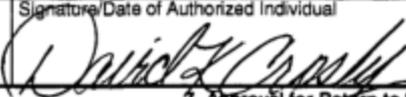
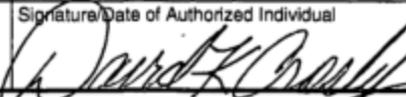


|  |   |  |   |  |
|--|---|--|---|--|
| <br>US Department of Transportation<br>Federal Aviation Administration  | <b>MAJOR REPAIR AND ALTERATION</b><br>(Airframe, Powerplant, Propeller, or Appliance) |  | OMB No. 2120-0020<br>Exp: 8/31/2014   | Electronic Tracking Number                           |
|  |   |  |   | 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<br><b>N908JE</b>                                    |  | Serial No.<br><b>20115</b>  |  |
|  | Make<br><b>BOEING</b>   | Model<br><b>727-31</b>   | Series  |  |
| 2. Owner   | Name (As shown on registration certificate)<br><b>JEGE INC</b>                        |  | Address (As shown on registration certificate)<br><b>103 FOULK RD STE 202</b> |  |
|  |   |  | City<br><b>WILMINGTON</b>   | State<br><b>DE</b>                                   |
|  |   | Zip<br><b>19803-3742</b>   | Country<br><b>USA</b>   |  |
| 3. For FAA Use Only  |   |  |   |  |
|  |   |  |   |  |
| 4. Type  |   | 5. Unit Identification   |   |  |
| Repair   | Alteration  | Unit   | Make  | Model  |
| <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>Banyan Air Service-Avionics Division</b>   |   | U. S. Certificated Mechanic  |   |  |
| Address <b>5365 NW 20th Terrace</b>  |   | Manufacturer   |   |  |
| City <b>Ft. Lauderdale</b> State <b>FL</b>   |   | Foreign Certificated Mechanic  |   |  |
| Zip <b>33309</b> Country <b>USA</b>  |   | C. Certificate No.   |   |  |
|  |   | <input checked="" type="checkbox"/> Certificated Repair Station  |   |  |
|  |   | <input type="checkbox"/> Certificated Maintenance Organization   |   |  |
|  |   | <b>SD4R514M</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  |   |  |
|  |   | <br><b>David K. Crosby</b> <b>15 JAN 2016</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. <b>SD4R514M</b>   |   | Signature/Date of Authorized Individual  |   |  |
|  |   | <br><b>David K. Crosby</b> <b>15 JAN 2016</b> |   |  |

FAA Form 337 (10/06)

SDNY\_GM\_02759647

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246569

EFTA01331032

NOTICE

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

8. Description of Work Accomplished

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

The following work was accomplished on Work Order 82464.

|                                   |                    |
|-----------------------------------|--------------------|
| <b>N908JE</b>                     | <b>15 JAN 2016</b> |
| Nationality and Registration Mark | Date               |

**INSTALLED:** Aviation Communication & Surveillance Systems (ACSS) STC Number ST02406LA, entitled "Installation of TCAS version 7.1 in accordance with FAA approved AML No. ST02406LA, dated February 06, 2012, or later FAA approved revision."

The following Aviation Communication & Surveillance Systems (ACSS) Traffic Collision Avoidance System (TCAS II) equipment and/or components were removed for modification:

- 1. RT-910 TCAS II Computer Unit (Change 7.0) P/N 4066010-913

The following Aviation Communication & Surveillance Systems (ACSS) Traffic Collision Avoidance System (TCAS II) equipment and/or components were installed after factory modification:

- 1. RT-910 TCAS II Computer Unit (Change 7.1) P/N 4066010-914

The above modified equipment and/or components was installed in accordance with ACSS TCAS II/2000 Change 7.1 AML STC Master Data List, Document No. 8900067-002 Revision E dated August 07, 2013 (FAA accepted on September 9, 2013 Los Angeles ACO) or later FAA approved revision, as listed on the FAA Approved Model List (AML), Document No. ST02406LA, dated September 25, 2013 or later approved revisions, and the ACSS Traffic Alert and Collision Avoidance System, System Description and Installation Manual, Pub. No. C15-3841-005, (ATA No. 34-43-00), Revision 004 dated 15 Oct 2013, including Temporary Revision No. 8 dated 15 Jun 2011 or later appropriate revisions.

The required FAA approved Airplane Flight Manual Supplement (AFMS), Spec. No.: 8008565-001, Rev. IR dated August 9, 2012 or later FAA approved revision has been inserted into the Airplane Flight Manual. The aircraft Weight & Balance change negligible and Equipment List amended. The electrical load was computed and found not to exceed 80% of the system output. Log book entry made.

**INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA) 14 CFR 525.1529**

The Instructions for Continued Airworthiness are contained within the ACSS TCAS II/2000 Change 7.1 AML STC Instructions for Continued Airworthiness, Document Number 8008572-001 Revision B dated 16 April 2013 or later FAA accepted revision.

-----END-----

Additional Sheets Are Attached



Federal Aviation Administration  
Aircraft Registration Branch AFS-750  
PO Box 25504  
Oklahoma City, OK 73125

Date: January 15, 2016

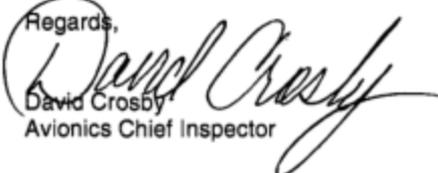
Attn: Record Keeping

**Subject: Submittal of FAA Form 337 for N311AG Boeing 727-31, S/N 20115 for the installation of the ACSS TCAS II Change 7.1 IAW ACSS STC ST02460LA**

**Enclosures:**

1. Original FAA Form 337 for the Installation of ACSS STC No. ST02406LA, dated 15 JAN 2016.

The above listed enclosures are being submitted as per 14 CFR 43, Appendix B paragraph (a)(3). Please contact myself with any questions or concerns.

Regards,  
  
David Crosby  
Avionics Chief Inspector

Banyan Air Service  
Fort Lauderdale Executive Airport • 5360 NW 20<sup>th</sup> Terrace • Ft. Lauderdale FL 33309

  
www.banyanair.com

SDNY\_GM\_02759649

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246571

EFTA01331034

SDNY\_GM\_02759650

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246572

EFTA01331035



US Department of Transportation  
Federal Aviation Administration

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

OMB No. 2120-0020  
Exp: 8/31/2014

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<br>N908JE             | Serial No.<br>20115  |
|             | Make<br>BOEING  | Model<br>727-31  |
| 2. Owner    | Name (As shown on registration certificate)<br>JEGE INC | Address (As shown on registration certificate)<br>Address 103 FOULK ROAD SUITE 202 |
|             |   | City WILMINGTON State DE   |
|             |   | Zip 19803-3742 Country UNITED STATES   |
|             |   |  |

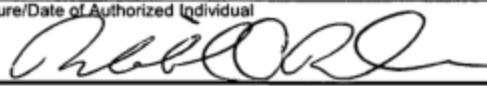
3. For FAA Use Only

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

6. Conformity Statement

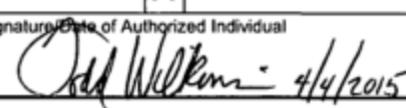
|                                    |  |   |  |                    |  |
|------------------------------------|--|---|--|--------------------|--|
| A. Agency's Name and Address       |  | B. Kind of Agency   |  | C. Certificate No. |  |
| Name BOCA AIRCRAFT MAINTENANCE LLC |  | <input checked="" type="checkbox"/> U. S. Certificated Mechanic |  | A&P 2884154        |  |
| Address 3300 AIRPORT RD HANGAR 2   |  | <input type="checkbox"/> Foreign Certificated Mechanic          |  |                    |  |
| City BOCA RATON State FL           |  | <input type="checkbox"/> Certificated Repair Station            |  |                    |  |
| Zip 33431 Country UNITED STATES    |  | <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<br> 4/4/2015 |
|--|--|

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  Approved  Rejected

|   |                              |   |  |  |
|---|------------------------------|---|--|--|
| BY  | FAA Fit. Standards Inspector | Manufacturer  | Maintenance Organization                                     | Persons Approved by Canadian Department of Transport |
|   | FAA Designee                 | Repair Station  | <input checked="" type="checkbox"/> Inspection Authorization | Other (Specify)                                      |
| Certificate or Designation No. A&P/IA 3434119 |                              | Signature/Date of Authorized Individual<br> 4/4/2015 |  |  |

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

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.)

N908JE

4/4/2015

Nationality and Registration Mark

Date

REMOVED AVIATION COMMUNICATION AND SURVEILLANCE SYSTEMS (ACSS) TCAS SYSTEM PROCESSOR P/N 4066010-910 (S/N 91050384) AND ROUTED TO MANUFACTURER FOR INCORPORATION OF SERVICE BULLETIN 8008230-001, REVISION 02 (ATA SB 4066010-34-6036).

REINSTALLED REPAIRED / MODIFIED TCAS PROCESSOR P/N 4066010-913 (S/N 91050384) AFTER INCORPORATION OF ACSS ATA SB 4066010-34-6036. PERFORMED OPERATIONAL TESTS WITH NO NOTED DISCREPANCIES PER ACSS TCAS II SYSTEM DESCRIPTION AND INSTALLATION MANUAL (SDIM), ACSS PUB # C15-3841-005 (ATA NO. 34-43-00).

NO CREW OPERATIONAL PROCEDURES HAVE BEEN AFFECTED BY THIS SOFTWARE UPGRADE.

MODIFICATION IS WITH REGARD TO PROCESSOR SOFTWARE ONLY AND THEREFORE:

WEIGHT AND BALANCE IS NOT AFFECTED.

ELECTRICAL LOAD IS NOT AFFECTED.

CONTINUED AIWORTHINESS REQUIREMENTS ARE NOT AFFECTED.

ALL WORK WAS PERFORMED AS PER FAA AD 2012-02-08.

Additional Sheets Are Attached

**Mobile Repair Team**  
**Boca Aircraft**  
**MAINTENANCE**

CRS# 3BOR535B  
 3300 Airport Road  
 Hangar 2 Suite 121  
 Boca Raton, Florida, 33431

| Work Order   | Aircraft Registration               | Aircraft Serial Number             |
|--|-------------------------------------|------------------------------------|
| ADP-3801   | N908JE                              | 20115                              |
| Description of Tasks to be Performed   |                                     |                                    |
| AD (TCAS)  |                                     |                                    |
| Now 1 CTL repair   |                                     |                                    |
| NF 1 Repair  |                                     |                                    |
| Personnel Assigned (Technician)  |                                     |                                    |
| Name   | Employee #                          |                                    |
| Michael Robinson   | 004                                 |                                    |
|  |                                     |                                    |
|  |                                     |                                    |
| Return to Service  |                                     |                                    |
| Person(s) Authorized to perform Final Inspections and Approved for Return to Service |                                     |                                    |
| Name   | Employee #                          | Certificate Type and # (CRS / A&P) |
| Michael Robinson   | 004                                 | ATP 2884154                        |
|  |                                     |                                    |
|  |                                     |                                    |
| Authorization Checklist  |                                     |                                    |
| Housing Adequate   | <input checked="" type="checkbox"/> |                                    |
| Tools and Equipment  | <input checked="" type="checkbox"/> |                                    |
| Parts and Materials Available  | <input checked="" type="checkbox"/> |                                    |
| Technical Data Available   | <input checked="" type="checkbox"/> |                                    |
| RSM/QCM Copy Available   | <input checked="" type="checkbox"/> |                                    |
| Destination:   | PBI                                 |                                    |
| Notes:   |                                     |                                    |
| Manager's / Lead's Signature Authorizing MRT   |                                     | Date:                              |

Form MRT 4/1/2011

SDNY\_GM\_02759653

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246575

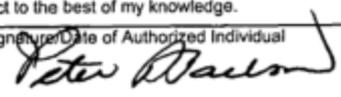
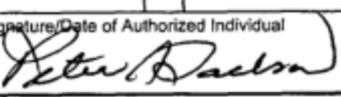
EFTA01331038

SDNY\_GM\_02759654

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246576

EFTA01331039

|  |   |   |  |  |
|--|---|---|--|--|
| <br>US Department of Transportation<br>Federal Aviation Administration  | <b>MAJOR REPAIR AND ALTERATION</b><br>(Airframe, Powerplant, Propeller, or Appliance) |   | Form Approved<br>OMB No. 2120-0020<br>11/30/2007                                   | Electronic Tracking Number<br><br>                   |
|  |   |   |  | 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<br>N908JE   |   | Serial No.<br>20115  |  |
|  | Make<br>BOEING  |   | Model<br>727   | Series<br>31   |
| 2. Owner   | Name (As shown on registration certificate)<br>JEGE INC.                              |   | Address (As shown on registration certificate)<br>Address 103 FOULK ROAD SUITE 202 |  |
|  |   |   | City WILMINGTON State DE   | Zip 19803-3742 Country UNITED STATES                 |
| 3. For FAA Use Only  |   |   |  |  |
|  |   |   |  |  |
| 4. Type  |   | 5. Unit Identification  |  |  |
| Repair   | Alteration  | Unit  | Make   | Model  |
| <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   |  |
| 6. Conformity Statement  |   |   |  |  |
| A. Agency's Name and Address   |   | B. Kind of Agency   |  |  |
| Name FLIGHTSTAR AIRCRAFT SERVICES, LLC.  |   | U. S. Certified Mechanic  |  | Manufacturer   |
| Address 6025 FLIGHTLINE RD, BLDG. 815  |   | Foreign Certified Mechanic  |  | C. Certificate No.                                   |
| City JACKSONVILLE State FL   |   | <input checked="" type="checkbox"/> Certified Repair Station  |  | FOTR986N   |
| Zip 32221 Country UNITED STATES  |   | <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<br> PETER JACKSON #1482 MARCH 01, 2012 |  |  |
| 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  | X Repair Station  | Inspection Authorization   | Other (Specify)                                      |
| Certificate or Designation No.<br>FOTR986N   |   | Signature/Date of Authorized Individual<br> PETER JACKSON #1482 MARCH 01, 2012 |  |  |

FAA Form 337 (10-06)

SDNY\_GM\_02759655

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246577

EFTA01331040

**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.)

N908JE

MARCH 01, 2012

Nationality and Registration Mark

Date

\*\*\*\*\*W/O 21219\*\*\*\*\*

1. N/R 25306: REPLACED RIGHT WING FRONT SPAR VERTICAL STIFFENER AT APPROX. W.S. 200 WITH P/N 65-16200-358 IAW BOEING 727 SRM 51-30-2 REV. 103.
2. N/R 25522: REPAIRED RIGHT HORIZONTAL STABILIZER REAR SPAR LOWER CHORD BETWEEN STAB. STA 56 TO 113, IAW COTNEY AEROSPACE DRAWING AL81-55-101 REV. IR. FAA FORM 8110-3 DATED FEBRUARY 03, 2012 ISSUED. MATERIAL USED: ANGLE; PM54-2304 7075-T6511, DIM. 4" X 55.75", ANGLE; AND10137-3001 7075-T6511, DIM. 16.375" X 3.75", RADIUS BLOCK; 7075-T6, 0.125", DIM. 12.5" X 2".
3. N/R 25523: REPLACED RIGHT HORIZONTAL STABILIZER VERTICAL STIFFENER ON AFT SPAR AT ELEV. STA 53.91 IAW BOEING DRAWING 65-16876. MATERIAL USED: EXTRUSION; BAC 1505-29222 7075T6511, 12.5" LONG.

\*\*\*\*\*END\*\*\*\*\*

Additional Sheets Are Attached

FAA Form 337 (10-06)

SDNY\_GM\_02759656

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246578

EFTA01331041



US Department of Transportation  
Federal Aviation Administration

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

|   |                            |
|---|----------------------------|
| Form Approved<br>OMB No. 2120-0020<br>2/29/2011 | 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<br>USA N908JE         | Serial No.<br>20115  |             |
|             | Make<br>Boeing  | Model<br>727   |             |
|             |   | Series<br>31   |             |
| 2. Owner    | Name (As shown on registration certificate)<br>JEJE INC | Address (As shown on registration certificate)<br>Address 103 FOULK RD STE 202 |             |
|             |   | City WILMINGTON  | State DE    |
|             |   | Zip 19803-3742   | 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 TIMCO                   | Address 102 SE Academic Ave. | U. S. Certificated Mechanic                                     | Manufacturer       |
| City Lake City               | State Florida                | Foreign Certificated Mechanic                                   | C. Certificate No. |
| Zip 32025                    | Country USA                  | <input checked="" type="checkbox"/> Certificated Repair Station | DU4R141M Class IV  |
|                              |                              | <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<br><br>Gregory A. Christman - 28 FEB 09 |
|--|---|

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.<br>DU4R141M Class IV | Signature/Date of Authorized Individual<br><br>Anthony V. Baroni - 28 FEB 09 |
|---|--|

FAA Form 337 (10-08)

SDNY\_GM\_02759657

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246579

EFTA01331042

**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 N908JE

February 28, 2009

Nationality and Registration Mark

Date

The following major modification was accomplished:

1. N/R #31809

Accomplished Deactivation of Rogerson Auxiliary Fuel System installed under STC #SA2734WE in accordance with Quiet Wing Technologies Inc. Modification instructions No. M727-3-2008 Revision NC dated 19 NOV 08, approved per FAA Form 8110-3 by DER Mark Ostendorf #DERT-605421-NM dated 12/23/08. Minor deviations accomplished per Modification Instructions JEJE B727-100 dated 2-26-09.

**SUMMARY**

1. All work accomplished IAW STC #SA2734WE and Quiet Wing Technologies Mod M727-3-2008.
2. Records of all work accomplished is on file at this repair station under Service Order #185008.
3. All Repairs are permanent unless otherwise stated.

end

Additional Sheets Are Attached

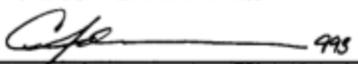
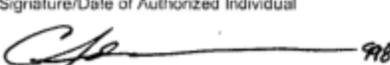
FAA Form 337 (10-06)

SDNY\_GM\_02759658

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246580

EFTA01331043

|  |   |  |  |   |
|--|---|--|--|---|
| <br>US Department of Transportation<br>Federal Aviation Administration  | <b>MAJOR REPAIR AND ALTERATION</b><br>(Airframe, Powerplant, Propeller, or Appliance) |  | Form Approved<br>OMB No. 2120-0020<br>11/30/2007                               | Electronic Tracking Number<br><br>  |
|  |   |  |  | 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<br>N908JE   |  | Serial No.<br>20115  |   |
|  | Make<br>Boeing  |  | Model<br>727   | Series<br>-31   |
| 2. Owner   | Name (As shown on registration certificate)<br>JEJE Inc                               |  | Address (As shown on registration certificate)<br>Address 103 Foulk Rd Ste 202 |   |
|  |   |  | City <u>Wilmington</u> State <u>DE</u>   | Zip <u>19803-3742</u> Country <u>USA</u>                                      |
| 3. For FAA Use Only  |   |  |  |   |
|  |   |  |  |   |
| 4. Type  |   | 5. Unit Identification   |  |   |
| Repair   | Alteration  | Unit   | Make   | Model   |
| <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>FLIGHTSTAR AIRCRAFT SERVICES, INC.</u>   |   | <input type="checkbox"/> U. S. Certificated Mechanic   |  | <input type="checkbox"/> Manufacturer   |
| Address <u>BLDG. 815, 6025 FLIGHTLINE RD.</u>  |   | <input type="checkbox"/> Foreign Certificated Mechanic   |  | <input type="checkbox"/> C. Certificate No.                                   |
| City <u>JACKSONVILLE</u> State <u>FL</u>   |   | <input checked="" type="checkbox"/> Certificated Repair Station  |  | <b>FOTR986N</b>   |
| Zip <u>32221</u> Country <u>USA</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<br> <b>CHRIS ADAMS 30 JULY 2008</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   | <input type="checkbox"/> FAA Flt. Standards Inspector                                 | <input type="checkbox"/> Manufacturer  | <input type="checkbox"/> Maintenance Organization                              | <input type="checkbox"/> Persons Approved by Canadian Department of Transport |
|  | <input checked="" type="checkbox"/> FAA Designee                                      | <input checked="" type="checkbox"/> Repair Station   | <input type="checkbox"/> Inspection Authorization                              | <input type="checkbox"/> Other (Specify)                                      |
| Certificate or Designation No.<br><b>FOTR986N</b>  |   | Signature/Date of Authorized Individual<br> <b>CHRIS ADAMS 30 JULY 2008</b> |  |   |

FAA Form 337 (10-08)

SDNY\_GM\_02759659

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246581

EFTA01331044

**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.)*

N908JE

30 JULY 2008

Nationality and Registration Mark

Date

.....W/O 8181.....

1. COMPLIED WITH DFDR 11 CHANNEL UPGRADE IAW MODIFICATION ORDER EMTEQ 2-60158-801 REV. B, DATED 07-30-2008 . FAA FORM 8110-3 DATED 07-30-2008 ISSUED.

.....END.....

Additional Sheets Are Attached

FAA Form 337 (10-06)

SDNY\_GM\_02759660

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246582

EFTA01331045

|  |  |   |   |
|--|--|---|---|
| <b>MAJOR REPAIR AND ALTERATION</b><br><b>(Airframe, Powerplant, Propeller, or Appliance)</b>   |  | Form Approved<br>OMB No. 2120-0020  |   |
|  |  | <b>For FAA Use Only</b>   |   |
|  |  | Office Identification   |   |
| <small>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).</small> |  |   |   |
| <b>1. Aircraft</b>   | Make<br><b>BOEING</b>  | MODEL<br><b>727-31</b>  |   |
|  | Serial No.<br><b>20115</b>                                     | Nationality and Registration Mark<br><b>USA N908JE</b>  |   |
| <b>2. Owner</b>  | Name (As shown on registration certificate)<br><b>JEGE INC</b> | Address (as shown on registration certificate)<br><b>103 FOULK RD STE 202<br/>WILMINGTON, DELAWARE 19803-3742</b> |   |
| <b>3. For FAA Use Only</b>   |  |   |   |
| <b>4. Unit Identification</b>  |  |   |   |
|  |  |   |   |
| <b>Unit</b>  | <b>Make</b>  | <b>Model</b>  | <b>Serial No.</b>                                       |
| <b>AIRFRAME</b>  | ~~~~~ (As described in item 1 above) ~~~~~                     |   | <b>XX</b>   |
| <b>POWERPLANT</b>  |  |   |   |
| <b>PROPELLER</b>   |  |   |   |
| <b>APPLIANCE</b>   | <b>Type</b>  |   |   |
|  | <b>Manufacturer</b>  |   |   |
| <b>6. Conformity Statement</b>   |  |   |   |
| <b>A. Agency's Name and Address</b>  |  | <b>B. Kind of Agency</b>  |   |
| <b>TIMCO</b><br>102 SE Academic Ave.<br>Lake City, FL 32025  |  | <input type="checkbox"/> U.S. Certificated Mechanic   |   |
|  |  | <input type="checkbox"/> Foreign Certificated Mechanic  |   |
|  |  | <input checked="" type="checkbox"/> Certificated Repair Station   |   |
|  |  | <input type="checkbox"/> Manufacturer   |   |
|  |  | <b>C. Certificate No.</b>   |   |
|  |  | <b>DU4R141M</b><br><b>CLASS IV</b>  |   |
| <b>D. I certify that the repair and/or alteration made to the units identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with 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.</b>                              |  |   |   |
| Date <b>April 28, 2008</b>   |  | Signature of Authorized Individual<br><b>Owen H. Pritchard II</b><br>   |   |
| <b>7. Approval for Return To Service</b>   |  |   |   |
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> <b>APPROVED</b> <input type="checkbox"/> <b>REJECTED</b>  |  |   |   |
| <b>BY</b>  | 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<br><b>April 28, 2008</b>   |  | Certificate or Designation No.<br><b>DU4R141M</b><br><b>CLASS IV</b>  |   |
|  |  | Signature of Authorized Individual<br><b>Anthony V. Baroni</b><br>  |   |

FAA Form 337 (12-88)

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

SDNY\_GM\_02759661

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246583

EFTA01331046

**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.)

Boeing            Model 727-31            S/N 20115    Reg. No. N908JE            Page 1    April 28, 2008

The following major repair was accomplished:

1. OPS #24157  
Repaired frozen bolt at I/B elevator hinge of R/H horizontal stabilizer by removing .023" corrosion, HFEC, no cracks noted. Fabricated and installed 1 ea. bushing IAW TIMCO REO-L01064 Rev. IR dated 04/14/08 approved by FAA Form 8110-3 by Richard C. Saltivan #DERT-40157-CE dated Apr. 17, 2008.

SUMMARY

1. All work accomplished IAW TIMCO REO and FAA Form 8110-3.
2. Records of all work accomplished is on file at this repair station under service order 185006.
3. Aircraft was weighed and Weight and Balance updated accordingly.
4. All repairs are permanent unless otherwise stated.

-----end-----

Additional Sheets Are Attached

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

SDNY\_GM\_02759662

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246584

EFTA01331047



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-FSDO-19 *[Signature]*

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This 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<br><b>Boeing</b>  | Model<br><b>727-100</b>  |
|             | Serial No.<br><b>20115</b>   | Nationality and Registration Mark<br><b>USA N908JE</b>   |
| 2. Owner    | Name (As shown on registration certificate)<br><b>J.E.G.E., Inc.</b> | Address (as shown on registration certificate)<br><b>103 Foulk Road STE 202<br/>Wilmington, DE. 19803-3742</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.

**OCT 2 2006**  
Date

*[Signature]*  
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)~~~~~ |       |            |        | <input checked="" type="checkbox"/> |
| POWERPLANT |  |       |            |        |                                     |
| PROPELLER  |  |       |            |        |                                     |
| APPLIANCE  | Type                                     |       |            |        |                                     |
|            | Manufacturer                             |       |            |        |                                     |

**6. Conformity Statement**

|   |   |  |
|---|---|--|
| A. Agency's Name and Address<br><b>BANYAN AIR SERVICE<br/>AVIONICS DIVISION<br/>1635 NW 51st Place<br/>Ft. Lauderdale, FL 33309</b> | B. Kind of Agency   | C. Certificate No.   |
|   | <input type="checkbox"/> U.S. Certificated Mechanic             | <b>SD4R514M<br/>Radio Class 1,2,3<br/>Limited Airframe</b> |
|   | <input type="checkbox"/> Foreign Certificated Mechanic          |  |
|   | <input checked="" type="checkbox"/> Certificated Repair Station |  |
|   | Manufacturer  |  |

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

|                                |  |
|--------------------------------|--|
| Date<br><b>24 OCTOBER 2006</b> | Signature of Authorized Individual<br><i>[Signature]</i> Steve Ouellette |
|--------------------------------|--|

**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<br><b>24 OCTOBER 2006</b> |                              | Certificate or Designation No.<br><b>SD4R514M</b>  | Signature of Authorized Individual<br><i>[Signature]</i> Steve Ouellette |                 |

FAA Form 337 (12-88)

SDNY\_GM\_02759663

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246585

EFTA01331048

**NOTICE**

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

**8. Description of Work Accomplished**

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

The purpose of this 337 is for the work performed on N908JE under Banyan Air Service; Avionics Division work order #71301 completed on 10/23/06.

- A. Installed an AirCell Iridium ST-3100 P/N 400-10680-001 and removed a previously installed AirCell AGT.01 P/N 900001-2. Minor wiring changes were made at the mating connector IAW installation manual P/N 800-10680 Rev. B dated June 2005.
- B. The above installation was performed in accordance with AC43.13-1B, Chapter 7, sections 1-5, AC43.13-1B Chapter 11, sections 3-17, AC43.13-2A Chapter 1, AC43.13-2A Chapter 2, paragraphs 24 & 25 and the aircraft's maintenance manual.
- C. A functional test of the above equipment has been performed FAR25.1309 and FAR25.1431 for proper operation and did not adversely affect any other aircraft systems. An electrical load analysis was conducted and it was confirmed that this installation would not exceed 80% of the generator output.
- D. A log book entry and equipment list was generated to reflect the above installation. The weight change is negligible. the equipment list was updated to reflect this change.
- E. Instructions for continued airworthiness is attached..

-----END-----

Additional Sheets are Attached

SDNY\_GM\_02759664

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246586

EFTA01331049

**Instruction for Continued Airworthiness**

**for**

**AirCell ST 3100 Aircraft Subscriber  
Equipment System**

**Installed on**

**Boeing 727-100  
N908JE  
S/N 20115**

Revision O.

Dated: 9/17/2006

SDNY\_GM\_02759665

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246587

EFTA01331050

SDNY\_GM\_02759666

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246588

EFTA01331051

| APPLICATION |            |              | REVISIONS |                  |            |           |
|-------------|------------|--------------|-----------|------------------|------------|-----------|
| DESC.       | NEXT ASSY  | USED ON      | REV       | DESCRIPTION      | DATE       | APPROVED  |
| ST 3100     | ASE SYSTEM | BARON 95-B55 | A         | BASELINE RELEASE | 2002-10-16 | K. FRANTZ |
|             |            |              | B         | SEE DCN 00179    | 2002-10-25 | K. FRANTZ |
|             |            |              |           |                  |            |           |

**ALL SHEETS CARRY THE SAME REVISION LETTER**

UNLESS OTHERWISE SPECIFIED  
 DIMENSIONING & TOLERANCING IAW ASME Y14.5M-1994  
 DIMENSIONS ARE IN INCHES  
 STANDARD TOLERANCES:  
 X = ± .1 .XX = ± .02 .XXX = ± .010



**AirCell, Inc.**  
 1172 Century Drive  
 Suite 280, Building B  
 Louisville, CO 80027

| APPROVED                   | DATE                     |
|----------------------------|--------------------------|
| PREPARED BY<br>K. FRANTZ   | YEAR-MO-DA<br>2002-10-16 |
| MECH DESIGN<br>Z. HOH      | YEAR-MO-DA<br>2002-10-16 |
| ELEC DESIGN<br>B. SOUKUP   | YEAR-MO-DA<br>2002-10-16 |
| TECH SUPPORT<br>B. NIELSON | YEAR-MO-DA<br>2002-10-16 |
| SYSTEMS<br>K. FRANTZ       | YEAR-MO-DA<br>2002-10-16 |
| ENGINEERING<br>J. POLSON   | YEAR-MO-DA<br>2002-10-16 |

**INSTRUCTIONS FOR CONTINUED  
 AIRWORTHINESS**

**ST 3100 ASE SYSTEM**

|                                  |                  |                           |  |                 |
|----------------------------------|------------------|---------------------------|--|-----------------|
| FILE FORMAT: Microsoft Word 2000 | SIZE<br><b>A</b> | CAGE CODE<br><b>1NQ67</b> | DRAWING NUMBER<br><b>820-10680-001</b> | REV<br><b>B</b> |
| FILENAME: 820-10680-001-B.doc    | SCALE: NONE      | WEIGHT: NA                | SH 1 of 8                              |                 |

699-10077: A-SIZE SPEC TEMPLATE.DOC

SDNY\_GM\_02759667

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246589

EFTA01331052

SDNY\_GM\_02759668

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246590

EFTA01331053

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|   |                                  |           |                |           |
|---|----------------------------------|-----------|----------------|-----------|
| <p style="margin: 0;">AirCell, Inc.<br/>1172 Century Drive<br/>Suite 280, Building B<br/>Louisville, CO 80027</p> | SIZE                             | CAGE CODE | DRAWING NUMBER | REV       |
|   | A                                | 1NQ67     | 820-10680-001  | B         |
|   | FILE FORMAT: Microsoft Word 2000 |           |                | SH 2 of 8 |
| FILE NAME: 820-10680-001-B.doc  |                                  |           |                |           |

699-10077: A-SIZE SPEC TEMPLATE.DOC

SDNY\_GM\_02759669

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246591

EFTA01331054

SDNY\_GM\_02759670

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246592

EFTA01331055

# 1 GENERAL INFORMATION

## 1.1 SCOPE OF THIS DOCUMENT

This manual defines the instructions for continued airworthiness (ICAW) for an AirCell 3000 Series Aircraft Subscriber Equipment (ASE) system. The manual is written to demonstrate compliance with FARs 23.1529 and 25.1529. Specifically, this manual defines the instructions for the Model 3100 Satellite Telephone System (ST 3100).

This manual is subdivided into sections to support the general operation, inspection and maintenance of the ST 3100 system. Section 1 defines general information for the maintenance and airworthiness of the ASE system. Section 2 provides general information on the configuration and operation of AirCell ASE systems. Section 3 presents a discussion of the scheduled maintenance and operational time limits for the system. Section 4 and Appendix A provide instructions for system operational checks, troubleshooting, unscheduled maintenance and component replacement. Section 5 provides a brief statement addressing airworthiness limitations for the ST 3100 system.

## 1.2 TECHNICAL SUPPORT CONTACT INFORMATION

Technical support for AirCell products is available from 08:00 to 17:00 United States Mountain Time (Time Zone GMT -7 hours) Monday through Friday. The contact information for AirCell Technical Support is as follows:

From a landline:

|                         |                  |             |
|-------------------------|------------------|-------------|
| Phone (in the US):      | 1.888.286.9876   | (toll free) |
| Phone (outside the US): | 001.303.379.0278 | (toll call) |

From an AirCell phone:

|  |      |             |
|--|------|-------------|
| From an Air Mode/AMPS phone (in the US):     | 611  | (toll free) |
| From a SAT Mode (Iridium) phone (worldwide): | 2471 | (toll free) |

Email: [customerservice@aircell.com](mailto:customerservice@aircell.com)

Note: The toll free numbers for AirCell phones will only work for AirCell provided phones and services.

## 1.3 GENERAL NOTES

- All pages in this document carry the same revision level. Revision status is indicated by a letter printed on each page of this manual.
- The material in this manual is subject to change. Before planning or performing any installation or maintenance operation, check with AirCell Technical Support to verify that this manual is complete and has the latest revision.
- AirCell, Inc. welcomes your comments, suggestions, and corrections concerning this manual. Please include in your correspondence the publication number, equipment part number, page or figure number, and a brief description of any problem or consideration you noted. Please send your comments to:

AirCell, Inc.

Corporate Publication Coordinator  
1172 Century Drive Suite 280, Building B  
Louisville, Colorado 80027  
[cpc@aircell.com](mailto:cpc@aircell.com)



AirCell, Inc.  
1172 Century Drive  
Suite 280, Building B  
Louisville, CO 80027

| SIZE                             | CAGE CODE | DRAWING NUMBER | REV       |
|----------------------------------|-----------|----------------|-----------|
| A                                | 1NQ67     | 820-10680-001  | B         |
| FILE FORMAT: Microsoft Word 2000 |           |                | SH 3 of 8 |
| FILE NAME: 820-10680-001-B.doc   |           |                |           |

699-10077: A-SIZE SPEC TEMPLATE.DOC

SDNY\_GM\_02759671

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246593

EFTA01331056

SDNY\_GM\_02759672

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246594

EFTA01331057

1.4 ADVISORIES

**WARNING**

Statements in this section contain critical safety information. Read these statements carefully before installing this unit.

**WARNING**

Observe standard safety precautions and wear safety glasses to prevent personal injury while performing maintenance on this unit in the aircraft.

**WARNING**

Shut off power before connecting or disconnecting the ST 3100 system, as voltage transients may damage the unit or the interface wiring.

**WARNING**

Components or subassemblies found in this unit may contain materials such as beryllium oxide, acids, lithium, radioactive material, mercury, etc. that can be hazardous to your health. If the component enclosure seal is broken, precautions must be taken against personal contact or inhalation in accordance with OSHA requirements 29CFR 1910.1000 or superseding documents. AirCell strongly discourages the opening or disassembly of sealed components.

**WARRANTY AND CERTIFICATIONS**

Any alteration of this product voids the FAA or FCC certification and the AirCell warranty.

**2 SYSTEM DESCRIPTION**

The ST 3100 ASE system provides access to a range of two way communication options from an aircraft, including voice and data applications. With the ST 3100 system these services are available when the aircraft is in the air or on the ground. The AirCell satellite mode communications link is provided using the 1600 MHz Iridium LEO (Low Earth Orbit—485 miles altitude) satellite network, which provides coverage from the ground up over the entire surface of the earth.

**2.1 TOP LEVEL SYSTEM CONFIGURATION**

The ST 3100 system consists of a number of primary system components. The heart of the system is the ST 3100 ASE Transceiver, which includes internal electronics to support operation in the Iridium satellite network. Other system components include the externally mounted antenna, a low loss coaxial cable, and various user interfaces including multiple ASE handsets (up to 9), an RS-232 data port, and an audio panel interface.

|   |                                  |           |                |           |
|---|----------------------------------|-----------|----------------|-----------|
| <br>AirCell, Inc.<br>1172 Century Drive<br>Suite 280, Building B<br>Louisville, CO 80027 | SIZE                             | CAGE CODE | DRAWING NUMBER | REV       |
|   | A                                | 1NQ67     | 820-10680-001  | B         |
|   | FILE FORMAT: Microsoft Word 2000 |           |                | SH 4 of 8 |
| FILE NAME: 820-10680-001-B.doc  |                                  |           |                |           |

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The primary components of an ASE system include Line Replaceable Units (LRUs) and AirCell specified assemblies (such as coaxial cables or wiring harnesses) that are manufactured or purchased by the system installer. A list of the LRUs and specified assemblies is provided in Table 2.1-1, and a representative block diagram is provided in Figure 2.1-1 to demonstrate the interconnection of a typical ST 3100 system. For detailed information on the system components, please refer to ST 3100 ASE System installation manual (AirCell document 800-10680), or contact AirCell Technical Support for assistance.

**Table 2.1-1 System Component Definition**

| System Component                | Designation        | Description                                 | AirCell PN         | Approved Alternate(s)   | AirCell PN of Alternate                            |
|---------------------------------|--------------------|---|--------------------|---|--|
| System Transceiver              | LRU                | ST 3100 ASE Transceiver                     | 400-10680-001      | none  |  |
| Transceiver Mounting Tray       | LRU                | 3/8 ATR Width Mounting Tray                 | 800007-1           | 3000 Series Mounting Rails  | 151-10689-001                                      |
| System Wiring Harness           | Specified Assembly | 26 wire System Harness                      | NA                 |   |  |
| ASE Handset                     | LRU                | Flush Mount ASE Handset                     | 400-10001-10X*     | Standard ASE Handset<br>Portable Coilcord ASE Handset<br>Custom Retractable ASE Handset | 400-10035-00X*<br>400-10015-00X*<br>400-10019-00X* |
| Satellite ASE Antenna           | LRU                | 1600 MHz Satellite ASE Antenna, Patch Style | 015-10306-001      | 1600 MHz Satellite ASE Antenna, Blade Style   | 015-10683-001                                      |
| Satellite Channel Coaxial Cable | Specified Assembly | Low Loss Coaxial Cable                      | NA (vendor item)** |   |  |
|                                 |                    |   |                    |   |  |
|                                 |                    |   |                    |   |  |

- \* "X" designates the color of the ASE handsets.
- \*\* The system coaxial cable is a required item that is not provided by AirCell. The system installer will need to purchase this item from an approved vendor as defined later in this document.

|   |   |                                  |           |                |           |
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|  | <b>AirCell, Inc.</b><br>1172 Century Drive<br>Suite 280, Building B<br>Louisville, CO 80027 | SIZE                             | CAGE CODE | DRAWING NUMBER | REV       |
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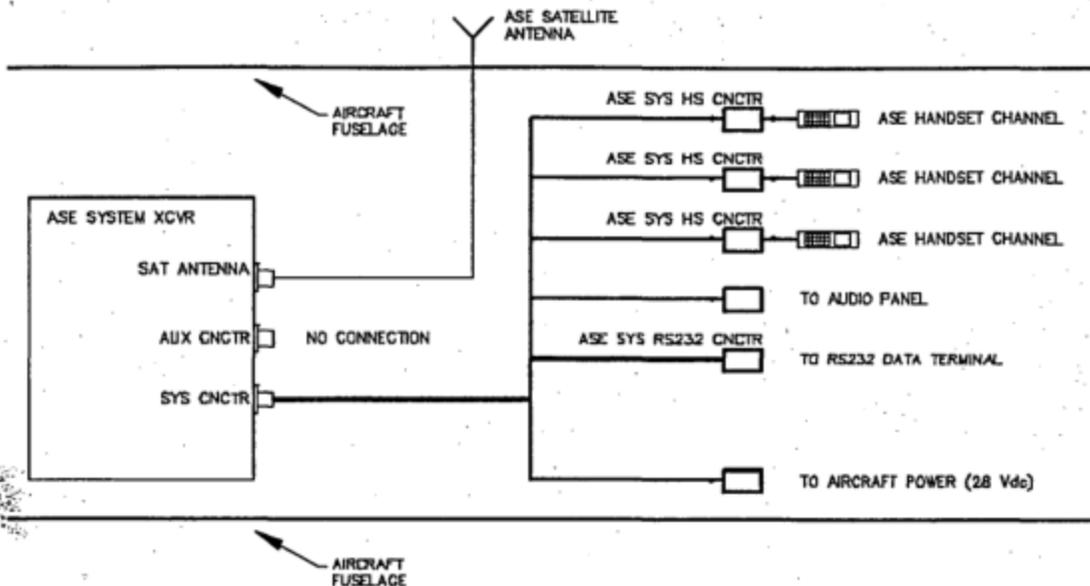


Figure 2.1-1 Block Diagram of ST 3100 ASE System

Note: Each 'Handset Channel' listed above is capable of supporting up to 3 ASE handsets, making it possible to integrate up to 9 handsets in the ST 3100 system.

## 2.2 OPERATION OF THE SYSTEM

The user interface and operation of the ST 3100 system is designed to be very similar to the operation of a terrestrial cellular or PCS phone. Some key features of the ST 3100 system are as follows:

- The system will power up when the avionics master switch for the aircraft is powered on. The AirCell system is always on when the avionics master is powered on.
- The Satellite mode network provides coverage anywhere on (or above) the surface of the earth with a clear view of the sky in all directions.
- To place a call from the system handset, the user must verify that the system is 'in service'. SAT mode calls are typically dialed as international long distance calls (00 + country code + phone number). After dialing, the user must press the "SND" key on the handset, and the phone call will proceed as a typical cellular or PCS call. At the completion of a call, the user may press the "END" key to terminate the call.
- The user may receive incoming (ground to air) phone calls depending on the in service condition. The user can answer these calls by pressing the "SND" key on the handset.
- Data calls can be made from Air to Ground over the ST system by connecting a Data Terminal Equipment device (such as a PC) to the RS-232 port of the system. The ST system has a built in modem function, so some user setup of the DTE will be required.

More detailed operating instructions are provided for this system in the ST 3100 User's manual (AirCell document 810-10680).

|   |  |                                  |           |                |     |
|---|--|----------------------------------|-----------|----------------|-----|
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|   |  | A                                | 1NQ67     | 820-10680-001  | B   |
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| FILE NAME: 820-10680-001-B.doc  |  |                                  |           |                |     |

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### 3 OPERATIONAL TIME LIMITS AND SCHEDULED MAINTENANCE

The ST 3100 system is designed and manufactured to be maintenance free after installation. As a result of this design, there are no operational time limits or periodic maintenance checks or procedures that must be performed for the system. Inspections and/or system verification checks are only required in the event of a system failure (On Condition), as defined in Section 4 of this document.

As an option, the system operator may perform a visual inspection of the various system components at the aircraft annual inspection, or other periodic maintenance interval as defined by the aircraft manufacturer.

### 4 UNSCHEDULED MAINTENANCE

The ST 3100 system is designed for "On Condition" maintenance only. In the event of a system failure, the system user/aircraft operator is advised to follow the troubleshooting procedure defined in Appendix A of this manual. After performing the basic procedure, the user will either have returned the system to normal operation, or should contact AirCell technical support for additional guidance.

Note that, in the process of performing the troubleshooting procedure, authorized field service personnel are permitted to perform repairs to wiring harnesses, RF cable assemblies, mounting interfaces, or (with prior approval from AirCell Technical Support) to remove and replace any of the primary system Line Replaceable Units (LRUs). AirCell does not, under any circumstances, authorize field repair or subassembly level maintenance on any LRU. Sealed LRUs should always be returned to the AirCell FAA Repair Station for evaluation and repair.

#### 4.1 TROUBLESHOOTING PROCEDURE

Appendix A provides a guide to identify simple problems that may be identified and/or resolved with simple field inspection and test processes. It is advised that the procedure in this appendix should be performed before contacting AirCell Technical Support for additional instruction. No specialized tools or equipment are required to perform this procedure.

In the event that a step in this procedure is not clear, or the results of a procedure are not conclusive, the test operator should feel free to contact Technical Support for assistance.

### 5 AIRWORTHINESS LIMITATIONS

The AirCell ST 3100 ASE system is a non-critical communications system. In accordance with FAR 23.1529 (with Part 23 Appendix G) and FAR 25.1529 (with Part 25 Appendix H) this system has no Airworthiness Limitations for either Part 23 or Part 25 aircraft.

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

|   |  |                                  |           |                |           |
|---|--|----------------------------------|-----------|----------------|-----------|
|  | AirCell, Inc.<br>1172 Century Drive<br>Suite 280, Building B<br>Louisville, CO 80027 | SIZE                             | CAGE CODE | DRAWING NUMBER | REV       |
|   |  | A                                | 1NQ67     | 820-10680-001  | B         |
|   |  | FILE FORMAT: Microsoft Word 2000 |           |                | SH 7 of 8 |
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## Appendix A

### ST 3100 ASE System Troubleshooting Procedure



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Suite 280, Building B  
Louisville, CO 80027

| SIZE                             | CAGE CODE | DRAWING NUMBER | REV       |
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| Symptom  | Possible Cause   | Discussion  | Verification Step(s)   |
|--|--|---|--|
| <p>Symptom 1<br/>Handset Display is not illuminated</p> <p>(One or more handsets integrated in system, no handset displays are illuminated)</p>                                  | <p>Power is not available to ASE System</p>  | <p>The handset display should always be illuminated when power is applied to the ASE transceiver. Because the failure of a handset display is unlikely, a 'dead' display suggests that there is a problem with the input power to the ASE system. In the event that the one or more handset display(s) are not illuminated, the user/operator should verify that aircraft power is on and available to the ASE transceiver.</p> | <ul style="list-style-type: none"> <li><input type="checkbox"/> Verify that the aircraft power system (master avionics switch) is on.</li> <li><input type="checkbox"/> Verify that the ASE system circuit breaker is closed.</li> <li><input type="checkbox"/> Visually inspect the displays of all installed handsets in the system. If all handsets are off, proceed to the next bullet in this list. If most handsets are illuminated, but one is not, then proceed to Symptom 2.</li> <li><input type="checkbox"/> If all handset displays are dead, the problem is likely in the power system wiring before the ASE transceiver. Visually check the system connections and the wiring harness leads between the transceiver and the aircraft power system. Repair or reconnect any obvious problems.</li> <li><input type="checkbox"/> If needed, ring out the power lines per the system wiring diagram. Repair any broken wires or rework to match the system wiring diagram.</li> <li><input type="checkbox"/> If this procedure does not resolve the problem, contact AirCell Technical Support for additional guidance.</li> </ul>  |
| <p>Symptom 2<br/>Handset Display is not illuminated</p> <p>(ASE System has multiple handsets, and the displays of most handsets are on, but one handset is not illuminated.)</p> | <p>Bad connection or faulty wiring between handset and transceiver.<br/>or<br/>Bad handset</p> | <p>In a system with multiple handsets, if some handsets are operating and some are not, then it is likely that either the handset is bad or the wiring between the handset and the transceiver is faulty.</p>   | <ul style="list-style-type: none"> <li><input type="checkbox"/> Some ASE systems integrate multiple handsets. If more than one handset is installed on the system, check the display on all handsets. If only one of multiple handsets is not illuminated, then the problem is either a bad handset or in the handset connection / wiring harness between that handset cradle and the transceiver.</li> <li><input type="checkbox"/> Perform a visual inspection to verify that all connections are made in accordance with the system wiring diagram. Correct any obvious problems.</li> <li><input type="checkbox"/> If all system connections are correct, then switch the 'dead' handset with a known good handset and retest the system. If the handset is still dead in the new location, then the handset is bad. Contact AirCell Technical Support for repair/replacement instructions.</li> <li><input type="checkbox"/> If the known good handset is now dead, then the problem is in the system wiring/connections between the handset and the transceiver. Ring out the lines per the system wiring diagram. Specifically check for 9V power and ground leads on the HS power line from the transceiver system connector. Repair any broken wires or rework the system wiring harness to match the wiring diagram.</li> <li><input type="checkbox"/> If this procedure does not resolve the problem, contact AirCell Technical Support for additional guidance.</li> </ul> |

A-1

ST 3100 ASE System  
Troubleshooting Procedure  
820-10680-001, Rev B

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| Symptom   | Possible Cause   | Discussion  | Verification Step(s)   |
|---|--|---|--|
| Symptom 3<br>Handset Display is illuminated and display indicates no signal for Satellite (SAT) mode. | Possible Cause 3A<br>System antenna does not have Line of Sight (LOS) view to satellite. | The ST 3100 transceiver operates in Satellite (SAT) mode. When in coverage the ST system should detect and register for SAT mode service.<br><br>If the system does not register, then it is likely that either the antenna does not have a LOS to a satellite (3A), or there is a problem with the RF channel in the aircraft (3B). In this condition, it is unlikely that there is a problem with the system transceiver. | <p><b>Verification Test 3A</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Verify that the system SAT antenna has a clear LOS to the sky in all directions. A clear LOS is defined to exist when there are no obstructions (such as buildings, trees, vehicles etc) that are higher than 30 degrees above aircraft horizon in any direction. This should never be a problem in flight.</li> <li><input type="checkbox"/> Use the handset to enter the SAT lock mode (FCN, 3, 3) keys on the handset. The handset will display the word "TRIDUM" when the SAT mode is locked.</li> <li><input type="checkbox"/> Once the LOS has been established the system should register on the SAT network within 60 seconds. The system is registered when the "NO SVC" indicator is not visible on the handset display.</li> <li><input type="checkbox"/> If the "NO SVC" indicator extinguishes, then the SAT mode is engaged, and the problem is resolved. The user may choose to make a test call and verify the operation of the system.</li> <li><input type="checkbox"/> If the "NO SVC" indicator stays illuminated, then the system cannot register, and it is likely that there is an installation or equipment problem. Either contact AirCell Technical Support for additional guidance, or proceed to Verification Test 3B.</li> </ul> <p><b>Verification Test 3B</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> While the aircraft is on the ground, perform a visual inspection of the ASE system satellite antenna. Verify that the antenna is installed to the aircraft fuselage in accordance with the system antenna installation drawings. Verify the mechanical integrity of the antenna, and that the antenna is reasonably free of dirt, oil, ice and other undesired coatings.</li> <li><input type="checkbox"/> Visually inspect the RF satellite channel, including the coaxial connections to the antenna and the system transceiver. Inspect the coaxial connectors to verify that they are connected in accordance with the system wiring diagram, and that they are not damaged. Look for breaks, kinks or other damage to the coaxial cable.</li> <li><input type="checkbox"/> The user is authorized to correct installation errors (such as cabling errors), or to repair minor damage (such as broken coaxial connections, damaged coaxial cables, etc). The user is not authorized to open or modify sealed LRUs.</li> <li><input type="checkbox"/> If these steps do not resolve the problem, contact AirCell Technical Support for additional guidance.</li> </ul> <p>For all other conditions, contact AirCell Technical Support for guidance.</p> |
| No Satellite mode signal  | Possible Cause 3B<br>There is a problem with the Satellite RF channel.                   |   |  |
| Other conditions  |  |   |  |

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|   |  |  |  |   |                                     |
|---|--|--|--|---|-------------------------------------|
| <br>US Department<br>Of Transportation<br><br>Federal<br>Aviation<br>Administration  |  | <b>MAJOR REPAIR AND ALTERATION</b><br><b>(Airframe, Powerplant, Propeller, or Appliance)</b> |  | Form Approved<br>OMB No. 2120-0020  |                                     |
|   |  |  |  | For FAA Use Only  |                                     |
|   |  |  |  | Office Identification<br><i>50-FSDO-19 LG</i>   |                                     |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This 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<br><b>Boeing</b>  |  | Model<br><b>727-100</b>   |                                     |
|   |  | Serial No.<br><b>20115</b>   |  | Nationality and Registration Mark<br><b>USA N908JE</b>  |                                     |
| 2. Owner  |  | Name (As shown on registration certificate)<br><b>J.E.G.E, Inc.</b>                          |  | Address (as shown on registration certificate)<br><b>103 Foulk Road STE 202<br/>         Wilmington, DE. 19803-3742</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)~~~~~ |  |  |   | <input checked="" type="checkbox"/> |
| POWERPLANT  |  |  |  |   |                                     |
| PROPELLER   |  |  |  |   |                                     |
| APPLIANCE   | Type                                     |  |  |   |                                     |
|   | Manufacturer                             |  |  |   |                                     |
| 6. Conformity Statement   |  |  |  |   |                                     |
| A. Agency's Name and Address  |  | B. Kind of Agency  |  | C. Certificate No.  |                                     |
| <b>BANYAN AIR SERVICE<br/>         AVIONICS DIVISION<br/>         1635 NW 51st Place<br/>         Ft. Lauderdale, FL 33309</b>  |  | U.S. Certificated Mechanic   |  | <b>SD4R514M<br/>         Radio Class 1,2,3<br/>         Limited Airframe</b>  |                                     |
|   |  | 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<br><b>October 10, 2006</b>   |  |  | Signature of Authorized Individual<br><i>Steve Ouellette</i> Steve Ouellette |   |                                     |
| 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 Ft. Standards Inspector              | Manufacturer   | Inspection Authorization   | Other (Specify)   |                                     |
|   | FAA Designee <b>X</b>                    | Repair Station   | Person Approved by Transport Canada Airworthiness Group                      |   |                                     |
| Date of Approval or Rejection<br><b>October 10, 2006</b>  |  | Certificate or Designation No.<br><b>SD4R514M</b>  | Signature of Authorized Individual<br><i>Steve Ouellette</i> Steve Ouellette |   |                                     |

FAA Form 337 (12-88)

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**NOTICE**

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

**8. Description of Work Accomplished**

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

The purpose of this 337 is for the work performed on N908JE under Banyan Air Service; Avionics Division work order #71301 completed on October 4, 2006.

- A. Installed an AirCell Iridium Antenna P/N S67-1575-109 in accordance with DER Services drawing number 2006-173-1 approved per FAA form 8130-3 signed by Robert Belgau DERT designation number DERT-510024-CE.
- B. The above installation was performed in accordance with AC43.13-1B, Chapter 7, sections 1-5, AC43.13-1B Chapter 11, sections 3-17, AC43.13-2A Chapter 1, AC43.13-2A Chapter 3, paragraphs 43 & 44 and the aircraft's maintenance manual.
- C. A log book entry and equipment list was generated to reflect the above installation. The weight change is negligible. the equipment list was updated to reflect this change.
- D. Instructions for Continued Airworthiness is "on condition only."

-----END-----

Additional Sheets are Attached

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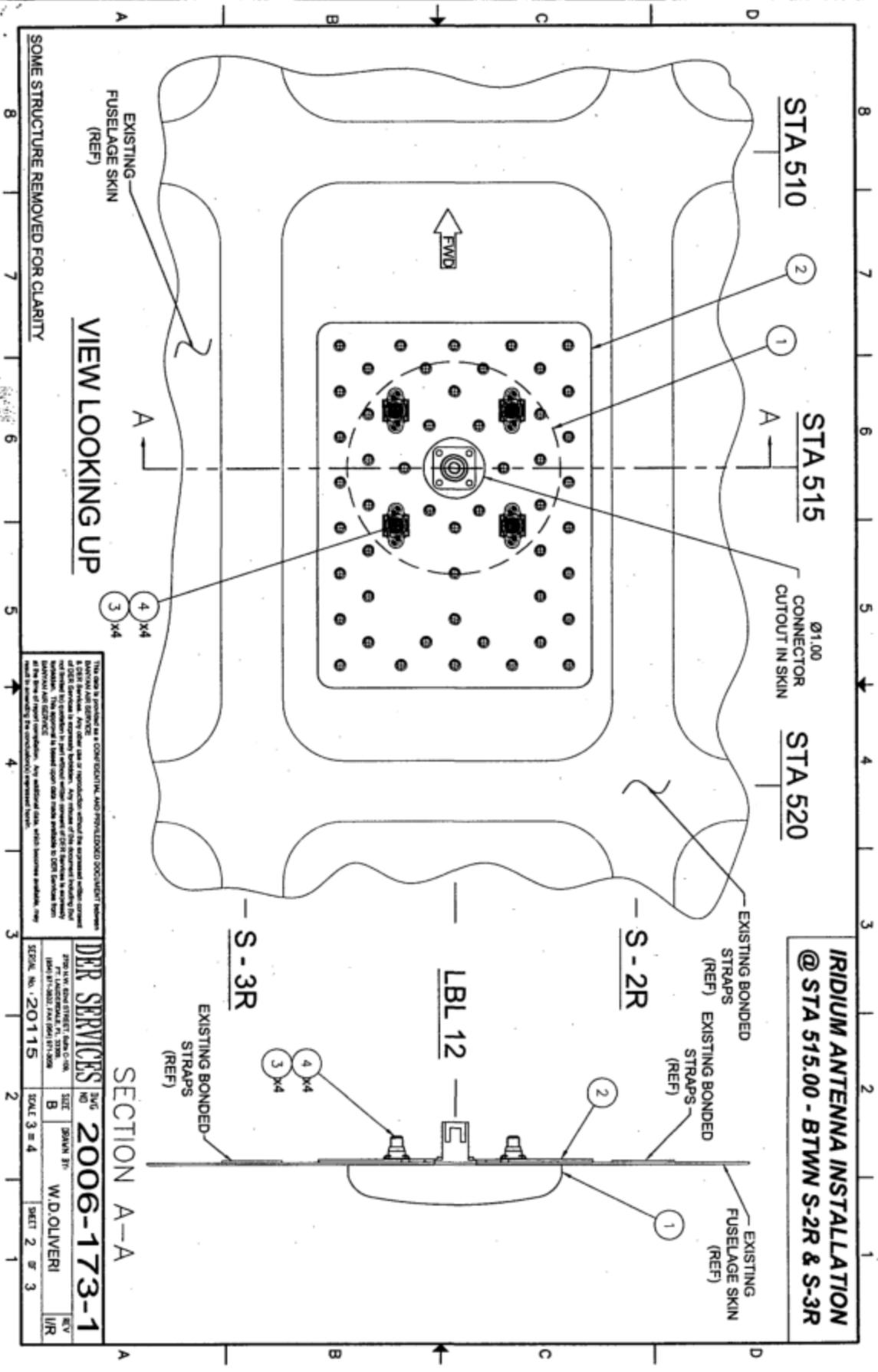


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SOME STRUCTURE REMOVED FOR CLARITY

VIEW LOOKING UP

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|  |   |
|--|---|
| <b>IRIDIUM ANTENNA INSTALLATION</b><br><b>@ STA 515.00 - BTWN S-2R &amp; S-3R</b>                    |   |
| DDP SERVICES INC.<br>2700 W. GARD STREET, GARDEN CITY, NY 11530<br>(516) 471-3822 FAX (516) 471-3808 | DRAWN BY: W.D. OLIVERI<br>CHECKED BY: W.D. OLIVERI<br>DATE: 2011-15 |
| SHEET NO. 2 OF 3<br>SCALE 3" = 4"  | SHEET 2 OF 3  |

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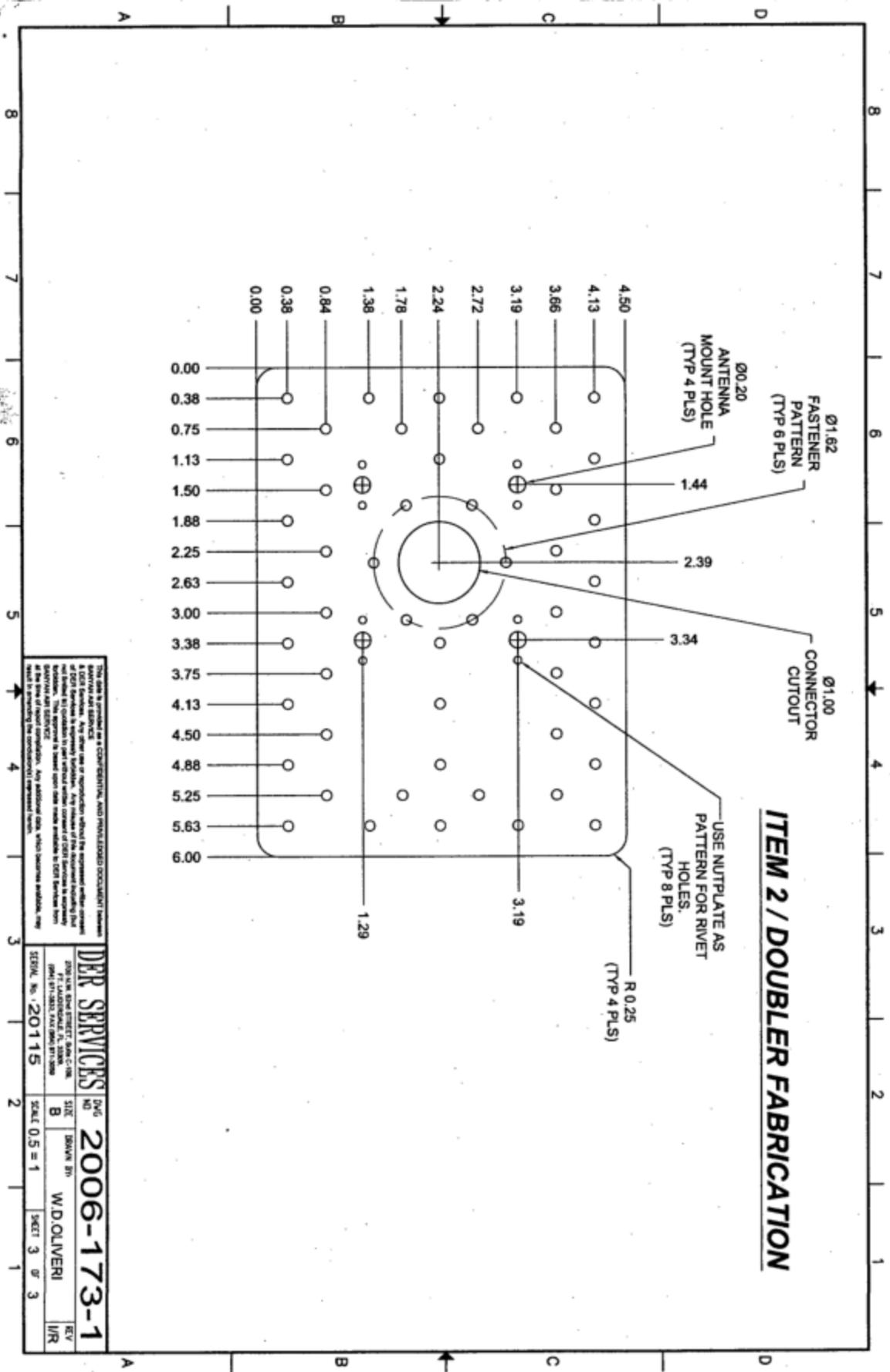
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|   |          |   |          |
|---|----------|---|----------|
| <b>DER SERVICES</b><br>205 E. W. 5TH STREET, 5TH FLOOR<br>NEW YORK, NY 10003<br>(PHONE) 212-312-2400 FAX (PHONE) 212-312-2401 |          | DRAWING NO. <b>2006-173-1</b><br>SIZE <b>B</b> DRAWN BY <b>W.D. OLIVERI</b><br>REV <b>1/R</b> |          |
| SERIAL No. <b>20115</b><br>SCALE <b>0.5 = 1</b>   | <b>3</b> | <b>3</b>  | <b>3</b> |

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US Department  
Of Transportation

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Aviation  
Administration

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

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

SO-PSDO-17

**INSTRUCTIONS:** Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This 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<br><b>Boeing</b>   | Model<br><b>727-100</b>   |
|                    | Serial No.<br><b>20155</b>  | Nationality and Registration Mark<br><b>USA N908JE</b>  |
| <b>2. Owner</b>    | Name (As shown on registration certificate)<br><b>J.E.G.E. Inc.</b> | Address (as shown on registration certificate)<br><b>103 Foulk Road, Ste 202<br/>Wilmington, DE. 19803-3742</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)~~~~~ |       |            |         | <input checked="" type="checkbox"/> |
| POWERPLANT             |  |       |            |         |                                     |
| PROPELLER              |  |       |            |         |                                     |
| APPLIANCE              | Type                                     |       |            |         |                                     |
|                        | Manufacturer                             |       |            |         |                                     |

### 6. Conformity Statement

|   |   |  |
|---|---|--|
| <b>A. Agency's Name and Address</b>   | <b>B. Kind of Agency</b>  | <b>C. Certificate No.</b>                                  |
| <b>BANYAN AIR SERVICE<br/>AVIONICS DIVISION<br/>1635 NW 51st Place<br/>Ft. Lauderdale, FL 33309</b> | <input type="checkbox"/> U.S. Certificated Mechanic             | <b>SD4R514M<br/>Radio Class 1,2,3<br/>Limited Airframe</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<br><b>8 November 2004</b> | Signature of Authorized Individual<br><i>Steve Ouellette</i><br><b>Steve Ouellette</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                                |                 |
|  |                              | <b>X</b>  |  |                 |
| Date of Approval or Rejection<br><b>19 November 2004</b> |                              | Certificate or Designation No.<br><b>SD4R514M</b> | Signature of Authorized Individual<br><i>Steve Ouellette</i><br><b>Steve Ouellette</b> |                 |

FAA Form 337 (12-88)

SDNY\_GM\_02759697

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246619

EFTA01331082

**NOTICE**

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

**8. Description of Work Accomplished**

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

The purpose of this 337 is for the FAA approval of the new flight manual supplement on N908JE under Banyan Air Service, Avionics Division work order #68062.

- A. Removed existing TDR-94 transponders P/N 622-9210-003 and routed to the manufacture for upgrade to P/N 6252-9210-007 to provide flight ID. System ground and flight checked good.
- B. The weight & balance is not affected and equipment list was updated.
- C. Instructions for continued airworthiness are "on condition only".

-----END-----

RECEIVED BY  
MAY 2 2004  
FEDERAL AVIATION ADMIN  
FT. LAUDERDALE  
FSDO

Additional Sheets are Attached

SDNY\_GM\_02759698

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246620

EFTA01331083



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-KSDG-17 *BJQ*

**INSTRUCTIONS:** Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This 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<br><p style="text-align: center;">Boeing</p>            | Model<br><p style="text-align: center;">727-100</p>  |
|                    | Serial No.<br><p style="text-align: center;">20115</p>       | Nationality and Registration Mark<br><p style="text-align: center;">USA N908JE</p>                     |
| <b>2. Owner</b>    | Name (As shown on registration certificate)<br>J.E.G.E, Inc. | Address (as shown on registration certificate)<br>103 Foulk Road STE 202<br>Wilmington, DE. 19803-3742 |

**3. For FAA Use Only**

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

**6. Conformity Statement**

|   |   |   |
|---|---|---|
| <b>A. Agency's Name and Address</b>   | <b>B. Kind of Agency</b>  | <b>C. Certificate No.</b>                         |
| BANYAN AIR SERVICE<br>AVIONICS DIVISION<br>1635 NW 51st Place<br>Ft. Lauderdale, FL 33309 | <input type="checkbox"/> U.S. Certificated Mechanic             | SD4R514M<br>Radio Class 1,2,3<br>Limited Airframe |
|   | <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 8 NOVEMBER 2004 Signature of Authorized Individual *Steve Ouellette* Steve Ouellette

**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<br><u>19 NOVEMBER 2004</u> |                              |                                     | Certificate or Designation No.<br>SD4R514M | Signature of Authorized Individual<br><i>Steve Ouellette</i> Steve Ouellette |                 |

FAA Form 337 (12-88)

SDNY\_GM\_02759699

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246621

EFTA01331084

**NOTICE**

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

**8. Description of Work Accomplished**

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

The purpose of this 337 is for the work performed on N908JE under Banyan Air Service, Avionics Division work order #68062.

- A. Installed a Universal Avionics Systems Corp. Terrain Avoidance and Warning System in accordance with SIP Technical Services, Inc. data list 7280-DL-001-501, Rev. H dated December 5, 2002 or later. (STC# ST09951SC)
- B. The above installation was performed in accordance with AC43.13-1B, Chapter 7, sections 1-5, AC43.13-1B Chapter 11, sections 3-17, AC43.13-2A Chapter 1, AC43.13-2A Chapter 2, paragraphs 24, 25, and 28, AC25-23 and the aircraft's maintenance manual.
- C. A functional test of the above equipment has been performed FAR25.1309 and FAR25 1431 for proper operation and did not adversely affect any other aircraft systems. An electrical load analysis was conducted and it was confirmed that this installation would not exceed 80% of the generator output.
- D. A log book entry and equipment list was generated to reflect the above installation. A weight & balance was calculated. An FAA approved flight manual supplement provided with the above STC, Document No. 7280-FM-001, dated December 13, 2002 or later
- E. Instructions for continued airworthiness provided by SIP Technical Services Report No. 7280-ICA-001 Rev. F dated June 6, 2002.

-----END-----

Additional Sheets are Attached

SDNY\_GM\_02759700

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246622

EFTA01331085

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

*Number* ST09951SC

*This Certificate issued to* SIP Technical Services, Inc.  
10107 McAllister Freeway  
San Antonio, TX 78216

*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 4b of the Civil Air Regulations.*

*Original Product Type Certificate Number:* A3WE  
*Make:* Boeing  
*Model:* 727-100 Series

*Description of Type Design Change:* Installation of a Universal Avionics Systems Corporation Terrain Awareness and Warning System in accordance with SIP Technical Services, Data List 7280-DL-001-501, Revision H, dated December 5, 2002, or later FAA approved revision. FAA approved Airplane Flight Manual Supplement Document Number 7280-FM-001, dated December 13, 2002, or later FAA approved revision is required.

*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:* August 02, 2001

*Date reissued:*

*Date of issuance:* December 13, 2002

*Date amended:*



*By direction of the Administrator*

(Signature)  
S. Frances Cox  
Manager, Special Certification Office  
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.  
FAA Form 8110-2 (10-68) Page 1 of 2 This certificate may be transferred in accordance with FAR 21.47.

SDNY\_GM\_02759701

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246623

EFTA01331086

SDNY\_GM\_02759702

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246624

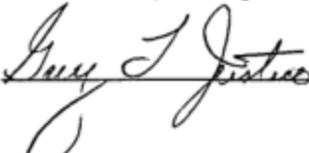
EFTA01331087

Banyan Air Service  
Avionics Division  
1635 NW 51st Place  
Ft. Lauderdale, FL 33309

**FAA APPROVED**  
**AIRPLANE FLIGHT MANUAL SUPPLEMENT**  
**FOR**  
**BOEING 727-100**  
**WITH**  
**UNIVERSAL AVIONICS SYSTEMS CORPORATION**  
**DUAL MULTISENSOR UNS-1D+**  
**FLIGHT MANAGEMENT SYSTEMS**

REG #. N908JE  
SERIAL #. 20115

MMS 8  
This supplement must be attached to the FAA Approved Airplane Flight Manual when the Universal Avionics System Corporation UNS-1D+ Flight Management System (FMS) is installed in accordance with field approved 337 dated 8 Nov 2004. 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 

Gary Justice  
Principal Avionics Inspector  
Federal Aviation Administration  
Flight Standards District Office #17  
Ft. Lauderdale, FL 33315

Date: NOV 8 2004

Rev. 0

MMS 8

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SDNY\_GM\_02759703

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246625

EFTA01331088

Banyan Air Service  
Avionics Division  
1635 NW 51st Place  
Ft. Lauderdale, FL 33309

Flight Manual Supplement  
UNS-1D+ FMS  
N908JE BOEING 20115

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**RECORD OF REVISIONS**

| Revision | Pages | Description     | Approved   |
|----------|-------|-----------------|------------|
| 0        | All   | Initial Release | NOV 8 2004 |

Date: NOV 8 2004

Rev. 0

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SDNY\_GM\_02759704

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246626

EFTA01331089

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Avionics Division  
1635 NW 51st Place  
Ft. Lauderdale, FL 33309

Flight Manual Supplement  
UNS-1D+ FMS  
N908JE BOEING 20115

## SECTION I – GENERAL

### 1. INSTALLATION DESCRIPTION.

The Universal Avionics Systems Corporation dual FMS's use inputs from their integral GPS Receivers, Navigation Receivers and DME Transceivers to provide a blended position for navigation. Each FMS contains an internal TSO C129a GPS sensor (GNSS 2400), which is cross-wired to the other FMS such that both systems have GPS 1 and GPS 2 data as inputs. The FMS's receive air data parameters from an Air Data Computer. A Data Transfer Unit (DTU100) is used to load periodic navigation data base updates via zip disks.

The systems provide navigation and steering data to the flight director/autopilot system. Refer to the appropriate Operator's Manuals as applicable.

The FMS's contain software SCN 802/902 which provides capability for point-to-point navigation, as well as SIDs, STARs, holding patterns and GPS approaches. These SCN's comply with requirements of TSOs C115b and C129a Class A1 when interfaced to the internal GPS sensors which are TSO C129a Class A1/B1/C1 certified. The UNS-1D+ FMS may contain either a GLONASS sensor or a GPS sensor, depending on hardware configuration. Lateral and Vertical deviations are provided for En Route, Terminal Area and Approach operations, including GPS overlay approaches. Approaches may be FCS coupled both laterally and vertically. Multi-Mission search patterns are available with SCN 902.

### 2. LATERAL NAVIGATION APPROVALS.

Provided the FMS multi-sensor navigation system is receiving usable signals, it has been demonstrated capable of and has been shown to meet the accuracy specifications of: VFR/IFR En Route domestic, Terminal and Instrument Approach (LOC, BC, GPS and GPS-overlay NDB, VOR, VOR-DME and RNAV) operations within the U.S. National Airspace System using the WGS-84 coordinate reference datum in accordance with the criteria of Advisory Circular AC 20-130A and AC 25-15. Satellite navigation data is based upon use of only the Global Positioning System (GPS) operated by the United States. Additionally, Russian GLONASS satellites provide increased accuracy but are not used for integrity or Receiver Autonomous Integrity Monitoring (RAIM) calculations or predictions. The dual FMS installation with dual internal GPS sensors, as installed, complies with the requirements of FAA Notice 8110.60 for GPS primary means of Class II navigation in oceanic and remote airspace (including NAT MNPS in accordance with AC 120-33 and 91-49), when used in conjunction with the Universal Flight Planning Program, PN 10751 with SCN 24.0 or later FAA approved version. *This does not constitute an operational approval.*

Date: NOV 8 2004

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**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246627

EFTA01331090

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Flight Manual Supplement  
UNS-1D+ FMS  
N908JE BOEING 20115

### SECTION I – GENERAL (cont.)

#### RNP- Approvals

The dual multi-sensor FMS installation integrates dual GPS sensors and complies with equipage and accuracy requirements of FAA Order 8400.12A paragraph 12b(4), for operations in RNP-10 airspace. *This does not constitute an operational approval.* This installation also complies with equipage and accuracy requirements of AC 90-96 paragraph 7b(1), 7d(3)(a) 2, 7d(3)(e) for BRNAV (RNP-5) when operating in Class I airspace, without time limits. The table details time limitations placed on RNP-10 and BRNAV operations with minimum sensors in NAV mode.

| Sensors Available | RNP-10 Limitations<br>(minimum dual FMS's required) | RPN-5 (BRNAV) Limitations<br>(minimum single FMS required) |
|-------------------|---|--|
| 1 GPS only        | N/A   | No time limitation when used in Conjunction with UFP       |
| VOR/DME only      | N/A   | No time limitation   |
| DME/DME only      | N/A   | No time limitation   |

### 3. VERTICAL NAVIGATION APPROVAL

The dual Flight Management Systems, as installed, meet the requirements for VFR/IFR En Route, Terminal Area and Approach VNAV operations in accordance with the criteria of AC 20-129 and AC 90-97, paragraph 7.a (2).

### SECTION II – LIMITATIONS

1. The FMS Operator's Manual, Report Nos. 2423sv802/902 Dated 9/16/03 (or later revision) must be available to the flight crew whenever navigation is predicated upon the use of the Universal Avionics Flight Management System.
2. The system must utilize software version SCN 802/902.X, where X represents FAA approved minor changes.
4. IFR En Route and Terminal navigation are prohibited unless the pilot verifies the currency of the database or verifies each selected Waypoint for accuracy by reference to current approved data.

Date: NOV 8 2004

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**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246628

EFTA01331091

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Ft. Lauderdale, FL 33309

Flight Manual Supplement  
UNS-1D+ FMS  
N908JE BOEING 20115

## SECTION II – LIMITATIONS (cont.)

4. Instrument approaches must be accomplished in accordance with approved instrument approach procedures that are retrieved from the FMS database. The FMS database must incorporate the current update cycle.
  - a. Instrument approaches must be conducted in the Approach-mode, and GPS Integrity monitoring (when using GPS for approach guidance) must be available at the Final Approach Fix, as indicated to the pilot by the 'GPS INTEG' amber annunciator being off.
  - b. When an alternate airport is required by the applicable operating rules, it must be served by an approach based on other than GPS navigation, the aircraft must have operational equipment capable of using that navigation aid, and the required navigation aid must be operational.
  - c. GPS can only be used for approach guidance if the reference coordinate datum system for the approach is WGS-84 or NAD 83.
  - d. GPS will remain selected for all GPS approaches and any approach with a "G" suffix to the approach identifier in the navigation database. GPS will be deselected for any pilot-defined VOR or VOR/DME RNAV approaches.
  - e. Pilot-defined IFR approaches must be defined using Waypoint coordinates from FMS's navigation data base.
  - f. The FMS's are approved for pilot-defined VFR approaches as a VFR pilot aid only. NOTE: All sensors remain selected for VFR approaches.
5. When operating in other than oceanic and remote regions, the aircraft must have other approved navigation equipment installed and operating appropriate for the route of flight.
6. Displayed FMS navigation parameters are referenced to Magnetic North, and operation of the aircraft is limited to latitudes between N73° and S60°, unless magnetic variation is manually entered by the flight crew.
7. When using VNAV, the Altimeter on each pilot's panel must be used as the altitude reference for all operations.
8. Fuel display parameters are advisory only and do not replace primary fuel quantity or fuel flow gauges for fuel load and range planning.

## SECTION III - EMERGENCY PROCEDURES

NO CHANGE TO AFM.

Date: NOV 8 2004

Rev. 0

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SDNY\_GM\_02759707

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246629

EFTA01331092

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### SECTION IIIA - ABNORMAL PROCEDURES

1. If 'GPS RAIM' becomes unavailable (as indicated by a Message and 'GPS INTEG' (amber annunciation), continue navigating using the GPS equipment or revert to an alternate means of navigation appropriate to the route and phase of flight, as necessary. When continuing to use GPS navigation, position should be verified every fifteen minutes using another IFR-approved navigation system.
2. Should an FMS system component fail, in most cases the CDU will go blank or the 'FMS MSG' light will flash. Depressing the MSG key will display the Message Page, which will indicate the component which has failed.
3. If sensor information is intermittent or lost, utilize remaining operational navigation equipment as required.
3. The FMS and associated components are protected by the following circuit breakers:

| C/B Name  | Amps | Location               | Bus                    |
|-----------|------|------------------------|------------------------|
| FMS No. 1 | 5    | Pilot 28VDC Avionics   | Bus No. 1 (Triple-Fed) |
| FMS No. 2 | 5    | Copilot 28VDC Avionics | Bus No. 2 (L GEN)      |
| FMS DTU   | 1    | Pilot 28VDC Avionics   | Bus No. 1 (Triple-Fed) |

### SECTION IV - NORMAL PROCEDURES

#### 1. OPERATION

Normal operating procedures are outlined in the FMS Operator's Manual, Report No. 2423sv802/902.

#### 2. NAVIGATION DATABASE VERIFICATION.

After power-on self tests have been completed, the INITIALIZATION page will appear. The term 'NAV DATABASE EXPIRES' followed by a date will be displayed. If the actual date is later than that which is displayed, the FMS will notify the pilot with a 'DATABASE EXPIRED'-message. Refer to the Operator's Manual for navigation database update instructions.

#### 3. SYSTEM ANNUNCIATORS

Each FMS has the following annunciations presented on the Universal Electronic Flight Instrument (EFI) displays (refer to the EFI Operator's Manual, as applicable) :

- MSG Illuminates and flashes in conjunction with the CDU to indicate a message is to be acknowledged on the MESSAGE page.
- SXTK Illuminates to indicate that selected crosstrack is active.
- FHDG Illuminates to indicate that the FMS is in Heading sub-mode.
- APPR Illuminates to indicate that an Approach has been activated. GPS
- INTEG Illuminates to indicate GPS Integrity is outside of the allowable limit for phase of flight (2.0nm En Route, 1.0 nm Terminal and Approach transition, and 0.3 nm Final Approach segment).

Date: NOV 8 2004

Rev. 0

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SDNY\_GM\_02759708

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246630

EFTA01331093

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Avionics Division  
1635 NW 51st Place  
Ft. Lauderdale, FL 33309

Flight Manual Supplement  
UNS-1D+ FMS  
N908JE BOEING 20115

#### SECTION IV - NORMAL PROCEDURES (cont)

#### 4. AIRCRAFT INTEGRATION

##### a. Universal Avionics EFI display of FMS information

- 1) FMS information is displayed on the Universal Electronic Flight Instrument (EFI) displays. The associated EFI Control Panel provides control of each display. See the appropriate Operator's Manual, as applicable, for each EFI display system.
- 2) Lateral deviation display scaling meets with requirements of TSO C129a and AC 20-130A (5.0 nm full scale for En Route, 1.0 nm for Terminal operations, and 0.3 nm for Approach operations).
- 3)

##### b. En Route and Terminal Area Flight Control System Operation

- 1) With 'FMS'-mode selected by using the EFI Control Panel, the respective FMS information can be presented as Flight Director steering commands by pressing the [NAV] button of the FCP-65 Flight Control Panel.
- 2) With reasonable navigation data being displayed, the steering information can be Autopilot-coupled, to the pilot's or copilot's Flight Director system, by pressing the 'AP ENGAGE' - button on the APP-65A Autopilot Control Panel.

##### c. Approach Operations

**NOTE: ILS approaches can be retrieved from the Jeppesen database and linked to the flight plan, but cannot be armed or activated as FMS approaches. The FMS can be used to provide navigation up to the final approach course, at which point the EFI must be changed to display raw ILS data which can be coupled to the Flight Control System (FCS).**

**NOTE: GPS will remain selected for GPS and GPS-overlay approved approaches from the navigation database, as well as pilot-defined VFR approaches. Refer to Operator's Manual, Section V, Approach Procedures.**

Date: NOV 8 2004

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SDNY\_GM\_02759709

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246631

EFTA01331094

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Avionics Division  
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Ft. Lauderdale, FL 33309

Flight Manual Supplement  
UNS-1D+ FMS  
N908JE BOEING 20115

#### SECTION IV - NORMAL PROCEDURES (cont)

##### c. Approach Operations (cont.)

LOC, B/C, GPS, NDB, RNAV, VOR, VOR/DME, and VFR approaches may be linked into the flight plan and then laterally and vertically coupled to the FCS as follows:

- 1) Approach Transition: When an entire approach transition (e.g., procedure turn, DME arc, etc.) is to be flown, first arm the approach on the FMS (ARM APPR). If the FMS is not armed manually it will arm automatically at 30nm from the airport. With the desired DIRECT TO or FROM/TO Waypoints selected, or the desired FMS Heading selected with INTERCEPT ACTIVE, select FCS 'NAV'- mode by pressing the [NAV] button of the appropriate FCP-65 Flight Control Panel. When the FMS has automatically activated the approach, denoted by the 'APPR' annunciator displayed in the associated EFI display, press the [APPR] button of the Flight Control Panel. When the FCS has captured the "APPR" – mode, a white "VNAV" will appear on the PFD and a white VN on the ADI signifying the 'arming' of the VNAV mode. The "VNAV" and "VN" annunciation will turn to green in color when the FCS has captured the VNAV glideslope. See the EFI operator's manual for specific display annunciations. Continue monitoring both lateral and vertical deviations throughout the duration of the approach. If required, initiate 'Missed Approach Procedures' as described in the Universal Avionics Operator's Manual.
- 2) Heading Vectors: If given heading vectors by ATC to the final approach course, manually activate the approach on FMS NAV page 1/3. The FMS will enter the "FHGD" mode, the EFI display will now display final approach course data, and the INTERCEPT prompt on Nav page 1/3 will be active. When cleared to intercept final, press the "INTERCEPT" line select key to intercept final. Ensure that commanded heading mode is canceled. Select [APPR] on the FCS Flight Control Panel to capture and track the final approach lateral and vertical information.

**NOTE: Guidance is provided to the runway threshold or missed approach point. It is the pilot's responsibility to level out at MDA if the runway environment is not in sight.**

Date: NOV 8 2004

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**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246632

EFTA01331095

Banyan Air Service  
Avionics Division  
1635 NW 51st Place  
Ft. Lauderdale, FL 33309

Flight Manual Supplement  
UNS-1D+ FMS  
N908JE BOEING 20115

#### SECTION IV - NORMAL PROCEDURES (cont)

- 3) Press the APP-65A Autopilot Control Panel [AP ENG]-button to couple the AP to the selected FD. The Autopilot will track pseudo-Localizer and pseudo-Glideslope signals from the FMS.

##### b. Advanced Approach Operations

- 1) Advanced approaches may be identified in the data base by the prefix "A" to the approach listed in the "ARRIVAL" page and in the navigation data base. They are characterized by course changes on the final approach segment of greater than 6 degrees and/or having multiple flight path angles. To avoid excessive deviations from course and flight path, these approaches may need to be flown in FCS [NAV] mode until on the final leg of the approach. Select FCS [APPR] sequencing the final waypoint to engage vertically.

##### c. Vertical Navigation

- 1) Vertical Navigation (VNAV) information is displayed on the EFD display and is available for enroute, terminal or approach descents. Pitch steering commands for enroute and terminal VNAV operations are not provided to the Flight Control System.

#### SECTION V - PERFORMANCE DATA NO CHANGE TO AFM.

Date: NOV 8 2004

Rev. 0

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SDNY\_GM\_02759711

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SDNY\_GM\_02759712

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246634

EFTA01331097



US Department  
Of Transportation

Federal  
Aviation  
Administration

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

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

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (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<br><b>Boeing</b>  | Model<br><b>727-100</b>  |
|                    | Serial No.<br><b>20115</b>   | Nationality and Registration Mark<br><b>USA N908JE</b>   |
| <b>2. Owner</b>    | Name (As shown on registration certificate)<br><b>J.E.G.E., Inc.</b> | Address (as shown on registration certificate)<br><b>103 Foulk Road STE 202<br/>Wilmington, DE. 19803-3742</b> |

### 3. For FAA Use Only

This 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.

**OCT 19 2004** *Steve Ouellette* **50-P5DO-17**  
Date Signature of FAA Inspector

### 4. Unit Identification

### 5. Type

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

### 6. Conformity Statement

|   |   |  |
|---|---|--|
| <b>A. Agency's Name and Address</b>   | <b>B. Kind of Agency</b>  | <b>C. Certificate No.</b>                                  |
| <b>BANYAN AIR SERVICE<br/>AVIONICS DIVISION<br/>1635 NW 51st Place<br/>Ft. Lauderdale, FL 33309</b> | <input type="checkbox"/> U.S. Certificated Mechanic             | <b>SD4R514M<br/>Radio Class 1,2,3<br/>Limited Airframe</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 **9 NOVEMBER 2004** Signature of Authorized Individual *Steve Ouellette* **Steve Ouellette**

### 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<br><b>19 NOVEMBER 2004</b> |                              | Certificate or Designation No.<br><b>SD4R514M</b>  | Signature of Authorized Individual<br><i>Steve Ouellette</i> <b>Steve Ouellette</b> |                 |

FAA Form 337 (12-88)

SDNY\_GM\_02759713

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246635

EFTA01331098

**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.

**5. Description of Work Accomplished**

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

The purpose of this 337 is for the work performed on N908JE under Banyan Air Service, Avionics Division work order #68062.

- A. Installed an Artex ELT406-2HM per Artex installation document number 570-5000, Rev. A, dated 12/10/02 mounted in unpressurized aft compartment. The antenna is mounted in the aft tail section. A remote switch is mounted in cockpit in the copilot's instrument panel. An aural activation monitor is mounted within the vicinity of the ELT per the installation document listed above.
- B. The above installation was performed in accordance with AC43.13-1B, Chapter 7, sections 1-5, AC43.13-1B Chapter 11, sections 3-17, AC43.13-2A Chapter 1, AC43.13-2A Chapter 2, paragraphs 24, 25, and 28, AC43.13-2A, Chapter 3, paragraph 38 and the aircraft's maintenance manual.
- C. A functional test of the above equipment has been performed FAR25.1309 and FAR25.1431 for proper operation and did not adversely affect any other aircraft systems. An electrical load analysis was conducted and it was confirmed that this installation would not exceed 80% of the generator output.
- D. A log book entry and equipment list was generated to reflect the above installation. No Weight and balance was generated as the aircraft was weighed.
- E. Instructions for continued airworthiness is a battery due time change. This due date is reflected on the log book entry. Annual inspection is required per FAR 91-207 (d).

-----END-----

Additional Sheets are Attached

SDNY\_GM\_02759714

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246636

EFTA01331099



US Department  
Of Transportation  
  
Federal  
Aviation  
Administration

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

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

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC43.9-1 (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<br><b>Boeing</b>   | Model<br><b>727-100</b>   |
|                    | Serial No.<br><b>20155</b>  | Nationality and Registration Mark<br><b>USA N908JE</b>  |
| <b>2. Owner</b>    | Name (As shown on registration certificate)<br><b>J.E.G.E. Inc.</b> | Address (as shown on registration certificate)<br><b>103 Foulk Road, Ste 202<br/>Wilmington, DE. 19803-3742</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.

**NOV 8 2004** *[Signature]* SD-FSDO-17  
Date Signature of FAA Inspector

### 4. Unit Identification

### 5. Type

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

### 6. Conformity Statement

|   |  |  |
|---|--|--|
| A. Agency's Name and Address<br><b>BANYAN AIR SERVICE<br/>AVIONICS DIVISION<br/>1635 NW 51st Place<br/>Ft. Lauderdale, FL 33309</b> | B. Kind of Agency<br><input type="checkbox"/> U.S. Certificated Mechanic<br><input type="checkbox"/> Foreign Certificated Mechanic<br><input checked="" type="checkbox"/> Certificated Repair Station<br><input type="checkbox"/> Manufacturer | C. Certificate No.<br><b>SD4R514M<br/>Radio Class 1,2,3<br/>Limited Airframe</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 **8 NOVEMBER 2004** Signature of Authorized Individual *[Signature]* Steve Ouellette

### 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<br><b>19 NOVEMBER 2004</b> |                              | Certificate or Designation No.<br><b>SD4R514M</b> | Signature of Authorized Individual<br><i>[Signature]</i> Steve Ouellette |                 |

FAA Form 337 (12-88)

SDNY\_GM\_02759715

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246637

EFTA01331100

**NOTICE**

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

**8. Description of Work Accomplished**

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

The purpose of this 337 is for the FAA approval of the new flight manual supplement on N908JE under Banyan Air Service, Avionics Division work order #68062.

- A. Removed existing UNS-1D Flight Management System (FMS) control display/computer units and routed to the manufacture for upgrade to UNS-1D+. Reinstalled UNS-1D+ FMS CDU computers. System ground checked good.
- B. A flight manual supplement has been generated, approved and incorporated into the existing flight manual. A weight & balance and equipment list update are not required.

-----END-----

Additional Sheets are Attached

SDNY\_GM\_02759716

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246638

EFTA01331101

Doc. No. 7280-FM-001, Rev A  
Issue 092401  
S.I.P. Technical Services Inc.  
10107 McAllister Freeway  
San Antonio, TX 78216

TAWS System  
AFM Supplement for  
Boeing 727-100

**FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT**

**UNIVERSAL AVIONICS  
TERRAIN AWARENESS WARNING SYSTEM  
(TAWS)**

AIRPLANE MAKE: BOEING

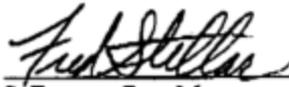
AIRPLANE MODEL: 727-100

AIRPLANE SERIAL NO.: N908JE

REGISTRATION NO.: 2015

This supplement must be attached to the FAA Approved Airplane Flight Manual when the airplane is modified by the installation of a Universal Avionics Terrain Awareness Warning System (TAWS) in accordance with FAA STC number ST09951SC.

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 document, consult the basic Airplane Flight Manual.

APPROVED: 

*FR* S. Frances Cox, Manager  
Special Certification Office  
Federal Aviation Administration  
Ft. Worth, Texas 76193-0190

DATE: October 25, 2004

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**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246639

EFTA01331102

SDNY\_GM\_02759718

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246640

EFTA01331103

Doc. No. 7280-FM-001, Rev A  
 Issue 092401  
 S.I.P. Technical Services Inc.  
 10107 McAllister Freeway  
 San Antonio, TX 78216

TAWS System  
 AFM Supplement for  
 Boeing 727-100

**LOG OF REVISIONS**

| REV. | DESCRIPTION   | REVISED PAGES | APPRD. BY      | DATE       |
|------|---|---------------|----------------|------------|
| IR   | New supplement  | All           | S. Frances Cox | 12-13-2002 |
| A    | Allow use of CDU or MFD display. Format and editorial corrections throughout. | All           | See cover page | 10-25-2004 |
|      |   |               |                |            |
|      |   |               |                |            |

FAA APPROVED  
 Date: October 25, 2004

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SDNY\_GM\_02759719

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

SDNY\_GM\_02759720

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

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TAWS System  
 AFM Supplement for  
 Boeing 727-100

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 Date: October 25, 2004

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SDNY\_GM\_02759722

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

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S.I.P. Technical Services Inc.  
10107 McAllister Freeway  
San Antonio, TX 78216

TAWS System  
AFM Supplement for  
Boeing 727-100

### SECTION I – GENERAL

This Supplement provides general information for the Enhanced Ground Proximity Warning System installation.

The aircraft is equipped with a Universal Avionics TAWS system. The system uses inputs from the air data computer No. 1, navigation receiver No. 1, radio altimeter, and the Universal Avionics UNS-1 Flight Management System (FMS), and an internal terrain database to provide basic GPWS alerts and terrain alerts

The TAWS alerts provide the crew with aural and visual indications of possible inadvertent flight into terrain. TAWS alerts are generated if one or a combination of the airplane's: 1) vertical speed, 2) rate of closure to terrain, 3) accumulated altitude loss, 4) airspeed, flap and /or gear configurations or 5) glideslope deviation is unsafe given the airplane's radar altitude and phase of flight. Terrain alerts are generated by comparing aircraft position and altitude to the EGPWS terrain database. This system also provides "Flight Plan Look Ahead" terrain alerts and warnings by comparing the FMS flight plan to the terrain database

### SECTION II – LIMITATIONS

The TAWS display will be used for situational awareness only. Navigation must not be predicated upon the use of the TAWS. *The 3-D view provides no attitude information.*

To avoid giving unwanted terrain alerts, the TAWS terrain alerts must be inhibited by pressing the TERR INHIB switch when landing at airports that are not included in the airport database or when landing at an airport other than the airport in the FMS flight plan.

Deviation from Air Traffic Control Clearances is authorized to the extent necessary to comply with TAWS warning.

The use of terrain awareness warning and terrain display function is prohibited during QFE operations.

The current local altimeter setting must be entered in the pilot's altimeter for proper terrain alerting.

The TAWS database and alerting algorithms do not account for man made obstructions

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Date: October 25, 2004

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**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246645

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SDNY\_GM\_02759724

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

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EFTA01331109

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 S.I.P. Technical Services Inc.  
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 San Antonio, TX 78216

TAWS System  
 AFM Supplement for  
 Boeing 727-100

### SECTION III – NORMAL PROCEDURES

#### 1. Operation

All aircraft crew interface is conducted through the Universal Avionics display, either multi-function display (MFD) or FMS control display unit (CDU), and system annunciator switches. TAWS terrain information may be presented on either an MFD or a CDU. The TAWS requires inputs from the following systems: radio altimeter, air data computer, VHF navigation receiver, FMS, gear position and flap position.

#### 2. Cold Temperature Operations

TAWS uses baro-corrected altitude as the reference for Forward Looking Terrain Alerts (FLTA). TAWS does NOT compensate the baro altitude input for non-standard temperature lapse rates that may be encountered in extreme cold conditions, causing degraded FLTA operation. Basic ground proximity warning modes (1 through 6), as well as Premature Descent Alert (PDA), are radio altitude based and not affected.

In extreme cold conditions, the aircraft will be operating at a lower altitude than indicated, thus resulting in TAWS alerts being delayed or missing. The color-banding on the TAWS display will be offset by the cold temperature altitude error. When operating into and out of airports where cold temperatures exist, the crew should be aware of the difference between the indicated baro altitude and the true altitude and the effect this has on FLTA and the terrain display. To determine the effect on FLTA warnings consult the Airman's Information Manual Chapter 7 paragraphs 7-2-3d and 7-2-3e.

#### 3. System Tests

##### BUILT IN TEST

TAWS has a Built-In-Test (BIT) function which includes Power-Up Self Tests, Initiated Tests and Continuous Tests. Where there has been degradation in capabilities that result in TAWS being unavailable, BIT annunciates the fact to the flight crew via a GPWS FAIL or TERR INOP Lamp.

##### PRE-FLIGHT TESTS

A TAWS Self Test should be conducted prior to each flight. Momentarily press the GPWS TEST annunciator. The following indications confirm proper TAWS operation:

|                          |             |
|--------------------------|-------------|
| PULL-UP Annunciator      | Illuminated |
| TERR Annunciator         | Illuminated |
| BELOW G/S Annunciator    | Illuminated |
| G/S INHIBIT Annunciator  | Illuminated |
| TERR INHIBIT Annunciator | Illuminated |

FAA APPROVED  
 Date: October 25, 2004

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**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246647

EFTA01331110

SDNY\_GM\_02759726

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246648

EFTA01331111

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 S.I.P. Technical Services Inc.  
 10107 McAllister Freeway  
 San Antonio, TX 78216

TAWS System  
 AFM Supplement for  
 Boeing 727-100

### SECTION III - NORMAL PROCEDURES (Continued)

|                       |   |
|-----------------------|---|
| GPWS FAIL Annunciator | Illuminated   |
| GPWS TEST Annunciator | Illuminated   |
| TAWS Terrain Display  | Test Image (Colored Bars)   |
| Aural Annunciations   | "TERRAIN, TERRAIN"<br>"PULL UP, PULL UP"<br>"DON'T SINK"<br>"SINK RATE"<br>"GLIDESLOPE"<br>"TOO LOW TERRAIN"<br>"TOO LOW GEAR"<br>"TOO LOW FLAPS"<br>"FIVE HUNDRED" |

Once the test is complete, TAWS will reboot. During this time the GPWS FAIL and TERR INOP annunciators will remain lit and a TAWS FAIL message will be generated on the MFD until the system is operational. (approx one min)

**NOTE:** As a result of pressing the GPWS TEST annunciator again within five seconds of initiating this test, the test will cancel and the TAWS computer will continue to operate without rebooting.

#### 4. Pop-Up Terrain Display

In the event of terrain alert, the map view of the TAWS display will "pop-up" on the MFD or CDU. Pressing any function key on the display will remove the pop-up and revert to the selected display function.

Prospective terrain conflicts are depicted by a star shaped Terrain Threat Symbol. Both Warnings and Cautions are annunciated with this symbol. Terrain warnings are a flashing red symbol while Terrain cautions are depicted by a flashing yellow symbol. Terrain threats along the flight plan are depicted by a white symbol and represent the predicted first point of conflict between the flight plan and terrain

RED threat "stars" on the TAWS display indicate a Terrain Alert (30-second warning).

YELLOW threat "stars" on the TAWS display indicate a Terrain Caution(60-second warning).

FAA APPROVED  
 Date: October 25, 2004

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SDNY\_GM\_02759727

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246649

EFTA01331112

SDNY\_GM\_02759728

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246650

EFTA01331113

Doc. No. 7280-FM-001, Rev A  
Issue 092401  
S.I.P. Technical Services Inc.  
10107 McAllister Freeway  
San Antonio, TX 78216

TAWS System  
AFM Supplement for  
Boeing 727-100

### SECTION III - NORMAL PROCEDURES (Continued)

WHITE advisory alert "stars" on the TAWS display indicate a flight plan terrain conflict. These alerts are annunciated by a "star" on the display shortly after a VNAV altitude is entered into the flight plan or when a procedure (STAR or approach) containing altitudes is linked to the flight plan. Flight plan terrain advisories do not require immediate action but indicate that adhering to the flight plan as entered will cause a future terrain alert. Waypoints and altitudes should be checked for accuracy.

#### 5. System Annunciators

The following system annunciators are provided for the system;

##### A. PULL UP

Red **PULL UP** annunciators are located on the Captain's and First Officer's instrument panel. This annunciator illuminates whenever TAWS has detected terrain in the aircraft's immediate flight path. The annunciator will remain illuminated until the terrain has been cleared.

Aural annunciations of "**TERRAIN, TERRAIN, PULL UP**" or "**PULL UP, PULL UP**" are also provided whenever the red **PULL UP** annunciator illuminates.

##### B. BELOW GS

Amber **BELOW GS** annunciators are located on the Captain's and First Officer's instrument panel. This annunciator illuminates on approach whenever the TAWS has detected that the aircraft is at least 1.3 dots below the glideslope. This annunciator remains illuminated until the aircraft has returned to within less than one dot of the glideslope. Aural warnings of "**GLIDESLOPE-GLIDESLOPE-GLIDESLOPE**" sound until the aircraft has returned to within less than one dot below the glidepath. The aural annunciation may be canceled by pressing the **BELOW GS** annunciator/switch. However, the **BELOW GS** annunciators will remain illuminated. If the aircraft goes below the glideslope after the aural warning and light annunciation has gone out, the light and aural warning will again sound.

##### C. GPWS FAIL

Amber **GPWS FAIL** annunciators are located on the Captain's and First Officer's instrument panel. This annunciator illuminates if the TAWS has failed.

FAA APPROVED  
Date: October 25, 2004

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SDNY\_GM\_02759729

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246651

EFTA01331114

SDNY\_GM\_02759730

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246652

EFTA01331115

Doc. No. 7280-FM-001, Rev A  
Issue 092401  
S.I.P. Technical Services Inc.  
10107 McAllister Freeway  
San Antonio, TX 78216

TAWS System  
AFM Supplement for  
Boeing 727-100

**SECTION III – NORMAL PROCEDURES (Continued)**

**D. GPWS TEST**

**GPWS TEST** switches are located on the Captain's and First Officer's instrument panel shared with the **GPWS FAIL** annunciator. This switch is utilized to perform a self-test of the TAWS system.

**E. TERR**

Amber **TERR** annunciators are located on the Captain's and First Officer's instrument panel. The "**TERRAIN, TERRAIN**" aural warning paired with a visual alert is indication of reduced terrain clearance.

**F. TERR INOP**

Amber **TERR INOP** annunciators are located on the Captain's and First Officer's instrument panel. This annunciator illuminates when the terrain function is inhibited by **TERR INHIB** switch, terrain database is invalid or failed, terrain alert function is inoperative due to hardware failure or lack of a required input such as position or altitude.

**G. TERR INHIB**

Blue **TERR INHIB** annunciator/switch is located on the Captain's instrument panel adjacent to the **TERR INOP** annunciator. This annunciator/switch is illuminated white visible only when the **TERR INHIB** is active.

FAA APPROVED  
Date: October 25, 2004

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SDNY\_GM\_02759731

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246653

EFTA01331116

SDNY\_GM\_02759732

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246654

EFTA01331117

Doc. No. 7280-FM-001, Rev A  
 Issue 092401  
 S.I.P. Technical Services Inc.  
 10107 McAllister Freeway  
 San Antonio, TX 78216

TAWS System  
 AFM Supplement for  
 Boeing 727-100

## SECTION IV – EMERGENCY/ABNORMAL PROCEDURES

### EMERGENCY PROCEDURES

No change to basic Airplane Flight Manual

### ABNORMAL PROCEDURES

#### 1. Circuit Breakers

The TAWS system is protected by the following trip-free circuit breakers:

| <u>NAME</u> | <u>LOCATION</u> | <u>AMPS</u> | <u>BUS</u>  |
|-------------|-----------------|-------------|-------------|
| GPWS        | P-18            | 5           | 28 VDC Ess. |

#### 2. Use of TERR INHIB switch.

The Terrain Awareness Display inhibit switch (TERR INHIB) must be placed in the INHIB position in the following conditions:

- 1-Whenever the FMS in the Dead Reckoning (DR) mode
- 2-Within 15 nm of approach or landing at an airport not contained in the TAWS database.

**NOTE:** When an off airport landing is required the FLTA and PDA functions should be inhibited by activation of the TERR INHIB switch.

#### 3. Response to TAWS Warnings

When an aural "TERRAIN, TERRAIN, PULL UP" or a red PULL UP warning light annunciates, execute a positive pull up maneuver, apply maximum rated thrust, and ascend to at least the best climb angle until the warning ceases. Notify ATC if action requires deviation of ATC cleared flight plan.

When an aural "CAUTION TERRAIN", "TOO LOW TERRAIN," "SINKRATE" "DON'T SINK," "TOO LOW FLAPS" or "TOO LOW GEAR" caution annunciates, initiate corrective action to remove the cause of the warning.

#### 4. Response to Glideslope Deviation Alerts

When the BELOW GS annunciator illuminates and an aural "GLIDESLOPE" annunciation alert occurs, initiate corrective action to fly the airplane back to the glideslope centerline.

To inhibit the "GLIDESLOPE" annunciation on back course approaches, select the BELOW GS warning light/switch. The glideslope inhibit function is only available below 2000 ft AGL when the BELOW GS annunciator illuminates.

FAA APPROVED  
 Date: October 25, 2004

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SDNY\_GM\_02759733

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246655

EFTA01331118

SDNY\_GM\_02759734

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246656

EFTA01331119

Doc. No. 7280-FM-001, Rev A  
Issue 092401  
S.I.P. Technical Services Inc.  
10107 McAllister Freeway  
San Antonio, TX 78216

TAWS System  
AFM Supplement for  
Boeing 727-100

**SECTION IV - EMERGENCY/ABNORMAL PROCEDURES (Continued)**

**5. Use of Flap Override Switch**

When landing with less than normal flaps, the FLAP OVERRIDE switch should be used to prevent the 'TOO LOW FLAPS' aural annunciation.

**SECTION V - PERFORMANCE**

No change to basic Airplane Flight Manual.

**SECTION VI - WEIGHT AND BALANCE**

Refer to applicable weight and balance document.

FAA APPROVED  
Date: October 25, 2004

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SDNY\_GM\_02759735

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

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EFTA01331120

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...

SDNY\_GM\_02759736

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246658

EFTA01331121



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-F570-17 *[Signature]*

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<br>BOEING  | Model<br>727-31  |
|             | Serial No.<br>20115                                     | Nationality and Registration Mark<br>U.S.A. N908JE   |
| 2. Owner    | Name (As shown on registration certificate)<br>JEJE INC | Address (As shown on registration certificate)<br>103 FOULK RD STE 202<br>WILMINGTON DE 19803-3742 |

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<br><br>JET AVIATION ASSOCIATES LTD.<br>1515 PERIMETER RD.<br>WEST PALM BEACH, FL. 33406 | B. Kind of Agency   | C. Certificate No. |
|  | U.S. Certified Mechanic   | CRS EYKR782D       |
|  | Foreign Certified Mechanic                                      | AIRFRAME 1,3.      |
|  | <input checked="" type="checkbox"/> Certificated Repair Station | RADIO 1,2,3.       |
|  | Manufacturer  | 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<br>6/12/02 | Signature of Authorized Individual<br><i>[Signature]</i><br>Christopher Houseworth, Inspector. |
|-----------------|--|

7. Approval for Return to Service

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

|  |  |   |   |                 |
|--|--|---|---|-----------------|
| BY                                       | FAA Fit. Standards Inspector               | Manufacturer  | Inspection Authorization                                | Other (Specify) |
|  | FAA Designee                               | <input checked="" type="checkbox"/> Repair Station                                | Person Approved by Transport Canada Airworthiness Group |                 |
| Date of Approval or Rejection<br>6/12/02 | Certificate or Designation No.<br>EYKR782D | Signature of Authorized Individual<br>John K. Urso, Inspector. <i>[Signature]</i> |   |                 |

FAA Form 337 (12-88)

SDNY\_GM\_02759737

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246659

EFTA01331122

**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.)

N908JE, BOEING 727-31, S/N 20115, W.O. 18046

REFERENCE F.A.A. FORM 337 DATED 7/2/01 INSTALLING A UNIVERSAL AVIONICS CORP. UNS-1D FLIGHT MANAGEMENT SYSTEMS (FMS) WITH INTEGRAL GPS SENSORS. RECONFIGURED AIRCRAFT WIRING TO PROVIDE V-NAV DISPLAY INFORMATION ONLY, FROM THE EXISTING # 1 AND # 2 UNS-1D FLIGHT MANAGEMENT SYSTEMS. THIS MODIFICATION AS ACCOMPLISHED PER THE FOLLOWING JET AVIATION DRAWINGS, WHICH ARE SUBSTANTIATED BY F.A.A. FROM 8110-3 RESPECTIVELY:

WIRING DRAWINGS:

- B727-16236-410, REV A, DATED 4/16/02, SHEETS 1 THRU 5, TITLED – NO. 1 FLIGHT MANAGEMENT SYSTEM.
- B727-16236-411, REV A, DATED 4/16/02, SHEETS 1 THRU 5, TITLED – NO. 2 FLIGHT MANAGEMENT SYSTEM.

REFERENCE F.A.A. FORM 8110-3 DATED 4/19/02 BY SYSTEMS AND EQUIPMENT DER NO. DERT510087-NM.

ACCOMPLISHED OPERATIONAL CHECKS PER UNIVERSAL AVIONICS CORP. RETURN TO SERVICE MAINTENANCE AND CHECKOUT PROCEDURES MANUAL NO. 34-60-21, DATED 19 MARCH 2001 WITH NO DISCREPANCIES NOTED.

AN EMI TEST, REPORT NO.: B727-16236-080 REV IR, SHEETS 1 OF 5, DATED 06/19/2001, WAS CONDUCTED AND THE INSTALLED EQUIPMENT DOES NOT INTERFERE WITH ANY OTHER INSTALLED EQUIPMENT. MAGNETIC DIRECTION INDICATORS WERE CHECKED FOR ACCURACY AND COMPENSATED AS NECESSARY PER AC 43.13-1B, CHAPTER 12, SECTION 3, PARAGRAPH 12-37 AND AC 43.13-2A, CHAPTER 2 PARAGRAPH 23f.

A LOGBOOK ENTRY REFLECTING THIS INSTALLATION WAS COMPLETED PER F.A.R. 43.9 AND ENTERED INTO THE AIRCRAFT LOGBOOK.

THE REQUIRED F.A.A. APPROVED FLIGHT MANUAL SUPPLEMENT DOC NUMBER B727-16236-100, REV A, SHEETS 1 THRU 9, DATED 5/8/02 HAS BEEN INSERTED INTO THE AIRCRAFT FLIGHT MANUAL.

END

Additional Sheets Are Attached

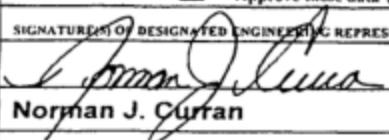
★ U.S. G.P.O 1990-761-753

SDNY\_GM\_02759738

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246660

EFTA01331123

|   |                            |  |  |
|---|----------------------------|--|--|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br><b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>   |                            |  | DATE<br><b>April 19, 2002</b>  |
| <b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>  |                            |  |  |
| MAKE<br><b>Boeing</b>   | MODEL NO.<br><b>727-31</b> | TYPE (Airplane, Radio, Helicopter, etc)<br><b>Airplane</b> | NAME OF APPLICANT<br><b>Jet Aviation Associates<br/>         West Palm Beach, FL</b> |
| <b>LIST OF DATA</b>   |                            |  |  |
| <b>IDENTIFICATION</b>   |                            | <b>TITLE</b>   |  |
| B727-16236-410, Revision A, dated April 16, 2002  |                            | NO. 1 FLIGHT MANAGEMENT SYSTEM                             |  |
| B727-16236-411, Revision A, dated April 16, 2002  |                            | NO. 2 FLIGHT MANAGEMENT SYSTEM                             |  |
| <b>PURPOSE OF DATA</b><br>In support of major alteration to Boeing 727-31, serial number 20115, registration number N908JE.   |                            |  |  |
| <b>APPLICABLE REQUIREMENTS (List specific sections) CFR TITLE 14, CHAPTER 1, SUBCHAPTER C</b><br>FAR 25.581 (a)(b)(1)      FAR 25.1329 (h)      FAR 25.1529<br>FAR 25.869 (a)(4)      FAR 25.1351 (a)      FAR 25.1581 (a)(b)(d)<br>FAR 25.1301 (a)(b)(c)(d)      FAR 25.1357 (a)(c)(d)(e)<br>FAR 25.1309 (a)(b)(c)(d)(e)(g)      FAR 25.1381 (a)(b)<br>FAR 25.1322 (b)(c)      FAR 25.1431 (a)(b)(c)                 |                            |  |  |
| <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>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<br><input checked="" type="checkbox"/> Approve these data (Systems & Equipment Aspects, Design Approval Only, Does Not Constitute Installation Approval)  |                            |  |  |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)<br><br><b>Norman J. Curran</b>  |                            | DESIGNATION NUMBER(S)<br><b>DERT-510087-NM</b>             | CLASSIFICATION(S)<br><b>Systems &amp; Equipment</b>                                  |

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION GPO 901-613 FILENAME: SC-727-FMS-REVA.DOC

SDNY\_GM\_02759739

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246661

EFTA01331124

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SDNY\_GM\_02759740

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246662

EFTA01331125

Jet Aviation Associates Ltd.  
Bldg. 1515 Perimeter Rd.  
Palm Beach Int'l Airport  
West Palm Beach, FL 33406  
FAA CRS EYKR782D

AFM Supplement to  
The Boeing Company 727-31  
Serial No. 20115  
FAA Form 337

Document No. B727-16236-100

**FAA APPROVED**  
**AIRPLANE FLIGHT MANUAL SUPPLEMENT**  
**FOR**  
**BOEING 727-31**  
**REGISTRATION NO.: N908JE**  
**SERIAL NO.: 20115**  
**WITH**  
**DUAL UNIVERSAL AVIONICS FLIGHT MANAGEMENT SYSTEMS**  
**(UNS1-D) INSTALLED**

This supplement must be attached to the FAA approved Airplane Flight Manual when the airplane is modified by the installation of dual Universal Avionics Systems Corp. (UASC) (UNS-1D) Flight Management Systems (FMS), with Frequency Management via a UASC Radio Tuning Unit (RTU), receiving navigation inputs from Triple Honeywell Inertial Reference Sensors (IRS), dual internal GPS sensors, and VOR/DME from the Collins No. 1 and No. 2 VOR/DME systems in accordance with manufacture's Installation and Checkout Manual No. 34-60-09, Rev. 2, dated August 15, 1997 or later approved revision and FAA Form 337, dated June 26, 2001.

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: 

Federal Aviation Administration  
Flight Standard District Office - 17  
1050 Lee Wagener Blvd.  
Ft. Lauderdale, Florida 33315

FAA Approved Date: June 21, 2001  
Revision A, Dated: 5/8/2002

Page 1 of 9

SDNY\_GM\_02759741

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246663

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:  
4

SDNY\_GM\_02759742

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246664

EFTA01331127



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-FSDU-17**

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<br>BOEING   | Model<br>727-31  |
|             | Serial No.<br>20115                                      | Nationality and Registration Mark<br>U.S.A. N908JE   |
| 2. Owner    | Name (As shown on registration certificate)<br>JEJE INC. | Address (As shown on registration certificate)<br>103 FOULK RD. STE 202<br>WILMINGTON DE. 19803-3742 |

**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<br><br>JET AVIATION ASSOCIATES LTD.<br>1515 PERIMETER RD.<br>WEST PALM BEACH, FL. 33406 | B. Kind of Agency          | C. Certificate No. |
|  | U.S. Certified Mechanic    | CRS EYKR782D       |
|  | Foreign Certified Mechanic | AIRFRAME 1,3.      |
|  | X Certified Repair Station | RADIO 1,2,3.       |
|  | Manufacturer               | 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<br>1/14/02 | Signature of Authorized Individual<br>John K. Urso, Inspector. <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                 | X Repair Station | Person Approved by Transport Canada Airworthiness Group |                 |

|  |  |  |
|--|--|--|
| Date of Approval or Rejection<br>1/14/02 | Certificate or Designation No.<br>EYKR782D | Signature of Authorized Individual<br>Ronald K. Bystrom, Manager Quality Assurance. <i>[Signature]</i> |
|--|--|--|

FAA Form 337 (12-88)

SDNY\_GM\_02759743

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246665

EFTA01331128

**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.)*

BOEING 727-31, S/N 20115, N908JE, W/O 17454.

ACCOMPLISHED AN ALTERATION TO THE CABIN INTERIOR FURNISHING ARRANGEMENT PREVIOUSLY INSTALLED UNDER PAGE AVJET STC SA3137SO, DATED 1/17/92, BY REMOVING THE FOLLOWING INTERIOR FURNISHINGS:

| DESCRIPTION                    | POSITION      | P/N           | S/N  | F.S.   |
|--------------------------------|---------------|---------------|------|--------|
| R/H O/B AFT FACING SEAT.       | FORWARD SALON | 303413-2      | 4350 | 401.94 |
| R/H I/B AFT FACING SEAT.       | FORWARD SALON | 303413-10     | 4351 | 401.94 |
| FORWARD R/H TABLE AND PEDESTAL | FORWARD SALON | A727-2531-001 | NSN  | 438.50 |
| L/H AFT FACING SEAT            | CENTER LOUNGE | 303413-1      | 4354 | 732.00 |
| COFFEE TABLE AND PEDESTAL      | CENTER LOUNGE | 727-2535-003  | NSN  | 772.50 |

THIS ALTERATION WAS ACCOMPLISHED PER JET AVIATION DRAWING B727-17454-200, REV IR, DATED 1/2/02, SHEETS 1 & 2, TITLED - MINOR DEVIATION TO STC SA3137SO, THE LIMITED 727-100 GENERAL ARRANGEMENT. REFERENCE F.A.A. FORM 8110 DATED 1/6/02 BY STRUCTURES D.E.R. NO. DERT-810028-NE.

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.

THERE ARE NO FLIGHT MANUAL SUPPLEMENTS OR COCKPIT PROCEDURAL CHANGES REQUIRED FOR THIS ALTERATION.

END

Additional Sheets Are Attached

★ U.S. G.P.O 1990-761-753

SDNY\_GM\_02759744

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246666

EFTA01331129

|  |   |   |  |                                      |            |
|--|---|---|--|--------------------------------------|------------|
| <br>US Department of Transportation<br>Federal Aviation Administration  | <b>MAJOR REPAIR AND ALTERATION</b><br>(Airframe, Powerplant, Propeller, or Appliance) |   |  | Form Approved<br>OMB No. 2120-0020   |            |
|  |   |   |  | <b>For FAA Use Only</b>              |            |
|  |   |   |  | Office Identification<br><i>2A-1</i> |            |
| 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  | Boeing  | Model  | 727-31                               |            |
|  | Serial No.  | 20115   | Nationality and Registration Mark                            | N908JE                               |            |
| 2. Owner   | Name (As shown on registration certificate)   |   | Address (As shown on registration certificate)               |                                      |            |
|  | JEGE Inc.   |   | 103 Foulk RD STE 202<br>Wilmington, DE 19803-3742            |                                      |            |
| 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.                   |            |
| Gary K Palmer<br>6 Hyacinth Lane<br>Holbrook, NY 11741   |   | <input checked="" type="checkbox"/> U.S. Certified Mechanic |  | #84544584AP                          |            |
|  |   | <input type="checkbox"/> Foreign Certified Mechanic         |  |                                      |            |
|  |   | <input 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                          |  |                                      |            |
| 08/01/01   |   | Gary K Palmer <i>Gary K Palmer</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  | <input checked="" type="checkbox"/> 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                           |                                      |            |
| 08/01/01   |   | 84544584IA  | Gary K Palmer <i>Gary K Palmer</i>                           |                                      |            |

FAA Form 337 (12-88)

SDNY\_GM\_02759745

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246667

EFTA01331130

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 accomplished.)

Fireblocked and upholstered existing, one (1) cabin single chair (Erda S/N 4359) in Townsend: Leather Lambskin Paris Alligator Embossed/Tipped Gold/Black, leather and two (2) cabin chairs (Erda S/N 4357 and 4358) in Clarence House: 10379BIS-37 Velours Mohair, fabric. D.E.R. Identification 62326-01.

Fireblocked and upholstered existing, two (2) cabin single chair (Erda S/N 4360 and 4361) in Old World Weavers: Edmond Petit FMPOO 10004 Zoom, fabric. D.E.R. Identification 64318-01.

Fireblocked and upholstered existing, one (1) cabin single seat (Erda S/N 4354) and one (1) three section divan (Dettmers S/N 520, 521, and 522) in Geltman Ind.: Tiburon Tweed, fabric and one (1) divan (Dettmer S/N 516) in Clarence House: 10379BIS-37 Velours Mohair, fabric. D.E.R. Identification 65624-01.

Fireblocked and upholstered existing six (6) single cabin seats (Erda S/N 4350, 4351, 4352, 4353, 4355, 4356), one (1) LH forward sidefacing divan (Dettmers S/N 517), and two (2) 3-place reclining divans (Dettmers S/N 518 and 519) in Old Weavers: EA81340013 Alfa Check, fabric and ETS J. Tassin S.A.: Mastic #19075, leather. D.E.R. Identification 66059-01.

All materials meet FAR 25.853(a) Appendix F, Part I(a)(1)(ii).

Aircraft seat cushions have been fireblocked as per the requirements of FAR 25.853(c) Appendix F, Part II, Amendment 25 - 83. Results of sample burn tests are documented on S.A.I.'s Test Plan #7428, #7617, #7722, and #7759 and on attached DER approved 8110-3, Identification 62326-01, 64318-01, 65624-01, and 66059-01. Seat cushions have been tagged as being in compliance with the applicable regulatory requirements.

Aircraft seatbelts were sent to Aircraft Belts, Inc. Repair Station YB1R632K for rewebbing, work order number 0046395 and reinstalled on the seats and divans.

Replaced 19 each P.L. Porter SLO2300-28 seat recline Hydrolok and 6 each P.L. Porter SLO2300-21 divan recline Hydrolok. Hydroloks were replaced using standard interior practices.

Installed Erda Hydro Legrest P/N 302617-3 and mechanical control single P/N MC15-36 on two (2) cabin single seats Erda seat S/N 4360 and 4361 in accordance with Erda drawing 302617 Rev B.

Attached: FAA approved Townsend: Leather Lambskin Paris Alligator Embossed/Tipped Gold/Black, leather and Clarence House: 10379BIS-37 Velours Mohair, fabric. Test Plan #7428, form FAA 8110-3 dated 04/16/01, Judy Boggs, DERY-405020-CE. Identification 62326-01.

Attached: FAA approved Old World Weavers: Edmond Petit FMPOO 10004 Zoom, fabric. D.E.R. Identification 64318-01. Test Plan #7617, form FAA 8110-3 dated 06/20/01, Judy Johnson, DERY-405020-CE. Identification 64318-01.

Attached: FAA approved Geltman Ind.: Tiburon Tweed, fabric and Clarence House: 10379BIS-37 Velours Mohair, fabric. Test Plan #7722, form FAA 8110-3 dated 07/12/01, Donna J. Parrish, DERY-410100-CE. Identification 65624-01.

Attached: FAA approved Old World Weavers: EA81340013 Alfa Check, fabric and ETS J. Tassin S.A.: Mastic #19075, leather. Test Plan #7759, form FAA 8110-3 dated 07/24/01, Donna J. Parrish, DERY-410100-CE. Identification 66059-01.

Attached: Aircraft Belts, Inc.: Certification/Packing List, work order number 0046395 consisting of 11 sheets.

Attached: FAA form 8130-3 from P.L. Porter Controls, Inc.: SLO2300-21 and SLO2300-28 Hydrolocs tracking number 7723, 6751, 7176, 6759, 9495, 7367, 7368, and 9292.

Pertinent data on file at International Jet Interiors, Inc. under W.O.#: 01119.

Customer to install seats and divans in aircraft.

Log entry has been made.

END

Additional Sheets Are Attached

★ U.S. G.P.O 1990-761-753

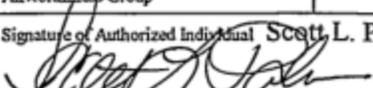
SDNY\_GM\_02759746

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246668

EFTA01331131

04

|  |  |  |  |   |            |
|--|--|--|--|---|------------|
| <b>MAJOR REPAIR AND ALTERATION</b><br><b>(Airframe, Powerplant, Propeller, or Appliance)</b>   |  | Form Approved<br>OMB No. 2120-0020   |  |   |            |
| U.S. Department of<br>Transportation<br>Federal Aviation<br>Administration   |  | <b>For FAA Use Only</b>  |  |   |            |
|  |  | Office Identification<br><i>ASO FSDO-15 file</i>   |  |   |            |
| <small>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).</small> |  |  |  |   |            |
| <b>1. Aircraft</b><br>Make <b>Boeing</b>   |  | Model <b>727-31</b>  |  |   |            |
| Serial No. <b>20115</b>  |  | Nationality and Registration Mark <b>N908JE</b>  |  |   |            |
| <b>2. Owner</b><br>Name (As shown on registration certificate)<br><b>JEGE INC.</b>   |  | Address (as shown on registration certificate)<br><b>103 FOULK RD STE 202</b><br><b>WILMINGTON DE. 19803-3742</b>  |  |   |            |
| <b>3. For FAA Use Only</b>   |  |  |  |   |            |
| <b>4. Unit Identification</b>  |  |  |  |   |            |
| Unit   | Make                                       | Model  | Serial No.   | 5. Type   |            |
| AIRFRAME   | ~~~~~ (As described in item 1 above) ~~~~~ |  |  | Repair  | Alteration |
| POWERPLANT   |  |  |  |   |            |
| PROPELLER  |  |  |  |   |            |
| APPLIANCE  | Type                                       |  |  |   |            |
|  | Manufacturer                               |  |  |   |            |
| <b>6. Conformity Statement</b>   |  |  |  |   |            |
| A. Agency's Name and Address<br><b>TIMCO</b><br><b>Lake City Municipal Airport</b><br><b>Lake City, FL 32025</b>   |  | B. Kind of Agency<br><input type="checkbox"/> U.S. Certificated Mechanic<br><input type="checkbox"/> Foreign Certificated Mechanic<br><input checked="" type="checkbox"/> Certificated Repair Station<br><input type="checkbox"/> Manufacturer |  | C. Certificate No.<br><b>DU4R141M</b>   |            |
| D. I certify that the repair and/or alteration made to the units identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.                                     |  |  |  |   |            |
| Date <b>August 1, 2001</b>   |  |  | Signature of Authorized Individual <b>Owen H. Pritchard II</b><br> |   |            |
| <b>7. Approval for Return To-Service</b>   |  |  |  |   |            |
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED  |  |  |  |   |            |
| BY   | FAA 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<br><b>August 1, 2001</b>   |  | Certificate or Designation No.<br><b>DU4R141M</b>  |  | Signature of Authorized Individual <b>Scott L. Palm</b><br> |            |

FAA Form 337 (12-88)

SDNY\_GM\_02759747

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246669

EFTA01331132

**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.)

BOEING                      S/N 20115                      REG. NO. N908JE                      Page 1                      August 1, 2001

The following major repairs were accomplished:

**NR# 27754**

Repaired delaminated R/H Mid Flap Trailing Edge wedge by removing the delaminated section and fabricating and installing a new T/E wedge and strips IAW TIMCO REO-L00464 dated 7/17/01 FAA Form 8110-3 approved by DER Richard C. Saltivan. DER # DERT-405157-CE dated June 19, 2001.

**NR# 27918**

Repaired the delaminated and corroded Left Hand Inboard Mid Flap bottom upper Rock-shield panel by removing Rock-shield and corrosion, treated and primed area to be bonded, impregnated fiberglass overlays as required, applied conductive coating and installed panel IAW B727 SRM 57-50-2, 51-40-8, MM 51-20-0 & SB 727-32-247 R1 dated June 5, 1981.

**SUMMARY**

1. All work accomplished IAW Boeing SRM, TIMCO REO, FAA Form 8110-3 and Service Bulletin.
2. Records of all work accomplished is on file at this repair station under work order 185003.
3. Aircraft Weight and Balance updated accordingly.

-----end-----

Additional Sheets Are Attached

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

SDNY\_GM\_02759748

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246670

EFTA01331133



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).

|             |   |  |
|-------------|---|--|
| 1. Aircraft | Make<br>BOEING  | Model<br>727-31  |
|             | Serial No.<br>20115                                     | Nationality and Registration Mark<br>U.S.A. N908JE   |
| 2. Owner    | Name (As shown on registration certificate)<br>JEJE INC | Address (As shown on registration certificate)<br>103 FOULK RD STE 202<br>WILMINGTON DE 19803-3742 |

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.

JUN 21 2001

Date

*John K. Urso* SO-FSDO-17  
Signature of FAA Inspector

4. Unit Identification

5. Type

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

6. Conformity Statement

|  |   |                                    |
|--|---|------------------------------------|
| A. Agency's Name and Address<br><br>JET AVIATION ASSOCIATES LTD.<br>1515 PERIMETER RD.<br>WEST PALM BEACH, FL. 33406 | 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<br>Manufacturer | RADIO 1,2,3.<br>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<br>7/2/01 | Signature of Authorized Individual<br><i>John K. Urso</i><br>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<br>7/2/01 | Certificate or Designation No.<br>EYKR782D | Signature of Authorized Individual<br>Ronald K. Bystrom, Manager Quality Assurance <i>Ronald K. Bystrom</i> |   |                 |

FAA Form 337 (12-98)

SDNY\_GM\_02759749

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246671

EFTA01331134

**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.)

AIRCRAFT: BOEING, TYPE: 727-31, S/N 20115, DATE: 06/14/2001, W.O. 16236, PAGE 1 OF 2

INSTALLED A SINGLE EVENTIDE AVIONICS ARGUS 5000/CE MOVING MAP DISPLAY SYSTEM (TSO C113). THIS MODIFICATION WAS COMPLETED USING JET AVIATION DRAWING NO. B727-16236-270, ARGUS 5000 C/E MOVING MAP DISPLAY, REV. A, DATED 06/19/01. REFERENCE FAA FORM 8110-3, DATED 6/20/01, BY SYSTEMS AND EQUIPMENT DER NO. DERT-510087-NM. THE EXISTING LASERTRAK WIRING WAS RE-BUSSED DUE TO RELOCATION OF LASERTRAK C.D.I. THIS MODIFICATION WAS COMPLETED USING JET AVIATION DRAWING NO. 34-61-32-1, LAZERTRAK SYSTEM MODIFICATION, REV IR, DATED 5/24/01.

THE STRUCTURAL INSTALLATION OF THE ARGUS 5000/CE MOVING MAP DISPLAY SYSTEM AND THE RELOCATION OF THE LASERTRAK C.D.I. WAS COMPLETED USING JET AVIATION DRAWING NO. B727-16236-270, ARGUS 5000/CE MOVING MAP EQUIPMENT INSTALLATION, REV. IR, DATED 05/29/01. REFERENCE FAA FORM 8110-3, DATED 06/03/2001, BY STRUCTURES DER NO. DERT-810028-NE.

THE EVENTIDE AVIONICS ARGUS 5000/CE MOVING MAP DISPLAY IS A PICTORIAL NAVIGATION INSTRUMENT, WHICH PROVIDES VISUAL REFERENCE OF AIRCRAFT POSITION RELATIVE TO LANDING FACILITIES, NAVIGATIONAL AIDS AND SPECIAL USE AIRSPACE. THE ARGUS 5000/CE RECEIVES GEODETIC POSITION AND OTHER NAVIGATION INFORMATION FROM THE NO. 1 UNS-1D FMS THROUGH AN EVENTIDE AVIONICS ARINC 419/429 ADAPTER UNIT AND THE AIRCRAFT'S NO. 3 HONEYWELL "LASERREF" INERTIAL REFERENCE SENSOR (IRS) DIRECTIONAL HEADING SYSTEM WHICH, PROVIDES MAP GRAPHICS AND BEARING ORIENTATION.

THE FOLLOWING SWITCHES ARE LOCATED ON P16 FORWARD CONTROL STAND, BELOW THE ARGUS 5000/CE MOVING MAP DISPLAY:

- ARGUS INFO**      MOMENTARILY DEPRESSING THE **ARGUS INFO** ILLUMINATED (BLUE) SWITCH BRINGS UP INFORMATION ABOUT MAP OBJECTS ON THE ARGUS 5000/CE MOVING MAP DISPLAY. IF THE **ARGUS INFO** SWITCH IS PUSHED IN FOR 1 SECOND, THE ARGUS 5000/CE WILL RETURN TO THE MAP DISPLAY IN THE SAME MODE AND AT THE SAME RANGE SET, WHEN INFO WAS ENTERED.
- ARGUS SEL**      MOMENTARILY DEPRESSING THE **ARGUS SEL** ILLUMINATED (BLUE) SWITCH CYCLES THE ARGUS 5000/CE DISPLAY THROUGH THE VARIOUS MAP OBJECTS.
- ARGUS TEST**      MOMENTARILY DEPRESS THE **ARGUS TEST** SWITCH TO ENABLE DISPLAY SIMULATION TEST.

THE ARGUS 5000/CE MOVING MAP DISPLAY IS APPROVED FOR IFR ENROUTE NAVIGATION ONLY WHEN RECEIVING NAVIGATION INFORMATION FROM AN IFR APPROVED GPS, LORAN, OR OTHER LONG-RANGE NAVIGATION SYSTEM. THE ARGUS 5000/CE DATABASE MUST BE CURRENT (NOT EXPIRED). THE ARGUS 5000/CE IS APPROVED FOR USE AS A SUPPLEMENTAL NAVIGATION DISPLAY FOR VFR AND IFR OPERATIONS BUT IS LIMITED TO THE APPROVAL OF THE LORAN C OR GPS NAVIGATION SYSTEM.

THE ARGUS 5000/CE MOVING MAP DISPLAY HAS BEEN SHOWN TO MEET THE CRITERIA OF FAA TSO-C113, AIRBORNE MULTIPURPOSE ELECTRONIC DISPLAYS, AND HAS BEEN PREVIOUSLY INSTALLED UNDER EVENTIDE INC. FAA APPROVED STC SA0054NY, IN AN AIRCRAFT AND MEETS THE FAA REQUIREMENTS FOR OPERATION IN THE AIRCRAFT DURING INSTRUMENT FLIGHT AND CAN BE USED AS A REQUIRED INSTRUMENT.

THE NEW EQUIPMENT AND ASSOCIATED SYSTEMS WERE FUNCTIONALLY TESTED PER EVENTIDE AVIONICS INSTALLATION MANUAL NO. 5003, REVISION 03.07, DATED JULY 10, 1995 WITH NO DISCREPANCIES.

AN EMI TEST, REPORT NO.: B727-16236-080 REV IR, SHEETS 5, DATED 06/19/01 WAS CONDUCTED AND THE INSTALLED EQUIPMENT DOES NOT INTERFERE WITH ANY OTHER INSTALLED EQUIPMENT. MAGNETIC DIRECTION INDICATORS WERE CHECKED FOR ACCURACY AND COMPENSATED AS NECESSARY PER AC 43.13-1B, CHAPTER 12, SECTION 3, PARAGRAPH 12-37 AND AC 43.13-2A, CHAPTER 2 PARAGRAPH 23f.

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. B727-16236-041, REV IR, SHEETS 1 THRU 21, DATED 06/11/2001 WAS COMPLETED IN ACCORDANCE WITH AC43.13-1B, CHAPTER 11, SECTION 3, PARAGRAPH 11-37.

Additional Sheets Are Attached

★ U.S. G.P.O 1990-761-753

SDNY\_GM\_02759750

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246672

EFTA01331135

**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.)*

AIRCRAFT: BOEING, TYPE: 727-31, S/N 20115, DATE: 06/14/2001, W.O. 16236, PAGE 2 OF 2

AIRCRAFT METAL WORK INVOLVING METAL REPAIR OR ALTERATION COMPLIES WITH AC43.13-1B, CHAPTER 4, SECTIONS 1, 2, 3 AND 4, CHAPTER 6, SECTIONS 3 AND 8. HARDWARE AND MATERIALS USED IN THE INSTALLATION CONFORM TO AC43.13-1B, CHAPTER 7, SECTIONS 1- 5 AS APPLICABLE. CIRCUIT BREAKERS, SWITCHES AND CONNECTORS ARE OF THE TYPE RECOMMENDED BY THE AIRCRAFT MANUFACTURER OR ARE MIL SPEC APPROVED FOR AIRCRAFT USE AND MEET THE REQUIREMENTS OF AC43.13-1B, CHAPTER 11, SECTION 4. ELECTRICAL/ELECTRONIC WIRING WAS SELECTED AND INSTALLED IAW AC43.13-1B, CHAPTER 11, SECTIONS 5-8, 13, 15, 17-19 AND AC43.13-2A CHAPTER 2, PARAGRAPHS 21, 22 & 27. ROUTING, LACING AND TYING COMPLIES WITH AC43.13-1B, CHAPTER 11, SECTIONS 9-12. WIRE MARKING COMPLIES WITH AC43.13-1B SECTION 16. ELECTRONIC EQUIPMENT INSTALLATION COMPLIES WITH THE AIRCRAFT AND EQUIPMENT MANUFACTURER'S INSTRUCTIONS AND AC43.13-2A, CHAPTER 2, PARAGRAPHS 21 THROUGH 26 AND CHAPTER 3, PARAGRAPH 44.

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 FOR CONTINUED AIRWORTHINESS IS OUTLINED IN EVENTIDE AVIONICS DRAWING NO. 140003, REV. B, DATED JUNE 4, 1999, AND STATES THAT THE ARGUS 5000/CE MOVING MAP DISPLAY SYSTEM IS "ON CONDITION".

THE REQUIRED F.A.A. APPROVED FLIGHT MANUAL SUPPLEMENT DOC NUMBER B727-16236-101, REV IR, PAGES 1 THRU 6 DATED June 21, 2001 HAS BEEN INSERTED INTO THE AIRCRAFT FLIGHT MANUAL.

END

Additional Sheets Are Attached

★ U.S. G.P.O 1990-761-753

SDNY\_GM\_02759751

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246673

EFTA01331136

SDNY\_GM\_02759752

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246674

EFTA01331137

Jet Aviation Associates Ltd.  
Bldg. 1515 Perimeter Rd.  
Palm Beach Int'l Airport  
West Palm Beach, FL 33406  
FAA CRS EYKR782D

AFM Supplement to  
The Boeing Company 727-31  
Serial No. 20115  
FAA Form 337

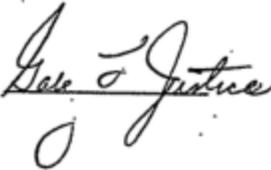
Document No. B727-16236-101

**FAA APPROVED**  
**AIRPLANE FLIGHT MANUAL SUPPLEMENT**  
**FOR**  
**BOEING 727-31**  
**REGISTRATION NO.: N908JE**  
**SERIAL NO.: 20115**  
**WITH A**  
**SINGLE EVENTIDE AVIONICS ARGUS 5000/CE MOVING MAP DISPLAY**

This supplement must be attached to the FAA approved Airplane Flight Manual when the airplane is modified by the installation of a single Eventide Avionics Argus 5000/CE Moving Map Display receiving navigation inputs from the No. 1 UNS-1D Flight Management System (FMS) in accordance with manufacture's Installation Manual No. 5003 Revision 03.07, dated July 10, 1995 or later approved revision and FAA Form 337, dated 7/2/01.

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:



Federal Aviation Administration  
Flight Standard District Office - 17  
1050 Lee Wagener Blvd.  
Ft. Lauderdale, Florida 33315

FAA Approved Date: JUN 21 2001

Page 1 of 6

SDNY\_GM\_02759753

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246675

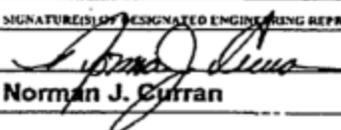
EFTA01331138

SDNY\_GM\_02759754

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246676

EFTA01331139

|  |                            |  |  |
|--|----------------------------|--|--|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br><b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>  |                            |  | DATE<br><b>06/20/2001</b>  |
| <b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>   |                            |  |  |
| MAKE<br><b>Boeing</b>  | MODEL NO.<br><b>727-31</b> | TYPE (Airplane, Radio, Helicopter, etc)<br><b>Airplane</b> | NAME OF APPLICANT<br><b>Jet Aviation Associates<br/>         West Palm Beach, FL</b> |
| <b>LIST OF DATA</b>  |                            |  |  |
| <b>IDENTIFICATION</b>  |                            | <b>TITLE</b>   |  |
| <b>B727-16236-270, Revision A, dated<br/>         06/19/01</b>   |                            | <b>ARGUS 5000/CE MOVING MAP DISPLAY</b>                    |  |
| <b>PURPOSE OF DATA</b><br>In support of major alteration to Boeing 727-31, serial number 20115, registration number N908JE.  |                            |  |  |
| <b>APPLICABLE REQUIREMENTS (List specific sections)</b><br>FAR 25.869 (a)(4)                      FAR 25.1431 (a)(b)(c)<br>FAR 25.1301 (a)(b)(c)(d)              FAR 25.1529<br>FAR 25.1309 (a)(b)(g)                FAR 25.1581 (a)(b)(d)<br>FAR 25.1351 (a)<br>FAR 25.1357 (a)(c)  |                            |  |  |
| <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>NONE</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.<br><input type="checkbox"/> Recommend approval of these data<br><input checked="" type="checkbox"/> Approve these data. (Systems & Equipment Aspects, Design Approval Only. Does Not Constitute Installation Approval) |                            |  |  |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)<br><br><b>Norman J. Curran</b>   |                            | DESIGNATION NUMBER(S)<br><b>DERT-510087-NM</b>             | CLASSIFICATION(S)<br><b>Systems &amp; Equipment</b>                                  |

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION GPO 901-613 FILENAME: SC-727-MVNGMAP\_A.DOC

SDNY\_GM\_02759755

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246677

EFTA01331140

SDNY\_GM\_02759756

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246678

EFTA01331141



# JET AVIATION

CRS-EYKR782D

## MODIFICATION DRAWING

JET AVIATION ASSOCIATES, LTD  
1515 PERIMETER ROAD  
PALM BEACH INT'L AIRPORT  
WEST PALM BEACH, FLORIDA 33406-1493  
FAX

### PROPRIETARY NOTES

This drawing contains specifications and/or data, technical material, proprietary designs and information that are the sole property of JET AVIATION ASSOCIATES, LTD. to be held and treated by its recipient on a confidential basis and is not to be shown or disclosed to any unauthorized organization or person without the written authorization of JET AVIATION ASSOCIATES, LTD.

TITLE: LASERTRAK SYSTEM MODIFICATION

PAGE: 1 OF 1

DWG NO.:  
34-61-32-1

REASON: RE-BUSS LASERTRAK INSTRUMENT LIGHTING FROM CENTER PANEL  
TO CAPTAINS INSTRUMENT PANEL DUE TO RELOCATION OF INSTRUMENT



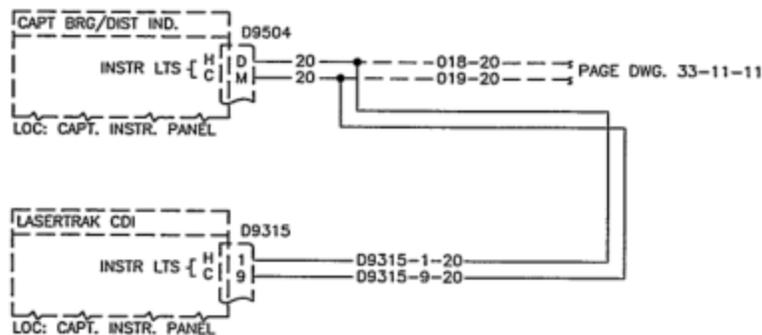
### NOTES:

1. AIRCRAFT WIRING INSTALLATION IAW FAA A.C. 43.13-1B, CHAPTER 11, SECTIONS 1, AND 3-20.
2. ALL WIRE PER MIL-W-22759 UNLESS SHIELDED.
3. ALL SHIELDED WIRE PER MIL-C-27500TG.
4. ALL WIRE 20 AWG UNLESS SPECIFIED OTHERWISE.
5. ALL CIRCUIT BREAKERS PER MS36574.
6. ALTERNATE TWISTED WIRE COLORS MAY BE SUBSTITUTED:

|                 | PRIMARY    |     | SUB        |     |
|-----------------|------------|-----|------------|-----|
| TRIPLE TWISTED: | RED (R)    | (R) | WHITE (W)  | (W) |
|                 | BLUE (B)   | (B) | BLUE (B)   | (B) |
|                 | YELLOW (Y) | (Y) | ORANGE (O) | (O) |
| TWISTED PAIR:   | RED (R)    | (R) | WHITE (W)  | (W) |
|                 | BLUE (B)   | (B) | BLUE (B)   | (B) |

7. LOWER CASE LETTERS ARE SHOWN UNDERLINED. I.E. a.

8. THIS MODIFICATION DRAWING ONLY CHANGES THE EXISTING LASERTRAK SYSTEM PER THE WIRING SHOWN, FOR ALL OTHER INFORMATION REGARDING THE LASERTRAK SYSTEM REFER TO ORIGINAL PAGE AVJET DWG. 34-61-32. THIS MODIFICATION DRAWING SHALL BE ATTACHED TO THE ORIGINAL PAGE AVJET DRAWING FOR REFERENCE.



○ SYMBOL AND NUMBER REFERS TO PARTS LIST ITEM NUMBER.

△ SYMBOL AND NUMBER REFERS TO INSTALLATION NOTES.

∩ SYMBOL AND LETTER REFERS TO LIKE LETTER IN SYMBOL ON THIS DWG. NO.

GROUND NOTES: { → =DC GND    → =AC GND

→ =SHLD GND    → =CHASSIS GND

WIRE TYPE NOTES: (——) NEW WIRE    (---) REMOVED WIRE    (---) EXISTING WIRE

/G. SCALE: NONE

SER. NO.: 20115

PREPARED BY: G.L. KARR

APPROVED BY: T. JARDINE

A/C MODEL: 727-100

REG. NO.: N908JE

DATE: 05/24/01

DATE: 05/24/01

SDNY\_GM\_02759757

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246679

EFTA01331142

SDNY\_GM\_02759758

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246680

EFTA01331143

|   |                            |  |                        |   |                     |                  |
|---|----------------------------|--|------------------------|---|---------------------|------------------|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS  |                            |  | DATE<br>June 3, 2001   |   |                     |                  |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |                            |  |                        |   |                     |                  |
| MAKE<br>Boeing  | MODEL NO.<br>727-31        | TYPE (Airplane, Radio, Helicopter, etc.)<br>Airplane   |                        | NAME OF APPLICANT<br>Jet Aviation Associates- WPB |                     |                  |
| LIST OF DATA  |                            |  |                        |   |                     |                  |
| IDENTIFICATION  |                            | TITLE  |                        |   |                     |                  |
| B727-16236-1270<br>B727-16236-1331  |                            | Argus 5000/CE Moving Map Equipment Installation Sht 1-5, Rev IR<br>Aircell Equipment Installation, Sht 1-6, Rev IR |                        |   |                     |                  |
| <p>Note:</p> <ol style="list-style-type: none"> <li>1. This approval is for structural aspects only.</li> <li>2. This approval is based on drawing review and inspection.</li> <li>3. After the alteration, the aircraft must be returned to service by FAA authorized personnel.</li> </ol>  |                            |  |                        |   |                     |                  |
| PURPOSE OF DATA<br>To approve structural aspects of a major alteration to Boeing 727-31, S/N: 20115   |                            |  |                        |   |                     |                  |
| APPLICABLE REQUIREMENTS (List specific sections)  |                            |  |                        |   |                     |                  |
| FAR   | 25.301<br>25.601<br>25.789 | 25.303<br>25.603   | 25.305(a)<br>25.605(a) | 25.307(a)<br>25.609                               | 25.321(a)<br>25.611 | 25.561<br>25.613 |
| <p>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.</p> <p>I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data.<br/> <input checked="" type="checkbox"/> Approve these data.</p> |                            |  |                        |   |                     |                  |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)  |                            | DESIGNATION NUMBER(S)  |                        | CLASSIFICATION(S)                                 |                     |                  |
| David E. Haralson <i>David E. Haralson</i>  |                            | DERT-810028-NE   |                        | Structural  |                     |                  |
|   |                            |  |                        |   |                     |                  |
|   |                            |  |                        |   |                     |                  |

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

ER01207.doc

SDNY\_GM\_02759759

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246681

EFTA01331144

SDNY\_GM\_02759760

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246682

EFTA01331145



**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).

|             |  |  |
|-------------|--|--|
| 1. Aircraft | Make<br><b>BOEING</b>  | Model<br><b>727-31</b>   |
|             | Serial No.<br><b>20115</b>                                     | Nationality and Registration Mark<br><b>U.S.A. N908JE</b>  |
| 2. Owner    | Name (As shown on registration certificate)<br><b>JEGE INC</b> | Address (As shown on registration certificate)<br><b>103 FOULK RD STE 202<br/>WILMINGTON DE 19803-3742</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.  
**JUN 21 2001** Date  
*[Signature]* Signature of FAA Inspector  
 SO-P570-17

**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<br><br><b>JET AVIATION ASSOCIATES LTD.<br/>1515 PERIMETER RD.<br/>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<br><input type="checkbox"/> Manufacturer | RADIO 1,2,3.<br>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<br><b>7/2/01</b> | Signature of Authorized Individual<br><i>[Signature]</i><br>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 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<br><b>7/2/01</b> | Certificate or Designation No.<br><b>EYKR782D</b> | Signature of Authorized Individual<br>Ronald K. Bystrom, Manager Quality Assurance <i>[Signature]</i> |   |                 |

FAA Form 337 (12-99)

SDNY\_GM\_02759761

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246683

EFTA01331146

## 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.)

AIRCRAFT: BOEING, TYPE: 727-31, S/N 20115, DATE: 06/14/2001, W.O. 16236, PAGE 1 OF 2

REMOVED THE EXISTING NO. 1 AND 2 HONEYWELL NZ-920 FMS SYSTEMS AND THE DL-900 DATA LOADER UNIT, AND INSTALLED DUAL UNIVERSAL AVIONICS CORP. UNS-1D FLIGHT MANAGEMENT SYSTEMS (FMS) WITH INTEGRAL GPS SENSORS, A UNIVERSAL AVIONICS CORP. RADIO TUNING UNIT (RTU), AND A UNIVERSAL AVIONICS CORP. DTU-100 DATA TRANSFER UNIT (DTU). THIS MODIFICATION WAS COMPLETED USING JET AVIATION DRAWING NO. B727-16236-410, NO. 1 FLIGHT MANAGEMENT SYSTEM, REV. IR, DATED 04/10/01 AND B727-16236-411, NO. 2 FLIGHT MANAGEMENT SYSTEM, REV. IR, DATED 04/15/01. THE RTU WAS INSTALLED USING JET AVIATION DRAWING NO. B727-16236-293, FLIGHT MANAGEMENT SYSTEM RADIO TUNING UNIT, REV. IR, DATED 04/16/01. REFERENCE FAA FORM 8110-3 DATED 05/29/2001 BY SYSTEMS AND EQUIPMENT DER NO. DERT-510087-NM.

THE STRUCTURAL INSTALLATION OF EACH FMS, THE DTU, AND THE RTU WERE COMPLETED USING JET AVIATION DRAWING NO. B727-16236-1410, DUAL FMS W/RTU EQUIPMENT INSTALLATIONS, REV. IR, DATED 05/17/01, REFERENCE FAA FORM 8110-3, DATED JUNE 1, 2001 BY STRUCTURES DER NO. DERT-810028-NE. THE DUAL GPS ANTENNAS WERE INSTALLED USING JET AVIATION DRAWING NO. B727-16236-1441, GPS ANTENNA INSTALLATION, REV. A, DATED 05/29/01, REFERENCE FAA FORM 8110-3, DATED 6/18/01 BY STRUCTURES DER NO. DERT-510024-CE.

THE UNS-1D SYSTEMS RECEIVE BARO-CORRECTED ALTITUDE AND TAS INFORMATION FROM THE NO. 1 AND NO. 2 AIR DATA COMPUTERS RESPECTIVELY, VOR/DME BEARING AND DISTANCE INFORMATION FROM THE NO. 1 AND NO. 2 COLLINS VIR-432 AND DME-442 SYSTEMS, AND CROSS SIDE GPS INFORMATION AS WELL AS EACH UNITS INDEPENDENT GPS SENSOR DATA, FUEL FLOW DATA FROM THE AIRCRAFT FUEL FLOW SYSTEM AND IRS INFORMATION FROM THE EXISTING NO. 1, 2, AND 3 HONEYWELL "LASERREF" SYSTEMS. THE UNS-1D FMS HAS BEEN PREVIOUSLY INSTALLED UNDER UNIVERSAL AVIONICS SYSTEMS CORP. FAA APPROVED STC SA5072NM, IN AN AIRCRAFT AND CERTIFIED FOR VFR AND IFR NAVIGATION WHICH QUALIFIES THIS INSTALLATION AS A "FOLLOW ON" INSTALLATION PER AC 20-130A.

THE UNS-1D FMS SYSTEMS HAVE BEEN SHOWN TO MEET ALL OF THE REQUIREMENTS OF AC-20-130A FOR VFR-IFR NAVIGATION ENROUTE, TERMINAL, OVER WATER AND IN REMOTE AREAS, AND FOR NON-PRECISION APPROACHES.

THE NO.1 AND 2 FMS SYSTEMS ARE DIGITALLY INTEGRATED TO THE EXISTING HONEYWELL FIVE-TUBE ELECTRONIC FLIGHT INSTRUMENT SYSTEM (EFIS). THE PILOT AND COPILOT'S EFIS SYMBOL GENERATOR'S HAVE HONEYWELL SERVICE BULLETIN A21-2000-028 AND THE MULTI-FUNCTION GENERATOR HAS HONEYWELL SERVICE BULLETIN A21-2000-029 TO INCORPORATE NON-PRECISION GPS SCALING VIA GAMA ARINC 429 LRN INTERFACE WHICH MEETS REQUIREMENTS OF TSO C129A AND AC 20-130A.

THE FMS SYSTEMS ARE CROSS-COUPLED TO EITHER THE PILOT OR COPILOT EFIS FOR DISPLAY AND NAVIGATION. THE EFIS CONVERTS THE DIGITAL TO ANALOG OUTPUTS AND PROVIDES ALL LATERAL STEERING TO THE AUTOPILOT AND FLIGHT DIRECTOR SYSTEM. VERTICAL NAVIGATION (VNAV) FROM EITHER FMS SYSTEM IS NOT DISPLAYED OR COUPLED IN THIS INSTALLATION. THE FOLLOWING REQUIRED ANNUNCIATORS FOR THE FMS SYSTEMS ARE DISPLAYED ON THE EFIS DISPLAYS:

|                |   |
|----------------|---|
| <b>FMS MSG</b> | INDICATES A MESSAGE IS TO BE ACKNOWLEDGED ON THE MSG PAGE. (COLOR: AMBER) LOCATED ON EADI.  |
| <b>XTK</b>     | SELECTED CROSSTRACK IS ACTIVE. (COLOR: CYAN) LOCATED ON EHSI.   |
| <b>WPT</b>     | INDICATES WAYPOINT ALERT TWO MINUTES PRIOR TO WAYPOINT IN EN ROUTE MODE, AND 15 SECONDS PRIOR IN APPROACH MODE. WHEN THIS ANNUNCIATOR FLASHES, IT INDICATES THAT AN UPCOMING VERTICAL FLIGHT PATH ANGLE (FPA) CHANGE IS WITHIN TWO MINUTES. (COLOR: AMBER) LOCATED ON EHSI. |
| <b>APP</b>     | AN APPROACH HAS BEEN ACTIVATED. (COLOR: CYAN) LOCATED ON EHSI.  |

Additional Sheets Are Attached

\* U.S. G.P.O 1990-761-753

SDNY\_GM\_02759762

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246684

EFTA01331147

**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.)*

AIRCRAFT: BOEING, TYPE: 727-31, S/N 20115, DATE: 06/14/2001, W.O. 16236, PAGE 2 OF 2.

THE FOLLOWING REQUIRED ANNUNCIATORS WERE LOCATED ON THE EXISTING PILOT AND COPILOT'S INSTRUMENT PANEL ADJACENT TO THE EADI UNITS:

FMS HDG THE FMS IS IN HEADING SUB-MODE. (COLOR: BLUE)

GPS INTEG GPS INTEGRITY IS OUTSIDE OF THE ALLOWABLE LIMIT FOR A PHASE OF FLIGHT (2.0-NM EN ROUTE, 1.0-NM TERMINAL AND APPROACH TRANSITION, AND 0.3-NM FINAL APPROACH SEGMENT). SEE SECTION III, ABNORMAL PROCEDURES. (COLOR: AMBER).

THE ADDED ANNUNCIATORS ARE DIMMED AND TESTED USING THE EXISTING PILOT AND COPILOT ANNUNCIATOR COUPLERS. THESE UNITS HAVE BEEN MODIFIED USING JET AVIATION MODIFICATION NO. 33-39-02-1, CAPT. AND F/O ANNUNCIATOR COUPLER MODIFICATION, DATED 04/12/01, REFERENCE FAA FORM 8110-3, DATED 05/29/2001 BY SYSTEMS AND EQUIPMENT DER NO. DERT-510087-NM.

THE NEW EQUIPMENT AND ASSOCIATED SYSTEMS WERE FUNCTIONALLY TESTED PER UNIVERSAL AVIONICS CORP. RETURN TO SERVICE MAINTENANCE AND CHECKOUT PROCEDURES MANUAL NO. 34-60-21, DATED 19 MARCH 2001 WITH NO DISCREPANCIES NOTED.

AN EMI TEST, REPORT NO.: B727-16236-080 REV IR, SHEETS 1 OF 5, DATED 06/19/2001, WAS CONDUCTED AND THE INSTALLED EQUIPMENT DOES NOT INTERFERE WITH ANY OTHER INSTALLED EQUIPMENT. MAGNETIC DIRECTION INDICATORS WERE CHECKED FOR ACCURACY AND COMPENSATED AS NECESSARY PER AC 43.13-1B, CHAPTER 12, SECTION 3, PARAGRAPH 12-37 AND AC 43.13-2A, CHAPTER 2 PARAGRAPH 23f.

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. B727-16236-041, REV IR, SHEETS 1 THRU 21, DATED 06/11/2001 WAS COMPLETED IN ACCORDANCE WITH AC43.13-1B, CHAPTER 11, SECTION 3, PARAGRAPH 11-37.

AIRCRAFT METAL WORK INVOLVING METAL REPAIR OR ALTERATION COMPLIES WITH AC43.13-1B, CHAPTER 4, SECTIONS 1, 2, 3 AND 4, CHAPTER 6, SECTIONS 3 AND 8. HARDWARE AND MATERIALS USED IN THE INSTALLATION CONFORM TO AC43.13-1B, CHAPTER 7, SECTIONS 1-5 AS APPLICABLE. CIRCUIT BREAKERS, SWITCHES AND CONNECTORS ARE OF THE TYPE RECOMMENDED BY THE AIRCRAFT MANUFACTURER OR ARE MIL SPEC APPROVED FOR AIRCRAFT USE AND MEET THE REQUIREMENTS OF AC43.13-1B, CHAPTER 11, SECTION 4. ELECTRICAL/ELECTRONIC WIRING WAS SELECTED AND INSTALLED IAW AC43.13-1B, CHAPTER 11, SECTIONS 5-8, 13, 15, 17-19 AND AC43.13-2A CHAPTER 2, PARAGRAPHS 21, 22 & 27. ROUTING, LACING AND TYING COMPLY WITH AC43.13-1B, CHAPTER 11, SECTIONS 9-12. WIRE MARKING COMPLIES WITH AC43.13-1B SECTION 16. ELECTRONIC EQUIPMENT INSTALLATION COMPLIES WITH THE AIRCRAFT AND EQUIPMENT MANUFACTURER'S INSTRUCTIONS AND AC43.13-2A, CHAPTER 2, PARAGRAPHS 21 THROUGH 26 AND CHAPTER 3, PARAGRAPH 44.

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 FOR CONTINUED AIRWORTHINESS AS REQUIRED BY FAR 25.1529 IS DETAILED IN THE UNIVERSAL AVIONICS CORP. UNS-1D FLIGHT MANAGEMENT SYSTEM TECHNICAL MANUAL NO. 34-60-09, DATED AUG 15/97. STRUCTURAL CONTINUING AIRWORTHINESS INSPECTION REQUIREMENTS ARE CONTAINED IN A.T.E. INC. STRUCTURAL REPORT ATE6112001 DATED 6/12/01, SUBSTANTIATED BY F.A.A. FORM 8110-3 DATED 6/12/01 BY STRUCTURES DER NO. DERT-510333-CE.

THE REQUIRED F.A.A. APPROVED FLIGHT MANUAL SUPPLEMENT DOC NUMBER B727-16236-100, REV IR, SHEETS 1 THRU 9, DATED June 21, 2001 HAS BEEN INSERTED INTO THE AIRCRAFT FLIGHT MANUAL.

END

Additional Sheets Are Attached

SDNY\_GM\_02759763

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246685

EFTA01331148

SDNY\_GM\_02759764

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246686

EFTA01331149

Jet Aviation Associates Ltd.  
Bldg. 1515 Perimeter Rd.  
Palm Beach Int'l Airport  
West Palm Beach, FL 33406  
FAA CRS EYKR782D

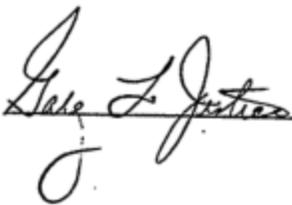
AFM Supplement to  
The Boeing Company 727-31  
Serial No. 20115  
FAA Form 337

Document No. B727-16236-100

**FAA APPROVED**  
**AIRPLANE FLIGHT MANUAL SUPPLEMENT**  
**FOR**  
**BOEING 727-31**  
**REGISTRATION NO.: N908JE**  
**SERIAL NO.: 20115**  
**WITH**  
**DUAL UNIVERSAL AVIONICS FLIGHT MANAGEMENT SYSTEMS**  
**(UNS1-D) INSTALLED**

This supplement must be attached to the FAA approved Airplane Flight Manual when the airplane is modified by the installation of dual Universal Avionics Systems Corp. (UASC) (UNS-1D) Flight Management Systems (FMS), with Frequency Management via a UASC Radio Tuning Unit (RTU), receiving navigation inputs from Triple Honeywell Inertial Reference Sensors (IRS), dual internal GPS sensors, and VOR/DME from the Collins No. 1 and No. 2 VOR/DME systems in accordance with manufacture's Installation and Checkout Manual No. 34-60-09, Rev. 2. dated August 15, 1997 or later approved revision and FAA Form 337, dated: 7/2/01

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: 

Federal Aviation Administration  
Flight Standard District Office - 17  
1050 Lee Wagener Blvd.  
Ft. Lauderdale, Florida 33315

FAA Approved Date: JUN 21 2001

Page 1 of 9

SDNY\_GM\_02759765

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246687

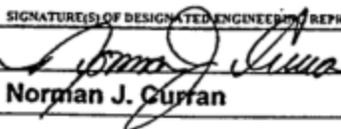
EFTA01331150

SDNY\_GM\_02759766

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246688

EFTA01331151

|   |                            |  |  |
|---|----------------------------|--|--|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br><b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>   |                            |  | DATE:<br><b>05/29/2001</b>   |
| <b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>  |                            |  |  |
| MAKE<br><b>Boeing</b>   | MODEL NO.<br><b>727-31</b> | TYPE (Airplane, Radio, Helicopter, etc)<br><b>Airplane</b> | NAME OF APPLICANT<br><b>Jet Aviation Associates<br/>                 West Palm Beach, FL</b> |
| <b>LIST OF DATA</b>   |                            |  |  |
| <b>IDENTIFICATION</b>   |                            | <b>TITLE</b>   |  |
| B727-16236-293, Initial Release, dated 04/16/01   |                            | FLIGHT MANAGEMENT SYSTEM RADIO TUNING UNIT                 |  |
| B727-16236-410, Initial Release, dated 04/10/01   |                            | NO. 1 FLIGHT MANAGEMENT SYSTEM                             |  |
| B727-16236-411, Initial Release, dated 04/15/01   |                            | NO. 2 FLIGHT MANAGEMENT SYSTEM                             |  |
| 33-39-02-1, Initial Release, dated 04/12/01   |                            | CAPT AND F/O ANNUNCIATOR COUPLER MODIFICATION              |  |
| <b>PURPOSE OF DATA</b><br>In support of major alteration to Boeing 727-31, serial number 20115, registration number N908JE.   |                            |  |  |
| <b>APPLICABLE REQUIREMENTS (List specific sections)</b><br>FAR 25.581 (a)(b)(1)                      FAR 25.1329 (h)                      FAR 25.1529<br>FAR 25.869 (a)(4)                          FAR 25.1351 (a)                      FAR 25.1581 (a)(b)(d)<br>FAR 25.1301 (a)(b)(c)(d)                  FAR 25.1357 (a)(c)(d)(e)<br>FAR 25.1309 (a)(b)(c)(d)(e)(g)              FAR 25.1381 (a)(b)<br>FAR 25.1322 (b)(c)                          FAR 25.1431 (a)(b)(c) |                            |  |  |
| <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>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 (Systems & Equipment Aspects, Design Approval Only, Does Not Constitute Installation Approval)  |                            |  |  |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)<br><br>Norman J. Curran   |                            | DESIGNATION NUMBER(S)<br><b>DERT-510087-NM</b>             | CLASSIFICATION(S)<br><b>Systems &amp; Equipment</b>  |

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION GPO 901-613 FILENAME: SC-727-FMS.DOC

SDNY\_GM\_02759767

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246689

EFTA01331152



SDNY\_GM\_02759768

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246690

EFTA01331153

|  |                     |  |                      |   |                     |        |
|--|---------------------|--|----------------------|---|---------------------|--------|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS   |                     |  | DATE<br>June 1, 2001 |   |                     |        |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION  |                     |  |                      |   |                     |        |
| MAKE<br>Boeing   | MODEL NO.<br>727-31 | TYPE (Airplane, Radio, Helicopter, etc.)<br>Airplane   |                      | NAME OF APPLICANT<br>Jet Aviation Associates- WPB |                     |        |
| LIST OF DATA   |                     |  |                      |   |                     |        |
| IDENTIFICATION   |                     | TITLE  |                      |   |                     |        |
| B727-16236-1261<br>B727-16236-1410   |                     | AT-855/RTA-880 Antenna Installations, Sht.1-7, Rev A<br>Dual FMS W/ RTU Equipment Installations, Sht 1-6, Rev IR |                      |   |                     |        |
| <p>Note:</p> <ol style="list-style-type: none"> <li>1. This approval is for structural aspects only.</li> <li>2. This approval is based on drawing review and inspection.</li> <li>3. After the alteration, the aircraft must be returned to service by FAA authorized personnel.</li> </ol>   |                     |  |                      |   |                     |        |
| PURPOSE OF DATA<br>To approve structural aspects of a major alteration to Boeing 727-31, S/N: 20115  |                     |  |                      |   |                     |        |
| APPLICABLE REQUIREMENTS (List specific sections)   |                     |  |                      |   |                     |        |
| FAR  | 25.301<br>25.603    | 25.303<br>25.605(a)  | 25.305(a)<br>25.609  | 25.307(a)<br>25.611                               | 25.321(a)<br>25.613 | 25.601 |
| <p>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.</p> <p>I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data.<br/><input checked="" type="checkbox"/> Approve these data.</p> |                     |  |                      |   |                     |        |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)   |                     | DESIGNATION NUMBER(S)  |                      | CLASSIFICATION(S)                                 |                     |        |
| David E. Haralson <i>David E. Haralson</i>   |                     | DERT-810028-NE   |                      | Structural  |                     |        |
|  |                     |  |                      |   |                     |        |
|  |                     |  |                      |   |                     |        |

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SDNY\_GM\_02759769

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246691

EFTA01331154



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SDNY\_GM\_02759770

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246692

EFTA01331155

|   |   |  |                                   |
|---|---|--|-----------------------------------|
| U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS   |   |  | DATE<br>June 18, 2001             |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |   |  |                                   |
| MAKE<br>Boeing  | MODEL<br>B727-31  | TYPE (Airplane, Radio, Helicopter, etc.)<br>Airplane | NAME OF APPLICANT<br>Jet Aviation |
| LIST OF DATA  |   |  |                                   |
| IDENTIFICATION  | TITLE   |  |                                   |
| Jet Aviation<br>Engineering Drawing<br>No.<br>B727-16236-1441,<br>Dtd. 5/29/2001, Rev.<br>A<br><br>__END__  | GPS Antenna Installation<br>Beoing B727-31, N908JE, S/N 20115<br><br>__END__  |  |                                   |
|   | Note: The certification basis of this aircraft includes FAR 25.571 Damage - tolerance and fatigue evaluation of structure. Per Advisory Circular 25.1529-1 Instructions for Continued Airworthiness of Structural Repairs on Transport Category Airplanes, the damage tolerance and fatigue evaluation of the structure must be performed before 6/18/2002. |  |                                   |
|   | Notes:  |  |                                   |
|   | 1) The structural aspects only of the above listed data are approved herein.  |  |                                   |
|   | 2) This approval is valid for the aircraft model and serial number listed below   |  |                                   |
|   | 3) This approval is based on structural analysis on file at DER Services corporate office in Ft. Lauderdale, FL.  |  |                                   |
|   | Model No. B727-31   | Serial No.   | 20115                             |
| PURPOSE OF DATA   | Approve data for antenna installation (Structures Only)   |  |                                   |
| APPLICABLE REQUIRMENTS (LIST SPECIFIC SECTIONS)   |   |  |                                   |
| 25.301, 25.303, 25.305, 25.307, 25.601, 25.603, 25.605, 25.609, 25.613  |   |  |                                   |
| CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with condition 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)                                    |                                   |
| <br>Robert J. Belgau   | DERT-510024-CE  | Structures   |                                   |
|   |   |  |                                   |
|   |   |  |                                   |

FAA FORM 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

DER SERVICES PROJECT NO.

2001-082

SDNY\_GM\_02759771

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246693

EFTA01331156

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SDNY\_GM\_02759772

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246694

EFTA01331157

|  |   |  |   |   |  |
|--|---|--|---|---|--|
| <br>US Department of Transportation<br>Federal Aviation Administration  | <b>MAJOR REPAIR AND ALTERATION</b><br>(Airframe, Powerplant, Propeller, or Appliance) |  |   | Form Approved<br>OMB No. 2120-0020  |  |
|  |   |  |   | <b>For FAA Use Only</b><br>Office Identification<br>50-FSDO-17 <i>870</i> |  |
| 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  | BOEING   |   | Model   | 727-31   |
|  | Serial No.  | 20115  |   | Nationality and Registration Mark   | U.S.A. N908JE                                      |
| 2. Owner   | Name (As shown on registration certificate)   | JEJE INC.  |   | Address (As shown on registration certificate)                            | 103 FOULK RD. STE 202<br>WILMINGTON DE. 19803-3742 |
| 3. For FAA Use Only  |   |  |   |   |  |
| 3. For FAA Use Only  |   |  |   |   |  |
| 4. Unit Identification   |   |  |   | 5. Type   |  |
| Unit   | Make  | Model  | Serial No.  | Repair  | Alteration   |
| AIRFRAME   | ----- (As described in Item 1 above) -----  |  |   |   | X  |
| POWERPLANT   |   |  |   |   |  |
| PROPELLER  |   |  |   |   |  |
| APPLIANCE  | Type  |  |   |   |  |
|  | Manufacturer  |  |   |   |  |
| 6. Conformity Statement  |   |  |   |   |  |
| A. Agency's Name and Address   |   | B. Kind of Agency  |   | C. Certificate No.  |  |
| <b>JET AVIATION ASSOCIATES LTD.</b><br><b>1515 PERIMETER RD.</b><br><b>WEST PALM BEACH, FL. 33406</b>  |   | U.S. Certified Mechanic                                      |   | CRS EYKR782D  |  |
|  |   | Foreign Certified Mechanic                                   |   | AIRFRAME 1,3.   |  |
|  |   | <input checked="" type="checkbox"/> Certified Repair Station |   | RADIO 1,2,3.  |  |
|  |   | Manufacturer   |   | 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   |   | Signature of Authorized Individual                           |   |   |  |
| 7/2/01   |   | John K. Urso, Inspector. <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   | Inspection Authorization  | Other (Specify)   |  |
|  | FAA Designee  | X Repair Station   | Person Approved by Transport Canada Airworthiness Group         |   |  |
| Date of Approval or Rejection  |   | Certificate or Designation No.                               | Signature of Authorized Individual                              |   |  |
| 7/2/01   |   | EYKR782D   | Ronald K. Bystrom, Manager Quality Assurance <i>[Signature]</i> |   |  |

FAA Form 337 (12-88)

SDNY\_GM\_02759773

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246695

EFTA01331158

**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.)*

BOEING 727-31, S/N 20115, N908JE, W/O 16236.

INSTALLED 2 EA NEW GARMIN GPS ANTENNAS P/N 011-00134-00 (TSO C129A). 1 EA AT FUSELAGE STATION 284.8, BL 0.0, AND 1 EA FUSELAGE STATION 934.3 RBL 4.56, PER JET AVIATION DRAWING B727-16236-1413, REV IR, DATED 6/5/01 TITLED - DUAL AUXILIARY GPS ANTENNAS INSTALLATION. REF F.A.A. FORM 8110-3 DATED 6/6/01 BY STRUCTURES D.E.R. NO. DERT-510394-CE.

AIRCRAFT METAL WORK INVOLVING METAL REPAIR OR ALTERATION COMPLIES WITH AC43.13-1B, CHAPTER 4, SECTIONS 1, 2, 3 AND 4, CHAPTER 6, SECTIONS 3 AND 8. HARDWARE AND MATERIALS USED IN THE INSTALLATION CONFORM TO AC43.13-1B, CHAPTER 7, SECTIONS 1- 5 AS APPLICABLE. CIRCUIT BREAKERS, SWITCHES AND CONNECTORS ARE OF THE TYPE RECOMMENDED BY THE AIRCRAFT MANUFACTURER OR ARE MIL SPEC APPROVED FOR AIRCRAFT USE AND MEET THE REQUIREMENTS OF AC43.13-1B, CHAPTER 11, SECTION 4. ELECTRICAL/ELECTRONIC WIRING WAS SELECTED AND INSTALLED IAW AC43.13-1B, CHAPTER 11, SECTIONS 5-8, 13, 15, 17-19 AND AC43.13-2A CHAPTER 2, PARAGRAPHS 21, 22 & 27. ROUTING, LACING AND TYING COMPLIES WITH AC43.13-1B, CHAPTER 11, SECTIONS 9-12. WIRE MARKING COMPLIES WITH AC43.13-1B SECTION 16. ELECTRONIC EQUIPMENT INSTALLATION COMPLIES WITH THE AIRCRAFT AND EQUIPMENT MANUFACTURER'S INSTRUCTIONS AND AC43.13-2A, CHAPTER 2, PARAGRAPHS 21 THROUGH 26 AND CHAPTER 3, PARAGRAPH 44.

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 FOR CONTINUED AIRWORTHINESS IS CONTAINED IN ENGINEERING REPORT JMER-836, REV IR, DATED 6/10/01. REFERENCE FAA FORM 8110-3 DATED 6/11/01 BY STRUCTURES DER NO. DERT-510394-CE.

THERE ARE NO FLIGHT MANUAL SUPPLEMENTS OR COCKPIT PROCEDURAL CHANGES DUE TO THIS MODIFICATION.

END

Additional Sheets Are Attached

★ U.S. G.P.O 1990-761-753

SDNY\_GM\_02759774

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246696

EFTA01331159

| U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION  |  |  | DATE                          |
|---|--|--|-------------------------------|
| STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS   |  |  | June 6, 2001                  |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |  |  |                               |
| MAKE  | MODEL NO.  | TYPE (Airplane, Radio, Helicopter, etc.) | NAME OF APPLICANT             |
| BOEING  | B727-31  | Airplane                                 | Jet Aviation Associates, Ltd. |
| LIST OF DATA  |  |  |                               |
| IDENTIFICATION  | TITLE  |  |                               |
| B727-16236-1413 IR<br>Sheets 1 - 3 (6/5/01)   | DRAWING -<br>DUAL AUXILIARY GPS ANTENNAS<br>INSTALLATION   |  |                               |
|   | <p><b>NOTE:</b><br/>Approval for the structural aspects related to the above design data will be covered by a separate Form 8110-3 which will be issued for the Proof of Structure and will include required inspection item(s) to ensure Continued Airworthiness associated with this modification.</p> |  |                               |
| END   | END  | END                                      | END                           |
| PURPOSE OF DATA   |  |  |                               |
| To provide a record of design approval of the above data applicable to B727-31, S/N 20115, Registration No. N908JE, for manufacturing and conformity. See <u>NOTE</u> above.  |  |  |                               |
| APPLICABLE REQUIREMENTS (List specific sections)  |  |  |                               |
| FAR 25.6601 FAR 25.609<br>FAR 25.603 FAR 25.611<br>FAR 25.605 FAR 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>N/A</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. |  |  |                               |
| <input checked="" type="checkbox"/> Therefore<br><input type="checkbox"/> Recommend approval of these data<br><input checked="" type="checkbox"/> Approve these data (See NOTE above)   |  |  |                               |
| SIGNATURE(S) OF DESIGNATED REPRESENTATIVE(S)  | DESIGNATION NUMBER(S)  | CLASSIFICATION(S)                        |                               |
| <i>Kenneth W. Thompson</i><br>Kenneth W. Thompson   | DETT - 510394 - CE   | STRUCTURES                               |                               |
|   |  |  |                               |
|   |  |  |                               |

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

sheet 1 of 1

SDNY\_GM\_02759775

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246697

EFTA01331160



SDNY\_GM\_02759776

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246698

EFTA01331161

|  |           |  |                               |
|--|-----------|--|-------------------------------|
| U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION   |           |  | DATE                          |
| STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS  |           |  | June 11, 2001                 |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION  |           |  |                               |
| MAKE   | MODEL NO. | TYPE (Airplane, Radio, Helicopter, etc.)   | NAME OF APPLICANT             |
| BOEING   | B727-31   | AIRPLANE   | Jet Aviation Associated, Ltd. |
| LIST OF DATA   |           |  |                               |
| IDENTIFICATION   |           | TITLE  |                               |
| JMER-836 IR<br>Dated 06/10/01  |           | ENGINEERING REPORT -<br>STRUCTURAL SUBSTANTIATION -<br>DUAL AUXILIARY GPS ANTENNA INSTALLATION ON<br>A BOEING B727-31 AIRCRAFT, S/N 20115  |                               |
| <p><b>NOTE:</b><br/>The operator of B727-31 aircraft S/N 20115 modified by drawing B727-16236-1413 dated 6/5/01 issued at no revision, is required to incorporate in the Airworthiness Limitations Section of the Instructions for Continued Airworthiness applicable to the existing Maintenance Program, an inspection item at a frequency <u>not to exceed 3700 flights</u> to detect signs of distress (0.25 inch or smaller crack and/or working rivets) common to the GPS antenna installation as detailed in drawing B727-16236-1413. Refer to FAR PART 25 Appendix H and Report JMER-836 IR page 4.1 (CONCLUSIONS) for instructions.</p> |           |  |                               |
| PURPOSE OF DATA  |           | To provide a record of design approval of the above data as applicable to B727-31 S/N 20115 and to show compliance to the following FAR's: |                               |
| APPLICABLE REQUIREMENTS (List specific sections)<br>FAR 25.301   FAR 25.307   FAR 25.605   FAR 25.613<br>FAR 25.303   FAR 25.571   FAR 25.609   FAR 25.625<br>FAR 25.305   FAR 25.603   FAR 25.611   |           |  |                               |
| 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>N/A</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<br><input checked="" type="checkbox"/> Approve these data (Structural aspects only)  |           |  |                               |
| SIGNATURE(S) OF DESIGNATED REPRESENTATIVE(S)   |           | DESIGNATION NUMBER(S)  | CLASSIFICATION(S)             |
| <i>Kenneth W. Thompson</i>   |           | DEPT - 510394 - CE   | STRUCTURES                    |
| Kenneth W. Thompson  |           |  |                               |

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

sheet 1 of 1

SDNY\_GM\_02759777

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246699

EFTA01331162

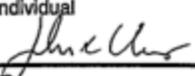


SDNY\_GM\_02759778

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246700

EFTA01331163

|  |   |   |  |   |                 |
|--|---|---|--|---|-----------------|
| <br>US Department of Transportation<br>Federal Aviation Administration  | <b>MAJOR REPAIR AND ALTERATION</b><br>(Airframe, Powerplant, Propeller, or Appliance) |   |  | Form Approved<br>OMB No. 2120-0020  |                 |
|  |   |   |  | <b>For FAA Use Only</b>   |                 |
|  |   |   |  | 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). |   |   |  |   |                 |
| 1. Aircraft  | Make<br>BOEING  |   | Model<br>727-31  |   |                 |
|  | Serial No.<br>20115   |   | Nationality and Registration Mark<br>U.S.A. N908JE   |   |                 |
| 2. Owner   | Name (As shown on registration certificate)<br>JEJE INC.                              |   | Address (As shown on registration certificate)<br>103 FOULK RD. STE 202<br>WILMINGTON DE. 19803-3742 |   |                 |
| 3. For FAA Use Only  |   |   |  |   |                 |
| 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.  |                 |
| JET AVIATION ASSOCIATES LTD.<br>1515 PERIMETER RD.<br>WEST PALM BEACH. FL. 33406   |   | U.S. Certified Mechanic   |  | CRS EYKR782D  |                 |
|  |   | Foreign Certified Mechanic  |  | AIRFRAME 1,3.   |                 |
|  |   | <input checked="" type="checkbox"/> Certified Repair Station<br><input type="checkbox"/> Manufacturer   |  | RADIO 1,2,3.<br>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<br>7/2/01   |   | Signature of Authorized Individual<br>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 Fit. Standards Inspector  | Manufacturer  | Inspection Authorization   |   | Other (Specify) |
|  | FAA Designee  | X Repair Station  | Person Approved by Transport Canada Airworthiness Group  |   |                 |
| Date of Approval or Rejection<br>7/2/01  |   | Certificate or Designation No.<br>EYKR782D  |  | Signature of Authorized Individual<br>Ronald K. Bystrom, Manager Quality Assurance.  |                 |

FAA Form 337 (12-88)

SDNY\_GM\_02759779

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246701

EFTA01331164

## 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.)

BOEING 727-31, S/N 20115, N908JE, W/O 16236.

INSTALLED A NEW KGS ELECTRONIC MODEL UC-28-14, 28 VDC TO 14 VDC CONVERTER AND THREE POWER OUTLETS IN THE COCKPIT IN ACCORDANCE WITH KGS ELECTRONIC MODEL UC-28-14 INSTALLATION MANUAL AND ADVISORY CIRCULAR 25-10 (INSTALLATION OF MISCELLANEOUS NON REQUIRED ELECTRICAL EQUIPMENT) USING THE FOLLOWING JET AVIATION DRAWINGS SUBSTANTIATED BY F.A.A. FORM 8110-3 RESPECTIVELY

#### WIRING DRAWING:

- B727-16236-352, REV IR, DATED 5/25/01, SHEETS 1 & 2, TITLED - 28-14 VDC CONVERTER WIRING DIAGRAM. REFERENCE F.A.A. FORM 8110-3 DATED 6/7/01 BY SYSTEMS AND EQUIPMENT DER NO. DERT-510087-CE.

#### STRUCTURAL DRAWING:

- B727-16236-1352, REV IR, DATED 6/6/01, SHEETS 1 THRU 5, TITLED - 28-14 VDC CONVERTER EQUIPMENT INSTALLATION. REFERENCE F.A.A. FORM 8110-3 DATED 6/10/01 BY STRUCTURES DER NO. DERT-810028-NE.

THE NEW EQUIPMENT AND ASSOCIATED SYSTEMS WERE FUNCTIONALLY TESTED PER KGS ELECTRONIC MODEL UC-28-14 INSTALLATION MANUAL WITH NO DISCREPANCIES.

AN EMI TEST, REPORT NO.: B727-16236-080 REV IR, SHEETS 5, DATED 06/19/01 WAS CONDUCTED AND THE INSTALLED EQUIPMENT DOES NOT INTERFERE WITH ANY OTHER INSTALLED EQUIPMENT. MAGNETIC DIRECTION INDICATORS WERE CHECKED FOR ACCURACY AND COMPENSATED AS NECESSARY PER AC 43.13-1B, CHAPTER 12, SECTION 3, PARAGRAPH 12-37 AND AC 43.13-2A, CHAPTER 2 PARAGRAPH 23f.

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. B727-16236-041, REV IR, SHEETS 1 THRU 21, DATED 06/11/2001 WAS COMPLETED IN ACCORDANCE WITH AC43.13-1B, CHAPTER 11, SECTION 3, PARAGRAPH 11-37.

AIRCRAFT METAL WORK INVOLVING METAL REPAIR OR ALTERATION COMPLIES WITH AC43.13-1B, CHAPTER 4, SECTIONS 1, 2, 3 AND 4, CHAPTER 6, SECTIONS 3 AND 8. HARDWARE AND MATERIALS USED IN THE INSTALLATION CONFORM TO AC43.13-1B, CHAPTER 7, SECTIONS 1- 5 AS APPLICABLE. CIRCUIT BREAKERS, SWITCHES AND CONNECTORS ARE OF THE TYPE RECOMMENDED BY THE AIRCRAFT MANUFACTURER OR ARE MIL SPEC APPROVED FOR AIRCRAFT USE AND MEET THE REQUIREMENTS OF AC43.13-1B, CHAPTER 11, SECTION 4. ELECTRICAL/ELECTRONIC WIRING WAS SELECTED AND INSTALLED IAW AC43.13-1B, CHAPTER 11, SECTIONS 5-8, 13, 15, 17-19 AND AC43.13-2A CHAPTER 2, PARAGRAPHS 21, 22 & 27. ROUTING, LACING AND TYING COMPLIES WITH AC43.13-1B, CHAPTER 11, SECTIONS 9-12. WIRE MARKING COMPLIES WITH AC43.13-1B SECTION 16. ELECTRONIC EQUIPMENT INSTALLATION COMPLIES WITH THE AIRCRAFT AND EQUIPMENT MANUFACTURER'S INSTRUCTIONS AND AC43.13-2A, CHAPTER 2, PARAGRAPHS 21 THROUGH 26 AND CHAPTER 3, PARAGRAPH 44.

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.

THERE IS NO CHANGE TO THE MANUFACTURERS MAINTENANCE FOR CONTINUED AIRWORTHINESS DUE TO THIS MODIFICATION.

THERE ARE NO FLIGHT MANUAL SUPPLEMENTS OR COCKPIT PROCEDURAL CHANGES DUE TO THIS MODIFICATION.

END

Additional Sheets Are Attached

★ U.S. G.P.O 1990-761-753

SDNY\_GM\_02759780

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246702

EFTA01331165

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
**STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS**

DATE  
**06/07/2001**

**AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION**

|                       |                            |  |   |
|-----------------------|----------------------------|--|---|
| MAKE<br><b>Boeing</b> | MODEL NO.<br><b>727-31</b> | TYPE (Airplane, Radio, Helicopter, etc)<br><b>Airplane</b> | NAME OF APPLICANT<br><b>Jet Aviation Associates<br/>West Palm Beach, FL</b> |
|-----------------------|----------------------------|--|---|

**LIST OF DATA**

| IDENTIFICATION                                  | TITLE                              |
|---|------------------------------------|
| B727-16236-352, Initial Release, dated 05/25/01 | 28-14 VDC CONVERTER WIRING DIAGRAM |
| B727-16236-580, Initial Release, dated 05/25/01 | CABIN NO. 2 60 Hz SYSTEM           |
| B727-16236-600, Initial Release, dated 05/25/01 | SPARE WIRING (PROVISIONS)          |

**PURPOSE OF DATA**

In support of major alteration to Boeing 727-31, serial number 20115, registration number N908JE.

**APPLICABLE REQUIREMENTS (List specific sections)**

|                          |                       |
|--------------------------|-----------------------|
| FAR 25.869 (a)(4)        | FAR 25.1353 (a)(b)    |
| FAR 25.1301 (a)(b)(c)(d) | FAR 25.1357 (a)(c)    |
| FAR 25.1309 (a)(b)(g)    | FAR 25.1431 (a)(b)(c) |
| FAR 25.1322 (b)          | FAR 25.1529           |
| FAR 25.1351 (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 NONE 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 (We) Therefore

Approve these data (Systems & Equipment Aspects, Design Approval Only, Does Not Constitute Installation Approval)

|  |  |   |
|--|--|---|
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)<br><br><b>Norman J. Curran</b> | DESIGNATION NUMBER(S)<br><b>DERT-510087-NM</b> | CLASSIFICATION(S)<br><b>Systems &amp; Equipment</b> |
|--|--|---|

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION GPO 901-613 FILENAME: SC-727-CAB-PWR.DOC

SDNY\_GM\_02759781

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246703

EFTA01331166



SDNY\_GM\_02759782

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246704

EFTA01331167

|  |  |  |                       |   |           |        |
|--|--|--|-----------------------|---|-----------|--------|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS   |  |  | DATE<br>June 10, 2001 |   |           |        |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION  |  |  |                       |   |           |        |
| MAKE<br>Boeing   | MODEL NO.<br>727-31  | TYPE (Airplane, Radio, Helicopter, etc.)<br>Airplane |                       | NAME OF APPLICANT<br>Jet Aviation Associates- WPB |           |        |
| LIST OF DATA   |  |  |                       |   |           |        |
| IDENTIFICATION   | TITLE  |  |                       |   |           |        |
| B727-16236-1352  | 28-14 VDC Converter Equipment Installation, Sht 1-5, Rev IR  |  |                       |   |           |        |
|  | <p>Note:</p> <ol style="list-style-type: none"> <li>1. This approval is for structural aspects only.</li> <li>2. This approval is based on drawing review and inspection.</li> <li>3. After the alteration, the aircraft must be returned to service by FAA authorized personnel.</li> </ol> |  |                       |   |           |        |
| PURPOSE OF DATA<br>To approve structural aspects of a major alteration to Boeing 727-31, S/N: 20115  |  |  |                       |   |           |        |
| APPLICABLE REQUIREMENTS (List specific sections)   |  |  |                       |   |           |        |
| FAR  | 25.301   | 25.303   | 25.305(a)             | 25.307(a)   | 25.321(a) | 25.601 |
|  | 25.603   | 25.605(a)  | 25.609                | 25.611  | 25.613    |        |
| <p>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.</p> <p>I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data.<br/> <input checked="" type="checkbox"/> Approve these data.</p> |  |  |                       |   |           |        |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)   |  | DESIGNATION NUMBER(S)                                | CLASSIFICATION(S)     |   |           |        |
| David E. Haralson <i>David E. Haralson</i>   |  | DERT-810028-NE                                       | Structural            |   |           |        |
|  |  |  |                       |   |           |        |
|  |  |  |                       |   |           |        |

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SDNY\_GM\_02759783

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246705

EFTA01331168



SDNY\_GM\_02759784

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246706

EFTA01331169

|  |  |   |   |   |            |
|--|--|---|---|---|------------|
| <br>US Department of Transportation<br>Federal Aviation Administration  | <b>MAJOR REPAIR AND ALTERATION</b><br><b>(Airframe, Powerplant, Propeller, or Appliance)</b> |   |   | Form Approved<br>OMB No. 2120-0020  |            |
|  |  |   |   | <b>For FAA Use Only</b><br>Office Identification<br><i>SD-FSDO-17 810</i> |            |
| 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<br><b>BOEING</b>  |   | Model<br><b>727-31</b>  |   |            |
|  | Serial No.<br><b>20115</b>   |   | Nationality and Registration Mark<br><b>U.S.A. N908JE</b>   |   |            |
| 2. Owner   | Name (As shown on registration certificate)<br><b>JEGE INC.</b>                              |   | Address (As shown on registration certificate)<br><b>103 FOULK RD. STE 202<br/>WILMINGTON DE. 19803-3742</b>    |   |            |
| 3. For FAA Use Only  |  |   |   |   |            |
| 4. Unit Identification   |  |   |   |   |            |
| 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>JET AVIATION ASSOCIATES LTD.</b><br><b>1515 PERIMETER RD.</b><br><b>WEST PALM BEACH. FL. 33406</b>  |  | U.S. Certified Mechanic   |   | CRS EYKR782D  |            |
|  |  | Foreign Certified Mechanic  |   | AIRFRAME 1,3.   |            |
|  |  | X   |   | Certificated Repair Station   |            |
|  |  | Manufacturer  |   | 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<br><b>7/2/01</b>  |  | Signature of Authorized Individual<br><i>John K. Urso</i><br>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 Fit. Standards Inspector   | Manufacturer  | Inspection Authorization  | Other (Specify)   |            |
|  | FAA Designee   | X Repair Station  | Person Approved by Transport Canada Airworthiness Group   |   |            |
| Date of Approval or Rejection<br><b>7/2/01</b>   |  | Certificate or Designation No.<br><b>EYKR782D</b>                                     | Signature of Authorized Individual<br><i>Ronald K. Bystrom</i><br>Ronald K. Bystrom, Manager Quality Assurance. |   |            |

FAA Form 337 (12-88)

SDNY\_GM\_02759785

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246707

EFTA01331170

**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.)*

BOEING 727-31, S/N 20115, N908JE, W/O 16236.

INSTALLED A UNITRON 60 HZ CONVERTER P/N PS-62-66D AND 26 EA CABIN OUTLETS PER UNITRON 60 HZ CONVERTER INSTALL MANUAL NO. PS-62-66D-6. THIS MODIFICATION WAS ACCOMPLISHED PER THE FOLLOWING JET AVIATION DRAWINGS WHICH ARE SUBSTANTIATED BY F.A.A. FORM 8110-3 RESPECTIVELY

WIRING DRAWING:

- B727-13236-580, REV IR, DATED 5/25/01, SHEETS 1 THRU 5, TITLED - CABIN NO. 2 60 HZ SYSTEM REFERENCE FAA FORM 8110-3 DATED 6/7/01, BY SYSTEMS & EQUIPMENT D.E.R. NO. DERT-510087-NM.

STRUCTURAL DRAWINGS:

- B727-16236-1580, REV IR, DATED 6/11/01, SHEETS 1 THRU 7, TITLED - CABIN NO. 2 60 HZ EQUIPMENT INSTALLATION. REFERENCE F.A.A. FORM 8110-3, DATED 6/13/01, BY STRUCTURAL D.E.R. NO. DERT-810028-NE.

AN EMI TEST, REPORT NO.: B727-16236-080 REV IR, SHEETS 5, DATED 06/19/01 WAS CONDUCTED AND THE INSTALLED EQUIPMENT DOES NOT INTERFERE WITH ANY OTHER INSTALLED EQUIPMENT. MAGNETIC DIRECTION INDICATORS WERE CHECKED FOR ACCURACY AND COMPENSATED AS NECESSARY PER AC 43.13-1B, CHAPTER 12, SECTION 3, PARAGRAPH 12-37 AND AC 43.13-2A, CHAPTER 2 PARAGRAPH 23F.

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. B727-16236-041, REV IR, SHEETS 1 THRU 21, DATED 06/11/2001 WAS COMPLETED IN ACCORDANCE WITH AC43.13-1B, CHAPTER 11, SECTION 3, PARAGRAPH 11-37.

AIRCRAFT METAL WORK INVOLVING METAL REPAIR OR ALTERATION COMPLIES WITH AC43.13-1B, CHAPTER 4, SECTIONS 1, 2, 3 AND 4, CHAPTER 6, SECTIONS 3 AND 8. HARDWARE AND MATERIALS USED IN THE INSTALLATION CONFORM TO AC43.13-1B, CHAPTER 7, SECTIONS 1- 5 AS APPLICABLE. CIRCUIT BREAKERS, SWITCHES AND CONNECTORS ARE OF THE TYPE RECOMMENDED BY THE AIRCRAFT MANUFACTURER OR ARE MIL SPEC APPROVED FOR AIRCRAFT USE AND MEET THE REQUIREMENTS OF AC43.13-1B, CHAPTER 11, SECTION 4. ELECTRICAL/ELECTRONIC WIRING WAS SELECTED AND INSTALLED IAW AC43.13-1B, CHAPTER 11, SECTIONS 5-8, 13, 15, 17-19 AND AC43.13-2A CHAPTER 2, PARAGRAPHS 21, 22 & 27. ROUTING, LACING AND TYING COMPLIES WITH AC43.13-1B, CHAPTER 11, SECTIONS 9-12. WIRE MARKING COMPLIES WITH AC43.13-1B SECTION 16. ELECTRONIC EQUIPMENT INSTALLATION COMPLIES WITH THE AIRCRAFT AND EQUIPMENT MANUFACTURER'S INSTRUCTIONS AND AC43.13-2A, CHAPTER 2, PARAGRAPHS 21 THROUGH 26 AND CHAPTER 3, PARAGRAPH 44.

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.

THERE IS NO CHANGE TO THE MANUFACTURERS MAINTENANCE FOR CONTINUED AIRWORTHINESS DUE TO THIS MODIFICATION.

THERE ARE NO FLIGHT MANUAL SUPPLEMENTS OR COCKPIT PROCEDURAL CHANGES DUE TO THIS MODIFICATION.

END

Additional Sheets Are Attached

★ U.S. G.P.O 1990-761-753

SDNY\_GM\_02759786

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246708

EFTA01331171

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
**STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS**

DATE  
**06/07/2001**

**AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION**

|                       |                            |  |   |
|-----------------------|----------------------------|--|---|
| MAKE<br><b>Boeing</b> | MODEL NO.<br><b>727-31</b> | TYPE (Airplane, Radio, Helicopter, etc)<br><b>Airplane</b> | NAME OF APPLICANT<br><b>Jet Aviation Associates<br/>West Palm Beach, FL</b> |
|-----------------------|----------------------------|--|---|

**LIST OF DATA**

| IDENTIFICATION                                  | TITLE                              |
|---|------------------------------------|
| B727-16236-352, Initial Release, dated 05/25/01 | 28-14 VDC CONVERTER WIRING DIAGRAM |
| B727-16236-580, Initial Release, dated 05/25/01 | CABIN NO. 2 60 Hz SYSTEM           |
| B727-16236-600, Initial Release, dated 05/25/01 | SPARE WIRING (PROVISIONS)          |

**PURPOSE OF DATA**

In support of major alteration to Boeing 727-31, serial number 20115, registration number N908JE.

**APPLICABLE REQUIREMENTS (List specific sections)**

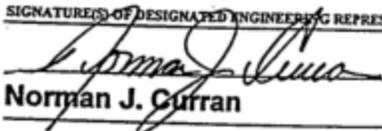
|                          |                       |
|--------------------------|-----------------------|
| FAR 25.869 (a)(4)        | FAR 25.1353 (a)(b)    |
| FAR 25.1301 (a)(b)(c)(d) | FAR 25.1357 (a)(c)    |
| FAR 25.1309 (a)(b)(g)    | FAR 25.1431 (a)(b)(c) |
| FAR 25.1322 (b)          | FAR 25.1529           |
| FAR 25.1351 (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 NONE 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 (We) Therefore

Approve these data (Systems & Equipment Aspects, Design Approval Only, Does Not Constitute Installation Approval)

|  |  |   |
|--|--|---|
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)<br><br><b>Norman J. Curran</b> | DESIGNATION NUMBER(S)<br><b>DERT-510087-NM</b> | CLASSIFICATION(S)<br><b>Systems &amp; Equipment</b> |
|  |  |   |

AA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION GPO 901-613 FILENAME: SC-727-CAB-PWR.DOC

SDNY\_GM\_02759787

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246709

EFTA01331172

SDNY\_GM\_02759788

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246710

EFTA01331173

|   |                     |  |                       |   |                     |        |
|---|---------------------|--|-----------------------|---|---------------------|--------|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS  |                     |  | DATE<br>June 13, 2001 |   |                     |        |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |                     |  |                       |   |                     |        |
| MAKE<br>Boeing  | MODEL NO.<br>727-31 | TYPE (Airplane, Radio, Helicopter, etc.)<br>Airplane   |                       | NAME OF APPLICANT<br>Jet Aviation Associates- WPB |                     |        |
| LIST OF DATA  |                     |  |                       |   |                     |        |
| IDENTIFICATION  |                     | TITLE  |                       |   |                     |        |
| B727-16236-1580   |                     | Cabin #2 60 Hz Equipment Installation, Sht 1-7, Rev IR |                       |   |                     |        |
| <p>Note:</p> <ol style="list-style-type: none"> <li>1. This approval is for structural aspects only.</li> <li>2. This approval is based on drawing review and inspection.</li> <li>3. After the alteration, the aircraft must be returned to service by FAA authorized personnel.</li> </ol>  |                     |  |                       |   |                     |        |
| PURPOSE OF DATA<br>To approve structural aspects of a major alteration to Boeing 727-31, S/N: 20115   |                     |  |                       |   |                     |        |
| APPLICABLE REQUIREMENTS (List specific sections)  |                     |  |                       |   |                     |        |
| FAR   | 25.301<br>25.603    | 25.303<br>25.605(a)                                    | 25.305(a)<br>25.609   | 25.307(a)<br>25.611                               | 25.321(a)<br>25.613 | 25.601 |
| <p>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.</p> <p>I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data.<br/> <input checked="" type="checkbox"/> Approve these data.</p> |                     |  |                       |   |                     |        |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)  |                     | DESIGNATION NUMBER(S)                                  | CLASSIFICATION(S)     |   |                     |        |
| David E. Haralson <i>David E. Haralson</i>  |                     | DERT-810028-NE   | Structural            |   |                     |        |
|   |                     |  |                       |   |                     |        |
|   |                     |  |                       |   |                     |        |

FAA Form 8110-3 (11-79) SUPERSEDES PREVIOUS EDITION

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SDNY\_GM\_02759789

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246711

EFTA01331174



SDNY\_GM\_02759790

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246712

EFTA01331175

|   |   |  |   |  |               |
|---|---|--|---|--|---------------|
|  US Department of Transportation<br>Federal Aviation Administration  | <b>MAJOR REPAIR AND ALTERATION</b><br>(Airframe, Powerplant, Propeller, or Appliance) |  |   | Form Approved<br>OMB No. 2120-0020                 |               |
|   | <b>For FAA Use Only</b>   |  |   |  |               |
|   | Office Identification<br><i>SO-FSDO-17</i>  |  |   |  |               |
| <b>INSTRUCTIONS:</b> 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  | BOEING   |   | Model  | 727-31        |
|   | Serial No.  | 20115  |   | Nationality and Registration Mark                  | U.S.A. N908JE |
| 2. Owner  | Name (As shown on registration certificate)   |  |   | Address (As shown on registration certificate)     |               |
|   | JEJE INC.   |  |   | 103 FOULK RD. STE 202<br>WILMINGTON DE. 19803-3742 |               |
| 3. For FAA Use Only   |   |  |   |  |               |
| 3. For FAA Use Only   |   |  |   |  |               |
| 4. Unit Identification  |   |  |   | 5. Type  |               |
| Unit  | Make  | Model  | Serial No.  | Repair   | Alteration    |
| AIRFRAME  | ----- (As described in Item 1 above) -----  |  |   |  | X             |
| POWERPLANT  |   |  |   |  |               |
| PROPELLER   |   |  |   |  |               |
| APPLIANCE   | Type  |  |   |  |               |
|   | Manufacturer  |  |   |  |               |
| 6. Conformity Statement   |   |  |   |  |               |
| A. Agency's Name and Address  |   | B. Kind of Agency  |   | C. Certificate No.                                 |               |
| <b>JET AVIATION ASSOCIATES LTD.</b><br>1515 PERIMETER RD.<br>WEST PALM BEACH. FL. 33406   |   | U.S. Certified Mechanic                                      |   | CRS EYKR782D                                       |               |
|   |   | Foreign Certified Mechanic                                   |   | AIRFRAME 1,3.                                      |               |
|   |   | <input checked="" type="checkbox"/> Certified Repair Station |   | RADIO 1,2,3.                                       |               |
|   |   | Manufacturer   |   | 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  |   | Signature of Authorized Individual                           |   |  |               |
| 7/2/01  |   | John K. Urso, Inspector. <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   | Inspection Authorization  | Other (Specify)                                    |               |
|   | FAA Designee  | X  | Repair Station  |  |               |
| Date of Approval or Rejection   |   | Certificate or Designation No.                               | Signature of Authorized Individual                              |  |               |
| 7/2/01  |   | EYKR782D   | Ronald K. Bystrom, Manager Quality Assurance <i>[Signature]</i> |  |               |

FAA Form 337 (12-88)

SDNY\_GM\_02759791

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246713

EFTA01331176

## 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.)  
BOEING 727-31, S/N 20115, N908JE, W/O 16236.

INSTALLED AN AIRCELL ATG.01 FLIGHT PHONE SYSTEM CONSISTING OF AN ANTENNA P/N CI-5000, A TRANSCEIVER P/N 900002-2, and AN ANTENNA MATCHING UNIT P/N 83518, 4 EA HANDSETS P/N 400-10035-001 AND 4 EA HANDSET CRADLES P/N 400-10038-001. THESE MODIFICATIONS WERE COMPLETED USING THE FOLLOWING JET AVIATION DRAWINGS, WHICH ARE SUBSTANTIATED BY FAA 8110-3 FORMS RESPECTIVELY:

#### WIRING DRAWING:

- B727-13236-330, REV. IR, DATED 4/30/01, SHEETS 1 THRU 3, TITLED – AIRCELL ATG.01 AIR / GROUND TELEPHONE REFERENCE FAA FORM 8110-3 DATED 5/29/01, BY SYSTEMS & EQUIPMENT D.E.R. NO. DERT-510087-NM.

#### STRUCTURAL DRAWINGS AND REPORTS:

- B727-16236-1330, REV. A, DATED 5/29/01, SHEETS 1 THRU 4, TITLED – AIRCELL ATG.01 AIR / GROUND TELEPHONE ANTENNA INSTALLATION REFERENCE F.A.A. FORM 8110-3, DATED 6/18/01, BY STRUCTURAL D.E.R. NO. DERT-510024-CE.
- B727-16236-1331, REV. IR, DATED 5/24/01, SHEETS 1 THRU 6, TITLED – AIRCELL EQUIPMENT INSTALLATION REFERENCE F.A.A. FORM 8110-3, DATED 6/3/01, BY STRUCTURAL D.E.R. NO. DERT-810028-NE.

THE NEW EQUIPMENT AND ASSOCIATED SYSTEMS WERE FUNCTIONALLY TESTED PER AIRCELL ATG.01 FLIGHT PHONE SYSTEM INSTALLATION MANUAL REV IR, DATED 6/11/99 WITH NO DISCREPANCIES.

AN EMI TEST, REPORT NO.: B727-16236-080 REV IR, SHEETS 5, DATED 06/19/01 WAS CONDUCTED AND THE INSTALLED EQUIPMENT DOES NOT INTERFERE WITH ANY OTHER INSTALLED EQUIPMENT. MAGNETIC DIRECTION INDICATORS WERE CHECKED FOR ACCURACY AND COMPENSATED AS NECESSARY PER AC 43.13-1B, CHAPTER 12, SECTION 3, PARAGRAPH 12-37 AND AC 43.13-2A, CHAPTER 2 PARAGRAPH 23f.

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. B727-16236-041, REV IR, SHEETS 1 THRU 21, DATED 06/11/2001 WAS COMPLETED IN ACCORDANCE WITH AC43.13-1B, CHAPTER 11, SECTION 3, PARAGRAPH 11-37.

AIRCRAFT METAL WORK INVOLVING METAL REPAIR OR ALTERATION COMPLIES WITH AC43.13-1B, CHAPTER 4, SECTIONS 1, 2, 3 AND 4, CHAPTER 6, SECTIONS 3 AND 8. HARDWARE AND MATERIALS USED IN THE INSTALLATION CONFORM TO AC43.13-1B, CHAPTER 7, SECTIONS 1- 5 AS APPLICABLE. CIRCUIT BREAKERS, SWITCHES AND CONNECTORS ARE OF THE TYPE RECOMMENDED BY THE AIRCRAFT MANUFACTURER OR ARE MIL SPEC APPROVED FOR AIRCRAFT USE AND MEET THE REQUIREMENTS OF AC43.13-1B, CHAPTER 11, SECTION 4. ELECTRICAL/ELECTRONIC WIRING WAS SELECTED AND INSTALLED IAW AC43.13-1B, CHAPTER 11, SECTIONS 5-8, 13, 15, 17-19 AND AC43.13-2A CHAPTER 2, PARAGRAPHS 21, 22 & 27. ROUTING, LACING AND TYING COMPLIES WITH AC43.13-1B, CHAPTER 11, SECTIONS 9-12. WIRE MARKING COMPLIES WITH AC43.13-1B SECTION 16. ELECTRONIC EQUIPMENT INSTALLATION COMPLIES WITH THE AIRCRAFT AND EQUIPMENT MANUFACTURER'S INSTRUCTIONS AND AC43.13-2A, CHAPTER 2, PARAGRAPHS 21 THROUGH 26 AND CHAPTER 3, PARAGRAPH 44.

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.

PER THE AIRCELL ATG.01 FLIGHT PHONE SYSTEM MANUAL ALL COMPONENTS ARE CONSIDERED LINE REPLACEABLE UNITS AND DO NOT AFFECT THE MANUFACTURERS INSTRUCTIONS FOR CONTINUING AIRWORTHINESS. STRUCTURAL CONTINUING AIRWORTHINESS INSPECTION REQUIREMENTS ARE CONTAINED IN A.T.E. INC. STRUCTURAL REPORT ATE6112001 DATED 6/12/01, SUBSTANTIATED BY F.A.A. FORM 8110-3 DATED 6/12/01 BY STRUCTURES DER NO. DERT-510333-CE.

THERE ARE NO FLIGHT MANUAL SUPPLEMENTS OR COCKPIT PROCEDURAL CHANGES REQUIRED FOR THIS INSTALLATION.  
END

Additional Sheets Are Attached

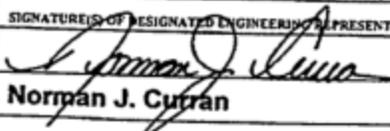
\* U.S. G.P.O 1990-761-753

SDNY\_GM\_02759792

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246714

EFTA01331177

|  |                            |  |  |
|--|----------------------------|--|--|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br><b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>  |                            |  | DATE<br><b>05/29/2001</b>  |
| <b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>   |                            |  |  |
| MAKE<br><b>Boeing</b>  | MODEL NO.<br><b>727-31</b> | TYPE (Airplane, Radio, Helicopter, etc)<br><b>Airplane</b> | NAME OF APPLICANT<br><b>Jet Aviation Associates<br/>         West Palm Beach, FL</b> |
| <b>LIST OF DATA</b>  |                            |  |  |
| <b>IDENTIFICATION</b>  |                            | <b>TITLE</b>   |  |
| <b>B727-16236-330, Initial Release,<br/>         dated 04/30/01</b>  |                            | <b>AIRCELL AGT.01 AIR/GROUND TELEPHONE</b>                 |  |
| <b>PURPOSE OF DATA</b><br>In support of major alteration to Boeing 727-31, serial number 20115, registration number N908JE.  |                            |  |  |
| <b>APPLICABLE REQUIREMENTS (List specific sections)</b><br>FAR 25.581 (a)(b)(1)                      FAR 25.1357 (a)(c)<br>FAR 25.869 (a)(4)                         FAR 25.1431 (a)(b)(c)<br>FAR 25.1301 (a)(b)(c)(d)                FAR 25.1529<br>FAR 25.1309 (a)(b)(g)<br>FAR 25.1351 (a)  |                            |  |  |
| <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>NONE</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.<br>I (We) Therefore <input type="checkbox"/> Recommend approval of these data<br><input checked="" type="checkbox"/> Approve these data (Systems & Equipment Aspects, Design Approval Only, Does Not Constitute Installation Approval) |                            |  |  |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)<br><br><b>Norman J. Curran</b>   |                            | DESIGNATION NUMBER(S)<br><b>DERT-510087-NM</b>             | CLASSIFICATION(S)<br><b>Systems &amp; Equipment</b>                                  |

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION GPO 901-613 FILENAME: SC-727-AIRCELL.DOC

SDNY\_GM\_02759793

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246715

EFTA01331178

SDNY\_GM\_02759794

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246716

EFTA01331179



SDNY\_GM\_02759796

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246718

EFTA01331181

| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS  |           |   | DATE<br>June 3, 2001 |                              |           |        |
|---|-----------|---|----------------------|------------------------------|-----------|--------|
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |           |   |                      |                              |           |        |
| MAKE  | MODEL NO. | TYPE (Airplane, Radio, Helicopter, etc.)                        |                      | NAME OF APPLICANT            |           |        |
| Boeing  | 727-31    | Airplane  |                      | Jet Aviation Associates- WPB |           |        |
| LIST OF DATA  |           |   |                      |                              |           |        |
| IDENTIFICATION  |           | TITLE   |                      |                              |           |        |
| B727-16236-1270   |           | Argus 5000/CE Moving Map Equipment Installation Sht 1-5, Rev IR |                      |                              |           |        |
| B727-16236-1331   |           | Aircell Equipment Installation, Sht 1-6, Rev IR                 |                      |                              |           |        |
| <p>Note:</p> <ol style="list-style-type: none"> <li>1. This approval is for structural aspects only.</li> <li>2. This approval is based on drawing review and inspection.</li> <li>3. 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 Boeing 727-31, S/N: 20115  |           |   |                      |                              |           |        |
| APPLICABLE REQUIREMENTS (List specific sections)  |           |   |                      |                              |           |        |
| FAR   | 25.301    | 25.303  | 25.305(a)            | 25.307(a)                    | 25.321(a) | 25.561 |
|   | 25.601    | 25.603  | 25.605(a)            | 25.609                       | 25.611    | 25.613 |
|   | 25.789    |   |                      |                              |           |        |
| 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                   |           |        |
|   |           |   |                      |                              |           |        |
|   |           |   |                      |                              |           |        |

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SDNY\_GM\_02759797

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246719

EFTA01331182

SDNY\_GM\_02759798

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246720

EFTA01331183

|  |   |  |                   |
|--|---|--|-------------------|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION  |   |  | DATE              |
| STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS  |   |  | JUNE 12, 2001     |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION  |   |  |                   |
| MAKE   | MODEL NO.   | TYPE (Airplane, Radio, Helicopter, etc.) | NAME OF APPLICANT |
| BOEING   | 727-31  | AIRPLANE                                 | JET AVIATION      |
| LIST OF DATA   |   |  |                   |
| IDENTIFICATION   | TITLE   |  |                   |
| A.T.E. INC.<br>STRUCTURAL REPORT<br>No. ATE6112001   | BOEING 727-31 S/N 20115, AERO-M SATCOM ANTENNA INSTL., UPPER B.S. 360-390;<br>GPS ANTENNA INSTL., UPPER B.S. 312-328; AIRCELL AGT.01 ANTENNA INSTL.,<br>LOWER B.S. 400-420 DAMAGE TOLERANCE ANALYSIS; SH. 1-31, REV. (IR) |  |                   |
|  | <p><b>NOTE: REQUIRED INSPECTIONS ATTACHED</b></p> <p>THESE DATA APPLY ONLY TO BOEING 727-31 S/N 20115</p>   |  |                   |
| PURPOSE OF DATA  |   |  |                   |
| TO APPROVE DATA FOR DAMAGE TOLERANCE ANALYSIS, B-727-31 S/N 20115  |   |  |                   |
| APPLICABLE REQUIREMENTS (List specific sections)   |   |  |                   |
| FAR 25.571 (STRUCTURAL ASPECTS ONLY)   |   |  |                   |
| <p><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>1</u> of <u>1</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.</p> <p>I (We) Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data</p> |   |  |                   |
| SIGNATURE(S) OF DESIGNATED ENGINEERING   | DESIGNATION NUMBER(S)   | CLASSIFICATION(S)                        |                   |
| <i>Th. M. Robert</i>   | DETR-510333-CE  | STRUCTURAL                               |                   |
|  |   |  |                   |
|  |   |  |                   |

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

GPO 901-613

SDNY\_GM\_02759799

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246721

EFTA01331184

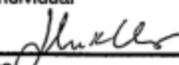
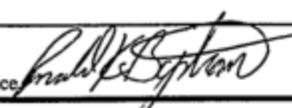


SDNY\_GM\_02759800

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246722

EFTA01331185

|  |   |   |  |   |               |
|--|---|---|--|---|---------------|
| <br>US Department of Transportation<br>Federal Aviation Administration  |   | <b>MAJOR REPAIR AND ALTERATION</b><br>(Airframe, Powerplant, Propeller, or Appliance)                         |  | Form Approved<br>OMB No. 2120-0020<br><b>For FAA Use Only</b> |               |
|  |   |   |  | Office Identification<br>50-PSDD-17 610                       |               |
| 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  | BOEING  |  | Model   | 727-31        |
|  | Serial No.                                  | 20115   |  | Nationality and Registration Mark                             | U.S.A. N908JE |
| 2. Owner   | Name (As shown on registration certificate) |   |  | Address (As shown on registration certificate)                |               |
|  | JEJE INC.                                   |   |  | 103 FOULK RD. STE 202<br>WILMINGTON DE. 19803-3742            |               |
| 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.  |               |
| JET AVIATION ASSOCIATES LTD.<br>1515 PERIMETER RD.<br>WEST PALM BEACH. FL. 33406   |   | U.S. Certified Mechanic   |  | CRS EYKR782D  |               |
|  |   | Foreign Certified Mechanic  |  | AIRFRAME 1,3.   |               |
|  |   | <input checked="" type="checkbox"/> Certified Repair Station  |  | RADIO 1,2,3.  |               |
|  |   | Manufacturer  |  | 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   |   | Signature of Authorized Individual  |  |   |               |
| 7/2/01   |   | 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  |   | Certificate or Designation No.  | Signature of Authorized Individual   |   |               |
| 7/2/01   |   | EYKR782D  | Ronald K. Bystrom, Manager Quality Assurance  |   |               |

FAA Form 337 (12-88)

SDNY\_GM\_02759801

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246723

EFTA01331186

## 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.)

BOEING 727-31, S/N 20115, N908JE, W/O 16236.

ACCOMPLISHED AN UP-GRADE TO THE EXISTING HONEYWELL WEATHER RADAR SYSTEM FROM PRIMUS 870 TO PRIMUS 880. REMOVED THE # 1 & 2 WC-870 CONTROLLERS P/N 7008471-803 AND INSTALLED WC-880 CONTROLLERS P/N 7008471-405 (TSO C63c), REMOVED THE WU-870 ANTENNA & RECEIVER / TRANSMITTER UNIT P/N 7012640-902 AND INSTALLED NEW WU-880 ANTENNA & RECEIVER / TRANSMITTER UNIT P/N 7021450-801 (TSO C63c). INSTALLED A HONEYWELL LSZ-860 LIGHTNING SENSOR SYSTEM CONSISTING OF AN LP-860 PROCESSOR P/N 7011822-904 (TSO C110) AND AN AT-855 ANTENNA P/N 7014062-901 (TSO C110). THE LIGHTNING SENSOR SYSTEM INTERFACES WITH THE PRIMUS 880 RADAR SYSTEM THRU THE # 1 & 2 WC-880 CONTROLLERS. RELOCATED EXISTING SECURITY SYSTEM ANTENNA P/N DMC57-1 TO THE TOP OF THE RADAR ANTENNA & RECEIVER / TRANSMITTER UNIT. THESE MODIFICATIONS WERE COMPLETED USING THE FOLLOWING JET AVIATION DRAWINGS, WHICH ARE SUBSTANTIATED BY FAA 8110-3 FORMS RESPECTIVELY:

#### WIRING DRAWING:

- B727-16236-260, REV. IR, DATED 5/29/01, SHEETS 1 & 2, TITLED - WEATHER RADAR SYSTEM UPGRADE (PRIMUS 880) REFERENCE FAA FORM 8110-3 DATED 6/7/01, BY SYSTEMS & EQUIPMENT D.E.R. NO. DERT-510087-NM.
- B727-16236-261, REV. IR, DATED 4/10/01, SHEETS 1 THRU 3, TITLED - HONEYWELL LSZ-860 LIGHTNING SENSOR SYSTEM REFERENCE FAA FORM 8110-3 DATED 5/29/01, BY SYSTEMS & EQUIPMENT D.E.R. NO. DERT-510087-NM.

#### STRUCTURAL DRAWINGS AND REPORTS:

- B727-16236-1261, REV. A, DATED 5/30/01, SHEETS 1 THRU 7, TITLED - AT-855/RTA-880 ANTENNA INSTALLATIONS REFERENCE F.A.A. FORM 8110-3, DATED 6/1/01, BY STRUCTURAL D.E.R. NO. DERT-810028-NE.
- B727-16236-1262, REV. IR, DATED 5/21/01, SHEETS 1 & 2, TITLED - LSZ-860 LIGHTNING SENSOR EQUIPMENT INSTALLATION. REFERENCE F.A.A. FORM 8110-3, DATED 5/28/01, BY STRUCTURAL D.E.R. NO. DERT-810028-NE.

THE NEW EQUIPMENT AND ASSOCIATED SYSTEMS WERE FUNCTIONALLY TESTED PER HONEYWELL PRIMUS 880 RADAR SYSTEM INSTALLATION MANUAL NO. 34-42-12, REV 3, DATED 2/15/00 AND THE HONEYWELL LSZ-860 LIGHTNING SENSOR SYSTEM INSTALLATION MANUAL NO. 34-41-50, REV 5, DATED 2/15/01 WITH NO DISCREPANCIES.

AN EMI TEST, REPORT NO. B727-16236-080, REV IR, DATED 6/19/01 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 B727-16236-041, REV IR, SHEETS 1 THRU 21, DATED 06/11/2001 WAS COMPLETED IN ACCORDANCE WITH 43.13-1B, CHAPTER 11, SECTION 3, PARAGRAPH 11-37.

AIRCRAFT METAL WORK INVOLVING METAL REPAIR OR ALTERATION COMPLIES WITH AC43.13-1B, CHAPTER 4, SECTIONS 1, 2, 3 AND 4, CHAPTER 6, SECTIONS 3 AND 8. HARDWARE AND MATERIALS USED IN THE INSTALLATION CONFORM TO AC43.13-1B, CHAPTER 7, SECTIONS 1- 5 AS APPLICABLE. CIRCUIT BREAKERS, SWITCHES AND CONNECTORS ARE OF THE TYPE RECOMMENDED BY THE AIRCRAFT MANUFACTURER OR ARE MIL SPEC APPROVED FOR AIRCRAFT USE AND MEET THE REQUIREMENTS OF AC43.13-1B, CHAPTER 11, SECTION 4. ELECTRICAL/ELECTRONIC WIRING WAS SELECTED AND INSTALLED IAW AC43.13-1B, CHAPTER 11, SECTIONS 5-8, 13, 15, 17-19 AND AC43.13-2A CHAPTER 2, PARAGRAPHS 21, 22 & 27. ROUTING, LACING AND TYING COMPLIES WITH AC43.13-1B, CHAPTER 11, SECTIONS 9-12. WIRE MARKING COMPLIES WITH AC43.13-1B SECTION 16. ELECTRONIC EQUIPMENT INSTALLATION COMPLIES WITH THE AIRCRAFT AND EQUIPMENT MANUFACTURER'S INSTRUCTIONS AND AC43.13-2A, CHAPTER 2, PARAGRAPHS 21 THROUGH 26 AND CHAPTER 3, PARAGRAPH 44.

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 FOR CONTINUED AIRWORTHINESS IS CONTAINED IN HONEYWELL PRIMUS 880 RADAR SYSTEM INSTALLATION MANUAL NO. 34-42-12, REV 3, DATED 2/15/00 AND THE HONEYWELL LSZ-860 LIGHTNING SENSOR SYSTEM INSTALLATION MANUAL NO. 34-41-50, REV 5, DATED 2/15/01.

THERE ARE NO FLIGHT MANUAL SUPPLEMENTS OR COCKPIT PROCEDURAL CHANGES DUE TO THIS MODIFICATION

Additional Sheets Are Attached

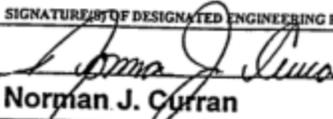
★ U.S. G.P.O 1990-761-753

SDNY\_GM\_02759802

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246724

EFTA01331187

|   |  |  |   |
|---|--|--|---|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br><b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>   |  |  | DATE<br><b>06/07/2001</b>   |
| <b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>  |  |  |   |
| MAKE<br><b>Boeing</b>   | MODEL NO.<br><b>727-31</b>                       | TYPE (Airplane, Radio, Helicopter, etc)<br><b>Airplane</b> | NAME OF APPLICANT<br><b>Jet Aviation Associates<br/>West Palm Beach, FL</b> |
| <b>LIST OF DATA</b>   |  |  |   |
| <b>IDENTIFICATION</b>   | <b>TITLE</b>                                     |  |   |
| <b>B727-16236-260, Initial Release,<br/>dated 05/29/01</b>  | <b>WEATHER RADAR SYSTEM UPGRADE (PRIMUS 880)</b> |  |   |
| <b>PURPOSE OF DATA</b><br>In support of major alteration to Boeing 727-31, serial number 20115, registration number N980JE.   |  |  |   |
| <b>APPLICABLE REQUIREMENTS (List specific sections)</b><br>FAR 25.581 (a)(b)(1)      FAR 25.1351 (a)<br>FAR 25.869 (a)(4)      FAR 25.1357 (a)(c)<br>FAR 25.1301 (a)(b)(c)(d)      FAR 25.1431 (a)(b)(c)<br>FAR 25.1309 (a)(b)(g)      FAR 25.1529<br>FAR 25.1316 (b)   |  |  |   |
| <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>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<br><input checked="" type="checkbox"/> Approve these data (Systems & Equipment Aspects, Design Approval Only, Does Not Constitute Installation Approval)  |  |  |   |
| I (We) Therefore  |  |  |   |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)<br><br><b>Norman J. Curran</b>  | DESIGNATION NUMBER(S)<br><b>DERT-510087-NM</b>   | CLASSIFICATION(S)<br><b>Systems &amp; Equipment</b>        |   |

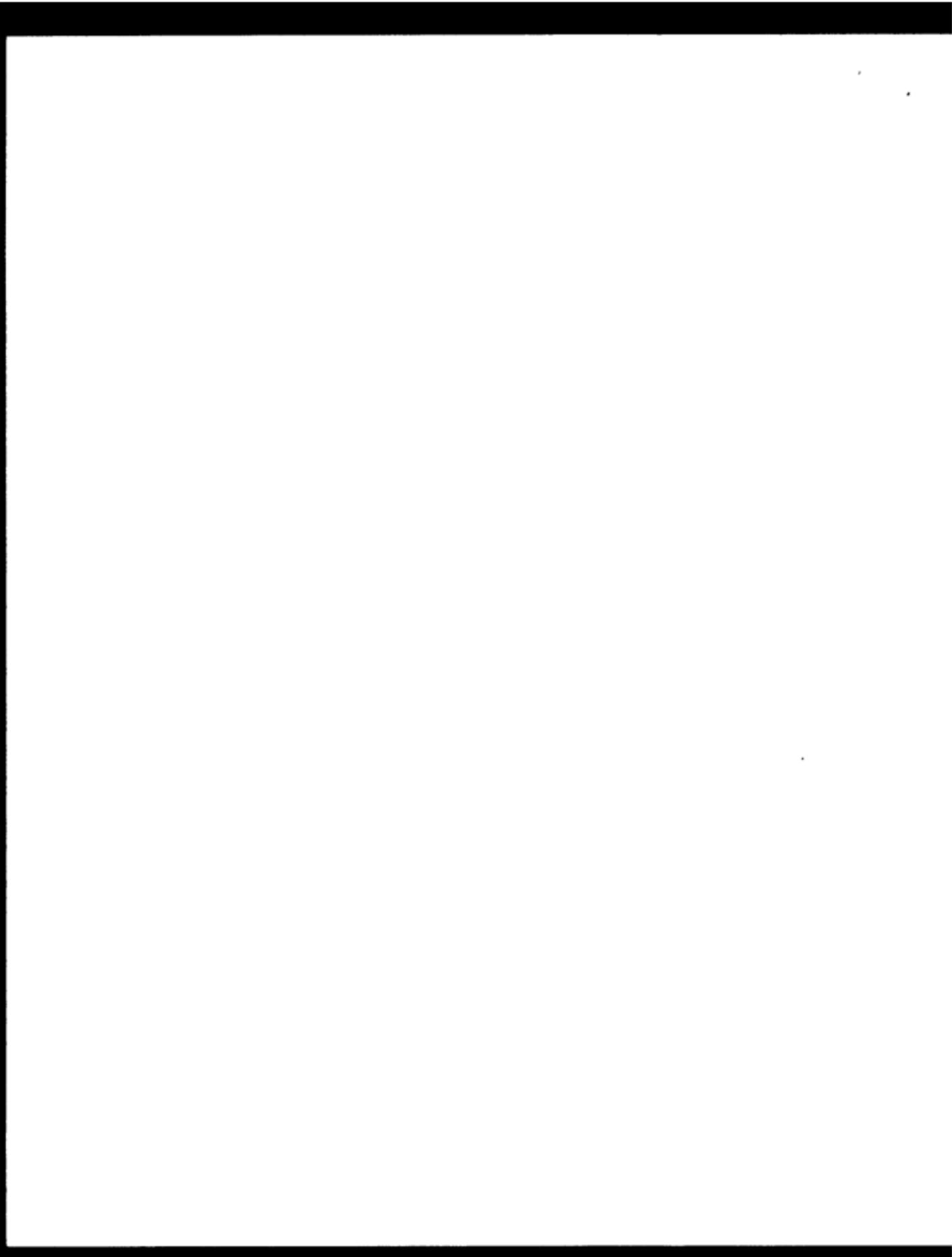
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SDNY\_GM\_02759803

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246725

EFTA01331188



SDNY\_GM\_02759804

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246726

EFTA01331189

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
**STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS**

DATE  
**06/07/2001**

**AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION**

|                       |                            |  |   |
|-----------------------|----------------------------|--|---|
| MAKE<br><b>Boeing</b> | MODEL NO.<br><b>727-31</b> | TYPE (Airplane, Radio, Helicopter, etc)<br><b>Airplane</b> | NAME OF APPLICANT<br><b>Jet Aviation Associates<br/>West Palm Beach, FL</b> |
|-----------------------|----------------------------|--|---|

**LIST OF DATA**

| IDENTIFICATION                                  | TITLE                                     |
|---|---|
| B727-16236-260, Initial Release, dated 05/29/01 | WEATHER RADAR SYSTEM UPGRADE (PRIMUS 880) |

**PURPOSE OF DATA**

In support of major alteration to Boeing 727-31, serial number 20115, registration number N980JE.

**APPLICABLE REQUIREMENTS (List specific sections)**

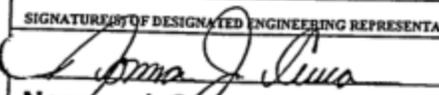
|                          |                       |
|--------------------------|-----------------------|
| FAR 25.581 (a)(b)(1)     | FAR 25.1351 (a)       |
| FAR 25.869 (a)(4)        | FAR 25.1357 (a)(c)    |
| FAR 25.1301 (a)(b)(c)(d) | FAR 25.1431 (a)(b)(c) |
| FAR 25.1309 (a)(b)(g)    | FAR 25.1529           |
| FAR 25.1316 (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 NONE 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 (We) Therefore

Approve these data (Systems & Equipment Aspects, Design Approval Only, Does Not Constitute Installation Approval)

|   |  |   |
|---|--|---|
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)<br><br>Norman J. Curran | DESIGNATION NUMBER(S)<br><b>DERT-510087-NM</b> | CLASSIFICATION(S)<br><b>Systems &amp; Equipment</b> |
|---|--|---|

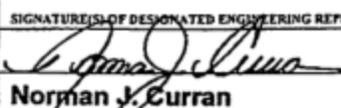


SDNY\_GM\_02759806

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246728

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|   |                            |  |  |
|---|----------------------------|--|--|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br><b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>   |                            |  | DATE<br><b>05/29/2001</b>  |
| <b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>  |                            |  |  |
| MAKE<br><b>Boeing</b>   | MODEL NO.<br><b>727-31</b> | TYPE (Airplane, Radio, Helicopter, etc)<br><b>Airplane</b> | NAME OF APPLICANT<br><b>Jet Aviation Associates<br/>                 West Palm Beach, FL</b> |
| <b>LIST OF DATA</b>   |                            |  |  |
| <b>IDENTIFICATION</b>   |                            | <b>TITLE</b>   |  |
| <b>B727-16236-261, Initial Release,<br/>                 dated 04/10/01</b>   |                            | <b>HONEYWELL LSZ-860 LIGHTNING SENSOR SYSTEM</b>           |  |
| <b>PURPOSE OF DATA</b><br>In support of major alteration to Boeing 727-31, serial number 20115, registration number N908JE.   |                            |  |  |
| <b>APPLICABLE REQUIREMENTS (List specific sections)</b><br>FAR 25.581 (a)(b)(1)                      FAR 25.1357 (a)(c)<br>FAR 25.869 (a)(4)                         FAR 25.1431 (a)(b)(c)<br>FAR 25.1301 (a)(b)(c)(d)                FAR 25.1529<br>FAR 25.1309 (a)(b)(g)<br>FAR 25.1351 (a)   |                            |  |  |
| <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>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<br>I (We) Therefore <input checked="" type="checkbox"/> Approve these data (Systems & Equipment Aspects, Design Approval Only, Does Not Constitute Installation Approval)   |                            |  |  |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)<br><br><b>Norman J. Curran</b>  |                            | DESIGNATION NUMBER(S)<br><b>DERT-510087-NM</b>             | CLASSIFICATION(S)<br><b>Systems &amp; Equipment</b>  |

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**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

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SDNY\_GM\_02759808

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246730

EFTA01331193

| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS  |           |   |                   | DATE<br>June 1, 2001         |           |        |
|---|-----------|---|-------------------|------------------------------|-----------|--------|
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |           |   |                   |                              |           |        |
| MAKE  | MODEL NO. | TYPE (Airplane, Radio, Helicopter, etc.)  |                   | NAME OF APPLICANT            |           |        |
| Boeing  | 727-31    | Airplane  |                   | Jet Aviation Associates- WPB |           |        |
| LIST OF DATA  |           |   |                   |                              |           |        |
| IDENTIFICATION  |           | TITLE   |                   |                              |           |        |
| B727-16236-1261   |           | AT-855/RTA-880 Antenna Installations, Sht 1-7, Rev A  |                   |                              |           |        |
| B727-16236-1410   |           | Dual FMS W/ RTU Equipment Installations, Sht 1-6, Rev IR  |                   |                              |           |        |
| <p>Note:</p> <ol style="list-style-type: none"> <li>1. This approval is for structural aspects only.</li> <li>2. This approval is based on drawing review and inspection.</li> <li>3. 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 Boeing 727-31, S/N: 20115  |           |   |                   |                              |           |        |
| APPLICABLE REQUIREMENTS (List specific sections)  |           |   |                   |                              |           |        |
| FAR   | 25.301    | 25.303  | 25.305(a)         | 25.307(a)                    | 25.321(a) | 25.601 |
|   | 25.603    | 25.605(a)   | 25.609            | 25.611                       | 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 checked="" type="checkbox"/> Recommend approval of these data.<br><input 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>  |           | DETR-810028-NE  | Structural        |                              |           |        |
|   |           |   |                   |                              |           |        |
|   |           |   |                   |                              |           |        |

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SDNY\_GM\_02759809

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246731

EFTA01331194



SDNY\_GM\_02759810

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246732

EFTA01331195

|   |                     |  |   |   |           |              |
|---|---------------------|--|---|---|-----------|--------------|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS  |                     |  | DATE<br>May 28, 2001  |   |           |              |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |                     |  |   |   |           |              |
| MAKE<br>Boeing  | MODEL NO.<br>727-31 | TYPE (Airplane, Radio, Helicopter, etc.)<br>Airplane |   | NAME OF APPLICANT<br>Jet Aviation Associates- WPB |           |              |
| LIST OF DATA  |                     |  |   |   |           |              |
| IDENTIFICATION  |                     |  | TITLE   |   |           |              |
| B727-16236-1262   |                     |  | LSZ-860 Lighting Sensor Equipment Installation, Sht 1-2, Rev IR |   |           |              |
| B727-16236-1342   |                     |  | Aero-M SATCOM Equipment Installation, Sht 1-7, Rev IR           |   |           |              |
| <p>Note:</p> <ol style="list-style-type: none"> <li>1. This approval is for structural aspects only.</li> <li>2. This approval is based on drawing review and inspection.</li> <li>3. After the alteration, the aircraft must be returned to service by FAA authorized personnel.</li> </ol>  |                     |  |   |   |           |              |
| PURPOSE OF DATA<br>To approve structural aspects of a major alteration to Boeing 727-31, S/N: 20115   |                     |  |   |   |           |              |
| APPLICABLE REQUIREMENTS (List specific sections)  |                     |  |   |   |           |              |
| FAR   | 25.301              | 25.303   | 25.305(a)   | 25.307(a)   | 25.321(a) | 25.561(b)(c) |
|   | 25.601              | 25.603   | 25.605(a)   | 25.609  | 25.611    | 25.613       |
|   | 25.789              |  |   |   |           |              |
| <p>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.</p> <p>I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data.<br/> <input checked="" type="checkbox"/> Approve these data.</p> |                     |  |   |   |           |              |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)  |                     | DESIGNATION NUMBER(S)                                |   | CLASSIFICATION(S)                                 |           |              |
| David E. Haralson <i>David E. Haralson</i>  |                     | DERT-810028-NE                                       |   | Structural  |           |              |
|   |                     |  |   |   |           |              |
|   |                     |  |   |   |           |              |

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**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246733

EFTA01331196



SDNY\_GM\_02759812

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246734

EFTA01331197

|   |                     |   |                      |   |           |              |
|---|---------------------|---|----------------------|---|-----------|--------------|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS  |                     |   | DATE<br>May 28, 2001 |   |           |              |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |                     |   |                      |   |           |              |
| MAKE<br>Boeing  | MODEL NO.<br>727-31 | TYPE (Airplane, Radio, Helicopter, etc.)<br>Airplane            |                      | NAME OF APPLICANT<br>Jet Aviation Associates- WPB |           |              |
| LIST OF DATA  |                     |   |                      |   |           |              |
| IDENTIFICATION  |                     | TITLE   |                      |   |           |              |
| B727-16236-1262   |                     | LSZ-860 Lighting Sensor Equipment Installation, Sht 1-2, Rev IR |                      |   |           |              |
| B727-16236-1342   |                     | Aero-M SATCOM Equipment Installation, Sht 1-7, Rev IR           |                      |   |           |              |
| <p>Note:</p> <ol style="list-style-type: none"> <li>1. This approval is for structural aspects only.</li> <li>2. This approval is based on drawing review and inspection.</li> <li>3. After the alteration, the aircraft must be returned to service by FAA authorized personnel.</li> </ol>  |                     |   |                      |   |           |              |
| PURPOSE OF DATA<br>To approve structural aspects of a major alteration to Boeing 727-31, S/N: 20115   |                     |   |                      |   |           |              |
| APPLICABLE REQUIREMENTS (List specific sections)  |                     |   |                      |   |           |              |
| FAR   | 25.301              | 25.303  | 25.305(a)            | 25.307(a)   | 25.321(a) | 25.561(b)(c) |
|   | 25.601              | 25.603  | 25.605(a)            | 25.609  | 25.611    | 25.613       |
|   | 25.789              |   |                      |   |           |              |
| <p>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.</p> <p>I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data.<br/> <input checked="" type="checkbox"/> Approve these data.</p> |                     |   |                      |   |           |              |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)  |                     | DESIGNATION NUMBER(S)   |                      | CLASSIFICATION(S)                                 |           |              |
| David E. Haralson <i>David E. Haralson</i>  |                     | DERT-810028-NE  |                      | Structural  |           |              |
|   |                     |   |                      |   |           |              |
|   |                     |   |                      |   |           |              |

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**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246735

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SDNY\_GM\_02759814

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246736

EFTA01331199

|  |  |  |  |  |               |
|--|--|--|--|--|---------------|
| <br>US Department of Transportation<br>Federal Aviation Administration  | <b>MAJOR REPAIR AND ALTERATION</b><br><b>(Airframe, Powerplant, Propeller, or Appliance)</b> |  |  | Form Approved<br>OMB No. 2120-0020                 |               |
|  |  |  |  | <b>For FAA Use Only</b>                            |               |
|  |  |  |  | Office Identification<br><i>50-FSDU-17</i>         |               |
| 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   | BOEING   |  | Model  | 727-31        |
|  | Serial No.   | 20115  |  | Nationality and Registration Mark                  | U.S.A. N908JE |
| 2. Owner   | Name (As shown on registration certificate)  |  |  | Address (As shown on registration certificate)     |               |
|  | JEGE INC.  |  |  | 103 FOULK RD. STE 202<br>WILMINGTON DE. 19803-3742 |               |
| 3. For FAA Use Only  |  |  |  |  |               |
| 4. Unit Identification   |  |  |  |  |               |
| Unit   | Make   | Model  | Serial No.   | 5. Type  |               |
|  |  |  |  | Repair   | Alteration    |
| AIRFRAME   | ----- (As described in Item 1 above) -----   |  |  |  | X             |
| POWERPLANT   |  |  |  |  |               |
| PROPELLER  |  |  |  |  |               |
| APPLIANCE  | Type   |  |  |  |               |
|  | Manufacturer   |  |  |  |               |
| 6. Conformity Statement  |  |  |  |  |               |
| A. Agency's Name and Address   |  | B. Kind of Agency  |  | C. Certificate No.                                 |               |
| <b>JET AVIATION ASSOCIATES LTD.</b><br><b>1515 PERIMETER RD.</b><br><b>WEST PALM BEACH. FL. 33406</b>  |  | U.S. Certified Mechanic  |  | CRS EYKR782D                                       |               |
|  |  | Foreign Certified Mechanic   |  | AIRFRAME 1,3.                                      |               |
|  |  | <input checked="" type="checkbox"/> Certified Repair Station<br>Manufacturer |  | RADIO 1,2,3.<br>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   |  | Signature of Authorized Individual   |  |  |               |
| 7/2/01   |  | John K. Urso, Inspector. <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   | Inspection Authorization   | Other (Specify)                                    |               |
|  | FAA Designee   | X Repair Station   | Person Approved by Transport Canada Airworthiness Group          |  |               |
| Date of Approval or Rejection  |  | Certificate or Designation No.   | Signature of Authorized Individual                               |  |               |
| 7/2/01   |  | EYKR782D   | Ronald K. Bystrom, Manager Quality Assurance. <i>[Signature]</i> |  |               |

FAA Form 337 (12-88)

SDNY\_GM\_02759815

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246737

EFTA01331200

**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.)*

BOEING 727-31, S/N 20115, N908JE, W/O 16236.

ACCOMPLISHED A TCAS CHANGE 7 UPGRADE TO THE EXISTING HONEYWELL TCAS II SYSTEM PREVIOUSLY INSTALLED UNDER PAGE AVJET CORPORATION STC SA3094SO DATED 8/24/93. REFERENCE F.A.A. FORM 337 DATED 8/25/93.

THE TCAS PROCESSOR P/N 4066010-904 WAS MODIFIED TO P/N 4066010-910 (CUSTOMERS UPGRADED UNIT) IN ACCORDANCE WITH TIMCO MASTER DRAWING LIST 01T012L001, REV IR, DATED 5/21/01. REFERENCE F.A.A. FORM 8110-3 DATED 5/21/01 BY SYSTEMS AND EQUIPMENT DER NO.DERT-510239-CE.

THE TCAS II CHANGE 7 PROCESSOR WAS INSTALLED AND TESTED IN ACCORDANCE WITH TIMCO ENGINEERING ORDER DOCUMENT 01T012E006, REV IR, DATED 5/21/01 WITH NO DISCREPANCIES.

A LOGBOOK ENTRY REFLECTING THIS INSTALLATION WAS COMPLETED PER F.A.R. 43.9 AND ENTERED INTO THE AIRCRAFT LOGBOOK. THE AIRCRAFT EQUIPMENT LIST WAS AMENDED AND ENTERED IN THE AIRCRAFT RECORDS.

AIRWORTHINESS DIRECTIVE 94-01-04 AMENDMENT 39-8786 IS N/A TO THIS INSTALLATION BY PROCESSOR P/N. THERE IS NO CHANGE TO THE AIRCRAFT WEIGHT AND BALANCE.

THERE IS NO CHANGE TO THE AIRCRAFTS MAINTENANCE FOR CONTINUED AIRWORTHINESS REQUIREMENTS DUE TO THIS INSTALLATION.

THE REQUIRED F.A.A. APPROVED HONEYWELL INC, TCAS II FLIGHT MANUAL SUPPLEMENT DOCUMENT TCAS-APPS-0294, REV A, DATED 3/21/00 HAS BEEN INSERTED INTO THE AIRCRAFT FLIGHT MANUAL.

END

Additional Sheets Are Attached

★ U.S. G.P.O 1990-761-753

SDNY\_GM\_02759816

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246738

EFTA01331201



communications

Aviation Communications & Surveillance Systems  
21111 N. 19th Avenue, Phoenix, AZ 85027-2708

May 16, 2001

TIMCO  
623 Radar Road  
Greensboro, NC 274

Attn.: Mr. Gregg Stutes

Re: Letter of Authorization to use technical data

Dear Mr. Stutes,

This letter is to authorize TIMCO ("Recipient") to use the following technical data owned by L-3 Communications Corporation – Aviation Communications & Surveillance Systems (L-3) for the limited purpose indicated here below.

The technical data subject to this Letter of Authorization ("Data") is the L-3 developed data used to apply for the following FAA certifications:

Supplemental Type Certificate STC SA4834NM, as defined by ML4070349, for B727 aircraft.

L-3 Authorization to use Data is limited to the following B727 aircraft tail number, namely:

- B727 S/N 20115

L-3 Authorization to use Data is granted hereby for the sole purpose to provide the Recipient with technical information for its internal use and engineering review purposes. The Recipient recognizes L-3's proprietary rights in Data and will limit its disclosure to a need-to-know basis for its employees. The Recipient will not use Data for any other purposes than the internal use and engineering review purpose established for this Authorization. The Recipient will not sell, license, rent, market, transfer, assign, distribute, or otherwise disclose to any third party, exploit or permit any other use of Data.

L-3 does not provide any warranty whatsoever on Data, whether express, or implied, or implied by law, including but not limited to merchantability and fitness for any particular purpose.

SDNY\_GM\_02759817

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246739

EFTA01331202



SDNY\_GM\_02759818

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246740

EFTA01331203

In no event shall L-3 be liable for:

- Any direct, incidental, indirect, special or consequential damages including but not limited to loss of use, revenue or profit, even if L-3 has been advised, knew or should have known of the possibility of such damages; or
- Damages caused by the Recipient's failure to perform its obligations and responsibilities; or
- Claims, demands or actions against the Recipient by any other party.

The term of this Authorization is one (1) calendar year from its date. If during such term L-3 believes that its proprietary rights in Data are being infringed or injured or otherwise are at risk, L-3 reserves the right to terminate Authorization hereunder and, upon notice to Recipient, request the Recipient to discontinue any further use of Data.

Upon termination of Authorization hereunder, the Recipient will either destroy or return Data in its possession and notify L-3 that no further use of Data will take place.

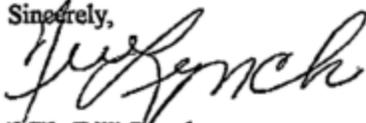
For any communication concerning this Authorization, please contact F.W. (Bill) Lynch, Certification Engineer:

Phone: [REDACTED]  
Fax: [REDACTED]  
E-mail: [billlynch@l3com.com](mailto:billlynch@l3com.com)

Please, countersign this Letter of Authorization and return it to us as follows:  
original by mail (with the original signature of your authorized representative);  
a copy by fax to the undersigned.

Thank you for your interest.

Sincerely,



F.W. (Bill) Lynch  
Agent for L-3 Communications, ACSS

SDNY\_GM\_02759819

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246741

EFTA01331204



SDNY\_GM\_02759820

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246742

EFTA01331205

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

Number SA3094SO

*This certificate, issued to*

Page Avjet Corporation  
9809 Tradeport Drive  
Orlando, Florida 32827

*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:* A3WE  
*Make:* Boeing  
*Model:* 727-100 Series

*Description of Type Design Change:* Installation of Provisions only for a Honeywell TCZ-910 TCAS II System in accordance with Page Avjet Master Drawing List MDL-91-41, Initial Release, dated November 19, 1991, or later FAA approved revisions.

*Limitations and Conditions:* This approval should not be extended to other airplanes of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any of those other previously approved modifications will produce no adverse effect upon the airworthiness of that airplane.

*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 21, 1991

*Date issued:*

*Date of issuance:* January 15, 1992

*Date amended:*



*By direction of the Administrator*

*John Tighe* (Signature)

John Tighe (Signature)  
Manager, Atlanta Aircraft  
Certification Office

(Title)

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

*This certificate may be transferred in accordance with FAR 21.47.*

FAA Form 8110-2 (10-68)

SDNY\_GM\_02759821

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246743

EFTA01331206

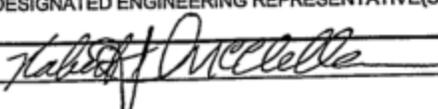


SDNY\_GM\_02759822

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246744

EFTA01331207

|  |  |  |                            |
|--|--|--|----------------------------|
| U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION   |  |  | DATE<br>5/21/01            |
| <b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>   |  |  |                            |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION  |  |  |                            |
| MAKE<br>Boeing   | MODEL NO.<br>727-100   | TYPE (AIRPLANE, RADIO, HELICOPTER, ETC.)<br>Airplane | NAME OF APPLICANT<br>TIMCO |
| LIST OF DATA   |  |  |                            |
| IDENTIFICATION   | TITLE  |  |                            |
| TIMCO Master Data List,<br>01T012L001<br>Rev IR Dated 5/21/01  | Honeywell TCAS II Change 7 Software Upgrade for a Boeing 727-100 |  |                            |
| -----END OF DATA-----  |  |  |                            |
| PURPOSE OF DATA<br>To document and approve the installation of a TCAS Change 7 in a Boeing 727-100 aircraft. STC SA4834NM is the approval basis for this installation.   |  |  |                            |
| APPLICABLE REQUIREMENTS (List specific sections)<br>FAR 25.1301 (a), (c)   |  |  |                            |
| <p><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</p> <p>I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data<br/> <input checked="" type="checkbox"/> Approve these data</p> |  |  |                            |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)   | DESIGNATION NUMBER(S)  | CLASSIFICATION(S)                                    |                            |
| Robert McClellan    | DEPT-510239CE  | System & Equipment                                   |                            |
|  |  |  |                            |

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

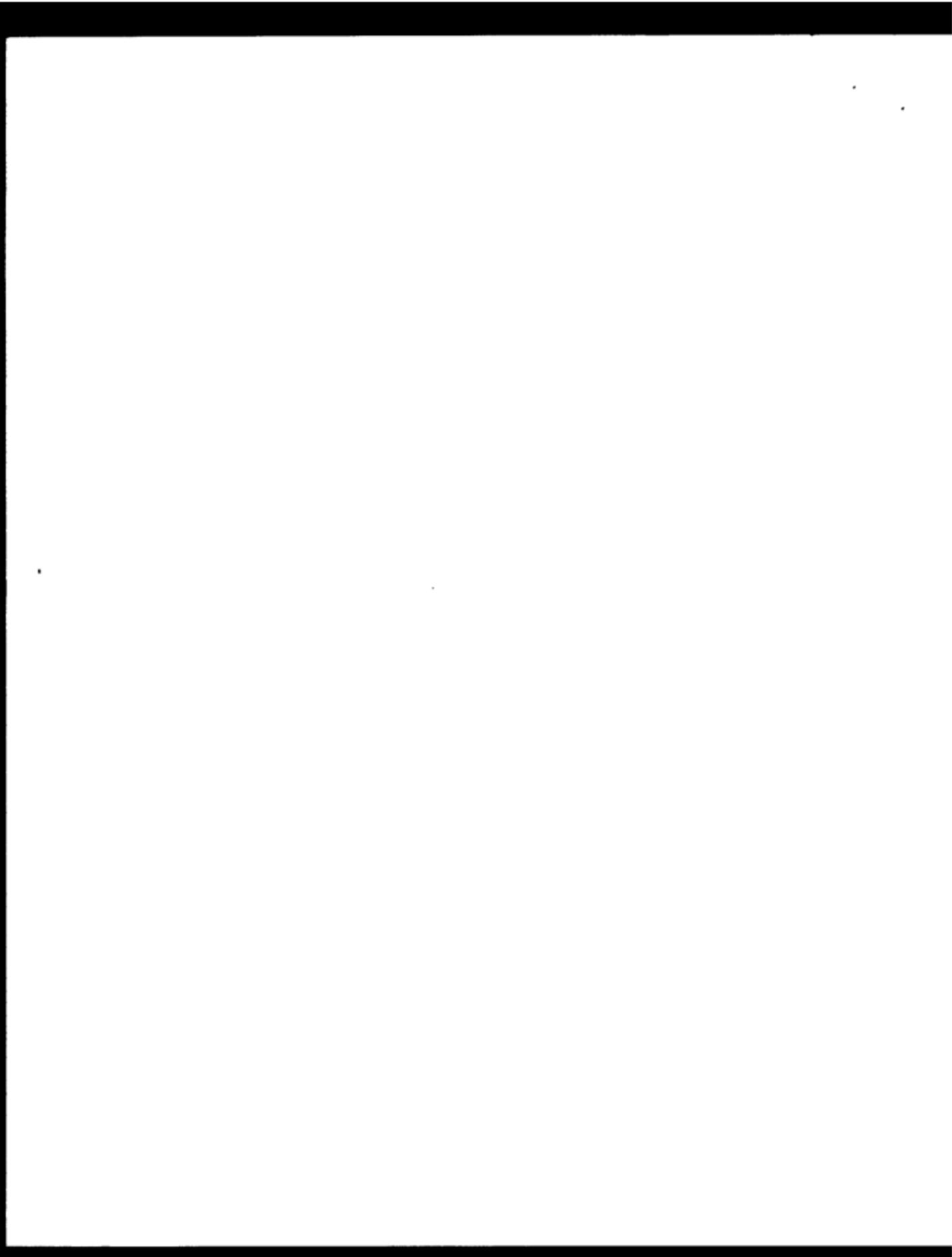
GPO 901-613

SDNY\_GM\_02759823

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246745

EFTA01331208



SDNY\_GM\_02759824

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246746

EFTA01331209

# MASTER DATA LIST

TITLE: HONEYWELL TCAS II CHANGE 7 SOFTWARE UPGRADE

STC / FAA PROJECT NO.: SA4834NM / 650259

ENGINEER: P. FERGUS

APPROVAL: \_\_\_\_\_

AIRCRAFT TYPE: BOEING 727-100

ROBERT MCCLELLAN SHEET 1 OF 1

MDL NO. 01T012L001  
 REV/DATE: IR / 5/21/01

DOCUMENT  
 NUMBER

REVISION  
 LTR DATE

TITLE

SHT

01T012C002

IR 5/21/01

HONEYWELL TCAS II CHANGE 7 SOFTWARE UPGRADE FOR A BOEING 727-100

1

**ISSUED**  
**MAY 22 2001**  
**DOCUMENT CONTROL**

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01T012L0015

Stock No.: 091100109



SDNY\_GM\_02759826

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246748

EFTA01331211

# CONFIGURATION DOCUMENT

**TITLE:** HONEYWELL TCAS II CHANGE 7 SOFTWARE UPGRADE FOR A BOEING 727-100

**CFG NO.:** 01T012C002  
**REV/DATE:** IR / 5/21/01

**ENGINEER:** P. Fergus

**APPROVAL:** Robert McClellan

SHEET 1 OF 1

**I. CONFIGURATION DATA**

**A. APPLICABLE MDL:** HONEYWELL TCAS II CHANGE 7 SOFTWARE UPGRADE # 01T012L001

**B. EFFECTIVITY**

- 1. BOEING 727-100 SERIAL NO. 20115

**C. DESCRIPTION**

- 1. THIS INSTALLATION WILL CONSIST OF USING STC SA4834NM AS THE APPROVAL BASIS TO PERFORM THE TCAS CHANGE 7 MODIFICATION TO THE TCAS COMPUTER UNIT.

**D. DEVIATION FROM PREVIOUSLY APPROVED DATA**

- 1. NONE

**ISSUED**  
**MAY 22 2001**  
 DOCUMENT CONTROL

Items marked with an asterisk (\*) are for manufacturing and certification and will not be supplied. If required, the documents will be sent directly to the customer's certification authority only after TIMCO receives assurance that their confidentiality will be protected.

| DOCUMENT NUMBER | REVISION |         | TITLE  | SHT |
|-----------------|----------|---------|--|-----|
|                 | LTR      | DATE    |  |     |
| 01T012E006      | IR       | 5/21/01 | Installation of a Honeywell TCAS II CU with Change 7 in a Boeing 727-100 | 6   |
| 01T012R007      | IR       | 5/21/01 | Description and Substantiation of a TCAS II Change 7 Installation        | 2   |

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SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



SDNY\_GM\_02759828

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246750

EFTA01331213

# ENGINEERING ORDER

E.O. TITLE: Installation of a Honeywell TCAS II CU with Change 7 in a Boeing 727-100

E.O. NO.: 01T012E006

AIRCRAFT: Boeing 727-100 REV: IR DATE: 5/21/01

**ISSUED**  
**MAY 22 2001**  
**DOCUMENT CONTROL**

| INITIAL RELEASE REVIEWS |
|-------------------------|
| P. Fergus               |
| <b>PREPARED BY</b>      |
| David Thornton          |
| <b>CHECKED BY</b>       |
| Richard Cunningham      |
| <b>QA REVIEW</b>        |
| Robert McClellan        |
| <b>APPROVED BY</b>      |

**TIMCO ENGINEERED SYSTEMS, INC.**  
623 Radar Road  
Greensboro, North Carolina 27410  
Telephone: [REDACTED]

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01T012E006S

Stock No.: 091100108

SDNY\_GM\_02759829

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246751

EFTA01331214



SDNY\_GM\_02759830

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246752

EFTA01331215

Honeywell Inc.  
21111 North 19th Ave.  
Phoenix, AZ 85027  
Spec. No. TCAS-APPS-0294

AFM SUPPLEMENT  
General TCAS/ACAS Applications

FAA APPROVED  
WHEN EQUIPPED WITH HONEYWELL  
TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM

( TCAS II )

This supplement must be attached to the FAA Approved Airplane Flight Manual for aircraft that have been modified by installation of the Honeywell Traffic Alert and Collision Avoidance System (TCAS II) in accordance with a Honeywell STC (see SECTION I). The information contained in this document supplements and 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.

FAA APPROVED



Manager, Flight Test Branch, ANM-160L  
Federal Aviation Administration  
Los Angeles Aircraft Certification Office  
Transport Airplane Directorate

Date Mar. 21, 2000

SDNY\_GM\_02759831

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246753

EFTA01331216

SDNY\_GM\_02759832

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246754

EFTA01331217

|  |  |   |   |  |            |
|--|--|---|---|--|------------|
| <br>US Department of Transportation<br>Federal Aviation Administration  | <b>MAJOR REPAIR AND ALTERATION</b><br><b>(Airframe, Powerplant, Propeller, or Appliance)</b> |   |   | Form Approved<br>OMB No. 2120-0020             |            |
|  |  |   |   | <b>For FAA Use Only</b>                        |            |
|  |  |   |   | Office Identification<br>50-F500-17 <i>hjd</i> |            |
| 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<br>BOEING   |   | Model<br>727-31   |  |            |
|  | Serial No.<br>20115  |   | Nationality and Registration Mark<br>U.S.A. N908JE  |  |            |
| 2. Owner   | Name (As shown on registration certificate)<br>JEJE INC.                                     |   | Address (As shown on registration certificate)<br>103 FOULK RD. STE 202<br>WILMINGTON DE. 19803-3742  |  |            |
| 3. For FAA Use Only  |  |   |   |  |            |
| 4. Unit Identification   |  |   |   |  |            |
| 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.                             |            |
| JET AVIATION ASSOCIATES LTD.<br>1515 PERIMETER RD.<br>WEST PALM BEACH. FL. 33406   |  | U.S. Certified Mechanic   |   | CRS EYKR782D                                   |            |
|  |  | Foreign Certified Mechanic  |   | AIRFRAME 1,3.                                  |            |
|  |  | <input checked="" type="checkbox"/> Certified Repair Station<br><input type="checkbox"/> Manufacturer |   | RADIO 1,2,3.<br>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<br>7/2/01   |  | Signature of Authorized Individual<br>John K. Urso, Inspector. <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  | Inspection Authorization  | Other (Specify)                                |            |
|  | FAA Designee   | <input checked="" type="checkbox"/> Repair Station  | Person Approved by Transport Canada Airworthiness Group   |  |            |
| Date of Approval or Rejection<br>7/2/01  |  | Certificate or Designation No.<br>EYKR782D  | Signature of Authorized Individual<br>Ronald K. Bystrom, Manager Quality Assurance <i>[Signature]</i> |  |            |

FAA Form 337 (12-88)

SDNY\_GM\_02759833

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246755

EFTA01331218

**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.)*

BOEING 727-31, S/N 20115, N908JE, W/O 16236.

INSTALLED A UNIVERSAL AVIONICS TT-3000 SERIES AERO-M SATCOM SYSTEM PER UNIVERSAL AVIONICS AIRBORNE SATELLITE TELECOMMUNICATIONS SYSTEM INSTALLATION MANUAL NO. 23-15-02 DATED 3/7/01. SYSTEM CONSISTS OF 2 EA HANDSETS, 1 EA ANTENNA, 1 EA HIGH POWER / LOW NOISE AMP AND THE SATELLITE DATA UNIT. THESE MODIFICATIONS WERE COMPLETED USING THE FOLLOWING JET AVIATION DRAWINGS, WHICH ARE SUBSTANTIATED BY FAA 8110-3 FORMS RESPECTIVELY:

WIRING DRAWING:

- B727-13236-340, REV. IR, DATED 4/30/01, SHEETS 1 THRU 3, TITLED - TT-3000 AERO-M AIRBORNE SATELLITE TELECOMMUNICATIONS SYSTEM.

REFERENCE FAA FORM 8110-3 DATED 5/29/01, BY SYSTEMS & EQUIPMENT D.E.R. NO. DERT-510087-NM.

STRUCTURAL DRAWINGS AND REPORTS:

- B727-16236-1340, REV. A, DATED 5/29/01, SHEETS 1 THRU 5, TITLED - AERO-M SATCOM ANTENNA INSTALLATION REFERENCE F.A.A. FORM 8110-3, DATED 6/18/01, BY STRUCTURAL D.E.R. NO. DERT-510024-CE.
- B727-16236-1342, REV. IR, DATED 5/21/01, SHEETS 1 THRU 7, TITLED - AERO-M SATCOM EQUIPMENT INSTALLATION REFERENCE F.A.A. FORM 8110-3, DATED 5/28/01, BY STRUCTURAL D.E.R. NO. DERT-810028-NE.

SYSTEM TESTED PER UNIVERSAL AVIONICS INSTALLATION MANUAL FOR TT-3000 SERIES AERO-M, DOCUMENT 23-15-02, DATED 3/7/01 WITH NO DEFECTS NOTED. NOTE: UNIVERSAL AVIONICS SERVICE BULLETIN NUMBER 10101.00-23-2669, BLOCKING OF BREATHING HOLES IN SATCOM ANTENNA P/N 10101-00, DATED 7/25/00, WAS INCORPORATED AT ANTENNA INSTALLATION. THIS HAS NO EFFECT OF THE STRUCTURAL OR MECHANICAL INSTALLATION OF THE ANTENNA.

AN EMI TEST, REPORT NO. B727-16236-080, REV IR, DATED 6/19/01 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 B727-16236-041, REV IR, SHEETS 1 THRU 21, DATED 06/11/2001 WAS COMPLETED IN ACCORDANCE WITH 43.13-1B, CHAPTER 11, SECTION 3, PARAGRAPH 11-37.

AIRCRAFT METAL WORK INVOLVING METAL REPAIR OR ALTERATION COMPLIES WITH AC 43.13-1B, CHAPTER 4, SECTIONS 1, 2, 3 AND 4, CHAPTER 6, SECTIONS 3 AND 8. HARDWARE AND MATERIALS USED THE INSTALLATION CONFORM TO AC 43.13-1B, CHAPTER 5, SECTIONS 1 AND 2, CHAPTER 7, SECTIONS 1, 2, 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 43.13-1B, CHAPTER 11, SECTION 4. ELECTRICAL/ELECTRONIC WIRING WAS SELECTED AND INSTALLED IAW AC 43.13-1B, CHAPTER 11, SECTIONS 5-8, 13, 15, 17-19 AND AC 43.13-2A CHAPTER 2, PARAGRAPHS 21, 22 & 27. ROUTING, LACING AND TYING COMPLIES WITH AC 43.13-1B, CHAPTER 11, SECTIONS 9-12. WIRE MARKING COMPLIES WITH SECTION 16. ELECTRONIC EQUIPMENT INSTALLATION COMPLIES WITH THE AIRCRAFT AND EQUIPMENT MANUFACTURE'S INSTRUCTIONS AND AC 43.13-2B, CHAPTER 2, PARAGRAPHS 21 THROUGH 26 AND CHAPTER 3, PARAGRAPH 44.

A LOGBOOK ENTRY REFLECTING THIS MODIFICATION 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 AC 43.13-1B, CHAPTER 10, SECTION 2 AND AC 43.13-2A, CHAPTER 1 PARAGRAPH 9.

PER THE AERO-M SATCOM INSTALLATION MANUAL ALL COMPONENTS ARE CONSIDERED LINE REPLACEABLE UNITS AND DO NOT AFFECT THE MANUFACTURERS INSTRUCTIONS FOR CONTINUING AIRWORTHINESS. STRUCTURAL CONTINUING AIRWORTHINESS INSPECTION REQUIREMENTS ARE CONTAINED IN A.T.E. INC. STRUCTURAL REPORT ATE6112001 DATED 6/12/01, SUBSTANTIATED BY F.A.A. FORM 8110-3 DATED 6/12/01 BY STRUCTURES DER NO. DERT-510333-CE.

THERE ARE NO COCKPIT PROCEDURAL CHANGES OR FLIGHT MANUAL SUPPLEMENTS REQUIRED FOR THIS INSTALLATION.

END

Additional Sheets Are Attached

★ U.S. G.P.O 1990-761-753

SDNY\_GM\_02759834

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246756

EFTA01331219

|   |                            |  |  |
|---|----------------------------|--|--|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br><b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>   |                            |  | DATE<br><b>05/29/2001</b>  |
| <b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>  |                            |  |  |
| MAKE<br><b>Boeing</b>   | MODEL NO.<br><b>727-31</b> | TYPE (Airplane, Radio, Helicopter, etc)<br><b>Airplane</b>                                     | NAME OF APPLICANT<br><b>Jet Aviation Associates<br/>                 West Palm Beach, FL</b> |
| <b>LIST OF DATA</b>   |                            |  |  |
| <b>IDENTIFICATION</b>   |                            | <b>TITLE</b>   |  |
| <b>B727-16236-340, Initial Release,<br/>                 dated 04/30/01</b>   |                            | <b>TT-3000 SERIES AERO-M AIRBORNE SATELLITE TELECOMMUNICATIONS<br/>                 SYSTEM</b> |  |
| <b>PURPOSE OF DATA</b><br>In support of major alteration to Boeing 727-31, serial number 20115, registration number N908JE.   |                            |  |  |
| <b>APPLICABLE REQUIREMENTS (List specific sections)</b><br>FAR 25.581 (a)(b)(1)                      FAR 25.1351 (a)<br>FAR 25.869 (a)(4)                         FAR 25.1357 (a)(c)<br>FAR 25.1301 (a)(b)(c)(d)                FAR 25.1431 (a)(b)(c)<br>FAR 25.1309 (a)(b)(g)                    FAR 25.1529<br>FAR 25.1316 (b)  |                            |  |  |
| <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>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<br>I (We) Therefore <input checked="" type="checkbox"/> Approve these data (Systems & Equipment Aspects, Design Approval Only, Does Not Constitute Installation Approval)   |                            |  |  |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)<br><br><b>Norman J. Curran</b>  |                            | DESIGNATION NUMBER(S)<br><b>DERT-510087-NM</b>   | CLASSIFICATION(S)<br><b>Systems &amp; Equipment</b>  |

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION GPO 901-613 FILENAME: SC-727-SATCOM.DOC

SDNY\_GM\_02759835

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246757

EFTA01331220



SDNY\_GM\_02759836

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246758

EFTA01331221





SDNY\_GM\_02759838

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246760

EFTA01331223

|   |                     |   |                      |   |           |              |
|---|---------------------|---|----------------------|---|-----------|--------------|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS  |                     |   | DATE<br>May 28, 2001 |   |           |              |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |                     |   |                      |   |           |              |
| MAKE<br>Boeing  | MODEL NO.<br>727-31 | TYPE (Airplane, Radio, Helicopter, etc.)<br>Airplane            |                      | NAME OF APPLICANT<br>Jet Aviation Associates- WPB |           |              |
| LIST OF DATA  |                     |   |                      |   |           |              |
| IDENTIFICATION  |                     | TITLE   |                      |   |           |              |
| B727-16236-1262   |                     | LSZ-860 Lighting Sensor Equipment Installation, Sht 1-2, Rev IR |                      |   |           |              |
| B727-16236-1342   |                     | Aero-M SATCOM Equipment Installation, Sht 1-7, Rev IR           |                      |   |           |              |
| <p>Note:</p> <ol style="list-style-type: none"> <li>1. This approval is for structural aspects only.</li> <li>2. This approval is based on drawing review and inspection.</li> <li>3. After the alteration, the aircraft must be returned to service by FAA authorized personnel.</li> </ol>  |                     |   |                      |   |           |              |
| PURPOSE OF DATA<br>To approve structural aspects of a major alteration to Boeing 727-31, S/N: 20115   |                     |   |                      |   |           |              |
| APPLICABLE REQUIREMENTS (List specific sections)  |                     |   |                      |   |           |              |
| FAR   | 25.301              | 25.303  | 25.305(a)            | 25.307(a)   | 25.321(a) | 25.561(b)(c) |
|   | 25.601              | 25.603  | 25.605(a)            | 25.609  | 25.611    | 25.613       |
|   | 25.789              |   |                      |   |           |              |
| <p>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.</p> <p>I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data.<br/> <input checked="" type="checkbox"/> Approve these data.</p> |                     |   |                      |   |           |              |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)  |                     | DESIGNATION NUMBER(S)   |                      | CLASSIFICATION(S)                                 |           |              |
| David E. Haralson <i>Doil C. Hardan</i>   |                     | DERT-810028-NE  |                      | Structural  |           |              |
|   |                     |   |                      |   |           |              |
|   |                     |   |                      |   |           |              |

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

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SDNY\_GM\_02759839

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246761

EFTA01331224



SDNY\_GM\_02759840

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246762

EFTA01331225

| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION   |           |   | DATE              |
|---|-----------|---|-------------------|
| STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS   |           |   | JUNE 12, 2001     |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |           |   |                   |
| MAKE  | MODEL NO. | TYPE (Airplane, Radio, Helicopter, etc.)  | NAME OF APPLICANT |
| BOEING  | 727-31    | AIRPLANE  | JET AVIATION      |
| LIST OF DATA  |           |   |                   |
| IDENTIFICATION  |           | TITLE   |                   |
| A.T.E. INC.<br>STRUCTURAL REPORT<br>No. ATE6112001  |           | BOEING 727-31 S/N 20115, AERO-M SATCOM ANTENNA INSTL., UPPER B.S. 360-390;<br>GPS ANTENNA INSTL., UPPER B.S. 312-328; AIRCELL AGT.01 ANTENNA INSTL.,<br>LOWER B.S. 400-420 DAMAGE TOLERANCE ANALYSIS; SH. 1-31, REV. (IR) |                   |
| <b>NOTE: REQUIRED INSPECTIONS ATTACHED</b>  |           |   |                   |
| THESE DATA APPLY ONLY TO BOEING 727-31 S/N 20115  |           |   |                   |
| PURPOSE OF DATA   |           |   |                   |
| TO APPROVE DATA FOR DAMAGE TOLERANCE ANALYSIS, B-727-31 S/N 20115   |           |   |                   |
| APPLICABLE REQUIREMENTS (List specific sections)  |           |   |                   |
| FAR 25.571 (STRUCTURAL ASPECTS ONLY)  |           |   |                   |
| 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 ___ of ___ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. |           |   |                   |
| I (y/e) Therefore <input type="checkbox"/> Recommend approval of these data<br><input checked="" type="checkbox"/> Approve these data   |           |   |                   |
| SIGNATURE(S) OF DESIGNATED ENGINEERING  |           | DESIGNATION NUMBER(S)   | CLASSIFICATION(S) |
| <i>Th. M. Robert</i>  |           | DETR-510333-CE  | STRUCTURAL        |
|   |           |   |                   |
|   |           |   |                   |

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

GPO 901-413

SDNY\_GM\_02759841

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246763

EFTA01331226



SDNY\_GM\_02759842

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246764

EFTA01331227

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

|   |   |                                   |                         |
|---|---|-----------------------------------|-------------------------|
| 1 NATIONALITY AND REGISTRATION MARKS<br>N908JE  | 2 MANUFACTURER AND MODEL<br>BOEING 727-31                 | 3 AIRCRAFT SERIAL NUMBER<br>20115 | 4 CATEGORY<br>TRANSPORT |
| 5 AUTHORITY AND BASIS FOR ISSUANCE<br>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 of International Civil Aviation, except as noted herein.<br>Exceptions:<br><p style="text-align: center;">NONE</p> |   |                                   |                         |
| 6 TERMS AND CONDITIONS<br>Unless sooner rescinded, suspended, revoked, or a limitation date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive 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<br>R May 17 2001   | FAA REPRESENTATIVE<br><i>John A. Diaz</i><br>JOHN A. DIAZ | DESIGNATION NUMBER<br>SO17        |                         |
| <small>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.</small>  |   |                                   |                         |
| <small>FAA Form 8100-2 (8-82)      AFS Electronic Forms System - JetForm FormFlow - 12/1998</small>   |   |                                   |                         |

SDNY\_GM\_02759843

CT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, a

EFTA\_00246765



SDNY\_GM\_02759844

OBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, a

EFTA\_00246766

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

|  |   |   |                                 |
|--|---|---|---------------------------------|
| <b>1. NATIONALITY AND REGISTRATION MARKS</b><br>N505LS | <b>2. MANUFACTURER AND MODEL</b><br>BOEING 727-31 | <b>3. AIRCRAFT SERIAL NUMBER</b><br>20115 | <b>4. CATEGORY</b><br>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 license has been requested and found to conform to the type certificate therein, is in accordance with applicable requirements, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as prescribed by Annex 8 to the Convention on International Civil Aviation, except as noted herein.  
Exception:  
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 so long as the maintenance, preventive maintenance, and alterations are performed in accordance with Part 121, 125, and 135 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

|                                       |   |                                   |
|---------------------------------------|---|-----------------------------------|
| <b>DATE OF ISSUANCE</b><br>R 07-23-90 | <b>FAA REPRESENTATIVE</b><br>JAY C. WILKINS | <b>DESIGNATION NUMBER</b><br>GL07 |
|---------------------------------------|---|-----------------------------------|

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 (9-80) © U.S.G.P.O.: 1994-509-752

SDNY\_GM\_02759845

CT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, ;

EFTA\_00246767



SDNY\_GM\_02759846

NOT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA\_00246768



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

*FS 20-15 JS*

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<br>Boeing   | Model<br>727-31  |
|             | Serial No.<br>20115  | Nationality and Registration Mark<br>N505LS  |
| 2. Owner    | Name (As shown on registration certificate)<br>NORTHWEST DELAWARE CORP | Address (as shown on registration certificate)<br>1105 N. MARKET ST<br>WILMINGTON DE 19899 |

**3. For FAA Use Only**

**4. Unit Identification**

**5. Type**

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

**6. Conformity Statement**

|   |                               |                                |
|---|-------------------------------|--------------------------------|
| A. Agency's Name and Address<br>TIMCO<br>Lake City Municipal Airport<br>Lake City, FL 32025 | B. Kind of Agency             | C. Certificate No.<br>DU4R141M |
|   | U.S. Certificated Mechanic    |                                |
|   | Foreign Certificated Mechanic |                                |
|   | X Certificated Repair Station |                                |
|   | Manufacturer                  |                                |

D. I certify that the repair and/or alteration made to the units identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with 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<br>August 23, 1999 | Signature of Authorized Individual<br>Arthur E. Saylor<br><i>Arthur E. Saylor</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<br>August 23, 1999 |                              | Certificate or Designation No.<br>DU4R141M | Signature of Authorized Individual<br>Scott L. Palm<br><i>Scott L. Palm</i> |                 |

FAA Form 337 (12-88)

**This 337 supersedes 337 dated August 7, 1999**

SDNY\_GM\_02759847

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246769

EFTA01331232

**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.)

Boeing 727-31 Reg. No. N505LS S/N 20015 August 23, 1999 Page 1

The following major repairs were accomplished:

1. 060N1-0059  
Repaired corroded seat track at sta. 662 RBL 56 IAW TIMCO E.O. 99-1190 Rev. I/R dated 12 JUL 99  
Approved per FAA Form 8110-3 by DER Wayne Fink DER #DERT-510117-CE dated July 12, 1999.
2. 060O1-0066  
Repaired corroded and delaminated skin above #2 engine pylon L/H side at stations 1342.4, 1371.5 and 1387.85  
IAW TIMCO E.O. 99-1191 Rev. I/R dated 23 Jul 99 approved per FAA Form 8110-3 by DER D. Joynes DER #DERY-635317-NM dated 21 July 99.
3. 060H1-0027  
Repaired cracked and disbonded #2 engine upper skin on aft fairing assembly IAW ROHR Engineering Repair Data Sheet and FAA Form 8110-3 by DER Jeffrey D. Shutrump DER #DERY-605526-NM dated August 3, 1999.

SUMMARY

1. All work accomplished IAW TIMCO E.O.'s, ROHR Engineering Repair Data Sheet and FAA Form 8110-3's.
2. Records of all work accomplished is on file at this repair station under work order 060/T-361.

-----end-----

Additional Sheets Are Attached

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

SDNY\_GM\_02759848

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246770

EFTA01331233

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

*FSDO-15 7A*

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<br>Boeing   | Model<br>727-31  |
|                    | Serial No.<br>20115  | Nationality and Registration Mark<br>N505LS  |
| <b>2. Owner</b>    | Name (As shown on registration certificate)<br>NORTHWEST DELAWARE CORP | Address (as shown on registration certificate)<br>1105 N. MARKET ST<br>WILMINGTON DE 19899 |

**3. For FAA Use Only**

**4. Unit Identification**

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

**6. Conformity Statement**

|  |   |  |                                       |
|--|---|--|---------------------------------------|
| <b>A. Agency's Name and Address</b><br>TIMCO<br>Lake City Municipal Airport<br>Lake City, FL 32025 | <b>B. Kind of Agency</b>  |  | <b>C. Certificate No.</b><br>DU4R141M |
|  | <input type="checkbox"/> U.S. Certificated Mechanic             |  |                                       |
|  | <input type="checkbox"/> Foreign Certificated Mechanic          |  |                                       |
|  | <input checked="" type="checkbox"/> Certificated Repair Station |  |                                       |
|  | <input type="checkbox"/> Manufacturer                           |  |                                       |

D. I certify that the repair and/or alteration made to the units identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with 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 August 7, 1999 | Signature of Authorized<br>Gregory A Christman<br><i>Gregory A Christman</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                | X Repair Station                           | Person Approved by Transport Canada Airworthiness Group                     |                 |
| Date of Approval or Rejection<br>August 7, 1999 |                             | Certificate or Designation No.<br>DU4R141M | Signature of Authorized Individual<br>Scott L. Palm<br><i>Scott L. Palm</i> |                 |

FAA Form 337 (12-88)

SDNY\_GM\_02759849

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246771

EFTA01331234

**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.)

Boeing 727-31 Reg. No. N505LS S/N 20115 August 7, 1999 Page 1

The following major repairs were accomplished:

1. 060N1-0059  
Repaired corroded seat track at sta. 662 RBL 45.5 IAW TIMCO E.O. 99-1190 Rev. I/R dated 12 JUL 99 approved per FAA Form 8110-3 by DER Wayne Fink DER #DERT-510117-CE dated July 12, 1999.
2. 060O1-0066  
Repaired corroded and delaminated skin above #2 engine pylon L/H side at stations 1342.4, 1371.5 and 1387.85 IAW TIMCO E.O. 99-1191 Rev. I/R dated 23 Jul 99 approved per FAA form 8110-3 by DER D. Joynes DER #DERY-635317-NM dated 21 July 99.
3. 060H1-0027  
Repaired cracked and disbanded #2 engine upper skin on aft fairing assembly IAW ROHR Engineering Repair Data Sheet and FAA Form 8110-3 by DER Jeffrey D. Shutrump DER #DERY-605526-NM dated August 3, 1999.

**SUMMARY**

1. All work accomplished IAW TIMCO E.O.'s, ROHA Engineering Repair Data Sheet and FAA Form 8110-3's.
2. Records of all work accomplished are on file at this repair station under work order 060/T361.

-----end-----

Additional Sheets Are Attached

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

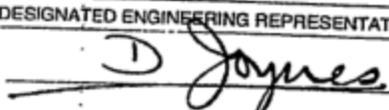
SDNY\_GM\_02759850

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246772

EFTA01331235

001

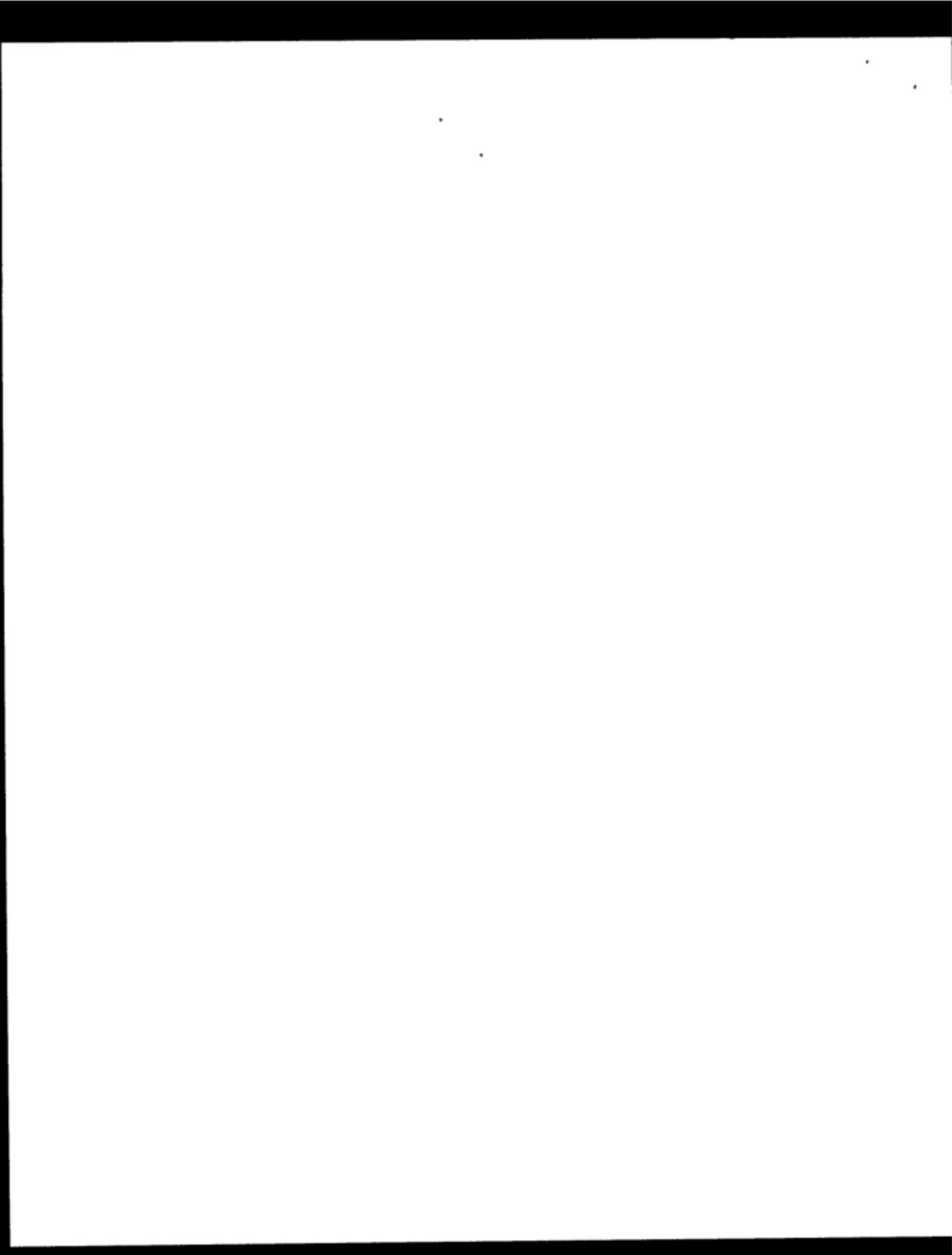
| U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION   |  |  | DATE  |
|--|--|--|---|
| <b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>   |  |  | July 21st 1999  |
| <b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION</b>   |  |  |   |
| MAKE<br>Boeing   | MODEL NO.<br>727   | TYPE (Airplane, Radio, Helicopter, etc.)<br>Airplane | NAME OF APPLICANT<br>Boeing Commercial Airplane Group |
| <b>LIST OF DATA</b>  |  |  |   |
| IDENTIFICATION<br><br>CPZ-LRK-99-0204TR<br>Dated 9 Jul 1999<br>CPZ-LRK-99-00006H<br>Dated 12 Jul 1999<br>CPZ-LRK-99-0208TR<br>Dated 19 Jul 1999  | TITLE<br><br>Subject: Center Engine Support Skin Panel Corrosion, Delamination<br>Requestor: TIMCO (CPZ) for The Limited (LI)<br>Part Number / Serial Number: 65-17556<br>Model No.: 727-100      Serial No.: 20115      Basic No.: E2218<br>Registry No.: N500LS      Variable No.: E3704      Line No.: 735<br>Flight Cycles: 21643      Hours: 31835<br>Service Bulletin / AD: N/A<br><br>TIMCO telex with description of blendout and doubler repairs to corrosion and delamination areas at Stations 1371.5, 1387.85, and 1342.4.<br>Boeing reply that repairs are structurally satisfactory with provisions.<br><br>TIMCO telex with statement that repair has been completed per disposition and request for 8110-3 form. |  |   |
| PURPOSE OF DATA  | Structural Substantiation of Repair Plan   |  |   |
| APPLICABLE REQUIREMENTS  | (List specific sections)<br>CAR 4b<br>Subpart C: 4b.200 through 4b.202, 4b.270<br>Subpart D: 4b.300 through 4b.304(a), 4b.306(a)&(b)   |  |   |
| <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 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<br><input checked="" type="checkbox"/> Approve these data   |  |  |   |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)   | DESIGNATION NUMBER(S)  | CLASSIFICATION(S)                                    |   |
| D. Joynes   | DERY-635317-NM   | Structures   |   |
|  |  |  |   |

SDNY\_GM\_02759851

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246773

EFTA01331236

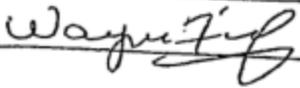


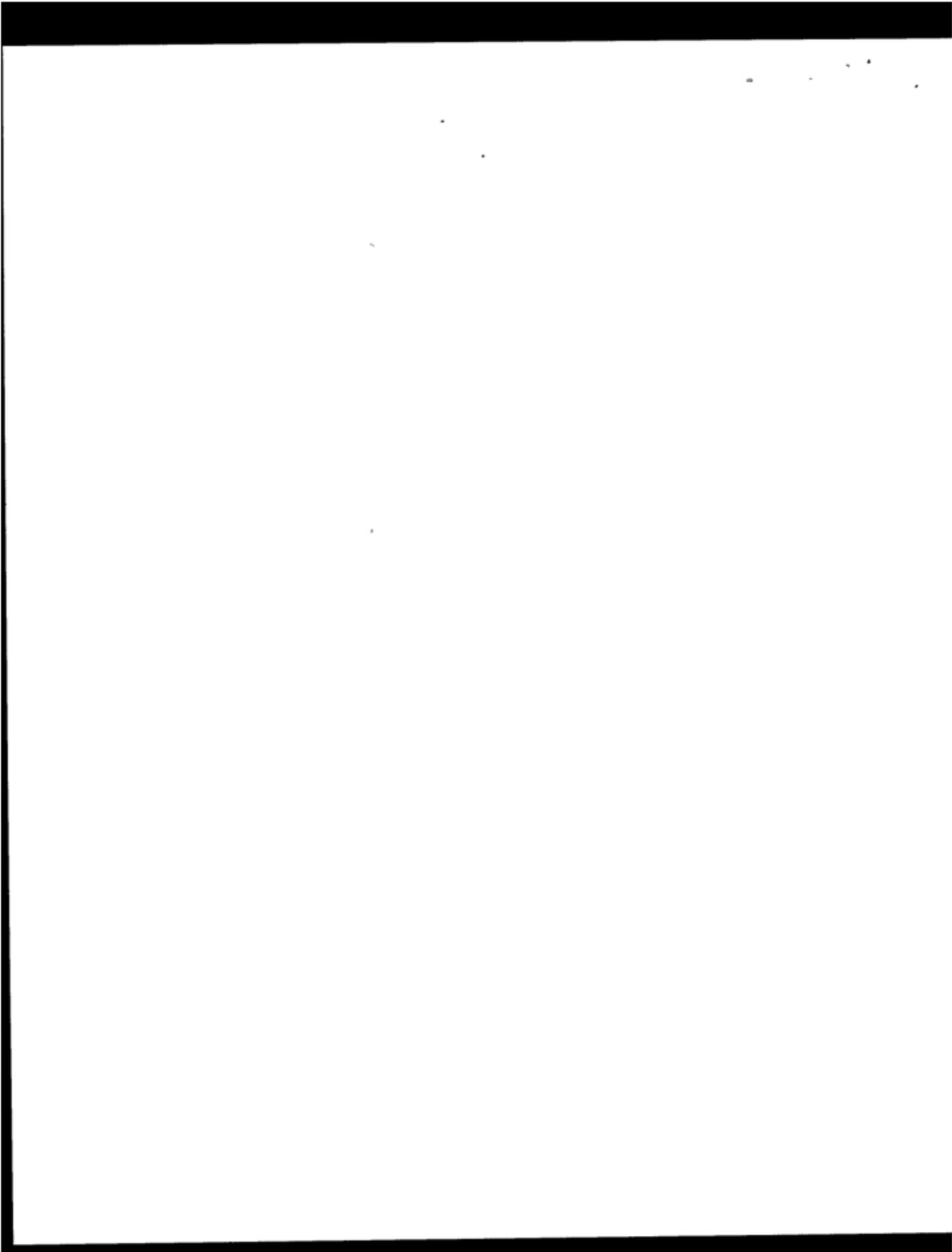
SDNY\_GM\_02759852

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246774

EFTA01331237

| U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION  |                        |   | DATE              |
|---|------------------------|---|-------------------|
| STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS   |                        |   | July 12, 1999     |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |                        |   |                   |
| MAKE  | MODEL NO.              | TYPE (Airplane, Radio, Helicopter, etc.)  | NAME OF APPLICANT |
| Boeing  | 727                    | Airplane  | TIMCO             |
| IDENTIFICATION  |                        | LIST OF DATA  |                   |
| TIMCO E.O. 99-1190,<br>Rev. I/R,<br>Dated 12 JUL 99<br><br>TIMCO REPORT NO.<br>S.A. 99-1190, Rev. I/R,<br>Dated 12 JULY 99  |                        | B727; SEAT TRACK: STATION 662, RBL 56 CORROSION BLENDOUT REPAIR.<br><br>STRESS ANALYSIS; SEAT TRACK CORROSION REPAIR AT STA 663 RBL 54<br><br>END |                   |
| NOTES:<br>1. This approval is for Northwest Delaware aircraft N505LS, S/N 20115 only.   |                        |   |                   |
| PURPOSE OF DATA<br>In support of a Major Repair accomplished on aircraft S/N 20115. This approval is for design and static analysis only and is not installation approval.  |                        |   |                   |
| APPLICABLE REQUIREMENTS (List specific sections)<br><br>FAR 25.301, 25.305, 25.601, 25.603, 25.605, 25.609 and 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>N/A</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<br><input checked="" type="checkbox"/> Approve these data   |                        |   |                   |
| I (We) Therefore  |                        |   |                   |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)  | DESIGNATION NUMBERS(S) | CLASSIFICATION(S)   |                   |
|  Wayne Fink  | DETT-510117-CE         | STRUCTURES  |                   |
|   |                        |   |                   |
|   |                        |   |                   |



SDNY\_GM\_02759854

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246776

EFTA01331239



SDNY\_GM\_02759856

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246778

EFTA01331241





SDNY\_GM\_02759858

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246780

EFTA01331243

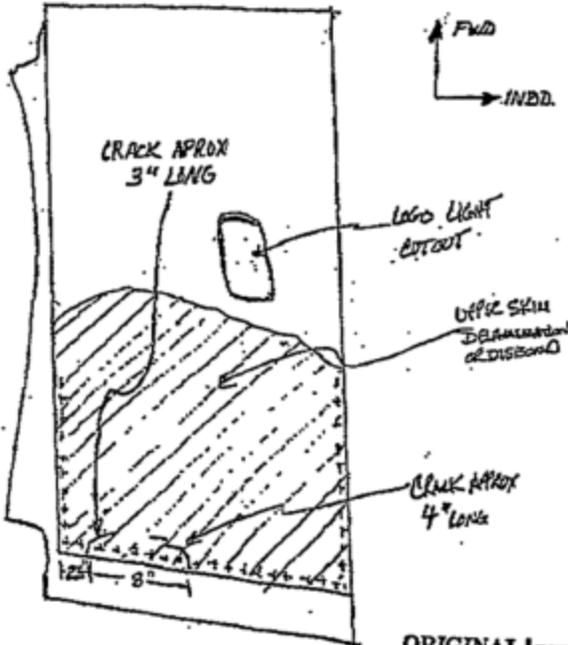


RDHR, INC.  
850 Lagoon Drive  
Chula Vista, California 91910 - 2098

ENGINEERING REPAIR  
DATA SHEET  
(ERDS)  
SUPPLEMENT SHEET

|                   |      |           |
|-------------------|------|-----------|
| ERDS NO.<br>C1036 | REV. | PAGE<br>2 |
| S.O. NO.<br>N/A   | REV. | OF<br>2   |

(DISCREPANCY CONTINUED)



ORIGINAL  
When this stamp  
is in red ink

INITIALS  
[Signature]

(DISPOSITION CONTINUED)

LOWER SKIN REPAIR

1. Remove existing repair (fiberglass) from discrepant area on lower surface.
2. Cut filler to size of discrepant area from .016 gauge 2024-T3 per QQ-A-250/5.
3. Fabricate doubler from .020 gauge 2024-0, per QQ-A-250/5 to cover filler. Doubler to overlap filler periphery by 1.50 min. Optional to use 2024-T3, no heat treatment required.
4. Form doubler to match lower skin contour per BAC 5300. Heat treat to -T42 per BAC 5802 or MIL-H-6086. Verify hardness per SRM requirements.
5. Inboard and outboard edges of doubler to be tapered to .010 min. Care should be taken so the edges of the doubler land mid spaced between existing assembly fasteners.
6. Install doubler using steps 3 through 8 above.
7. Install new panel, filler & doubler using B/P fasteners to complete assembly. Apply sealant to edge of logo light cut out, and seal all gaps at assembly.
8. Clear Alodine all external clad surfaces per MIL-C-5541, Class 3.

STRESS [Signature]

FORM NO. E7953-1

B-3-99 4:55 PM SUPER 27 PROGRAM

A/B

SDNY\_GM\_02759859

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246781

EFTA01331244



SDNY\_GM\_02759860

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246782

EFTA01331245

|                         |                      |
|-------------------------|----------------------|
| BY <u>B. COX</u>        | DATE <u>08/02/99</u> |
| CHK'D <u>J. SHUTRUM</u> | DATE <u>8/3/99</u>   |
| ERDS C1036              |                      |



ROHR, INC.

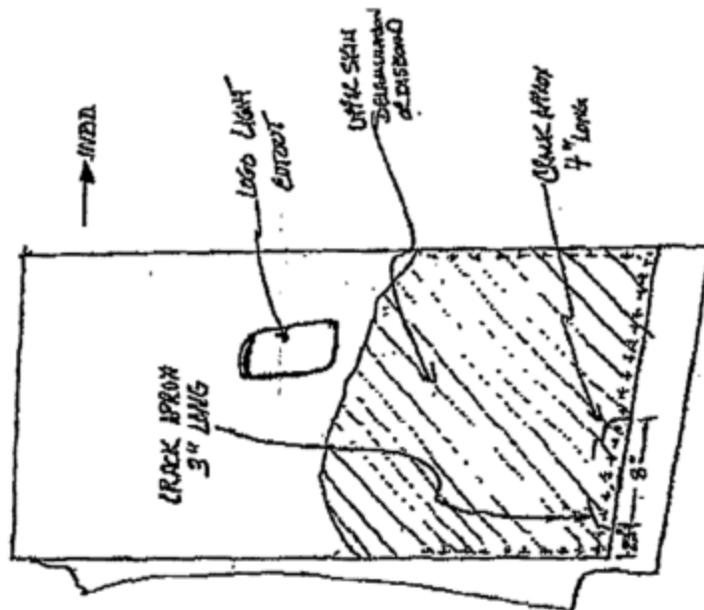
|       |                            |
|-------|----------------------------|
| PAGE  | 1 of 4                     |
| TITLE | Skin Disbond<br>VA545300-1 |

Use or disclosure of this information is subject to the restriction on the title page or on the first page of this document

Super 27

**I. Discrepancy:**

The outer skin of the upper skin assembly of the aft fairing is disbonded and the aft edge of the outer skin has two cracks. See sketch below from ERDS.

**II. Proposed Disposition:**

Remove the outer skin of the upper skin assembly and bond on a new outer skin using FM 73 adhesive and BR 127 adhesive primer. The cracks at the aft edge have been reported to be along a previous repair that was filled with a fiberglass patch repair. The fiberglass patch will be removed and replaced with a metallic patch and doubler. All metallic materials will be the same as BP materials.

**III. Static Analysis:**

The aft fairing is analyzed in section 10 of Reference <sup>1</sup>. In section 10 of Reference <sup>1</sup>, the substructure has been analyzed to withstand all the aerodynamic loading without using any of the skin as affective. Therefore, this analysis will only investigate the capability of the adhesive to carry the shear stress to the core conservatively assuming that the skin will carry the aerodynamic loading.

<sup>1</sup> Strut Stress Analysis (VA-CR154 Rev. C)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SDNY\_GM\_02759862

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246784

EFTA01331247

|                                       |   |  |
|---------------------------------------|---|--|
| BY <u>B. COX</u> DATE <u>08/02/99</u> |  | PAGE <u>2 of 4</u>                             |
| CHK'D _____      DATE _____           |   | TITLE <u>Skin Disbond</u><br><u>VA545300-1</u> |
| ERDS C1036                            | ROHR, INC.  |  |

Use or disclosure of this information is subject to the restriction on the title page or on the first page of this document.

The noted adhesive primer is compatible with the adhesive as shown in the excerpt of MIL-HDBK-337 at the end of this analysis.

Conservatively assume all the aerodynamic load is reacted by a 1.0-Inch wide by 30 inches long beam that is simply supported between the fuselage and outboard edge.

The core shear stress ( $f_c$ ) is expressed by  $f_c = V / hb$   
 where V is the vertical load being reacted at the supported end  
 h is the centroid distance of the sandwich panel  $h = t/2 + t_c/2 + t_c$   
 b is the beam width

From page 10.7 of Reference <sup>1</sup>, the aerodynamic pressure (P) on the aft fairing is .5 psi limit (.75 psi ult). Therefore the ultimate vertical load at one end of a simply supported beam is  $V = .75(30)(1.0)/2 = 11.25$  lbs (ult).

From VA545300,  $t_c = .016$ ,  $t_b = .032$  and  $t_c = .30$ .       $h = .016/2 + .032/2 + .30 = .324$  in

$f_c = V / hb = 11.25 / .324(1.0) = 34.7$  lbs/in<sup>2</sup>

From the certification sheet shown at the end of this analysis, the allowable lap shear for the FM 73 adhesive is 6,523 psi at 75° F.

Since there is no test data readily available for this adhesive system for core bond, a comparison of this adhesive system will be made to EA9649R (RMS 058). From figure 3.3.2 of Reference <sup>2</sup>, aluminum core and face sheet with EA9649R adhesive has an allowable of 220 psi for the BP core configuration. Since the lap shear for the repair adhesive is significantly higher than EA9649R (2,838 psi at 75° F), it is reasonable to assume that 34.7 psi core shear is acceptable for this adhesive system.

The repair at the aft end of the fairing is acceptable by inspection since the aerodynamic load is very little to nil at this location.

#### IV. Fatigue Analysis:

Repair is acceptable for fatigue strength by inspection since the ultimate margin is high and there are no additional stress concentrations compared to the type design.

<sup>2</sup> Mechanical Design Allowables (RHR 85-013)

SDNY\_GM\_02759864

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246786

EFTA01331249

BY B. COX DATE 08/02/99  
 CHK'D \_\_\_\_\_ DATE \_\_\_\_\_  
 ERDS C1036



ROHR, INC.

PAGE 3 of 4  
 TITLE Skin Disbond  
VA545300-1

Use or disclosure of this information is subject to the restriction on the title page or on the first page of this document.

MIL-HDBK-337

1 December 1982

Table 4-1.—Preferred Repair Materials List

| Material  | Type   | Maximum service temp | Cure temp      | Manufacturer's designation | Manufacturer          | Federal stock no.                                    | Remarks                     |
|---|--------|----------------------|----------------|----------------------------|-----------------------|--|-----------------------------|
| Adhesives<br>(metal-to-metal and metal-to-core) | I      | 140° F               | RT             | EA 8309                    | The Dexter Corp.      |  | Two-component epoxy paste   |
|   |        |                      |                | EA 8320                    | The Dexter Corp.      |  | Two-component epoxy paste   |
|   | II     | 160° F               | 200° to 250° F | AS 401-1                   | Adhesives Engineering |  | Two-component epoxy paste   |
|   |        |                      |                | AF 127-3                   |                       |  | Supported film              |
|   |        |                      |                | AF 126                     | 3M                    |  |                             |
|   |        |                      |                |                            | 3M                    |  |                             |
|   | III    | 350° F               | RT             | FM 73                      | American Cyanamid     |  | Supported film              |
|   |        |                      |                | EA 9828                    | The Dexter Corp.      |  | Corrosion-inhibiting primer |
|   |        |                      |                | BR 127 <sup>b</sup>        | American Cyanamid     |  | Corrosion-inhibiting primer |
|   |        |                      |                | EC 3950 <sup>b</sup>       | 3M                    |  | Two-component adhesive      |
| IV  | 350° F | 270° to 350° F       | EA 934         |                            |                       | Supported film adhesive; used with or without primer |                             |
|   |        |                      | AF 130         | 3M                         |                       |  |                             |

<sup>a</sup>The number after the slash indicates the non corrosion-inhibiting primer system normally used with that adhesive.  
<sup>b</sup>A corrosion-inhibiting primer, compatible for use with Type II adhesives.

4-4

FORM NO. 1360-3

SDNY\_GM\_02759865

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246787

EFTA01331250

SDNY\_GM\_02759866

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246788

EFTA01331251

BY B. COX DATE 08/02/99  
 CHK'D \_\_\_\_\_ DATE \_\_\_\_\_  
 ERDS C1036



ROHR, INC.

PAGE 4 of 4  
 TITLE Skin Disbond  
VA545300-1

Use or disclosure of this information is subject to the restriction on the title page or on the first page of this document

Cytec Fibers  
 1500 Revolution Street  
 Havertown, Maryland 21078



CERTIFICATION

SOLD TO **TIMCO-LAKE CITY**  
**P.O. BOX 1909**  
**LAKE CITY**  
**FL.**

32056

SHIP TO **TIMCO-LAKE CITY**  
**HIGHWAY 90 EAST**  
**ROUTE 19, BOX 1029**  
**LAKE CITY**  
**FL.**

32025

SERIAL NUMBER  
 OUR ORDER  
 0023439/001

CUSTOMER  
 ORDER 698376

DATE SHIPPED  
 06/17/99

| PRODUCT NUMBER  | DESCRIPTION                 | QUANTITY SHIPPED |
|---|-----------------------------|------------------|
| 4902<br>MSDS:01202  | PH 73M .06 PSF 36" ADH FILM | 500.00 SF        |
| RECOMMENDED STORAGE-- 12 Months FROM DATE OF SHIPMENT<br>STORE AT OR BELOW 0 Degree F |                             |                  |

| BEG BATCH/UNIT NUMBER | END BATCH/UNIT NUMBER | DATE MANUFACTURED | QUANTITY  | U/M |
|-----------------------|-----------------------|-------------------|-----------|-----|
| 2742-0037             |                       | JUN.13,1999       | 500.00    | SF  |
| * 2742                | TOTAL = 1*            | BATCH QTY =       | 500.00 *  |     |
|                       | TOTAL = 1**           | TOTAL QTY         | 500.00 ** |     |

THIS CERTIFIES THE MATERIAL AT TIME OF SHIPMENT CONFORMS TO APPLICABLE DRAWINGS AND SPECIFICATIONS NOTED BELOW.

SPECIFICATIONS:  
 MM-A-132 REV B, T1AW-2  
 TYPE I CLASS 2 FORM F GROUP 3  
 \*THIS ADHESIVE OR PRIMER MEETS ACCEPTANCE REQUIREMENTS AS PART OF A TWO PART ADHESIVE SYSTEM. THEY ARE ONLY TO BE USED WITH THE MATCHING ADHESIVE OR PRIMER TO RETAIN CERTIFICATION. SEE CYTEC FOR ASSISTANCE.\*



JUN 18 1999

TEST DATA

75 F LAP SHEAR @ 180 F  
 5384, 5582, 6704, 6622, 6122 PSI 4538, 4378, 4498, 4268, 4515 PSX  
 WEIGHT  
 .061, .061, .061 PSF

AUTHORIZED SIGNATURE

*C. Mark*  
 \_\_\_\_\_



8 / 2 8

8-2-99 3:34 PM ;SUPER 27 PROGRAM

FORM NO. 13603

SDNY\_GM\_02759868

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246790

EFTA01331253

FAA

Work Order 43736

|   |   |  |   |  |            |
|---|---|--|---|--|------------|
|  <p>US Department of Transportation<br/>Federal Aviation Administration</p>  |   | <h3>MAJOR REPAIR AND ALTERATION</h3> <p>(Airframe, Powerplant, Propeller or Appliance)</p>   |   | Form Approved<br>OMB No. 2120-0020<br>For FAA Use Only   |            |
|   |   |  |   | Office Identification<br><b>GL07</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  | Boeing   |   | Model  | 727-31     |
|   | Serial No.                                  | 20115  |   | Nationality and Registration Mark  | N505LS     |
| 2. Owner  | Name (As shown on registration certificate) |  |   | Address (As shown on registration certificate)   |            |
|   | Northwest Delaware Corporation              |  |   | 1105 N Market St<br>Wilmington, DE 19899   |            |
| 3. For FAA Use Only   |   |  |   |  |            |
| <p>"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</p> <p>Date: <u>4/28/99</u> Signature of FAA Inspector: <u>[Signature]</u> Jesus Zubia<br/>GL-CMH FSDO</p>                                  |   |  |   |  |            |
| 4. Unit Identification  |   |  |   |  |            |
| Unit  | Make  | Model  | Serial No.  | 5. Type  |            |
| AIRFRAME  | (As described in item 1 above)              |  |   | Repair   | Alteration |
| POWERPLANT  |   |  |   |  | X          |
| PROPELLER   |   |  |   |  |            |
| APPLIANCE   | Type  |  |   |  |            |
|   | Manufacturer                                |  |   |  |            |
| 6. Conformity Statement   |   |  |   |  |            |
| A. Agency's Name and Address  |   | B. Kind of Agency  |   | C. Certificate No.   |            |
| ElectroSonics<br>4391 International Gateway<br>Port Columbus International Airport<br>Columbus, OHIO 43219  |   | <input type="checkbox"/> U. S. Certificated Mechanic<br><input type="checkbox"/> Foreign Certificated Mechanic<br><input checked="" type="checkbox"/> Certificated Repair Station<br><input type="checkbox"/> Manufacturer |   | Repair Station AE1R005K<br>Radio Class 1, 2 & 3; Instrument<br>Class 3, Accessory Class 3<br>Limited Altimeter |            |
| 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   |   |  |            |
| April 28, 1999  |   | <u>[Signature]</u>   |   |  |            |
| 7. Approval for Return to Service   |   |  |   |  |            |
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED   |   |  |   |  |            |
| BY  | FAA Fit Standards Inspector                 | Manufacturer   | Inspection Authorization                                | Other (Specify)  |            |
|   | FAA Designee                                | X Repair Station   | Person Approved by Transport Canada Airworthiness Group |  |            |
| Date of Approval or Rejection   |   | Certificate or Designation No.   | Signature of Authorized Individual                      |  |            |
| 4-28-99   |   | AE1R005K   | <u>[Signature]</u>                                      |  |            |

FAA Form 337 (1-99)

SDNY\_GM\_02759869

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246791

EFTA01331254

**NOTICE**

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

**8. Description of Work Accomplished**

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

**1. The following equipment was removed from the aircraft:**

| PART NUMBER  | QTY | MAKE/MODEL/DESCRIPTION | STATION          |
|--------------|-----|------------------------|------------------|
| 622-7293-101 | 3   | Collins VHF-422b Comm  | C37c, C38c 450.0 |

**2. The following equipment was installed in the aircraft.**

| PART NUMBER  | QTY | MAKE/MODEL/DESCRIPTION | TSO        | STATION | INSTALLATION DATA |
|--------------|-----|------------------------|------------|---------|-------------------|
| 822-1115-001 | 3   | Collins VHF-422c Comm  | C37c, C38c | 450.0   | 523-0772719       |

3. The above work was accomplished IAW FAA Advisory Circular AC 43.13-1B, Chapter 11,12 and AC 43.13-2A, Chapters 1, 2.
4. This work has been accomplished under ElectroSonics Work Order 43736.
5. Removed existing Collins VHF-422b com's to accomplish 8.33Khz modifications Collins S.B.17. Following modification, reinstalled as VHF-422c and performed a complete operational check.
6. A complete test of the installation of the modified units has been conducted to confirm that other aircraft systems are free of interference as a result of this installation. All tests found to be satisfactory.
7. Collins does not specify any new continued airworthiness instructions for the above equipment. The owner/operator should consult the Boeing maintenance manuals for general avionics continued airworthiness requirements.
8. The owner/operator must comply with manufacturer's maintenance instructions to ensure continued airworthiness any time the above equipment is removed and/or repaired and reinstalled.
9. The aircraft Weight and Balance is unchanged and Equipment List has been amended.
10. The aircraft must be loaded IAW the prescribed loading information from the manufacturer.

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

|     |                       |     |     |      |      |     |     |
|-----|-----------------------|-----|-----|------|------|-----|-----|
| 0-1 | M-1                   | M-2 | S-A | S-0  | C-1  | C-2 | A-1 |
| 0-2 |                       |     |     |      |      |     | A-2 |
| 0-3 | RECEIVED              |     |     |      |      |     | A-3 |
| 0-4 | APR 28 1999           |     |     |      |      |     | A-4 |
| 0-5 | CMH FSDD COLUMBUS, OH |     |     |      |      |     | A-5 |
| 0-6 | C-3                   | C-4 | C-5 | A-11 | A-10 | A-9 | A-7 |
| 0-7 |                       |     |     |      |      |     | A-8 |
| 0-8 |                       |     |     |      |      |     |     |

|     |                       |     |     |      |      |     |     |
|-----|-----------------------|-----|-----|------|------|-----|-----|
| 0-1 | M-1                   | M-2 | S-A | S-0  | C-1  | C-2 | A-1 |
| 0-2 |                       |     |     |      |      |     | A-2 |
| 0-3 | RECEIVED              |     |     |      |      |     | A-3 |
| 0-4 | APR 3 1999            |     |     |      |      |     | A-4 |
| 0-5 | CMH FSDD COLUMBUS, OH |     |     |      |      |     | A-5 |
| 0-6 | C-3                   | C-4 | C-5 | A-11 | A-10 | A-9 | A-7 |
| 0-7 |                       |     |     |      |      |     | A-8 |
| 0-8 |                       |     |     |      |      |     |     |

Additional Sheets Are Attached

U.S. GPO:1991-0-568-012/40035

SDNY\_GM\_02759870

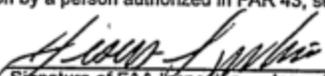
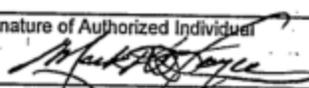
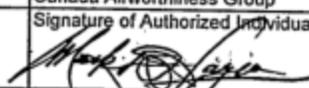
**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246792

EFTA01331255

FAA

Work Order 43736

|  |   |  |   |  |            |
|--|---|--|---|--|------------|
|  <p>US Department of Transportation<br/>Federal Aviation Administration</p>   |   | <b>MAJOR REPAIR AND ALTERATION</b><br><b>(Airframe, Powerplant, Propeller or Appliance)</b>  |   | Form Approved<br>OMB No. 2120-0020<br>For FAA Use Only   |            |
|  |   |  |   | Office Identification<br>2<br><b>GL07</b>  |            |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).                     |   |  |   |  |            |
| 1. Aircraft  | Make  | Boeing   |   | Model  | 727-31     |
|  | Serial No.                                  | 20115  |   | Nationality and Registration Mark  | N505LS     |
| 2. Owner   | Name (As shown on registration certificate) |  |   | Address (As shown on registration certificate)   |            |
|  | Northwest Delaware Corporation              |  |   | 1105 N Market St<br>Wilmington, DE 19899   |            |
| 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<br>4/28/99<br>Date  Signature of FAA Inspector Jesus Zubia<br>GL-CMH FSDO |   |  |   |  |            |
| 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.   |            |
| ElectroSonics<br>4391 International Gateway<br>Port Columbus International Airport<br>Columbus, OHIO 43219   |   | <input type="checkbox"/> U. S. Certificated Mechanic<br><input type="checkbox"/> Foreign Certificated Mechanic<br><input checked="" type="checkbox"/> Certificated Repair Station<br><input type="checkbox"/> Manufacturer |   | Repair Station AE1R005K,<br>Radio Class 1,2 & 3; Instrument<br>Class 3, Accessory Class 3<br>Limited Altimeter |            |
| 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   |   |  |            |
| April 28, 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 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  |   | Certificate or Designation No.   | Signature of Authorized Individual  |  |            |
| 4-28-99  |   | AE1R005K   |  |  |            |

FAA Form 337 (12-88)

SDNY\_GM\_02759871

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246793

EFTA01331256

**NOTICE**

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

**8. Description of Work Accomplished**

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

**1. The following equipment was removed from the aircraft:**

| PART NUMBER  | QTY | MAKE/MODEL/DESCRIPTION | STATION |
|--------------|-----|------------------------|---------|
| 622-6520-005 | 2   | Collins CTL-22         | 200.0   |
| 622-6520-005 | 1   | Collins CTL-22         | 259.5   |

**2. The following equipment was installed in the aircraft.**

| PART NUMBER  | QTY | MAKE/MODEL/DESCRIPTION | TSO        | STATION | INSTALLATION DATA |
|--------------|-----|------------------------|------------|---------|-------------------|
| 822-1120-005 | 2   | Collins CTL-22c        | C37c, C38c | 200.0   | 523-0072719       |
| 822-1120-005 | 1   | Collins CTL-22c        | C37c, C38c | 259.5   | "                 |

- The above work was accomplished IAW FAA Advisory Circular AC 43.13-1B, Chapter 11,12 and AC 43.13-2A, Chapters 1, 2.
- This work has been accomplished under ElectroSonics Work Order 43736.
- Removed existing CTL-22 to accomplish the 8.33KHZ spacing modifications Collins S.B. 31. Following modification, reinstalled units and performed a complete operational check.
- A complete test of the installation of the modified units has been conducted to confirm that other aircraft systems are free of interference as a result of this installation. All tests found to be satisfactory.
- Collins does not specify any new continued airworthiness instructions for the above equipment. The owner/operator should consult the Boeing maintenance manuals for general avionics continued airworthiness requirements.
- The owner/operator must comply with manufacturer's maintenance instructions to ensure continued airworthiness any time the above equipment is removed and/or repaired and reinstalled.
- The aircraft Weight and Balance is unchanged and Equipment List has been amended.
- The aircraft must be loaded IAW the prescribed loading information from the manufacturer.

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

|     |  |     |     |     |      |      |     |     |  |
|-----|--|-----|-----|-----|------|------|-----|-----|--|
| 0-1 |  | M-1 | N-2 | S-A | S-0  | C-1  | C-2 | A-1 |  |
| 0-2 |  |     |     |     |      |      |     | A-2 |  |
| 0-3 |  |     |     |     |      |      |     | A-3 |  |
| 0-4 |  |     |     |     |      |      |     | A-4 |  |
| 0-5 |  |     |     |     |      |      |     | A-5 |  |
| 0-6 |  |     |     |     |      |      |     | A-6 |  |
| 0-7 |  | C-3 | C-4 | C-5 | A-11 | A-10 | A-9 | A-7 |  |
| 0-8 |  |     |     |     |      |      |     | A-8 |  |

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APR 28 1999

CMH FSDD      COLMARUS, OH

|     |  |     |     |     |      |      |     |     |  |
|-----|--|-----|-----|-----|------|------|-----|-----|--|
| 0-1 |  | M-1 | N-2 | S-A | S-0  | C-1  | C-2 | A-1 |  |
| 0-2 |  |     |     |     |      |      |     | A-2 |  |
| 0-3 |  |     |     |     |      |      |     | A-3 |  |
| 0-4 |  |     |     |     |      |      |     | A-4 |  |
| 0-5 |  |     |     |     |      |      |     | A-5 |  |
| 0-6 |  |     |     |     |      |      |     | A-6 |  |
| 0-7 |  | C-3 | C-4 | C-5 | A-11 | A-10 | A-9 | A-7 |  |
| 0-8 |  |     |     |     |      |      |     | A-8 |  |

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MAY - 3 1999

CMH FSDD      COLMARUS, OH

Additional Sheets Are Attached

U.S. GPO:1991-0-568-012/40035

SDNY\_GM\_02759872

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246794

EFTA01331257

|  |  |  |  |   |   |  |   |
|--|--|--|--|---|---|--|---|
| US Department of Transportation<br>Federal Aviation Administration   |  | <b>MAJOR REPAIR AND ALTERATION</b><br><b>(Airframe, Powerplant, Propeller, or Appliance)</b> |  |   | Form Approved<br>OMB No. 2120-0020                |  |   |
|  |  |  |  |   | For FAA Use Only                                  |  |   |
|  |  |  |  |   | Office Identification <i>511</i><br><b>ASW-05</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 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>Boeing</b>  | Model  | <b>727-31</b>   |   |  |   |
|  | Serial No.   | <b>20115</b>   | Nationality and Registration Mark  | <b>N505LS</b>   |   |  |   |
| 2. Owner   | Name (As shown on registration certificate)<br><b>Northwest Delaware Corp.</b> |  | Address (As shown on registration certificate)<br><b>1105 N Market St<br/>Wilmington, DE 19899</b> |   |   |  |   |
| 3. For FAA Use Only  |  |  |  |   |   |  |   |
| AUG 10 1998<br><b>FAA-DALLAS</b><br><b>SW05</b>  |  |  |  |   |   |  |   |
| 4. Unit Identification   |  |  |  |   | 5. Type   |  |   |
| Unit   | Make   | Model  | Serial No.   | Repair  | Alteration  |  |   |
| AIRFRAME   | <del>XXXXXXXXXX</del> (As described in item 1 above) <del>XXXXXXXXXX</del>     |  |  | X   | X   |  |   |
| POWERPLANT   |  |  |  |   |   |  |   |
| PROPELLER  |  |  |  |   |   |  |   |
| APPLIANCE  | Type   |  |  |   |   |  |   |
|  | Manufacturer   |  |  |   |   |  |   |
| 6. Conformity Statement  |  |  |  |   |   |  |   |
| A. Agency's Name and Address   |  | B. Kind of Agency  |  | C. Certificate No.  |   |  |   |
| <b>Associated Air Center</b><br><b>8201 Lemmon Avenue</b><br><b>Dallas, Texas 75220</b>  |  | U.S. Certificated Mechanic   |  | <b>TX2R203L</b><br><b>Airframe Class 3 &amp; 4</b><br><b>Radio Class 1, 2 &amp; 3</b> |   |  |   |
|  |  | 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<br>8/4/98   |  | Signature of Authorized Individual<br><i>Mark A. Watson</i>                                  |  |   |   |  |   |
| 7. Approval for Return to Service  |  |  |  |   |   |  |   |
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED  |  |  |  |   |   |  |   |
| BY   | FAA Fit. Standards Inspector   | Manufacturer   | Inspection Authorization   | Other (Specify)   |   |  |   |
|  | FAA Designee   | X  | Repair Station   |   |   |  | Person Approved by Transport Canadian Airworthiness Group |
| Date of Approval or Rejection<br>8/4/98  |  | Certificate or Designation No.<br>TX2R203L   | Signature of Authorized Individual<br><i>Mark A. Watson</i>  |   |   |  |   |

FAA Form 337 (12-88)

SDNY\_GM\_02759873

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246795

EFTA01331258

**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: Boeing 727-31  
Registration #: N505LS  
Serial #: 20115**

**Aircraft Total Time: 31,675.6  
Aircraft Total Cycles: 21,567  
August 4, 1998**

The following alteration was accomplished at Associated Air Center, Dallas, Texas under Work Order 1565.

1) Mode "S" Transponder ICAO Code Strapping Change in accordance with AAC Drawing 1565-001 Rev A dated July 28, 1998, 8110-3 approved by D.E.R. SW-997, David A. Kimbrell July 29, 1998.

The following repair was accomplished at Associated Air Center, Dallas, Texas under Work Order 1565.

1) Repair - L/H Horizontal Stabilizer Trailing Edge Beam at Elevator Station 156 in accordance with AAC Repair Drawing 1565-002 dated July ---, 1998, 8110-3 approved by D.E.R. SW-810, Robert M. Manashi August 4, 1998.

\*\*\*\*\***END**\*\*\*\*\*

Additional Sheets Are Attached

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

SDNY\_GM\_02759874

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246796

EFTA01331259

DAK-98-089

|   |                                     |
|---|-------------------------------------|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br><b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b> | <b>DATE</b><br><b>JULY 29, 1998</b> |
|---|-------------------------------------|

| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION |                            |   |   |
|---|----------------------------|---|---|
| MAKE<br><b>BOEING</b>                         | MODEL NO.<br><b>727-31</b> | TYPE (Airplane, Radio, Helicopter, etc.)<br><b>AIRPLANE</b> | NAME OF APPLICANT<br><b>ASSOCIATED AIR CENTER<br/>DALLAS, TEXAS</b> |

| LIST OF DATA                          |   |
|---------------------------------------|---|
| IDENTIFICATION                        | TITLE   |
| <b>1565-001</b><br>REV. A    07/28/98 | <b>MODE S TRANSPONDER ICAO CODE STRAPPING CHANGE</b><br><br><div style="text-align: center; opacity: 0.5; font-size: 2em;">INSPECTION</div><br><br><b>NOTES : TC DATA SHEET A3WE.</b><br><b>ELECTRICAL DESIGN ASPECTS OF THIS DATA IS APPROVED.</b><br><b>THIS APPROVAL APPLICABLE TO B727-31 S/N 20115 ONLY.</b><br><b>THIS 8110-3 FORM IS IN SUPPORT OF FAA FORM 337.</b> |

**PURPOSE OF DATA**  
**TO SUPPORT THE AVIONICS/ELECTRICAL MODIFICATIONS.**

**APPLICABLE REQUIREMENTS (List specific sections)**  
**FAR 25.1301(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 0 have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I  Therefore  Recommend approval of these data  
 Approve these data

| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) | DESIGNATION NUMBER(S) | CLASSIFICATION(S)                      |
|--|-----------------------|--|
| <b>DAVID A. KIMBRELL</b><br>                             | <b>SW-997</b>         | <b>AVIONICS/ELECTRICAL<br/>SYSTEMS</b> |

SDNY\_GM\_02759875

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



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•  
•



SDNY\_GM\_02759876

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246798

EFTA01331261

|  |                     |  |   |
|--|---------------------|--|---|
| U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION   |                     |  | DATE #98421<br>AUGUST 04, 1998                |
| STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS  |                     |  |   |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION  |                     |  |   |
| MAKE<br>BOEING   | MODEL NO.<br>727-31 | TYPE (Aircraft, radio, helicopter, etc.)<br>AIRPLANE<br>(N500LS)   | NAME OF APPLICANT<br>ASSOCIATED AIR<br>CENTER |
| LIST OF DATA   |                     |  |   |
| IDENTIFICATION   |                     | TITLE  |   |
| ASSOCIATED AIR CENTER<br><br>DRAWING NO. 1565-002<br>REV. "IR",<br>DATED 07-29-1998  |                     | REPAIR - L/H HORIZONTAL STABILIZER T/E UPPER BEAM - ELEV STA 136.<br>(SHEET 1, 2 AND 3 OF 3).<br><br>NOTES:<br>1. THE STRUCTURAL ASPECTS ONLY OF THE ABOVE LISTED DATA ARE APPROVED HEREIN. THIS APPROVAL IS FOR THE ENGINEERING DESIGN DATA ONLY.<br>2. THIS APPROVAL IS VALID ONLY FOR BOEING MODEL NO. 727-31, AIRCRAFT S/N 20115 AND IS ISSUED IN SUPPORT OF A MAJOR REPAIR OF THE SUBJECT AIRCRAFT. |   |
| PURPOSE OF DATA  |                     | IN SUPPORT OF A MAJOR REPAIR ON BOEING MODEL NO. 727-31, AIRCRAFT S/N 20115.   |   |
| APPLICABLE REQUIREMENTS (List specific sections)   |                     |  |   |
| CAR 4b.200 (a), (b), 4b.201 (a), (b), (c), 4b.202, 4b.300, 4b.301, 4b.302, 4b.303, 4b.304 (a), (b), 4b.306 (a), (b), (d).  |                     |  |   |
| 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>XXXXXXXXXXXXXXXXXXXX</u> 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<br><input checked="" type="checkbox"/> Approve these data  |   |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)   |                     | DESIGNATION NUMBER(S)  | CLASSIFICATION(S)                             |
| <i>Robert M. Manashi</i><br>ROBERT M. MANASHI  |                     | SW-810   | STRUCTURES                                    |
|  |                     |  |   |
|  |                     |  |   |

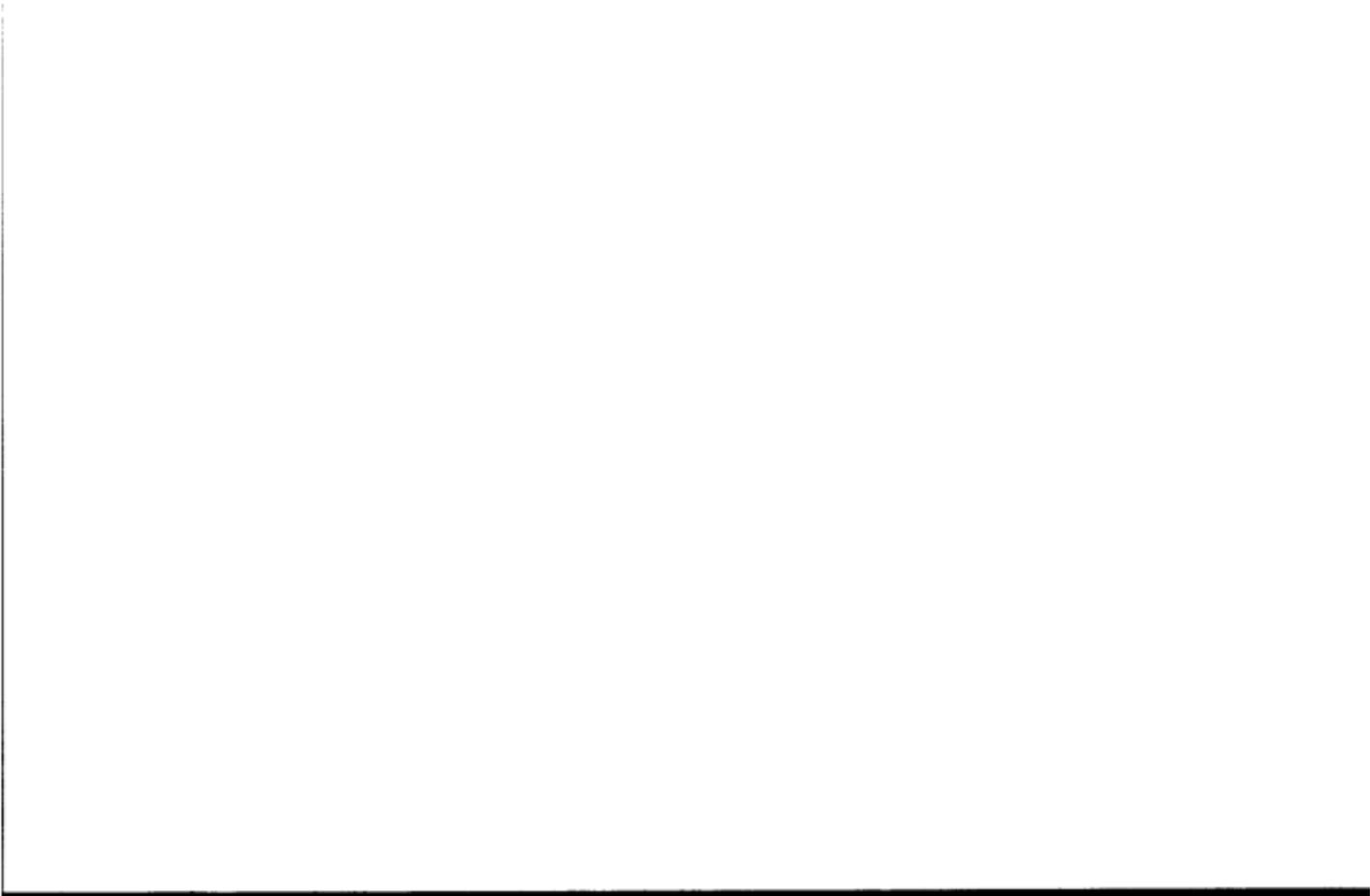
FAA FORM 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

GPO 901-413

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



1  
2  
3  
4



SDNY\_GM\_02759878

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246800

EFTA01331263

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

**STANDARD AIRWORTHINESS CERTIFICATE**

|   |   |   |                                 |
|---|---|---|---------------------------------|
| <b>1. MUNICIPALITY AND REGISTRATION MARKS</b><br>N505LS | <b>2. MANUFACTURER AND MODEL</b><br>BOEING 727-31 | <b>3. AIRCRAFT SERIAL NUMBER</b><br>20115 | <b>4. CATEGORY</b><br>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.

NONE

**6. TERMS AND CONDITIONS**  
Under certain circumstances, suspended, revoked, or a withdrawal date is otherwise established by the Administrator. This airworthiness certificate is effective so long as the maintenance, progressive maintenance, and inspections 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.

|                                       |   |                                   |
|---------------------------------------|---|-----------------------------------|
| <b>DATE OF ISSUANCE</b><br>R 07-23-90 | <b>FAA REPRESENTATIVE</b><br>JAY C. WILKINS | <b>DESIGNATION NUMBER</b><br>GLO7 |
|---------------------------------------|---|-----------------------------------|

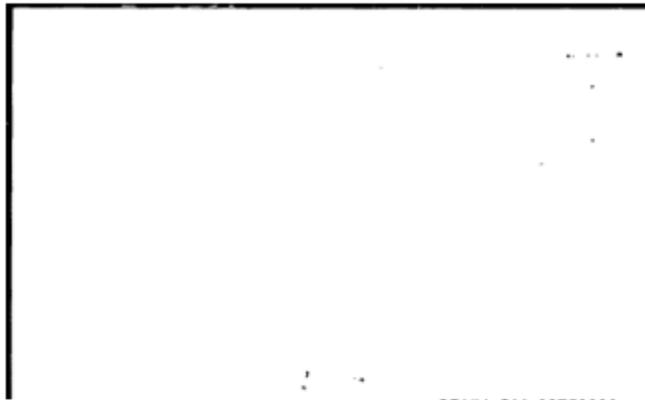
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (8-81) U.S.G.P.O. 1994-008-782

SDNY\_GM\_02759879

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA\_00246801



SDNY\_GM\_02759880

NOT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA\_00246802

**RECEIVED**

Form Approved  
OMB No. 2120-0020  
AUG 15 1997  
For FAA Use Only

FAA DALLAS SW05 Kwc

US Department of Transportation  
Federal Aviation Administration

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

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<br><b>Boeing</b>  | Model<br><b>727-31</b>  |
|             | Serial No.<br><b>20115</b>   | Nationality and Registration Mark<br><b>N500LS</b>  |
| 2. Owner    | Name (As shown on registration certificate)<br><b>Northwest Delaware Corp.</b> | Address (As shown on registration certificate)<br><b>1105 N Market St.<br/>Wilmington, DE 19899</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       | X          |
| POWERPLANT             |                              |       |            |         |            |
| PROPELLER              |                              |       |            |         |            |
| APPLIANCE              | Type                         |       |            |         |            |
|                        | Manufacturer                 |       |            |         |            |

6. Conformity Statement

|   |  |   |
|---|--|---|
| A. Agency's Name and Address<br><b>Associated Air Center<br/>8201 Lemmon Avenue<br/>Dallas, Texas 75220</b> | B. Kind of Agency<br><input type="checkbox"/> U.S. Certificated Mechanic<br><input type="checkbox"/> Foreign Certificated Mechanic<br><input checked="" type="checkbox"/> Certificated Repair Station<br><input type="checkbox"/> Manufacturer | C. Certificate No.<br><b>TX2R203L<br/>Class 3 &amp; 4</b> |
|---|--|---|

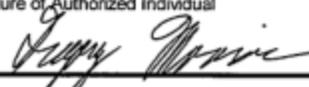
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and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

|                       |  |
|-----------------------|--|
| Date<br><b>8/2/97</b> | Signature of Authorized Individual<br> |
|-----------------------|--|

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 Canadian Airworthiness Group |                 |

|  |   |  |
|--|---|--|
| Date of Approval or Rejection<br><b>8/2/97</b> | Certificate or Designation No.<br><b>TX2R203L</b> | Signature of Authorized Individual<br> |
|--|---|--|

FAA Form 337 (12-88)

SDNY\_GM\_02759881

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246803

EFTA01331266

### 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: Boeing: 727-31**  
**Registration #: N500LS**  
**Serial #: 20115**

**Aircraft Total Time: 31,471.2**  
**Aircraft Total Cycles: 21,468**  
**August 2, 1997**

The following work was accomplished at Associated Air Center, Dallas, Texas under Work Order 1476.

- 1) **Repair - Airstair Door Actuator Attach Clip** in accordance with AAC Repair Drawing 1476-001 IR dated July 16, 1997, 8110-3 approved by D.E.R. SW-916, Jim Martin July 22, 1997.
- 2) **Repair - #1 & #3 Pylon Corrosion on Forward Engine Mounts** in accordance with AAC Repair Drawing 1476-002 IR dated July 17, 1997, 8110-3 approved by D.E.R. SW-916, Jim Martin July 22, 1997.
- 3) **Repair - #8 Leading Edge Slat Crack at I/B Slat Guide** in accordance with AAC Repair Drawing 1476-003 IR dated July 17, 1997, 8110-3 approved by D.E.R. SW-916, Jim Martin July 22, 1997.
- 4) **Repair - Corrosion on R/H Wing Upper Surface at WBL 70.5 Between Str. 1 - 14** in accordance with AAC Repair Drawing 1476-004 IR dated July 21, 1997, 8110-3 approved by D.E.R. SW-916, Jim Martin July 22, 1997.
- 5) **Repair - Floor Beam BS 600, RBL 25 Figure 8 Hole** in accordance with AAC Repair Drawing 1476-005 IR dated July 22, 1997, 8110-3 approved by D.E.R. SW-916, Jim Martin July 22, 1997.
- 6) **Repair - Aft B/B Door Interior Structure Cracked** in accordance with AAC Repair Drawing 1476-006 IR dated July 22, 1997, 8110-3 approved by D.E.R. SW-916, Jim Martin July 22, 1997.
- 7) **Repair - Wing to Body Fairing Damaged Dome Nut** in accordance with AAC Repair Drawing 1476-007 IR dated July 25, 1997, 8110-3 approved by D.E.R. SW-916, Jim Martin July 25, 1997.
- 8) **Repair of Center Engine Exhaust Nozzle** in accordance with Rohr, Inc. Engineering Repair Data Sheet No. C0625 Rev. A dated July 23, 1007, 8110-3 approved by D.E.R.(s) NM-2731, Jeffrey D. Shutrump for Structures, NM-738, Tony Bradlaugh-Dredge for Powerplant and NM-2182, Michael August for Special Administrative July 23, 1997 and AAC Repair Drawing 1476-008 IR dated July 25, 1997, 8110-3 approved by D.E.R. SW-916, Jim Martin July 25, 1997.

Additional Sheets Are Attached

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

SDNY\_GM\_02759882

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246804

EFTA01331267

Aircraft: Boeing: 727-31  
Registration #: N500LS  
Serial #: 20115

Aircraft Total Time:31,471.2  
Aircraft Total Cycles: 21,468  
August 2, 1997

9) Autopilot Interface Unit Modification in accordance with AAC Drawing 97-2211-210 IR dated July 28, 1997, 8110-3 approved by D.E.R. SW-880, John W. Goswick July 28, 1997.

\*\*\*\*\*END\*\*\*\*\*

SDNY\_GM\_02759883

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246805

EFTA01331268

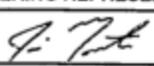
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SDNY\_GM\_02759884

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246806

EFTA01331269

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|--|---------------------|--|--|
| U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION   |                     |  | DATE<br>7/22/97                            |
| <b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>   |                     |  |  |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION  |                     |  |  |
| MAKE<br>BOEING   | MODEL NO.<br>727-31 | TYPE (Airplane, Radio, Helicopter, etc.)<br>AIRPLANE | NAME OF APPLICANT<br>ASSOCIATED AIR CENTER |
| LIST OF DATA   |                     |  |  |
| IDENTIFICATION   |                     | TITLE  |  |
| REPAIR DWG. 1476-001 ✓<br>REV. IR 7-16-97  |                     | REPAIR - AIRSTAIR DOOR ACTUATOR ATTACH CLIP          |  |
| <p>THE ABOVE DATA IS APPROVED FOR THE STRUCTURAL DESIGN ASPECT ONLY. FOR AIRCRAFT S/N 20115</p> <p style="text-align: center; font-size: 2em;">INSPECTION</p>  |                     |  |  |
| PURPOSE OF DATA<br>IN SUPPORT OF REPAIR  |                     |  |  |
| APPLICABLE REQUIREMENTS (List specific sections)   |                     |  |  |
| CAR 4b.200   | .301                | .305   |  |
| .201   | .302                | .306   |  |
| .202   | .303                | .307(c)  |  |
| .300   | .304                |  |  |
| <p>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>1 2 3</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.</p> <p>I ( <u>JM</u> ) Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data</p> |                     |  |  |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)   |                     | DESIGNATION NUMBER(S)                                | CLASSIFICATION(S)                          |
|  JIM MARTIN   |                     | SW-916   | STRUCTURES                                 |
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SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

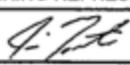
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SDNY\_GM\_02759886

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246808

EFTA01331271

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|---|---------------------|---|--|
| U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION  |                     |   | DATE<br>7/22/97                            |
| <b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>  |                     |   |  |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |                     |   |  |
| MAKE<br>BOEING  | MODEL NO.<br>727-31 | TYPE (Airplane, Radio, Helicopter, etc.)<br>AIRPLANE    | NAME OF APPLICANT<br>ASSOCIATED AIR CENTER |
| <b>LIST OF DATA</b>   |                     |   |  |
| IDENTIFICATION  |                     | TITLE   |  |
| REPAIR DWG. 1476-002 ✓<br>REV. IR 7-17-97   |                     | REPAIR - # 1 & # 3 PYLON CORROSION ON FWD ENGINE MOUNTS |  |
| <p>THE ABOVE DATA IS APPROVED FOR THE STRUCTURAL DESIGN ASPECT ONLY. FOR AIRCRAFT S/N 20115</p> <h2 style="margin: 0;">INSPECTION</h2>  |                     |   |  |
| PURPOSE OF DATA<br>IN SUPPORT OF REPAIR   |                     |   |  |
| APPLICABLE REQUIREMENTS (List specific sections)  |                     |   |  |
| CAR 4b.200  | .301                | .305  |  |
| .201  | .302                | .306  |  |
| .202  | .303                | .307(c)   |  |
| .300  | .304                |   |  |
| <p>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>1 2 3</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.</p> <p>I ( <input checked="" type="checkbox"/> ) Therefore <input type="checkbox"/> Recommend approval of these data<br/> <input checked="" type="checkbox"/> Approve these data</p> |                     |   |  |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)  |                     | DESIGNATION NUMBER(S)                                   | CLASSIFICATION(S)                          |
|  JIM MARTIN  |                     | SW-916  | STRUCTURES                                 |
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SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

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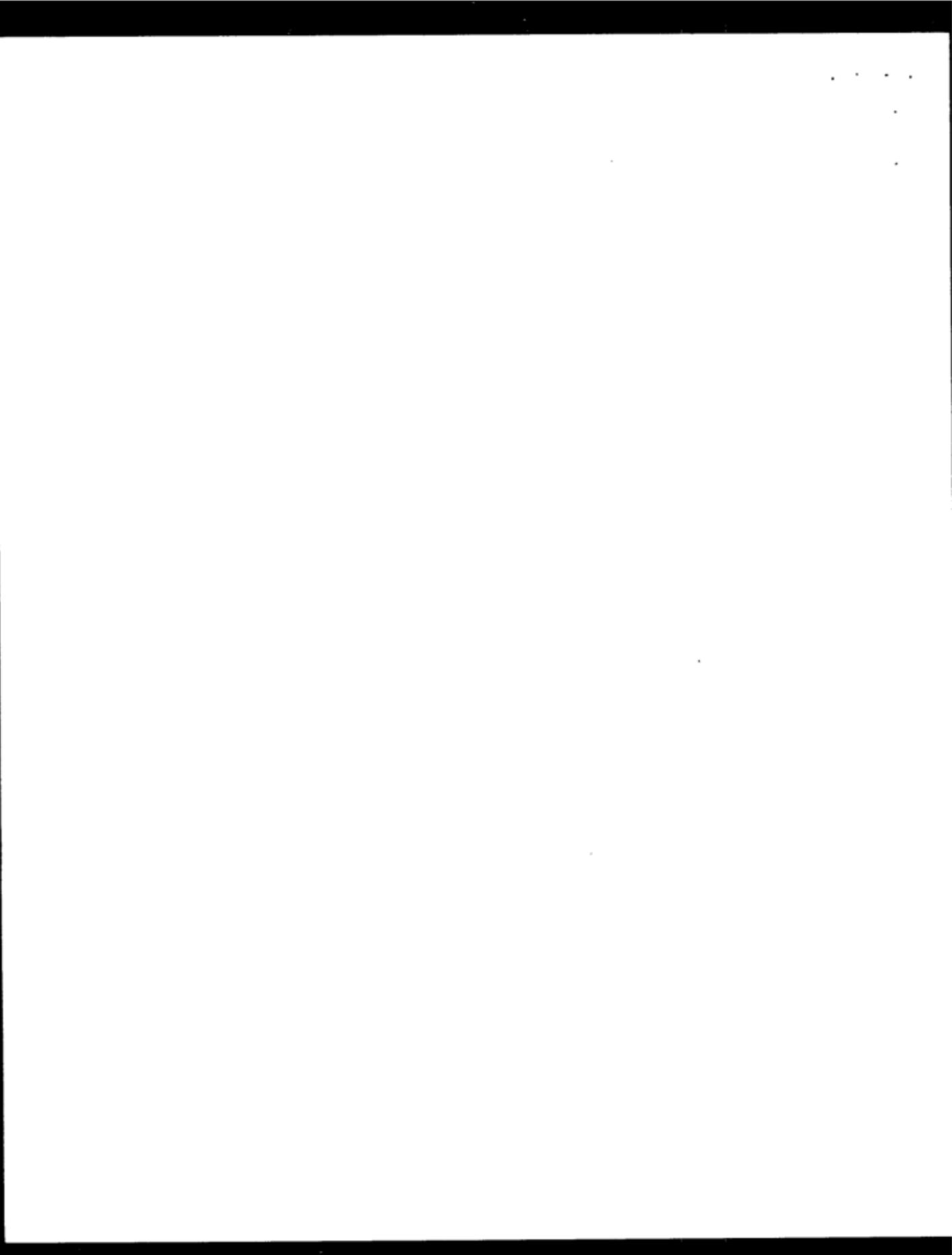
**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246810

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| U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION  |                     |   | DATE<br>7/22/97                            |
| <b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>  |                     |   |  |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |                     |   |  |
| MAKE<br>BOEING  | MODEL NO.<br>727-31 | TYPE (Airplane, Radio, Helicopter, etc.)<br>AIRPLANE  | NAME OF APPLICANT<br>ASSOCIATED AIR CENTER |
| <b>LIST OF DATA</b>   |                     |   |  |
| IDENTIFICATION  |                     | TITLE   |  |
| REPAIR DWG. 1476-003 ✓<br>REV. IR 7-17-97   |                     | REPAIR - # 8 L/E SLAT CRACK AT I/B SLAT GUIDE   |  |
|   |                     | <p>THE ABOVE DATA IS APPROVED FOR THE STRUCTURAL DESIGN ASPECT ONLY. FOR AIRCRAFT S/N 20115</p> <p style="text-align: center; font-size: 2em; opacity: 0.5;">INSPECTION</p> |  |
| PURPOSE OF DATA<br>IN SUPPORT OF REPAIR   |                     |   |  |
| APPLICABLE REQUIREMENTS (List specific sections)  |                     |   |  |
| CAR 4b.200  | .301                | .305  |  |
| .201  | .302                | .306  |  |
| .202  | .303                | .307(c)   |  |
| .300  | .304                |   |  |
| <p>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>1 2 3</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.</p> <p>I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data<br/> <input checked="" type="checkbox"/> Approve these data</p> |                     |   |  |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)  |                     | DESIGNATION NUMBER(S)   | CLASSIFICATION(S)                          |
|  JIM MARTIN  |                     | SW-916  | STRUCTURES                                 |
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SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



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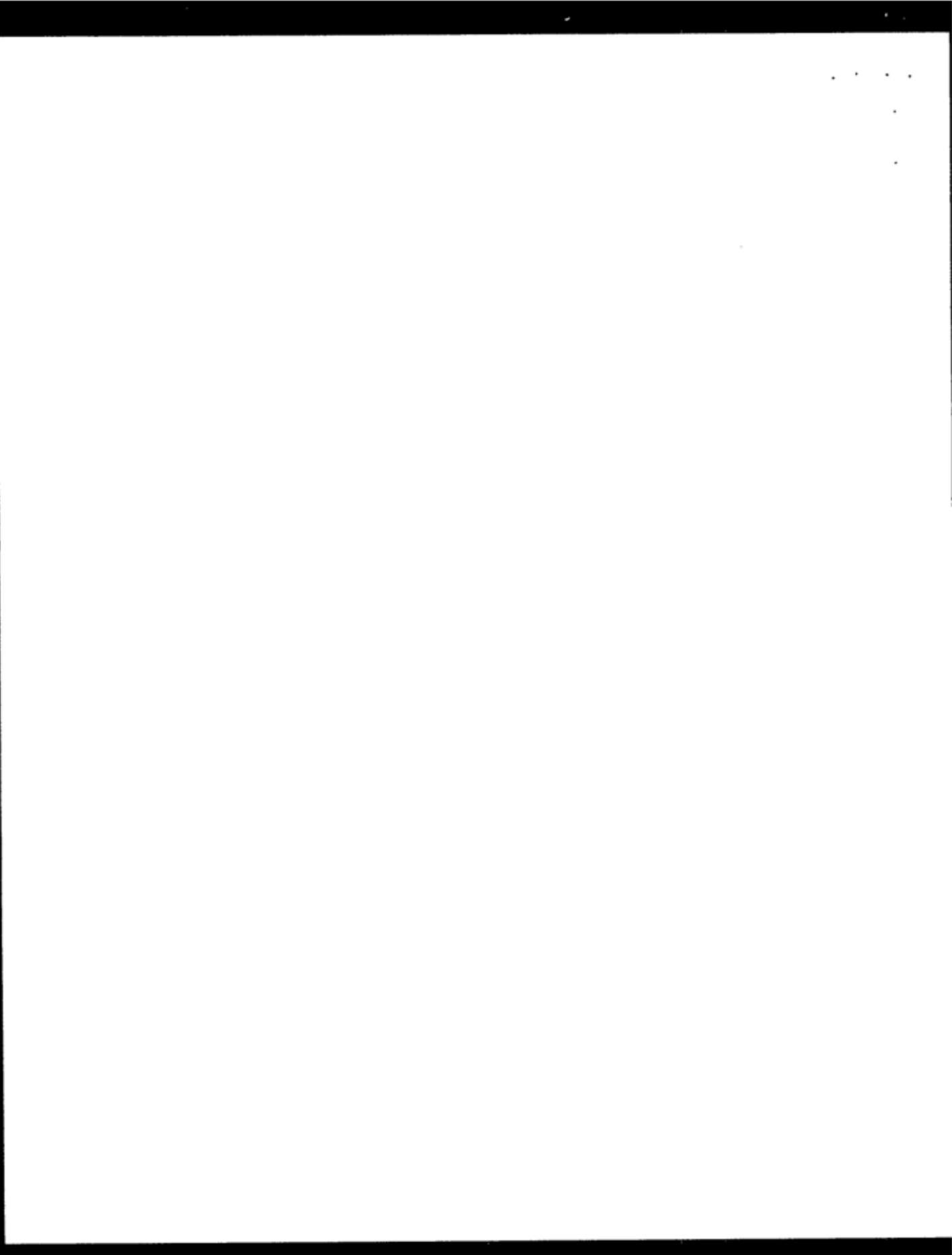
**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246812

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|   |                     |  |  |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
|---|---------------------|--|--|------------|------|------|--|------|------|------|--|------|------|---------|--|------|------|--|--|
| U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION  |                     |  | DATE<br>7/22/97                            |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
| <b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>  |                     |  |  |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |                     |  |  |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
| MAKE<br>BOEING  | MODEL NO.<br>727-31 | TYPE (Airplane, Radio, Helicopter, etc.)<br>AIRPLANE   | NAME OF APPLICANT<br>ASSOCIATED AIR CENTER |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
| LIST OF DATA  |                     |  |  |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
| IDENTIFICATION  |                     | TITLE  |  |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
| REPAIR DWG. 1476-004 ✓<br>REV. IR 7-21-97   |                     | REPAIR CORROSION ON R/H WING UPPER SURFACE AT WBL 70.5<br>BETWEEN STR. 1 - 14  |  |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
|   |                     | <p>THE ABOVE DATA IS APPROVED FOR THE STRUCTURAL DESIGN ASPECT ONLY. FOR AIRCRAFT S/N 20115</p> <p style="text-align: center; font-size: 2em; font-weight: bold;">INSPECTION</p> |  |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
| PURPOSE OF DATA<br>IN SUPPORT OF REPAIR   |                     |  |  |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
| APPLICABLE REQUIREMENTS (List specific sections)  |                     |  |  |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
| <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">CAR 4b.200</td> <td style="width: 10%;">.301</td> <td style="width: 10%;">.305</td> <td style="width: 50%;"></td> </tr> <tr> <td>.201</td> <td>.302</td> <td>.306</td> <td></td> </tr> <tr> <td>.202</td> <td>.303</td> <td>.307(c)</td> <td></td> </tr> <tr> <td>.300</td> <td>.304</td> <td></td> <td></td> </tr> </table> |                     |  |  | CAR 4b.200 | .301 | .305 |  | .201 | .302 | .306 |  | .202 | .303 | .307(c) |  | .300 | .304 |  |  |
| CAR 4b.200  | .301                | .305   |  |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
| .201  | .302                | .306   |  |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
| .202  | .303                | .307(c)  |  |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
| .300  | .304                |  |  |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
| 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>2 2 2</u> 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<br><input checked="" type="checkbox"/> Approve these data  |                     |  |  |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)  |                     | DESIGNATION NUMBER(S)  | CLASSIFICATION(S)                          |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
|  JIM MARTIN  |                     | SW-916   | STRUCTURES                                 |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
|   |                     |  |  |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |
|   |                     |  |  |            |      |      |  |      |      |      |  |      |      |         |  |      |      |  |  |

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



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SDNY\_GM\_02759892

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

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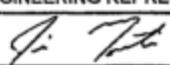
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SDNY\_GM\_02759894

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

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| U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION  |                     |  | DATE                                       |
|---|---------------------|--|--|
| <b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>  |                     |  | 7/22/97                                    |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |                     |  |  |
| MAKE<br>BOEING  | MODEL NO.<br>727-31 | TYPE (Airplane, Radio, Helicopter, etc.)<br>AIRPLANE                         | NAME OF APPLICANT<br>ASSOCIATED AIR CENTER |
| <b>LIST OF DATA</b>   |                     |  |  |
| IDENTIFICATION  |                     | TITLE  |  |
| REPAIR DWG. 1476-006 ✓<br>REV. IR 7-22-97   |                     | REPAIR - AFT B/B DOOR INTERIOR STRUCTURE CRACKED                             |  |
| REPORT NO. 1476-006 ✓<br>REV. IR 7-22-97  |                     | STRUCTURAL SUBSTANTIATION - REPAIR - AFT B/B DOOR INTERIOR STRUCTURE CRACKED |  |
| THE ABOVE DATA IS APPROVED FOR THE STRUCTURAL DESIGN ASPECT ONLY. FOR AIRCRAFT S/N 20115  |                     |  |  |
| <b>INSPECTION</b>   |                     |  |  |
| PURPOSE OF DATA<br>IN SUPPORT OF REPAIR   |                     |  |  |
| APPLICABLE REQUIREMENTS (List specific sections)  |                     |  |  |
| CAR 4b.200  | .301                | .305   |  |
| .201  | .302                | .306   |  |
| .202  | .303                | .307(c)  |  |
| .300  | .304                |  |  |
| 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>1 1 1</u> 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)                          |
|  JIM MARTIN  |                     | SW-916   | STRUCTURES                                 |
|   |                     |  |  |
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SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

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SDNY\_GM\_02759896

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246818

EFTA01331281

|   |                     |  |  |
|---|---------------------|--|--|
| U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION  |                     |  | DATE<br>7/25/97                            |
| <b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>  |                     |  |  |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |                     |  |  |
| MAKE<br>BOEING  | MODEL NO.<br>727-31 | TYPE (Airplane, Radio, Helicopter, etc.)<br>AIRPLANE   | NAME OF APPLICANT<br>ASSOCIATED AIR CENTER |
| <b>LIST OF DATA</b>   |                     |  |  |
| IDENTIFICATION  |                     | TITLE  |  |
| REPAIR DWG. 1476-007 ✓<br>REV. IR 7-25-97 ✓   |                     | REPAIR - WING TO BODY FAIRING DAMAGED DOME NUT   |  |
|   |                     | THE ABOVE DATA IS APPROVED FOR THE STRUCTURAL DESIGN ASPECT ONLY. FOR AIRCRAFT S/N 20115<br><br><div style="text-align: center; font-size: 2em; transform: rotate(-15deg); opacity: 0.5;">INSPECTION</div> |  |
| PURPOSE OF DATA<br>IN SUPPORT OF REPAIR   |                     |  |  |
| APPLICABLE REQUIREMENTS (List specific sections)<br>CAR 4b.300<br>.304<br>.305  |                     |  |  |
| 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>  1  2  3  </u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.<br>I (We) Therefore <input type="checkbox"/> Recommend approval of these data<br><input checked="" type="checkbox"/> Approve these data |                     |  |  |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)  |                     | DESIGNATION NUMBER(S)  | CLASSIFICATION(S)                          |
|  JIM MARTIN  |                     | SW-916   | STRUCTURES                                 |
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SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

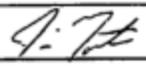
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SDNY\_GM\_02759898

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246820

EFTA01331283

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|---|---------------------|--|--|
| U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br><b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>  |                     |  | DATE<br>7/25/97                            |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |                     |  |  |
| MAKE<br>BOEING  | MODEL NO.<br>727-31 | TYPE (Airplane, Radio, Helicopter, etc.)<br>AIRPLANE | NAME OF APPLICANT<br>ASSOCIATED AIR CENTER |
| <b>LIST OF DATA</b>   |                     |  |  |
| IDENTIFICATION  |                     | TITLE  |  |
| REPAIR DWG. 1476-008 ✓<br>REV. IR 7-25-97   |                     | REPAIR - OUTER SKIN NOZZLE CENTER ENGINE             |  |
| THE ABOVE DATA IS APPROVED FOR THE STRUCTURAL DESIGN ASPECT ONLY. FOR AIRCRAFT S/N 20115<br><br>INSPECTION  |                     |  |  |
| PURPOSE OF DATA<br>IN SUPPORT OF REPAIR   |                     |  |  |
| APPLICABLE REQUIREMENTS (List specific sections)<br>CAR 4b.300<br>.304<br>.305  |                     |  |  |
| 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>2 4 4</u> have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.<br>I (we) Therefore <input type="checkbox"/> Recommend approval of these data<br><input checked="" type="checkbox"/> Approve these data |                     |  |  |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)<br> JIM MARTIN  |                     | DESIGNATION NUMBER(S)<br>SW-916                      | CLASSIFICATION(S)<br>STRUCTURES            |
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**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

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SDNY\_GM\_02759900

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

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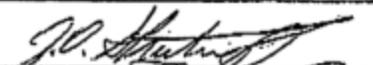
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SDNY\_GM\_02759902

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246824

EFTA01331287

| U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS   |                               |   | DATE<br>July 23, 1997 |
|---|-------------------------------|---|-----------------------|
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |                               |   |                       |
| MAKE  | MODEL NO.                     | TYPE (Airplane, Radio, Helicopter, etc.)  | NAME OF APPLICANT     |
| Boeing  | 727-31                        | Airplane  | Rohr, Inc.            |
| LIST OF DATA  |                               |   |                       |
| IDENTIFICATION  | TITLE                         |   |                       |
| Rohr Inc., ERDS C0625 ✓<br>Revision A dated July 23,<br>1997  | Engineering Repair Data Sheet |   |                       |
| INSPECTION  |                               |   |                       |
| <b>PURPOSE OF DATA</b><br>To submit substantiating data for a repair. This constitutes approval of the repair design only.  |                               |   |                       |
| <b>APPLICABLE REQUIREMENTS</b> (List Specific Sections)   |                               |   |                       |
| (1)(3) FAR 25.301   |                               | (2)(3) FAR 25.605 (a)   |                       |
| (1)(3) FAR 25.303   |                               | (2)(3) FAR 25.609   |                       |
| (1)(3) FAR 25.305 (a)(b)  |                               |   |                       |
| <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>NONE</u> 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<br><input checked="" type="checkbox"/> Approve these data |                       |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVES  | DESIGNATION NUMBER(S)         | CLASSIFICATION(S)   |                       |
| (1) Jeffrey D. Shutrump    | NM-2731                       | Structures  |                       |
| (2) Tony Bradlaugh-Dredge    | NM-738                        | Powerplant  |                       |
| (3) Michael August   | NM-2182                       | Special Administrative  |                       |

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION (Computer Generated by Rohr, Inc.)

SDNY\_GM\_02759903

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246825

EFTA01331288

1  
2  
3

SDNY\_GM\_02759904

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246826

EFTA01331289

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

**STANDARD AIRWORTHINESS CERTIFICATE**

|   |                                 |                                 |                   |
|---|---------------------------------|---------------------------------|-------------------|
| <b>1 NATIONALITY AND REGISTRATION MARKS</b> | <b>2 MANUFACTURER AND MODEL</b> | <b>3 AIRCRAFT SERIAL NUMBER</b> | <b>4 CATEGORY</b> |
| N500LS                                      | BOEING 727-31                   | 20115                           | TRANSPORT         |

**5 AUTHORITY AND BASIS FOR ISSUANCE**

The 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 (if any), to be in condition for safe operation, and has been shown to meet the requirements of the applicable requirements 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 herein amended, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 81 of the Federal Aviation Regulations, or approved equivalents, and the aircraft is registered in the United States.

|                                       |   |                           |
|---------------------------------------|---|---------------------------|
| <b>DATE OF ISSUANCE (Replacement)</b> | <b>FAA REPRESENTATIVE</b>   | <b>DESIGNATION NUMBER</b> |
| 07-23-90                              | LEE H. THIE  | GLO7                      |

Any alteration, reproduction, or misuse of this certificate is prohibited by law. For exceeding 2 years, or impairment not exceeding 2 years, if any, THIS CERTIFICATE MUST BE DISPLAYED ON THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (9-82) DPO 898-804

SDNY\_GM\_02759905

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA\_00246827



SDNY\_GM\_02759906

T TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15,

EFTA\_00246828



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

Form Approved  
OMB No. 2120-0020  
For FAA Use Only  
Office Identification  
*17 5607*

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<br>BOEING  | Model<br>727-100RE   |
|             | Serial No.<br>20115   | Nationality and Registration Mark<br>N500LS  |
| 2. Owner    | Name (As shown on registration certificate)<br>NORTHWEST DELAWARE CORPORATION | Address (As shown on registration certificate)<br>1105 NORTH MARKET ST.<br>SUITE 1300<br>WILMINGTON, DE. 19899 |

**3. For FAA Use Only**

**4. Unit Identification**

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

**6. Conformity Statement**

|  |  |                                   |
|--|--|-----------------------------------|
| A. Agency's Name and Address<br>THE LIMITED INC.<br>4387 INTERNATIONAL GATEWAY<br>COLUMBUS, OHIO 43219 | B. Kind of Agency<br><input checked="" type="checkbox"/> U.S. Certificated Mechanic<br><input type="checkbox"/> Foreign Certificated Mechanic<br><input type="checkbox"/> Certificated Repair Station<br><input type="checkbox"/> Manufacturer | C. Certificate No.<br>IA301541619 |
|--|--|-----------------------------------|

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<br>March 11, 1998 | Signature of Authorized Individual<br><i>[Signature]</i><br>Richard K Cady II |
|------------------------|---|

**7. Approval for Return To Service**

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

|   |   |  |   |                 |
|---|---|--|---|-----------------|
| FAA Flt. Standards Inspector                    | Manufacturer                                | <input checked="" type="checkbox"/>                                      | Inspection Authorization                                | Other (Specify) |
| FAA Designee                                    | Repair Station                              |  | Person Approved by Transport Canada Airworthiness Group |                 |
| Date of Approval or Rejection<br>March 11, 1998 | Certificate or Designation No.<br>IA2185934 | Signature of Authorized Individual<br><i>[Signature]</i><br>T.W. RITCHIE |   |                 |

FAA Form 337 (12-88)

SDNY\_GM\_02759907

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246829

EFTA01331292

**NOTICE**

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

**8. Description of Work Accomplished**

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

REMOVED THE FOLLOWING EQUIPMENT:

2EA. HONEYWELL DIGITAL AIR DATA COMPUTERS P/N 7000700--962.

INSTALLED THE FOLLOWING EQUIPMENT:

2 EA. HONEYWELL DIGITAL AIR DATA COMPUTERS P/N 7000700-662 WITH STATIC SOURCE ERROR CORRECTION CURVE INSTALLED IN ACCORDANCE WITH AES DRAWING LIST NO. 97-727-500 REV. B, DATED NOVEMBER 3, 1997 PER SUPPLEMENTAL TYPE CERTIFICATE ST09364sc.

FAA APPROVED FLIGHT MANUAL SUPPLEMENT, DATED OCTOBER 27, 1997 IS REQUIRED AND INSTALLED ON THIS AIRCRAFT.  
WEIGHT & BALANCE NEGLIBLE.

COPY OF STC ST09364SC AND MASTER DRAWING LIST ATTACHED.

CONTINUED MAINTENANCE PRACTICES INCLUDED IN THIS PACKAGE.

END

|     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|
| 0-1 | M-1 | M-2 | SPM | C-1 | C-2 | A-1 |
| 0-2 |     |     |     |     |     | A-3 |
| 0-3 |     |     |     |     |     | A-1 |
| 0-4 |     |     |     |     |     |     |
| 0-5 |     |     |     |     |     |     |
| 0-6 |     |     |     |     |     |     |
| 0-7 |     |     |     |     |     |     |

APPROVED

MAR 25 1998

11:50 AM COLL:BUS ON

C4 C5 A-10

Additional Sheets Are Attached

\*U.S.GPO:1991-0-568-012/40035

SDNY\_GM\_02759908

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246830

EFTA01331293

U.S. Department  
of Transportation  
Federal Aviation  
Administration

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

Form Approved  
OMB No. 2120-0028  
For FAA Use Only  
Office of Certification  
**FAA DALLAS**  
**SW05 KWC**

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<br><b>Boeing</b>   | Model<br><b>727-31</b>  |
|             | Serial No.<br><b>20115</b>  | Nationality and Registration Mark<br><b>N500LS</b>  |
| 2. Owner    | Name (As shown on registration certificate)<br><b>Northwest Delaware Corp</b> | Address (As shown on registration certificate)<br><b>1105 N. Market St<br/>Wilmington, DE 19899</b> |

3. For FAA Use Only

4. Unit Identification

| Unit       | Make  | Model          | Serial No.     | 5. Type  |            |
|------------|---|----------------|----------------|----------|------------|
|            |   |                |                | Repair   | Alteration |
| AIRFRAME   | ----- (As described in item 1 above) -----      |                |                |          |            |
| POWERPLANT | <b>PRATT &amp; WHITNEY<br/>Turbo Fan Engine</b> | <b>JT8D-7B</b> | <b>P654373</b> | <b>X</b> |            |
| PROPELLER  |   |                |                |          |            |
| APPLIANCE  | Type  |                |                |          |            |
|            | Manufacturer                                    |                |                |          |            |

6. Conformity Statement

|  |  |  |
|--|--|--|
| A. Agency's Name and Address<br><b>Greenwich Air Services - Texas, LP<br/>9311 Reeves Street<br/>Dallas, Texas 75235</b> | B. Kind of Agency  | C. Certificate No.<br><b>RA1R445K<br/>Powerplant Class 3<br/>Accessory Class 1,2 and 3</b> |
|  | <input type="checkbox"/> U.S. Certificated Mechanic          |  |
|  | <input type="checkbox"/> Foreign Certificated Mechanic       |  |
|  | <input checked="" type="checkbox"/> 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<br><b>10-30-96</b> | Signature of Authorized Individual<br><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 Ft. 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<br><b>10-30-96</b> | Certificate or Designation No.<br><b>RA1R445K</b> | Signature of Authorized Individual<br><i>[Signature]</i> |   |                 |

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

ADDITIONAL SHEETS ARE ATTACHED

Engine S/N P654373 was removed due to "SERVICE BULLETIN COMPLIANCE."  
 Engine was disassembled, inspected, repaired as required in accordance with Pratt & Whitney JT8D Engine Manual (P/N 481672), and Greenwich Specialized Unit Repair Worksopce which are data approved by the Administrator.  
 Inspected/reinstalled Combustion Chamber Outer Case P/N 542155, S/N 243, T.T. & T.C. Unknown, in accordance with P&W Alert S/B 6228, Part I and Part II and AD's 87-1-07 & 95-08-15, Ps4/Drain bosses require reinspection within 6000 cycles and at each Engine shop visit. Rear flange requires reinspection within 12000 cycles and at each Engine shop visit. Case meets inspection requirements of Part III of P&W ASB 6228.  
 Continue timed combustion chambers.  
 Complied with P&W Alert S/B 5729R2 and AD 87-14-01R1; immersion ultrasonic inspect C2 fan blades.  
 Complied with P&W Alert 6038R5 and AD 94-20-01; corrosion inspect high pressure compressor disks.  
 Complied with Pratt & Whitney Alert S/B 6196R5; #5 bearing seal assembly. Improved oil return & compartment sealing configuration.  
 Complied with P&W Alert S/B 6110 and Alert S/B 6131, AD 94-20-08. This terminates reinspection requirements for P&W Alert S/B 5913R6, AD 93-06-05.  
 Engine was preserved forshort term storage IAW Pratt & Whitney JT8D Engine Manual (P/N 481672).  
 Engine was subjected to a test run; a post-test borescope inspection was performed and Engine was accepted as serviceable.  
 Engine TT: 32939.0, TC: 22557, TSR 00:00 CSR 0000.  
 Pertinent details of this repair are on file at this Agency under W.O. UR0859

**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.

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**



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  
SO-FSDO-09

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<br>Boeing  | Model<br>B727-31  |
|             | Serial No.<br>20115   | Nationality and Registration Mark<br>N500LS   |
| 2. Owner    | Name (As shown on registration certificate)<br>Northwest Delaware Corporation | Address (As shown on registration certificate)<br>1105 N. Market Street<br>Wilmington, DE 19899 |

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<br>ST Mobile Aerospace Engineering, Inc.<br>2100 9th. Street, Brookley Complex<br>Mobile, AL 36615 | B. Kind of Agency<br><input type="checkbox"/> U.S. Certificated Mechanic<br><input type="checkbox"/> Foreign Certificated Mechanic<br><input checked="" type="checkbox"/> Certificated Repair Station<br><input type="checkbox"/> Manufacturer | C. Certificate No.<br>MZAR013L<br>Limited Airframe |
|---|--|--|

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<br>November 25, 1995 | Signature of Authorized Individual<br>Clarence Spencer |
|---------------------------|--|

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<br>November 25, 1995 | Certificate or Designation No.<br>MZAR013L | Signature of Authorized Individual<br>Christopher J. Hill |   |                 |

FAA Form 337 (12-88)

SDNY\_GM\_02759911

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246833

EFTA01331296

**NOTICE**

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

**8. Description of Work Accomplished**

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

Installed DeVore Aviation Corporation tail flood light installation in engine pylons in accordance with De Vore STC ST09113AC dated 26 May 95. DeVore Top Drawing List #72700003DL Rev "A" dated 5-30-95.

Installed Valsan Winglet Modification in Accordance with Valsan Master Drawing List #VA000007, Rev "N" dated 17 April 1995. STC SA5938NM.

Aircraft Inboard and Outboard Aft Flaps and Ailerons rigged to endure functionality and conformity.

Aircraft weighed after modification. Weight and balance data provided to customer.

Aircraft total time = 31,197 hours. Total cycles = 21,345.

-----END-----

Additional Sheets Are Attached

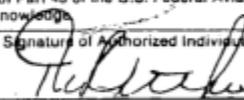
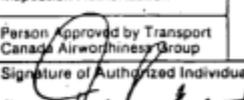
★U.S.GPO:1990-0-568-012/40004

SDNY\_GM\_02759912

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246834

EFTA01331297

|  |   |   |  |  |                 |
|--|---|---|--|--|-----------------|
|  US Department of Transportation<br>Federal Aviation Administration   |   | <b>MAJOR REPAIR AND ALTERATION</b><br>(Airframe, Powerplant, Propeller, or Appliance)   |  | Form Approved<br>OMB No. 2120-0020<br>For FAA Use Only<br>Office Identification<br><b>JD 6C-07</b> |                 |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958). |   |   |  |  |                 |
| 1. Aircraft  | Make  | BOEING  |  | Model  | 8727-100        |
|  | Serial No.                                  | 2015  |  | Nationality and Registration Mark  | N500LS          |
| 2. Owner   | Name (As shown on registration certificate) |   |  | Address (As shown on registration certificate)   |                 |
|  | NORTHWEST HOLDING CORP.                     |   |  | P.O. BOX 7138<br>WILMINGTON DE. 19803  |                 |
| 3. For FAA Use Only  |   |   |  |  |                 |
| 4. Unit Identification   |   |   |  |  |                 |
| Unit   | Make  | Model   | Serial No.   | Repair   | Alteration      |
| AIRFRAME   | As described in item 1 above                |   |  |  |                 |
| POWERPLANT   |   |   |  |  |                 |
| PROPELLER  |   |   |  |  |                 |
| APPLIANCE  | Type  | PCAS COMPUTER   |  |  | X               |
|  | Manufacturer                                | HONEYWELL   |  | 91050384   |                 |
| 6. Conformity Statement  |   |   |  |  |                 |
| A. Agency's Name and Address   |   | B. Kind of Agency   |  | C. Certificate No.   |                 |
| THE LIGHTS, INC<br>4307 INTL. GATEWAY<br>COLUMBUS, OHIO 43219  |   | <input checked="" type="checkbox"/> U.S. Certificated Mechanic<br><input type="checkbox"/> Foreign Certificated Mechanic<br><input type="checkbox"/> Certificated Repair Station<br><input type="checkbox"/> Manufacturer |  | IA2185934  |                 |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.                 |   |   |  |  |                 |
| Date   |   | Signature of Authorized Individual  |  |  |                 |
| 7/19/94  |   |    |  |  |                 |
| 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 Ftl. Standards Inspector                | Manufacturer  | <input checked="" type="checkbox"/> Inspection Authorization<br><input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group |  | Other (Specify) |
|  | FAA Designee                                | Repair Station  |  |  |                 |
| Date of Approval or Rejection  |   | Certificate or Designation No.  | Signature of Authorized Individual   |  |                 |
| 7/19/94  |   | IA2185934   |   |  |                 |

FAA Form 337 (12-88)

SDNY\_GM\_02759913

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246835

EFTA01331298





U.S. Department  
of Transportation  
Federal Aviation  
Administration

TRANSPORT AIRPLANE DIRECTORATE  
AIRCRAFT CERTIFICATION SERVICE  
LOS ANGELES AIRCRAFT CERTIFICATION OFFICE  
3229 EAST SPRING STREET  
LONG BEACH, CALIFORNIA 90806-2425

MAR 01 1994

Honeywell Inc.  
Air Transport Systems Division  
ATTN: Mr. F. W. (Bill) Lynch  
21111 North 19th Avenue  
Phoenix, Arizona 85027

References: a) Honeywell letter, dated February 17, 1994  
b) Honeywell letter, dated March 1, 1994

Dear Mr. Lynch:

• Approval of an Alternate Means of Compliance •

In response to your letter of March 1, 1994, our review of the data submitted in support of a proposed alternate means of compliance with paragraph C. of AD 94-01-04 regarding Conversion of Honeywell TCAS II part No. 4066010-901, -902 and -903 (Any Mod) to part No. 4066010-904 (Mos G), has been completed.

We concur that method and procedures outlined in your revised Service Bulletin 4066010-34-SW16 Revision 1, dated February 17, 1994 provides an acceptable level of safety in accordance with paragraph C. of AD 94-01-04 Docket No. 93-NM-68-AD; Amendment 39-8786.

If there are any further question, please contact Mr. Abby Malmir at [REDACTED]

Sincerely,

Alan T. Shinseki  
Manager, Systems and Equipment Branch

TRANSPORT AIRCRAFT SERVICE  
AIRCRAFT CERTIFICATION SERVICE  
LOS ANGELES AIRCRAFT CERTIFICATION OFFICE  
3225 EAST SPRING STREET  
LONG BEACH, CALIFORNIA 90808-3225

US Department of Transportation  
Federal Aviation Administration

MAR 1 1995

Honeywell Inc.  
Air Transport Systems Division  
ATTN: Mr. F. H. (Bill) Lynch  
3111 North 19th Avenue  
Phoenix, Arizona 85027

Re: Honowall letter, dated February 17, 1994  
b) Honowall letter, dated March 7, 1994

Dear Mr. Lynch:

Approval of an Airframe Means of Compliance

In response to your letter of March 17, 1994, our review of the data submitted in support of a proposed alternate means of compliance with paragraph C of AD 94-01-04 regarding conversion of Honowall ICAS II gear No. 400010-001, -002 and -003 (A) to gear No. 400010-004 (A) (B), has been completed. The concern that method and procedures outlined in your revised Service Bulletin 400010-36-2410 Revision 1, dated February 17, 1994 provides an acceptable level of safety in accordance with paragraph C of AD 94-01-04, Booklet No. 93-20-08-40, Attachment 39-02A.

If there are any further questions, please contact Mr. Boby Hahn at [redacted]

Sincerely,

Alan L. Zinsky  
Manager, Systems and Equipment Branch

## AIRWORTHINESS DIRECTIVE

FLIGHT STANDARDS SERVICE  
REGULATORY SUPPORT DIVISION  
P.O. BOX 26460  
OKLAHOMA CITY, OKLAHOMA 73125-0460



U.S. Department  
of Transportation  
Federal Aviation  
Administration

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 25, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft in which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (preamble FAA Form 363).

**94-01-04 HONEYWELL: Amendment 39-8786. Docket 93-NM-68-AD.**

**Applicability:** Traffic Alert and Collision Avoidance System (TCAS) II computer units; part numbers 4066010-901, -902, and -903; as installed on, but not limited to, the following airplanes, certificated in any category:

Airbus Industrie Model A300-600, A310-200, A310-300, A320-200, and A340 series airplanes;

Boeing Model 727-100 and -200; 737-100, -200, -300, -400, and -500; 747-100, -200, -300, -400 and 747SP; 757-200; and 767-200 and -300 series airplanes;

Cessna Citation Model C550 and C560 series airplanes, and Cessna Citation III and VII series airplanes;

Canadair Challenger Model CL-600-2B16 and -2A12 series airplanes;

British Aerospace Model 125-800A;

Gulfstream Model GII, GIII, and GIV series airplanes;

Lockheed Model L-1011 series airplanes;

McDonnell Douglas Model DC-9-10, -20, -30, -40, and -50; DC-10-10, -15, -30, and -40;

MD-11; and DC-9-80 series airplanes; and Model MD-88 airplanes;

Dassault Aviation Model Mystere-Falcon 50 and 900 series airplanes;

Short Brothers Model SD3-60 series airplanes;

de Havilland Model DHC-8-100 and DHC-7 series airplanes;

Fokker Model F27 series airplanes; and

Corporate Jets Limited Model BAe 125-800A and BAe 125-1000A series airplanes.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent collisions or near misses caused by incompatibility between the TCAS II processors and the current air traffic control system, accomplish the following:

(a) Before December 31, 1994, accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD in accordance with Honeywell Service Bulletin 4066010-34-SW16, dated December 20, 1993.

(1) Remove existing Honeywell TCAS II computer units, part numbers 4066010-901, -902, and -903, and replace those units with new units that incorporate updated collision avoidance system (CAS) logic, identified as Version 6.04A in Mitre letter FO46-L-0069, dated September 21, 1993.

(2) Modify the computer surveillance logic on Honeywell TCAS II computer units, part numbers 4066010-901, -902, and -903, to ensure that these units accommodate Mode C altitude input of 100-foot increments and that the system will be tracked and coordinated by intruding aircraft when the Mode S transponder CA field is set at CA=7.

(b) Prior to further flight after accomplishing the requirements of paragraph (a) of this AD, revise the Airplane Flight Manual (AFM) or AFM Supplement by accomplishing either paragraph (b)(1) or (b)(2) of this AD:

(1) Revise the Normal Procedures Section of the AFM to include the appropriate TCAS operating characteristic relative to the modifications required by paragraph (a) of this AD, in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Or

(2) Revise the Normal Procedures Section of the AFM to include the following TCAS operating characteristic relative to the modification required by paragraph (a) of this AD. This may be accomplished by inserting a copy of this AD in the AFM or AFM Supplement:

2 94-01-04

\*All Resolution Advisory (RA) and Traffic Advisory (TA) aural messages are inhibited at a radio altitude of less than 1,100 feet above ground level (AGL) climbing, and less than 900 feet AGL descending.\*

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Avionics Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The replacement and modification shall be done in accordance with Honeywell Service Bulletin 4066010-34-SW16, dated December 20, 1993. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR Part 51. Copies may be obtained from Honeywell Inc., Commercial Flight Systems Group, Air Transport Systems Division, P.O. Box 21111, Phoenix, Arizona 85036. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3229 East Spring Street, Long Beach, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

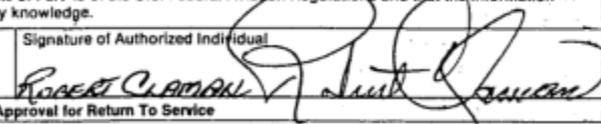
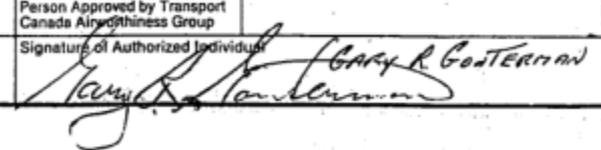
(f) This amendment becomes effective on February 4, 1994.

FOR FURTHER INFORMATION CONTACT:

Abby Malmir, Aerospace Engineer, Systems and Equipment Branch, ANM-132L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3229 East Spring Street, Long Beach, California 90806-2425; telephone (310) 988-5351; fax (310) 988-5210.

| Tail No.   | Prod. No.  | Aircraft/APU Hours | Aircraft Flights | Date |
|--|--|--------------------|------------------|------|
|  |  |                    |                  |      |
| Code No.   | GI <input type="checkbox"/> GII <input type="checkbox"/> GIII <input type="checkbox"/> GIV <input checked="" type="checkbox"/> |                    |                  |      |
| 999405   | — NOT APPLICABLE<br>— COMPLIED WITH<br>— DEFERRED UNTIL _____  |                    |                  |      |
| THE ABOVE ITEM IS DUE ON _____   |  |                    |                  |      |
| PLEASE COMPLETE THIS FORM AND SEND IT IN WHEN THE ITEM IS COMPLIED WITH. |  |                    |                  |      |
| SIGNATURE _____  |  |                    |                  |      |
| CERTIFICATE NUMBER _____   |  |                    |                  |      |

*[Faint, illegible text at the bottom of the form area, likely bleed-through from the reverse side.]*

|  |   |   |  |   |            |
|--|---|---|--|---|------------|
|  U.S. Department of Transportation<br>Federal Aviation Administration   |   | <b>MAJOR REPAIR AND ALTERATION</b><br>(Airframe, Powerplant, Propeller, or Appliance)   |  | Form Approved<br>OMB No. 2120-0020<br>For FAA Use Only<br>Office of Product Support<br><b>ASO-FSDO-15</b> |            |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958). |   |   |  |   |            |
| 1. Aircraft  | Make  | BOEING  | Model  | 727-31  |            |
|  | Serial No.                                  | 20115   | Nationality and Registration Mark  | N500LS  |            |
| 2. Owner   | Name (As shown on registration certificate) |   | Address (As shown on registration certificate)   |   |            |
|  | NORTHWEST HOLDING CORP.                     |   | 1105 N. MARKET STREET<br>WILMINGTON, DE 19899  |   |            |
| 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.  |            |
| PAGE AVJET CORPORATION<br>9809 TRADEPORT DRIVE<br>ORLANDO, FLORIDA 32827   |   | <input type="checkbox"/> U.S. Certificated Mechanic<br><input type="checkbox"/> Foreign Certificated Mechanic<br><input checked="" type="checkbox"/> Certificated Repair Station<br><input type="checkbox"/> Manufacturer |  | OS4R425M  |            |
| 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  |  |   |            |
| 2 SEPT. 1994   |   |  ROBERT CLAMAN  |  |   |            |
| 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   |   |            |
|  | FAA Designee                                | X Repair Station  | Person Approved by Transport Canada Airworthiness Group  |   |            |
| Date of Approval or Rejection  |   | Certificate or Designation No.  | Signature of Authorized Individual   |   |            |
| 9/2/94   |   | OS4R425M  |  GARY R. GOSTERMAN |   |            |

FAA Form 337 (11-85)

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

**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.)

727-31

S/N 20115

N500LS

1. INSTALLED A DORNE & MARGOLIN EMERGENCY LOCATION TRANSMITTER (ELT) SYSTEM IN ACCORDANCE WITH PAGE AVJET REPORT PR 91-22 REV. A, DATED 8/15/94 AND MDL-91-02 REV. B, DATED 8/10/94 AND APPROVED PER 8110-3 BY DER MARION SHIN, SQ-339, DATED AUGUST 16, 1994.

SUMMARY:

1. PROVIDED WEIGHT & BALANCE UPDATE.
2. EQUIPMENT LIST UPDATED ACCORDINGLY.
3. ALL SYSTEMS OPS CHECKED AND DO NOT INTERFERE WITH OTHER SYSTEMS.
4. ALL PERTINENT DETAILS OF WORK ACCOMPLISHED ARE ON FILE AT THIS REPAIR STATION OS4R425M UNDER WORK ORDER 60298, DATED SEPTEMBER 2, 1994.

END

Additional Sheets Are Attached

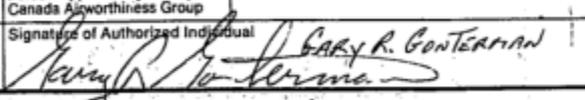
U.S. GPO: 1991-0-448-012/40035

SDNY\_GM\_02759920

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246842

EFTA01331305

|  |   |   |   |   |            |
|--|---|---|---|---|------------|
|  U.S. Department of Transportation<br>Federal Aviation Administration   |   | <b>MAJOR REPAIR AND ALTERATION</b><br>(Airframe, Powerplant, Propeller, or Appliance)   |   | Form Approved<br>OMB No. 2120-0020<br>For FAA Use Only<br>Office Identification<br><b>ASO-FSDO-15</b> |            |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958). |   |   |   |   |            |
| 1. Aircraft  | Make  | Boeing  |   | Model   | 727-31     |
|  | Serial No.                                  | 20115   |   | Nationality and Registration Mark   | N500LS     |
| 2. Owner   | Name (As shown on registration certificate) |   |   | Address (As shown on registration certificate)  |            |
|  | NORTHWEST HOLDING CORP.                     |   |   | 1105 N. Market Street<br>Wilmington, DE 19899   |            |
| 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.  |            |
| Page Avjet Corporation<br>9809 Tradeport Drive<br>Orlando, Florida 32827   |   | <input type="checkbox"/> U.S. Certificated Mechanic<br><input type="checkbox"/> Foreign Certificated Mechanic<br><input checked="" type="checkbox"/> Certificated Repair Station<br><input type="checkbox"/> Manufacturer |   | OS4R425M  |            |
| 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  |   |   |            |
| 2 SEPTEMBER 1994   |   | <br>ROBERT CLAMAN   |   |   |            |
| 7. Approval for Return To Service  |   |   |   |   |            |
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED  |   |   |   |   |            |
| BY   | FAA Fit, Standards Inspector                | Manufacturer  | Inspection Authorization  | Other (Specify)   |            |
|  | FAA Designee                                | X Repair Station  | Person Approved by Transport Canada Airworthiness Group   |   |            |
| Date of Approval or Rejection  |   | Certificate or Designation No.  | Signature of Authorized Individual  |   |            |
| 2 SEPT. 94   |   | OS4R425M  | <br>GARY R. CONTERMAN |   |            |

FAA Form 337 (12-85)

SDNY\_GM\_02759921

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246843

EFTA01331306

**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.)

727-31

S/N 20115

N500LS

1. REPAIRED CORROSION ON THE LOWER FORWARD CORNER OF THE AFT CARGO DOOR BEAR STRAP IN ACCORDANCE WITH PAGE AVJET E.O. NO. 53-30-02838 DATED 8/11/94 AND APPROVED PER 8110-3 BY DER MARION SHIN, SO-339, DATED AUGUST 22, 1994.
2. REPAIRED DOUBLE DRILLED HOLES IN B.S. 940 MOD KIT BRACKET IN ACCORDANCE WITH PAGE AVJET E.O. NO. 53-10-02839 DATED 8/10/94 AND APPROVED PER 8110-3 BY DER MARION SHIN, SO-339 DATED AUGUST 22, 1994.

**SUMMARY:**

1. ALL PERTINENT DETAILS OF WORK ACCOMPLISHED ARE ON FILE AT THIS REPAIR STATION OS4R425M UNDER WORK ORDER 60298, DATED 2 SEPT. 94.

-----END-----

Additional Sheets Are Attached

\*U.S. GPO:1991-0-569-012/40035

SDNY\_GM\_02759922

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246844

EFTA01331307

| MAJOR REPAIR AND ALTERATION<br>(Airframe, Powerplant, Propeller, or Appliance)   |   |                                    |   | Form Approved<br>OMB No. 2120-0020                   |                    |
|--|---|------------------------------------|---|--|--------------------|
|  |   |                                    |   | For FAA Use Only<br>Office of Aircraft Certification |                    |
| 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  | Boeing                             |   | Model  | 727-31             |
|  | Serial No.                                  | 20115                              |   | Nationality and Registration Mark                    | N500LS             |
| 2. Owner   | Name (As shown on registration certificate) |                                    |   | Address (As shown on registration certificate)       |                    |
|  | NORTHWEST HOLDING CORP.                     |                                    |   | 1105 N. Market Street<br>Wilmington, DE 19899        |                    |
| 3. For FAA Use Only  |   |                                    |   |  |                    |
| 4. Unit Identification   |   |                                    |   |  |                    |
| Unit   | Make  | Model                              | Serial No.  | Repair   | Alteration         |
| AIRFRAME   | ----- (As described in Item 1 above) -----  |                                    |   |  | X                  |
| POWERPLANT   |   |                                    |   |  |                    |
| PROPELLER  |   |                                    |   |  |                    |
| APPLIANCE  | Type  |                                    |   |  |                    |
|  | Manufacturer                                |                                    |   |  |                    |
| 5. Conformity Statement  |   |                                    |   |  |                    |
| A. Agency's Name and Address   |   |                                    | B. Kind of Agency   |  | C. Certificate No. |
| Page Avjet Corporation<br>9809 Tradeport Drive<br>Orlando, Florida 32827   |   |                                    | <input type="checkbox"/> U.S. Certificated Mechanic<br><input type="checkbox"/> Foreign Certificated Mechanic<br><input checked="" type="checkbox"/> Certificated Repair Station<br><input type="checkbox"/> Manufacturer |  | OS4R425M           |
| 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          |                                    |   |  |                    |
| 2 SEPTEMBER 1994   | ROBERT CLAMAN                               |                                    |   |  |                    |
| 7. Approval for Return To Service  |   |                                    |   |  |                    |
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED  |   |                                    |   |  |                    |
| BY   | FAA Fit, Standards Inspector                | Manufacturer                       | Inspection Authorization  |  | Other (Specify)    |
|  | FAA Designee                                | X Repair Station                   | Person Approved by Transport Canada Airworthiness Group   |  |                    |
| Date of Approval or Rejection  | Certificate or Designation No.              | Signature of Authorized Individual |   |  |                    |
| 2 SEPT. 94   | OS4R425M                                    | ABRAHAM R. GONTERMAN               |   |  |                    |

FAA Form 337 (12-88)

SDNY\_GM\_02759923

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246845

EFTA01331308

**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.)

727-31

S/N 20115

N500LS

1. RELOCATED ACCESS PANEL FROM B.S. 1183 TO B.S. 1350 LH AND RH BETWEEN STRINGERS S4 TO S7 IN ORDER TO FACILITATE ACCESS FOR FREQUENT INSPECTION TO TERMINAL FITTING IN ACCORDANCE WITH PAGE AVJET E.O. NO. 53-30-02837 DATED 7/28/94 AND APPROVED PER 8110-3 BY DER MARION SHIN, SO-339 DATED AUGUST 22, 1994.

SUMMARY:

1. ALL PERTINENT DETAILS OF WORK ACCOMPLISHED ARE ON FILE AT THIS REPAIR STATION OS4R425M UNDER WORK ORDER 60298, DATED 2 SEPT 94

-----END-----

Additional Sheets Are Attached

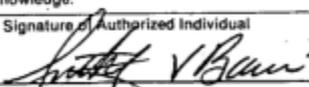
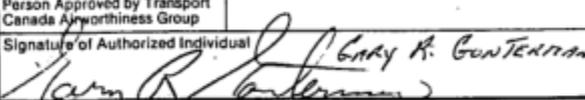
U.S.GPO:1991-0-565-012/40035

SDNY\_GM\_02759924

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246846

EFTA01331309

|  |   |   |   |  |            |
|--|---|---|---|--|------------|
|  US Department of Transportation<br>Federal Aviation Administration   |   | <b>MAJOR REPAIR AND ALTERATION</b><br>(Airframe, Powerplant, Propeller, or Appliance)   |   | Form Approved<br>OMB No. 2120-0020<br>For FAA Use Only<br>Office Identification<br><b>SO-FSDO-15</b> |            |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958). |   |   |   |  |            |
| 1. Aircraft  | Make  | Boeing  | Model   | 727-31   |            |
|  | Serial No.                                  | 20115   | Nationality and Registration Mark                       | N500LS   |            |
| 2. Owner   | Name (As shown on registration certificate) |   | Address (As shown on registration certificate)          |  |            |
|  | NORTHWEST HOLDING CORP.                     |   | 1105 N. Market Street<br>Wilmington, DE 19899           |  |            |
| 3. For FAA Use Only  |   |   |   |  |            |
| 4. Unit Identification   |   |   |   |  |            |
| 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.   |            |
| Page Avjet Corporation<br>9809 Tradeport Drive<br>Orlando, FL 32827  |   | <input type="checkbox"/> U.S. Certificated Mechanic<br><input type="checkbox"/> Foreign Certificated Mechanic<br><input checked="" type="checkbox"/> Certificated Repair Station<br><input type="checkbox"/> Manufacturer |   | OS4R425M   |            |
| 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  |   |  |            |
| 8/25/93  |   |  ANTHONY V. BARONI  |   |  |            |
| 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  | Certificate or Designation No.              | Signature of Authorized Individual  |   |  |            |
| 8/25/93  | OS4R425M                                    |  GARY R. GONTERMAN  |   |  |            |

FAA Form 337 (12-86)

SDNY\_GM\_02759925

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246847

EFTA01331310

**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.)

B727-31

S/N 20115

N500LS

1. INSTALLED HONEYWELL TCAS II SYSTEM IN ACCORDANCE WITH PAGE AVJET CORPORATION STC SA309480.

**SUMMARY:**

1. AIRCRAFT WEIGHT AND BALANCE UPDATED ACCORDINGLY.
2. EQUIPMENT LIST UPDATED ACCORDINGLY.
3. ALL SYSTEMS INSTALLED OPERATIONALLY CHECKED AND DO NOT INTERFERE WITH ANY OTHER SYSTEMS.
4. ALL ENGINEERING AND WORK ACCOMPLISHED AT PAGE AVJET CORPORATION REPAIR STATION UNDER WORK ORDERS 7492, 8112 AND 9301.
5. AIRCRAFT TEST FLOWN BY FAA FLIGHT TEST ACO ATLANTA. ALL SYSTEMS CHECKED NORMAL. ALL WORK ACCOMPLISHED IN ACCORDANCE WITH APPLICABLE DATA.

END

Additional Sheets Are Attached

| MAJOR REPAIR AND ALTERATION<br>(Airframe, Powerplant, Propeller, or Appliance)  |   |  |   | Form Approved<br>OMB No. 2120-0020<br>For FAA Use Only<br>Office Identification<br><b>SD-FS00-15</b> |            |
|---|---|--|---|--|------------|
| <small>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).</small> |   |  |   |  |            |
| 1. Aircraft   | Make  | Boeing   |   | Model  | 727-31     |
|   | Serial No.                                  | 20115  |   | Nationality and Registration Mark  | N500LS     |
| 2. Owner  | Name (As shown on registration certificate) |  |   | Address (As shown on registration certificate)   |            |
|   | Northwest Holding Corporation               |  |   | P.O. Box 7138<br>Wilmington, DE 19803  |            |
| 3. For FAA Use Only   |   |  |   |  |            |
| 4. Unit Identification  |   |  |   |  |            |
| 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.   |            |
| Page Avjet Corporation<br>9809 Tradeport Drive<br>Orlando, Florida 32827  |   | <input type="checkbox"/> U.S. Certificated Mechanic<br><input checked="" type="checkbox"/> Foreign Certificated Mechanic<br><input checked="" type="checkbox"/> Certificated Repair Station<br><input type="checkbox"/> Manufacturer |   | OS4R425M   |            |
| 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<br>31 August 1992  |   | Signature of Authorized Individual<br><i>James F. Wright</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 IIE 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   |   |  |            |
| 31 August 1992  | OS4R425M                                    | <i>David H. Latimer</i> DAVID H. LATIMER   |   |  |            |

SDNY\_GM\_02759927

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

**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.)

B727-31

S/N 20115

N500LS

1. MODIFIED SECOND BATTERY SYSTEM PER PAGE AVJET CORPORATION STC SA3092SO, MASTER DRAWING LIST MDL-91-37, REV. A.
2. MODIFIED EDZ-805 EFIS PER PAGE AVJET CORPORATION STC SA3085SO, MASTER DRAWING LIST MDL-91-44, REV. A.
3. MODIFIED FMS-800 FLIGHT MANAGEMENT SYSTEM PER PAGE AVJET CORPORATION STC SA3089SO, MASTER DRAWING LIST MDL-91-43, REV. A (NZ-9112 SOFTWARE).

SUMMARY:

1. PROVIDED WEIGHT AND BALANCE UPDATE.
2. EQUIPMENT LIST UPDATED ACCORDINGLY.
3. ALL SYSTEMS OPS CHECKED AND DO NOT INTERFERE WITH OTHER SYSTEMS.
4. ALL PERTINENT DETAILS OF WORK ACCOMPLISHED ARE ON FILE AT PAGE AVJET CORPORATION UNDER WORK ORDER 9286, DATED AUGUST 31, 1992.

-----END-----

Additional Sheets Are Attached

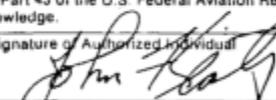
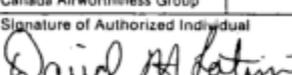
4115 (Rev. 10/90) 0-003 121

SDNY\_GM\_02759928

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246850

EFTA01331313

|  |   |   |   |  |            |
|--|---|---|---|--|------------|
|  US Department of Transportation<br>Federal Aviation Administration   |   | <b>MAJOR REPAIR AND ALTERATION</b><br>(Airframe, Powerplant, Propeller, or Appliance)   |   | Form Approved<br>OMB No. 2120-0020<br>For FAA Use Only<br>Office Identification<br><b>SO-FS00-15</b> |            |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958). |   |   |   |  |            |
| 1. Aircraft  | Make  | Boeing  |   | Model  | 727-31     |
|  | Serial No.  | 20115   |   | Nationality and Registration Mark  | N500LS     |
| 2. Owner   | Name (As shown on registration certificate)   |   |   | Address (As shown on registration certificate)   |            |
|  | Northwest Holding Corporation   |   |   | P.O. Box 7138<br>Wilmington, DE 19803  |            |
| 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.   |            |
| Page Avjet Corporation<br>9809 Tradeport Drive<br>Orlando, Florida 32827   |   | <input type="checkbox"/> U.S. Certificated Mechanic<br><input type="checkbox"/> Foreign Certificated Mechanic<br><input checked="" type="checkbox"/> Certificated Repair Station<br><input type="checkbox"/> Manufacturer |   | OS4R425M   |            |
| 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  |   |   |  |            |
| 27 Jan 92  | <br>JOHN F. KEATING |   |   |  |            |
| 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  | Certificate or Designation No.  | Signature of Authorized Individual  |   |  |            |
| 22 JAN 1992  | OS4R425M  | <br>DAVID H. LATIMER  |   |  |            |

FAA Form 337 (12-88)

SDNY\_GM\_02759929

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246851

EFTA01331314

**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.)

**B727-31****S/N 20115****N500LS**

1. INSTALLED SUNDSTRAND MARK VII WINDSHEAR DETECTION/GROUND PROXIMITY WARNING SYSTEM (GPWS) IN ACCORDANCE WITH PAGE AVJET CORPORATION STC SA3133SO.

**SUMMARY:**

1. AIRCRAFT WEIGHED AND NEW WEIGHT AND BALANCE COMPUTED.
2. EQUIPMENT FURNISHING LIST UPDATED ACCORDINGLY.
3. ALL SYSTEMS INSTALLED. OPERATIONALLY CHECKED AND DO NOT INTERFERE WITH ANY OTHER SYSTEMS.
4. ALL WORK ACCOMPLISHED AT PAGE AVJET CORPORATION REPAIR STATION AND IS ON FILE UNDER WORK ORDERS 4784 AND 8112.
5. AIRCRAFT TEST FLOWN BY CUSTOMER AND ALL SYSTEMS CHECKED NORMAL.
6. AIRCRAFT TEST FLOWN BY FAA FLIGHT TEST ACO ATLANTA. ALL SYSTEMS CHECKED NORMAL. ALL WORK ACCOMPLISHED IN ACCORDANCE WITH APPLICABLE DATA.

-----**END**-----
 Additional Sheets Are Attached

4115-000-1085-0-803-171

|  |   |   |   |  |                    |
|--|---|---|---|--|--------------------|
|  US Department of Transportation<br>Federal Aviation Administration   |   | <b>MAJOR REPAIR AND ALTERATION</b><br>(Airframe, Powerplant, Propeller, or Appliance) |   | Form Approved<br>OMB No. 2120-0020                             |                    |
|  |   |   |   | For FAA Use Only<br>Office Identification<br><b>SO-FSDO-15</b> |                    |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958). |   |   |   |  |                    |
| 1. Aircraft  | Make  | Boeing  |   | Model  | 727-31             |
|  | Serial No.                                  | 20115   |   | Nationality and Registration Mark                              | N500LS             |
| 2. Owner   | Name (As shown on registration certificate) |   |   | Address (As shown on registration certificate)                 |                    |
|  | Northwest Holding Corporation               |   |   | P.O. Box 7138<br>Wilmington, DE 19803                          |                    |
| 3. For FAA Use Only  |   |   |   |  |                    |
| 4. Unit Identification   |   |   |   |  |                    |
| Unit   | Make  | Model   | Serial No.  | Repair   | Alteration         |
| AIRFRAME   | ----- (As described in Item 1 above) -----  |   |   |  | X                  |
| POWERPLANT   |   |   |   |  |                    |
| PROPELLER  |   |   |   |  |                    |
| APPLIANCE  | Type  |   |   |  |                    |
|  | Manufacturer                                |   |   |  |                    |
| 5. Conformity Statement  |   |   |   |  |                    |
| A. Agency's Name and Address   |   |   | B. Kind of Agency   |  | C. Certificate No. |
| Page Avjet Corporation<br>9809 Tradeport Drive<br>Orlando, Florida 32827   |   |   | U.S. Certificated Mechanic                                      |  | OS4R425M           |
|  |   |   | 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   | Signature of Authorized Individual          |   |   |  |                    |
| <i>22, JANUARY 1992</i>  | <i>James F. Wright Jr.</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 Full 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  | Certificate or Designation No.              | Signature of Authorized Individual  |   |  |                    |
| <i>22 JAN 1992</i>   | OS4R425M                                    | <i>David H. Latimer</i> DAVID H. LATIMER  |   |  |                    |

FAA Form 337 (10-88)

**NOTICE**

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

**8. Description of Work Accomplished**

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

B727-31S/N 20115N500LS

1. INSTALLED EXECUTIVE INTERIOR IN ACCORDANCE WITH PAGE AVJET CORPORATION STC SA3137SO.
2. INSTALLED HONEYWELL EDZ-805 ELECTRONIC FLIGHT INSTRUMENT SYSTEM (EFIS) IN ACCORDANCE WITH PAGE AVJET CORPORATION STC SA3085SO.
3. INSTALLED MODE "S" TRANSPONDER IN ACCORDANCE WITH PAGE AVJET CORPORATION STC SA3095SO.
4. INSTALLED JAMCO SMOKE DETECTORS IN ACCORDANCE WITH PAGE AVJET CORPORATION STC SA3132SO.
5. INSTALLED DUAL HONEYWELL AA-300 RADIO ALTIMETER SYSTEM IN ACCORDANCE WITH PAGE AVJET CORPORATION STC SA3087SO.
6. INSTALLED HONEYWELL PRIMUS 870 RADAR SYSTEM IN ACCORDANCE WITH PAGE AVJET CORPORATION STC SA3086SO.
7. INSTALLED HONEYWELL FMZ-800 FLIGHT MANAGEMENT SYSTEM IN ACCORDANCE WITH PAGE AVJET CORPORATION STC SA3089SO.
8. INSTALLED DUAL COLLINS PROLINE II COMMUNICATION AND NAVIGATION SYSTEM IN ACCORDANCE WITH PAGE AVJET CORPORATION STC SA3090SO.
9. INSTALLED HONEYWELL TCAS II SYSTEM PROVISIONS IN ACCORDANCE WITH PAGE AVJET CORPORATION STC SA3094SO.
10. RELOCATED FIRE "T" HANDLES IN ACCORDANCE WITH PAGE AVJET CORPORATION STC SA3111SO.
11. INSTALLED FAIRCHILD II PARAMETER FLIGHT DATA RECORDER IN ACCORDANCE WITH PAGE AVJET CORPORATION STC SA3091SO.
12. INSTALLED DUAL 40 AMP HR NICKEL CADMIUM BATTERY SYSTEM IN ACCORDANCE WITH PAGE AVJET CORPORATION STC SA3092SO.
13. INSTALLED DUAL HONEYWELL ADZ-800 DIGITAL AIR DATA SYSTEM IN ACCORDANCE WITH PAGE AVJET CORPORATION STC SA3088SO.
14. INSTALLED AES AUTOPILOT INTERFACE UNIT IN ACCORDANCE WITH PAGE AVJET CORPORATION STC SA3093SO.

 Additional Sheets Are Attached

\*U.S.GPO:1989 O 683-171

SDNY\_GM\_02759932

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246854

EFTA01331317

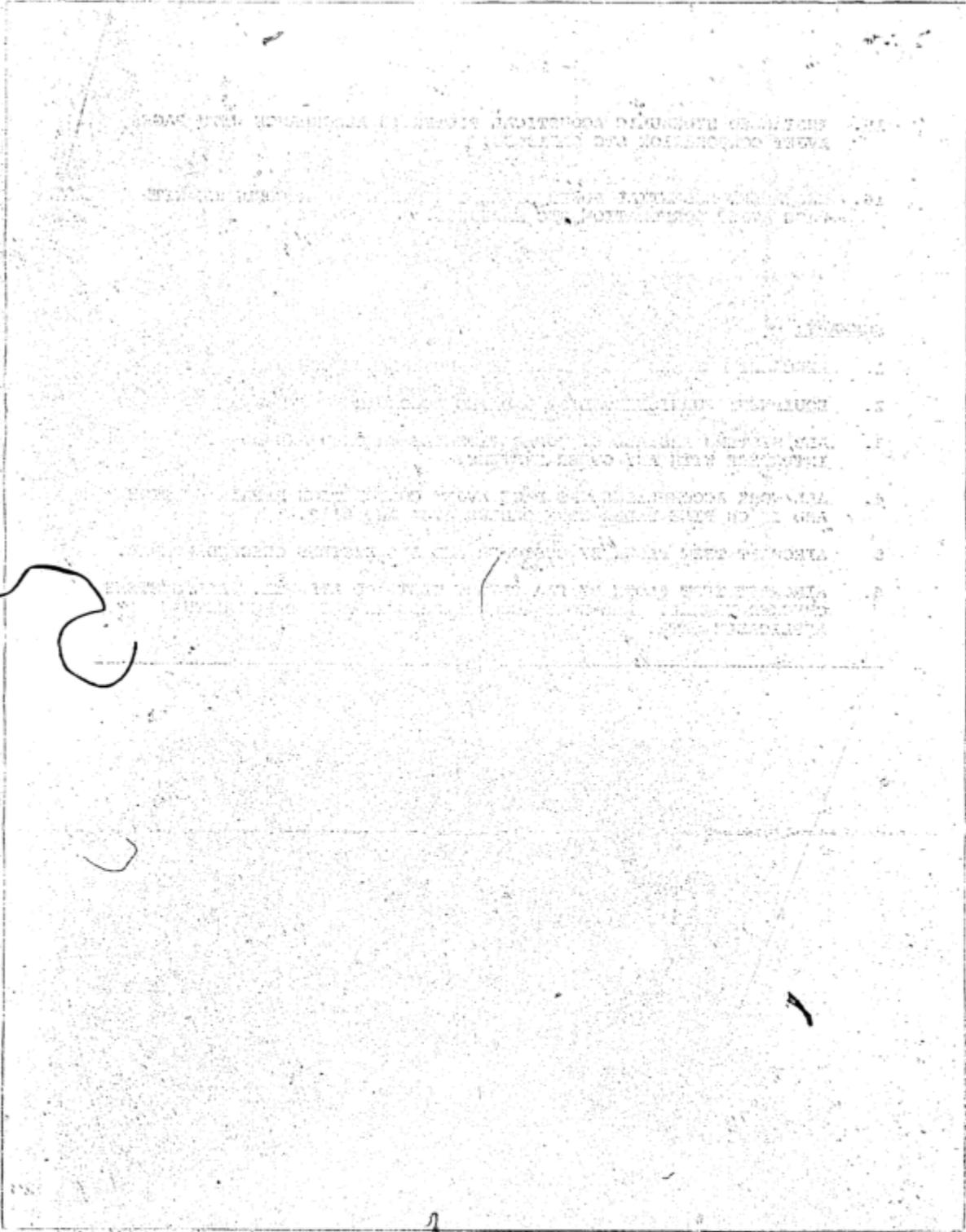
- PAGE 3 OF 3 -

15. INSTALLED HYDRAULIC ACOUSTICAL FILTER IN ACCORDANCE WITH PAGE AVJET CORPORATION STC SA3136SO.
16. INSTALLED ESSENTIAL POWER SELECTION SYSTEM IN ACCORDANCE WITH PAGE AVJET CORPORATION STC SA2590SO.

SUMMARY:

1. AIRCRAFT WEIGHED AND NEW WEIGHT AND BALANCE COMPUTED.
2. EQUIPMENT FURNISHING LIST UPDATED ACCORDINGLY.
3. ALL SYSTEMS INSTALLED. OPERATIONALLY CHECKED AND DO NOT INTERFERE WITH ANY OTHER SYSTEMS.
4. ALL WORK ACCOMPLISHED AT PAGE AVJET CORPORATION REPAIR STATION AND IS ON FILE UNDER WORK ORDERS 4784 AND 8112.
5. AIRCRAFT TEST FLOWN BY CUSTOMER AND ALL SYSTEMS CHECKED NORMAL.
6. AIRCRAFT TEST FLOWN BY FAA FLIGHT TEST ACO ATLANTA. ALL SYSTEMS CHECKED NORMAL. ALL WORK ACCOMPLISHED IN ACCORDANCE WITH APPLICABLE DATA.

-----END-----



SDNY\_GM\_02759934

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246856

EFTA01331319

43 JAN 28 1991

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

| US Department of Transportation<br>Federal Aviation Administration  |  | APPLICATION FOR AIRWORTHINESS CERTIFICATE                                   |   | INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable. |  |
|---|--|---|---|--|--|
| 1. REGISTRATION MARK<br><b>500L9</b><br><b>(NSBSC)</b>  |  | 2. AIRCRAFT BUILDER'S NAME (State)<br><b>BOEING</b>                         |   | 3. AIRCRAFT MODEL DESIGNATION<br><b>727-31</b>   |  |
| 4. AIRCRAFT SERIAL NO.<br><b>20115</b>  |  | 5. ENGINE BUILDER'S NAME (State)<br><b>PRATT &amp; WHITNEY</b>              |   | 6. ENGINE MODEL DESIGNATION<br><b>JTB0-7B (1EA)</b>  |  |
| 7. NUMBER OF ENGINES<br><b>3</b>  |  | 8. PROPELLER BUILDER'S NAME (State)<br><b>N/A</b>                           |   | 9. PROPELLER MODEL DESIGNATION<br><b>N/A</b>   |  |
| 10. AIRCRAFT IS (Check if applicable)<br><input type="checkbox"/> EXPORT  |  |   |   |  |  |
| APPLICATION IS HEREBY MADE FOR: (Check applicable items)  |  |   |   |  |  |
| A <input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERTIFICATE (Indicate category) NORMAL <input type="checkbox"/> UTILITY <input type="checkbox"/> ACROBATIC <input checked="" type="checkbox"/> TRANSPORT <input type="checkbox"/> GLIDER <input type="checkbox"/> BALLOON  |  |   |   |  |  |
| B SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)   |  |   |   |  |  |
| 2 LIMITED <input type="checkbox"/>  |  |   |   |  |  |
| 3 PROVISIONAL (Indicate class) <input type="checkbox"/>   |  |   |   |  |  |
| 3 RESTRICTED (Indicate operations to be conducted)  |  |   |   |  |  |
| 4 EXPERIMENTAL (Indicate operations to be conducted)  |  |   |   |  |  |
| 9 SPECIAL FLIGHT PERMIT (Indicate operations to be conducted; then complete Section IV or VII as applicable on reverse side)  |  |   |   |  |  |
| C <input type="checkbox"/> MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable)  |  |   |   |  |  |
| A REGISTERED OWNER (As shown on certificate of aircraft registration) IF DEALER, CHECK WHERE  |  |   |   |  |  |
| NAME<br><b>NORTHWEST HOLDING CORP.</b>  |  | ADDRESS<br><b>1409 FOLK RD. PO. BOX 7138 WILMINGTON DELAWARE 19803</b>      |   |  |  |
| B AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)  |  |   |   |  |  |
| <input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.)<br><b>A3WE</b>  |  |   | <input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.)<br><b>AD90-12-11</b> |  |  |
| AIRCRAFT LISTING (Give page number(s))<br><b>N/A</b>  |  |   | <input checked="" type="checkbox"/> SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)<br><b>PA4363NM July 23, 1990</b>             |  |  |
| C AIRCRAFT OPERATION AND MAINTENANCE RECORDS  |  |   |   |  |  |
| <input checked="" type="checkbox"/> CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173.   |  | TOTAL AIRFRAME HOURS<br><b>29916.1</b>                                      |   | <input checked="" type="checkbox"/> EXPERIMENTAL ONLY (Entry hours flown since last certificate issued or renewed)<br><b>94.7 HRS.</b>   |  |
| 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<br><b>July 23, 1990</b>   |  | NAME AND TITLE (Print or type)<br><b>Timothy W. Ritchie CHIEF OF MAINT.</b> |   | SIGNATURE<br><i>Timothy W. Ritchie</i>   |  |
| IV INSPECTION AGENCY VERIFICATION   |  |   |   |  |  |
| A THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183(d) applies)   |  |   |   |  |  |
| 1. FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)  |  | 3. CERTIFICATED MECHANIC (Give Certificate No.)                             |   | 5. CERTIFICATED REPAIR STATION (Give Certificate No.)  |  |
| 2. AIRCRAFT MANUFACTURER (Give name of firm)  |  |   |   |  |  |
| DATE  |  | TITLE   |   | SIGNATURE  |  |
|   |  |   |   |  |  |
| V FAA REPRESENTATIVE CERTIFICATION  |  |   |   |  |  |
| A (Check ALL applicable blocks in items A and B)  |  |   |   |  |  |
| B. Inspection for a special flight permit under Section VII was conducted by:   |  |   |   | <input checked="" type="checkbox"/> THE CERTIFICATE REQUESTED  |  |
|   |  |   |   | <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE  |  |
| DATE<br><b>7/23/90</b>  |  | DISTRICT OFFICE   |   | FAA INSPECTOR'S SIGNATURE  |  |
|   |  |   |   | <i>Wm C. [Signature]</i>   |  |
|   |  | DESIGNEE'S SIGNATURE AND NO.<br><b>DAR-41-FS-NM</b>                         |   | FAA INSPECTOR'S SIGNATURE  |  |
|   |  |   |   |  |  |

FAA Form 8130-6 (11-89) SUPERSEDES PREVIOUS EDITION

SDNY\_GM\_02759935

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246857

EFTA01331320

\*U.S.GPO:1989-241-672/90913

|  |  |                                |                   |   |           |  |
|--|--|--------------------------------|-------------------|---|-----------|--|
| VI. PRODUCTION FLIGHT TESTING  | A. MANUFACTURER  |                                | NAME              |   | ADDRESS   |  |
|  | B. PRODUCTION BASIS (Check applicable item)  |                                |                   |   |           |  |
|  | <input type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number)<br><input type="checkbox"/> TYPE CERTIFICATE ONLY<br><input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM |                                |                   |   |           |  |
| C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS  |  |                                |                   |   |           |  |
| DATE OF APPLICATION  |  | NAME AND TITLE (Print or type) |                   | SIGNATURE   |           |  |
| VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST  | A. DESCRIPTION OF AIRCRAFT   |                                |                   |   |           |  |
|  | REGISTERED OWNER   |                                | ADDRESS           |   |           |  |
|  | BUILDER (Make)   |                                | MODEL             |   |           |  |
|  | SERIAL NUMBER  |                                | REGISTRATION MARK |   |           |  |
|  | B. DESCRIPTION OF FLIGHT (CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> (Check if applicable))   |                                |                   |   |           |  |
|  | FROM   |                                | TO                |   |           |  |
|  | VIA  |                                | DEPARTURE DATE    |   | DURATION  |  |
|  | C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT   |                                |                   |   |           |  |
|  | PILOT  |                                | CO-PILOT          |   | NAVIGATOR |  |
|  | OTHER (Specify)  |                                |                   |   |           |  |
| D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS   |  |                                |                   |   |           |  |
| E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary)  |  |                                |                   |   |           |  |
| F. CERTIFICATION—I hereby certify that I am the registered owner (or the agent) of the aircraft described above. If the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy for the flight described. |  |                                |                   |   |           |  |
| DATE   |  | NAME AND TITLE (Print or type) |                   | SIGNATURE   |           |  |
| VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)   | <input checked="" type="checkbox"/> A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable   |                                |                   | G. Statement of Conformity, FAA Form 8130-9 (Attach when required)  |           |  |
|  | <input type="checkbox"/> B. Current Operating Limitations Attached   |                                |                   | H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)   |           |  |
|  | <input type="checkbox"/> C. Data, Drawings, Photographs, etc. (Attach when required)   |                                |                   | <input checked="" type="checkbox"/> I. Previous Airworthiness Certificate Issued in Accordance with FAR 21.183 (a) (Attach) (Original Attached) |           |  |
|  | <input checked="" type="checkbox"/> D. Current Weight and Balance Information Available in Aircraft  |                                |                   | <input checked="" type="checkbox"/> J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183 (d) (Copy attached)               |           |  |
|  | <input checked="" type="checkbox"/> E. Major Repair and Alteration, FAA Form 337 (Attach when required)  |                                |                   |   |           |  |
|  | <input checked="" type="checkbox"/> F. This Inspection Recorded in Aircraft Records  |                                |                   |   |           |  |

SDNY\_GM\_02759936

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246858

EFTA01331321

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 |
|---------------------------------------|---------------------------|---------------------------|-------------|
| N505C                                 | BOEING 727-31             | 20115                     | 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 B 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 |
|------------------|----------------------------------|--------------------|
| 7/23/90          | WING C. CHIN <i>Wing C. Chin</i> | DAR-41-FS-NM       |

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine of exceeding \$1,000, or imprisonment not exceeding 2 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 892-804

FAA AIRCRAFT REGISTRY  
CAMERA NO. 3 N DATE: 9 - 27 - 91

The document is a rectangular form with several lines of text. The text is very faint and mostly illegible. In the lower center of the form, there is a handwritten signature that appears to be "J. H. [unclear]". The form is surrounded by a dark border, and the background of the entire page is heavily speckled with noise.

SDNY\_GM\_02759938

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246860

EFTA01331323



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

Form Approved  
 OMB No. 2120-0020  
 For FAA Use Only  
 Office Identification  
 NM-F540-0/

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  | BOEING | Model   | 727-100 |
|             | Serial No.                                  | 20115  | Nationality and Registration Mark   | N505C   |
| 2. Owner    | Name (As shown on registration certificate) |        | Address (As shown on registration certificate)  |         |
|             | NORTHWEST HOLDING CORPORATION               |        | 1409 Fouik Road, P.O. Box 7138<br>Fouikstone Plaza, Suite 102<br>Wilmington, Delaware 19803 |         |

3. For FAA Use Only

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

|  |   |  |   |
|--|---|--|---|
| A. Agency's Name and Address<br>North American Aircraft<br>Rockwell International Corporation<br>2825 E. Avenue P<br>Palmdale, Ca. 93550 | 6. Conformity Statement   |  | C. Certificate No.<br>Airframe Class 4<br>Limited Powerplant<br>Class 3<br>NXAR688K |
|  | B. Kind of Agency   |  |   |
|  | <input type="checkbox"/> U.S. Certificated Mechanic             |  |   |
|  | <input type="checkbox"/> Foreign Certificated Mechanic          |  |   |
|  | <input checked="" type="checkbox"/> Certificated Repair Station |  |   |
|  | <input type="checkbox"/> Manufacturer                           |  |   |

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

Date: July 20, 1990

Signature of Authorized Individual: *D. A. Perazzo*

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                     |                          |                 |
| Date of Approval or Rejection | Certificate or Designation No. | Signature of Authorized Individual |                          |                 |
| July 20, 1990                 | NXAR688K                       | U. A. Perazzo                      |                          |                 |



**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. Modified Boeing Model 727-100, Serial Number 20115, in accordance with supplemental type certificate SA4363NM, amended September 1, 1989 as follows:
1. Valsan-Boeing 727-200 Re-engineing Document VA000001, Revision F, dated January 15, 1990.
  2. The following drawings and engineering orders (EO's) are in addition to the above document:  
 NOTE: "VA" denotes Valsan Drawing.
- a. Chapter 24 ELECTRICAL POWER

|          |   |  |
|----------|---|--|
| VA240000 | A | Electrical System Instl. - Strut E.O.: 003A, 101                   |
| VA240007 | E | Panel-Load Control Center Modification E.O.: 003A, 004, 005, & 006 |
  - b. Chapter 28 FUEL SYSTEM INSTALLATION, STRUT

|          |   |  |
|----------|---|--|
| VA280001 | B | Tube Assy - Fuel Strut Feed Thru E.O.: 100 |
|----------|---|--|
  - c. Chapter 48 MISC

|          |    |   |
|----------|----|---|
| VA481100 | A  | Pressure Buldhead Reinforcement Sect. 48-727 E.O.: 101, 102   |
| VA481200 | C  | Frame Assy Sta 1263 E.O.: 101, 103                            |
| VA481300 | C  | Fuselage Skin E.O.: 106, 114A, 114, 116                       |
| VA481324 | NC | Intercostal Assy - BSTA 1223 to BSTA 1243 W/L244.39 E.O.: 106 |
| VA481325 | NC | Intercostal Assy - BSTA 1223 to BSTA 1243 W/L234.06 E.O.: 105 |
  - d. Chapter 53 FUSELAGE STRUCTURE

|          |    |  |
|----------|----|--|
| VA530001 | B  | Ballast Weight Installation E.O.: 100, 102             |
| VA530003 | C  | Ballast Weight, Support Structure Assy. E.O.: 002, 100 |
| VA530004 | NC | Ballast Weight Instl. STA 312 - 360 E.O.: 002, 100     |
  - e. Chapter 54 NACELLES & PYLONS

|          |   |   |
|----------|---|---|
| VA543000 | C | Main Strut Assy (Sh. 1, 2, & 5) E.O.: 003 |
| VA543100 | D | Firewall Rib, Side Engine E.O.: 36A, 003A |
  - f. Chapter 71 POWER PLANT

|          |    |  |
|----------|----|--|
| VA710000 | NC | Power Plant Instl. - Engine Pod V727RE E.O.: 002, 105B, 109, 108, 001A, 104A, 005A, 004, 110, 003, 111, 006A |
|----------|----|--|
  - g. Chapter 73 ENGINE FUEL AND CONTROL

|          |    |   |
|----------|----|---|
| VA732301 | K  | Approach Idle Solenoid Wiring Diagram E.O.: 002(Rev L), 002 (Rev. M), 003(Rev. M) |
| VA732303 | D  | Relay Instl. - Approach Idle Solenoid E.O.: 103, 003, 100B                        |
| VA732304 | D  | Switch/IND Light Instl - Approach Idle E.O.: 002,                                 |
| VA732310 | A  | Switch Instl. - Nose Gear Position Approach Idle E.O.: 103                        |
| VA732315 | NC | Relay Instl. Pilots Overhead Panel E.O.: 100, 002, 101                            |
  - h. Chapter 76 ENGINE CONTROL

|          |   |  |
|----------|---|--|
| VA760000 | A | Engine Controls Instl. - Strut E.O.: 002A  |
| VA760014 | A | Drum Instl. - Eng. Controls E.O.: 100, 101 |
| VA760015 | A | Bracket Assy - Pulley ESTA 100 E.O.: 105   |

Additional Sheets Are Attached

\* U.S. GPO: 1989-0-653-171

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

SDNY\_GM\_02759941

EFTA\_00246863

EFTA01331326

Faded and mostly illegible text, possibly a list or table of aircraft registration information. Some faint words like "AIRCRAFT" and "REGISTRY" are visible.

(2)

DESCRIPTION OF WORK ACCOMPLISHED (Continued)

Serial No. 20115

i. Chapter 77 ENGINE INDICATING

VA771005 NC Indicator Engine Pressure Ratio EPR, E.O.: 001

j. Chapter 78 ENGINE EXHAUST

VA780000 B Engine Strut Controls Instl. E.O.: 002  
VA783010 E Flt Deck Indicator Instl. T/R Sys. E.O.: 003, 004  
VA783011 F Thrust Reverser System Wiring Diagram E.O.: 002 (Rev. G)  
VA783013 D Support Bracket Assy - T/R Control Valve R/S E.O.: 100 (Rev. E)  
VA783017 J Placards E.O.: 007, 008  
VA783024 B Relay Instl. - Thrust Reverser Control E.O.: 003  
VA783028 A Mixer, Exhaust - Instl. 727E E.O.: 100  
VA783101 C No. 2 Engine T/R Wiring Deactivation E.O.: 002

k. Chapter 91 CHARTS

VA910002 A Instl. - Electrical Wire Harness E.O.: 003, 004, 005, 006, 007  
\* VA910008 NC Wire List V727RE E.O.: 001, 002, 003

\*NEW DRAWINGS ADDED TO MODIFICATION

- B. Boeing 727 Service Bulletin 727-53A0171, dated December 14, 1989.  
Subject: Fuselage - Station 1182  
Pressure Bulkhead web,  
Crack Repair and Preventive  
Modification
- C. The aircraft empty weight and center of gravity was revised in accordance with Boeing  
Weight and Balance Manual D6-21100. Weight and Balance Manual Supplement, VA-CR279 is  
attached.
- D. VA000003, Rev. A, Dated 4-4-90 is equivalent to VA000001, Rev. F, dated 1-15-90.

-----  
END

Faded and mostly illegible text, possibly a list or table of aircraft registration information. Some faint words like "AIRCRAFT" and "REGISTRY" are visible.

FUSELAGE 60011

WEIGHING RECORD & CHECK LIST

STATION PAE DATE 7/15/90  
 AIRCRAFT MODEL B727-100 REG. NO. N5050 SER. NO. 2015  
 A/C INTERIOR CONFIGURATION AIRSEARCH EXECUTIVE

- PERSONNEL ACCOMPLISHING THE CHECK LIST WILL INITIAL EACH ITEM IN THE APPLICABLE BLOCK FOR PARTS A THROUGH D. N/A BLOCKS NOT APPLICABLE TO A/C BEING WEIGHED.
- ALL BOTTLES (O<sub>2</sub>, CO<sub>2</sub>, H<sub>2</sub>O) SHOULD BE IN NORMAL OPERATIONAL CONDITION.
- ANY DEVIATION FROM THIS LIST MUST BE COORDINATED WITH CHIEF INSPECTOR OR HIS DESIGNEE.
- ON COMPLETION OF PARTS A THROUGH D THE FOREMAN/LEAD MECHANIC OR ASSIGNED INSPECTOR WILL CHECK & SIGN FORM BEFORE PROCEEDING WITH WEIGHING.

| Checked By  |             | Checked By   |             |
|---|-------------|--|-------------|
| <b>A. FLUIDS</b>  |             | <b>6. LAVATORIES CLEANED &amp; VACUUMED</b>                  |             |
| 1. FILL ENG. OIL SYSTEMS & TANKS FULL   | [Signature] | 7. ALL MAGAZINES, NEWSPAPERS & SEAT BACK LITERATURE REMOVED  | [Signature] |
| 2. ALL FUEL TANKS DRAINED USING DRAIN PLUGS WITH AIRCRAFT LEVEL   | [Signature] | 8. PROTECTIVE ENTRY, AISLE & STAIR COVERS REMOVED            | [Signature] |
| 3. DRINKING & WASH WATER TANKS DRAINED <input checked="" type="checkbox"/> FILLED <input type="checkbox"/>                    | [Signature] | 9. WINDSCREEN STOWAGE EMPTY & CLEAN                          | [Signature] |
| 4. HYDRAULIC SYSTEMS FULL   | [Signature] | 10. STOWAGE COMPARTMENTS ON FWD. & AFT. LAV. BULKHEADS EMPTY | [Signature] |
| 5. TOILETS SERVICED TO NORMAL QUANTITY  | [Signature] |  |             |
| 6. SEAPLANES: DRAIN HULL & WING FLOATS COMPLETELY   | [Signature] |  |             |
| <b>B. CONTROL CABIN</b>   |             | <b>D. CARGO, LANDING GEAR &amp; POWERPLANT</b>               |             |
| 1. ALL INSTRUMENT PANELS COMPLETE   | [Signature] | 1. ENGINE FIRE BOTTLES CHARGED                               | [Signature] |
| 2. ALL MANUALS, CHECKLISTS, LOG BOOKS, FORMS & OTHER WRITTEN MATERIAL REMOVED   | [Signature] | 2. ALL ENGINES COMPLETE I.E., ACCESSORIES, PLUMBING, ETC.    | [Signature] |
| 3. ALL CREW SEATS COMPLETE WITH SEAT BELTS & HARNESSES INSTALLED  | [Signature] | 3. ALL COWLING & PANELS IN PLACE & SECURED                   | [Signature] |
| 4. FLIGHT ENGINEERS TABLE EMPTY & CLEAN EXCEPT FOR STRETCHER KIT  | [Signature] | 4. BRAKE AIR BOTTLE CHARGED                                  | [Signature] |
| <b>C. PASSENGER CABIN</b>   |             | 5. ALL AVIONICS EQUIPMENT INSTALLED                          | [Signature] |
| 1. REMOVE ALL ITEMS FROM HATRACKS EXCEPT MEGAPHONES, FIRST AID KIT, MOUNTED OXY. BOTTLES, DEMO OXY. MASK & LIFE VEST IN POUCH | [Signature] | 6. FWD. & AFT. CARGO COMPARTMENT EMPTY & CLEANED             | [Signature] |
| 2. ALL PASSENGER SERVICE EQUIPMENT REMOVED FROM GALLEY  | [Signature] | 7. MAIN OXYGEN SYSTEM SERVICED FULL                          | [Signature] |
| 3. ALL SERVICE EQUIPMENT REMOVED FROM FWD. & AFT. LAVATORIES  | [Signature] | 8. MAIN BATTERY & AUX. BATTERY (IF USED) INSTALLED           | [Signature] |
| 4. ALL GALLEY AREAS CLEANED & VACUUMED  | [Signature] | 9. CARGO DOORS & FAIRINGS CLOSED & LATCHED                   | [Signature] |
| 5. PASSENGER CABIN CLEANED & VACUUMED   | [Signature] | 10. ALL TIRES INFLATED TO OPERATING PRESSURE                 | [Signature] |

1. PARTS **A.** THROUGH **D.** CHECKED & COMPLETE

2. STANDARD INTERIOR CONFIG. EQUIP. LIST COMPLETED

AIRCRAFT READY FOR WEIGHING

DES. AUTH. \* Not Applicable  
 PETERSON  
 ISO AUDIT

[Signature] 972  
 Foreman/Lead Mech. Or Inspector  
 [Signature] 972  
 Foreman/Lead Mech. Or Inspector  
 [Signature] 972  
 Foreman/Lead Mech. Or Inspector

SIGN OFF COPY

*[Faint, mostly illegible text from an FAA Aircraft Registry form, possibly including fields for aircraft identification, registration, and owner information.]*

SDNY\_GM\_02759946

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246868

EFTA01331331

AIRCRAFT WEIGHING

SCALES: MAKE EVERGREEN MODEL 830C  
 SERIAL NO. 1069 CALIBRATION DATE 5-3-90

FIRST WEIGH

| REACTION              | SCALE READING | CALIBRATION CORRECTION | CELL DRIFT | TARE | NET WEIGHT |
|-----------------------|---------------|------------------------|------------|------|------------|
| LEFT <u>MLG</u> WING  | 47735         | -20                    | ⊖          | ⊖    | 47715      |
| RIGHT <u>MLG</u> WING | 48800         | -50                    | ⊖          | ⊖    | 48750      |
| <u>NOSE/TAIL</u> Ver  | 4345          | +10                    | ⊖          | ⊖    | 4355       |
| NET WEIGHT TOTAL      |               |                        |            |      | 100,820    |

SECOND WEIGH

| REACTION              | SCALE READING | CALIBRATION CORRECTION | CELL DRIFT | TARE | NET WEIGHT |
|-----------------------|---------------|------------------------|------------|------|------------|
| LEFT <u>MLG</u> WING  | 47950         | -50                    | ⊖          | ⊖    | 47900      |
| RIGHT <u>MLG</u> WING | 48410         | +10                    | ⊖          | ⊖    | 48420      |
| NOSE/TAIL             | 4365          | ⊖                      | ⊖          | ⊖    | 4365       |
| NET WEIGHT TOTAL      |               |                        |            |      | 100,685    |

1. WEIGHING COMPLETED

A. Paul 972  
 Foreman/Lead Mech. Or Inspector

2. WITNESSED & ACCEPTED

Wm E Stewart 434  
 Chief Inspector Or Designer

NOTE: PART F. AND SUBSEQUENT PARTS TO BE ACCOMPLISHED BY THE QUALITY CONTROL SECTION.

F. NET WEIGHT AVERAGE

|              | LEFT <u>MLG</u> WING | RIGHT <u>MLG</u> WING | NOSE/TAIL |
|--------------|----------------------|-----------------------|-----------|
| FIRST WEIGH  | 47715                | 48750                 | 4355      |
| SECOND WEIGH | 47900                | 48420                 | 4365      |
| TOTAL        | 95615                | 97170                 | 8720      |
| AVERAGE      | 47807.5              | 48585                 | 4360      |

COMPUTED BY Wm E Stewart 434

CHECKED BY Joe D. Horig 507

*[Faint, illegible text and markings on the main page, possibly bleed-through from the reverse side.]*

| MARKING | REG. NO. | TYPE | STATUS |
|---------|----------|------|--------|
| 7309A   | 60000    | 7300 | ...    |
| 7309B   | 60000    | 7300 | ...    |
| 7309C   | 60000    | 7300 | ...    |
| 7309D   | 60000    | 7300 | ...    |

(11)

L 101 1011

BASIC EMPTY WEIGHT COMPUTATION

N 505C

DATE 7-14-90

| 1. <input checked="" type="checkbox"/> CIRCLE REACTIONS USED. | REACTION   | NET WEIGHT | ARM    | MOMENT       |
|---|--|------------|--------|--------------|
| 2. ENTER AVERAGED NET WEIGHTS FROM PART F.                    | LEFT <input checked="" type="checkbox"/> MLG WING  | 47,807.5   | 950.2  | 45,426,686.5 |
|   | RIGHT <input checked="" type="checkbox"/> MLG WING | 48,585     | 950.2  | 46,165,467   |
|   | <input checked="" type="checkbox"/> NOSE/TAIL      | 4,360      | 183.2  | 798,752      |
|   | - BALAST   | - 1,200    | 231.2  | - 277,440    |
| ①   | TOTAL AS WEIGHED                                   | 99,552.5   | 925.27 | 92,113,465.5 |

BEW ITEMS NOT ON AIRCRAFT AT WEIGHING

ATTACH SUPPLEMENT IF ADDITIONAL SPACE IS REQUIRED

|   |           |     |  |  |
|---|-----------|-----|--|--|
|   |           |     |  |  |
|   |           |     |  |  |
|   |           |     |  |  |
|   |           |     |  |  |
|   |           |     |  |  |
|   |           |     |  |  |
|   |           |     |  |  |
|   |           |     |  |  |
|   |           |     |  |  |
|   |           |     |  |  |
| ② | SUB TOTAL | (+) |  |  |

ITEMS WEIGHED BUT NOT TO BE INCLUDED IN BEW

ATTACH SUPPLEMENT IF ADDITIONAL SPACE IS REQUIRED

|   |           |     |  |  |
|---|-----------|-----|--|--|
|   |           |     |  |  |
|   |           |     |  |  |
|   |           |     |  |  |
|   |           |     |  |  |
|   |           |     |  |  |
|   |           |     |  |  |
|   |           |     |  |  |
|   |           |     |  |  |
|   |           |     |  |  |
| ③ | SUB TOTAL | (-) |  |  |

① + ② - ③ - BASIC EMPTY WEIGHT      99,552.5      925.27      92,113,465.5

PREPARED BY Wm E Stewart <sup>434</sup> 

CHECKED BY Frank D Horic <sup>1508</sup> 

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

*[The following text is extremely faint and largely illegible due to the quality of the scan. It appears to be a standard FAA Aircraft Registry form with various fields for aircraft identification, registration, and owner information.]*

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

| UNITED STATES OF AMERICA<br>DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION<br>SPECIAL AIRWORTHINESS CERTIFICATE |                                 |  |                    |
|---|---------------------------------|--|--------------------|
| A   | CATEGORY/DESIGNATION            | EXPERIMENTAL                             |                    |
|   | PURPOSE                         | SHOW COMPLIANCE WITH FAR / MARKET SURVEY |                    |
| B   | MANUFACTURER                    | NAME                                     | N/A                |
|   |                                 | ADDRESS                                  | N/A                |
| C   | FLIGHT                          | FROM                                     | N/A                |
|   |                                 | TO                                       | N/A                |
| D   | N-                              | 505C                                     |                    |
|   | BUILDER                         | BOEING                                   | SERIAL NO. 20115   |
|   | DATE OF ISSUANCE                | 05-01-90                                 | MODEL 727-31       |
| E   | OPERATING LIMITATIONS DATED     | 05-01-90                                 | EXPIRY 08-01-90    |
|   | SIGNATURE OF FAA REPRESENTATIVE | ARE A PART OF THIS CERTIFICATE           |                    |
|   | MICHAEL J. CARSON               | DESIGNATION OR OFFICE NO.                |                    |
|   |                                 |  | SEA-MIDO, ANM-108S |

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.

SEE REVERSE SIDE

FAA FORM 8130-7 (10/92)

SDNY\_GM\_02759951

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246873

EFTA01331336

|   |   |
|---|---|
| A | This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).  |
| B | This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.   |
| C | This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.  |
| D | This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex B to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations, which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country. |
| E | Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217.  |



US Department  
of Transportation  
Federal Aviation  
Administration

Manufacturing Inspection District Office  
7300 Perimeter Road South  
Seattle, WA 98108

May 1, 1990

EXPERIMENTAL - SHOW COMPLIANCE WITH FAR's/MARKET SURVEY

MAKE: Boeing MODEL: 727-31 SERIAL NO. 20115 REG. NO. N505C

THESE OPERATING LIMITATIONS SHALL BE ACCESSIBLE TO THE PILOT

This aircraft must be operated in accordance with the following limitations:

1. No person may operate this aircraft for other than the purpose of Show Compliance with the FAR's and Market Survey to accomplish the tests outlined in the applicant's program letter dated May 1, 1990 describing compliance with FAR 21.193(d). Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of FAR 91, and all additional limitations herein prescribed under the provisions of FAR 91.42(e).
2. All flights shall be conducted within the geographical areas described as follows:
  1. Western United States of America bounded on the East by the Mississippi River, on the North by the U.S.A./Canadian border, on the South by the U.S.A./Mexico border, and bounded on the West by no more than 200 miles from the West Coast of the United States of America.
  2. Base of operations is Palmdale/Lancaster Airport, Palmdale, California and secondary base of operation to be Moses Lake Airport, Moses Lake, Washington.
3. The pilot-in-command of aircraft must, as applicable, hold an appropriate category/class rating, have an aircraft type rating, have a flight instructor's log book endorsement or possess a "Letter of Authorization" issued by an FAA General Aviation or Air Carrier Operations Inspector.
4. This aircraft shall not be flown unless it is maintained and operated in accordance with Boeing Low Utilization Program, I/A/W FAR 91.169(f)(4).
5. Upon changing between operating purposes of a Multiple Purpose Certificate, the operator shall determine that the aircraft is in a condition appropriate for the purpose intended and has documented that finding in the aircraft log.
6. This aircraft shall contain the placards, markings, etc. required by FAR 91.31.

[The main body of the document contains several paragraphs of text that are extremely faint and difficult to read. The text appears to be a technical report or a set of instructions, possibly related to aircraft registration or maintenance. Some words like "The following information" and "is contained" are faintly visible.]

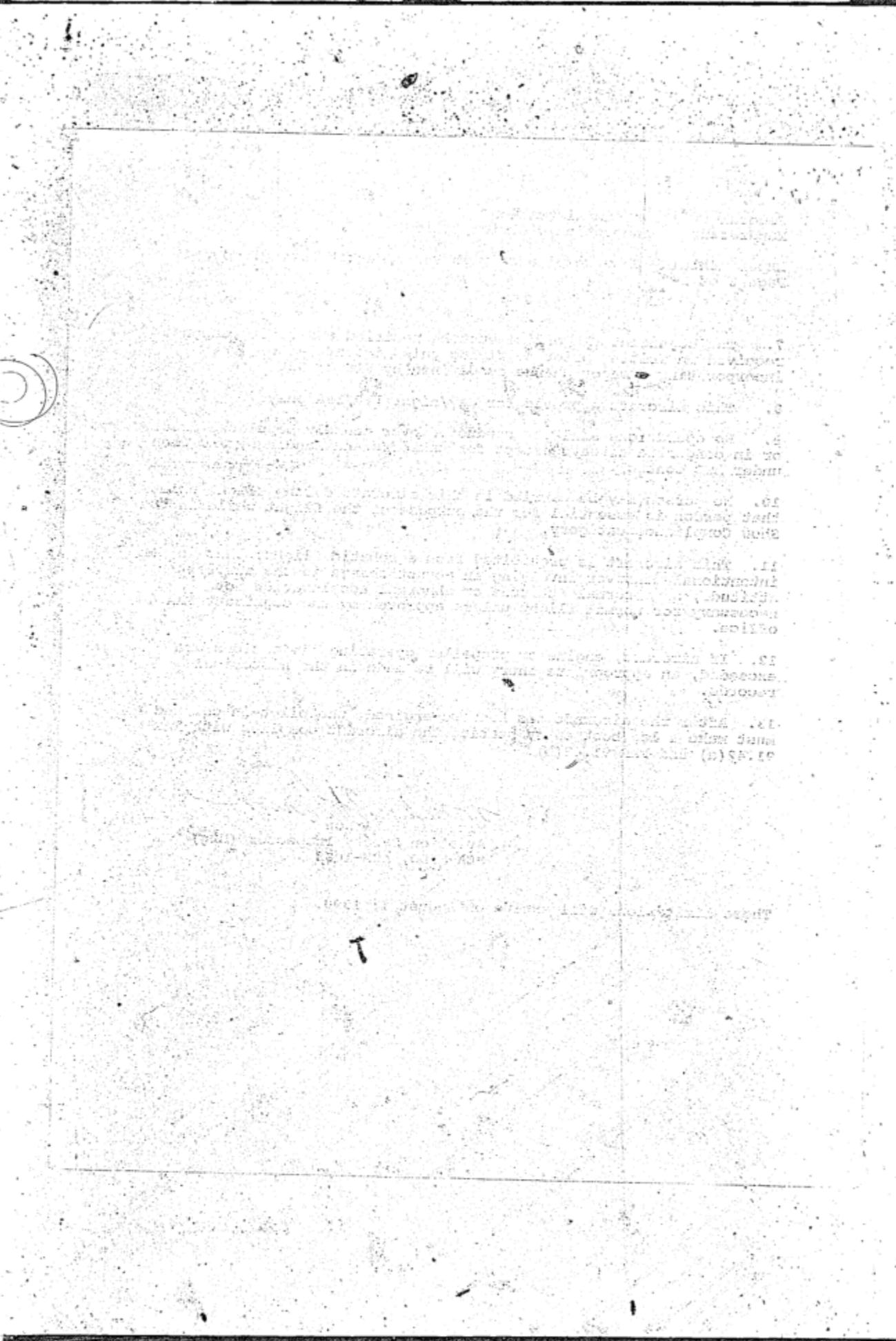
Federal Aviation Administration  
Manufacturing Inspection District Office

Experimental - Show Compliance with FAR's/Market Survey, Cont'd  
Page 2 of 2

7. The cognizant FAA office must be notified and their response received in writing prior to flying this aircraft after incorporating a major change as defined by FAR 21.93.
8. This aircraft approved for day/night VFR/IFR only.
9. No operations shall be conducted over densely populated areas or in congested airways except for takeoffs and landings, and when under ATC control.
10. No person may be carried in this aircraft during flight unless that person is essential for the purpose of the flight while in the Show Compliance category.
11. This aircraft is prohibited from aerobatic flight; that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormal attitude or abnormal acceleration not necessary for normal flight unless approved by the cognizant FAA office.
12. If aircraft, engine or propeller operating limitations are exceeded, an appropriate entry will be made in the historical records.
13. After the aircraft has been re-engined, the pilot-in-command must make a log book entry stating the aircraft complies with FAR 91.42(a) and FAR 91.42(b).

  
Michael J. Larson  
Aviation Safety Inspector (Mfg)  
SEA-MIDO, ANM-108S

These limitations will expire on August 1, 1990.



FAA AIRCRAFT REGISTER  
CAMERA NO. IN DATE: 2-8-91

M6 Cea

|   |   |   |  |   |            |
|---|---|---|--|---|------------|
|  <p>US Department of Transportation<br/>Federal Aviation Administration</p>  |   | <p align="center"><b>MAJOR REPAIR AND ALTERATION</b><br/>(Airframe, Powerplant, Propeller, or Appliance)</p>  |  | <p>Form Approved<br/>OMB No. 2120-0020<br/>For FAA Use Only</p> |            |
|   |   | <p>Office Identification<br/>VNY FSDO</p>   |  | <p align="right">RECEIVED FAA<br/>JUL 24 1990<br/>VNY FSDO</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  | BOEING  | Model  | 727-100   |            |
|   | Serial No.                                  | 20115   | Nationality and Registration Mark  | N505C   |            |
| 2. Owner  | Name (As shown on registration certificate) |   | Address (As shown on registration certificate)   |   |            |
|   | NORTHWEST HOLDING CORPORATION               |   | -1409 Foulk Road, P.O. Box 7138<br>Foulkstone Plaza, Suite 102<br>Wilmington, Delaware 19803 |   |            |
| 3. For FAA Use Only   |   |   |  |   |            |
| 4. Unit Identification  |   |   |  |   |            |
| 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.  |            |
| North American Aircraft<br>Rockwell International Corporation<br>2825 E. Avenue P<br>Palmdale, Ca. 93550  |   | <input type="checkbox"/> U.S. Certificated Mechanic<br><input type="checkbox"/> Foreign Certificated Mechanic<br><input checked="" type="checkbox"/> Certificated Repair Station<br><input type="checkbox"/> Manufacturer |  | Airframe Class 4<br>Limited Powerplant<br>Class 3<br>NXAR688K   |            |
| 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  |  |   |            |
| July 20, 1990   |   | D. A. Perazzo <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 FTL Standards Inspector                 | Manufacturer  | Inspection Authorization   | Other (Specify)   |            |
|   | FAA Designee                                | X Repair Station  | Person Approved by Transport Canada Airworthiness Group                                      |   |            |
| Date of Approval or Rejection   |   | Certificate or Designation No.  | Signature of Authorized Individual   |   |            |
| July 20, 1990   |   | NXAR688K  | D. A. Perazzo <i>[Signature]</i>   |   |            |

FAA Form 337 (11-88)

SDNY\_GM\_02759957

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246879

EFTA01331342

**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. Modified Boeing Model 727-100, Serial Number 20115, in accordance with supplemental type certificate SA4363NM, amended September 1, 1989 as follows:
1. Valsan-Boeing 727-200 Re-engining Document VA000001, Revision F, dated January 15, 1990.
  2. The following drawings and engineering orders (EO's) are in addition to the above document:

NOTE: "VA" denotes Valsan Drawing.

a. Chapter 24 ELECTRICAL POWER

|          |   |  |
|----------|---|--|
| VA240000 | A | Electrical System Instl. - Strut E.O.: 003A, 101                   |
| VA240007 | E | Panel-Load Control Center Modification E.O.: 003A, 004, 005, & 006 |

b. Chapter 28 FUEL SYSTEM INSTALLATION, STRUT

|          |   |  |
|----------|---|--|
| VA280001 | B | Tube Assy - Fuel Strut Feed Thru E.O.: 100 |
|----------|---|--|

c. Chapter 48 MISC

|          |    |   |
|----------|----|---|
| VA481100 | A  | Pressure Buldhead Reinforcement Sect. 48-727 E.O.: 101, 102   |
| VA481200 | C  | Frame Assy Sta 1263 E.O.: 101, 103                            |
| VA481300 | C  | Fuselage Skin E.O.: 106, 114A, 114, 116                       |
| VA481324 | NC | Intercostal Assy - BSTA 1223 to BSTA 1243 W/L244.39 E.O.: 106 |
| VA481325 | NC | Intercostal Assy - BSTA 1223 to BSTA 1243 W/L234.06 E.O.: 105 |

d. Chapter 53 FUSELAGE STRUCTURE

|          |    |  |
|----------|----|--|
| VA530001 | B  | Ballast Weight Installation E.O.: 100, 102             |
| VA530003 | C  | Ballast Weight, Support Structure Assy. E.O.: 002, 100 |
| VA530004 | NC | Ballast Weight Instl. STA 312 - 360 E.O.: 002, 100     |

e. Chapter 54 NACELLES & PYLONS

|          |   |   |
|----------|---|---|
| VA543000 | C | Main Strut Assy (Sh. 1, 2, & 5) E.O.: 003 |
| VA543100 | D | Firewall Rib, Side Engine E.O.: 36A, 003A |

f. Chapter 71 POWER PLANT

|          |    |  |
|----------|----|--|
| VA710000 | NC | Power Plant Instl. - Engine Pod V727RE E.O.: 002, 105B, 109, 108, 001A, 104A, 005A, 004, 110, 003, 111, 006A |
|----------|----|--|

g. Chapter 73 ENGINE FUEL AND CONTROL

|          |    |   |
|----------|----|---|
| VA732301 | K  | Approach Idle Solenoid Wiring Diagram E.O.: 002(Rev L), 002 (Rev. M), 003(Rev. M) |
| VA732303 | D  | Relay Instl. - Approach Idle Solenoid E.O.: 103, 003, 100B                        |
| VA732304 | D  | Switch/IND Light Instl - Approach Idle E.O.: 002,                                 |
| VA732310 | A  | Switch Instl. - Nose Gear Position Approach Idle E.O.: 103                        |
| VA732315 | NC | Relay Instl. Pilots Overhead Panel E.O.: 100, 002, 101                            |

h. Chapter 76 ENGINE CONTROL

|          |   |  |
|----------|---|--|
| VA760000 | A | Engine Controls Instl. - Strut E.O.: 002A  |
| VA760014 | A | Drum Instl. - Eng. Controls E.O.: 100, 101 |
| VA760015 | A | Bracket Assy - Pulley ESTA 100 E.O.: 105   |

Additional sheets Are Attached

(2)

DESCRIPTION OF WORK ACCOMPLISHED (Continued)

Serial No. 20115

1. Chapter 77 ENGINE INDICATING

VA771005 NC Indicator Engine Pressure Ratio EPR, E.O.: 001

J. Chapter 78 ENGINE EXHAUST

VA780000 B Engine Strut controls Instl. E.O.: 002  
VA783010 E Flt Deck Indicator Instl. T/R Sys. E.O.: 003, 004  
VA783011 F Thrust Reverser System Wiring Diagram E.O.: 002 (Rev. G)  
VA783013 D Support Bracket Assy - T/R Control Valve R/S E.O.: 100 (Rev. E)  
VA783017 J Placards E.O.: 007, 008  
VA783024 B Relay Instl. - Thrust Reverser Control E.O.: 003  
VA783028 A Mixer, Exhaust - Instl. 727E E.O.: 100  
VA783101 C No. 2 Engine T/R Wiring Deactivation E.O.: 002

k. Chapter 91 CHARTS

VA910002 A Instl. - Electrical Wire Harness E.O.: 003, 004, 005, 006, 007  
\* VA910008 NC Wire List V727RE E.O.: 001, 002, 003

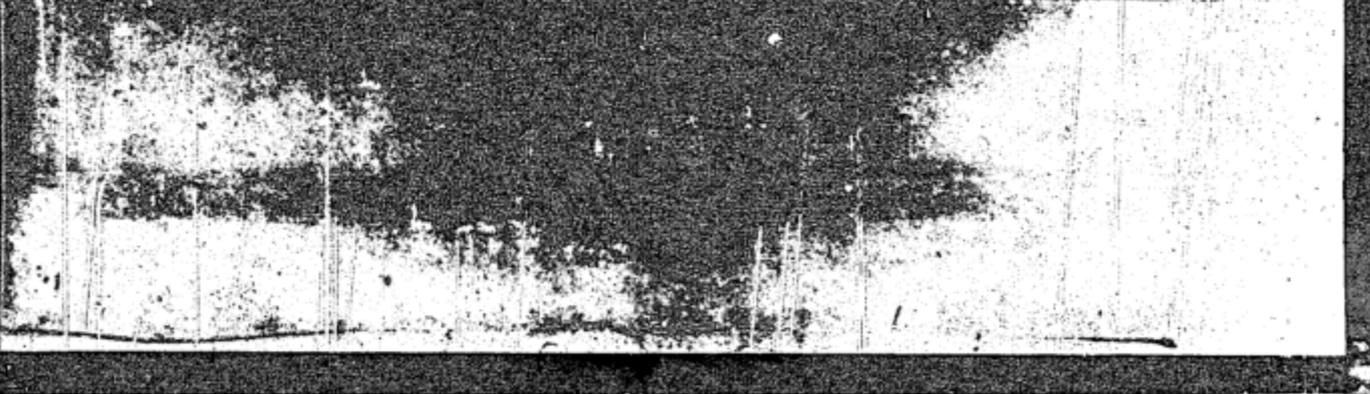
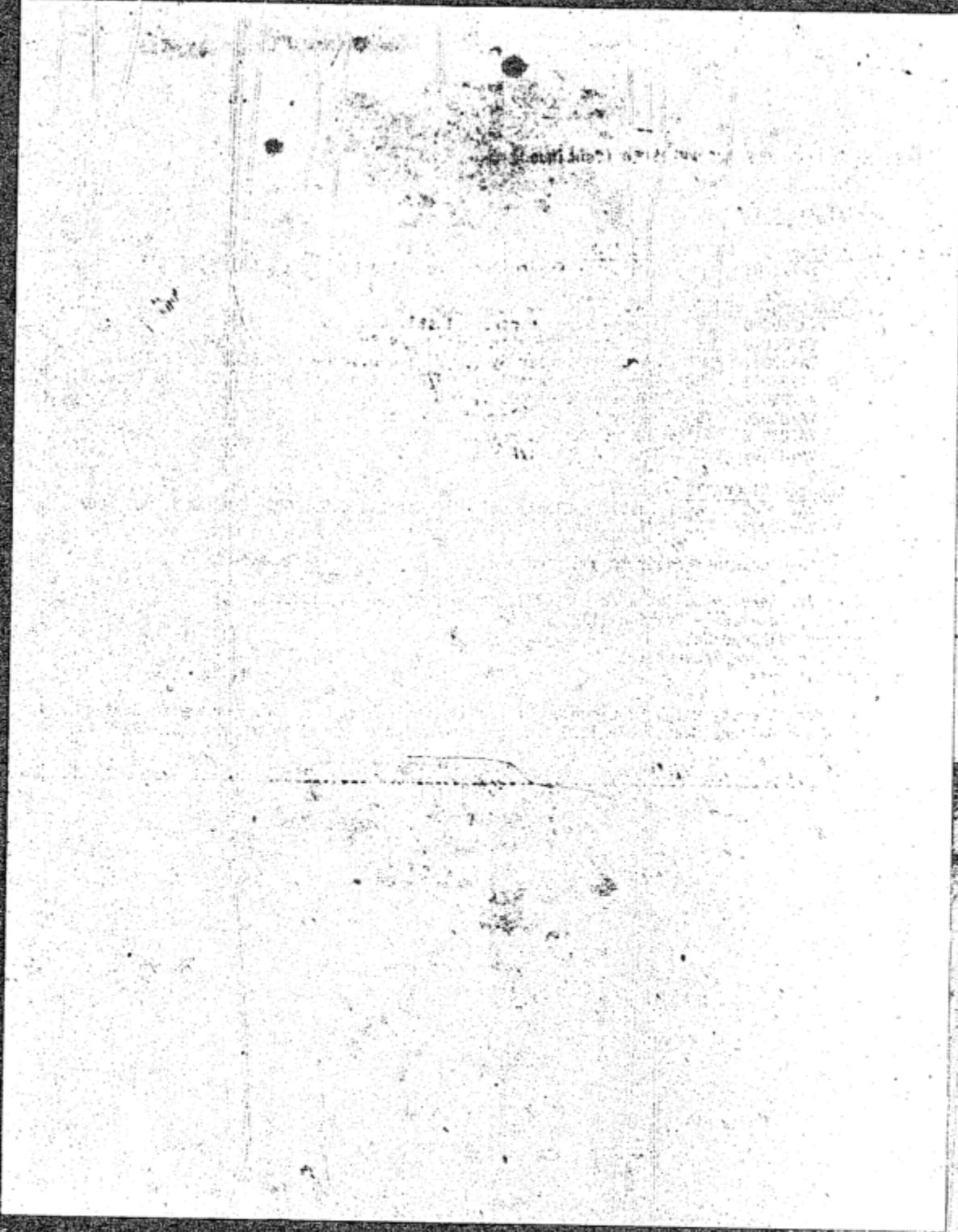
\*New drawings added to modification.

B. Boeing 727 Service Bulletin 727-53A0171, dated December 14, 1989.  
Subject: Fuselage - Station 1182  
Pressure Bulkhead Web,  
Crack Repair and Preventive  
Modification

C. The aircraft empty weight and center of gravity was revised in accordance with Boeing Weight and Balance Manual D6-21200. Weight and Balance Manual Supplement, VA-CR279 is attached.

END

FAA AIRCRAFT REGISTRY  
CAMERA NO. 1N DATE: 2-8-91



SDNY\_GM\_02759960

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246882

EFTA01331345

43 JAN 29 1991

Form Approved  
O.M.R. No. 2123-0018

| US Department of Transportation<br>Federal Aviation Administration   |  | APPLICATION FOR AIRWORTHINESS CERTIFICATE  |   | INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight perm. Is complete Sections II and VI or VII as applicable. |  |
|--|--|--|---|---|--|
| 1. REGISTRATION MARK<br><b>500LS</b>   |  | 2. AIRCRAFT BUILDER'S NAME (Make)<br><b>BOEING</b>   |   | 3. AIRCRAFT MODEL DESIGNATION<br><b>727-700-31</b>  |  |
| 4. AIRCRAFT SERIAL NO.<br><b>20115</b>   |  | 5. ENGINE BUILDER'S NAME (Make)<br><b>P&amp;W</b>  |   | 6. ENGINE MODEL DESIGNATION<br><b>JDBD-7A/219</b>   |  |
| 7. NUMBER OF ENGINES<br><b>3</b>   |  | 8. PROPELLER BUILDER'S NAME (Make)<br><b>N/A</b>   |   | 9. PROPELLER MODEL DESIGNATION<br><b>N/A</b>  |  |
| 10. AIRCRAFT IS (Check if applicable)  |  | IMPORT   |   |   |  |
| APPLICATION IS HEREBY MADE FOR: (Check applicable items)   |  |  |   |   |  |
| A <input type="checkbox"/> STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)  |  |  |   |   |  |
| B <input checked="" type="checkbox"/> SPECIAL AIRWORTHINESS CERTIFICATE (Check applicable item)  |  |  |   |   |  |
| 2 LIMITED  |  |  |   |   |  |
| 5 PROVISIONAL (Indicate class)   |  |  |   |   |  |
| 3 RESTRICTED (Indicate operation(s) to be conducted)   |  |  |   |   |  |
| 4 <input checked="" type="checkbox"/> EXPERIMENTAL (Indicate operation(s) to be conducted)   |  |  |   |   |  |
| 6 SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)  |  |  |   |   |  |
| C <input type="checkbox"/> MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable.)  |  |  |   |   |  |
| A. REGISTERED OWNER (As shown on certificate of aircraft registration) IF DEALER, CHECK HERE   |  |  |   |   |  |
| NAME<br><b>Northwest Holding Corporation</b>   |  | ADDRESS<br><b>Foullstone Plaza, Suite 102, 1049 Foulis Road<br/>P.O. Box 7138 Wilmington, Delaware 19803</b> |   |   |  |
| B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)  |  |  | AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.)           |   |  |
| AIRCRAFT LISTING (Give page number(s))   |  |  | AIRCORTHNESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.) |   |  |
| C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS  |  |  | SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)                        |   |  |
| ✓ CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173   |  | TOTAL AIRFRAME HOURS<br><b>29,851.2</b>  |   | EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed)<br><b>19.8</b>   |  |
| 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<br><b>5/1/90</b>   |  | NAME AND TITLE (Print or type)<br><b>T.J. WRIGHT, PILOT</b>  |   | SIGNATURE<br><i>T.J. Wright</i>   |  |
| A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183(d) applies)   |  |  |   |   |  |
| FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)  |  | CERTIFICATED MECHANIC (Give Certificate No.)   |   | CERTIFICATED REPAIR STATION (Give Certificate No.)  |  |
| AIRCRAFT MANUFACTURER (Give name of firm)  |  |  |   |   |  |
| DATE   |  | TITLE  |   | SIGNATURE   |  |
| (Check ALL applicable blocks in items A and B)   |  |  |   |   |  |
| A. I find that the aircraft described in Section I or VII meets requirements for:  |  |  |   |   |  |
| <input checked="" type="checkbox"/> THE CERTIFICATE REQUESTED  |  |  |   |   |  |
| <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE  |  |  |   |   |  |
| B. Inspection for a special flight permit under Section VII was conducted by:  |  |  |   |   |  |
| FAA INSPECTOR  |  | FAA DESIGNEE   |   |   |  |
| CERTIFICATE HOLDER UNDER:  |  | FAR 85 FAR 121.127 et 125 FAR 145  |   |   |  |
| DATE<br><b>05-01-90</b>  |  | DISTRICT OFFICE<br><b>SEA-MIDO<br/>ANM-1085</b>  |   | DESIGNEE'S SIGNATURE AND NO.<br><i>Michael J. Larson</i>  |  |
| V. FAA REPRESENTATIVE CERTIFICATION  |  | FAA INSPECTOR'S SIGNATURE  |   |   |  |

FAA Form 8130-6 (12-83) SUPERSEDES PREVIOUS EDITION

SDNY\_GM\_02759961

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246883

EFTA01331346

FAA AIRCRAFT REGISTRY  
 CAMERA NO. IN DATE: 2-8-91

|   |  |  |                   |
|---|--|--|-------------------|
| VI. PRODUCTION FLIGHT TESTING   | <b>A. MANUFACTURER</b>   |  |                   |
|   | NAME   |  | ADDRESS           |
|   | <b>B. PRODUCTION BASIS (Check applicable item)</b>   |  |                   |
|   | PRODUCTION CERTIFICATE (Give production certificate number)  |  |                   |
|   | TYPE CERTIFICATE ONLY  |  |                   |
|   | APPROVED PRODUCTION INSPECTION SYSTEM  |  |                   |
|   | <b>C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS</b> _____   |  |                   |
|   | DATE OF APPLICATION  | NAME AND TITLE (Print or type)   | SIGNATURE         |
| VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST   | <b>A. DESCRIPTION OF AIRCRAFT</b>  |  |                   |
|   | REGISTERED OWNER   |  | ADDRESS           |
|   | BUILDER (Make)   |  | MODEL             |
|   | SERIAL NUMBER  |  | REGISTRATION MARK |
|   | <b>B. DESCRIPTION OF FLIGHT</b> 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>  |  |                   |
|   | PILOT CO-PILOT NAVIGATOR OTHER (Specify)   |  |                   |
| <b>D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:</b>  |  |  |                   |
|   |  |  |                   |
| <b>E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary):</b>   |  |  |                   |
|   |  |  |                   |
| <b>F. CERTIFICATION</b> — I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described. |  |  |                   |
| DATE  | NAME AND TITLE (Print or type)   | SIGNATURE  |                   |
| VIII. AIRWORTHINESS DOCUMENTATION (FAA use only)  | <input checked="" type="checkbox"/> A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable | <b>G. Statement of Conformity, FAA Form 8130-9 (Attach when required)</b>  |                   |
|   | <input checked="" type="checkbox"/> B. Current Operating Limitations Attached  | <b>H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)</b>                           |                   |
|   | <input checked="" type="checkbox"/> C. Data, Drawings, Photographs, etc. (Attach when required)                      | <b>I. Previous Airworthiness Certificate Issued in Accordance with FAR 21.191(b) CAR _____ (Original Attached)</b> |                   |
|   | <input checked="" type="checkbox"/> D. Current Weights and Balance Information Available in Aircraft                 | <b>J. Current Airworthiness Certificate Issued in Accordance with FAR 21.191(b) and (f) _____ (Copy attached)</b>  |                   |
|   | <input checked="" type="checkbox"/> E. Major Repair and Alteration, FAA Form 337 (Attach when required)              |  |                   |
|   | <input checked="" type="checkbox"/> F. This Inspection Recorded in Aircraft Records                                  |  |                   |

SDNY\_GM\_02759962

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246884

EFTA01331347

FAA AIRCRAFT REGISTRY  
CAMERA NO. 1N DATE: 2-8-91

| UNITED STATES OF AMERICA<br>DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION<br>SPECIAL AIRWORTHINESS CERTIFICATE |   |
|---|---|
| A   | CATEGORY/DESIGNATION: <b>EXPERIMENTAL</b><br>PURPOSE: <b>SHOW COMPLIANCE WITH FAR / MARKET SURVEY</b> |
| B   | MANU-FACTURER: NAME: <b>N/A</b>   |
|   | ADDRESS: <b>N/A</b>   |
| C   | FLIGHT: FROM: <b>N/A</b>  |
|   | TO: <b>N/A</b>  |
| D   | N- <b>505C</b> SERIAL NO. <b>20115</b>  |
|   | BUILDER: <b>BOEING</b> MODEL: <b>727-31</b>   |
| E   | DATE OF ISSUANCE: <b>05-01-90</b> EXPIRY: <b>05-01-90</b>   |
|   | OPERATING LIMITATIONS DATED: <b>05-01-90</b> ARE A PART OF THIS CERTIFICATE                           |
| E   | SIGNATURE OF FAA REPRESENTATIVE: <i>Michael J. Larson</i> DESIGNATION OR OFFICE NO.:                  |
|   | <b>MICHAEL J. LARSON</b> <b>SPA-MIDO, ANM-1088</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 8130-7 (10/87) SEE REVERSE SIDE

SDNY\_GM\_02759963

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246885

EFTA01331348

FAA AIRCRAFT REGISTRY  
CAMERA NO. 1N DATE: 2-8-91

|   |  |
|---|--|
| A | This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).   |
| B | This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.  |
| C | This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.   |
| D | This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country. |
| E | Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.161 or 21.217.   |

SDNY\_GM\_02759964

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246886

EFTA01331349

| U.S. Department of Transportation<br>Federal Aviation Administration   |  | APPLICATION FOR AIRWORTHINESS CERTIFICATE  |   | INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable. |  |
|--|--|--|---|--|--|
| I. AIRCRAFT DESCRIPTION  | 1. REGISTRATION MARK<br><b>N505C</b>   | 2. AIRCRAFT BUILDER'S NAME (Make)<br><b>BOEING</b>   | 3. AIRCRAFT MODEL DESIGNATION<br><b>727-100</b>   | FAA COORD. NO.   |  |
|  | 4. AIRCRAFT SERIAL NO.<br><b>20115</b> | 5. ENGINE BUILDER'S NAME (Make)<br><b>P&amp;W</b>  | 6. ENGINE MODEL DESIGNATION<br><b>JDEB-7A/219</b> |  |  |
|  | 7. NUMBER OF ENGINES<br><b>3</b>       | 8. PROPELLER BUILDER'S NAME (Make)<br><b>N/A</b>   | 9. PROPELLER MODEL DESIGNATION<br><b>N/A</b>      | 10. AIRCRAFT IS / Check if applicable:<br><input type="checkbox"/> EXPORT <input checked="" type="checkbox"/> IMPORT   |  |
| APPLICATION IS HEREBY MADE FOR: (Check applicable items)   |  |  |   |  |  |
| A. <input type="checkbox"/> STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)   |  | NORMAL <input type="checkbox"/> UTILITY <input type="checkbox"/> ACROBATIC <input type="checkbox"/> TRANSPORT <input type="checkbox"/> GLIDER <input type="checkbox"/> BALLOON |   |  |  |
| B. <input checked="" type="checkbox"/> SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)   |  |  |   |  |  |
| 1. <input type="checkbox"/> LIMITED  |  |  |   |  |  |
| 2. <input type="checkbox"/> PROVISIONAL (Indicate class)   |  | CLASS I <input type="checkbox"/> CLASS II <input type="checkbox"/>   |   |  |  |
| 3. <input type="checkbox"/> RESTRICTED (Indicate operations to be conducted)   |  | 1. AGRICULTURE AND PEST CONTROL <input type="checkbox"/> 2. AERIAL SURVEYING <input type="checkbox"/> 3. AERIAL ADVERTISING <input type="checkbox"/>                           |   |  |  |
|  |  | 4. FOREST (Whistle conservation) <input type="checkbox"/> 5. PATROLLING <input type="checkbox"/> 6. WEATHER CONTROL <input type="checkbox"/>                                   |   |  |  |
|  |  | 7. CARRIAGE OF CARGO <input type="checkbox"/> 8. OTHER (Specify):  |   |  |  |
| 4. <input checked="" type="checkbox"/> EXPERIMENTAL (Indicate operations to be conducted)  |  | 9. RESEARCH AND DEVELOPMENT <input type="checkbox"/> 10. AMATEUR BUILT <input type="checkbox"/> 11. EXHIBITION <input type="checkbox"/>  |   |  |  |
|  |  | 12. RACING <input type="checkbox"/> 13. CREW TRAINING <input type="checkbox"/> 14. MKT SURVEY <input checked="" type="checkbox"/>  |   |  |  |
| 5. <input type="checkbox"/> SPECIAL FLIGHT PERMIT (Indicate operation to be conducted, then complete Section VI or VII as applicable on reverse side)  |  | 15. TO SHOW COMPLIANCE WITH FAR  |   |  |  |
|  |  | 16. FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE  |   |  |  |
|  |  | 17. EVACUATE FROM AREA OF IMPENDING DANGER   |   |  |  |
|  |  | 18. OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT  |   |  |  |
|  |  | 19. DELIVERING OR EXPORT <input type="checkbox"/> 20. PRODUCTION FLIGHT TESTING <input type="checkbox"/>   |   |  |  |
|  |  | 21. CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/>  |   |  |  |
| C. <input type="checkbox"/> MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)  |  |  |   |  |  |
| A. REGISTERED OWNER (As shown on certificate of aircraft registration) IF DEALER, CHECK HERE <input type="checkbox"/>  |  |  |   |  |  |
| NAME<br><b>NORTHWEST HOLDING CORPORATION</b>   |  | ADDRESS<br><b>FOULKSTONE PLAZA, SUITE 1047 FOUK ROAD<br/>P.O. BOX 7138 WILMINGTON, DELAWARE 19803</b>  |   |  |  |
| B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)  |  |  |   |  |  |
| AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.)  |  | AIRWORTHINESS DIRECTIVES (Check if all applicable AD's complied with and give latest AD No.)   |   |  |  |
| AIRCRAFT LISTING (Give page numbers)   |  | SUPPLEMENTAL TYPE CERTIFICATE (List number of each STC incorporated)   |   |  |  |
| C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS  |  |  |   |  |  |
| <input checked="" type="checkbox"/> CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173   |  | TOTAL AIRFRAME HOURS<br><b>29,851.2</b>  |   | EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed) <b>19.8</b>   |  |
| 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<br><b>5/1/90</b>   |  | NAME AND TITLE (Print or type)<br><b>T. J. WRIGHT, PILOT</b>   |   | SIGNATURE<br><i>T. J. Wright</i>   |  |
| A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183(d) applies)   |  |  |   |  |  |
| FAA PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)  |  | CERTIFICATED MECHANIC (Give Certificate No.)   |   | CERTIFICATED REPAIR STATION (Give Certificate No.)   |  |
| AIRCRAFT MANUFACTURER (Give name of firm)  |  |  |   |  |  |
| DATE   |  | TITLE  |   | SIGNATURE  |  |
| (Check ALL applicable blocks in items A and B)   |  |  |   |  |  |
| A. I find that the aircraft described in Section I or VII meets requirements for:  |  |  |   | <input checked="" type="checkbox"/> THE CERTIFICATE REQUESTED  |  |
|  |  |  |   | <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE  |  |
| B. Inspection for a special flight permit under Section VII was conducted by:  |  | FAA INSPECTOR  |   | FAA DESIGNEE   |  |
| DATE<br><b>05-01-90</b>  |  | DISTRICT OFFICE<br><b>SEA-MIDO<br/>ANM-1085</b>  |   | DESIGNEE'S SIGNATURE AND NO.<br><i>Michael Larson</i>  |  |
|  |  |  |   | FAA INSPECTOR'S SIGNATURE<br><i>Michael Larson</i>   |  |

FAA Form 8130-6 (12-83) SUPERSEDES PREVIOUS EDITION

FAA AIRCRAFT REGISTRY  
CAMERA NO. 1N DATE: 2-8-91

FAA AIRCRAFT REGISTRY  
CAMERA NO. 1N DATE: 2-8-91

NEW YORK, N.Y.  
FEBRUARY 8, 1991  
STAGE 04

15-17-81

NO.

FAA AIRCRAFT REGISTRY  
CAMERA NO. 1N DATE: 2-8-91

SDNY\_GM\_02759966

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246888

EFTA01331351

VALSAN PARTNERS  
3014 Westchester Avenue  
Purchase, N.Y. 10577

May 1, 1990  
FAA, ANM--1085  
7300 Perimeter Rd.  
Seattle, WA 98108

Dear Sir,

Attached is FAA form 8130-6, Application for Airworthiness Certificate, for adding "Market Survey" to the authorized operations of our Experimental Airworthiness Certificate.

The aircraft is a Boeing 727-100 which has been retrofitted with P & W JT8D-219 engines on the POD positions and -7B in the center position. We have flown the aircraft approximately 17 hours under the presently issued Experimental Certificate.

We are requesting "Market Survey" so that we may take a TV reporter and cameraman from Paine Field, Everett, Washington to Grant County Airport, Moses Lake, Washington on 1 May 1990 for demonstration of the Stage IIV Noise Characteristics.

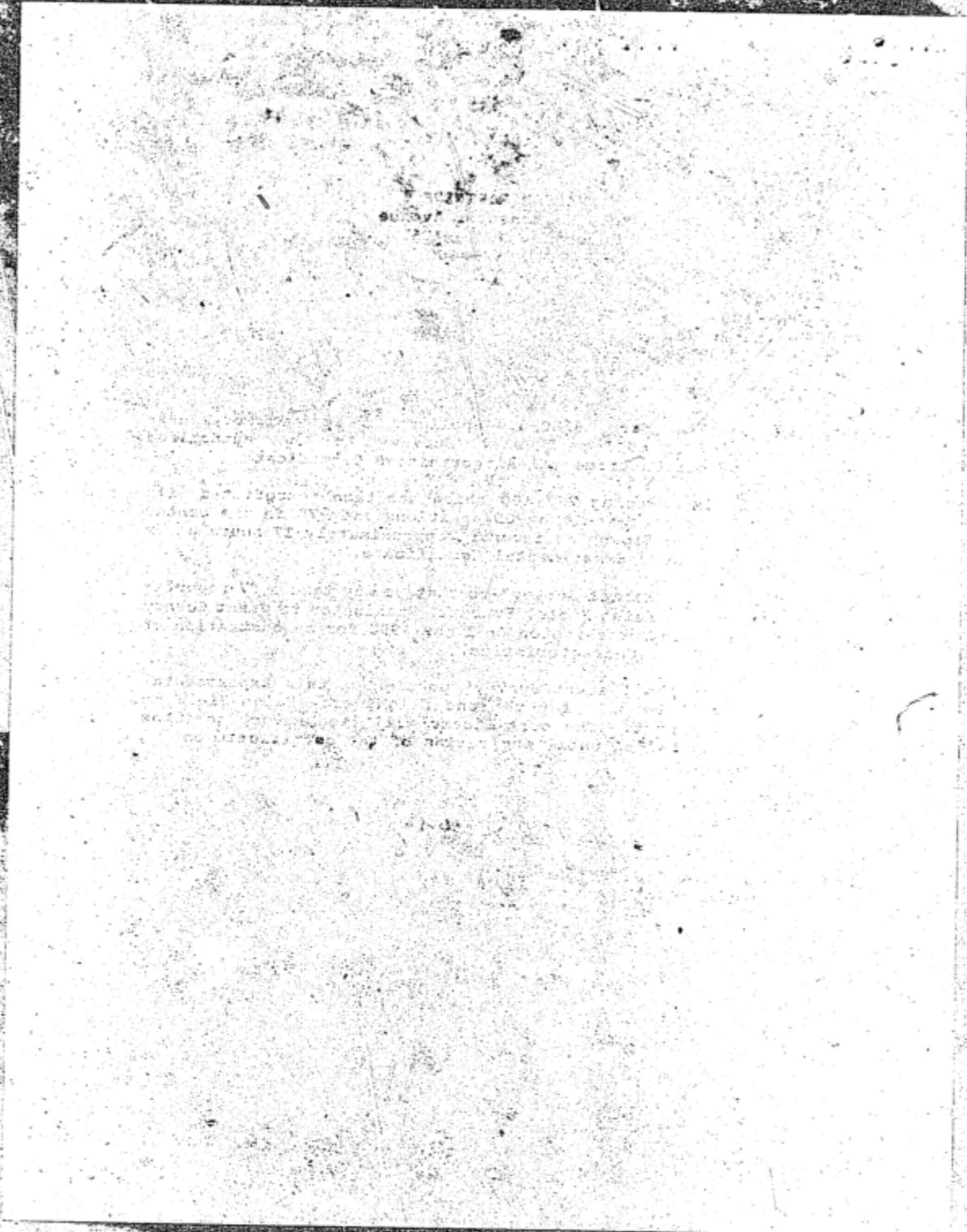
The duration of the "Market Survey" portion of this Experimental Certificate will be only for the one flight from Paine Field to Grant County Airport. The certificate will then revert to "Show Compliance with FAR's" until expiration of the certificate on 1 August, 1990.

Sincerely yours,

*Cheryl Floyd for T.J. Wright*

Cheryl Floyd for T.J. Wright  
Valsan Project Pilot

FAA AIRCRAFT REGISTRY  
CAMERA NO. 1N DATE: 2-8-91



SDNY\_GM\_02759968

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246890

EFTA01331353



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Manufacturing Inspection District Office  
7300 Perimeter Road South  
Seattle, WA 98108

May 1, 1990

EXPERIMENTAL - SHOW COMPLIANCE WITH FAR's/MARKET SURVEY

MAKE: Boeing MODEL: 727-31 SERIAL NO. 20115 REG. NO. N505C

THESE OPERATING LIMITATIONS SHALL BE ACCESSIBLE TO THE PILOT

This aircraft must be operated in accordance with the following limitations:

1. No person may operate this aircraft for other than the purpose of Show Compliance with the FAR's and Market Survey to accomplish the tests outlined in the applicant's program letter dated May 1, 1990 describing compliance with FAR 21.193(d). Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of FAR 91, and all additional limitations herein prescribed under the provisions of FAR 91.42(e).
2. All flights shall be conducted within the geographical areas described as follows:
  1. Western United States of America bounded on the East by the Mississippi River, on the North by the U.S.A./Canadian border, on the South by the U.S.A./Mexico border, and bounded on the West by no more than 200 miles from the West Coast of the United States of America.
  2. Base of operations is Palmdale/Lancaster Airport, Palmdale, California and secondary base of operation to be Moses Lake Airport, Moses Lake, Washington.
3. The pilot-in-command of aircraft must, as applicable, hold an appropriate category/class rating, have an aircraft type rating, have a flight instructor's log book endorsement or possess a "Letter of Authorization" issued by an FAA General Aviation or Air Carrier Operations Inspector.
4. This aircraft shall not be flown unless it is maintained and operated in accordance with Boeing Low Utilization Program, I/A/W FAR 91.169(f)(4).
5. Upon changing between operating purposes of a Multiple Purpose Certificate, the operator shall determine that the aircraft is in a condition appropriate for the purpose intended and has documented that finding in the aircraft log.
6. This aircraft shall contain the placards, markings, etc. required by FAR 91.31.

Federal Aviation Administration  
Manufacturing Inspection District Office

Experimental - Show Compliance with FAR's/Market Survey, Cont'd  
Page 2 of 2

7. The cognizant FAA office must be notified and their response received in writing prior to flying this aircraft after incorporating a major change as defined by FAR 21.93.
8. This aircraft approved for day/night VFR/IFR only.
9. No operations shall be conducted over densely populated areas or in congested airways except for takeoffs and landings, and when under ATC control.
10. No person may be carried in this aircraft during flight unless that person is essential for the purpose of the flight while in the Show Compliance category.
11. This aircraft is prohibited from aerobatic flight; that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormal attitude or abnormal acceleration not necessary for normal flight unless approved by the cognizant FAA office.
12. If aircraft, engine or propeller operating limitations are exceeded, an appropriate entry will be made in the historical records.
13. After the aircraft has been re-engined, the pilot-in-command must make a log book entry stating the aircraft complies with FAR 91.42(a) and FAR 91.42(b).

  
Michael J. Larson  
Aviation Safety Inspector (Mfg)  
SEA-MIDO, ANM-1088

These limitations will expire on August 1, 1990.

VALSAN PARTNERS  
3014 Westchester Avenue  
Purchase, N.Y. 10577

May 1, 1990  
FAA, ANM--1085  
7300 Perimeter Rd.  
Seattle, WA 98108

Dear Sir,

Attached is FAA form 8130-6, Application for Airworthiness Certificate, for adding "Market Survey" to the authorized operations of our Experimental Airworthiness Certificate.

The aircraft is a Boeing 727-100 which has been retrofitted with P & W JT8D-219 engines on the POD positions and -7B in the center position. We have flown the aircraft approximately 17 hours under the presently issued Experimental Certificate.

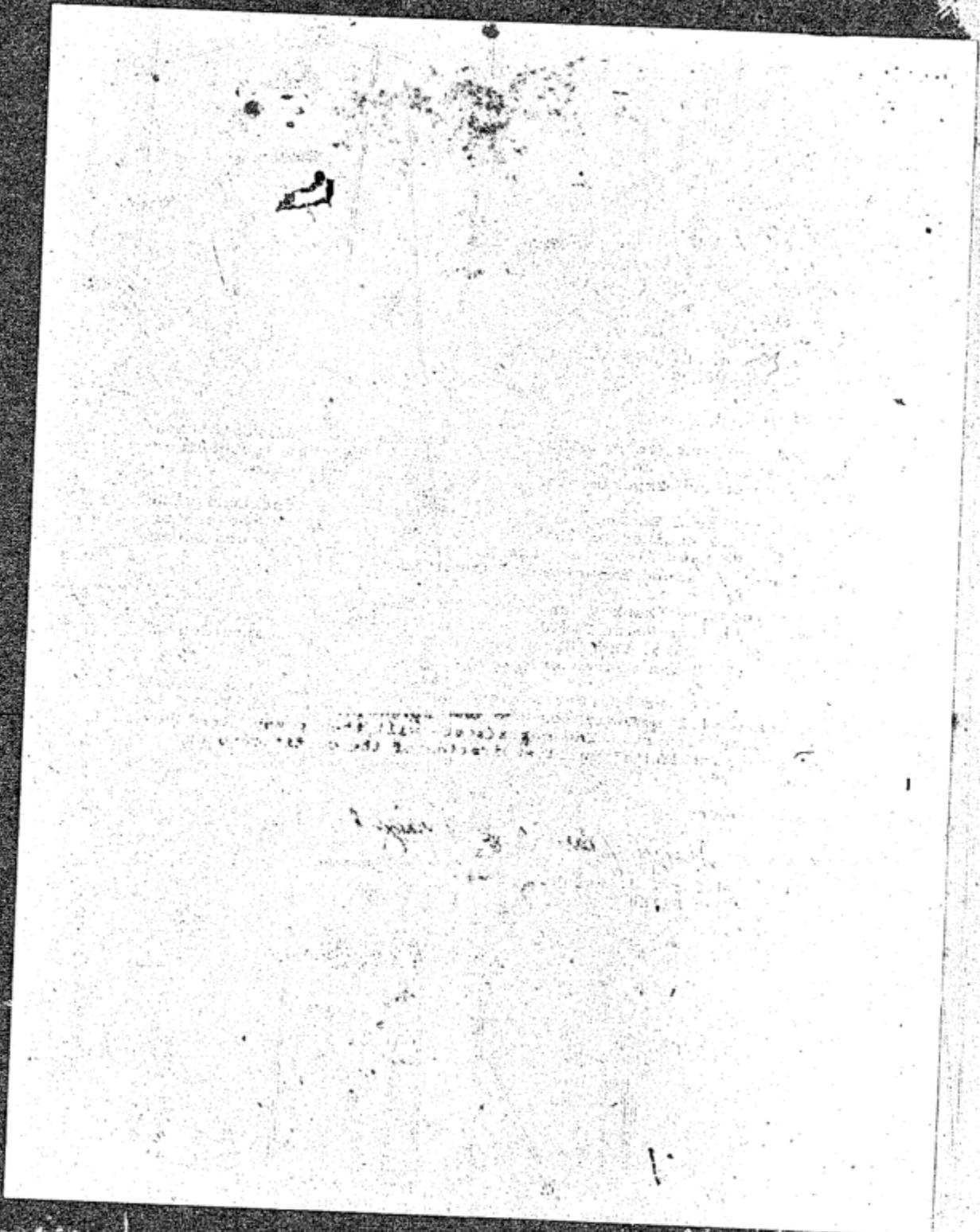
We are requesting "Market Survey" so that we may take a TV reporter and cameraman from Paine Field, Everett, Washington to Grant County Airport, Moses Lake, Washington on 1 May 1990 for demonstration of the Stage IIIV Noise Characteristics.

The duration of the "Market Survey" portion of this Experimental Certificate will be only for the one flight from Paine Field to Grant County Airport. The certificate will then revert to "Show Compliance with FAR's" until expiration of the certificate on 1 August, 1990.

Sincerely yours,

*Cheryl Floyd for T.J. Wright*  
Cheryl Floyd for T.J. Wright  
Valsan Project Pilot

FAA AIRCRAFT REGISTRY  
CAMERA NO. 1N DATE: 2-8-91



SDNY\_GM\_02759972

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246894

EFTA01331357

FAA AIRCRAFT REGISTRY  
CAMERA NO. IN DATE: 2-8-91

| UNITED STATES OF AMERICA<br>DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION<br>SPECIAL AIRWORTHINESS CERTIFICATE |  |
|---|--|
| A   | CATEGORY/DESIGNATION EXPERIMENTAL            |
| PURPOSE TO SHOW COMPLIANCE WITH F.A.R.'S  |  |
| B   | MANU-FACTURER NAME N/A                       |
|   | ADDRESS N/A                                  |
| C   | FLIGHT FROM N/A                              |
|   | TO N/A                                       |
| D   | N- 505C                                      |
|   | BUILDER Boeing                               |
|   | SERIAL NO. 20115                             |
|   | MODEL 727-31                                 |
|   | DATE OF ISSUANCE Feb 2, 1990                 |
|   | EXPIRY 8/01/90                               |
| E   | OPERATING LIMITATIONS DATED 2/02/90          |
|   | SIGNATURE OF FAA REPRESENTATIVE ROBERT STAGG |
|   | DESIGNATION OR OFFICE NO. DAR-48-AC-NM       |

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 8130-7 (7-78) USE PREVIOUS EDITION SEE REVERSE SIDE

SDNY\_GM\_02759973

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246895

EFTA01331358

FAA AIRCRAFT REGISTRY  
CAMERA NO. 1N DATE: 2-8-91

|   |   |
|---|---|
| A | This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).  |
| B | This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.   |
| C | This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.  |
| D | This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable FAR. The worthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country. |
| E | Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217.  |

SDNY\_GM\_02759974

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246896

EFTA01331359



US Department  
of Transportation  
Federal Aviation  
Administration

Manufacturing Inspection District Office  
16501 Sherman Way, Suite 200  
Van Nuys, CA 91406

February 2, 1990

EXPERIMENTAL - SHOW COMPLIANCE WITH FAR's

MAKE: Boeing MODEL: 727-31 SERIAL NO. 20116 REG. NO. N505C

THESE OPERATING LIMITATIONS SHALL BE ACCESSIBLE TO THE PILOT

This aircraft must be operated in accordance with the following limitations:

1. No person may operate this aircraft for other than the purpose of Show Compliance with the FAR's to accomplish the tests outlined in the applicant's program letter dated February 2, 1990 describing compliance with FAR 21.193(d). Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of FAR 91, and all additional limitations herein prescribed under the provisions of FAR 91.42(e).
2. All flights shall be conducted within the geographical areas described as follows:
  1. Western United States of America bounded on the East by the Mississippi River, on the North by the U.S.A./Canadian border, on the South by the U.S.A./Mexico border, and bounded on the West by no more than 200 miles from the West Coast of the United States of America.
  2. Base of operations is Palmdale/Lancaster Airport, Palmdale, California and secondary base of operation to be Moses Lake Airport, Moses Lake, Washington.
3. The pilot-in-command of aircraft must, as applicable, hold an appropriate category/class rating, have an aircraft type rating, have a flight instructor's log book endorsement or possess a "Letter of Authorization" issued by an FAA General Aviation or Air Carrier Operations Inspector.
4. This aircraft shall not be flown unless it is maintained and operated in accordance with Boeing Low Utilization Program, I/A/W FAR 91.169(f)(4).
5. This aircraft shall contain the placards, markings, etc. required by FAR 91.31.
6. The cognizant FAA office must be notified and their response received in writing prior to flying this aircraft after incorporating a major change as defined by FAR 21.93.
7. This aircraft approved for day/night VFR/IFR only.

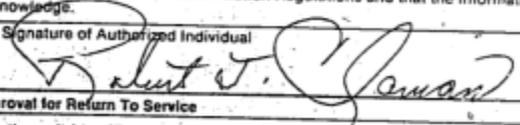
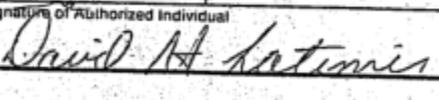
Federal Aviation Administration  
Manufacturing Inspection District Office

Experimental - Show Compliance with FAR's, cont'd  
Page 2 of 2

8. No operations shall be conducted over densely populated areas or in congested airways except for takeoffs and landings, and when under ATC control.
9. No person may be carried in this aircraft during flight unless that person is essential for the purpose of the flight.
10. This aircraft is prohibited from aerobatic flight; that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormal attitude or abnormal acceleration not necessary for normal flight unless approved by the cognizant FAA office.
11. If aircraft, engine or propeller operating limitations are exceeded, an appropriate entry will be made in the historical records.
12. After the aircraft has been re-engined, the pilot-in-command must make a log book entry stating the aircraft complies with FAR 91.42(a) and FAR 91.42(b).

  
Robert Stagg  
DAR-48-AC-NM

These limitations will expire on August 1, 1990.

|  US Department of Transportation<br>Federal Aviation Administration   |  | MAJOR REPAIR AND ALTERATION<br>(Airframe, Powerplant, Propeller, or Appliance)  |   | Form Approved<br>OMB No. 2120-0020<br>For FAA Use Only<br>Office Identification<br>50-F500-15 |            |
|--|--|---|---|---|------------|
| 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   | Boeing  | Model   | B727-31   |            |
|  | Serial No.   | 20115   | Nationality and Registration Mark                       | N500LS  |            |
| 2. Owner   | Name (As shown on registration certificate)  |   | Address (As shown on registration certificate)          |   |            |
|  | Northwest Holding Corporation  |   | P.O. Box 7138<br>Wilmington, DE 19803                   |   |            |
| 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   |  |   |   |   | X          |
| PROPELLER  |  |   |   |   |            |
| APPLIANCE  | Type   |   |   |   |            |
|  | Manufacturer   |   |   |   |            |
| 6. Conformity Statement  |  |   |   |   |            |
| A. Agency's Name and Address   |  | B. Kind of Agency   |   | C. Certificate No.  |            |
| Page Avjet Corporation<br>9809 Tradeport Drive<br>Orlando, Florida 32827   |  | <input type="checkbox"/> U.S. Certificated Mechanic<br><input type="checkbox"/> Foreign Certificated Mechanic<br><input checked="" type="checkbox"/> Certificated Repair Station<br><input type="checkbox"/> Manufacturer |   | OS4R425M  |            |
| 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   |   |   |   |            |
| 14 SEPT. 1990  |  |   |   |   |            |
| 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  | Certificate or Designation No.   | Signature of Authorized Individual  |   |   |            |
| 14 SEPT. 90  | OS4R425M   |   |   |   |            |

SDNY\_GM\_02759977

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

**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.)

B727-31

N500LS

S/N 20115

1. MODIFIED POWERPLANT INSTALLATION TO FACILITATE RE-ENGINE PRODUCTION FOR AIRCRAFT HAVING REMOTE ENGINE OIL REFILL SYSTEM IN ACCORDANCE WITH VA 71000, REV. B; DRAWINGS PER DER THOMAS F. CURRAN NM-383, APPROVED BY 8110 DATED SEPTEMBER 4, 1990.
2. PERFORMED AIRSTAIR INSTALLATION IN ACCORDANCE WITH REPORT 442 (STRUCTURAL SUBSTANTIATION OF EXTERNAL DOUBLER AND MISCELLANEOUS COMPONENTS FOR INSTALLATION OF FORWARD AIRSTAIR) AND REPORT 444 (INSTALLATION INSTRUCTIONS, BOEING 727-100 FORWARD AIRSTAIR) AND IN ACCORDANCE WITH M.D.L. 750-1-002 DATED 9-10-1990 BY D.E.R. BOYD SMITH SO-351.

SUMMARY:

1. PROVIDED WEIGHT AND BALANCE UPDATE.
2. EQUIPMENT LIST UPDATED ACCORDINGLY.
3. ALL SYSTEMS OPS CHECKED AND DO NOT INTERFERE WITH OTHER SYSTEMS.
4. ALL PERTINENT DETAILS OF WORK ACCOMPLISHED ARE ON FILE AT PAGE AVJET CORPORATION UNDER WORK ORDERS 4706 AND 6778, DATED 14 SEPT. 1990.

-----  
END

Additional Sheets Are Attached

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

|   |  |  |                                |
|---|--|--|--------------------------------|
| 1 NATIONALITY AND REGISTRATION MARKS<br><b>B500LS</b> | 2 MANUFACTURER AND MODEL<br><b>BOEING 727-31</b> | 3 AIRCRAFT SERIAL NUMBER<br><b>20115</b> | 4 CATEGORY<br><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.  
Exemptions:  
**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, preventive 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.

|                                  |   |                                   |
|----------------------------------|---|-----------------------------------|
| ISSUANCE DATE<br><b>07-23-90</b> | FAA REPRESENTATIVE<br><b>LEE H. THIEL</b> | DESIGNATION NUMBER<br><b>G107</b> |
|----------------------------------|---|-----------------------------------|

Any alteration, reproduction, or misuse of this certificate for an aircraft with a maximum weight not exceeding 10,000, or an improvement 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 (9-82) GPO 842-814

SDNY\_GM\_02759979

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246901

EFTA01331364

FAA AIRCRAFT REGISTRY  
CAMERA NO. 7 N DATE: 12-21-90



SDNY\_GM\_02759980

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246902

EFTA01331365

FAA AIRCRAFT REGISTRY  
CAMERA NO. N DATE: 12-21-90

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

|  |  |                                    |                          |
|--|--|------------------------------------|--------------------------|
| 1. NATIONALITY AND REGISTRATION MARKS<br>N505C | 2. MANUFACTURER AND MODEL<br>BOEING 727-31 | 3. AIRCRAFT SERIAL NUMBER<br>20115 | 4. CATEGORY<br>TRANSPORT |
|--|--|------------------------------------|--------------------------|

5. AUTHORITY AND BASIS FOR ISSUANCE  
The 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, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 81 of the Federal Aviation Regulations, as applicable, and the aircraft is registered in the United States.

|                             |   |                                    |
|-----------------------------|---|------------------------------------|
| DATE OF ISSUANCE<br>7/23/90 | FAA REPRESENTATIVE<br>WING C. CHIN <i>[Signature]</i> | DESIGNATION NUMBER<br>DAR-41-FS-NM |
|-----------------------------|---|------------------------------------|

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 802-91-4

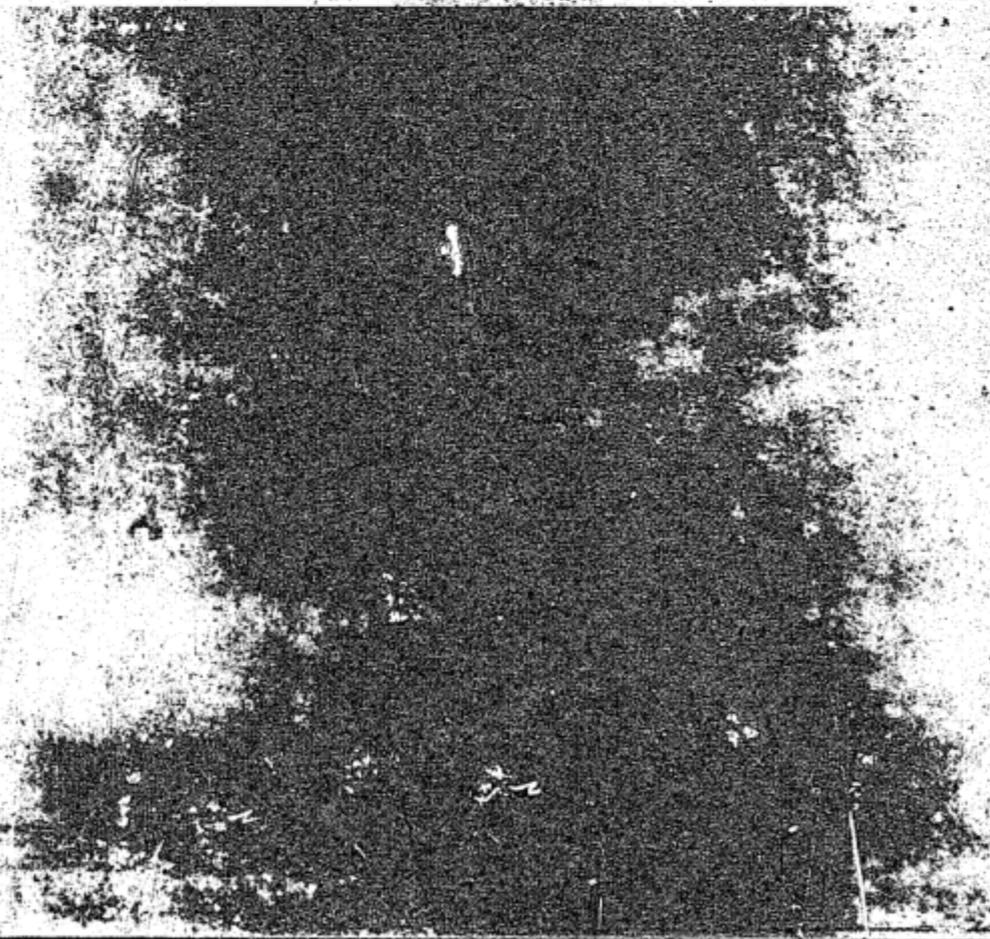
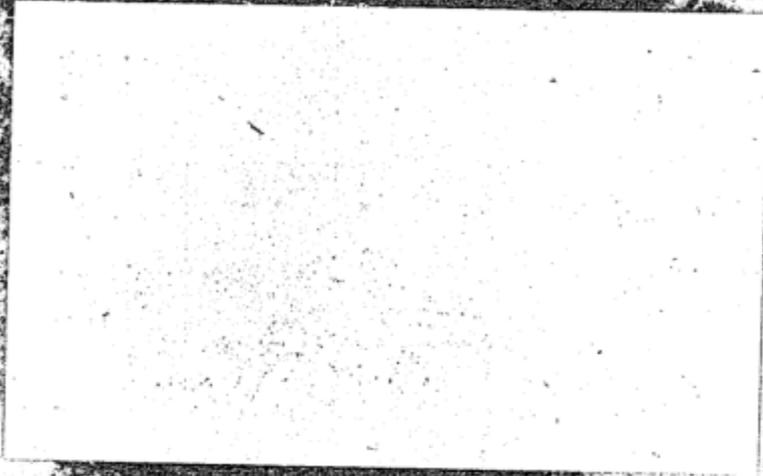
SDNY\_GM\_02759981

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246903

EFTA01331366

FAA AIRCRAFT REGISTRY  
CAMERA NO. 1 N DATE: 12-21-90



SDNY\_GM\_02759982

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246904

EFTA01331367

| U.S. Department of Transportation<br>Federal Aviation Administration   |  | APPLICATION FOR AIRWORTHINESS CERTIFICATE   |  | INSTRUCTIONS — Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable. |                                   |
|--|--|---|--|--|-----------------------------------|
| I. AIRCRAFT DESCRIPTION  | 1. REGISTRATION MARK<br><b>N505C</b>                     | 2. AIRCRAFT BUILDER'S NAME (Make)<br><b>Boeing</b>  | 3. AIRCRAFT MODEL DESIGNATION<br><b>727-31</b> | 4. YR. MFR<br><b>69</b>  | 5. FAA CODE NO.<br><b>1384010</b> |
|  | 6. AIRCRAFT SERIAL NO.<br><b>20115</b>                   | 7. ENGINE BUILDER'S NAME (Make)<br><b>Pratt &amp; Whitney</b>   | 8. ENGINE MODEL DESIGNATION<br><b>JT8D-7B</b>  | 9. AIRCRAFT IS (Check if applicable)<br><b>52853</b>   |                                   |
|  | 10. NUMBER OF ENGINES<br><b>3</b>                        | 11. PROPELLER BUILDER'S NAME (Make)   | 12. PROPELLER MODEL DESIGNATION                | 13. AIRCRAFT IS (Check if applicable)<br><b>IMPORT</b>   |                                   |
|  | APPLICATION IS HEREBY MADE FOR: (Check applicable items) |   |  |  |                                   |
| A. STANDARD AIRWORTHINESS CERTIFICATE (Indicate category)  |  | <input type="checkbox"/> NORMAL <input type="checkbox"/> UTILITY <input type="checkbox"/> ACROBATIC <input type="checkbox"/> TRANSPORT <input type="checkbox"/> GLIDER <input type="checkbox"/> BALLOON   |  |  |                                   |
| B. SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)   |  | <input type="checkbox"/> LIMITED<br><input type="checkbox"/> PROVISIONAL (Indicate class)<br><input type="checkbox"/> RESTRICTED (Indicate operation(s) to be conducted)<br><input checked="" type="checkbox"/> EXPERIMENTAL (Indicate operation(s) to be conducted)<br><input type="checkbox"/> SPECIAL FLIGHT PERMIT (Indicate operation to be conducted; then complete Section VI or VII as applicable on reverse side)  |  |  |                                   |
| C. MULTIPLE AIRWORTHINESS CERTIFICATE (Check ABOVE "Restricted Operation" and "Standard" or "Limited," as applicable.)   |  | <input type="checkbox"/> CLASS I<br><input type="checkbox"/> CLASS II<br><input type="checkbox"/> AGRICULTURE AND PEST CONTROL <input type="checkbox"/> AERIAL SURVEYING <input type="checkbox"/> AERIAL ADVERTISING<br><input type="checkbox"/> FOREST (Wildlife conservation) <input type="checkbox"/> PATROLLING <input type="checkbox"/> WEATHER CONTROL<br><input type="checkbox"/> CARRIAGE OF CARGO <input type="checkbox"/> OTHER (Specify)<br><input type="checkbox"/> RESEARCH AND DEVELOPMENT <input type="checkbox"/> AMATEUR BUILT <input type="checkbox"/> EXHIBITION<br><input type="checkbox"/> RACING <input type="checkbox"/> CREW TRAINING <input type="checkbox"/> MKT. SURVEY<br><input checked="" type="checkbox"/> TO SHOW COMPLIANCE WITH FAR<br><input type="checkbox"/> FERRY FLIGHT FOR REPAIRS, ALTERATIONS, MAINTENANCE OR STORAGE<br><input type="checkbox"/> EVACUATE FROM AREA OF IMPENDING DANGER<br><input type="checkbox"/> OPERATION IN EXCESS OF MAXIMUM CERTIFICATED TAKE-OFF WEIGHT<br><input type="checkbox"/> DELIVERING OR EXPORT <input type="checkbox"/> PRODUCTION FLIGHT TESTING<br><input type="checkbox"/> CUSTOMER DEMONSTRATION FLIGHTS |  |  |                                   |
| A. REGISTERED OWNER (As shown on certificate of aircraft registration)    IF DEALER, CHECK HERE  |  |   |  |  |                                   |
| NAME<br><b>Northwest Holding Corporation</b>   |  | ADDRESS<br><b>Foulkstone Plaza, Suite 102<br/>1409 Foulk Road, P.O. Box 7138, Wilmington, DE 19803</b>  |  |  |                                   |
| B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)  |  |   |  |  |                                   |
| AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.)<br><b>A3WE</b>   |  | AIRCRAFT LISTING (Give page number(s))<br><b>Rev. 18 Dated February 20, 1987</b>  |  |  |                                   |
| AIRCRAFT LISTING (Give page number(s))   |  | AIRCRAFT LISTING (Give page number(s))  |  |  |                                   |
| AIRCRAFT LISTING (Give page number(s))   |  | AIRCRAFT LISTING (Give page number(s))  |  |  |                                   |
| C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS  |  |   |  |  |                                   |
| CHECK IF RECORDS IN COMPLIANCE WITH FAR 91.173<br><input checked="" type="checkbox"/>  |  | TOTAL AIRFRAME HOURS<br><b>29820 Hours</b>  |  | EXPERIMENTAL ONLY (Enter hours flown since last certificate issued or renewed)<br><b>-0-</b>   |                                   |
| 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<br><b>February 2, 1990</b>   |  | NAME AND TITLE (Print or Type)<br><b>R.A. Broulik Engineering Program &amp; Manager</b>   |  | SIGNATURE  |                                   |
| A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183(d) applies)   |  |   |  |  |                                   |
| FAR PART 121 OR 127 CERTIFICATE HOLDER (Give Certificate No.)  |  | CERTIFICATED MECHANIC (Give Certificate No.)  |  | CERTIFICATED REPAIR STATION (Give Certificate No.)   |                                   |
| AIRCRAFT MANUFACTURER (Give name of firm)  |  |   |  |  |                                   |
| DATE   |  | TITLE   |  | SIGNATURE  |                                   |
| (Check ALL applicable blocks in items A and B)   |  |   |  |  |                                   |
| A. I find that the aircraft described in Section I or VII meets requirements for:  |  | <input checked="" type="checkbox"/> THE CERTIFICATE REQUESTED   |  |  |                                   |
| B. Inspection for a special flight permit under Section VII was conducted by:  |  | <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT AIRWORTHINESS CERTIFICATE   |  |  |                                   |
| DATE<br><b>2/2/90</b>  |  | DISTRICT OFFICE<br><b>VAN NUYS MIDO</b>   |  | FAA INSPECTOR<br><b>Robert Adams</b>   |                                   |
| DESIGNEE'S SIGNATURE AND NO.<br><b>DAR-48-AC-NM</b>  |  | FAA INSPECTOR'S SIGNATURE   |  |  |                                   |

|  |   |                                |  |           |  |
|--|---|--------------------------------|--|-----------|--|
| VI. PRODUCTION FLIGHT TESTING  | A. MANUFACTURER   |                                | ADDRESS  |           |  |
|  | NAME  |                                |  |           |  |
|  | B. PRODUCTION BASIS (Check applicable item)   |                                |  |           |  |
|  | <input checked="" type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number)<br><input type="checkbox"/> TYPE CERTIFICATE ONLY<br><input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM |                                |  |           |  |
| C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS  |   |                                |  |           |  |
| DATE OF APPLICATION  |   | NAME AND TITLE (Print or type) |  | SIGNATURE |  |
| VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST  | A. DESCRIPTION OF AIRCRAFT  |                                |  |           |  |
|  | REGISTERED OWNER  |                                | ADDRESS  |           |  |
|  | BUILDER (Make)  |                                | MODEL  |           |  |
|  | SERIAL NUMBER   |                                | REGISTRATION MARK  |           |  |
|  | B. DESCRIPTION OF FLIGHT  |                                |  |           |  |
|  | CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> (Check if applicable)   |                                |  |           |  |
|  | FROM  |                                | TO   |           |  |
|  | VIA   |                                | DEPARTURE DATE   | DURATION  |  |
|  | C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT  |                                |  |           |  |
|  | <input type="checkbox"/> PILOT <input type="checkbox"/> CO-PILOT <input type="checkbox"/> NAVIGATOR <input type="checkbox"/> OTHER (Specify)  |                                |  |           |  |
| D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:  |   |                                |  |           |  |
| E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary):   |   |                                |  |           |  |
| F. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 601 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy for the flight described. |   |                                |  |           |  |
| DATE   |   | NAME AND TITLE (Print or type) |  | SIGNATURE |  |
| VIII. AIRWORTHINESS DOCUMENTATION (FAA Form 8130-9)  | <input checked="" type="checkbox"/> A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable  |                                | G. Statement of Conformity, FAA Form 8130-9 (Attach when required)                                       |           |  |
|  | <input checked="" type="checkbox"/> B. Current Operating Limitations Attached   |                                | H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)                        |           |  |
|  | <input checked="" type="checkbox"/> C. Data, Drawings, Photographs, etc. (Attach when required)   |                                | I. Previous Airworthiness Certificate Issued in Accordance with FAR 21.197(a)(1) CAR (Original Attached) |           |  |
|  | <input checked="" type="checkbox"/> D. Current Weight and Balance Information Available in Aircraft   |                                | J. Current Airworthiness Certificate Issued in Accordance with FAR 21.191(b) (Copy attached)             |           |  |
|  | <input checked="" type="checkbox"/> E. Major Repair and Alteration, FAA Form 337 (Attach when required)   |                                |  |           |  |
|  | <input checked="" type="checkbox"/> F. This Inspection Recorded in Aircraft Records   |                                |  |           |  |

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

| UNITED STATES OF AMERICA<br>DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION<br>SPECIAL AIRWORTHINESS CERTIFICATE |   |
|---|---|
| A   | CATEGORY/DESIGNATION <i>SPECIAL FLIGHT PERMIT</i><br>PURPOSE <i>MAINTENANCE</i>   |
| B   | MANUFACTURER NAME <i>NA</i><br>ADDRESS <i>NA</i>  |
| C   | FLIGHT FROM <i>LOVE FIELD DALLAS TEXAS</i><br>TO <i>MOBILE CALIFORNIA</i>   |
| D   | N- <i>505C</i> SERIAL NO. <i>2015</i><br>BUILDER <i>Boeing</i> MODEL <i>B737-31</i>   |
| E   | DATE OF ISSUANCE <i>JANUARY 26 1990</i> EXPIRY <i>FEBRUARY 14 1990</i><br>OPERATING LIMITATIONS DATED <i>JANUARY 26 1990</i> ARE A PART OF THIS CERTIFICATE |
| SIGNATURE OF FAA REPRESENTATIVE <i>Francis F. [Signature]</i> DESIGNATION OR OFFICE NO. <i>DM-2-15-90-</i>                      |   |

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 8130-7 (10/82) SEE REVERSE SIDE

SDNY\_GM\_02759985

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246907

EFTA01331370

|   |  |
|---|--|
| A | This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958, and the Federal Aviation Regulations (FAR).  |
| B | This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire, and/or (2) Carrying persons not essential to the purpose of the flight.  |
| C | This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.   |
| D | This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country. |
| E | Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217.   |

U. S. GPO: 1988-562-538

SDNY\_GM\_02759986

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246908

EFTA01331371

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION  
**STANDARD AIRWORTHINESS CERTIFICATE**

|  |   |                                   |                          |
|--|---|-----------------------------------|--------------------------|
| 1. NATIONALITY AND REGISTRATION MARKS<br>NS05C | 2. MANUFACTURER AND MODEL<br>Boeing 737-300 | 3. AIRCRAFT SERIAL NUMBER<br>0115 | 4. CATEGORY<br>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 it is issued is in condition for safe operation and conforms to the requirements of the applicable Regulations, except as noted herein.  
Exceptions: NONE

6. TERMS AND CONDITIONS  
Unless sooner surrendered, suspended, or revoked, this certificate shall remain in force as long as the requirements, preventive maintenance, and alterations are performed in accordance with the applicable Regulations, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE: Exchange 06/30/69  
FAA REPRESENTATIVE: [Signature]  
DESIGNATION NUMBER: WP-FSDO-10

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

FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362

SDNY\_GM\_02759987

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246909

EFTA01331372

FAA AIRCRAFT REGISTRY  
CAMERA NO. 7 N DATE: 8-15-90



SDNY\_GM\_02759988

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246910

EFTA01331373

OKLA

| UNITED STATES OF AMERICA<br>DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION<br>SPECIAL AIRWORTHINESS CERTIFICATE  |   |                    |                           |
|--|---|--------------------|---------------------------|
| A  | CATEGORY/DESIGNATION <b>EXPERIMENTAL</b>        |                    |                           |
|  | PURPOSE <b>TO SHOW COMPLIANCE WITH F.A.R.'S</b> |                    |                           |
| B  | MANU-FACTURER                                   | NAME               | N/A                       |
|  |   | ADDRESS            | N/A                       |
| C  | FLIGHT  | FROM               | N/A                       |
|  |   | TO                 | N/A                       |
| D  | N- <b>505C</b>                                  |                    |                           |
|  | BUILDER   | <b>Boeing</b>      | SERIAL NO. <b>20115</b>   |
|  | DATE OF ISSUANCE                                | <b>Feb 9, 1990</b> | MODEL <b>727-31</b>       |
|  | OPERATING LIMITATIONS                           | <b>2/02/90</b>     | EXPIRES <b>8/01/90</b>    |
| E  | SIGNATURE OF FAA REPRESENTATIVE                 |                    | DESIGNATION OR OFFICE NO. |
|  | <b>ROBERT STAGG</b>                             |                    |                           |
| <small>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.</small> |   |                    |                           |
| FAA FORM 8130-7 (7-79) USE PREVIOUS EDITION  |   |                    | SEE REVERSE SIDE          |

|   |  |
|---|--|
| A | This airworthiness certificate is issued under the authority of the Federal Aviation Act of 1958 and the Federal Aviation Regulations (FAR).   |
| B | This airworthiness certificate authorizes the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests under this certificate: (1) Carrying persons or property for compensation or hire; and/or (2) Carrying persons not essential to the purpose of the flight.  |
| C | This airworthiness certificate authorizes the flight specified on the reverse side for the purpose shown in Block A.   |
| D | This airworthiness certificate certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable FAR. The aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention On International Civil Aviation. No person may operate the aircraft described on the reverse side: (1) except in accordance with the applicable FAR and in accordance with conditions and limitations which may be prescribed by the Administrator as part of this certificate; (2) over any foreign country without the special permission of that country. |
| E | Unless sooner surrendered, suspended, or revoked, this airworthiness certificate is effective for the duration and under the conditions prescribed in FAR Part 21, Section 21.181 or 21.217.   |



US Department  
of Transportation  
Federal Aviation  
Administration

Manufacturing Inspection District Office  
16501 Sherman Way, Suite 200  
Van Nuys, CA 91406

February 2, 1990

EXPERIMENTAL - SHOW COMPLIANCE WITH FAR's

MAKE: Boeing MODEL: 727-31 SERIAL NO. 20115 REG. NO. N505C

THESE OPERATING LIMITATIONS SHALL BE ACCESSIBLE TO THE PILOT

This aircraft must be operated in accordance with the following limitations:

1. No person may operate this aircraft for other than the purpose of Show Compliance with the FAR's to accomplish the tests outlined in the applicant's program letter dated February 2, 1990 describing compliance with FAR 21.193(d). Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of FAR 91, and all additional limitations herein prescribed under the provisions of FAR 91.42(e).
2. All flights shall be conducted within the geographical areas described as follows:
  1. Western United States of America bounded on the East by the Mississippi River, on the North by the U.S.A./Canadian border, on the South by the U.S.A./Mexico border, and bounded on the West by no more than 200 miles from the West Coast of the United States of America.
  2. Base of operations is Palmdale/Lancaster Airport, Palmdale, California and secondary base of operation to be Moses Lake Airport, Moses Lake, Washington.
3. The pilot-in-command of aircraft must, as applicable, hold an appropriate category/class rating, have an aircraft type rating, have a flight instructor's log book endorsement or possess a "Letter of Authorization" issued by an FAA General Aviation or Air Carrier Operations Inspector.
4. This aircraft shall not be flown unless it is maintained and operated in accordance with Boeing Low Utilization Program, I/A/W FAR 91.169(f)(4).
5. This aircraft shall contain the placards, markings, etc. required by FAR 91.31.
6. The cognizant FAA office must be notified and their response received in writing prior to flying this aircraft after incorporating a major change as defined by FAR 21.93.
7. This aircraft approved for day/night VFR/IFR only.

Federal Aviation Administration  
Manufacturing Inspection District Office

Experimental - Show Compliance with FAR's, cont'd  
Page 2 of 2

8. No operations shall be conducted over densely populated areas or in congested airways except for takeoffs and landings, and when under ATC control.
9. No person may be carried in this aircraft during flight unless that person is essential for the purpose of the flight.
10. This aircraft is prohibited from aerobatic flight; that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormal attitude or abnormal acceleration not necessary for normal flight unless approved by the cognizant FAA office.
11. If aircraft, engine or propeller operating limitations are exceeded, an appropriate entry will be made in the historical records.
12. After the aircraft has been re-engined, the pilot-in-command must make a log book entry stating the aircraft complies with FAR 91.42(a) and FAR 91.42(b).

  
Robert Stagg  
DAR-48-AC-NM

These limitations will expire on August 1, 1990.



VALSAN® PARTNERS 3010 Westchester Avenue, Purchase, New York 10577

Telex: [REDACTED]  
Fax: [REDACTED]

A Delaware Limited Partnership

February 2, 1990

Mr. Bud Martell, Manager  
Federal Aviation Administration  
Manufacturing Inspection District Office  
16501 Sherman Way, Suite 200  
Van Nuys, CA 91406

Marketing Office:  
99 Washington Street, Norwalk, CT 06854

Telex: [REDACTED]  
Fax: [REDACTED]

Product Support Office:  
3605 Long Beach Blvd., #205  
Long Beach, CA 90803  
Tel: [REDACTED]  
Fax: [REDACTED]

In reply  
refer to  
001020290

Subject: Application for Experimental Airworthiness Certificate  
(To Show Compliance with F.A.R.)

Gentlemen:

This letter is to inform you that Valsan intends to operate Boeing 727-31, Registration N505C, Serial #20115 owned by Northwest Holding Corporation, Foulkstone Plaza, Suite 102, 1409 Foulk Road, P.O. Box 7138, Wilmington, Delaware 19803 in an experimental flight test program. The flight test program is in support of the Valsan JT8D-219 Re-Engining Program TIA NM-100S-1320.

Terms and conditions of the Experimental Airworthiness Certificate are as follows:

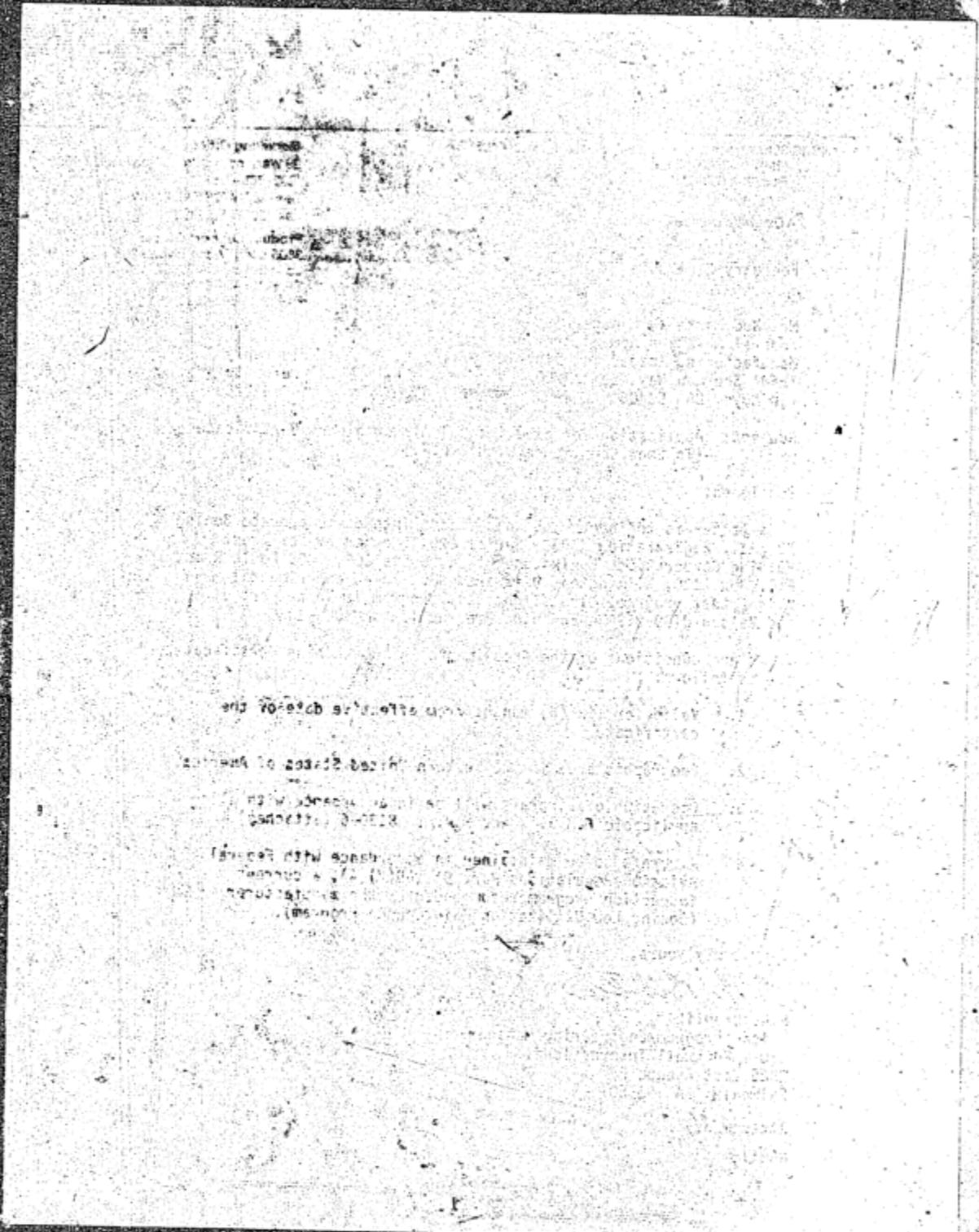
1. Valid for six (6) months from effective date of the certificate.
2. Geographic area is the Western United States of America.
3. Operation of aircraft will be in accordance with all applicable F.A.R.'s and F.A.A. 8130-6 (attached).
4. Aircraft to be maintained in accordance with Federal Aviation Regulations Part 91.169(f)(4), a current inspection program recommended by the manufacturer (Boeing Low Utilization Maintenance Program).

Very truly yours,

R.A. Broulik  
Valsan Program/Engineering Manager  
C/O - Rockwell International  
2825 East Avenue P  
Palmdale, CA 93550

Attachment

RAB:lg



SDNY\_GM\_02759994

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246916

EFTA01331379

W.O.# 0646

| U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION   |   | Form Approved<br>Budget Bureau No. 04-R060.1  |  |
|--|---|---|--|
| MAJOR REPAIR AND ALTERATION<br>(Airframe, Powerplant, Propeller, or Appliance)   |   | 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.  |   | OFFICE IDENTIFICATION<br>WP-PHX-FSDO  |  |
| 1. AIRCRAFT  | MAKE<br>BOEING  | MODEL<br>727-31   | NATIONALITY AND REGISTRATION MARK<br>N505C             |
|  | SERIAL NO.<br>20115   |   |  |
| 2. OWNER   | NAME (As shown on registration certificate)<br>FB TRANSPORT INC.<br>Z P HUNT      | ADDRESS (As shown on registration certificate)<br>100 PINE ST 21 FLOOR<br>SAN FRANCISCO, CA 94121   |  |
|  | 3. FOR FAA USE ONLY   |   |  |
| 4. UNIT IDENTIFICATION   |   |   |  |
| UNIT   | MAKE  | MODEL   | SERIAL NO.   |
| AIRFRAME   | ***** (As described in item 1 above) *****  |   |  |
| POWERPLANT   |   |   |  |
| PROPELLER  |   |   |  |
| APPLIANCE  | TYPE  |   |  |
|  | MANUFACTURER  |   |  |
| 5. TYPE  |   |   |  |
|  |   |   | REPAIR ALTERATION                                      |
|  |   |   | XXX  |
| 6. CONFORMITY STATEMENT  |   |   |  |
| A. AGENCY'S NAME AND ADDRESS   |   | B. KIND OF AGENCY   |  |
| DYNAIR TECH OF ARIZONA, INC.<br>3737 E. BONANZA WAY<br>PHOENIX, ARIZONA 85034  |   | <input type="checkbox"/> U.S. CERTIFICATED MECHANIC<br><input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC<br><input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION<br><input type="checkbox"/> MANUFACTURER |  |
|  |   | C. CERTIFICATE NO.<br>CRS 407-36<br>AIRFRAME IV   |  |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse of 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<br>AUGUST 10, 1989  | SIGNATURE OF AUTHORIZED INDIVIDUAL*<br>KENNETH ROWBOTHAM <i>Kenneth Rowbotham</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 DESIGNER  | XXX REPAIR STATION  | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT |
| DATE OF APPROVAL OR REJECTION<br>AUGUST 10, 1989   | CERTIFICATE OR DESIGNATION NO.<br>CRS 407-36                                      | SIGNATURE OF AUTHORIZED INDIVIDUAL<br>DANIEL MEAKIN <i>Daniel Meakin</i>  |  |

FAA Form 337 (7-67)

(8320)

SDNY\_GM\_02759995

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246917

EFTA01331380

### NOTICE

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

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

1. FABRICATED & INSTALLED REPAIR ANGLE ON LOWER EDGE OF FUSELAGE SKIN FOR NO. 2 ENGINE SIDE COWL AT FIREWALL BULKHEAD APPROXIMATELY FS 1455 PER SRM 51-40-4.
2. REPAIRED CRACK AT RH HORIZONTAL STABILIZER LEADING EDGE APPROXIMATELY STA 78.3-88.3 PER SRM 55-10-3.
3. REMOVED CORROSION, CUT OUT BULGED AREA IN EXTERIOR FUSELAGE SKIN, INSTALLED DOUBLER APPROXIMATELY FS 1157 AT STRINGER 27R PER SRM 53-30-3.
4. REPAIRED FUSELAGE SKIN CORROSION DAMAGE BS 1166 - 1174 AT STRINGER 27L IN ACCORDANCE WITH BOEING REPAIR MESSAGE NO. BPM23200D.

—END—

ADDITIONAL SHEETS ARE ATTACHED

C FAA AC 28-4996

☆ U.S. GOVERNMENT PRINTING OFFICE: 1986-659-121/40146

SDNY\_GM\_02759996

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246918

EFTA01331381

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

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

RECEIVED FAA *111-322*  
APR 20 1990  
VNY FSDO

Form Approved  
Budget Bureau No. 04-R060.1  
**FOR FAA USE ONLY**  
OFFICE IDENTIFICATION  
VNY 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.

|             |   |                             |  |  |  |
|-------------|---|-----------------------------|--|--|--|
| 1. AIRCRAFT | MAKE<br>BOEING  | RECEIVED FAA<br>MAY 01 1990 | MODEL<br>727-100   | NATIONALITY AND REGISTRATION MARK<br>N505C |  |
|             | SERIAL NO.<br>20115   |                             |  |  |  |
| 2. OWNER    | NAME (As shown on registration certificate)<br>LIMITED INCORPORATED |                             | ADDRESS (As shown on registration certificate)<br>4387 International Gateway<br>Columbus, Ohio 43219 |  |  |

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             |  |       |            |        | X          |  |
| PROPELLER              |  |       |            |        |            |  |
| APPLIANCE              | TYPE                                       |       |            |        |            |  |
|                        | MANUFACTURER                               |       |            |        |            |  |

6. CONFORMITY STATEMENT

|  |   |   |
|--|---|---|
| A. AGENCY'S NAME AND ADDRESS<br>North American Aircraft<br>Rockwell International Corporation<br>2825 E. Avenue P<br>Palmdale, Ca. 93550 | B. KIND OF AGENCY<br>U.S. CERTIFICATED MECHANIC<br>FOREIGN CERTIFICATED MECHANIC<br><input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION<br>MANUFACTURER | C. CERTIFICATE NO.<br>Airframe Class 4<br>Limited Powerplant<br>Class 3<br>NXAR688K |
|--|---|---|

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: *April 24 1990*

SIGNATURE OF AUTHORIZED INDIVIDUAL:  
D. A. Perazzo *[Signature]*

7. APPROVAL FOR RETURN TO SERVICE

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

|    |                             |  |  |                 |
|----|-----------------------------|--|--|-----------------|
| BY | FAA PT. 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: *April 24 1990*

CERTIFICATE OR DESIGNATION NO.: NXAR688K

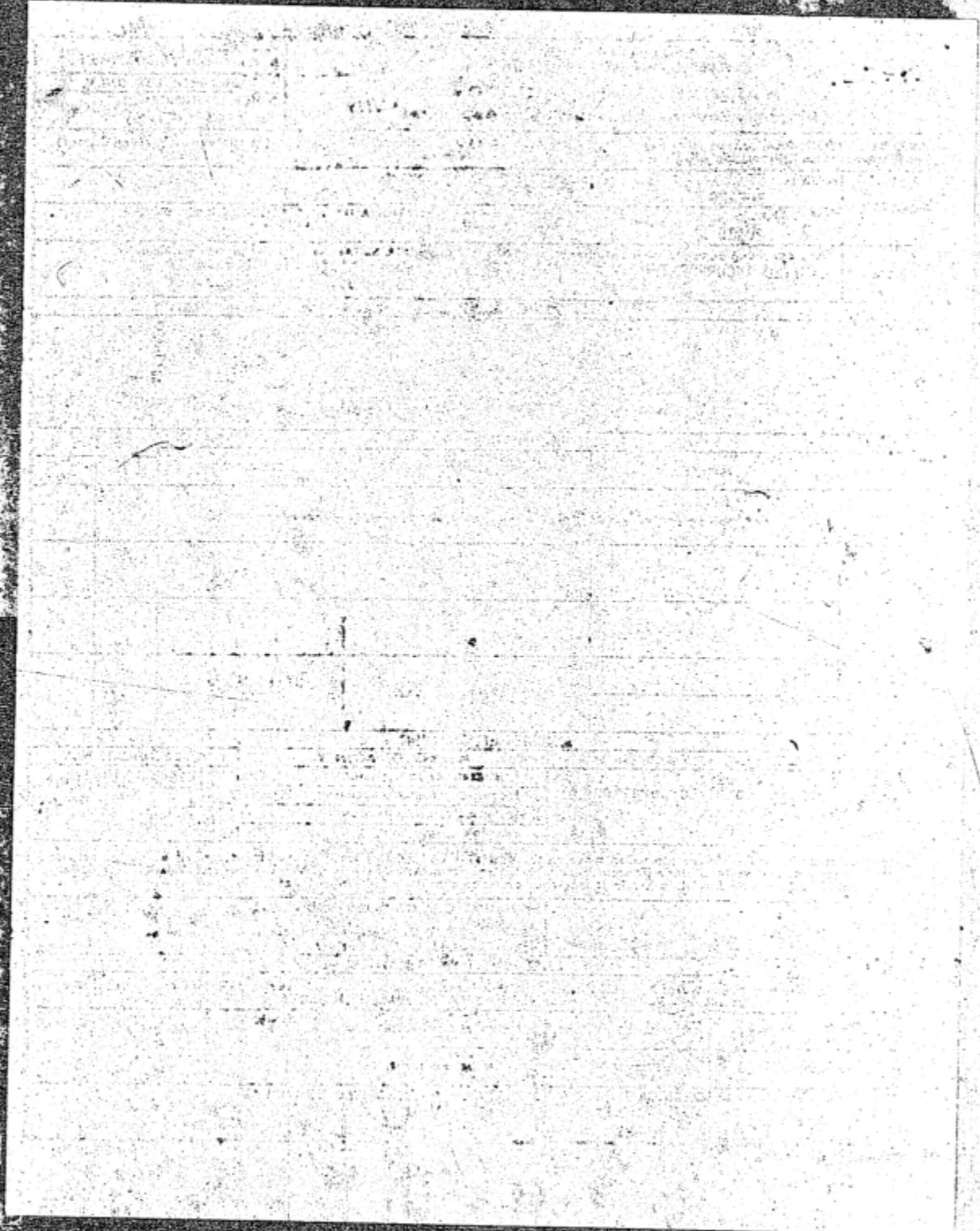
SIGNATURE OF AUTHORIZED INDIVIDUAL: *[Signature]*

FAA Form 337 (7-87) (8320)

SDNY\_GM\_02759997

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY  
CAMERA NO. ? # DATE: 8-15-90



SDNY\_GM\_02759998

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246920

EFTA01331383

### 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. Modified Boeing Model 727-100, Serial Number 20115, in accordance with supplemental type certificate SA4363NM, amended September 1, 1989 as follows:
1. Valsan-Boeing 727-200 Re-engining Document VA000001, Revision F, dated January 15, 1990.
  2. The following drawings and engineering orders (EO's) are in addition to the above document:  
NOTE: "VA" denotes Valsan Drawing.
- a. Chapter 24 ELECTRICAL POWER
    - VA240000 A Electrical System Instl. - Strut E.O.: 003A, 101
    - VA240007 E Panel-Load Control Center Modification E.O.: 003A, 004, 005, 006
  - b. Chapter 28 FUEL SYSTEM INSTALLATION, STRUT
    - VA280001 B Tube Assy - Fuel Strut Feed Thru E.O.: 100
  - c. Chapter 48 MISC
    - VA481100 A Pressure Buldhead Reinforcement Sect. 48-727 E.O.: 101, 102
    - VA481200 C Frame Assy Sta 1263 E.O.: 101, 103
    - VA481300 C Fuselage Skin E.O.: 106, 114A, 114, 116
    - VA481324 NC Intercostal Assy - BSTA 1223 to BSTA 1243 W/L244.39 E.O.: 106
    - VA481325 NC Intercostal Assy - BSTA 1223 to BSTA 1243 W/L234.06 E.O.: 105
  - d. Chapter 53 FUSELAGE STRUCTURE
    - VA530001 B Ballast Weight Installation E.O.: 100, 102
    - VA530003 C Ballast Weight, Support Structure Assy. E.O.: 002, 100
    - VA530004 NC Ballast Weight Instl. STA 312 - 360 E.O.: 002, 100
  - e. Chapter 54 NACELLES & PYLONS
    - VA543000 C Main Strut Assy (Sh. 1, 2, & 5) E.O.: 003
    - VA543100 D Firewall Rib, Side Engine E.O.: 36A, 003A
  - f. Chapter 71 POWER PLANT
    - VA710000 NC Power Plant Instl. - Engine Pod V727RE E.O.: 002, 105B, 109, 108, 001A, 104A, 005A, 004, 110, 003, 111, 006A
  - g. Chapter 73 ENGINE FUEL AND CONTROL
    - VA732301 K Approach Idle Solenoid Wiring Diagram E.O.: 002(Rev L), 002 (Rev. M), 003(Rev. M)
    - VA732303 D Relay Instl. - Approach Idle Solenoid E.O.: 103, 003, 100B
    - VA732304 D Switch/IND Light Instl - Approach Idle E.O.: 002,
    - VA732310 A Switch Instl. - Nose Gear Position Approach Idle E.O.: 103
    - VA732315 NC Relay Instl. Pilots Overhead Panel E.O.: 100, 002, 101
  - h. Chapter 76 ENGINE CONTROL
    - VA760000 A Engine Controls Instl. - Strut E.O.: 002A
    - VA760014 A Drum Instl. - Eng. Controls E.O.: 100, 101
    - VA760015 A Bracket Assy - Pulley ESTA 100 E.O.: 105

ADDITIONAL SHEETS ARE ATTACHED

C FAA AC 73-1368

U.S. GOVERNMENT PRINTING OFFICE: 1986-659-121/40260

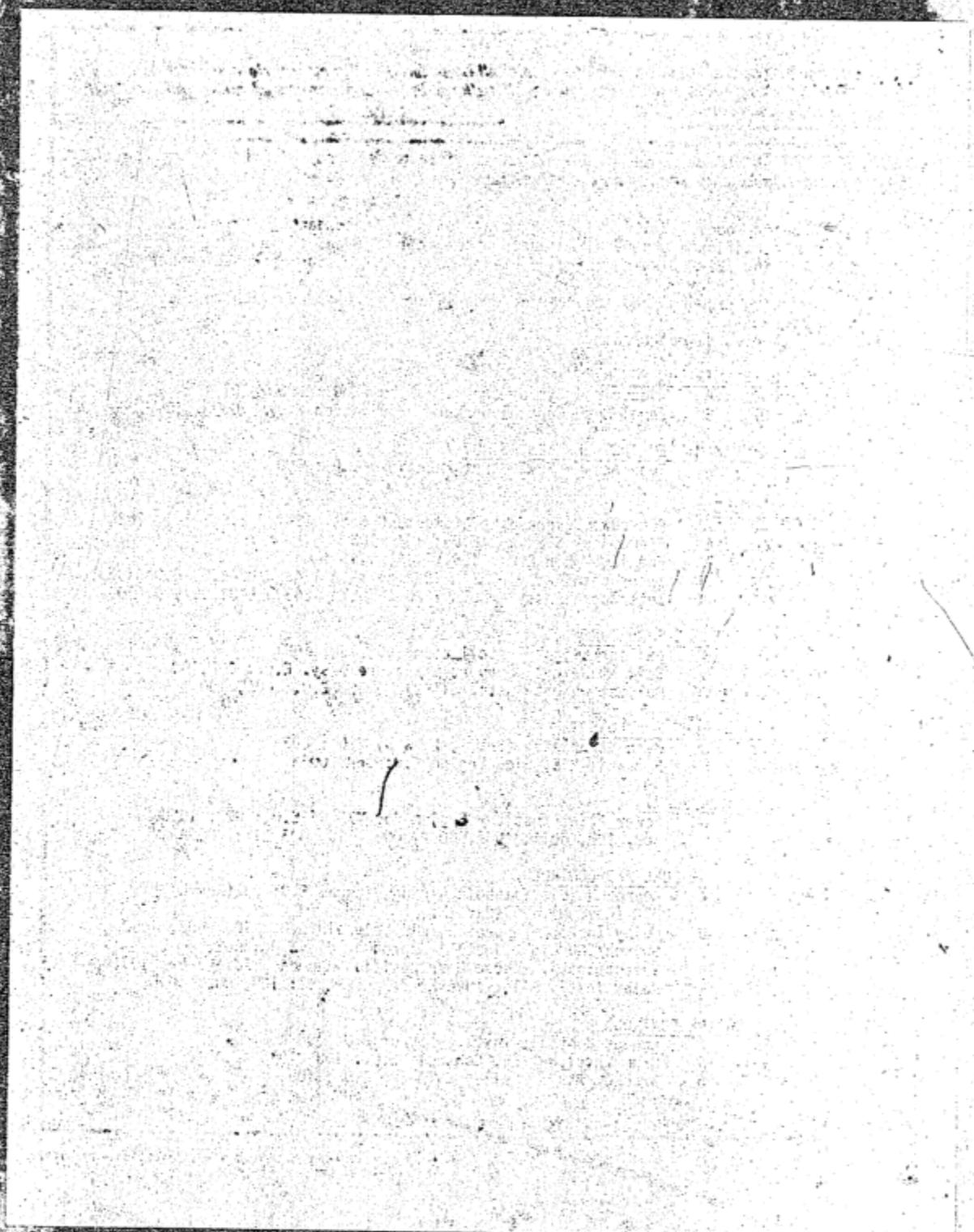
SDNY\_GM\_02759999

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246921

EFTA01331384

FAA AIRCRAFT REGISTRY  
CAMERA NO. 7 N DATE: 8-15-90



SDNY\_GM\_02760000

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246922

EFTA01331385

(2)

DESCRIPTION OF WORK ACCOMPLISHED (Continued)

Serial No. 20115

i. Chapter 77 ENGINE INDICATING

VA771005 NC Indicator Engine Pressure Ratio EPR, E.O.: 001

j. Chapter 78 ENGINE EXHAUST

VA780000 B Engine Strut controls Instl. E.O.: 002  
VA783010 E Flt Deck Indicator Instl. T/R Sys. E.O.: 003, 004  
VA783011 F Thrust Reverser System Wiring Diagram E.O.: 002 (Rev. G)  
VA783013 D Support Bracket Assy - T/R Control Valve R/S E.O.: 100 (Rev. E)  
VA783017 J Placards E.O.: 007,, 008  
VA783024 B Relay Instl. - Thrust Reverser Control E.O.: 003  
VA783028 A Mixer, Exhaust - Instl. 727E E.O.: 100  
VA783101 C No. 2 Engine T/R Wiring Deactivation E.O.: 002

k. Chapter 91 CHARTS

VA910002 A Instl. - Electrical Wire Harness E.O.: 003, 004, 005, 006, 007  
\* VA910008 NC Wire List V727RE E.O.: 001, 002, 003

\*New drawings added to modification.

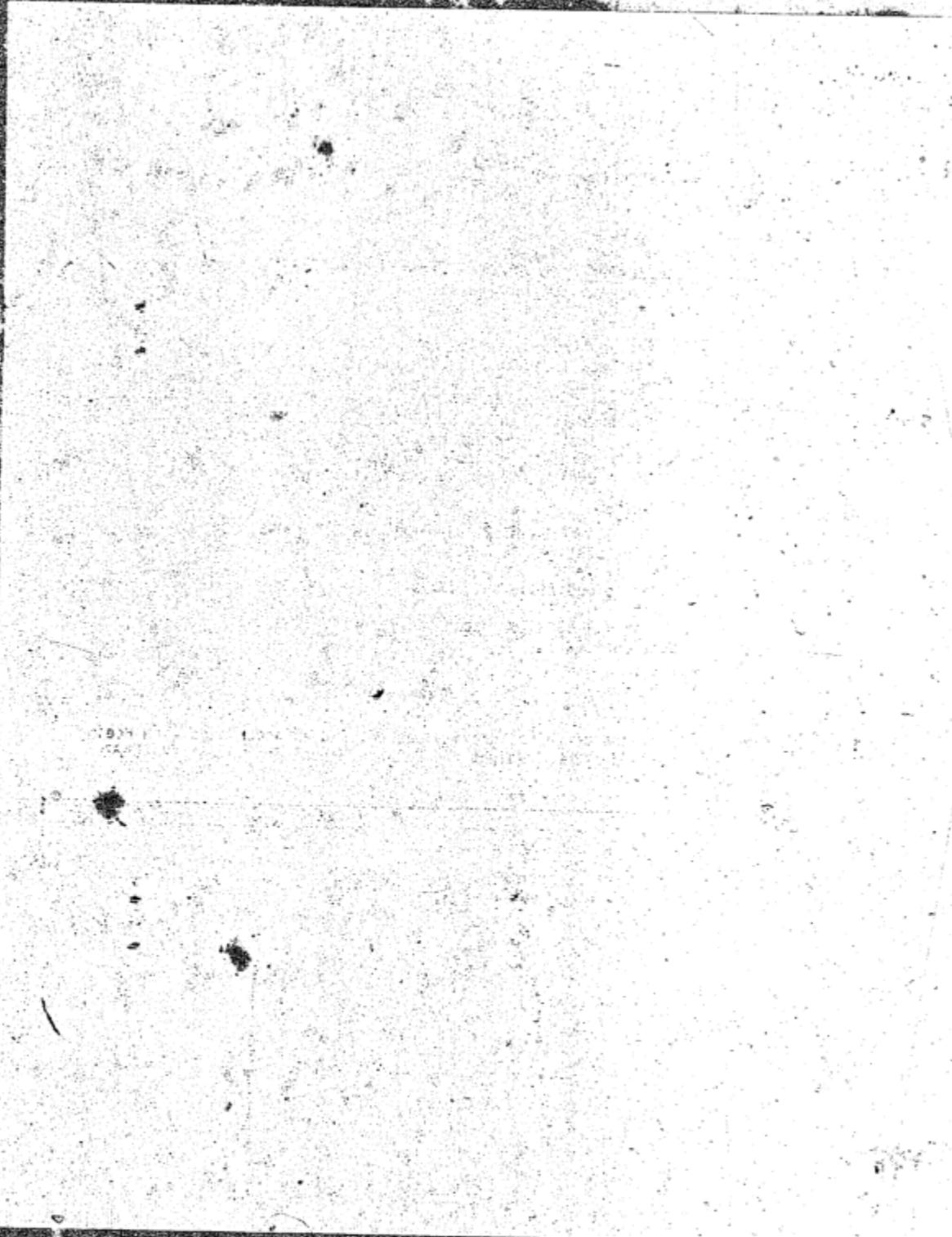
B. Boeing 727 Service Bulletin 727-53A0171, dated December 14, 1989.

Subject: Fuselage - Station 1182  
Pressure Bulkhead Web,  
Crack Repair and Preventive  
Modification

C. The aircraft empty weight and center of gravity was revised in accordance with Boeing Weight and Balance Manual D6-21200. Weight and Balance Manual Supplement, VA-CR279 is attached.

END

FAA AIRCRAFT REGISTRY  
CAMERA NO. 7 N DATE: 8-15-90



SDNY\_GM\_02760002

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246924

EFTA01331387

727 - 100 / 200  
Weighing Form

Date: 4/18/90 Model: 727-100 Serial Number: 20115 - N505C Place Weighed: PALMDALE Technician: FOLEY Phone: [REDACTED]

| REACTIONS                                  | SCALE READING | TARE | NET WEIGHT | ARM           | MOMENT   |
|--|---------------|------|------------|---------------|----------|
| Left Outboard Main                         | 24402         | 6    | 24408      |               |          |
| Left Inboard Main                          | 21865         | 2    | 21867      |               |          |
| Right Outboard Main                        | 23687         | -4   | 23683      |               |          |
| Right Inboard Main                         | 23381         | 3    | 23384      |               |          |
| Subtotal (Mains)                           | 93335         | 7    | 93342      | A 950.12      | 88686101 |
| Left Nose                                  | 1339          | 0    | 1339       |               |          |
| Right Nose                                 | 1498          | 0    | 1498       |               |          |
| Subtotal (Nose)                            | 2837          | 0    | 2837       | B 311.37      | 883253   |
| TOTAL                                      | 96172         | 7    | 96179      | 931.28        | 89569354 |
| LESS                                       |               |      |            |               |          |
| Items NOT part of Basic Weight             |               |      | 165        |               | 176804   |
| PLUS                                       |               |      |            |               |          |
| Items part of Basic Weight but not Weighed |               |      | 264        |               | 208347   |
| AIRCRAFT BASIC WEIGHT                      |               |      | 96278      | 930.65 38.99% | 89600897 |

CORRECTIONS

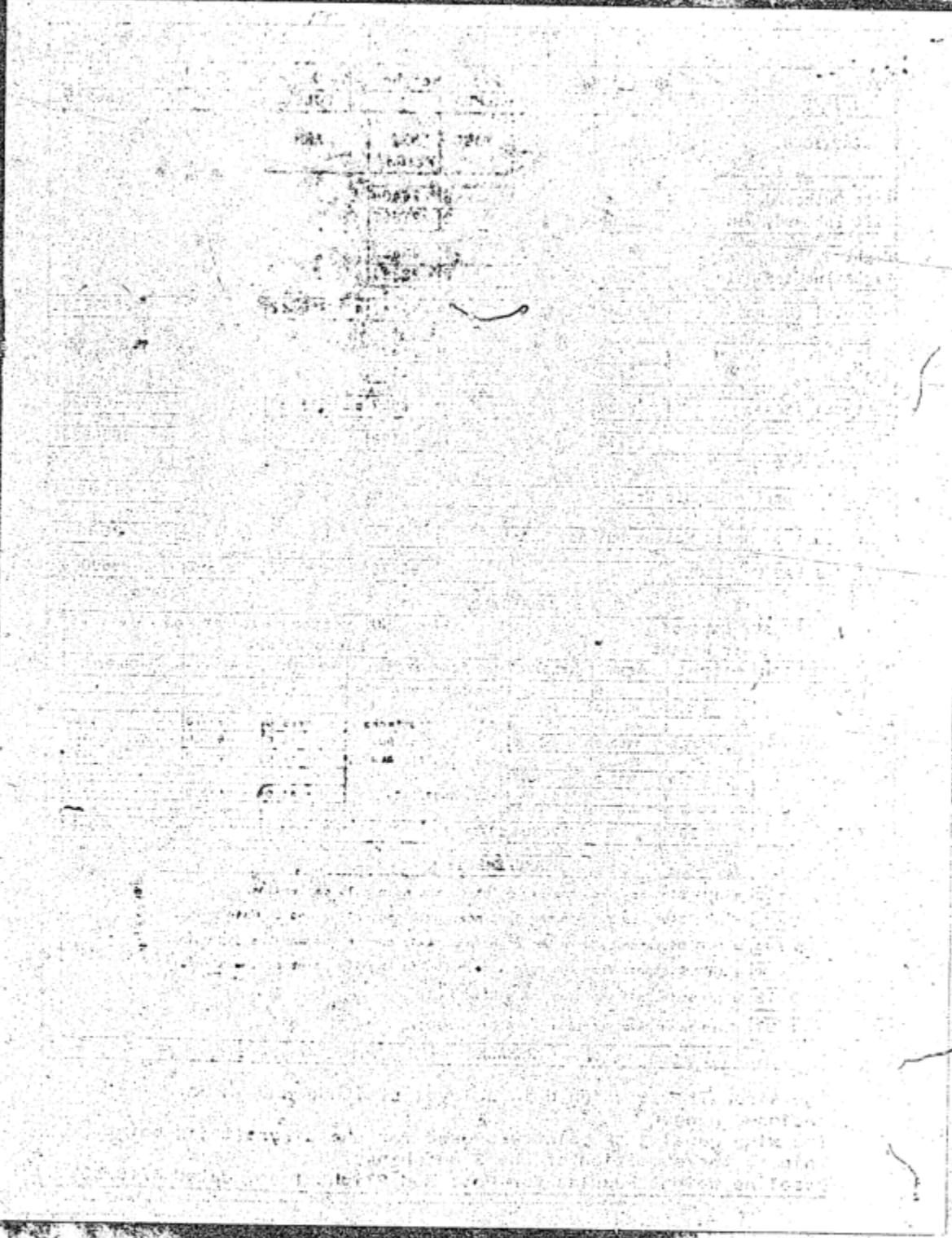
| NOT Part of Basic Weight   |        |        |        | Items NOT weighed but Part of Basic Weight |        |        |        |
|----------------------------|--------|--------|--------|--|--------|--------|--------|
| Description                | Weight | Arm    | Moment | Description                                | Weight | Arm    | Moment |
| Usable Fuel Trapped        | 127.0  | 1081.0 | 137287 | Drainable/unusable Fuel                    |        |        |        |
| Engine Inlet Cvr           | 35.0   | 1100.0 | 38500  | Std Tanks                                  | 179.0  | 838.0  | 150002 |
| Extra Overhead Sensors (2) | 3.0    | 339.0  | 1017   | Fwd. Aux.                                  | 27.0   | 807.0  | 16389  |
|                            |        |        |        | Aft. Aux.                                  | 17.0   | 1033.0 | 17561  |
|                            |        |        |        | Fuel Cells (2)                             | 41.0   | 585.0  | 24395  |
| TOTAL                      | 165    |        | 176804 | TOTAL                                      | 264    |        | 208347 |

MEASUREMENTS

- 119.22 = (M1) Distance from the jig point to the main axle centerline
- 520.11 = (M2) Distance between the left nose axle centerline and the jig point.
- 518.85 = (M3) Distance between the right nose axle centerline and the jig point.
- 830.90 = (R1) Distance from the reference datum to the jig point of the aircraft.
- 950.12 = (A) Main Axle Reaction  $A = R1 + M1$
- 311.37 = (B) Nose Axle Reaction  $B = R1 - (M2 + M3) / 2$

REMARKS

- The aircraft was weighed in a level attitude and in an enclosed hanger.
- The wing panel jack point was used for the aircraft jig point.
- This is the summation of the 3 weighings.
- Baseline Weight Results for Post Mod Flight Test, dated 4/18/90.



SDNY\_GM\_02760004

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

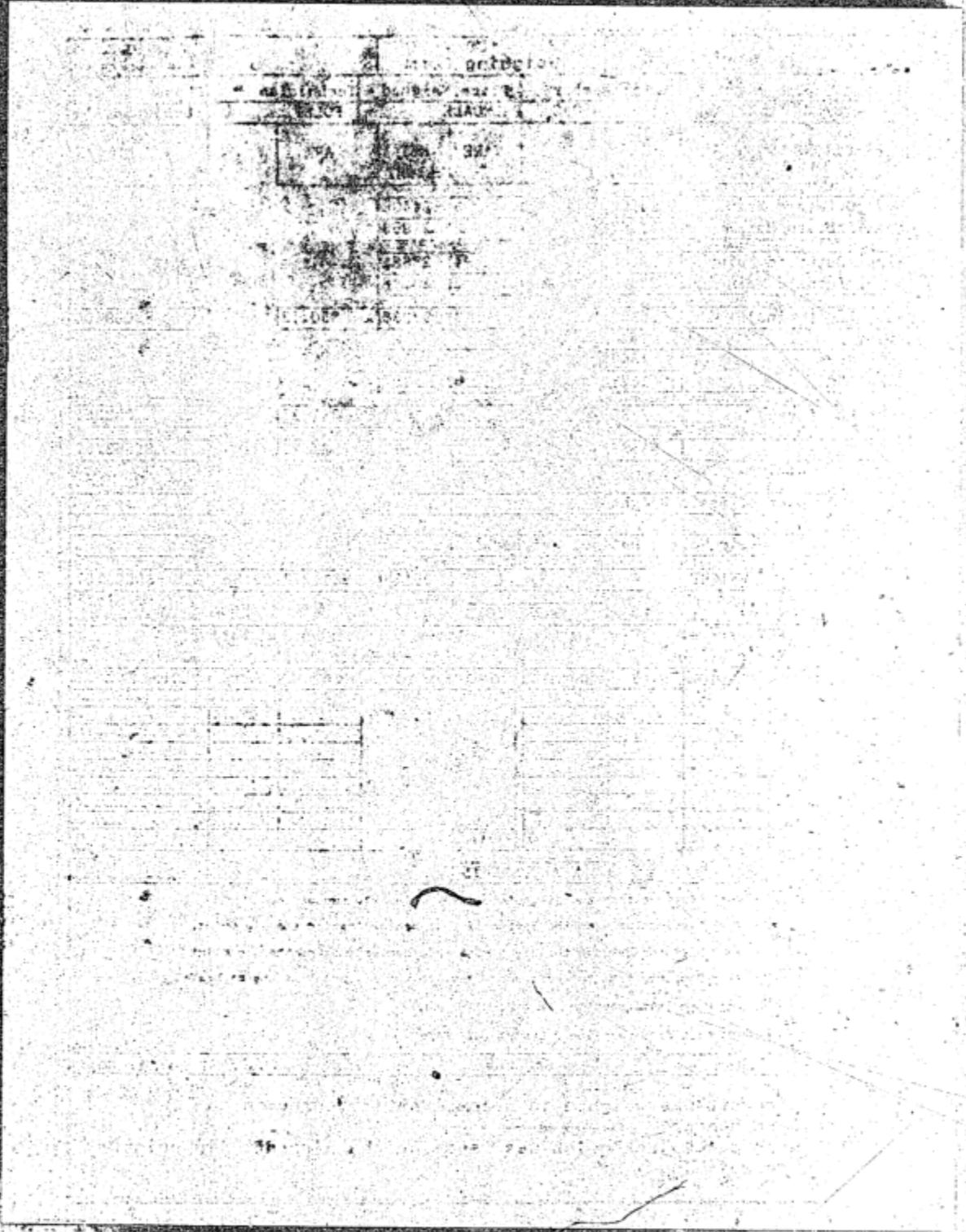
| 727 - 100 / 200 Weighing Form   |  |               |               |  |            |          |
|---|--|---------------|---------------|--|------------|----------|
| Date  | Model  | Serial Number | Place Weighed | Technician                                 | Phone      |          |
| 4/18/90   | 727-100  | 20115 - N505C | PALMDALE      | FOLEY                                      | [REDACTED] |          |
| REACTIONS   |  | SCALE READING | TARE          | NET WEIGHT                                 | ARM        | MOMENT   |
| Left Outboard Main  |  | 24402         | 6             | 24408                                      |            |          |
| Left Inboard Main   |  | 21867         | 2             | 21869                                      |            |          |
| Right Outboard Main   |  | 23685         | -4            | 23681                                      |            |          |
| Right Inboard Main  |  | 23375         | 3             | 23378                                      |            |          |
| Subtotal (Mains)  |  | 93329         | 7             | 93336                                      | A 950.12   | 88680400 |
| Left Nose   |  | 1340          | 0             | 1340                                       |            |          |
| Right Nose  |  | 1497          | 0             | 1497                                       |            |          |
| Subtotal (Nose)   |  | 2837          | 0             | 2837                                       | B 311.37   | 883357   |
| TOTAL   |  | 96166         | 7             | 96173                                      | 931.28     | 89563757 |
| LESS  |  |               |               |  |            |          |
| Items NOT part of Basic Weight  |  |               |               | 0  |            | 0        |
| PLUS  |  |               |               | 0  |            | 0        |
| Items part of Basic Weight but not Weighed  |  |               |               | 0  |            | 0        |
| AIRCRAFT BASIC WEIGHT   |  |               | 96173         | 931.278                                    | 39.33%     | 89563757 |
| CORRECTIONS   |  |               |               |  |            |          |
| NOT Part of Basic Weight  |  |               |               | Items NOT weighed but Part of Basic Weight |            |          |
| Description   | Weight   | Arm           | Moment        | Description                                | Weight     | Moment   |
|   |  |               |               |  |            |          |
|   |  |               |               |  |            |          |
|   |  |               |               |  |            |          |
|   |  |               |               |  |            |          |
|   |  |               |               |  |            |          |
| TOTAL   | 0  |               | 0             | TOTAL                                      | 0          | 0        |
| MEASUREMENTS  |  |               |               |  |            |          |
| 118.22  | = (M1) Distance from the jig point to the main axle centerline             |               |               |  |            |          |
| 520.11  | = (M2) Distance between the left nose axle centerline and the jig point.   |               |               |  |            |          |
| 518.85  | = (M3) Distance between the right nose axle centerline and the jig point.  |               |               |  |            |          |
| 830.80  | = (R1) Distance from the reference datum to the jig point of the aircraft. |               |               |  |            |          |
| 950.12  | = (A) Main Axle Reaction $A = R1 \cdot M1$                                 |               |               |  |            |          |
| 311.37  | = (B) Nose Axle Reaction $B = R1 - (M2 + M3) / 2$                          |               |               |  |            |          |
| REMARKS   |  |               |               |  |            |          |
| 1. The aircraft was weighed in a level attitude and in an enclosed hanger.<br>2. The wing panel jack point was used for the aircraft jig point.<br>3. This is weighing 1 of 3 |  |               |               |  |            |          |

SDNY\_GM\_02760005

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246927

EFTA01331390



SDNY\_GM\_02760006

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246928

EFTA01331391

FAA AIRCRAFT REGISTRY  
CAMERA NO. 7 N DATE: 8-15-90

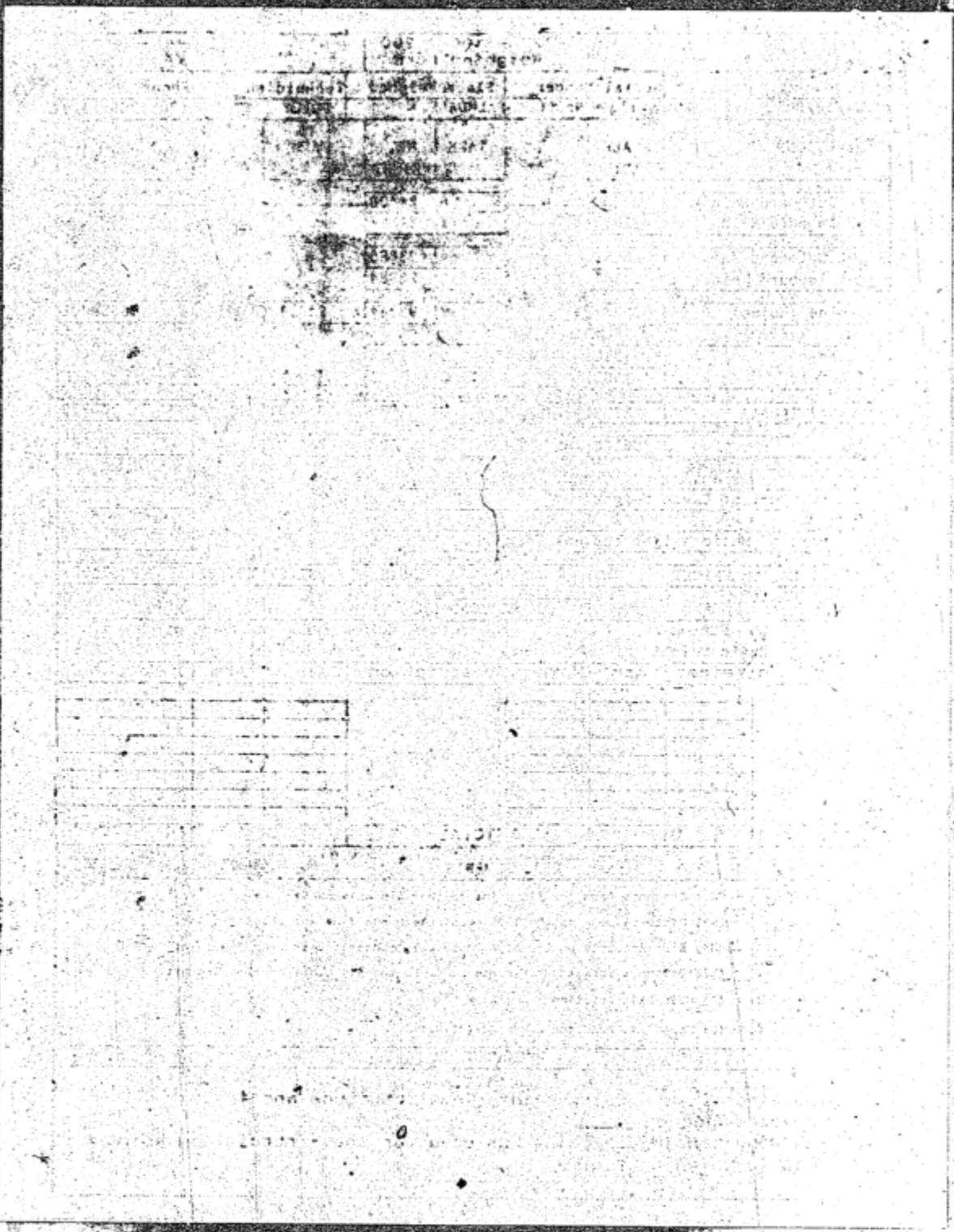
SDNY\_GM\_02760007

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246929

EFTA01331392

FAA AIRCRAFT REGISTRY  
CAMERA NO. 7 N DATE: 8-15-90



SDNY\_GM\_02760008

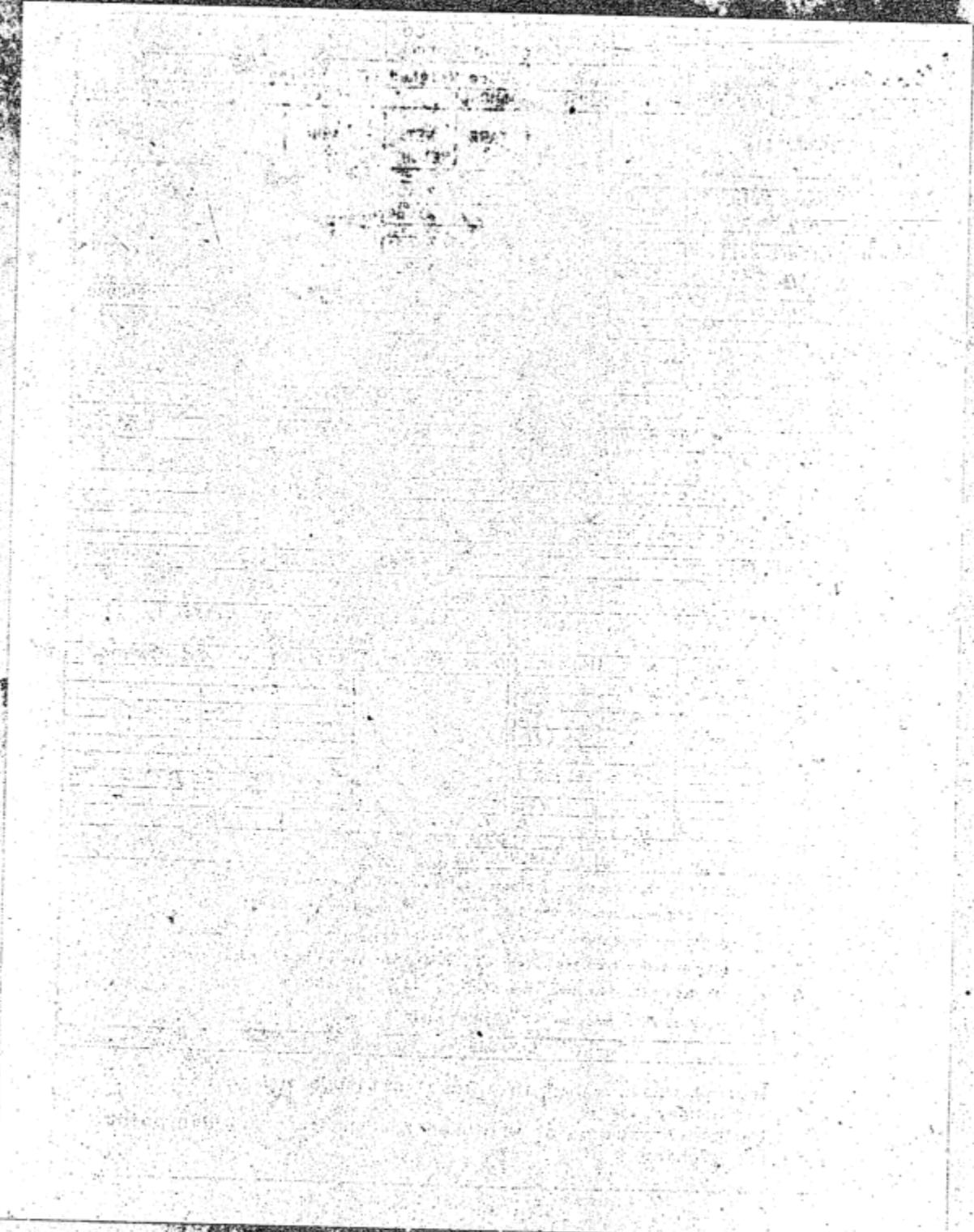
**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246930

EFTA01331393

| 727 - 100 / 200 Weighing Form   |  |               |               |  |          |          |
|---|--|---------------|---------------|--|----------|----------|
| Date  | Model  | Serial Number | Place Weighed | Technician                                 | Phone    |          |
| 4/18/90   | 727-100  | 20115 - N505C | PALMDALE      | FOLEY                                      |          |          |
| REACTIONS   | SCALE READING  | TARE          | NET WEIGHT    | ARM  | MOMENT   |          |
| Left Outboard Main  | 24401  | 6             | 24407         |  |          |          |
| Left Inboard Main   | 21862  | 2             | 21864         |  |          |          |
| Right Outboard Main   | 23688  | -4            | 23684         |  |          |          |
| Right Inboard Main  | 23388  | 3             | 23391         |  |          |          |
| Subtotal (Mains)  | 93339  | 7             | 93346         | a 950.12                                   | 88689902 |          |
| Left Nose   | 1339   | 0             | 1339          |  |          |          |
| Right Nose  | 1495   | 0             | 1495          |  |          |          |
| Subtotal (Nose)   | 2834   | 0             | 2834          | e 311.37                                   | 882423   |          |
| TOTAL   | 96173  | 7             | 96180         | 931.30                                     | 89572324 |          |
| LESS  |  |               |               |  |          |          |
| Items NOT part of Basic Weight  |  |               |               |  |          |          |
| PLUS  |  |               |               |  |          |          |
| Items part of Basic Weight but not Weighed  |  |               |               |  |          |          |
| AIRCRAFT BASIC WEIGHT   |  |               | 96180         | 931.30                                     | 39.35%   | 89572324 |
| CORRECTIONS   |  |               |               |  |          |          |
| NOT Part of Basic Weight  |  |               |               | Items NOT weighed but Part of Basic Weight |          |          |
| Description   | Weight   | Arm           | Moment        | Description                                | Weight   | Moment   |
|   |  |               |               |  |          |          |
|   |  |               |               |  |          |          |
|   |  |               |               |  |          |          |
|   |  |               |               |  |          |          |
|   |  |               |               |  |          |          |
| TOTAL   | 0  |               | 0             | TOTAL                                      | 0        | 0        |
| MEASUREMENTS  |  |               |               |  |          |          |
| 118.22  | = (M1) Distance from the jig point to the main axle centerline             |               |               |  |          |          |
| 520.11  | = (M2) Distance between the left nose axle centerline and the jig point.   |               |               |  |          |          |
| 518.95  | = (M3) Distance between the right nose axle centerline and the jig point.  |               |               |  |          |          |
| 830.80  | = (R1) Distance from the reference datum to the jig point of the aircraft. |               |               |  |          |          |
| 950.12  | = (A) Main Axle Reaction $A = R1 \cdot M1$                                 |               |               |  |          |          |
| 311.37  | = (B) Nose Axle Reaction $B = R1 - (M2 + M3) / 2$                          |               |               |  |          |          |
| REMARKS   |  |               |               |  |          |          |
| 1. The aircraft was weighed in a level attitude and in an enclosed hanger.<br>2. The wing panel jack point was used for the aircraft jig point.<br>3. This is weighing 3 of 3 |  |               |               |  |          |          |

FAA AIRCRAFT REGISTRY  
CAMERA NO. 7 N DATE: 8-15-90



SDNY\_GM\_02760010

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246932

EFTA01331395

| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION  |   |                                    |   | Form Approved<br>Budget Bureau No. 04-R060.1   |                    |
|--|---|------------------------------------|---|--|--------------------|
| MAJOR REPAIR AND ALTERATION<br>(Airframe, Powerplant, Propeller, or Appliance)   |   |                                    |   | 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.  |   |                                    |   |  |                    |
| 1. AIRCRAFT  | MAKE  | Boeing                             |   | MODEL  | 727-31             |
|  | SERIAL NO.                                  | 20115                              |   | NATIONALITY AND REGISTRATION MARK              | N505T              |
| 2. OWNER   | NAME (As shown on registration certificate) |                                    |   | ADDRESS (As shown on registration certificate) |                    |
|  | Tenneco Inc.                                |                                    |   | 16951 J.F. K. Blvd.<br>Houston, TX 77032       |                    |
| 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   |   |                                    |   |  | XX                 |
| PROPELLER  |   |                                    |   |  |                    |
| APPLIANCE  | TYPE  |                                    |   |  |                    |
|  | MANUFACTURER                                |                                    |   |  |                    |
| 6. CONFORMITY STATEMENT  |   |                                    |   |  |                    |
| A. AGENCY'S NAME AND ADDRESS   |   |                                    | B. KIND OF AGENCY   |  | C. CERTIFICATE NO. |
| Tenneco Inc.<br>16951 J.F.K. Blvd.<br>Houston, TX 77032  |   |                                    | <input type="checkbox"/> U.S. CERTIFICATED MECHANIC<br><input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC<br><input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION<br><input type="checkbox"/> MANUFACTURER |  | 205-10             |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. |   |                                    |   |  |                    |
| DATE   |   | SIGNATURE OF AUTHORIZED INDIVIDUAL |   |  |                    |
| 04-04-85   |   | <i>Blair A. Smith</i>              |   |  |                    |
| 7. APPROVAL FOR RETURN TO SERVICE  |   |                                    |   |  |                    |
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED  |   |                                    |   |  |                    |
| BY   | FAA FLT. STANDARDS INSPECTOR                | MANUFACTURER                       | INSPECTION AUTHORIZATION  | OTHER (Specify)                                |                    |
|  | FAA DESIGNEE                                | REPAIR STATION                     | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT  |  |                    |
| DATE OF APPROVAL OR REJECTION  |   | CERTIFICATE OR DESIGNATION NO.     | SIGNATURE OF AUTHORIZED INDIVIDUAL  |  |                    |
| 04-04-85   |   | 205-10                             | <i>Blair A. Smith</i>   |  |                    |

FAA Form 337 (7-67)

(8320)

**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.)

CREW AREA CHAIR INSTALLATION

- I. Removed folding couch from L/H crew compartment station 400.
- II. Installed (1 each) Tosington T1150M24 F/A AFT facing single chair on sliding rails from station 420 to station 380.
- III. This alteration was completed in accordance with Threshold Engineering Company of San Antonio, TX, drawing #270 and instructions identified in report #259.
- IV. All engineering drawing and reports were drafted and approved on FAA Form 8110-3 by J. A. Dugelby D.E.R. (designation number SW-256) and are available to the administrator on request.
- V. All work performed utilizing acceptable methods, techniques, and practices per AC 43.13-1A.
- VI. Aircraft weight and balance amended.

---END---

ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE: 1977-771021/344

| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION  |   |   |  | Form Approved<br>Budget Barcode No. 04-R060.1 |            |
|--|---|---|--|---|------------|
| MAJOR REPAIR AND ALTERATION<br>(Airframe, Powerplant, Propeller, or Appliance)   |   |   |  | 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.  |   |   |  | OFFICE IDENTIFICATION<br>SW-F-DO-14 JAL       |            |
| 1. AIRCRAFT  | MAKE  | Boeing  | MODEL  | 727-31  |            |
|  | SERIAL NO.                                  | 20115   | NATIONALITY AND REGISTRATION MARK                      | N505T   |            |
| 2. OWNER   | NAME (As shown on registration certificate) |   | ADDRESS (As shown on registration certificate)         |   |            |
|  | Tenneco Inc                                 |   | 16951 JFK Blvd.<br>Houston, Texas 77032                |   |            |
| 3. FOR FAA USE ONLY  |   |   |  |   |            |
| <p>The data/signature identified herein compiled with applicable airworthiness requirements and is approved for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, Section 43.1.</p> <p>12-30-85 Date <i>[Signature]</i> Signature of FAA Inspector</p>   |   |   |  |   |            |
| 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.                            |            |
| Tenneco Inc<br>16951 JFK Blvd.<br>Houston, Tx. 77032   |   | <input type="checkbox"/> U.S. CERTIFICATED MECHANIC<br><input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC<br><input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION<br><input type="checkbox"/> MANUFACTURER |  | 205-10  |            |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. |   |   |  |   |            |
| DATE   |   | SIGNATURE OF AUTHORIZED INDIVIDUAL  |  |   |            |
| 12-30-85   |   | <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 FLT. STANDARDS INSPECTOR                | MANUFACTURER  | INSPECTION AUTHORIZATION                               | OTHER (Specify)                               |            |
|  | FAA DESIGNEE                                | REPAIR STATION  | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT |   |            |
| DATE OF APPROVAL OR REFUSION   |   | CERTIFICATE OR DESIGNATION NO.  | SIGNATURE OF AUTHORIZED INDIVIDUAL                     |   |            |
| 12-30-85   |   | 205-10  | <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.

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

#### INSTALLATION ASINC, INC. AIRSHOW 100 SYSTEM

- I. Mounted T.T.G. (Time to go) Preset Unit forward of center console, below existing Radar Indicator. (.5# @ Sta 210)
- II. Mounted Rotary Selector Switch above existing T.V. Monitor. (.05# Sta 808)
- III. Mounted Remote Video Relay Switch on shelf behind T.V. Monitor, same cabinet. (.5# @ Sta 820)
- IV. Mounted D.I.U. (Digital Interface Unit) with suppliers rack on shelf adjacent to ATC-1 Transponder in A & E Bay, R/H Side. (8# @ Sta 463)
- V. Installed 2 amp Klixon CB on forward end of #2 Essential Radio Bus CB Panel, Left side of cockpit. (Sta 261)
- VI. Installed wiring and associated hardware, connectors, etc. (4# @ Sta 640)
- VII. Complete system installed, tested, and operationally checked, in accordance with the manufacturers manual #910600, Tenneco Inc. Interface Wiring Diagram 011586, and acceptable methods, techniques, and practices per AC 43.13-1A Chapter 5, Chapter 11 Sections 2 thru 7, Chapter 15, AC 43.13-2A Chapters 1 and 2.
- VIII. This installation does not adversely affect the operation of any other system.
- IX. W & B and Equipment List amended.

-END-

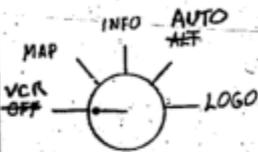
ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE: 1977-771-021/344

|     |           |
|-----|-----------|
| 1PI | 9100XX    |
| 100 | VDC       |
| 101 | DC RETURN |
| 102 | XOUT+     |
| 103 | XOUT-     |
| 104 | RIN+      |
| 105 | RIN-      |
| 106 | DPR       |
| 107 | DTK       |
| 108 | RTS       |
| 109 | CTS       |
| 110 | CD        |

OPTIONAL CABIN DISPLAY CONTROL UNIT (DCU)

AIRSHOW 100 (DIU) S/N 394



- △ CONNECT TO DRAIN VALVE SHOWER C.B.
- △ LOCATE BEHIND VIDEO MONITOR

| REV | DATE     | DESCRIPTION                   | APPROVED    |
|-----|----------|-------------------------------|-------------|
| 1   | 10-13-83 | DCU RELEASE                   | [Signature] |
| A   | 10-28-83 | ADD DCU VIDEO AND ALTK.       | [Signature] |
| B   | 12-19-83 | ELIMINATE ALTERNATE DCU CONN. | [Signature] |
| C   | 2/20/84  | CHANGE PER DCN LOG # 291      | [Signature] |
| D   | 4/27/84  | CHANGE PER DCN LOG # 284      | [Signature] |
| E   | 3/02/84  | CHANGE PER DCN LOG # 362      | [Signature] |
| F   |          | CHANGE PER DCN LOG # 426      | [Signature] |

IN "OFF" POSITION POWER IS BROKE TO VIDEO RELAY. IN ALL OTHER POSITIONS 28V IS SUPPLIED TO RELAY.

SWITCHES CONTROL THE DISPLAY. GROUND RETURN IS ON RHIELD. PIN 29 GND AND PIN 30 OPEN YIELDS MAP DISPLAY. PIN 29 OPEN AND PIN 30 GND YIELDS INFO DISPLAY. PIN 29 OPEN AND PIN 30 OPEN YIELDS ALTERNATE DISPLAY. PIN 29 GND AND PIN 30 GND YIELDS LOGO DISPLAY.

371 CABIN ACCESSIBLE CONNECTOR FOR DCU CONNECTION TO AIRSHOW 100. USE CABLE WITH 50% PROVISION AS SHOWN ON DRAWING 910600. FOR TYPICAL INTERFACE OF DIU TO EXISTING PART OF AIRCRAFT COMPUTER WHICH IS NOT SUPPLIED BY AIRINC.

| DIU PIN | DESCRIPTION | AIRCRAFT PIN | DESCRIPTION |
|---------|-------------|--------------|-------------|
| 51      | DATA OUT    | 2            | DATA IN     |
| 55      | DATA IN     | 7            | GROUND      |
| 53      | GROUND      |              |             |

GROUND 84 (ONLY) FOR AIRINC 429 INPUT ON #1 2W BULK. GROUND 84 (ONLY) FOR AIRINC 429 INPUT ON #2 2W BULK.

NOTE: ALTITUDE ENCODER MUST NOT BE USED WHEN AIRINC 429 INPUTS ARE REQUIRED. ALTITUDE DISPLAY PARAMETER OBTAINED FROM AIRDATA 2W AIRINC 429 INPUT.

FOR REFERENCE: FOR DAT DISPLAY CONNECT SPERRY AZ-242 CONNECTOR 931A-47 TO PIN 5, 931A-47 TO PIN 6 AND 931A-46 TO PIN 17.

#2 AIRINC 2 WIRE SHOULD BE USED FOR DIGITAL ADS IF THIS OR ONE CONNECTED. #2 AIRINC CAN BE USED BY #2 INS OR ONE IF DIGITAL ADS NOT USED.

FOR INS OR ONE, BOTH 2 WIRE AND 4 WIRE AIRINC OUTPUT SHOULD BE CONNECTED IF AVAILABLE.

4. AVOID ROUTING COAX WITH OTHER AIRCRAFT WIRING CARRYING NOISE PRODUCING CURRENTS.

3. ALL SHIELDED WIRES TO HAVE INSULATED JACKET. SHIELDS TO BE GROUNDED TO CONNECTOR SHELL AT AIRSHOW 100 DIU RACK END.

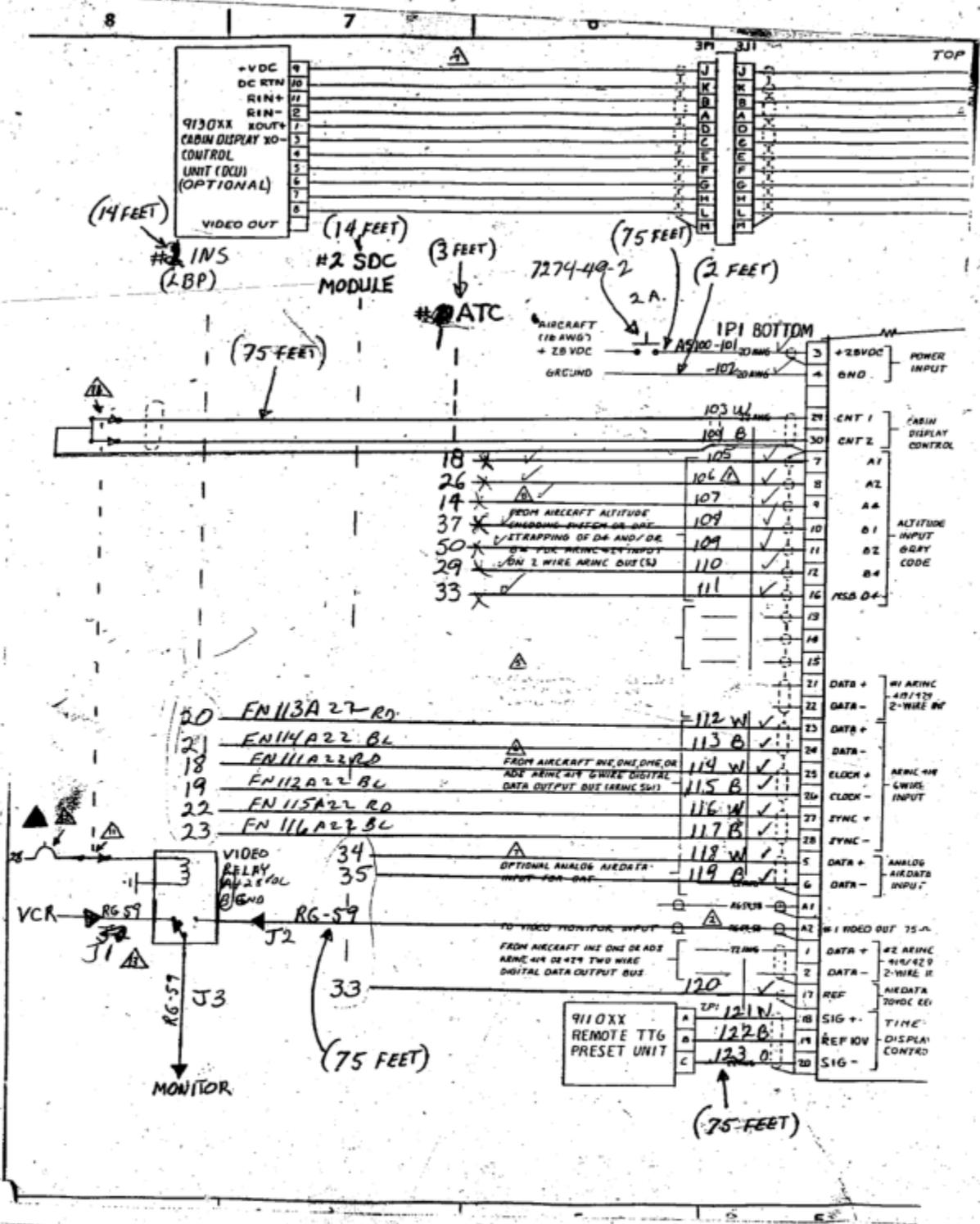
1. A1 AND A2 COAX CONNECTOR REQUIRE #55 DIAMETER COAX. RG 59 SHOULD BE SPECIFIED FOR LONG RUN (> 10 FT.).

2. 28VDC OPTIONAL EXCEPT FOR POWER INPUT.

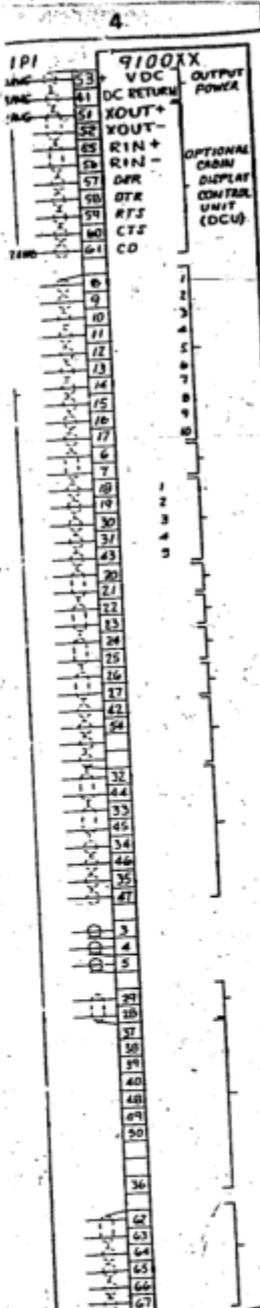
NOTE: DIMENSIONS UNLESS OTHERWISE SPECIFIED

| REF | DESCRIPTION                 | ALTERNATE      | AIRINC P/N |
|-----|-----------------------------|----------------|------------|
| 1P1 | AMP/IMPACT/STEEL-000N (100) |                | 61501E     |
| 2P1 | PTOGE-B-45                  | PTOGE-B-45     | 62500B     |
| 3P1 | MS3126F-14-12P              |                | 62501E     |
| 3J1 | MS3122E-14-12S              | MS3112E-14-12S | 625017     |
| 3J2 | USJN 472D                   | BNC BULK HD    | 62501B     |

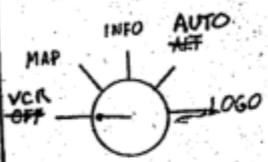
|   |            |                         |  |
|---|------------|-------------------------|--|
| QTY REQD  | CODE IDENT | PART OR IDENTIFYING NO. | NOMENCLATURE OR DESCRIPTION                              |
| PARTS LIST  |            |                         |  |
| UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES FRACTIONS DECIMALS ANGLES |            |                         | CONTRACT NO.   |
| MATERIAL  |            |                         | AIRINC, INCORPORATED<br>14616 WYFORD RD. TUSTIN CA 92680 |
| FINISH  |            |                         | APPROVALS DATE   |
| NEXT ASSY   |            |                         | CHECKED  |
| USED ON   |            |                         | 910600 REV P<br>SHEET 31                                 |
| APPLICATION   |            |                         | SIZE CODE IDENT NO. DRAWING NO.<br>D 920410 F            |
| DO NOT SCALE DRAWING  |            |                         | SCALE SHEET 1 OF 1                                       |



SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



AIRSHOW 100  
(DIU) S/N 394



CONNECT TO DRAIN VALVE SHOWER C.8.

LOCATE BEHIND VIDEO MONITOR

| REV | DATE     | APPROVED |
|-----|----------|----------|
| 1   | 10-13-83 | DA       |
| A   | 10-20-83 | DA       |
| B   | 12-19-83 | DA       |
| C   | 2/20/84  | W        |
| D   | 4/27/84  | W        |
| E   | 7/27/84  | DA       |
| F   | 11/19/84 | W        |

IN "OFF" POSITION POWER IS SUPPLIED TO VIDEO RELAY. IN ALL OTHER POSITIONS 28V IS SUPPLIED TO RELAY

SWITCHES CONTROL THE DISPLAY. GROUND RETURN IS ON SHIELD. PIN 29 GND AND PIN 30 OPEN TIELDS MAP DISPLAY. PIN 29 OPEN AND PIN 30 GND TIELDS INFO DISPLAY. PIN 29 OPEN AND PIN 30 OPEN ALTERNATES DISPLAY. PIN 29 GND AND PIN 30 GND TIELDS LOGO DISPLAY.

371 CABLE ASSEMBLY CONNECTIVE FOR DCU CONNECTION TO AS100 SHU. SHU CABLE WITH 371 PROVIDED AS PART OF DELTA 710000. FOR TYPICAL INTERFACE OF SHU TO CS 332 PORT OF PERIPHERAL COMPUTER WHICH IS NOT SUPPLIED BY AS100.

| SHU IN PIN | DESCRIPTION | WIRE TO PIN | DESCRIPTION |
|------------|-------------|-------------|-------------|
| 31         | DATA OUT    | 3           | DATA IN     |
| 35         | DATA IN     | 2           | SHAWND      |
| 36         | GROUND      | 7           | SHAWND      |

GROUND 84 (ONLY) FOR ARINC 429 INPUT ON #1 1-W BUL. GROUND 84 (ONLY) FOR ARINC 429 INPUT ON #2 3-W BUL. GROUND 84 AND 84 FOR ARINC 429 INPUT ON #1 AND #2 3-W BUL. NOTE: ALTITUDE ENCODER INPUT NOT USED WHEN ARINC 429 INPUTS ARE REQUIRED. ALTITUDE DISPLAY PARAMETER OBTAINED FROM AIRDATA 7-W ARINC 429 INPUT.

FOR REFERENCE: FOR DAT DISPLAY CONNECT BERRY AT-247 CONNECTOR 731A-47 TO PIN 5, 931A-47 TO PIN 6 AND 931A-46 TO PIN 17.

#2 ARINC 2 WIRE SHOULD BE USED FOR DIGITAL ADS IF INS OR DNS CONNECTED. #2 ARINC CAN BE USED BY #2 INS OR DNS IF DIGITAL ADS NOT USED.

FOR INS OR DNS, BOTH 2 WIRE AND 4 WIRE ARINC OUTPUT SHOULD BE CONNECTED IF AVAILABLE.

4. AVOID ROUTING COAX WITH OTHER AIRCRAFT WIRING CARRYING NOISE PRODUCING CURRENTS.

3. ALL SHIELDED WIRES TO HAVE INSULATED JACKET. SHIELDS TO BE GROUNDED TO CONNECTOR SHELL AT AIRSHOW 100 DIU, EACH END.

2. #1 AND #2 COAX CONNECTOR REQUIRE .058 DIAMETER COAX. RG-59 SHOULD BE APPLIED IN FOX LONG RUN (3.10 FT.).

1. 24 AWG OPTIONAL EXCEPT FOR POWER INPUT.

NOTES: UNLESS OTHERWISE SPECIFIED

| REF | DESCRIPTION              | ALTERNATE      | ARINC PIN |
|-----|--------------------------|----------------|-----------|
| IPI | AMP/IMP/PT/ST/DC/COO/TEO |                | 615012    |
| 2PI | KPT/OL-B-4S              | PT/OL-B-4S     | 625008    |
| 3PI | MS3126-F-14-12P          |                | 625012    |
| 3JI | MS3122E-14-12S           | MS3122E-14-12S | 625017    |
| 3JE | US3U-42D                 | BNC BULK HD    | 625018    |

|   |            |   |                             |
|---|------------|---|-----------------------------|
| QTY REQD  | COOK IDENT | PART OR IDENTIFYING NO.                                 | NOMENCLATURE OR DESCRIPTION |
| UNLESS OTHERWISE SPECIFIED TOLERANCES ARE IN INCHES FRACTIONS DECIMALS ANGLES |            | CONTRACT NO.  | APPROVALS DATE              |
| MATERIAL  |            | CHECKED   | DATE                        |
| FINISH  |            | AZINC, INCORPORATED<br>1861C MYFORD RD. TUSTIN CA 92680 |                             |
| NEXT REV  |            | INTERCONNECT WIRING<br>AIRSHOW 100 WITH DCU             |                             |
| USED ON   |            | SIZE  | COOK IDENT NO.              |
| APPLICATION   |            | D   | 920410                      |
| DO NOT SCALE DRAWING  |            | SCALE   | DRAWING NO.                 |
|   |            |   | 920410 F                    |
|   |            |   | SHEET 1 OF 1                |

| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION  |   |   |  | Form Approved<br>Budget Bureau No. 04-R060.1 |            |
|--|---|---|--|--|------------|
| MAJOR REPAIR AND ALTERATION<br>(Airframe, Powerplant, Propeller, or Appliance)   |   |   |  | FOR FAA USE ONLY                             |            |
|  |   |   |  | OFFICE IDENTIFICATION<br>50-4820-64          |            |
| 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  | BOEING  | MODEL  | 727-31                                       |            |
|  | SERIAL NO.                                  | 20115   | NATIONALITY AND REGISTRATION MARK                      | USA N505T                                    |            |
| 2. OWNER   | NAME (As shown on registration certificate) |   | ADDRESS (As shown on registration certificate)         |  |            |
|  | TENNECO INC.                                |   | 16951 J.F.K. Blvd.<br>Houston, TX 77032                |  |            |
| 3. FOR FAA USE ONLY  |   |   |  |  |            |
| <p>Any alteration identified herein (including but not limited to alterations described herein) shall be subject to conformity inspection by the FAA.</p> <p>12/21/84 <i>John A. Smith</i></p>   |   |   |  |  |            |
| 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.                           |            |
| G. C. Kolb<br>Tenneco Inc.<br>16951 J.F.K. Blvd.<br>Houston, TX 77032  |   | <input type="checkbox"/> U.S. CERTIFICATED MECHANIC<br><input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC<br><input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION<br><input type="checkbox"/> MANUFACTURER |  | 205-10                                       |            |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. |   |   |  |  |            |
| DATE   |   | SIGNATURE OF AUTHORIZED INDIVIDUAL  |  |  |            |
| December 21, 1984  |   | <i>John A. Smith</i>  |  |  |            |
| 7. APPROVAL FOR RETURN TO SERVICE  |   |   |  |  |            |
| Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED  |   |   |  |  |            |
| BY   | FAA FLT. STANDARDS INSPECTOR                | MANUFACTURER  | INSPECTION AUTHORIZATION                               | OTHER (Specify)                              |            |
|  | FAA DESIGNER                                | REPAIR STATION  | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT |  |            |
| DATE OF APPROVAL OR REJECTION  | CERTIFICATE OR DESIGNATION NO.              | SIGNATURE OF AUTHORIZED INDIVIDUAL  |  |  |            |
| Dec. 21, 1984  | 205-10                                      | <i>John A. Smith</i>  |  |  |            |

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

**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.)**

TRASH COMPACTOR

- I. Removed Thermador Trash Compactor P/N TMC-288 S/N 3060438, Having 6 AMP load, approved on 337 dated 9/19/83.
- II. Installed Montgomery Ward Trash Compactor P/N SBW-5235-c S/N 48H-00442, Having 10 AMP Load.
- III. Unit function tested satisfactorily; unit operation does not adversely affect the safe operation of the aircraft.
- IV. Installation was same as previously approved on N505T 4/01/81 for Airesearch Aviation Co., Los Angeles, CA. (See previous weight and Balance Data Report #C-3688.)
- V. Installation using acceptable methods, techniques, and practices in accordance with AC43-13-1A Chapter 11, and Chapter 13.
- VI. Weight and Balance and Equipment List Revised.

---END---

ADDITIONAL SHEETS ARE ATTACHED

| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION  |   |   |  | Form Approved<br>Budget Bureau No. 04-R060.1 |                 |
|--|---|---|--|--|-----------------|
| MAJOR REPAIR AND ALTERATION<br>(Airframe, Powerplant, Propeller, or Appliance)   |   |   |  | FOR FAA USE ONLY                             |                 |
|  |   |   |  | OFFICE IDENTIFICATION<br>502-6400-5          |                 |
| 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  | Boeing  | MODEL  | 727-31                                       |                 |
|  | SERIAL NO.                                  | 20115   | NATIONALITY AND REGISTRATION MARK                      | N505T  |                 |
| 2. OWNER   | NAME (As shown on registration certificate) |   | ADDRESS (As shown on registration certificate)         |  |                 |
|  | Tenneco Inc.                                |   | 16951 J.F.K. Blvd.<br>Houston, TX 77032                |  |                 |
| 3. FOR FAA USE ONLY  |   |   |  |  |                 |
| This alteration identified herein complies with applicable airworthiness requirements and is approved only for the aircraft described herein subject to conformity inspection by a person authorized in § 43.7 (b).<br>8/3/84 <i>[Signature]</i><br>Inspector SW - 6400 5  |   |   |  |  |                 |
| 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.                           |                 |
| Tenneco Inc.<br>16951 J.F.K. Blvd.<br>Houston, TX 77032  |   | <input type="checkbox"/> U.S. CERTIFICATED MECHANIC<br><input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC<br><input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION<br><input type="checkbox"/> MANUFACTURER |  | 205-10                                       |                 |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge. |   |   |  |  |                 |
| DATE   |   | SIGNATURE OF AUTHORIZED INDIVIDUAL  |  |  |                 |
| 8/3/84   |   | <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 P.T. STANDARDS INSPECTOR                | MANUFACTURER  | INSPECTION AUTHORIZATION                               |  | OTHER (Specify) |
|  | FAA DESIGNEE                                | REPAIR STATION  | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OR AIRCRAFT |  |                 |
| DATE OF APPROVAL OR REJECTION  | CERTIFICATE OR DESIGNATION NO.              | SIGNATURE OF AUTHORIZED INDIVIDUAL  |  |  |                 |
| 8-8-84   | 205-10                                      | <i>[Signature]</i>  |  |  |                 |

FAA Form 337 (7-67)

(8320)

TC 1090/1 ✓ TC 789/1 ✓

**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.)

**VIDEO MONITOR AND VCR INSTALLATION**

- I. Revised interior (which was previously installed and approved by Airesearch Aviation Co., Los Angeles, CA 4/7/81 on report No. C-3688) as follows:
  - A. Modified coat closet (R/H side Sta. 814.5) to receive mounts for installation of the following:
    1. Video Recorder - Mitsubishi HS-330UR
    2. Video Monitor - Mitsubishi CM-1901
    3. Infra-Red Transmitter - Nady 1RT-200
    4. Altitude Cut-Out Switch - Asinc 90500
    5. Power Receptacle - 7777K1
    6. Power Supply AC-DC Adaptor - Nady LA-2420
  - II. Modification of coat closet in accordance with Structural Substantiation Report No. 243 and Drawing No. 266, submitted and approved on FAA form 8110-3 by J. A. Dugelby, D.E.R., Threshold Engineering Company, San Antonio, TX. Reports and drawings are available to the Administrator on request.
  - III. Power Supply as follows:
    - A. 28V DC Bus No. 1 (Drain Valve, Shower 3 amp CB, existing).
    - B. 115V AC 60Hz (Utility Outlets Aft Cabin - 15 amp CB, existing).
  - IV. Utilized existing Altec 755E Speakers at Sta. 730.0.
  - V. Systems installation is in accordance with Tenneco Inc. Drawing "N505T Video System" dated 7/26/84.
  - VI. All work performed utilizing acceptable methods, techniques, and practices per AC 43.13-1A, Chpt.15 and AC 43.13-2A Chpts. 1 & 2.
  - VII. Installation was functionally tested at ground level and at altitude during performance check flight, and operated satisfactorily and did not adversely affect the operation of any other systems.
  - VIII. Aircraft weighed. Weight and Balance and Equipment list amended.

-- END --

ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE: 1977-771-021/290

FAA AIRCRAFT REGISTRY  
 CAMERA NO. 2N DATE: 4-22-85

*Chp*  
 Form Approved  
 Budget Bureau No. 04-R060.1  
 FOR FAA USE ONLY  
 OFFICE IDENTIFICATION  
 206420-5

DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION  
**MAJOR REPAIR AND ALTERATION**  
 (Airframe, Powerplant, Propeller, or Appliance)

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  | Boeing | MODEL  | 727-31 |
|             | SERIAL NO.                                  | 20115  | NATIONALITY AND REGISTRATION MARK              | N505T  |
| 2. OWNER    | NAME (As shown on registration certificate) |        | ADDRESS (As shown on registration certificate) |        |
|             | Tenneco Inc.                                |        | 16951 J.F.K. Blvd.<br>Houston, TX 77032        |        |

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                               |       |            |         |            |

| A. AGENCY'S NAME AND ADDRESS                            |  | B. KIND OF AGENCY   |  | C. CERTIFICATE NO. |
|---|--|---|--|--------------------|
| Tenneco Inc.<br>16951 J.F.K. Blvd.<br>Houston, TX 77032 |  | U.S. CERTIFICATED MECHANIC                                      |  | 205-10             |
|   |  | 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   | SIGNATURE OF AUTHORIZED INDIVIDUAL |
| 8/3/84 | <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 RT. STANDARDS INSPECTOR    | MANUFACTURER                                       | INSPECTION AUTHORIZATION                               | OTHER (Specify) |
|                               | FAA DESIGNER                   | <input checked="" type="checkbox"/> REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT |                 |
| DATE OF APPROVAL OR REJECTION | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL                 |  |                 |
| 8/3/84                        | 205-10                         | <i>[Signature]</i>                                 |  |                 |

FAA Form 337 (7-67)

(8320)

*TC103061 ✓*

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SDNY\_GM\_02760022

EFTA\_00246944

EFTA01331407

**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.)

BODY STATION 950 BULKHEAD FORGING REPAIR

- I. Repaired left and right BS 950 forging, lower section, in accordance with instructions provided by Threshold Engineering Company of San Antonio, TX. Subject instructions are identified in reports No. 242 and No. 244. Reports were drafted and approved on FAA form 8110-3 by J. A. Dugelby, D.E.R., and are available to the Administrator on request.
- II. All work performed utilizing acceptable methods, techniques, and practices per AC 43.13-1A.
- III. Aircraft weighed. Weight and Balance amended.

-- END --

ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY  
 CAMERA NO. 2N DATE: 4-22-85

DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION  
**MAJOR REPAIR AND ALTERATION**  
 (Airframe, Powerplant, Propeller, or Appliance)

*John*  
 Form Approved  
 Budget Bureau No. 04-R060.1  
 FOR FAA USE ONLY  
 OFFICE IDENTIFICATION  
*JW-GATTS*

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<br>Boeing  | MODEL<br>727-31   |
|             | SERIAL NO.<br>20115   | NATIONALITY AND REGISTRATION MARK<br>U.S.A. - N505T                                       |
| 2. OWNER    | NAME (As shown on registration certificate)<br>Tenneco Inc. | ADDRESS (As shown on registration certificate)<br>16951 J.F.K. Blvd.<br>Houston, TX 77032 |

3. FOR FAA USE ONLY

*7/19/84*  
*John W. Smith*  
 Inspector SW - GAOO

4. UNIT IDENTIFICATION

| UNIT       | MAKE                                       | MODEL | SERIAL NO. | 5. TYPE |            |
|------------|--|-------|------------|---------|------------|
|            |  |       |            | REPAIR  | ALTERATION |
| AIRFRAME   | ***** (As described in item 1 above) ***** |       |            |         | X          |
| POWERPLANT |  |       |            |         |            |
| PROPELLER  |  |       |            |         |            |
| APPLIANCE  | TYPE                                       |       |            |         |            |
|            | MANUFACTURER                               |       |            |         |            |

6. CONFORMITY STATEMENT

|   |   |                              |
|---|---|------------------------------|
| A. AGENCY'S NAME AND ADDRESS<br>Tenneco Inc.<br>16951 J.F.K. Blvd.<br>Houston, TX 77032 | B. KIND OF AGENCY   | C. CERTIFICATE NO.<br>205-10 |
|   | <input type="checkbox"/> U.S. CERTIFICATED MECHANIC             |                              |
|   | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC          |                              |
|   | <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION |                              |

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<br>7/19/84 | SIGNATURE OF AUTHORIZED INDIVIDUAL<br><i>John W. Smith</i> |
|-----------------|--|

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  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<br>7-25-84 | CERTIFICATE OR DESIGNATION NO.<br>205-10         | SIGNATURE OF AUTHORIZED INDIVIDUAL<br><i>John W. Smith</i> |  |                 |

FAA Form 337 (7-67)

(8320)

*TC 1050/1 ✓ TC 789/1 ✓*

SDNY\_GM\_02760024

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246946

EFTA01331409

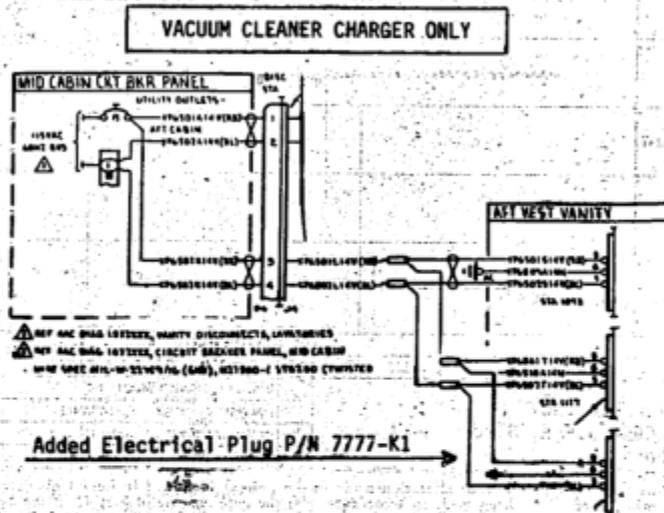
**NOTICE**

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.)

INSTALLATION OF 115 VOLT SOCKET & HAND VACUUM WITH CHARGER BASE

- I. Installed 1 each Cutler - Hammer aircraft electric safety socket P/N 7777-K1 in rear closet, left hand side, station 1137. Wired new plug into existing 75/115-volt AC supply from utility plug in vanity.
- II. The safety socket incorporates a switch, which connects the supply to the vacuum battery charger when the charger plug is inserted in the socket, and is protected by a 250 MA fuse.
- III. Installed the following placard adjacent to safety socket.



- IV. Installed 1 each Black & Decker cordless vacuum cleaner with battery charger base P/N 680982-00. This unit is Underwriters Laboratories approved and has the following specifications: 120 volts, 60HZ, 5 watts/ 7.2 V.D.C., 125 MA. The total voltage draw from the power supply will be approximately 1.06 MA.
- V. The charger base is mounted adjacent to the electrical outlet at station 1137 and attached using AN526-8-32 screws, AN970-3 large area washers and AN305-8-32 fiber lock nuts.
- VI. Weight & Balance and Equipment List amended.

ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY  
 CAMERA NO. 2A DATE: 4-22-85

| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION  |   |   |  | Form Approved<br>Budget Bureau No. 04-4060.1   |            |
|--|---|---|--|--|------------|
| MAJOR REPAIR AND ALTERATION<br>(Airframe, Powerplant, Propeller, or Appliance)   |   |   |  | 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.  |   |   |  | OFFICE IDENTIFICATION<br><i>SAW-6405</i>       |            |
| 1. AIRCRAFT  | MAKE  | BOEING  |  | MODEL  | 727-31     |
|  | SERIAL NO.                                  | 20115   |  | NATIONALITY AND REGISTRATION MARK              | USA N505T  |
| 2. OWNER   | NAME (As shown on registration certificate) |   |  | ADDRESS (As shown on registration certificate) |            |
|  | TENNECO INC.                                |   |  | 16951 J.F.K. BLVD.<br>HOUSTON, TEXAS 77032     |            |
| 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.                             |            |
| G. C. Kolb<br>Tenneco Inc.<br>16951 J.F.K. Blvd.<br>Houston, Texas 77032   |   | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC<br><input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC<br><input type="checkbox"/> CERTIFICATED REPAIR STATION<br><input type="checkbox"/> MANUFACTURER |  | A + P<br>1337480                               |            |
| 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  |  |  |            |
| September 19, 1983   |   | <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 FLT. STANDARDS INSPECTOR                | MANUFACTURER  | <input checked="" type="checkbox"/> INSPECTION AUTHORIZATION | OTHER (Specify)                                |            |
|  | FAA DESIGNEE                                | REPAIR STATION  | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT       |  |            |
| DATE OF APPROVAL OR REJECTION  |   | CERTIFICATE OR DESIGNATION NO.  | SIGNATURE OF AUTHORIZED INDIVIDUAL                           |  |            |
| September 19, 1983   |   | IA 1337480  | <i>[Signature]</i>   |  |            |

FAA Form 337 (7-67) ☆ U.S. Government Printing Office 1977-772-646/141 (8320)

*TC-1030/1 DCB*

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

SDNY\_GM\_02760026

EFTA\_00246948

EFTA01331411

**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.)

**TRASH COMPACTOR**

- I. Removed Montgomery Ward Trash Compactor P/N SBW-5021A S/N 08D-00489, Having 10 AMP Load.
- II. Installed Thermador Trash Compactor P/N TMC-28B S/N 3060438, Having 6 AMP load, same location.
- III. Unit function tested satisfactorily; unit operation does not adversely affect the safe operation of the aircraft.
- IV. Installation was replacement of unit previously approved 4-07-81 for Airesearch Aviation Co., Los Angeles, Ca. (See previous weight and Balance Data Report #C-3688.)
- V. Installation using acceptable methods, techniques, and practices in accordance with AC43-13-1A Chapter 11, and Chapter 13.
- VI. Weight and Balance and Equipment List Revised.

----END----

ADDITIONAL SHEETS ARE ATTACHED

FAA AIRCRAFT REGISTRY  
 CAMERA NO. 2N DATE: 4-22-85

DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

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

Form Approved  
 Budget Bureau No. 04-R060.1  
 FOR FAA USE ONLY  
 OFFICE IDENTIFICATION  
 AWE FSD065

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<br><b>Boeing</b>   | MODEL<br><b>727-31</b>  | NATIONALITY AND REGISTRATION MARK<br><b>U.S.A. N505T</b> |
|             | SERIAL NO.<br><b>20115</b>  | ADDRESS (As shown on registration certificate)<br><b>1795 J.F.K. Blvd.<br/>Houston, Texas 77205</b> |  |
| 2. OWNER    | NAME (As shown on registration certificate)<br><b>Tenneco, Inc.</b> |   |  |

3. FOR FAA USE ONLY

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

6. CONFORMITY STATEMENT

|   |  |   |
|---|--|---|
| A. AGENCY'S NAME AND ADDRESS<br><b>Airesearch Aviation Co.<br/>4150 Donald Douglas Dr.<br/>Long Beach, CA 90808</b> | B. KIND OF AGENCY<br><input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC<br><input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC<br><input type="checkbox"/> CERTIFICATED REPAIR STATION<br><input type="checkbox"/> MANUFACTURER | C. CERTIFICATE NO.<br><b>PL-G-4022-A</b><br>A/C CLASS 2-3-4<br>RADIO CLASS 1-2-3<br>LIMITED INSTRUMENT<br>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<br><b>APR 17 1981</b> | SIGNATURE OF AUTHORIZED INDIVIDUAL<br><i>Robert E. Fujii</i><br><b>Robert E. Fujii, Lead Inspector</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 provided by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

|    |                              |  |  |   |
|----|------------------------------|--|--|---|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER                                       | INSPECTION AUTHORIZATION                               | RECEIVED<br><b>MAY 07 1981</b><br>LGB FSDO 65 |
|    | FAA DESIGNEE                 | <input checked="" type="checkbox"/> REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT |   |

|   |   |  |
|---|---|--|
| DATE OF APPROVAL OR REJECTION<br><b>APR 17 1981</b> | CERTIFICATE OR DESIGNATION NO.<br><b>AS 4022A</b> | SIGNATURE OF AUTHORIZED INDIVIDUAL<br><i>Robert E. Fujii</i><br><b>Robert E. Fujii, Lead Inspector</b> |
|---|---|--|

FAA Form 337 (7-77)

(8320)

SDNY\_GM\_02760028

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246950

EFTA01331413

**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.)

Installation of Dual Delco Carousel IYA Inertial Navigation System in accordance with STC SA4164ME, amendment dated April 16, 1981 to include 727-31 model. Flight manual supplement issued dated April 16, 1981.

It has been determined that the interrelationship between these changes and any other previously approved modifications will not adversely effect the airworthiness of this aircraft.

Aircraft has been weighed. Weight and balance and equipment list revised.

The end.

REVISION

ADDITIONAL SHEETS ARE ATTACHED

1975-G.P.O.-1703-M/673-900/175

FAA AIRCRAFT REGISTRY  
 CAMERA NO. 2N DATE: 4-22-85

|  |   |  |                                     |  |                 |
|--|---|--|-------------------------------------|--|-----------------|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br><b>MAJOR REPAIR AND ALTERATION</b><br>(Airframe, Powerplant, Propeller, or Appliance)   |   |  |                                     | Form Approved<br>Budget Bureau No. 04-R060.1<br><b>FOR FAA USE ONLY</b><br>OFFICE IDENTIFICATION<br>SW-FSDO-62 |                 |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.  |   |  |                                     |  |                 |
| 1. AIRCRAFT  | MAKE  | Boeing   |                                     | MODEL  | 727-31          |
|  | SERIAL NO.                                  | 20115  |                                     | NATIONALITY AND REGISTRATION MARK  | USA N505T       |
| 2. OWNER   | NAME (As shown on registration certificate) |  |                                     | ADDRESS (As shown on registration certificate)   |                 |
|  | Tenneco, Inc.                               |  |                                     | 16951 JFK Blvd.<br>Houston, Texas 77205  |                 |
| 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   |   |  |                                     |  | X               |
| PROPELLER  |   |  |                                     |  |                 |
| APPLIANCE  | TYPE  |  |                                     |  |                 |
|  | MANUFACTURER                                |  |                                     |  |                 |
| 6. CONFORMITY STATEMENT  |   |  |                                     |  |                 |
| A. AGENCY'S NAME AND ADDRESS   |   | B. KIND OF AGENCY  |                                     | C. CERTIFICATE NO.   |                 |
| G. C. KOLB<br>Tenneco, Inc.<br>16951 JFK Blvd.<br>Houston, Texas 77205   |   | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC |                                     | 205-1  |                 |
|  |   | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC         |                                     |  |                 |
|  |   | <input 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                             |                                     |  |                 |
| 4-22-81  |   | <i>G. Kolb</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   | <input checked="" type="checkbox"/> | INSPECTION AUTHORIZATION   | OTHER (Specify) |
|  | FAA DESIGNEE                                | REPAIR STATION   |                                     | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT   |                 |
| DATE OF APPROVAL OR REJECTION  |   | CERTIFICATE OR DESIGNATION NO.                                 |                                     | SIGNATURE OF AUTHORIZED INDIVIDUAL   |                 |
| 4-24-81  |   | 1337480  |                                     | <i>G. Kolb</i>   |                 |

FAA Form 337 (7-67)

(8320)

SDNY\_GM\_02760030

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246952

EFTA01331415

**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.)

Supplementary Lights

- I. Grimes Supplementary Lighting System installed on wing tips.
- II. Installation was in accordance with good shop practices per AC43.13-1A Chapter 5, Sec. 1, and Chapter 6, Para. 248 and 249; Chapter 7, Sec. 1, Chapter 11, Sec. 1-2-3-4-5-7; Mfgs. Specifications; and Airesearch Aviation Co. Drawings #1359002"A" (Mechanical) and #1783009 "NC" (Electrical).
- III. System was functionally checked and operation was normal.
- IV. Weight and Balance and Equipment List revised.

-END-

ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE: 1977-371-021/344

FAA AIRCRAFT REGISTRY  
 CAMERA NO. 2N DATE: 4-22-85

570 4

DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION  
**MAJOR REPAIR AND ALTERATION**  
 (Airframe, Powerplant, Propeller, or Appliance)

Approved Budget Bureau No. 04-R060.1  
 FOR FAA USE ONLY  
 OFFICE IDENTIFICATION  
 WE Esp 65

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  | BOEING | MODEL  | 727-31       |
|             | SERIAL NO.                                  | 20116  | NATIONALITY AND REGISTRATION MARK              | U.S.A. N505T |
| 2. OWNER    | NAME (As shown on registration certificate) |        | ADDRESS (As shown on registration certificate) |              |
|             | TENNECO, INC.                               |        | 17798 J.F.K. Blvd.<br>Houston, Texas 77205     |              |

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<br><b>AIRESEARCH AVIATION CO.<br/>4150 Donald Douglas Dr.<br/>Long Beach, CA 90808</b> | B. KIND OF AGENCY   |  | C. CERTIFICATE NO.  |
|   | <input type="checkbox"/> U.S. CERTIFICATED MECHANIC             | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | R. S. 4022 A  |
|   | <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION | <input type="checkbox"/> MANUFACTURER                  | A/C CLASS 2-3-4<br>RADIO CLASS 1-2-3<br>LIMITED INSTRUMENT<br>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        | SIGNATURE OF AUTHORIZED INDIVIDUAL                        |
| APR 03 1981 | <i>Robert E. Fujii</i><br>Robert E. Fujii, Lead 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                   | REPAIR STATION  |                          |                 |
| DATE OF APPROVAL OR REJECTION | CERTIFICATE OR DESIGNATION NO. | SIGNATURE OF AUTHORIZED INDIVIDUAL                        |                          |                 |
| APR 03 1981                   | RS 4022A                       | <i>Robert E. Fujii</i><br>Robert E. Fujii, Lead Inspector |                          |                 |

FAA Form 337 (7-67)

(8320)

SDNY\_GM\_02760032

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246954

EFTA01331417

**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.)

Installation of dual Delco Carousel IVA Inertial Navigation System in accordance with STC SA4164WE. Flight Manual Supplement issued dated June 27, 1980.

Installation of dual HF Communications System using a vertical fin leading edge slotted antenna in accordance with Eastern Airlines STC ST51050 except for the following deviations:

AAC Drawing 1518198 - HF - 1 System Control Head Mod.

AAC Drawing 1518199 - HF - 2 System Control Head Mod.

It has been determined that the interrelationship between these changes and any other previously approved modifications will not adversely affect the airworthiness of this aircraft.

Aircraft has been weighed. Weight and Balance and Equipment List Revised.

THE END

FAA IDENTIFICATION

FOR BY REL OF

ADDITIONAL SHEETS ARE ATTACHED

U.S. GOVERNMENT PRINTING OFFICE: 1977-771-021/290

|   |   |  |  |
|---|---|--|--|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION   |   | Form Approved<br>Budget Bureau No. 04-R060.1   |  |
| <b>MAJOR REPAIR AND ALTERATION</b><br>(Airframe, Powerplant, Propeller, or Appliance)   |   |  |  |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.   |   |  |  |
| 1. AIRCRAFT   | MAKE  | MODEL  |  |
|   | SERIAL NO.                                  | NATIONALITY AND REGISTRATION MARK  |  |
| 2. OWNER  | NAME (As shown on registration certificate) |  | ADDRESS (As shown on registration certificate)         |
|   |   |  |  |
| 3. FOR FAA USE ONLY   |   |  |  |
| The data identified herein complies with Applicable airworthiness requirements and is approved only for above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.<br><i>By [Signature] Date 4-3-81</i>                                      |   |  |  |
| 4. UNIT IDENTIFICATION  |   |  |  |
| UNIT  | MAKE  | MODEL  | SERIAL NO.   |
| AIRFRAME  | (As described in item 1 above)              |  | X  |
| POWERPLANT  |   |  |  |
| PROPELLER   |   |  |  |
| APPLIANCE   | TYPE  |  |  |
|   | MANUFACTURER                                |  |  |
| 5. TYPE   |   |  |  |
|   |   |  |  |
|   |   |  |  |
| 6. CONFORMITY STATEMENT   |   |  |  |
| A. AGENCY'S NAME AND ADDRESS  |   | B. KIND OF AGENCY  |  |
| AirResearch Aviation Co.<br>4150 Donald Douglas Dr.<br>Long Beach, CA 90808   |   | <input type="checkbox"/> U.S. CERTIFICATED MECHANIC<br><input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC<br><input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION<br><input type="checkbox"/> MANUFACTURER  |  |
|   |   | C. CERTIFICATE NO.<br>R. S. 4022 A<br>A/C CLASS 2-3-4<br>RADIO CLASS 1-2-3<br>LIMITED INSTRUMENT<br>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  | SIGNATURE OF AUTHORIZED INDIVIDUAL          |  |  |
| APR 03 1981   | Robert E. Fujii, Lead 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                               |
|   | FAA DESIGNEE                                | <input checked="" type="checkbox"/> REPAIR STATION   | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT |
| DATE OF APPROVAL OR REJECTION   | CERTIFICATE OR DESIGNATION NO.              | SIGNATURE OF AUTHORIZED INDIVIDUAL   |  |
| APR 03 1981   | RS 4022A                                    | Robert E. Fujii, Lead Inspector  |  |

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

**NOTICE**

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

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

The following systems were installed complete and in accordance with manufacturer's specifications; ACCS-32 all sections; AC43.13-2 Chapter 2, para. 21,22,23, Chapter 11, para. 182, 183, e,f,g; AC43-1A Chapter 16, sections 1,2,3,4,5; AiResearch Aviation Co. drawings DL 1500553 avionics radio, DL 1600562 avionics elect and W111 Kennedy DER FAA 8110-3 data approval.

Dual Collins 618M-3A comm system  
 Dual Collins 51RV-1 VHF navigation system  
 Dual Collins FD-109Y flight director system  
 Dual Collins DME-40 DME system  
 Dual Collins TDR-90 transponder system  
 Dual Collins DF-206 ADF system  
 Collins FPC-75 ground proximity warning system  
 Collins 54W1C comparator warning system  
 Collins 51Z-4 marker beacon system  
 RCA Primus-400 HXD coloradar system  
 Wulfsberg flightfone III air to ground radiotelephone

**Flight Instruments:**

(2) IDC 521-28007005 servoed encoding altimeters  
 (2) IDC 422-30510-130 static defect corrector and SAT/TAS computers  
 (2) IDC 575-25820-739 mach/airspeed indicators  
 (2) IDC 513-24660-101 TAS/SAT/TAT indicators  
 (1) IDC 540-25100-001 altitude alerter  
 (3) Davtron 811B digital clock/flight time recorder  
 (2) Collins 329B-8Y approach horizon indicators  
 (2) Collins 331A-9G course indicators  
 Rosemount 102AH-2AG dual temperature probe  
 Cabin audio entertainment system

The following systems interface and wiring also installed in accordance with AC 43.13-1A chapter 11 all sections:

1607032 shaver outlets, mod  
 1608092 utility outlets, fwd cabin  
 1608093 utility outlets, aft cabin  
 1608099 service outlets, mod  
 161013 ac power distribution  
 161013 ac power galley service  
 1611031 Freq.conv. static 115 vac, 60\_HZ  
 1636212 dc power distribution  
 1668006 engine oiler remote pump  
 1683354 sch-electric oven, mod (Jenn-air)  
 1683355 electric oven, mod (Jenn-air)  
 1683371 galley, fwd unit  
 1683372 galley, aft unit

ADDITIONAL SHEETS ARE ATTACHED

★1975-G.P.O.-1703-M/973-800/175

The following systems interface and wiring also installed in accordance with AC 43.13-1A chapter 11 all sections:

1684011 sch-pneu, zone air cond.  
 1684012 sch-ckt, air cond. (zone temp. cont.)  
 1684013 sch-ckt, air cond. (overheat cont.)  
 1685073 air cond. zone temp control  
 1687047 air cond. sensor fans  
 1692239 water heater, galley 6 gal.  
 1692240 water heater, master lav. 20 gal.  
 1692241 water system line heaters, fwd.  
 1692242 water system line heaters, aft  
 1692316 water heaters, lavatories, mod  
 1700040 vent blower galley  
 1755039 air cond. zone temp. indication  
 1782110 aisle lights, cabin  
~~1783009~~ ~~strobe lights wing~~  
 1784137 storage compt and closet lights  
 1789059 ceiling lts essential power  
 1792150 cove lights, crew compt  
 1792151 cove lights, galley  
 1792152 cove lights, lounge  
 1792153 cove lights, fwd. state room  
 1792154 ceiling & read lts, crew compt.  
 1793268 ceiling lts galley  
 1793269 ceiling & read lts, lounge  
 1793270 ceiling & read. lts, fwd stateroom  
 1793271 ceiling & read. lts, aft stateroom  
 1793272 ceiling lts, aft lavatory  
 1807045 table lamps cabin  
 1808212 shower fan/ lt & drain valve  
 1813061 panel ltg. 3rd crewman's  
 1813062 switch & panel ltg. cabin  
 1821059 ceiling lts, fwd vestibule  
 1821060 ceiling lts, aft vestibule  
 1824242 work & effect lts, lounge bar  
 1824243 vanity lights, aft vestibule  
 1824244 work lts, fwd and aft attendant's  
 1832400 attendant's panel, fwd vest.  
 1832401 attendant's panel galley  
 1832402 attendant's panel aft vest  
 1832403 vanity disconnects, lavatories  
 1832404 circuit breaker panel, galley  
 1832405 circuit breaker panel, mid cabin  
 1832406 control panels, cabin  
 1832407 electrical equipment instl, galley  
 1832408 electrical equip. instl, mid cabin  
 1837026 spare wires, electrical  
 1838211 electrical flush toilets, mod  
 1838212 drain valves water system  
 1838213 air compr. & qty ind. water system  
 1880028 air cond. overheat control  
 1883071 emergency exit ltg. mod  
 1886193 call system relay assy  
 1886194 call system cabin  
 1886195 call system crew

| REGISTRATION NUMBER | TYPE   | MODEL | YEAR | OWNER | ADDRESS | CITY | STATE | ZIP |
|---------------------|--------|-------|------|-------|---------|------|-------|-----|
| N1000               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1001               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1002               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1003               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1004               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1005               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1006               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1007               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1008               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1009               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1010               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1011               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1012               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1013               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1014               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1015               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1016               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1017               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1018               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1019               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1020               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1021               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1022               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1023               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1024               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1025               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1026               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1027               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1028               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1029               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1030               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1031               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1032               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1033               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1034               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1035               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1036               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1037               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1038               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1039               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1040               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1041               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1042               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1043               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1044               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1045               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1046               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1047               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1048               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1049               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1050               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1051               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1052               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1053               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1054               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1055               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1056               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1057               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1058               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1059               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1060               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1061               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1062               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1063               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1064               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1065               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1066               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1067               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1068               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1069               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1070               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1071               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1072               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1073               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1074               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1075               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1076               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1077               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1078               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1079               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1080               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1081               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1082               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1083               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1084               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1085               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1086               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1087               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1088               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1089               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1090               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1091               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1092               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1093               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1094               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1095               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1096               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1097               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1098               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1099               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |
| N1100               | Cessna | 170   | 1965 | ...   | ...     | ...  | ...   | ... |

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

The following systems interconnect and wiring also installed in accordance with AC 43.13-1A chapter 11 all sections:

|             |                                       |
|-------------|---------------------------------------|
| 1887205     | passenger warning signs               |
| 1888050     | smoke and flame det. sensor assy      |
| 1888053     | smoke and flame det. bag compt        |
| 1501388     | rad'o power feeds                     |
| 1502232     | radio lights                          |
| 1503178     | ADF-1 system DF-206                   |
| 1504137     | ADF-2 system DF-206                   |
| 1505284     | NAV-1 system 51RY-1                   |
| 1506266     | NAV-2 system 51RY-1                   |
| 1507304     | FD-1 system FD-109Y                   |
| 1508276     | FD-2 system FD-109Y                   |
| 1509281     | DME-1 system DME-40                   |
| 1510184     | DME-2 system DME-40                   |
| 1511058     | DME indicator                         |
| 1513193     | marker system 512-4                   |
| 1514066     | Selcal system 456C- modif             |
| 1515205     | VHF-1 system 618M-3A 1516207          |
| 1516207     | VHF-2 system 618M-3A                  |
| 1520127     | flitefone system                      |
| 1521225     | atc system tdr-90 (dual)              |
| 1523254     | pa/inph (modif)                       |
| 1524057     | stereo system (cabin)                 |
| 1525090     | tv antenna (prov)                     |
| 1527211     | cockpit audio (modif)                 |
| 1529137     | comparator system 54W-1C              |
| 1530149     | weather radar primus-400              |
| 1533204     | no. 1 radar altimeter ala-51A (modif) |
| 1533205     | no. 2 radar altimeter ala-51A (modif) |
| 1535205     | autopilot system interface            |
| 1536231     | comp-1 system interface               |
| 1537221     | comp-2 system interface               |
| 1538174     | altitude system interface.            |
| 1541186     | ins-1 system CIVA                     |
| 1541188     | ins-1 system interface                |
| 1541187     | ins-2 system CIVA                     |
| 1541189     | ins-2 system interface                |
| 1544264     | l.h. altimeter/alerter                |
| 1544265     | r.h. altimeter indicator              |
| 1544266     | stby altimeter indicator              |
| 1545117     | mach/airspeed indicators              |
| 1547116     | l.h. sat/tas system                   |
| 1547117     | r.h. sat/tas system                   |
| 1548034 (2) | scat system (modif)                   |
| 1549249     | annon system                          |
| 1550178     | reco accessory box                    |
| 1551077     | digital clock system                  |
| 1552007     | oat indicator (modif)                 |
| 1557091     | data select system                    |
| 1558010     | rate of turn system (modif)           |
| 1560020     | GPWS system (modif)                   |
| 1571017     | ins relay unit                        |
| 1572026     | nav relay unit                        |
| 1592046     | annunciator cplr diagram              |
| 1594097     | cockpit hf/inph control               |
| 1594098     | cabin flitefone/inph control          |

An electrical DC-AC load analysis has been made per AirResearch Aviation Co. report C-3724 in accordance with AC 43.13-1A-426, and 4b.621. Total DC capacity is 150 amps. Total normal cruise DC load is 81.9 amps. Total cruise AC load is 57.3 KVA.

Aircraft weighed. Weight and balance and equipment list revised.

The end.

14

| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION  |   |  |  | Form Approved<br>Budget Bureau No. 04-R060.1   |            |
|--|---|--|--|--|------------|
| MAJOR REPAIR AND ALTERATION<br>(Airframe, Powerplant, Propeller, or Appliance)   |   |  |  | 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.  |   |  |  | OFFICE IDENTIFICATION<br><b>DEFSDO 65</b>  |            |
| 1. AIRCRAFT  | MAKE  | <b>Boeing</b>  | MODEL  | <b>727-31</b>  |            |
|  | SERIAL NO.                                  | <b>20185</b>   | NATIONALITY AND REGISTRATION MARK  | <b>USA N805T</b>   |            |
| 2. OWNER   | NAME (As shown on registration certificate) |  | ADDRESS (As shown on registration certificate)   |  |            |
|  | <b>Tenneco, Inc.</b>                        |  | <b>17795 J.F.K. Blvd.<br/>Houston, Texas 77205</b>   |  |            |
| 3. FOR FAA USE ONLY  |   |  |  |  |            |
| The data identified herein complies with Applicable airworthiness requirements and is approved only for above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.  |   |  |  |  |            |
| By <u>[Signature]</u> Date <u>4/3/81</u>   |   |  |  |  |            |
| UNIT IDENTIFICATION  |   |  |  |  |            |
| 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>AIResearch Aviation Co.<br/>4150 Donald Douglas Dr.<br/>Long Beach, CA 90809</b>  |   | <input type="checkbox"/> UNLICENSED MECHANIC<br><input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC<br><input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION<br><input type="checkbox"/> MANUFACTURER |  | <b>R. 5. 4022 A</b><br>A/C CLASS 2-3-4<br>RADIO CLASS 1-2-3<br>LIMITED INSTRUMENT<br>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   | <b>APR 03 1981</b>                          | SIGNATURE OF AUTHORIZED INDIVIDUAL<br><u>[Signature]</u><br><b>Robert E. Fujii, Lead Inspector</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 <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  | <b>APR 03 1981</b>                          | CERTIFICATE OR DESIGNATION NO.<br><b>R-4022A</b>   | SIGNATURE OF AUTHORIZED INDIVIDUAL<br><u>[Signature]</u><br><b>Robert E. Fujii, Lead Inspector</b> |  |            |

1(7) [Signature]

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

**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.)

1. Installed the following in accordance with ACCS-36 all sections. AC43.13-2 chapter 1 para. 1-4-5-6-7-8-9-10-11-12 and AirResearch Aviation Co. drawings, DL1300517, DL 1400319 and structural analysis contained in Howard Patterson DER report No. C-3825.

B-7  
1102044

- 1102034 Installation table, cocktail, removable
- ~~110244~~ " table, cocktail
- 1102046 " table, cocktail w/ folding leaf
- 1104065 " table, foldout, galley
- 1124232 " divan, r.h. 3 place
- 1124235 " divan, l.h. 2 place berthable
- 1124236 " divan, curved, 4 place
- 1124237 " divan, transverse, 3 place
- 1124238 " divan, riviera, 3 place fwd. facing
- 1124239 " divan, riviera, 3 place aft facing
- 1124241 " kibitzer seat
- 1130090 " closet/ desk, r.h.
- 1130093 " closet l.h.
- 1130094 " closet, linen
- 1130096 " crew coatroom/cart storage
- 1130097 " closet linen, outboard
- 1139111 " ledge
- 1142171 " cabinet, refreshment
- 1144127 " table, with folding leaves
- 1146114 " pull-out table divan
- 1147184 " cabinet overhead
- 1147185 " cabinet overhead
- 1160200 " fabrication bulkhead and doors
- 1160201 Fabrication furn. panels
- 1160228 Fabrication bulkhead and attach
- 1160233 Installation life raft, overhead
- 161-STD-052 Installation std. blowout door and bulkhead prov.
- 1164038 Installation fitting, bulkhead tie-down
- 1164046 " bulkhead and partition upper attach
- 1164050 " partitions, fwd, and aft
- 1164052 " pass partition and attach
- 1165470 " galley, r.h. fwd. fwd facing
- 1165478 " galley, r.h. fwd aft facing
- 1176173 " cabinet, vanity w/ seat
- 1176174 " cabinet, aft lav.
- 1214196 " shower
- 1214200 " aux. water tank
- 1214271 " hot water tank
- 1214329 " aux. water tank, aft
- 1220153 " pallet, single seat
- 1220155 " pallet, single seat
- 1220158 " pallet, 4th crew member
- 1220159 " floor support mod. pallet

ADDITIONAL SHEETS ARE ATTACHED

★1975-G.P.O.-1709-M/873-900/175

Boeing 20115 Tennesse Inc. 727-31 N505T

1. Installed the following in accordance with ACCS-36 all sections, AC43.13-2 chapter 1 para. 1-4-5-6-7-8-9-10-11-12 and AirResearch Aviation Co. drawings, DL1300517, DL 1400319 and structural analysis contained in Howard Patterson DER report No. C-3825.

1242922 Installation, crew desk/storage

2. Installed the following in accordance with ACCS-44, all sections and AirResearch Aviation Co. drawings.

1245409 Floorplan - installation of T.S.O. approved seats in relation to emergency exits.

3. Installed the following in accordance with CAR 4b.359 all sections 4b.362 all sections, 4b.383 para (a) and (b) AC 43.13-2 chapter 12, para. 201, 202, 203, 204, 205, 206 (b) and 207.

1211117 Baggage compartment - 1/2 aft

4. Installed the following in accordance with ACCS-32 all sections, ACCS-33 all sections, AC 43.13-1A chapter 15 sect. 1-2-3-4-5 chapter 16, sect. 1-2-3-4-5, AC 43.13-2, chapter 2, para. 21-22-23 chapter 3, para. 31-33-34-35-36-37-38 and AirResearch Aviation Co. drawings.

1410337 Layout- radio rack E2, E3

1410338 Layout - radio rack E4, E5

1425272 Installation flitefone antenna

1461190 Installation weather radar r/t and ant.

5. Installed the following non-structural items in accordance with the following AirResearch Aviation Co. drawings:

1117075 Installation- ram air actuator access

~~1229865~~ " flat ceiling panels

1145047 " magazine rack

1266169 " oxygen box

1172074 " placards

1249014 " cabin temp sensors

1262139 " 4 zone temp control

1265029 " remote oil fill system

1092093 " modification- Ram air range

1167341-603 " conditioned air duct

6. Installed the following in accordance with ACCS-31 all sections, AC 43.13-1A, chapter 11 sections 1-2-3-4-5-6-7, chapter 16, sections 1-2-3-4-5 and AirResearch Aviation Co. drawings

1181405 Layout instrument panel

1233269 Layout control panel

~~1391198~~ Modification pitot/static schematic

1401205 layout- radio controls

1411225 Installation- sensor total temp

1448006 Layout overhead panel

1449004 Layout fit engr. station

03: 1391117

Boeing 20115      Tennessee,      727-31      N505T

7. Installation made in accordance with AC 43.13-1 chapter 4 and AC 43.13-1A chapter 5 section 1, chapter 6, chapter 7 section 1, chapter 11 sections 1-2-3-4-5 and 7, chapter 13 and manufacturer's specifications.

~~021250002 Strobe light installation~~

Aircraft weighed. Weight add balance and equipment list revised.

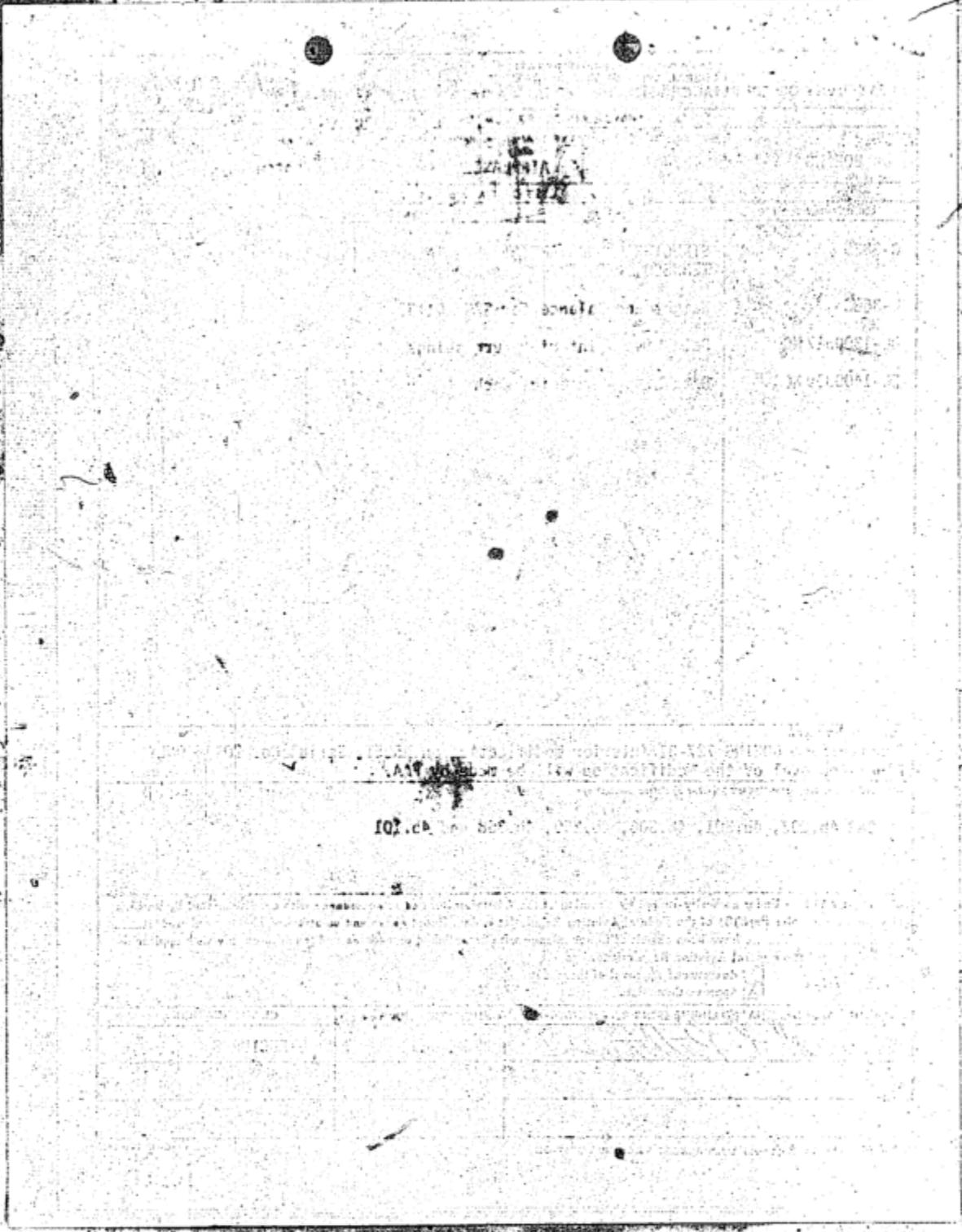
The end.

|   |  |  |  |
|---|--|--|--|
| DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION<br>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS  |  |  | DATE<br>APR 03 1981                          |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION   |  |  |  |
| MAKE<br>BOEING  | MODEL NO.<br>727-31  | TYPE (Airplane, Rotor, Helicopter, etc.)<br>AIRPLANE | NAME OF APPLICANT<br>AIRESEARCH AVIATION CO. |
| LIST OF DATA  |  |  |  |
| IDENTIFICATION  | TITLE  |  |  |
| C-3825  | STRUCTURAL SUBSTANTIATION - Interior Installation for TENNECO, INC. 727-31, S/N 20115. |  |  |
| C-3688  | Weight and Balance for S/N 20115.  |  |  |
| DL-1300517 NC   | Data List - Interior Furnishings.  |  |  |
| DL-1400319 NC   | Data List - Avionics Mech.   |  |  |
| PURPOSE OF DATA<br>Substantiate BOEING 727-31 Interior Modification on N505T, Serial No. 20115 ONLY. Final Approval of the Modification will be made by FAA.  |  |  |  |
| APPLICABLE REQUIREMENTS (List specific sections)<br>CAR 4b.202, 4b.301, 4b.306, 4b.260, 4b.358 and 4b.101   |  |  |  |
| 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.<br>I (A) Therefore <input type="checkbox"/> Recommend approval of these data<br><input checked="" type="checkbox"/> Approve these data |  |  |  |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)  | DESIGNATION NUMBER(S)  | CLASSIFICATION(S)                                    |  |
| <i>Howard L. Patterson</i>  | WE-663   | STRUCTURES   |  |
|   |  |  |  |

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

FAA AIRCRAFT REGISTRY

CAMERA NO. 2N DATE: 4-22-85



SDNY\_GM\_02760045

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246967

EFTA01331430

MICRO

| 48 042081 FEDERAL AVIATION AGENCY APPLICATION FOR AIRWORTHINESS CERTIFICATE (FAR 21)  |  |  |   | INSTRUCTIONS: Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use reverse side. |  |
|---|--|--|---|---|--|
| 1. REGISTRATION MARK<br><b>N7893</b> <i>503T</i>  |  | 2. AIRCRAFT MAKE<br><b>Boeing</b>  |   | 3. AIRCRAFT MODEL DESIGNATION<br><b>727-31</b>  |  |
| 4. AIRCRAFT SERIAL NO.<br><b>20115</b>  |  | 5. ENGINE MAKE<br><b>Pratt &amp; Whitney</b>                                 |   | 6. ENGINE MODEL DESIGNATION<br><b>JTD-7</b>   |  |
| 7. NO. OF ENGINES<br><b>Three</b>   |  | 8. PROPELLER MAKE<br><b>N/A</b>  |   | 9. PROPELLER MODEL DESIGNATION<br><b>N/A</b>  |  |
|   |  |  |   | 10. YR. ABC. MANUFACTURED<br><b>1969</b>  |  |
| A. APPLICATION IS HEREBY MADE FOR:  |  |  |   |   |  |
| <input checked="" type="checkbox"/> ORIGINAL CERTIFICATE—AIRCRAFT IS <input checked="" type="checkbox"/> NEW <input type="checkbox"/> USED <input type="checkbox"/> IMPORT  |  |  |   |   |  |
| <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE   |  |  |   |   |  |
| <input type="checkbox"/> OTHER (Specify)  |  |  |   |   |  |
| B. AIRWORTHINESS CLASSIFICATION (For multiple certification, check appropriate items)   |  |  |   |   |  |
| <input checked="" type="checkbox"/> STANDARD (Indicate category) <input type="checkbox"/> NORMAL <input type="checkbox"/> UTILITY <input type="checkbox"/> ACROBATIC <input checked="" type="checkbox"/> TRANSPORT  |  |  |   |   |  |
| <input type="checkbox"/> LIMITED  |  |  |   |   |  |
| <input checked="" type="checkbox"/> RESTRICTED (Indicate operation(s) to be conducted)  |  | <input type="checkbox"/> AGRICULTURE & PEST CONTROL                          |   | <input type="checkbox"/> AERIAL SURVEYING   |  |
| <input type="checkbox"/> EXPERIMENTAL (Indicate operation(s) to be conducted)   |  | <input type="checkbox"/> FOREST (Wild life conservation)                     |   | <input type="checkbox"/> PATROLLING   |  |
| <input type="checkbox"/> PROVISIONAL (Indicate class)   |  | <input type="checkbox"/> OTHER (Specify)                                     |   | <input type="checkbox"/> AERIAL ADVERTISING   |  |
|   |  | <input type="checkbox"/> RESEARCH AND DEVELOPMENT                            |   | <input type="checkbox"/> AMATEUR BUILT  |  |
|   |  | <input type="checkbox"/> RACING  |   | <input type="checkbox"/> EXHIBITION   |  |
|   |  | <input type="checkbox"/> CLASS I   |   | <input type="checkbox"/> TO SHOW COMPLIANCE WITH FAR  |  |
|   |  | <input type="checkbox"/> CLASS II  |   | <input type="checkbox"/> FAR CODES  |  |
| A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) <span style="float:right"># DEALER CHECK HERE <input checked="" type="checkbox"/></span>   |  |  |   |   |  |
| NAME<br><b>The Boeing Company</b>   |  |  | ADDRESS (Number, street, city, State and ZIP code)<br><b>P. O. Box 3707<br/>Seattle, Washington 98124</b>                   |   |  |
| B. AIRCRAFT CERTIFICATION BASIS   |  |  |   |   |  |
| <input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION OR TYPE CERTIFICATION DATA SHEET (Give No. and Rev. No.)<br><b>AWE, Rev. 6</b>   |  |  | <input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVE SUMMARY (Give year and last card No.)<br><b>1968 69-12</b>      |   |  |
| <input type="checkbox"/> AIRCRAFT LISTING (Give page No(s.))  |  |  | <input type="checkbox"/> SUPPLEMENTAL TYPE CERTIFICATE (Give No(s.))  |   |  |
| C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS   |  |  |   |   |  |
| <input checked="" type="checkbox"/> AIRCRAFT NEW—NO PREVIOUS HISTORY <input type="checkbox"/> TOTAL AIRFRAME HOURS RECORDED <b>2:25</b> <input type="checkbox"/> FAA CODES  |  |  |   |   |  |
| RECORDS MAINTAINED IN COMPLIANCE WITH FAR 91.173  |  |  |   |   |  |
| 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 Agency in accordance with section 901 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 classification(s) requested. |  |  |   |   |  |
| DATE OF APPLICATION<br><b>JUN 6 1969</b>  |  | NAME AND TITLE (Print or type)<br><b>R.C. Curtiss, Airworthiness Manager</b> |   | SIGNATURE<br><i>R. Curtiss</i>  |  |
| IN ACCORDANCE WITH FAR 21.183, THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY:  |  |  |   |   |  |
| <input checked="" type="checkbox"/> CERTIFICATED AIR CARRIER (Give Certificate No.)   |  | <input type="checkbox"/> CERTIFICATED MECHANIC (M) (Give Certificate No.)    |   | <input type="checkbox"/> CERTIFICATED DOMESTIC REPAIR STATION (Give Certificate No.)  |  |
| <input type="checkbox"/> AIRCRAFT MANUFACTURER (Give name of firm)  |  |  |   | <input type="checkbox"/> FAA CODES <b>4</b>   |  |
| DATE  |  | TITLE  |   | SIGNATURE   |  |
| V. AIRWORTHINESS DOCUMENTATION  |  |  |   |   |  |
| <input checked="" type="checkbox"/> A. CURRENT OPERATING LIMITATIONS AVAILABLE IN AIRCRAFT  |  |  | <input checked="" type="checkbox"/> G. THIS INSPECTION RECORDED IN AIRCRAFT RECORDS   |   |  |
| <input checked="" type="checkbox"/> B. CURRENT OPERATING LIMITATIONS ATTACHED   |  |  | <input type="checkbox"/> H. STATEMENT OF CONFORMITY, FAA FORM 317 (Attach when required)                                    |   |  |
| <input checked="" type="checkbox"/> C. CURRENT APPROVED FLIGHT MANUAL AVAILABLE IN AIRCRAFT   |  |  | <input type="checkbox"/> I. PREVIOUS AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR 21.183 (a) CAR (Orig attached) |   |  |
| <input checked="" type="checkbox"/> D. DATA, DRAWINGS, PHOTOGRAPHS, ETC. (Attach when required)   |  |  | <input checked="" type="checkbox"/> J. AIRWORTHINESS CERTIFICATE ISSUED IN ACCORDANCE WITH FAR 21.183 (a) (Copy attached)   |   |  |
| <input checked="" type="checkbox"/> E. CURRENT WEIGHT & BALANCE INFORMATION AVAILABLE IN AIRCRAFT   |  |  |   |   |  |
| <input checked="" type="checkbox"/> F. MAJOR REPAIR AND ALTERATION, FAA FORM 337 (Attach when req.)   |  |  |   |   |  |
| VI. FAA REPRESENTATIVE CERTIFICATION  |  |  |   |   |  |
| A. I have inspected the aircraft described above, find it conforms to its type certificate, and is in condition for safe operation.   |  |  |   |   |  |
| B. I have inspected the aircraft described above, find it is in condition for safe experimental operation.  |  |  |   |   |  |
| C. Current Airworthiness Certificate amended.   |  |  |   |   |  |
| DATE<br><b>06-69<br/>June 30, 1969</b>  |  | DESIGNATION NO.<br><b>000<br/>DMIR 4129</b>                                  |   | OFFICE NO.<br><b>SEA AEDO<br/>4-0-46</b>  |  |
|   |  |  |   | SIGNATURE<br><i>W.A. O'Neal</i><br><b>W.A. O'Neal DMIR 4129</b>   |  |

SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17



FAA AIRCRAFT REGISTRY.  
CAMERA NO. 2N DATE: 4-22-85

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

|  |   |   |                                 |
|--|---|---|---------------------------------|
| 1. NATIONALITY AND REGISTRATION MARKS<br><b>N7893</b>  | 2. MANUFACTURER AND MODEL<br><b>Boeing 727-31</b> | 3. AIRCRAFT SERIAL NUMBER<br><b>20115</b> | 4. CATEGORY<br><b>Transport</b> |
| 5. AUTHORITY AND BASIS FOR ISSUANCE<br>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 to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Article 8 to the Convention on International Civil Aviation, except as noted herein.<br>Exceptions: <b>None</b> |   |   |                                 |
| 6. TERMS AND CONDITIONS<br>Unless sooner surrendered, suspended, revoked, or a limitation date is otherwise established by the Administrator, this airworthiness certificate is valid as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 43, 45, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States of America.   |   |   |                                 |
| DATE OF ISSUANCE<br><b>June 30, 1969</b>   | FAA OFFICE/CITY<br><b>W. A. O'NEAL STRAIT</b>     | DESIGNATION NUMBER<br><b>DMIR 4129</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 (7-67) FORMERLY FAA FORM 1362 GPO: 1967-O-270-831

SDNY\_GM\_02760048

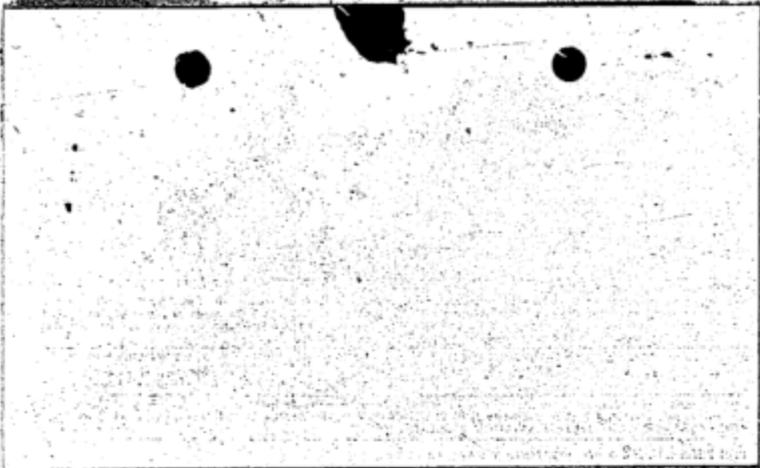
SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17

EFTA\_00246970

EFTA01331433

FAA AIRCRAFT REGISTRY

CAMERA NO. 2N DATE: 4-22-85



SDNY\_GM\_02760049

**SUBJECT TO PROTECTIVE ORDER PARAGRAPHS 7, 8, 9, 10, 15, and 17**

EFTA\_00246971

EFTA01331434