Mask Repacking Instruction. (Pictorial)
32. Pressurized Water System, F90-41830-505:
- a. One (1) placard, HOLD DOWN TO READ QUANTITY".
  - b. One (1) placard, "WATER TANK PRESSURE - NORMAL OPERATING PRESSURE 20 - 30 PSI".
  - c. One (1) placard, "AIR SUPPLY - ON - OFF".
  - d. One (1) placard, WATER SUPPLY - ON - OFF".
  - e. One (1) placard, "OVERBOARD DRAIN - DRAIN - OFF".
33. Fly Away Kit Storage Installation Aft Equipment Bay, F90-21108-501:
- a. One (1) placard, "FOR FLY AWAY KIT STORAGE ONLY MAX WEIGHT 35 LBS".
  - b. One (1) placard, "PREFLIGHT CHECK 5 EACH FIRE EXTINGUISHER INDICATORS".

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- B. 34. Hydraulic Service Tool Storage Installation, F90-41009-515:
- a. One (1) placard, "STORAGE FOR HYDRAULIC SERVICING KIT ONLY".
35. Adjustable Dining Table Installation, F90-51185-507:
- a. One (1) placard, "TRACKING RELEASE".
  - b. Three (3) placards, "TABLE LEAF MUST BE CLOSED WITH SAFETY PAD ATTACHED AND TABLE TRACKED OUTBOARD DURING TAKEOFF AND LANDING".
36. Tow Bar Storage Installation, F90-21104-515:
- a. One (1) placard, "MAX. WEIGHT: 2817 LBS  
CAUTION: MAX. LOADING 123 LBS/SQ. FT.  
DO NOT EXCEED AIRCRAFT C.G. LIMITS  
MASSE MAXI: 1280.5 KG  
ATTENTION: CHARGEMENT MAXI 600 KG/M2  
NE PAS DEPASSER LES LIMITS DE CENTRAGE".
37. Sofa Center Table Installation, F90-51591-503:
- a. One (1) placard, "WORK SURFACE/CUSHION TO BE RAISED TO UP POSITION DURING TAKEOFF AND LANDING".
38. Mid Cabin Storage Cabinet, F90-51912-501:
- a. Four (4) placards, "20 LBS MAX".
- C. Installed the following Finishing Selections:
- 1. Installed Tapis Corporation 3280 Chamois (Ultrasuede) - Main cabin, fwd and aft lavatory headliners.
  - 2. Installed Scalamandre 99480-1 Rigging/Repp/Bone - Flightdeck and entryway coat closet curtains, fwd crew lavatory bulkheads, main cabin window panel reveals/shades, mid cabin divider bulkheads/curtain/bumper pads, aft lavatory bulkheads, aft face of aft lav door and four (4) each decorative pillows.



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- C. 3. Installed Carl Booth Inc., Red Gum Veneer: Main entryway bulkheads, fwd crew lavatory toilet shroud, lavatory doors, vanity, sink cabinet, fwd galley miscellaneous storage racks, condiment drawers, fwd left hand aux galley/entertainment cabinet, magazine racks, main cabin service ledges, divan fold down table/storage closeout, aft cabin bulkheads, fwd fact of aft lav door, R/H aft closet/entertainment cabinet, L/H aft closet, console tables, dining conference table, mid cabin storage cabinets, auxiliary seat cabinet, divan armrest cabinets, aft lavatory toilet shroud and vanity cabinet.
4. Installed Red Gum Hardwood - All hardwood molding for flightdeck coat closet/bulkheads, main entryway bulkheads, fwd lavatory bulkheads/doors/vanity, fwd galley, aux galley, console tables, side ledges, magazine racks, mid cabin storage cabinets, dining table, divan folding table, divan armrest cabinets, aft coat closets, aft lavatory bulkheads/door and vanity.
5. Installed Tapis Corporation Beauville Beige Carpet - Flightdeck, main cabin, fwd lavatory and aft lavatory floors, cockpit center pedestal panels, left and right aft coat closet floors.
6. Installed American Leather SV Tan - Flightdeck lower sidewalls, main cabin lower sidewalls and console table closeouts.
7. Installed Spinneybeck Leather Velluto Pelle 04 - Flightdeck headliner/trim/upper sidewalls, crew seats trim/headrests/armrests, third crew seat, main entry door trim, acoustical curtain panels, fwd lavatory toilet seat, magazine rack slings, single passenger seats/headrests/armrests/shroud/base, auxiliary folding seat, dining table bumper pads/legs, aft lavatory toilet seat and back.
8. Installed Wilsonart 1531-6 Light Beige Lamine: Interior of all cabinetry.
9. Installed Wilsonart 1530-6 Beige Lamine - Auxiliary work surface, fwd lavatory toilet shroud top, toilet seat storage, galley work surface/oven faces/lower storage drawers, aux galley draws, aft lav vanity top/toilet shroud top.
10. Installed Design Tex Trafalgar Square 1813-103 Ivory Fabric - Flightdeck crew seat inserts, divan cushions and divan armrest cabinet caps.
11. Installed Tapis Corporation Grospoint Diamond Sand - Flightdeck bulkheads, third crew seat storage drawer lining, entryway closet lining, left and right aft coat closet interiors and aft baggage compartment closeout panels.

AKO/BA Mystere Falcon 900  
S/N 95 REG: N478A  
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- C. 12. Installed Unico Tretford 555 (Light Beige) - Baggage compartment flooring.
13. Installed Uniroyal US-384 Sand Vinyl - Flightdeck center pedestall trim, flightdeck rudder pedal area, entryway and main cabin floor maintenance runner.
14. Installed Schneller Aermet ST1003-1003-20 (Black) - Airstair treads and risers.
15. Installed Bronze Lexan - Fwd lavatory storage shelves, galley sliding door, galley storage drawer dividers, aux galley hinge down door, aux galley storage drawer dividers, aft lav vanity sliding doors and shelf dividers.
16. Installed Clear Mirror - Mid cabin dividers, fwd lav storage cabinet, aft baggage access door panel and aft lavatory vanity cabinet.
17. Installed Tapis Corporation Limousine Cloth 8940 Sandstone - Galley utensel drawer lining and mid cabin storage cabinet drawer linings.
18. Installed Suede-Tex (Light Buff) - Galley flatware drawer insert.
19. Installed Sheepskin B-7 Color Tan - Crew seat slipcovers.
- D. All materials/coverings meet requirements of FAR 25.853(a) and FAR 25, Appendix "F" Part I.
- E. Performed Electrical Load Analysis, FAR 25.1351(a) - reference FJC Load Analysis #41115-095.
- F. Aircraft weighed using Revere Corp., electric scales. Computed new weight and balance form.

END

CS	MGR	AS
01	APS	A1
02	RECEIVED	A2
03	FEB 21 1991	A3
04	FAA	A4
05	SW-FEDC-11	A5
06	(LH)	A6
07	AST	A7

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020	
US Department of Transportation Federal Aviation Administration				For FAA Use Only Office Identification LIT 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	AMD/BA		Model	Mystere Falcon 900
	Serial No	95		Nationality and Registration Mark	N478A
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)		
	AOKI Aviation Company		6987 Perimeter Road South Seattle, WA 98108		
3. For FAA Use Only					
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Falcon Jet Corporation P.O. Box 967 - Adams Field Little Rock, Arkansas 72206		U.S. Certificated Mechanic Foreign Certificated Mechanic XX Certificated Repair Station Manufacturer		Radio I, II, III LTD Airframe CRS YL1R642K	
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	JUN 28 1991		Signature of Authorized Individual Dallas Bunker		
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designee	XX Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection JUN 28 1991		Certificate or Designation No. CRS YL1R642K	Signature of Authorized Individual Dallas Bunker - Inspector		

**NOTICE**

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

**8. Description of Work Accomplished**

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

**A. Installed Full Provisions For Fairchild F800 Flight Data Recorder System in accordance with EJC SIC SA7255W-D:**

**1. Full Provisions consist of:**

- a. Fairchild Flight Data Recorder Mount P/N 17A194.
- b. Penny And Giles Accelerometer P/N D11241.
- c. Fairchild Power Inverter P/N 9300A14001.
- d. Complete Wiring For Entire System.
- e. Space Provisions For F800 FDR P/N 17M800-251.
- f. Space Provisions For FDAO P/N 2230887.
- g. Space Provisions For FDEP P/N 2230820-1.

**2. This FAA Form 337 supercedes information in Item "K" contained on FAA Form 337 dated 2-15-91.**

**3. Completion of this system will require Flight Manual Supplement Report #36107-1 dated 3-29-91 or later and FAA approved and issuance of a separate FAA Form 337 by personnel authorized in the FAR's.**

**B. This FAA Form 337 does not effect weight and balance data. For current weight and balance related to this FAA Form 337, see weight and balance form dated 2-8-91.**

**END**

OS	MGR	AS
01	APS	A1
02	RECEIVED JUL 01 1991 FAA SW-FSDO-11 (LIT)	A2
03		A3
04		A4
05		A5
06	AST	A6
07		A7
		A8

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

1. NATIONALITY AND REGISTRATION MARKS <b>N478A</b>	2. MANUFACTURER AND MODEL <b>AVIONS MARCEL DASSAULT/BA Mystere Falcon 900</b>	3. AIRCRAFT SERIAL NUMBER <b>95</b>	4. CATEGORY <b>TRANSPORT</b>
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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.

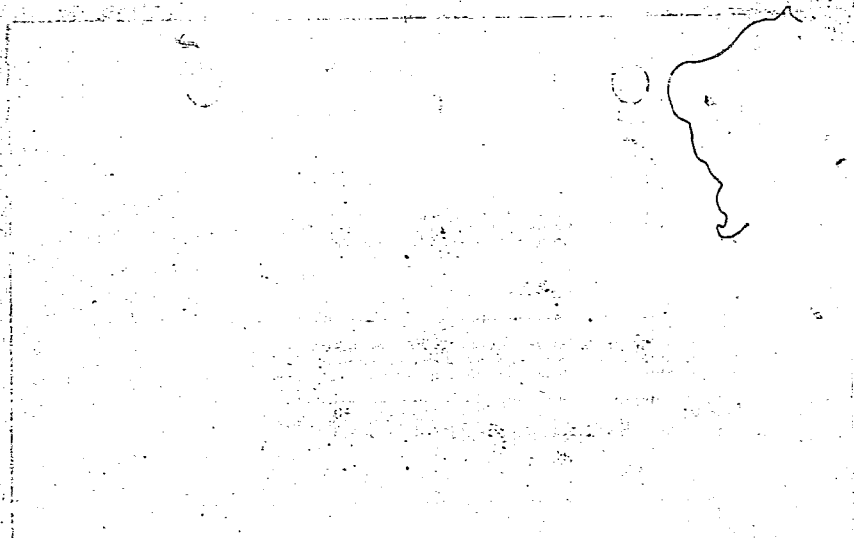
**NONE**

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 81 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

REPLACEMENT <b>09-20-90</b>	FAA REPRESENTATIVE <b>GEORGE W. [Signature]</b>	DESIGNATION NUMBER <b>SW11</b>
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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.



 U.S. Department of Transportation Federal Aviation Administration		<b>APPLICATION FOR            AIRWORTHINESS            CERTIFICATE</b>		<b>INSTRUCTIONS</b> — 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.																																																																																																																																																																											
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AIRCRAFT OPERATION AND MAINTENANCE RECORDS</td> </tr> <tr> <td colspan="2">CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.417 <input checked="" type="checkbox"/></td> <td colspan="2">TOTAL AIRFRAME HOURS</td> <td colspan="2">EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed)</td> </tr> <tr> <td colspan="2"></td> <td colspan="2">6Hours+15Mins</td> <td colspan="2"></td> </tr> <tr> <td colspan="6">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.</td> </tr> <tr> <td colspan="2">DATE OF APPLICATION</td> <td colspan="2">NAME AND TITLE (Print or type)</td> <td colspan="2">SIGNATURE</td> </tr> <tr> <td colspan="2">Sept. 20 1990</td> <td colspan="2">MAURICE A. COMEAU (AGENT)</td> <td colspan="2"></td> </tr> <tr> <td colspan="6">A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183(d) applies)</td> </tr> <tr> <td rowspan="3" style="writing-mode: vertical-rl; transform: rotate(180deg); text-align: center;">IV. INSPECTION AGENCY VERIFICATION</td> <td colspan="2">FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)</td> <td colspan="2">CERTIFICATED MECHANIC (Give Certificate No.)</td> <td>CERTIFICATED REPAIR STATION (Give Certificate No.)</td> </tr> <tr> <td colspan="2"></td> <td colspan="2"></td> <td></td> </tr> <tr> <td colspan="5">AIRCRAFT MANUFACTURER (Give name of firm)</td> </tr> <tr> <td colspan="2">DATE</td> <td colspan="2">TITLE</td> <td colspan="2">SIGNATURE</td> </tr> <tr> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td colspan="6">Validated on the basis of the French Certificate of Airworthiness for Export No. 15944, dated September 19, 1990</td> </tr> <tr> <td rowspan="2" style="writing-mode: vertical-rl; transform: rotate(180deg); text-align: center;">V. FAA REPRESENTATIVE CERTIFICATION</td> <td>DATE</td> <td>DISTRICT OFFICE</td> <td colspan="2">DESIGNEE'S SIGNATURE AND NO.</td> <td>FAA INSPECTOR'S SIGNATURE</td> </tr> <tr> <td>05/13/91</td> <td>AEU-101</td> <td colspan="2"></td> <td> FREDERICK K. RIEGNER Senior Project Manager</td> </tr> </table>						A.	REGISTERED OWNER (As shown on certificate of aircraft registration)		IF DEALER, CHECK HERE <input type="checkbox"/>			III. OWNER'S CERTIFICATION	NAME		ADDRESS			FALCON JET CORPORATION		TETERBOTO AIRPORT TETERBORO N.J. USA			B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)					AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.)		AIRCRAFTNESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.)			A 46 EU Rev.2		90-17			AIRCRAFT LISTING (Give page number(s))		SUPPLEMENTAL TYPE CERTIFICATE (List number on each STC incorporated)								C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS						CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.417 <input checked="" type="checkbox"/>		TOTAL AIRFRAME HOURS		EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed)				6Hours+15Mins				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		Sept. 20 1990		MAURICE A. COMEAU (AGENT)				A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183(d) applies)						IV. 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<b>VI. PRODUCTION FLIGHT TESTING</b>	<b>A. MANUFACTURER</b>			
	NAME		ADDRESS	
	<b>B. PRODUCTION BASIS (Check applicable item)</b>			
	<input type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number) <input type="checkbox"/> TYPE CERTIFICATE ONLY <input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM			
<b>C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS</b> →				
DATE OF APPLICATION		NAME AND TITLE (Print or type)		SIGNATURE
<b>VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST</b>	<b>A. DESCRIPTION OF AIRCRAFT</b>			
	REGISTERED OWNER		ADDRESS	
	BUILDER (Make)		MODEL	
	SERIAL NUMBER		REGISTRATION MARK	
	<b>B. DESCRIPTION OF FLIGHT</b> CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> (Check if applicable)			
	FROM		TO	
	VIA		DEPARTURE DATE	DURATION
	<b>C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT</b>			
	<input type="checkbox"/> PILOT <input type="checkbox"/> CO-PILOT <input type="checkbox"/> NAVIGATOR <input type="checkbox"/> OTHER (Specify)			
	<b>D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS</b>			
	<b>E. THE FOLLOWING RESTRICTIONS, IF CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary)</b>			
<b>F. CERTIFICATION</b> — I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 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
<b>VIII. AIRWORTHINESS DOCUMENTATION (FAA 840 only)</b>	<b>A. Operating Limitations and Markings in Compliance with FAR 91.23 as Applicable</b>		<b>G. Statement of Conformity, FAA Form 8130-9 (Attach when required)</b>	
	<b>B. Current Operating Limitations Attached</b>		<b>H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)</b>	
	<b>C. Drawings, Photographs, etc. (Attach when required)</b>		<b>I. Previous Airworthiness Certificate Issued in Accordance with FAR _____ CAR _____ (Original Attached)</b>	
	<b>D. Current Weight and Balance Information Available in Aircraft</b>		<b>J. Current Airworthiness Certificate Issued in Accordance with FAR _____ (Copy attached)</b>	
	<b>E. Major Repair and Alteration, FAA Form 837 (Attach when required)</b>			
	<b>F. This Inspection Recorded in Aircraft Records</b>			



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

1 NATIONALITY AND REGISTRATION MARKS <b>N466PJ</b>	2 MANUFACTURER AND MODEL <b>AVIONS MARCEL DASSAULT/BA Systems Falcon 900</b>	3 AIRCRAFT SERIAL NUMBER <b>95</b>	4 CATEGORY <b>Transport</b>
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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.

**None**

6 TERMS AND CONDITIONS

Unless sooner terminated, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is valid only if the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 119 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE <b>SEPT 20, 1990</b>	FAA REPRESENTATIVE <b>FREDERICK L. RIECHER Senior Project Manager</b>	DESIGNATION NUMBER <b>AEU-101</b>
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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.

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Exemplaire N°

1

RÉPUBLIQUE FRANÇAISE

N° - 1944

MINISTÈRE DES TRANSPORTS

DIRECTION GÉNÉRALE DE L'AVIATION CIVILE

# CERTIFICAT DE NAVIGABILITÉ POUR EXPORTATION

1 - Marque de nationalité et d'immatriculation	2 - Constructeur et désignation du type de l'aéronef	3 - N° de série de l'aéronef
	AVION MYSTERE FALCON 900	95

4 - Sans Objet

5 - Le présent Certificat de Navigabilité est délivré à l'aéronef ci-dessus désigné, conformément à la Convention relative à l'Aviation Civile Internationale en date du 7 décembre 1944 et aux Règlements français.  
Cet aéronef est réputé apte au vol lorsqu'il est entretenu et utilisé conformément aux textes précités et aux limites d'emploi applicables.

Le présent Certificat n'est valable qu'associé aux documents suivants :  
Manuel de Vol approuvé par la DGAC.

Délivré le 19 SEP 1990

chargé de l'Aviation Civile,

LE MINISTRE EN CHARGE DE L'ARMEMENT

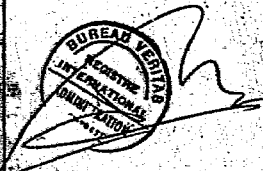
RICHARD

B - Voir annexe 1, les visites périodiques donnant la durée de validité.

document ne constitue pas un titre de circulation.

En le délivrant, les Autorités françaises attestent que l'aéronef satisfait aux conditions de délivrance d'un certificat de navigabilité français de même catégorie et rédigé de manière identique.

Validité du Certificat de Navigabilité

Date et lieu de l'examen	Résultats de l'examen	Visa des Experts
Date de Visite MERIGNAC	18/09/90 EU SITUATION U	

Remarques éventuelles

The AIRPLANE covered by this certificate has been examined, tested and found to conform to the type design approved under FAA type certificate NO 46 EU and to be in condition for safe operation.