

Weight / Balance & Equipment List Revision

Page # : 1

Affordable Avionics Inc. - 8AAR592Y

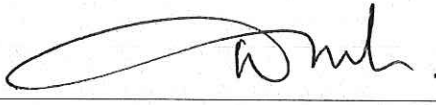
7000 Merrill Ave # 18, A 335
Chino, CA 91710 Tel: 909-606-9876

A/C Tail # : N414FW
Register Name : Birdy One LLC
Name 2 :
Address 1 : 2883 Water Course Dr
Address 2 :
City, State, PC : Diamond Bar, CA 91765

A/C Make : CESSNA
A/C Model : 525A
A/C Serial # : 525A0081
WO Ref # : 3536
WB Date : Oct-06-2017
WB ID # : 545

Previous data taken from document dated Sep-07-2017

| Model # Serial # | Description Part # | (LB / IN) Weight | CG/Arm | Moment |
|-----------------------|------------------------------------|------------------|--------|------------|
| | Previous data -> | 7699.61 | 285.91 | 2201433.00 |
| NO ITEMS REMOVED | | | | |
| INSTALLED ITEMS ----- | | | | |
| 5316 | ACTIVE LGA AT1675-18W-TNC-000-0 | 1.50 | 372.50 | 558.75 |
| 650 | WIFI ROUTER 89000015-005 | 0.55 | 170.00 | 93.50 |
| 940 | ESCM 1252-A-4120-01 | 0.50 | 399.83 | 199.92 |
| 5240 | BIAS-T 89000015-008 | 1.00 | 399.76 | 399.76 |
| 634 | HDU 90402045 | 8.80 | 387.01 | 3405.69 |
| N/A | HDU RACK 89000015-004 | 0.60 | 390.16 | 234.10 |
| INSTALLED SUB TOTAL | 6 Items @ | 12.95 | 377.74 | 4891.71 |
| NEW DATA >> | | 7712.56 | 286.07 | 2206324.71 |

 10/11/2017

Authorized Individual : 8AAR592Y Deepun Desai

Textron Aviation Service Weight & Balance Data



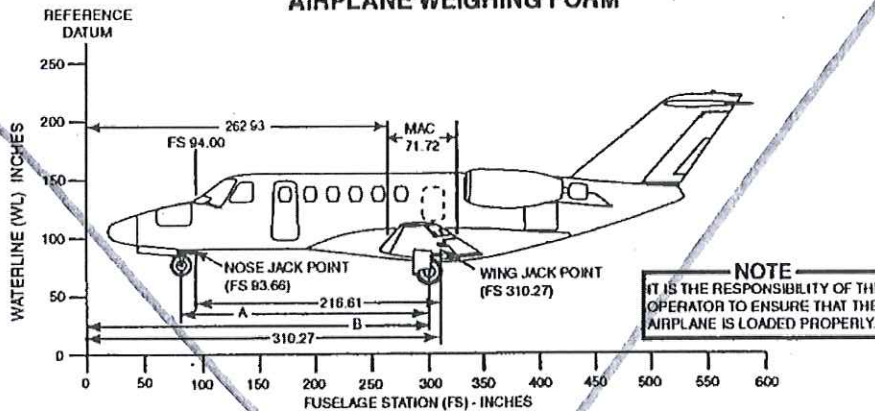
**Model 525A
Citation Jet**

SERIAL #: 525A-0081

REGISTRATION #: N414F

DATE : 9/7/17

AIRPLANE WEIGHING FORM



LOCATING CG WITH AIRPLANE ON JACK PADS

FORMULA for Longitudinal CG

CG Arm of Airplane = $310.27 - \frac{218.61 \times (\text{Nose Jack Point Net Weight})}{\text{Nose \& Wing Jack Point Weight Totald}}$ = $\frac{(862.43) \times 186,811.0}{7,632.61}$ = **285.79** Inches Aft of Datum

LEVELING PROVISIONS

LATERAL & LONGITUDINAL - USE LEVELING TOOL ACROSS INBOARD SEAT TRACKS AT APPROXIMATELY FS 148.00

LOCATING PERCENT MAC

FORMULA for Percent MAC

CG Percent = $\frac{(\text{CG Arm of Airplane}) - 262.93}{0.7172}$

Superseded Refer to New Weight & Balance DATED 10/06/17
MAJ
AP3162255FA

| POSITION | SCALE READING | SCALE DRIFT | TARE | NET WEIGHT |
|---------------------------|---------------|-------------|------|------------|
| LEFT WING | 3,360.7 | 0 | 0 | 3,360.7 |
| RIGHT WING | 3,405.7 | 0 | 0 | 3,405.7 |
| NOSE | 862.4 | 0 | 0 | 862.4 |
| AIRPLANE TOTAL AS WEIGHED | | | | 7,628.8 |

| ITEM | WEIGHT (POUNDS) | CG ARM (INCHES) | MOMENT (INCH-POUNDS/100) |
|---|-----------------|-----------------|--------------------------|
| AIRPLANE (AS WEIGHED) (INCLUDES ALL UNDRAINABLE FLUIDS AND FULL OIL) | 7,632.6 | 285.79 | 21,813.59 |
| DRAINABLE UNUSABLE FUEL AT 6.75 POUNDS PER GALLON | 67.00 | 299.61 | 200.74 |
| NOTE: | | | 0.00 |
| BASIC EMPTY WEIGHT | 7,699.61 | 285.91 | 22,014.33 |

INSPECTOR: _____

Service Center: **Sacramento**

Repair Station: # **CNQ4918C**

Main body of handwritten text, consisting of several lines of cursive script.

Second section of handwritten text, appearing as a separate paragraph or entry.

Section of handwritten text, possibly a list or a specific set of notes.

Section of handwritten text, possibly a signature or a specific note.

Table with multiple columns and rows of handwritten entries, possibly a ledger or record book.

Section of handwritten text, possibly a signature or a specific note.

Final section of handwritten text at the bottom of the page.

Weight & Balance Report

| | | |
|-------------------|---------------|-------------|
| SILVER AIR | Make | CESSNA |
| | Model | CJ2 525A |
| | S/N | 525A-0081 |
| | Reg. # | N414FW |
| | W/O | 414FW121714 |

| EMPTY - WEIGHT & BALANCE | | | | | |
|-------------------------------------|-----------------|------|---------------|---------------|------------------------|
| Location | Scale Pounds | Tare | Net Weight | Arm Inches | Moments Inch/Pounds |
| Left | 3414 | | 3414 | 310.27 | 1059261.78 |
| Right | 3426 | | 3426 | 310.27 | 1062985.02 |
| Nose | 865 | | 865 | 94 | 81310 |
| Total As Weighed | | | 7705 | | 2203556.8 |
| Adjustments | | | | | 0 |
| | | | | | 0 |
| | | | | | 0 |
| | | | | | 0 |
| Total Corrected Empty Weight | | | 7705 | | 2203556.8 |

| | |
|---------------------------------------|-----------------------|
| A. Empty Weight | 7705 Pounds |
| B. Empty CG | 286.0 Inches |
| C. Empty Weight CG Moment | 2203556.8 Inch/Pounds |
| D. Max Gross Weight <i>RAMP 12500</i> | 12500 Pounds |
| E. Useful Load | 4795 Pounds |

12375 MG TO

This new weight & balance information superseads all previous weight and balance data.
For aircraft loading, see instructions in Weight & Balance Section of Aircraft Flight Manual.

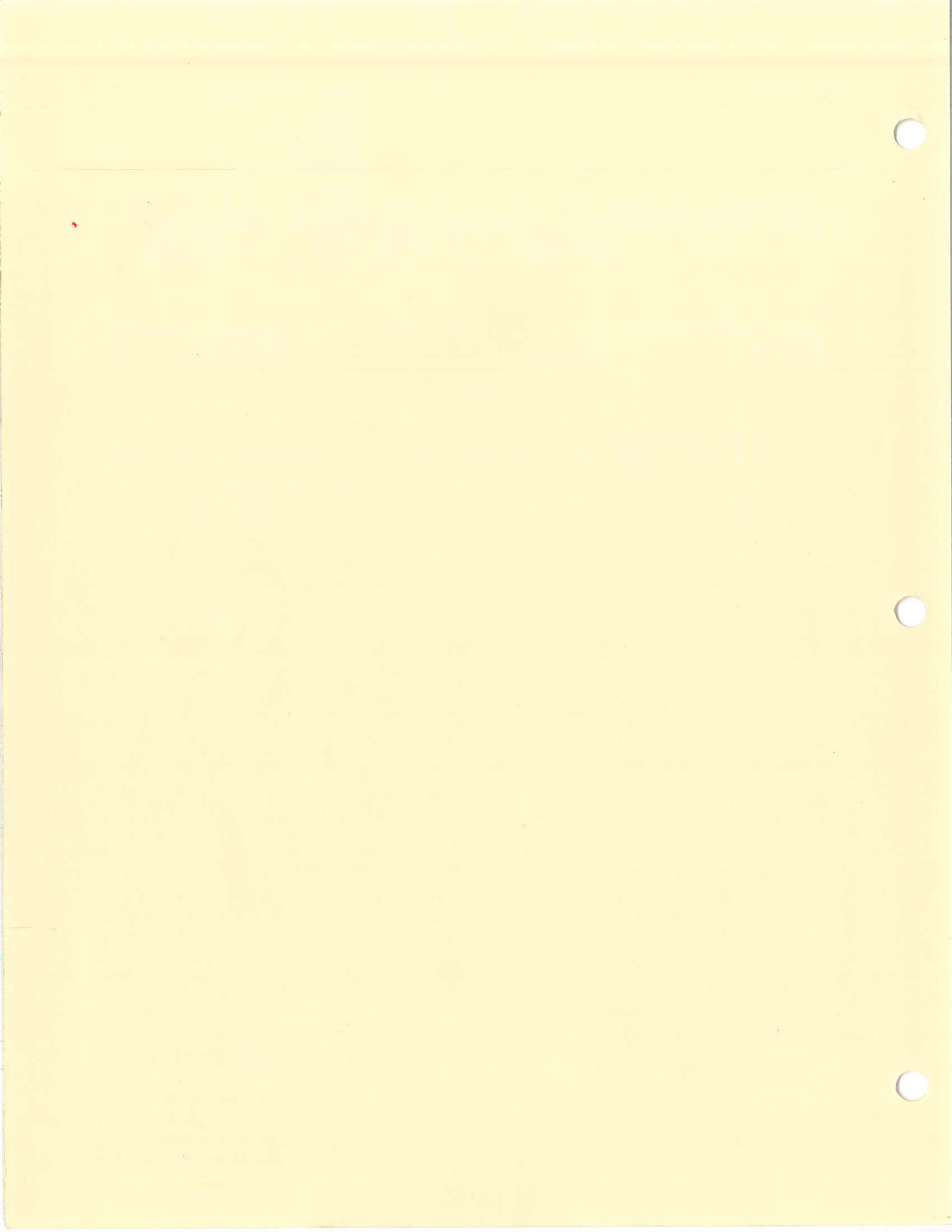
Scale Calibration Date 11/3/2014

| | | | |
|----------------------|----------|------------|-------|
| <i>[Signature]</i> | 12-18-14 | A&P2235455 | DOM |
| Authorized Signature | Date | Cert # | Title |

Notes:

SUPERCEDED

Date 9/2/17
 Signature [Signature]
 Textron Aviation Service
 FAA Repair Station #CNQ4918C



12,500 Maximum Design
Taxi Weight

12,375 Maximum Design
Takeoff Weight

CESSNA CITATION SERVICE CENTER
REPAIR STATION # CNQ4918C
5850 CITATION WAY, SACRAMENTO, CA 95837

Revision of Weight & Balance Data & Equipment List

Citation S/N 525A-0081

Registration Number

N414FW

| Weight and balance brought forward from weight and balance form dated: 6/1/2011 | Empty Weight | Arm | Moment / 100 |
|---|--------------|--------|--------------|
| SB525A-29-07 Stainless Tube Installation | 7,689.54 | 286.42 | 22024.22 |
| | 4.32 | | 13.31 |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| Current Empty Weight | 7693.86 | 286.43 | 22037.53 |
| Useful Load | 4,806.14 | | |

Superseded 12/18/14

It is the operator's responsibility to determine that the aircraft remains within the safe weight and balance limits. Refer to the weight and balance data sheet for loading instructions.

Date: 3/12/2013

Dennis Murany

Useful Load is Max Design Taxi Weight - Empty Weight

10/16/1997

C

1

C

C

SUPERSEDED

Date 3-12-2013

Signature *[Signature]*

Sacramento Citation Service Center
FAA Repair Station #CNQ4918C

12,500 Maximum Design
Taxi Weight

12,375 Maximum Design
Takeoff Weight

CESSNA CITATION SERVICE CENTER
REPAIR STATION # CNQ4918C
5850 CITATION WAY, SACRAMENTO, CA 95837

Revision of Weight & Balance Data & Equipment List

Citation S/N 525A-0081

Registration Number

N414FW

| Weight and balance brought forward from weight and balance form dated: 12/22/2007 | Empty Weight | Arm | Moment / 100 |
|---|--------------|--------|--------------|
| | 7,688.49 | 286.4 | 22,019.95 |
| SB525A-27-04 Aileron cable and fairlead tube replacement | 0.66 | | 2.24 |
| SB525A-27-13 Vertical Stabilizer cable fairlead installation | 0.39 | | 2.03 |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| Current Empty Weight | 7689.54 | 286.42 | 22024.22 |
| Useful Load | 4,810.46 | | |

It is the operator's responsibility to determine that the aircraft remains within the safe weight and balance limits. Refer to the weight and balance data sheet for loading instructions.

Date: 6/1/2011

[Signature]
Justin Conley

Useful Load is Max Design Taxi Weight - Empty Weight

10/16/1997

CESSNA CITATION NEW YORK SERVICE CENTER
 3 EXPRESS DRIVE, STEWART INTERNATIONAL AIRPORT
 NEWBURGH, NEW YORK 12550-5044
 WEIGHT AND BALANCE / EQUIPMENT LIST ADDENDUM
 FAA CRS CNQ6918C

Aircraft Serial Number 525A-0081 Registration N414FW Unit 81

| | | | |
|--------------------------------------|-----------------|--------------|--------------------------|
| Previous Empty : 7691.31 | Weight (Pounds) | Arm (Inches) | Moment (Inch-Pounds/100) |
| Weight and balance dated: 05/22/2002 | 7691.31 | 286.46 | 22032.38 |

Equipment Removed:

| Description | Weight (Pounds) | Arm (Inches) | Moment (Inch-Pounds/100) |
|----------------|-----------------|--------------|--------------------------|
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| Total Removed: | 0.00 | 0.00 | 0.00 |

Equipment Installed:

| Description | Weight (Pounds) | Arm (Inches) | Moment (Inch-Pounds/100) |
|-----------------------------------|-----------------|--------------|--------------------------|
| SB525A-32-11 | | | 0.00 |
| HYD & PNEU BRAKE LINE IMPROVEMENT | 0.28 | | 0.88 |
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| | | | 0.00 |
| Total Installed: | 0.28 | 314.29 | 0.88 |

Completed (2/20/07)

*Supervised
12-18-07
Constant
ATW 3315*

Current Empty Weight, CG and Moment/100 Data

| | | |
|---------|--------|----------|
| 7691.59 | 286.46 | 22033.26 |
|---------|--------|----------|

IT IS THE OPERATOR'S RESPONSIBILITY TO DETERMINE THAT THE AIRCRAFT REMAINS WITHIN THE SAFE WEIGHT AND BALANCE LIMITS. REFER TO WEIGHT AND BALANCE DATA SHEET FOR LOADING INSTRUCTIONS.

DATE: February 19, 2007

Signature 
 For CNQ6918C 

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that this is crucial for ensuring the integrity of the financial statements and for providing a clear audit trail.

2. The second part of the document outlines the various methods used to collect and analyze data. It includes a detailed description of the sampling process and the statistical techniques employed to ensure the reliability of the results.

3. The third part of the document provides a comprehensive overview of the findings of the study. It highlights the key trends and patterns observed in the data and discusses the implications of these findings for the organization.

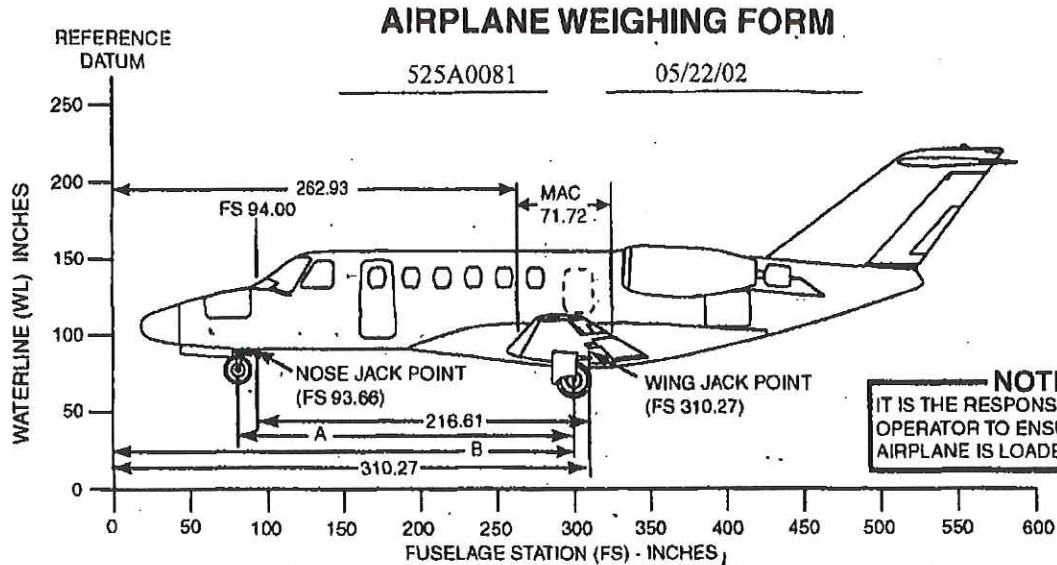
4. The final part of the document offers recommendations for future research and for the implementation of the findings. It suggests several areas where further investigation is needed and provides practical advice on how to address these areas.

| | |
|--|-------------------------|
| 1980 FEDERAL INCOME TAX RETURN (Form 1041-1) | |
| Name JOHN DOE | Date 12/31/80 |
| Address 123 MAIN ST ANYTOWN, CA 94001 | Occupation SALES |
| Social Security Number 123-45-6789 | Filing Status SINGLE |



AIRPLANE WEIGHING FORM

A27168



NOTE
IT IS THE RESPONSIBILITY OF THE OPERATOR TO ENSURE THAT THE AIRPLANE IS LOADED PROPERLY.

LOCATING CG WITH AIRPLANE ON LANDING GEAR

LEGEND

- DIMENSION A =** Horizontal distance from center of main landing gear axle to center of nose landing gear axle (determined by measurement after airplane is level on scales or by using Figure 6-1 sheet 3 and the accompanying instructions).
- DIMENSION B =** Horizontal distance from reference datum to center of main landing gear axle. Obtain this distance by measuring from nose jack point FS 93.66 to center of nose landing gear axle and subtracting this value from dimension A and adding to FS 93.66. (Must be measured after airplane is level on scales or by using Figure 6-1 sheet 3 and the accompanying instructions).

FORMULA for Longitudinal CG

$$\text{CG Arm of Airplane} = \frac{(\text{Dimension A}) \times (\text{Nose Landing Gear Net Weight})}{\text{Nose and Main Landing Gear Weight Total}} + (\text{Dimension B})$$

= () Inches Alt of Datum

LOCATING CG WITH AIRPLANE ON JACK PADS

FORMULA for Longitudinal CG

$$\text{CG Arm of Airplane} = \frac{216.61 \times (\text{Nose Jack Point Net Weight})}{\text{Nose and Wing Jack Point Weight Total}} + 310.27$$

= (286.26) Inches Alt of Datum

LEVELING PROVISIONS

LATERAL AND LONGITUDINAL-USE LEVELING TOOL ACROSS INBOARD SEAT TRACKS AT APPROXIMATELY FS 148.00

LOCATING PERCENT MAC

FORMULA for Percent MAC

$$\text{CG Percent MAC} = \frac{(\text{CG Arm of Airplane}) - 262.93}{0.7172}$$

AIRPLANE AS WEIGHED TABLE

| POSITION | SCALE READING | SCALE DRIFT | TARE | NET WEIGHT |
|---------------------------|---------------|-------------|------|------------|
| LEFT WING | 3364 | | | 3364 |
| RIGHT WING | 3406 | | | 3406 |
| NOSE | 844 | | | 844 |
| AIRPLANE TOTAL AS WEIGHED | | | | 7614 |

BASIC EMPTY WEIGHT AND CENTER-OF-GRAVITY TABLE

| ITEM | WEIGHT (POUNDS) | CG ARM (INCHES) | MOMENT (INCH-POUNDS/100) |
|--|-----------------|-----------------|--------------------------|
| AIRPLANE (CALCULATED OR AS WEIGHED) (INCLUDES ALL UNDRAINABLE FLUIDS AND FULL OIL) | 7614.00 | 286.26 | 21795.84 |
| DRAINABLE UNUSABLE FUEL AT 6.75 POUNDS PER GALLON | 67.00 | 299.61 | 200.74 |
| Please refer to attachment | -8.00 | | -16.88 |
| BASIC EMPTY WEIGHT | 7673.00 | 286.46 | 21979.70 |

CESSNA AIRCRAFT COMPANY, AIRCRAFT DIVISION, P.O. BOX 7704, WICHITA, KANSAS 67277

FORM NUMBER 2088, 17 April 2000

Figure 6-1 (Sheet 1 of 3)

RECEIVED
MAY 11 1964
U.S. AIR FORCE
OFFICE OF THE
SECRETARY OF THE AIR FORCE
WASHINGTON, D.C.

WEIGHT AND BALANCE DATA AND EQUIPMENT LIST TABLE OF CONTENTS

| | PAGE |
|---|--------|
| WEIGHT AND BALANCE DEFINITIONS | 6-3 |
| INTRODUCTION | 6-4 |
| AIRPLANE WEIGHING PROCEDURE | 6-4 |
| TO ESTABLISH BASIC EMPTY WEIGHT | 6-4 |
| Preparation Prior to Weighing | 6-4 |
| Airplane Preparation | 6-4 |
| EXAMPLES | 6-5 |
| General | 6-5 |
| Sample Loading Problem | 6-6 |
| EQUIPMENT LIST | INSERT |

MODEL 525A**WEIGHT AND BALANCE DEFINITIONS**

| | |
|-------------------------------|--|
| Standard Empty Weight: | Weight of a standard airplane including unusable fuel, full oil, and full operating fluids. |
| Basic Empty Weight: | Standard empty weight plus installed optional equipment. This is the weight reflected on the weight and balance data form 2091 supplied with the airplane. |
| Payload: | Weight of occupants, baggage, cargo, cabinet contents (including charts, maps, manuals, refreshments and miscellaneous equipment). |
| Zero Fuel Weight: | Basic empty weight plus payload. |
| Ramp Weight: | Zero fuel weight plus total fuel load. |
| Takeoff Weight: | Zero fuel weight plus fuel load at takeoff (total fuel minus taxi fuel). |
| Landing Weight: | Zero fuel weight plus fuel load at landing. |

INTRODUCTION

This section provides procedures for establishing the airplane's basic empty weight and moment and procedures for determining the weight and balance for flight. This section also describes all items on the Weight and Balance Data Sheet which was provided with the airplane as delivered from Cessna Aircraft Company.

WARNING

IT IS THE RESPONSIBILITY OF THE OPERATOR TO ENSURE THAT THE AIRPLANE IS LOADED PROPERLY. THE AIRPLANE MUST BE LOADED SO AS TO REMAIN WITHIN THE WEIGHT AND BALANCE LIMITS PRESCRIBED IN THIS AIRPLANE FLIGHT MANUAL THROUGHOUT THE FLIGHT FROM TAKEOFF TO LANDING.

AIRPLANE WEIGHING PROCEDURE

TO ESTABLISH BASIC EMPTY WEIGHT

PREPARATION PRIOR TO WEIGHING

1. Weighing should be accomplished with the airplane in a closed hangar.
2. Calibrate, zero and use the scales in accordance with the scale manufacturer's instructions.
3. Position the scales and jacks under the airplane jack pads or wheels.

AIRPLANE PREPARATION

1. Thoroughly inspect the airplane for loose items, items out of place and systems serviced.
 - a. Loose items such as tools, floor mats, spare parts, etc., should be removed.
 - b. All items out of place should be placed in their standard location. All seats should be adjusted to their full forward (toward airplane nose) position with their seat backs in the most vertical position and the seat belts crossed on the seat cushions.
 - c. The landing gear should be extended and the flaps retracted.
 - d. Service the hydraulic system, fire extinguishers, oxygen, and alcohol to the normally full level. Service the engine oil to full. Refer to the Maintenance Manual, Chapter 12, Engine Oil - Servicing.
2. Defuel the airplane. (Refer to the Maintenance Manual, Chapter 12, Fuel - Servicing)
 - a. If the airplane is weighed after defueling by the procedure outlined in the Maintenance Manual, the drainable unusable fuel (Refer to Figure 6-1) should be added to the "as weighed" condition.
3. Leveling on landing gear
 - a. Position jacks and jack the airplane, maintaining it approximately level. Refer to the Maintenance Manual, Chapter 7, Lifting - Maintenance Practices.
 - b. Position scales, add chocks and remove from jacks.
 - c. To level laterally, place 525A Leveling Tool across inboard crew seat rails at approximately FS 148. Ensure Leveling Tool is parallel to fuselage station plane and is resting solidly on seat rails. Position inclinometer on Leveling Tool with base parallel to the long axis of the Leveling Tool. Refer to the Maintenance Manual, Chapter 8, Leveling - Maintenance Practices. Adjust the main gear tire or strut pressure to level the aircraft.

(Continued Next Page)

AIRPLANE PREPARATION (Continued)

- d. To level longitudinally, place 525A Leveling Tool across inboard crew seat rails at approximately FS 148. Ensure Leveling Tool is parallel to fuselage station plane and is resting solidly on seat rails. Position inclinometer on Leveling Tool with base perpendicular to the long axis of the Leveling Tool at BL 0. Adjust the nose wheel tire or strut pressure to level if sufficient adjustment capability remains. If adjustment is insufficient, adjust both main gear tires and/or struts to level the airplane.
4. Leveling on jack points
 - a. Jack the airplane. Refer to the Maintenance Manual, Chapter 7, Lifting - Maintenance Practices.
 - b. Level the airplane. Refer to the Maintenance Manual, Chapter 8, Leveling - Maintenance Practices.
5. Measuring
 - a. When weighing on jack points, no physical measuring is required.
 - b. When weighing on landing gear, physically measure the airplane to determine the values. Refer to Figure 6-1.
6. Weighing
 - a. Record each scale reading.
 - b. Record tare weight at each weighing point, where tare is used, to determine the "as weighed" condition.

NOTE

- Tare is any weight on the scales not to be included in the airplane weight such as wheel chocks.
 - CG is sensitive to proper leveling.
 - CG is proportional to proper landing gear measurements.
- c. Locate the longitudinal center-of-gravity and percent MAC. Refer to Figure 6-1 for formulas required.
 7. Weight and Balance Arm of Airplane Sections
 - a. Removal of any principal airplane component or section will have a negligible effect on the airplane for ground operation.
 8. Moment of Wing Fuel
 - a. Figure 6-2 (Sheet 1 of 4) presents data for the moment in 100 pound increments for the total fuel in both tanks.
 9. Balance Limits for Normal Ground Loading
 - a. There is no effect on the balance limits for an operationally ready airplane during normal ground loading operations.

EXAMPLES**GENERAL**

1. The contribution that any loading item makes to a shift in the airplane's center-of-gravity depends upon its distance from the airplane's Basic Empty Weight center-of-gravity. Items positioned aft of this point cause the airplane center-of-gravity to shift aft and conversely, items positioned forward of this point cause the center-of-gravity to shift forward.

(Continued Next Page)

EXAMPLES (Continued)**SAMPLE LOADING PROBLEM**

The procedure described below illustrates the computations required for a typical mission of a CJ2. Refer to Figure 6-4 to follow the procedure.

1. Beginning in Column "C" of Figure 6-4 enter the Occupant weights for the Crew and Passengers for your mission, or use the tables from the weight and balance data for steps 1,2, and 3.
2. Continue in Column "C" and enter the Baggage weights and Cabinet Contents weights. Include all loose equipment, navigation charts, refreshments, baggage, etc.
3. Compute the value for Column "D" as follows: Multiply Column "B" by Column "C" and divide by 100 or obtain moments from the weight and moments tables.
4. PAYLOAD weight and moment is computed by adding all values for Columns "C" and "D". Enter these values.
5. Enter the Basic Empty Weight, Moment and center-of-gravity in Columns "F", "G", and "E" as shown. These values are obtained from the actual weight sheet furnished with the Airworthiness documents.
6. Enter PAYLOAD weight and moment in Columns "F" and "G" (#2).
7. Compute Zero Fuel Weight (ZFW) by adding the values in "1F" and "2F". Compute ZFW moment by adding the values in "1G" and "2G". Do not exceed 9300 pounds. Determine ZFW CG and check CG limits.
8. Enter the mission fuel required. (Fuel should not exceed 3960 pounds.) Enter the moment for this fuel weight. (Obtained from the Fuel Moment Table.)
9. Compute Ramp Weight by adding the mission fuel weight and Zero Fuel Weight. Do not exceed 12,500 pounds. Compute the moment by adding the moments for these items (Column "G"). Determine ramp weight CG and check limits.
10. Compute the Takeoff Fuel Load by subtracting estimated Taxi Fuel (typically 125 pounds) from the Mission Fuel, enter the TAKEOFF FUEL and Takeoff Fuel Moment (obtained from the Fuel Moment Table).
11. Complete the TAKEOFF WEIGHT by adding the takeoff fuel to the zero fuel weight. Do not exceed 12,375 pounds. Compute the Takeoff Moment by adding the moments for these items (Column G). Determine the Takeoff CG and check limits. Takeoff CG must be within limits.
12. Determine Destination Fuel by subtracting from Takeoff Fuel, expected fuel burn for the intended flight including alternate airports and expected delays. Enter DESTINATION FUEL and moment (obtained from the Fuel Moment Table).
13. Compute LANDING WEIGHT by adding destination fuel to Zero Fuel Weight. Do not exceed 11,500 pounds. Compute the Landing Moment by adding the moments for these items (Column G). Determine Landing CG and check limits. Landing CG must be within limits.

WARNING

RESULTS COMPUTED FOR STEPS 11 AND 13 MUST BE WITHIN THE BOUNDS OF THE APPROVED FLIGHT ENVELOPE AS SHOWN ON FIGURE 6-3 OF THIS MANUAL.



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 CESSNA | Model 525A |
| | Serial No. 525A-0081 | Nationality and Registration Mark N414FW |
| 2. Owner | Name (As shown on registration certificate) DIRECT AIR CHARTERS LLC | Address (As shown on registration certificate) 60 FOSTERTOWN ROAD FLYING W AIRPORT MEDFORD NJ 08055 |

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 CESSNA AIRCRAFT COMPANY NEW YORK CITATION SERVICE CENTER 3 EXPRESS DRIVE/STEWART AIRPORT NEWBURGH, NEW YORK 12550 | B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer | C. Certificate No. RADIO 1,2 LIMITED AIRFRAME LIMITED POWERPLANT LIMITED ACCESSORIES LIMITED SPECIALIZED SERVICES CNQ6918C |
|---|---|---|

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 June 10, 2005 | Signature of Authorized Individual David Pitcher <i>[Signature]</i> |
|-----------------------|--|

7. Approval for Return to Service

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

| | | | | | |
|--|------------------------------|--|----------------|--|-----------------|
| BY | FAA Flt. Standards Inspector | | Manufacturer | Inspection Authorization | Other (Specify) |
| | FAA Designee | X | Repair Station | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection June 10, 2005 | | Certificate or Designation No. CNQ6918C | | Signature of Authorized Individual Dana Champion <i>[Signature]</i> | |

...the world is a very different place than it was a few years ago. ...the world is a very different place than it was a few years ago.

...the world is a very different place than it was a few years ago. ...the world is a very different place than it was a few years ago.

...the world is a very different place than it was a few years ago. ...the world is a very different place than it was a few years ago.

...the world is a very different place than it was a few years ago. ...the world is a very different place than it was a few years ago.

...the world is a very different place than it was a few years ago. ...the world is a very different place than it was a few years ago.

...the world is a very different place than it was a few years ago. ...the world is a very different place than it was a few years ago.

...the world is a very different place than it was a few years ago.

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.)

Cessna 525A
Serial Number: 525A-0081
N414FW
Total time: 385.3 Hours

This installation changes the existing left hand toilet installation to a (factory option) type certified left hand belted flushable toilet installation in accordance with Cessna Engineering Order 00105 and SAO# W857637.

Modification procedures for the Type Certified Left Hand Belted Flushable Toilet Installation in accordance with Cessna Engineering Order 00105 and SAO# W857637:

- Existing toilet assembly sent out and modified by the Wichita Citation Service Center, CRS# CNQR918C, by modifying the existing cabinetry, adding a flush motor, and waste tank in accordance with Cessna SAO W857637.
- Installed the modified toilet assembly, serviced and performed an operational check in accordance with the Monogram Sanitation Maintenance Manual 170, Rev Date 11/20/1990. All checks satisfactory.
- Provided customer with Monogram Maintenance Manual 170 Rev Date 11/20/1990 and Illustrated Parts List Manual IPL170-2, REV Date 02/14/1995.
- Updated Weight and Balance, Equipment List, and made required Log Book entries.
- No continuous airworthiness periodic inspection is required on this equipment. Periodic maintenance as listed in the manufacturers installation manual fall into existing categories of the approved Continuous Airworthiness Inspection Program in effect for this aircraft.

*****END*****

Additional Sheets Are Attached

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice to ensure transparency and accountability.

Furthermore, it is crucial to review these records regularly to identify any discrepancies or errors. This proactive approach helps in preventing financial issues and ensures that the organization's financial health is always in check.

In addition, the document highlights the need for clear communication between all stakeholders involved in the financial process. Regular meetings and reports can help in staying informed and making timely decisions based on the latest financial data.

Overall, the document serves as a comprehensive guide for anyone responsible for financial management. It provides practical advice and best practices to ensure that all financial activities are conducted in a professional and ethical manner.

By following the guidelines outlined in this document, organizations can achieve greater financial stability and success. It is a valuable resource for anyone looking to improve their financial management skills.

The document also includes a section on budgeting, which is essential for planning and controlling the organization's financial resources. It provides a step-by-step process for creating a realistic budget that aligns with the organization's strategic goals.

Moreover, it discusses the importance of risk management in financial planning. Identifying potential risks and developing strategies to mitigate them can help protect the organization's assets and ensure long-term sustainability.

In conclusion, this document is a vital tool for anyone involved in financial management. It offers a wealth of information and practical advice to help organizations manage their finances effectively and achieve their financial objectives.



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 CESSNA | Model 525A |
| | Serial No. 525A-0081 | Nationality and Registration Mark N414FW |
| 2. Owner | Name (As shown on registration certificate) DIRECT AIR CHARTERS LLC | Address (As shown on registration certificate) 60 FOSTERTOWN ROAD FLYING W AIRPORT MEDFORD NJ 08055 |

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 CESSNA AIRCRAFT COMPANY NEW YORK CITATION SERVICE CENTER 3 EXPRESS DRIVE/STEWART AIRPORT NEWBURGH, NEW YORK 12550 | B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer | C. Certificate No. RADIO 1,2 LIMITED AIRFRAME LIMITED POWERPLANT LIMITED ACCESSORIES LIMITED SPECIALIZED SERVICES CNQ6918C |
|---|---|---|

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 June 7, 2005 | Signature of Authorized Individual <i>David Pitcher</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 June 7, 2005 | | Certificate or Designation No. CNQ6918C | Signature of Authorized Individual <i>Diana Champion</i> | |

[Faint, illegible handwriting throughout the page, possibly bleed-through from the reverse side.]



[Faint handwriting at the bottom of the page, possibly a signature or date.]

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.)

Cessna 525A
Serial Number: 525A-0081
N414FW
Total time: 385.3 Hours

This installation upgrades the existing AT.01 AirCell phone system to Type Certified ST3100 Iridium Satcom.

Modification procedures for the AirCell ST3100 upgrade installation in accordance with CI0052A-064:

- Removed the existing AirCell antenna in accordance with Cessna Drawing 9101014-16. Fabricated and installed a patch per 525A MM CH 51-70-02.
- Installed the AirCell Iridium antenna in accordance with Cessna Drawing CI01065-1. Ref 8110-3 dated 2 June 2005 approved by Lauren J. Rezac # DERT-635774-CE
- Converted the existing AirCell AT.01 equipment installation (9101015-6) to an AirCell ST3100 installation by removing the AirCell AT.01 Transceiver , mounting rack and Matching Unit in accordance with Cessna Drawing 9101015-13. Installed an AirCell ST3100 Iridium Satcom Transceiver and mounting rack in accordance with Cessna Drawing 9101015-13.
- Modified the existing AirCell cable assembly (9101141-1) in accordance with Cessna Drawing CA01118-1. Reused the existing forward pressure bulkhead feed thru JB1025 in accordance with Cessna Drawing CA01118-1.
- Performed a continuity test of the newly installed wiring and reworked wiring in accordance with Cessna Modification Order CI0052A-064. All tests satisfactory.
- Performed a functional test of the AirCell ST3100 system in accordance with Cessna Check-out Procedure document # CO-1116. All tests satisfactory.
- Performed EMI/RFI (EMC) tests in accordance with Cessna Modification Order CI0052A-064. AirCell ST3100 does not have any adverse effects on existing aircraft systems and aircraft systems do not adversely affect the AirCell ST3100 system.
- Performed post modification avionics systems check and verified all systems are functioning properly and are fully operational in accordance with Cessna Modification Order CI0052A-064.
- Customer's Avionics Book updated per Cessna Drawing CK5A064-1.
- Provided operator with the AirCell ST3100 Users Manual PN: 810-10680 Rev-G, May 2005
- Updated Weight and Balance, Equipment List, and made required Log Book entries.

*****END*****

Additional Sheets Are Attached

The first part of the report deals with the general situation of the country and the progress of the work. It is followed by a detailed account of the various expeditions and the results obtained. The second part of the report is devoted to the study of the flora and fauna of the country. It contains a list of the plants and animals seen during the expeditions, and a description of their habits and characteristics. The third part of the report is a general summary of the work done during the year, and a statement of the conclusions reached.

The first expedition was made in the month of January, and was led by Mr. A. B. C. It was a successful one, and resulted in the discovery of several new species of plants and animals. The second expedition was made in the month of February, and was led by Mr. D. E. F. It was also a successful one, and resulted in the discovery of several new species of plants and animals. The third expedition was made in the month of March, and was led by Mr. G. H. I. It was a successful one, and resulted in the discovery of several new species of plants and animals.

The results of the work done during the year are as follows:

- 1. A list of the plants and animals seen during the expeditions.
- 2. A description of their habits and characteristics.
- 3. A general summary of the work done during the year.
- 4. A statement of the conclusions reached.

The work done during the year has been very successful, and has resulted in the discovery of several new species of plants and animals. It has also resulted in a better understanding of the flora and fauna of the country.

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.)

Cessna 525A
Serial Number: 525A-0081
N414FW
Total time: 385.3 Hours

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

| TOPIC | DOCUMENT/INSTRUCTIONS | REVISION AND DATE |
|--|--|------------------------------------|
| 1. INTRODUCTION | Cessna 525A SN: 525A-0081 | Total Time: 385.3 |
| 2. DESCRIPTION | See Block 8 of this form 337. | |
| 3. CONTROL, OPERATING INSTRUCTIONS | AirCell ST3100 Installation Manual PN: 800-10680 AirCell ST3100 Users Manual PN: 810-10680 | Rev-A, Oct 2002 Rev-G, May 2005 |
| 4. SERVICING | None required | |
| 5. MAINTENANCE INSTRUCTIONS | AirCell ST3100 Installation Manual PN: 800-10680 | Rev-A, Oct 2002 |
| 6. TROUBLE SHOOTING | AirCell ST3100 Installation Manual PN: 800-10680 | Rev-A, Oct 2002 |
| 7. REMOVAL AND REPLACEMENT | AirCell ST3100 Installation Manual PN: 800-10680 | Rev-A, Oct 2002 |
| 8. DIAGRAMS (ACCESS PLATES) | See Block 8 of this form 337. | |
| 9. SPECIAL INSPECTION REQUIREMENTS | None | |
| 10. APPLICATION OF PROTECTIVE TREATMENTS | N/A | |
| 11. DATA (STRUCTURAL FASTENERS) TORQUE | N/A | |
| 12. LIST OF SPECIAL TOOLS | N/A | |
| 13. COMMUTER CATEGORY AIRCRAFT | N/A | |
| 14. RECOMMENDED OVERHAUL PERIODS | N/A | |
| 15. AIRWORTHINESS LIMITATIONS | On Condition | |
| 16. REVISIONS OF ICA | N/A | |
| 17. ASSISTANCE | N/A | |
| 18. IMPLEMENTATION and RECORD KEEPING | See aircraft maintenance records for entry. See Flight manual for 337, W&B, and Equipment list up-dates. | |

*****END*****

Additional Sheets Are Attached

Faint, illegible text covering the majority of the page, likely bleed-through from the reverse side. The text is too light to transcribe accurately.





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 CESSNA | Model 525A |
| | Serial No. 525A-0081 | Nationality and Registration Mark N414FW |
| 2. Owner | Name (As shown on registration certificate) DIRECT AIR CHARTERS LLC | Address (As shown on registration certificate) 60 FOSTERTOWN ROAD FLYING W AIRPORT MEDFORD NJ 08055 |

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 CESSNA AIRCRAFT COMPANY NEW YORK CITATION SERVICE CENTER 3 EXPRESS DRIVE/STEWART AIRPORT NEWBURGH, NEW YORK 12550 | B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer | C. Certificate No. RADIO 1,2 LIMITED AIRFRAME LIMITED POWERPLANT LIMITED ACCESSORIES LIMITED SPECIALIZED SERVICES CNQ6918C |
|---|---|---|

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 June 3, 2005 | Signature of Authorized Individual David Pitcher |
|----------------------|---|

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 June 3, 2005 | | Certificate or Designation No. CNQ6918C | Signature of Authorized Individual Dana Champion | |

Handwritten text at the top of the page, possibly a title or header.

First main paragraph of handwritten text.

Second main paragraph of handwritten text.

Third main paragraph of handwritten text.

Fourth main paragraph of handwritten text.

Fifth main paragraph of handwritten text.

Sixth main paragraph of handwritten text.

Final line of handwritten text at the bottom of the page.

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.)

Cessna 525A
Serial Number: 525A-0081
N414FW
Total time: 385.3 Hours

This installation adds additional audio headset jacks and selection switches to the pilot and copilot audio system for use with Bose noise canceling headsets.

Modification procedures for the Bose Headset Provisions installation in accordance with CI0052A-064:

- Converted the existing audio cable assembly (9115112-1 to the new cable assembly in accordance with Cessna Drawing CA15032-1.
- Fabricated and installed 2 each of the -2 and -4 plates in the pilots and copilots upper vertical portion of the side ledges. Installed the headset jacks and selection switches into the plates in accordance with Cessna Drawing CI54181.
- Performed a continuity test of the newly installed wiring and reworked wiring in accordance with Cessna Modification Order CI0052A-064. All tests satisfactory.
- Performed EMI/RFI (EMC) tests in accordance with Cessna Modification Order CI0052A-064. The Bose system does not have any adverse effects on existing aircraft systems and aircraft systems do not adversely effect the Bose system system.
- Performed post modification avionics systems check and verified all systems are functioning properly and are fully operational in accordance with Cessna Modification Order CI0052A-064.
- Customer's Avionics Book updated per Cessna Drawing CK5A064-1.
- Updated Weight and Balance, Equipment List, and made required Log Book entries.

*****END*****

Additional Sheets Are Attached

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

In the second section, the author outlines the various methods used to collect and analyze the data. This includes both primary and secondary data collection techniques. The primary data was gathered through direct observation and interviews with key personnel. Secondary data was obtained from internal company reports and industry publications.

The analysis of the data revealed several key trends and insights. One major finding was the significant impact of market fluctuations on the company's performance. Another key insight was the need for more robust risk management strategies to mitigate potential losses.

Based on these findings, the author recommends several strategic actions. These include diversifying the product portfolio, strengthening relationships with key suppliers, and implementing more rigorous financial controls. The goal is to enhance the company's resilience and ensure long-term sustainability.



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.)

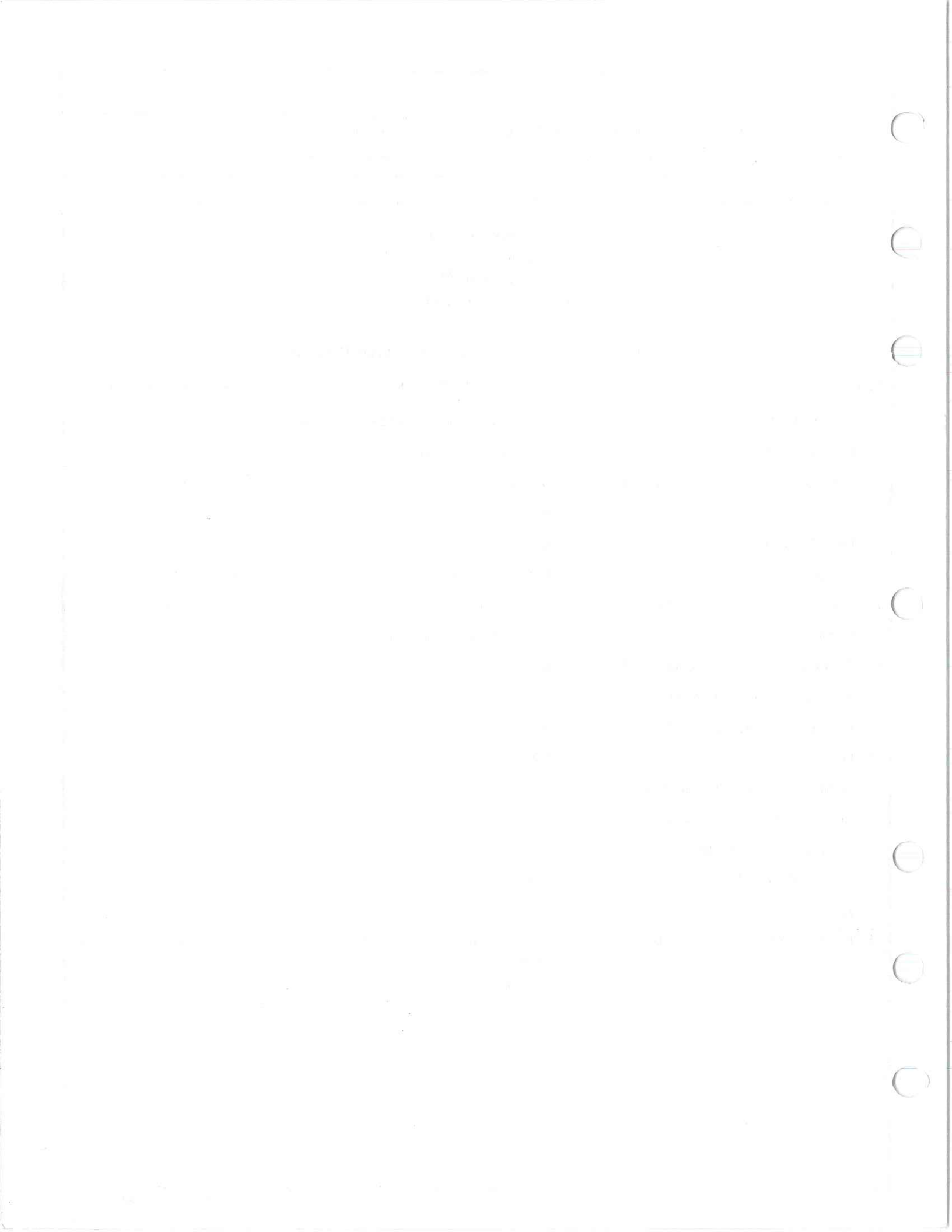
Cessna 525A
Serial Number: 525A-0081
N414FW
Total time: 385.3 Hours

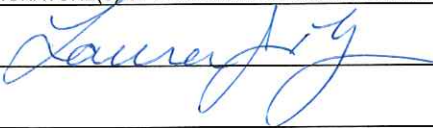
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

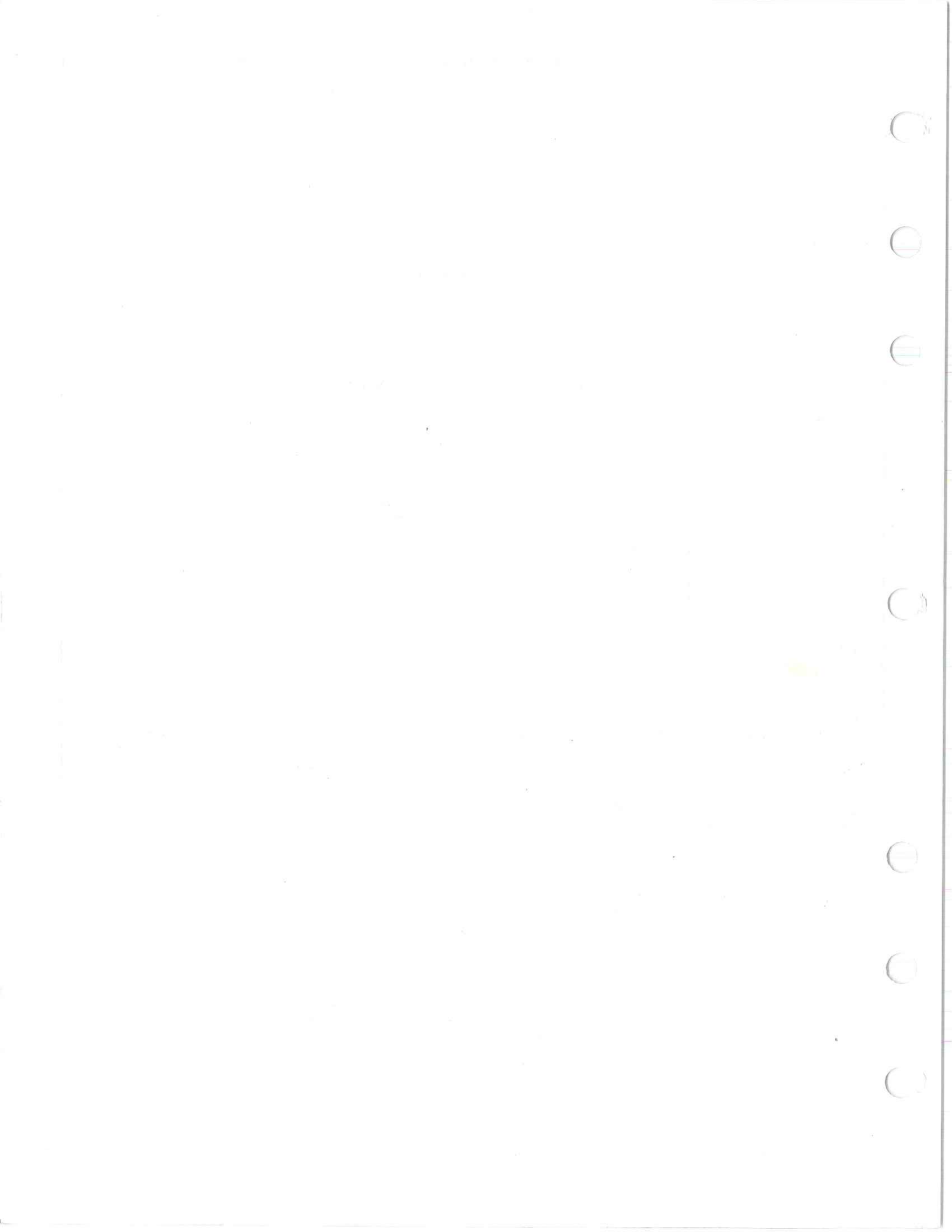
| TOPIC | DOCUMENT/INSTRUCTIONS | REVISION AND DATE |
|--|--|-------------------|
| 1. INTRODUCTION | Cessna 525A SN: 525A-0081 | Total Time: 385.3 |
| 2. DESCRIPTION | See Block 8 of this form 337. | |
| 3. CONTROL, OPERATING INSTRUCTIONS | Bose Owner's Guide | 15 June 2003 |
| 4. SERVICING | None required | |
| 5. MAINTENANCE INSTRUCTIONS | Bose Owner's Guide | 15 June 2003 |
| 6. TROUBLE SHOOTING | Bose Owner's Guide | 15 June 2003 |
| 7. REMOVAL AND REPLACEMENT | Bose Owner's Guide | 15 June 2003 |
| 8. DIAGRAMS (ACCESS PLATES) | See Block 8 of this form 337. | |
| 9. SPECIAL INSPECTION REQUIREMENTS | N/A | |
| 10. APPLICATION OF PROTECTIVE TREATMENTS | N/A | |
| 11. DATA (STRUCTURAL FASTENERS) TORQUE | N/A | |
| 12. LIST OF SPECIAL TOOLS | N/A | |
| 13. COMMUTER CATEGORY AIRCRAFT | N/A | |
| 14. RECOMMENDED OVERHAUL PERIODS | N/A | |
| 15. AIRWORTHINESS LIMITATIONS | On Condition | |
| 16. REVISIONS OF ICA | N/A | |
| 17. ASSISTANCE | N/A | |
| 18. IMPLEMENTATION and RECORD KEEPING | See aircraft maintenance records for entry. See Flight manual for 337, W&B, and Equipment list up-dates. | |

*****END*****

Additional Sheets Are Attached



| | | | |
|---|---|---|---|
| U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS | | | DATE 2 June 2005 |
| AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION | | | |
| MAKE Cessna | MODEL NO. 525A | TYPE <small>(Airplane, Radio, Helicopter, etc.)</small> Airplane | NAME OF APPLICANT Cessna Aircraft Co. Wichita, KS |
| LIST OF DATA | | | |
| IDENTIFICATION | TITLE | | |
| Drawings: CI01065 Rev. - | IRIDIUM/GPS ANTENNA INSTALLATION | | |
| Reports: CI01065SA-2 Rev. - | STRUCTURAL ANALYSIS OF A GPS ANTENNA INSTALLATION | | |
| | End Data | | |
| PURPOSE OF DATA In support of a major alteration for S/N 0081. The approval is for design data approval only and is not installation approval. | | | |
| APPLICABLE REQUIREMENTS <i>(List specific sections)</i> FAR Part 23 Subparts "C" & "D" Paragraphs: 23.301 thru 23.341, 23.365, 23.571(c), 25.573, 23.601 thru 23.625 | | | |
| CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and any attached sheets XXXXXX XXXXXXXXXXXXXXXXXXXX have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations. I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data | | | |
| SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S) | | DESIGNATION NUMBER(S) | CLASSIFICATION(S) |
|  Lauren J. Rezac | | DERT-635774-CE | Structures |
| | | | |



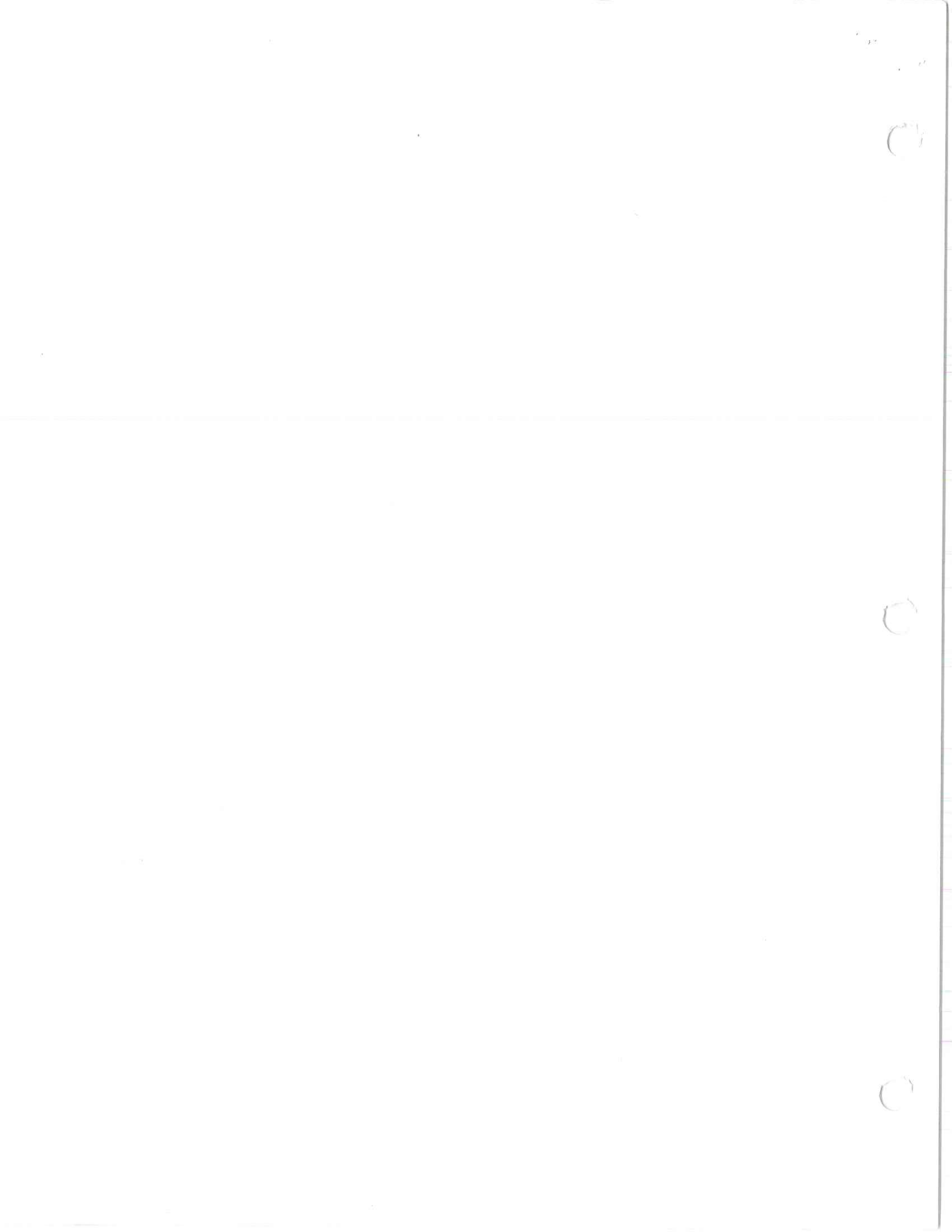
CESSNA CITATION JET MODEL 525A
EQUIPMENT LIST
13 MAY 2002

CHG 13 *

AIRCRAFT SERIAL NO. 525A0081. REGISTRATION NO. N414FW

THE FOLLOWING IS A LIST OF EQUIPMENT INSTALLED IN THE AIRPLANE WHEN WEIGHED BY THE MANUFACTURER.
OIL AND HYDRAULIC FLUIDS WERE AT THE NORMAL FULL LEVEL, FUEL DRAINED.
DATUM STATION 0.0 IS 94.0 INCHES FORWARD OF THE FORWARD FACE OF THE FUSELAGE BULKHEAD JUST FORWARD OF THE RUDDER PEDALS.
POSITIVE ARMS ARE DISTANCES AFT OF DATUM STATION 0.0.
AN ASTERISK (*) INDICATES WEIGHTS ARE EXCHANGE WEIGHTS.
THE WEIGHT SHOWN REFLECTS THE QUANTITY INDICATED.

| FACTORY KIT | ITEM | PART NUMBER | QTY | WEIGHT (LB) | ARM (IN) |
|-------------|-------------------------------|-------------|-----|-------------|----------|
| | LANDING GEAR | | | | |
| | MLG WHEEL | 9912743 | 4 | 32.0 | 295.0 |
| | MLG TIRE | 9912576 | 1 | 52.0 | 295.0 |
| | MLG BRAKE | 9912743 | 2 | 80.0 | 295.2 |
| | NLG WHEEL | 6342110 | 1 | 22.2 | 80.3 |
| | NLG TIRE | 9914069 | 2 | 11.0 | 80.3 |
| | PROPULSION | | | | |
| | ENGINE FJ44-2 | 9914635 | 1 | 1018.0 | 372.1 |
| | EXHAUST NOZZLE-ASSY-LH | 6352850 | 15 | 6.9 | 406.4 |
| | EXHAUST NOZZLE-ASSY-RH | 6352850 | 16 | 6.9 | 406.4 |
| | THROTTLE CONTROL SYSTEM INSTL | 6365812 | 1 | 8.3 | 266.9 |
| | 2300 AMP STARTER/GENERATOR | 9912125 | 2 | 63.0 | 356.0 |
| | FIRE EXT BOTTLE | 9912048 | 6 | 9.7 | 376.0 |
| | FUEL PUMP | 9912017 | 4 | 7.6 | 303.2 |
| | MOTOR ACT VALVE | 9912014 | 3 | 3.7 | 315.8 |
| | EJECTOR PUMP | 9912190 | 2 | 1.8 | 287.8 |



AIRCRAFT SERIAL NO. 525A0081

REGISTRATION NO. N414FW

PAGE

2

| FACTORY KIT | ITEM | PART NUMBER | QTY | WEIGHT (LB) | ARM(IN) |
|-------------|----------------------------|-------------|-----|-------------|---------|
| | VALVE ASSY | 632620C 41 | 1 | .9 | 316.5 |
| | FUEL CAP | 9912020 10 | 2 | .9 | 291.2 |
| | INSTRUMENTS | | | | |
| 650 | M877A5V CLOCK | PANEL | 1 | .3 | 106.3 |
| | C-12717-1 AOA SENSOR | 6318166 6 | 1 | 2.0 | 166.5 |
| | C-132106-1 AOA STALL COMP | 6318166 1 | 1 | 3.0 | 146.0 |
| | C12405-1 AOA INDICATOR | PANEL | 1 | .5 | 106.7 |
| | AOA NORMALIZATION MODULE | 6518372 1 | 1 | .1 | 146.0 |
| | C662502-0101 VOLTMETER | PANEL | 1 | .4 | 107.4 |
| | 822-1193-001 FLUX DETECTOR | 9154030 1 | 1 | .9 | 483.5 |
| | 822-1193-001 FLUX DETECTOR | 9154030 1 | 1 | .9 | 473.7 |
| | APTE-304-200G TRANSMITTER | 6355502 2 | 2 | 1.0 | 356.2 |
| | 10645N01R02 STNDBY N1 IND | FANEL | 1 | .6 | 106.1 |
| | ANNUNCIATOR PANEL | | 1 | 4.5 | 110.4 |
| | HOURMETER C6645003-0104 | PANEL | 1 | .2 | 108.4 |
| | C668512-0101 OXYGEN GAUGE | PANEL | 1 | .5 | 107.7 |
| | C562501-0105 AMMETER | PANEL | 2 | .6 | 107.4 |
| 607F | 822-1281-002 COURSE PNL | PANEL | 1 | .3 | 106.8 |
| 607E2 | CO-PILOTS DIS/ADF SUPPORT | 9156012 7 | 1 | .5 | 99.4 |
| 607F | CO-PILOTS PFD CB INSTL | 9154068 4 | *1 | .1 | 114.2 |
| | COMPASS C660501-0301 | 5518154 37 | 1 | .7 | 111.3 |
| | WL102AMS6 STANDBY ALT/ASI | PANEL | 1 | 2.3 | 106.2 |
| | FUEL PRESSURE SWITCH | 9912033 2 | 2 | .6 | 372.1 |
| | FUEL FLOW TRANSMITTER | 9912417 1 | 2 | 1.4 | 375.3 |
| | SIGNAL CONDITIONER | 9912539 9 | 1 | 1.6 | 318.8 |
| | EL PANEL | 9605032 1 | 1 | .0 | 105.5 |
| | EL PANEL | 9912554 1 | 1 | .1 | 107.4 |
| | PITOT & STATIC SYS | 6314800 1 | 1 | 8.4 | 77.1 |
| | PITOT & STATIC SYS | 6314006 1 | 1 | 1.9 | 75.9 |
| 607F | PITOT/STATIC REMOVED PARTS | 6314006301 | 1 | -2.1 | 76.1 |
| 607F | | | | | |
| | HYDRAULIC SYSTEM INSIL | | | | |
| | FYD & PNEUMATIC | 6307000 1 | 1 | 137.5 | 247.8 |

MEMORANDUM FOR THE DIRECTOR

DATE: 10/15/52

RE: [Illegible]

[Illegible text block]

RECOMMENDATION

[Illegible]

DATE

APPROVED BY

[Illegible]

MEMORANDUM FOR THE DIRECTOR

DATE: 10/15/52

[Illegible text block]

[Illegible text block]

[Illegible]

DATE

APPROVED BY

[Illegible]

AIRCRAFT SERIAL NO. 525A081

REGISTRATION NO. N414YW

PAGE 3

FACTORY KIT

ITEM

PART NUMBER

QTY WEIGHT(LB) ARM(IN)

ELECTRICAL

| ITEM | PART NUMBER | QTY | WEIGHT(LB) | ARM(IN) |
|----------------------------|-------------|-----|------------|---------|
| CIRCUIT BREAKER PANEL-LH | 6318169 | 1 | 7.2 | 118.6 |
| CIRCUIT BREAKER PANEL-RH | 6318169 | 2 | 1.9 | 129.3 |
| BATTERY INSTL HARDWARE | 6318374 | 1 | 3.0 | 424.7 |
| INBOARD VENT TUBE ASSY | 6318506 | 8 | .2 | 427.4 |
| OUTBOARD VENT TUBE ASSY | 6318506 | 9 | .2 | 424.1 |
| ROD ASSY | 6318506 | 6 | .6 | 425.1 |
| BATTERY-44 AMP HR MARATHON | 9914058 | 6 | 81.9 | 425.1 |
| 51525-001F GCU | 6318364 | 1 | 2.4 | 420.3 |
| 51525-001F GCU | 6318364 | 1 | 2.4 | 408.0 |
| J-BOX INSTL | 5318366 | 1 | 47.3 | 415.9 |

186K
386K
186K
186K

AVIONICS

| ITEM | PART NUMBER | QTY | WEIGHT(LB) | ARM(IN) |
|--------------------------------|-------------|-----|------------|---------|
| SPEAKER INSTL-COCKPIT | 9115007 | 1 | .6 | 145.0 |
| HEADSET AND MIC INSTL | 9615026 | 13 | 2.0 | 126.1 |
| RADIO ALTIMETER | 9116005 | 1 | .5 | 141.3 |
| RAD ALT ANTENNA 567-2002 | 9116005 | 1 | .2 | 128.0 |
| RAD ALT ANTENNA 567-2002 | 9116005 | 1 | .2 | 154.4 |
| RAD ALT RT 622-22855-011 | 9154027 | 1 | 5.7 | 39.7 |
| RADALT CNVTR 622-7209-002 | 9154027 | 1 | .4 | 38.0 |
| RAD ALT TRAY 653-9015-001 | 9154027 | 1 | .1 | 38.0 |
| DUAL GLDSLP CPLR 82-70-1 | 9154027 | 1 | .2 | 39.2 |
| EQUIP INSTL - AHS 1 | 9117003 | 10 | 1.2 | 51.0 |
| AHS 822-1200-0C3 | 9117003 | 10 | 4.3 | 50.4 |
| CNI 5000 050-03104-000 | PANEL | 1 | .7 | 107.3 |
| S3100-172 VHF COMM1 | PANEL | 1 | 2.9 | 107.3 |
| COMM1 ANTENNA INSTL | 9101007 | 1 | .0 | 364.4 |
| COMM1 ANT 17-40-02W | 9101007 | 1 | 1.1 | 364.4 |
| S3100-172 VHF COMM2 | PANEL | 1 | 2.5 | 107.3 |
| COMM2 ANTENNA INSTL | 9101008 | 1 | .1 | 311.1 |
| COMM2 ANTENNA 18-50-01 | 9101008 | 1 | 1.5 | 310.4 |
| S3100-33 NAV RECEIVER 066-0674 | PANEL | 1 | 2.4 | 107.3 |
| S3100-33 NAV RECEIVER 06610674 | PANEL | 1 | 2.4 | 107.3 |

AIRCRAFT SERIAL NO. 525A0081

REGISTRATION NO. N414FW

PAGE

4

| FACTORY KIT | ITEM | PART NUMBER | QTY | WEIGHT (LB) | ARM (IN) |
|-------------|---------------------------------|-------------|-----|-------------|----------|
| | TRANSPONDER 066-01141-1101 | PANEL | 1 | 3.6 | 107.3 |
| | TRANSPONDER 066-01141-1101 | PANEL | 1 | 3.6 | 107.3 |
| | DUAL XPDR ANTENNA INSTL | 9608041 | 1 | .2 | 51.8 |
| | XPDR ANTENNAS DMNI50-2-2 | 9608041 | 2 | .4 | 51.8 |
| | ANT INSTL - RADAR 822-1050-001 | 9111021 | 1 | 18.2 | 27.8 |
| 631X | SE100-63 AUDIO PANEL W/HF | PANEL | 2 | 4.7 | 107.0 |
| 631X | HE CB INSTL | 9154063 | 5 | .3 | 114.2 |
| 631X | KING KEF-950 HF COMM PROV | 9110002 | 2 | 5.1 | 393.6 |
| 631X | ANTENNA INSTL | 9110002 | 3 | 3.1 | 429.3 |
| | GLIDESLOPE ANTENNA 44-70-01 | 9103006 | 1 | .1 | 29.2 |
| | ANTENNA INSTL - MARKER BCM | 9103008 | 1 | .0 | 178.9 |
| | MRKR BCM ANI 31-10-01 | 9103008 | 1 | .8 | 178.4 |
| | ADF RECEIVER 066-01072-0006 | PANEL | 1 | 3.0 | 105.1 |
| | ADF1 ANTENNA INSTL | 9104006 | 1 | .1 | 210.9 |
| | ADF ANT 071-01234-0002 | 9104006 | 1 | 3.7 | 211.0 |
| | DME ANTENNA INST | 91070C7 | 1 | .0 | 120.5 |
| | ANT 56-80-0: | 91070C7 | 1 | .2 | 120.5 |
| | DME 065-01070-0001 | 9154027 | 1 | 2.5 | 35.4 |
| | DME CONVERTER 071-01227-0001 | 9154027 | 1 | 1.4 | 34.1 |
| 607E | 822-1134-102 DI SPLAY CONRCL PN | PANEL | 1 | 1.6 | 105.0 |
| | ATT IND W/S/P 501-1568-5C | PANEL | 1 | 3.0 | 106.2 |
| | FLIGHT DISPLAY 822-1084-2C6 | PANEL | 1 | 13.0 | 105.1 |
| | AFD TRAY 822-1140-101 | PANEL | 1 | 1.1 | 107.5 |
| 607E | S3100-215 ADAPTIVE FLIGHT DISPL | PANEL | 1 | 12.9 | 105.3 |
| 607E | 822-1140-101 DISPLAY MOUNT | PANEL | 1 | 1.1 | 106.8 |
| | HSI HCRZ SIT IN 2855-31-1 COPIL | PANEL | 1 | 2.8 | 105.5 |
| 607E | 622-6209-019 MODE SELECT | PANEL | 1 | 1.1 | 105.0 |
| | AVIONICS LOGIC BOX | 9154019 | 1 | .8 | 136.0 |
| | DME IND 066-01069-0014 | PANEL | 1 | .7 | 107.5 |
| | MODE SLCF EN 622-6209-954 PILOT | PANEL | 1 | 1.1 | 107.5 |
| | FLIGHT DISFL 822-1084-206 PILOT | PANEL | 1 | 13.0 | 107.5 |
| | DCP DISPLAY 822-1134-102 PILOTS | PANEL | 1 | 1.6 | 107.5 |
| | AFD TRAY 822-1140-101 | PANEL | 1 | 1.1 | 107.5 |
| 697E | S3100-241 UNS-1KCDU | PEDESTAL | 1 | 2.9 | 121.0 |
| 697E | EQUIP INSTL- UNS-1K NCU | 9123022 | 1 | 1.6 | 68.5 |
| 697E | S3100-175 UNS-1K NCU | 9123022 | 1 | 6.5 | 68.7 |

Removed
2/22/07

AIRCRAFT SERIAL NO. 525A0081

REGISTRATION NO. N414FW

PAGE 5

| FACTORY KIT | ITEM | PART NUMBER | CTY WEIGHT (LB) | ARM (IN) |
|-------------|---------------------------------|-------------|-----------------|----------|
| 697E | ANTENNA INST.-GPS 10706 | 9123022 | .2 | 154.4 |
| 697E | ANTENNA GPS 10706 | 9123022 | .5 | 154.4 |
| 607F | 622-6208-223 AUTOPILOT PNL | PEDESTAL | 1.5 | 126.5 |
| | CRS HD PNL 822-1279-002 | PEDESTAL | 1.0 | 125.5 |
| | TEMP PROBE INSTL | 9113004 | .4 | 86.0 |
| | NAV ANTENNA INST | 9103009 | .1 | 509.5 |
| | NAV ANTENNA 22-37-14 | 9103009 | 3.1 | 509.5 |
| | DUAL NAV CONVERTRS3100-19 | 9154027 | 3.4 | 34.9 |
| | 071-0420-0001 RACK ASSY | 9154027 | .2 | 34.9 |
| | TEST CONNECTOR INSTL | 9154041 | .2 | 108.7 |
| | EDC EQUIPMENT INSTL | 9154034 | .3 | 432.4 |
| | DCU-3011 822-1278-002 | 9154034 | 2.5 | 442.7 |
| | DCU-3011 822-1278-002 | 9154034 | 2.5 | 438.8 |
| | DCU-30.1 822-1278-002 | 9154034 | 2.5 | 426.5 |
| | DCU-30.1 822-1278-002 | 9154034 | 2.5 | 442.6 |
| | FAN INSTL 071-04C37-0003 | 91540C6 | 5.4 | 94.6 |
| | EQUIP INSTL - UPPER SHELF | 9154028 | .1 | 39.8 |
| | 032105 FAN | 9154028 | 1.5 | 42.0 |
| | INSTL KIT 050-01343-0003 | 9154028 | .1 | 37.6 |
| | MRKR BCN REC 066-01044-0000 | 9154028 | .5 | 37.6 |
| | 5504FINGER-GUARD | 9154028 | .2 | 42.0 |
| | AIR DATA CMP 822-1109-004 | 9154028 | 2.3 | 38.9 |
| | ADC MOUNT 822-1227-001 | 9154028 | .2 | 38.9 |
| 607F | ADC2 INSTL HARDWARE | 9154028 | .2 | 38.9 |
| 607E | 822-1109-004 ADC | 9154028 | 2.2 | 38.9 |
| 634L | CVR PROV INSTL | 9122003 | 1.9 | 343.8 |
| 634L | MICROPHONE INSTL | 9122002 | .2 | 113.4 |
| 634L | 6895-D-2-5-5 IMPACT SWITCH | 9122003 | .5 | 113.4 |
| 634L | CVR C/B INSTL | 9122003 | .1 | 417.9 |
| 634L | 404.5051/DEXBO MOUNT | 9290022 | 63 | 336.8 |
| | STANDBY GYRO BATT INSTL 501-168 | 6318028 | 1 | 45.2 |
| | LIGHT PANEL DIMMER INSTL | 6318033 | 1 | 94.0 |
| | DC TO DC CONVERTR INSTL RR18 | 9154040 | .7 | 130.4 |
| | LIGHTING DISTRIBUTION PANEL INS | 9154007 | .7 | 99.6 |
| | IAPS EQUIPMENT INSTL W/EGEWS | 9154029 | 21 | 56.1 |
| 065E | FLUX DETECTOR INSTL | 9154030 | 1.0 | 483.5 |

AIRCRAFT SERIAL NO. 525A0081

REGISTRATION NO. N414FW

PAGE 6

| FACTORY KIT | ITEM | PART NUMBER | QTY | WEIGHT (LB) | ARM (IN) |
|-------------|---------------------------------|-------------|-----|-------------|----------|
| | FLUX DETECTOR INSTL | 9154030 | 1 | 1.0 | 473.7 |
| | AVN EQUIP INSTL-RH NOSE | 9154037 | 1 | .2 | 50.9 |
| | AHRS 822-1110-001 | 9154037 | 1 | 4.3 | 50.1 |
| | EXT COMP UNIT 822-1200-001 | 9154037 | 1 | .2 | 49.5 |
| | AERS MOUNT 822-1290-001 | 9154037 | 1 | .9 | 50.1 |
| | SHELF | 9154037 | 5 | .3 | 52.4 |
| | AVN JUNCTION BOX ASSY | 9155012 | 1 | 2.6 | 52.2 |
| 065E | EGPWS-NARK VIII INSTL | 9116009 | 12 | .2 | 52.7 |
| 065E | EGPWS COMPUTER 965-1206-004 | 9116009 | 12 | 3.4 | 54.1 |
| 065E | EGPWS CB INSTL | 9154068 | 6 | .1 | 114.2 |
| 801 | STORMSCOPE ANTENNA INSTL | 9111028 | 1 | .5 | 228.9 |
| 801 | 78-8053-8200-8 ANTENNA | 9111028 | 1 | 1.8 | 229.2 |
| 801 | EQUIPMENT INSTL - STORMSCOPE | 9154027 | 3 | 1.5 | 36.1 |
| 801 | 73-8060-6086-5 PROCESEOR-STORMS | 9154027 | 3 | 7.2 | 34.7 |
| 801 | CIRCUIT BREAKER | 9154068 | 10 | .1 | 114.2 |
| | ANT INSTL - RADAR R/T HARDWARE | 9111021 | 4 | .1 | 30.6 |
| | 822-1050-001 RADAR RTA-800 | 9111021 | 4 | 18.4 | 27.8 |
| | 687-9728-001 INSTL KIT | 9111021 | 4 | 1.1 | 31.7 |
| | ANTENNA INSTL-AIRCELL | 9101014 | 16 | .5 | 126.0 |
| 046C | EQUIPMENT INSTL AT.01 | 9101015 | 6 | 1.8 | 81.6 |
| 046C | TELEPHONE CB INSTL | 9154068 | 7 | .1 | 114.2 |
| 046C | COVER INSTL | 9156005 | 1 | 1.0 | 91.4 |
| 029F | ELT INSTL HW | 9102002 | 5 | 4.1 | 421.0 |
| 029F | C406-2 ELT | 9102002 | 1 | 3.8 | 426.0 |
| 029F | ELT ANTENNA INST L | 9102004 | 1 | 1.5 | 347.6 |
| 043G | SKYWATCH HE | | 1 | .0 | .0 |
| 043G | EQUIP INSTL-SKYWATCH HP | 9108014 | 3 | .2 | 61.4 |
| 043G | 805-1900-001 SKYWATCH HP TRC | 9108014 | 3 | 8.9 | 54.0 |
| 043G | TCAS ANTENNA INSTL | 9108009 | 5 | 1.7 | 166.8 |
| 043G | 805-10003-001 TCAS ANTENNA | 9108009 | 5 | 2.3 | 166.6 |
| 043G | TCAS I CB INSTL | 9154068 | 3 | .1 | 114.2 |
| 101C | INVERTER INSTL-500W | 6318535 | 1 | 1.8 | 340.7 |
| 101C | 3S50 500VA INVERTER | 6318535 | 1 | 4.6 | 327.6 |
| 081CA | WBA FOR UNIT 081 | 9184081 | 2 | 127.2 | 156.6 |
| 081IC | INTERIOR WBA FOR UNIT 0081 | 4786081 | 1 | 6.4 | 241.2 |

| DATE | DESCRIPTION | AMOUNT | BALANCE |
|------|-------------|--------|---------|
| 1955 | ... | ... | ... |
| 1956 | ... | ... | ... |
| 1957 | ... | ... | ... |
| 1958 | ... | ... | ... |
| 1959 | ... | ... | ... |
| 1960 | ... | ... | ... |
| 1961 | ... | ... | ... |
| 1962 | ... | ... | ... |
| 1963 | ... | ... | ... |
| 1964 | ... | ... | ... |
| 1965 | ... | ... | ... |
| 1966 | ... | ... | ... |
| 1967 | ... | ... | ... |
| 1968 | ... | ... | ... |
| 1969 | ... | ... | ... |
| 1970 | ... | ... | ... |
| 1971 | ... | ... | ... |
| 1972 | ... | ... | ... |
| 1973 | ... | ... | ... |
| 1974 | ... | ... | ... |
| 1975 | ... | ... | ... |
| 1976 | ... | ... | ... |
| 1977 | ... | ... | ... |
| 1978 | ... | ... | ... |
| 1979 | ... | ... | ... |
| 1980 | ... | ... | ... |
| 1981 | ... | ... | ... |
| 1982 | ... | ... | ... |
| 1983 | ... | ... | ... |
| 1984 | ... | ... | ... |
| 1985 | ... | ... | ... |
| 1986 | ... | ... | ... |
| 1987 | ... | ... | ... |
| 1988 | ... | ... | ... |
| 1989 | ... | ... | ... |
| 1990 | ... | ... | ... |
| 1991 | ... | ... | ... |
| 1992 | ... | ... | ... |
| 1993 | ... | ... | ... |
| 1994 | ... | ... | ... |
| 1995 | ... | ... | ... |
| 1996 | ... | ... | ... |
| 1997 | ... | ... | ... |
| 1998 | ... | ... | ... |
| 1999 | ... | ... | ... |
| 2000 | ... | ... | ... |
| 2001 | ... | ... | ... |
| 2002 | ... | ... | ... |
| 2003 | ... | ... | ... |
| 2004 | ... | ... | ... |
| 2005 | ... | ... | ... |
| 2006 | ... | ... | ... |
| 2007 | ... | ... | ... |
| 2008 | ... | ... | ... |
| 2009 | ... | ... | ... |
| 2010 | ... | ... | ... |
| 2011 | ... | ... | ... |
| 2012 | ... | ... | ... |
| 2013 | ... | ... | ... |
| 2014 | ... | ... | ... |
| 2015 | ... | ... | ... |
| 2016 | ... | ... | ... |
| 2017 | ... | ... | ... |
| 2018 | ... | ... | ... |
| 2019 | ... | ... | ... |
| 2020 | ... | ... | ... |
| 2021 | ... | ... | ... |
| 2022 | ... | ... | ... |
| 2023 | ... | ... | ... |
| 2024 | ... | ... | ... |
| 2025 | ... | ... | ... |
| 2026 | ... | ... | ... |
| 2027 | ... | ... | ... |
| 2028 | ... | ... | ... |
| 2029 | ... | ... | ... |
| 2030 | ... | ... | ... |

...

...

...

AIRCRAFT SERIAL NO. 525A0081

REGISTRATION NO. N414FW

PAGE 7

| FACTORY KIT | ITEM | PART NUMBER | QTY | WEIGHT (LB) | ARM (IN) |
|-------------|--|-------------|-----|-------------|----------|
| | FURNISHINGS/STD | | | | |
| 102 | CREW SEAT INSTL LH | 6319503 | 1 | 37.7 | 141.4 |
| | PILOT'S RELIEF TUBE INSTL | 6319371 | 1 | .9 | 150.3 |
| | CREW SEAT INSTL RH | 6319503 | 2 | 37.7 | 141.4 |
| 081D | RE 110V OUTLET W/ 180 LID | 4719054 | 30 | .3 | 127.9 |
| 081C | COCKPIT AIRCELL PHONE | 4719019 | 9 | .2 | 139.4 |
| 081C | 400-10001-102 AIRCELL | | 1 | .6 | 141.3 |
| 081C | AIRCELL HANDSET INSTL | 4719095 | 1 | 1.4 | 241.1 |
| 081C | 101001-67 RJ11 FAX PANEL | 4719095 | 1 | .1 | 239.3 |
| 081C | 106001-4 AC OUTLET SW PNL | 4719095 | 1 | .2 | 239.3 |
| 081C | 400-10001-101 HANDSET | 4719095 | 1 | .6 | 242.2 |
| | LH AFT SEAT ASSY FIXED | 6319501 | 1 | 44.3 | 192.4 |
| | RH AFT SEAT ASSY FIXED | 6319501 | 2 | 44.3 | 192.4 |
| | LH FF SEAT ASSY TRACKED | 6319501 | 3 | 46.3 | 244.7 |
| | RH FF SEAT ASSY TRACKED | 6319501 | 4 | 46.3 | 244.6 |
| 119J | 110V RH INSTL SEAT € | 4719014 | 6 | .3 | 230.6 |
| | LH FF SEAT ASSY FIXED | 6319501 | 5 | 42.1 | 279.1 |
| | RH FF SEAT ASSY FIXED | 6319501 | 6 | 42.1 | 279.1 |
| 081F | 110V OUTLET INSTL-RH | 4719090 | 2 | .2 | 253.3 |
| | 2021-1/1 ASH TRAY REMOVABLE | 6379001 | 2 | .4 | 269.2 |
| 122C | TRACK COCKPIT SUNVISOR INSTL-HA | 4811226 | 3 | 3.5 | 130.2 |
| 136N2 | P0723E105PA OVERWATER LIFEVEST STRAP KIT | 5319304 | 11 | 11.5 | 210.2 |
| | ENTRY STEP INSTL | 4711041 | 34 | 2.2 | 265.0 |
| | LH SIDELEDGE TABLE ATTACH | 6519009 | 58 | 10.2 | 172.4 |
| | RH SIDELEDGE TABLE ATTACH | 6319512 | 1 | .2 | 246.7 |
| | SIDELEDGE & TABLE ASSY LH STD | 6319512 | 2 | .2 | 230.2 |
| | SIDELEDGE & TABLE ASSY RH STD | 6379002 | 5 | 18.2 | 228.5 |
| | INERTIA REEL INS TL LH | 6379002 | 6 | 18.2 | 226.3 |
| | INERTIA REEL INS TL RH | 6319502 | 1 | 1.0 | 289.3 |
| | SHLDR HRNSS REEL COVER I | 6319502 | 2 | 1.0 | 289.3 |
| | SHLDR HRNSS REEL COVER I | 6319546 | 1 | .7 | 289.1 |
| | REFRESH CTF W/LIGHT SWITCH | 6319546 | 2 | .7 | 289.1 |
| 128E | SIDE CONSOLE UPHOL I LH | 6379004 | 7 | 97.8 | 163.2 |
| | | 6319366 | 1 | 4.8 | 130.7 |

AIRCRAFT SERIAL NO. 525A0081

REGISTRATION NO. N414FW

PAGE 8

| FACTORY KIT | ITEM | PART NUMBER | QTY | WEIGHT (LB) | ARM(IN) |
|-------------|---------------------------------|-------------|-----|-------------|---------|
| | SIDE CONSOLE UPHOL I RH | 6319366 | 2 | 4.5 | 129.7 |
| | WINDOW SHADE INSTL | 6319519 | 1 | 26.1 | 235.0 |
| | WINDOW SHADE INSTL FM/ANT | 6319519 | 2 | 2.8 | 172.3 |
| | LH WINDOW REVEAL UPHOL A | 6319328 | 1 | 8.7 | 235.6 |
| | RH WINDOW REVEAL UPHOL A | 6319328 | 2 | 7.5 | 232.0 |
| | TRIM & WINDLACE INSTL | 6319557 | 1 | 2.2 | 172.6 |
| | EVAP/DIV CABINET ASSY | 6379019 | 1 | 14.9 | 153.9 |
| 120L | B&D FRAME ASSY-HARDWARE | 6379017 | 3 | .5 | 154.0 |
| 120L | 15000-C03 CABIN DISPLAY | 6379017 | 3 | .3 | 154.0 |
| 692U | B&D COMPUTER HARDWARE INSTL | 6319559 | 3 | .1 | 165.8 |
| 692U | 90001-C03 COMPUTER DISPLAY | 6319559 | 3 | 1.5 | 165.8 |
| 692U | CABIN DISPLAY CB INSTL | 9154068 | 9 | .1 | 114.2 |
| | NAV BOOK CABINET RH ASSY | 6379007 | 1 | 2.0 | 150.9 |
| | FWD HDR & CURTAIN INSTL | 6319542 | 1 | .8 | 153.2 |
| 081E | FWD REM/CURTAIN INSTL | 4719094 | 1 | 1.6 | 152.6 |
| | AFT CURTAIN INSTL | 6319541 | 1 | 1.7 | 293.0 |
| 081G | AFT MIRRORED BLKHD INSTL | 4719088 | 1 | 25.1 | 317.8 |
| | LH LWR SDWL UPHL PNL INS | 6319562 | 2 | 6.4 | 231.8 |
| | RH LWR SDWL UPHL PNL INS | 6319562 | 2 | 6.8 | 233.2 |
| | LH AFT DIVIDER INSTL | 6319526 | 1 | .0 | 291.9 |
| | LH AFT DIVIDER W/LAM | 63790C9 | 1 | 8.7 | 292.3 |
| 120M1 | LH DIV ASSY 0.5 FAB/0.5 MIRROR | 6319575 | 5 | 15.2 | 292.0 |
| | RH AFT DIVIDER INSTL | 6319526 | 2 | .0 | 291.7 |
| 120M1 | RH DIV ASSY 0.5 FAB/0.5 MIRROR | 6319575 | 2 | 13.0 | 291.9 |
| | NOSE BAG CARPET INSTL STD | 6319534 | 1 | 12.7 | 74.1 |
| | TAILCONE BAG CARPET INSTL | 6319535 | 1 | 7.2 | 382.0 |
| | TAILCONE BAG STRAP INSTL | 6319543 | 1 | 1.5 | 412.6 |
| 081A | CARPET INSTL W/LH TOILET | 5319536 | 3 | 51.5 | 221.9 |
| 130B | LH NON-FLUSHING TOILET INSTL | 5319507 | 1 | 37.8 | 289.2 |
| 130B | LH FLUSHING TOILET CABINET | 5379012 | 2 | 14.4 | 303.5 |
| 130B | LH NON-FLUSH TOILET CAB-HW | 5379012 | 2 | 1.7 | 307.8 |
| | ASSIST HANDLE | 4811311 | 5 | .1 | 114.5 |
| 50G | INDIRECT LIGHTING INSTL | 6319572 | 1 | 6.6 | 238.3 |
| 122T | VANITY COAT ROD, AFT FLUSH MOUN | 6319567 | 1 | 1.4 | 312.2 |
| | COCKPIT WINDOW TRIM LH | 6319364 | 1 | 6.6 | 130.1 |
| | COLOR TRIM STANDARD | 6319368 | 1 | 13.1 | 157.7 |

AIRCRAFT SERIAL NO. 525A0081

REGISTRATION NO. N414EW

PAGE 9

FACTORY KIT

| ITEM | PART NUMBER | QTY | WEIGHT (LB) | ARM(IN) |
|---------------------------------|-------------|-----|-------------|---------|
| PSU COP ASSY DOUBLE W/SW HRINRE | 6519640 23 | 9 | 1.3 | 242.9 |
| ENVIRONMENTAL & ANTI-ICE | | | | |
| PRECOOLER INSTL-LH | 6314510 1 | 1 | 9.3 | 403.5 |
| PRECOOLER INSTL-RH | 6314510 2 | 1 | 9.3 | 403.5 |
| TEMP CONTROL SYS INSTL | 6314540 1 | 1 | 3.6 | 333.9 |
| RAM AIR DIST SYS INSTL | 6314550 1 | 1 | 6.6 | 345.6 |
| RAM AIR INLET INSIL LH | 6314610 1 | 1 | .3 | 263.0 |
| RAM AIR INLET INSIL RH | 6314610 2 | 1 | .3 | 263.0 |
| A/C INSTL | 6314700 1 | 1 | 83.1 | 357.3 |
| AET EVPP DIST INSTL | 6314760 1 | 1 | 8.4 | 317.8 |
| WING ANTI-ICE INSTL | 6314600 1 | 1 | 14.9 | 333.9 |
| W/S ANTI-ICE & EMER PRESS | 6314620 1 | 1 | 36.3 | 201.3 |
| DE-ICE BOOT INSTL | 6314630 1 | 1 | 13.5 | 512.0 |
| CABIN PRESS CONTROL SYS | 6314900 1 | 1 | 8.3 | 292.8 |
| PRESS SYS DUCT INSTL | 6314910 1 | 1 | 15.4 | 355.0 |
| PRESS INLET INSTL | 6314920 1 | 1 | 10.2 | 339.6 |

FCREIGN CERTIFICATION

EMERGENCY EQUIPMENT

| | | | | |
|-------|----------------------------|---|------|-------|
| 66F | OXYGEN MASK INSTL | 2 | 4.2 | 151.9 |
| 66F | 50 FT3 OXYGEN SYSTEM INSTL | 1 | 1.5 | 65.9 |
| | 176274-50 OXYGEN BOTTLE | 1 | 14.0 | 73.1 |
| 130B1 | FIRE EXTINGUISHER INSTL | 1 | 5.4 | 138.4 |
| | CABIN FIRE EXTING INSTL | 1 | 5.8 | 288.4 |

LOOSE EQUIPMENT

| | | | | |
|-------|--------------------------------|---|----|----|
| 66F | 1259 FLASHLIGHT W/BATT | 2 | .0 | .0 |
| 66F | THROW RUG-THRESHOLD | 1 | .0 | .0 |
| 130B1 | FOLDABLE THRESHOLD CARPET ASSY | 1 | .0 | .0 |
| | CARPET ASSY-CENTER AISLE | 1 | .0 | .0 |

AIRCRAFT SERIAL NO. 525AD081

REGISTRATION NO. N414EW

PAGE 10

| FACTORY KIT | ITEM | PART NUMBER | QTY | WEIGHT (LB) | ARM (IN) |
|-------------|----------------------------|-------------|-----|-------------|----------|
| | THROW RUG SEAT TRACK COVER | 6319536 B4 | 2 | .0 | .0 |
| | TRILCONE BAG STRAP INSTL | 6319543 1 | 1 | .0 | .0 |
| | PASSENGER BRIEFING CARD | 6319577 2 | 8 | .0 | .0 |
| | 7C002-00 FIRST AID KIT | 6319573 1 | 1 | .0 | .0 |
| | CCAT HANGER | 9910143 1 | 4 | .0 | .0 |
| 118K | CHEW SHEEPSKIN SLIPCOVERS | 4911145 1 | 2 | .0 | .0 |
| 118L | PILLOW HEADREST LARGE | 4919374 5 | 6 | .0 | .0 |
| 125 | ASHTRAYS | 6319518 1 | 5 | .0 | .0 |

TOTAL OPTIONAL EQUIPMENT WEIGHT 217.21 LB MOMENT 53128.99 IN-LB

THE TOTAL OPTIONAL EQUIPMENT WEIGHT AND MOMENT IS THE WEIGHT OF THE OPTION PACKAGE ONLY AND NOT THE SUM OF ALL THE ITEMS LISTED
 ALL OPTIONAL ITEMS ARE SHOWN WITH A FACTORY KIT NUMBER
 THE FOLLOWING ITEMS ARE CONSIDERED GROUND SUPPORT EQUIPMENT AND ARE NOT INCLUDED IN THE EMPTY WEIGHT

- ENGINE COVERS
- JACK PADS
- FIRST AID KIT

**NEW YORK CITATION SERVICE CENTER
REPAIR STATION CNQ6918C**

Equipment list addendum dated: 06/02/2005

| ITEM | PART NUMBER | QTY | WEIGHT | ARM |
|---|----------------------|-----|----------|--------|
| | COMPONENTS INSTALLED | | | |
| AIRCELL R/T | 400-10680-001 | 1 | 4.5 LBS | 85.5 |
| AIRCELL ANTENNA | S67-1575-109 | 1 | .5 LBS | 270.72 |
| TYPE CERTIFIED LH FLUSHING TOILET ASSY | 17010-039 | 1 | 17.92 | 289.2 |
| | COMPONENTS REMOVED | | | |
| AIRCELL R/T | 900002-1 | 1 | 2.86 LBS | 85.5 |
| AIRCELL MATCHING UNIT | 83518 | 1 | .75 LBS | 85.5 |
| AIRCELL ANTENNA | CI5000-1-L | 1 | 1 LB | 126.0 |

THE ABOVE EQUIPMENT WAS INSTALLED ON 525A-0081 IN ACCORDANCE
WITH CESSNA MODIFICATION ORDER CI0052A-064 AND SAO# W857637
REFERENCE WORK ORDER 316310 AND 316311.

Weight / Balance & Equipment List Revision

Page # : 1

Affordable Avionics Inc. - 8AAR592Y

7000 Merrill Ave # 18, A 335

Chino, CA 91710 Tel: 909-606-9876

A/C Tail # : N414FW

Register Name : Birdy One LLC

Name 2 :

Address 1 : 2883 Water Course Dr

Address 2 :

City, State, PC : Diamond Bar, CA 91765

A/C Make : CESSNA

A/C Model : 525A

A/C Serial # : 525A0081


WO Ref # : 3536

WB Date : Oct-06-2017

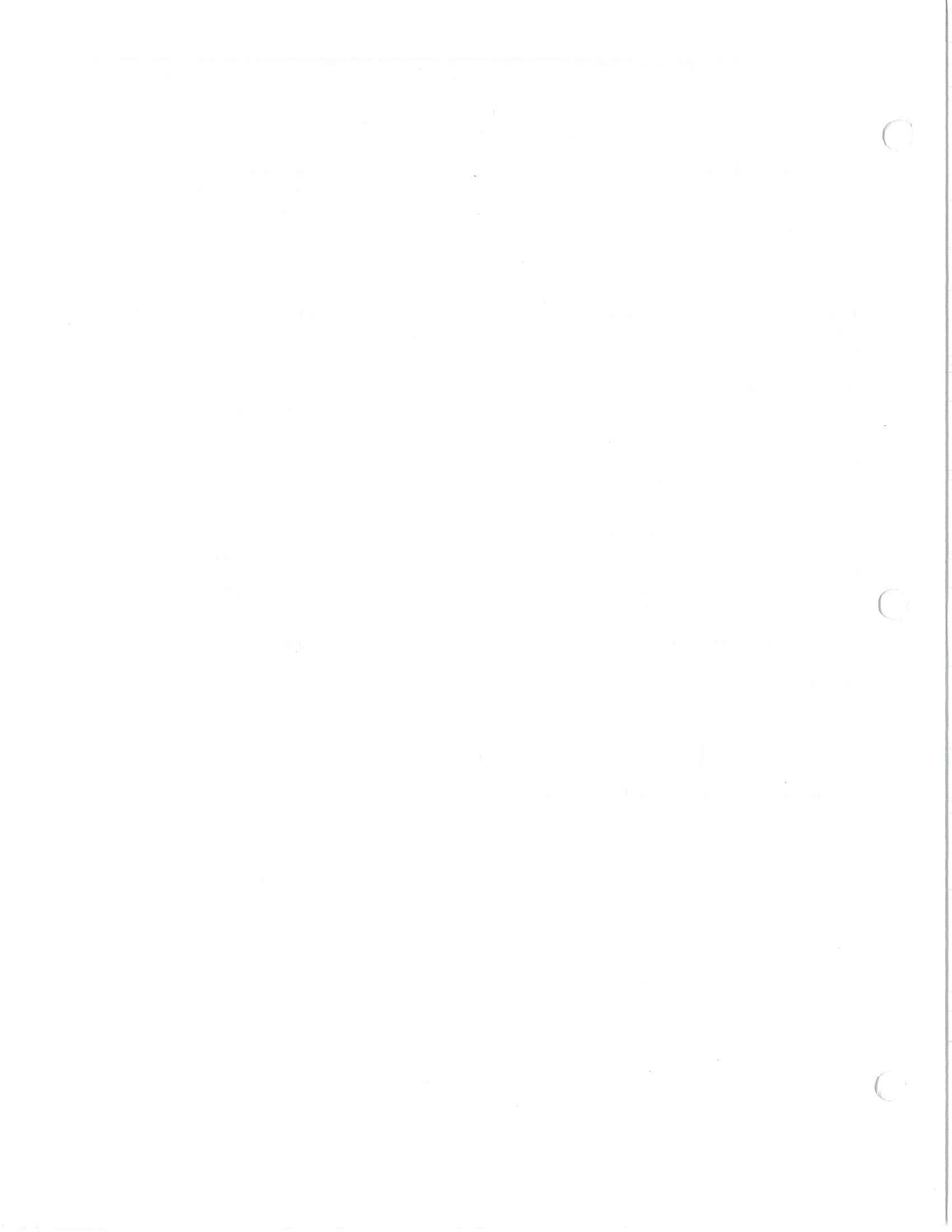
WB ID # : 545

Previous data taken from document dated Sep-07-2017

| Model # Serial # | Description Part # | (LB / IN) Weight Previous data -> | CG/Arm | Moment |
|------------------------------|------------------------------------|--------------------------------------|--------|------------|
| NO ITEMS REMOVED | | | | |
| INSTALLED ITEMS ----- | | | | |
| 5316 | ACTIVE LGA AT1675-18W-TNC-000-0 | 1.50 | 372.50 | 558.75 |
| 650 | WIFI ROUTER 89000015-005 | 0.55 | 170.00 | 93.50 |
| 940 | ESCM 1252-A-4120-01 | 0.50 | 399.83 | 199.92 |
| 5240 | BIAS-T 89000015-008 | 1.00 | 399.76 | 399.76 |
| 634 | HDU 90402045 | 8.80 | 387.01 | 3405.69 |
| N/A | HDU RACK 89000015-004 | 0.60 | 390.16 | 234.10 |
| INSTALLED SUB TOTAL | 6 Items @ | 12.95 | 377.74 | 4891.71 |
| NEW DATA >> | | 7712.56 | 286.07 | 2206324.71 |

 10/11/2017

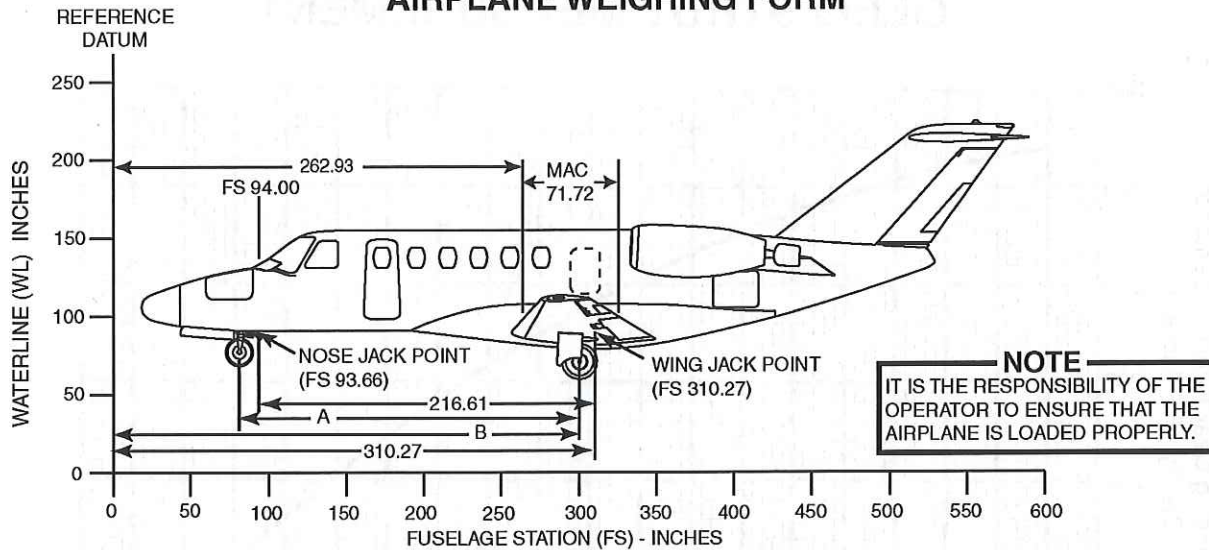
Authorized Individual : 8AAR592Y Deepun Desai



AIRPLANE WEIGHING FORM

A27168

AIRPLANE WEIGHING FORM



LOCATING CG WITH AIRPLANE ON LANDING GEAR

LEGEND

- DIMENSION A =** Horizontal distance from center of main landing gear axle to center of nose landing gear axle (determined by measurement after airplane is level on scales or by using Figure 6-1 sheet 3 and the accompanying instructions).
- DIMENSION B =** Horizontal distance from reference datum to center of main landing gear axle. Obtain this distance by measuring from nose jack point FS 93.66 to center of nose landing gear axle and subtracting this value from dimension A and adding to FS 93.66. (Must be measured after airplane is level on scales or by using Figure 6-1 sheet 3 and the accompanying instructions).

FORMULA for Longitudinal CG

$$\text{CG Arm of Airplane} = \frac{(\text{Dimension A}) \times (\text{Nose Landing Gear Net Weight})}{\text{Nose and Main Landing Gear Weight Totalled}} = (\quad) \text{ Inches Aft of Datum}$$

LOCATING CG WITH AIRPLANE ON JACK PADS

FORMULA for Longitudinal CG

$$\text{CG Arm of Airplane} = \frac{216.61 \times (\text{Nose Jack Point Net Weight})}{\text{Nose and Wing Jack Point Weight Totalled}} = (\quad) \text{ Inches Aft of Datum}$$

LEVELING PROVISIONS

LATERAL AND LONGITUDINAL-USE LEVELING TOOL ACROSS INBOARD SEAT TRACKS AT APPROXIMATELY FS 148.00

AIRPLANE AS WEIGHED TABLE

| POSITION | SCALE READING | SCALE DRIFT | TARE | NET WEIGHT |
|---------------------------|---------------|-------------|------|------------|
| LEFT WING | | | | |
| RIGHT WING | | | | |
| NOSE | | | | |
| AIRPLANE TOTAL AS WEIGHED | | | | |

LOCATING PERCENT MAC

FORMULA for Percent MAC

$$\text{CG Percent MAC} = \frac{(\text{CG Arm of Airplane}) - 262.93}{0.7172}$$

BASIC EMPTY WEIGHT AND CENTER-OF-GRAVITY TABLE

| ITEM | WEIGHT (POUNDS) | CG ARM (INCHES) | MOMENT (INCH-POUNDS/100) |
|---|-----------------|-----------------|--------------------------|
| AIRPLANE (CALCULATED OR AS WEIGHED) (INCLUDES ALL UNDRAINABLE FLUIDS AND FULL OIL) | | | |
| DRAINABLE UNUSABLE FUEL AT 6.75 POUNDS PER GALLON | 67.00 | 299.61 | 200.74 |
| BASIC EMPTY WEIGHT | | | |

CESSNA AIRCRAFT COMPANY, AIRCRAFT DIVISION, P.O. BOX 7704, WICHITA, KANSAS 67277

FORM NUMBER 2088, 17 April 2000

Figure 6-1 (Sheet 1 of 3)

OLEO STRUT MEASUREMENT

A9814

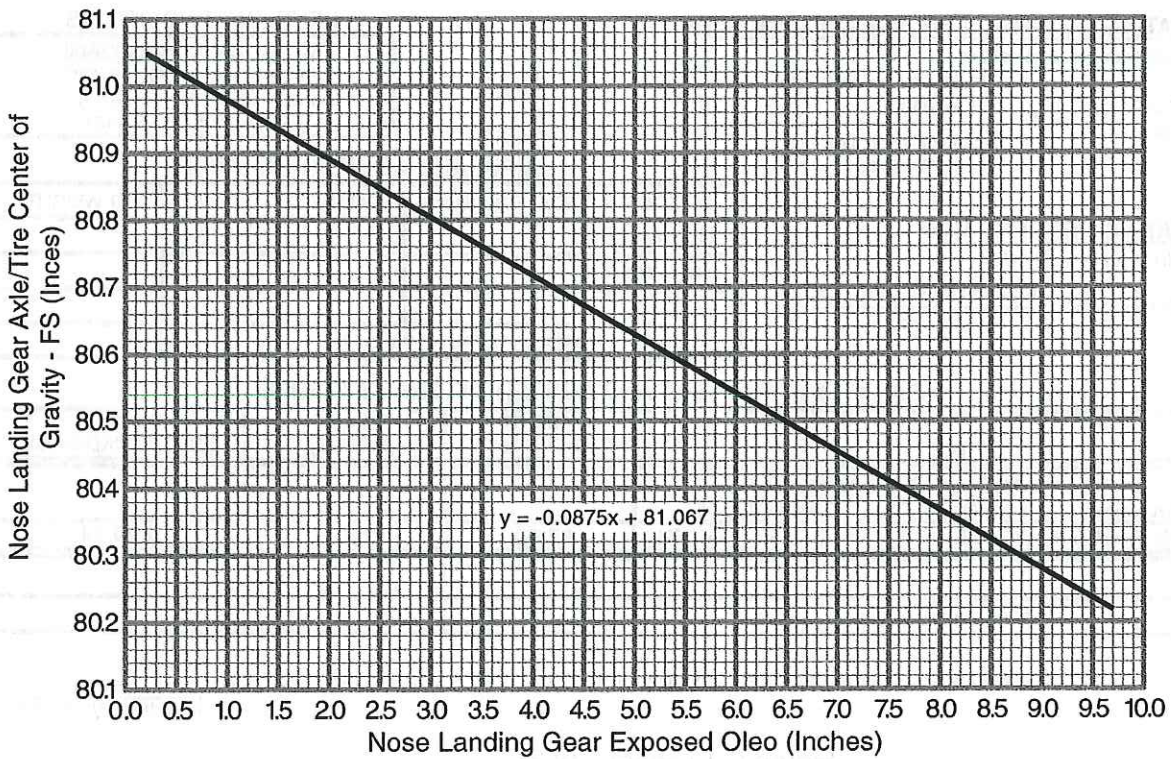
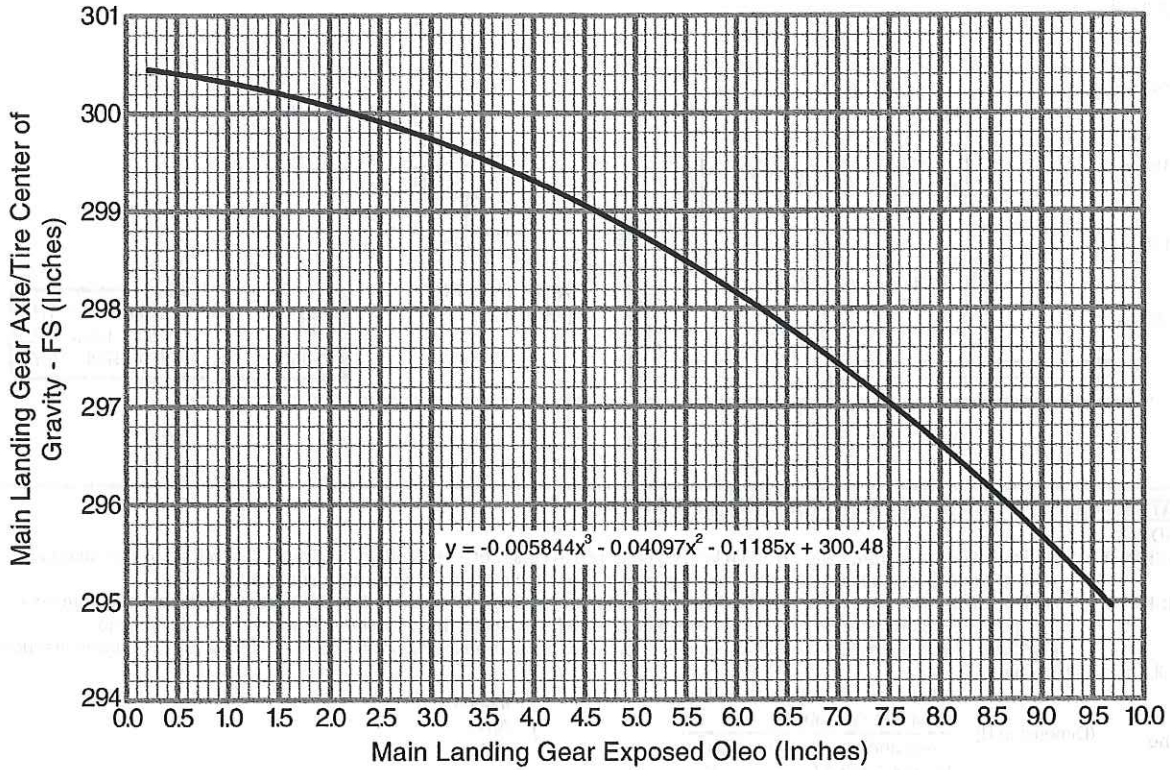
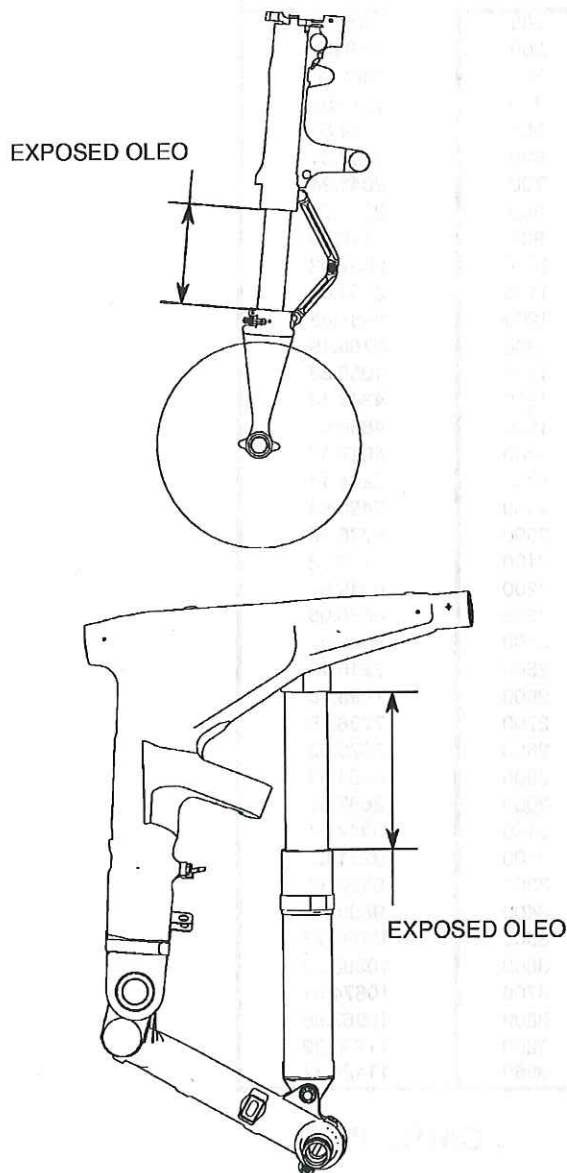


Figure 6-1 (Sheet 2)

LANDING GEAR EXPOSED OLEO STRUT

A12467

6342T1041
6342T1042**NOTE**

- Obtain the exposed oleo measurement after leveling the aircraft for both the main and nose landing gear.
- Using these measurements and the equations or graphs in the appropriate figure, determine the fuselage station for the main gear axle and the fuselage station for the nose gear axle.
- Dimension A can then be determined by subtracting the nose gear axle fuselage station from the main gear axle fuselage station.
- Dimension B equals the main gear fuselage station.

Figure 6-1 (Sheet 3)

WEIGHT AND MOMENT TABLE

FUEL LOADING WEIGHT AND MOMENT TABLE

WING TANK FUEL

| WEIGHT (POUNDS) | MOMENT/100 ARM VARIES (INCH-POUNDS) |
|--------------------|---|
| 100 | 295.82 |
| 200 | 589.83 |
| 300 | 882.51 |
| 400 | 1173.95 |
| 500 | 1464.57 |
| 600 | 1754.31 |
| 700 | 2043.24 |
| 800 | 2331.69 |
| 900 | 2619.66 |
| 1000 | 2907.02 |
| 1100 | 3194.61 |
| 1200 | 3481.85 |
| 1300 | 3769.19 |
| 1400 | 4056.38 |
| 1500 | 4343.48 |
| 1600 | 4630.51 |
| 1700 | 4917.43 |
| 1800 | 5204.14 |
| 1900 | 5490.64 |
| 2000 | 5776.99 |
| 2100 | 6063.22 |
| 2200 | 6349.57 |
| 2300 | 6636.05 |
| 2400 | 6923.07 |
| 2500 | 7210.15 |
| 2600 | 7498.48 |
| 2700 | 7786.75 |
| 2800 | 8075.63 |
| 2900 | 8364.53 |
| 3000 | 8653.61 |
| 3100 | 8942.67 |
| 3200 | 9231.63 |
| 3300 | 9520.49 |
| 3400 | 9809.23 |
| 3500 | 10097.73 |
| 3600 | 10386.20 |
| 3700 | 10674.61 |
| 3800 | 10962.96 |
| 3900 | 11250.92 |
| 3960 | 11424.77 |

CAUTION

CERTIFIED MAXIMUM USABLE FUEL QUANTITY IS 3960 POUNDS WITH EACH WING FILLED TO THE "FULL" INDICATING TAB ON THE FILLER STANDPIPE. DO NOT FILL ABOVE THE TAB ON THE STANDPIPE, AS ADEQUATE FUEL EXPANSION VOLUME MAY NOT BE AVAILABLE. CHECK WEIGHT AND BALANCE.

Figure 6-2 (Sheet 1 of 4)

WEIGHT AND MOMENT TABLE

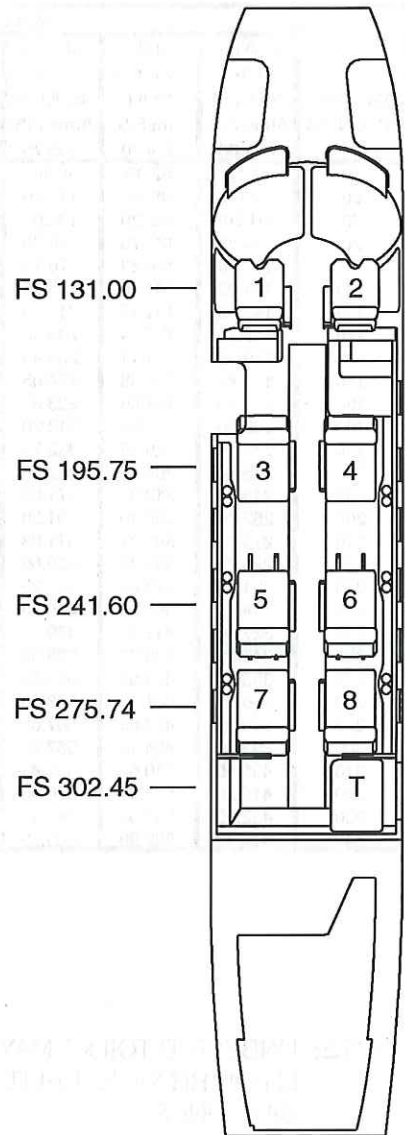
A27170

CREW AND PASSENGERS COMPARTMENTS WEIGHT AND MOMENT TABLES STANDARD

CREW AND PASSENGER

| WEIGHT (POUNDS) | MOMENT/100 | | | | |
|--------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|----------------------------------|
| | SEAT 1 OR SEAT 2 Arm= F.S. | SEAT 3 OR SEAT 4 Arm= F.S. | SEAT 5 OR SEAT 6 Arm= F.S. | SEAT 7 OR SEAT 8 Arm= F.S. | LH Belted Toilet Arm= F.S. |
| | 131.00 | 195.75 | 241.6 | 275.74 | 302.45 |
| 50 | 65.50 | 97.88 | 120.80 | 137.87 | 151.23 |
| 60 | 78.60 | 117.45 | 144.96 | 165.44 | 181.47 |
| 70 | 91.70 | 137.03 | 169.12 | 193.02 | 211.72 |
| 80 | 104.80 | 156.60 | 193.28 | 220.59 | 241.96 |
| 90 | 117.90 | 176.18 | 217.44 | 248.17 | 272.21 |
| 100 | 131.00 | 195.75 | 241.60 | 275.74 | 302.45 |
| 110 | 144.10 | 215.33 | 265.76 | 303.31 | 332.70 |
| 120 | 157.20 | 234.90 | 289.92 | 330.89 | 362.94 |
| 130 | 170.30 | 254.48 | 314.08 | 358.46 | 393.19 |
| 140 | 183.40 | 274.05 | 338.24 | 386.04 | 423.43 |
| 150 | 196.50 | 293.63 | 362.40 | 413.61 | 453.68 |
| 160 | 209.60 | 313.20 | 386.56 | 441.18 | 483.92 |
| 170 | 222.70 | 332.78 | 410.72 | 468.76 | 514.17 |
| 180 | 235.80 | 352.35 | 434.88 | 496.33 | 544.41 |
| 190 | 248.90 | 371.93 | 459.04 | 523.91 | 574.66 |
| 200 | 262.00 | 391.50 | 483.20 | 551.48 | 604.90 |
| 210 | 275.10 | 411.08 | 507.36 | 579.05 | 635.15 |
| 220 | 288.20 | 430.65 | 531.52 | 606.63 | 665.39 |
| 230 | 301.30 | 450.23 | 555.68 | 634.20 | 695.64 |
| 240 | 314.40 | 469.80 | 579.84 | 661.78 | 725.88 |
| 250 | 327.50 | 489.38 | 604.00 | 689.35 | 756.13 |
| 260 | 340.60 | 508.95 | 628.16 | 716.92 | 786.37 |
| 270 | 353.70 | 528.53 | 652.32 | 744.50 | 816.62 |
| 280 | 366.80 | 548.10 | 676.48 | 772.07 | 846.86 |
| 290 | 379.90 | 567.68 | 700.64 | 799.65 | 877.11 |
| 300 | 393.00 | 587.25 | 724.80 | 827.22 | 907.35 |
| 310 | 406.10 | 606.83 | 748.96 | 854.79 | 937.60 |
| 320 | 419.20 | 626.40 | 773.12 | 882.37 | 967.84 |
| 330 | 432.30 | 645.98 | 797.28 | 909.94 | 998.09 |
| 340 | 445.40 | 665.55 | 821.44 | 937.52 | 1028.33 |

CREW AND PASSENGER MOMENT ARMS



NOTE: UNBELTED TOILET MAY BE INSTALLED ON LH OR RH SIDE. BELTED TOILET IS ON LH SIDE ONLY

FORM NUMBER 2084, 18 April 2000

Figure 6-2 (Sheet 2)

WEIGHT AND MOMENT TABLE

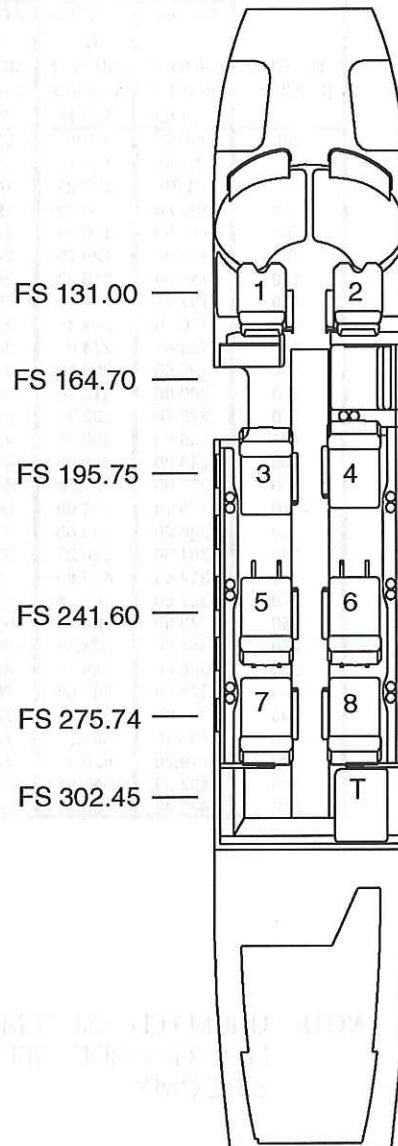
A27171

CREW AND PASSENGERS COMPARTMENTS WEIGHT AND MOMENT TABLES OPTION 1

CREW AND PASSENGER

| WEIGHT (POUNDS) | MOMENT/100 | | | | | | LH Belted Toilet Arm= F.S. |
|--------------------|-------------------------------------|------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---------|----------------------------------|
| | SEAT 1 OR SEAT 2 Arm= F.S. | SIDE FACING SEAT Arm-F.S. | SEAT 3 OR SEAT 4 Arm= F.S. | SEAT 5 OR SEAT 6 Arm= F.S. | SEAT 7 OR SEAT 8 Arm= F.S. | | |
| 50 | 65.50 | 82.35 | 97.88 | 120.80 | 137.87 | 151.23 | |
| 60 | 78.60 | 98.82 | 117.45 | 144.96 | 165.44 | 181.47 | |
| 70 | 91.70 | 115.29 | 137.03 | 169.12 | 193.02 | 211.72 | |
| 80 | 104.80 | 131.76 | 156.60 | 193.28 | 220.59 | 241.96 | |
| 90 | 117.90 | 148.23 | 176.18 | 217.44 | 248.17 | 272.21 | |
| 100 | 131.00 | 164.70 | 195.75 | 241.60 | 275.74 | 302.45 | |
| 110 | 144.10 | 181.17 | 215.33 | 265.76 | 303.31 | 332.70 | |
| 120 | 157.20 | 197.64 | 234.90 | 289.92 | 330.89 | 362.94 | |
| 130 | 170.30 | 214.11 | 254.48 | 314.08 | 358.46 | 393.19 | |
| 140 | 183.40 | 230.58 | 274.05 | 338.24 | 386.04 | 423.43 | |
| 150 | 196.50 | 247.05 | 293.63 | 362.40 | 413.61 | 453.68 | |
| 160 | 209.60 | 263.52 | 313.20 | 386.56 | 441.18 | 483.92 | |
| 170 | 222.70 | 279.99 | 332.78 | 410.72 | 468.76 | 514.17 | |
| 180 | 235.80 | 296.46 | 352.35 | 434.88 | 496.33 | 544.41 | |
| 190 | 248.90 | 312.93 | 371.93 | 459.04 | 523.91 | 574.66 | |
| 200 | 262.00 | 329.40 | 391.50 | 483.20 | 551.48 | 604.90 | |
| 210 | 275.10 | 345.87 | 411.08 | 507.36 | 579.05 | 635.15 | |
| 220 | 288.20 | 362.34 | 430.65 | 531.52 | 606.63 | 665.39 | |
| 230 | 301.30 | 378.81 | 450.23 | 555.68 | 634.20 | 695.64 | |
| 240 | 314.40 | 395.28 | 469.80 | 579.84 | 661.78 | 725.88 | |
| 250 | 327.50 | 411.75 | 489.38 | 604.00 | 689.35 | 756.13 | |
| 260 | 340.60 | 428.22 | 508.95 | 628.16 | 716.92 | 786.37 | |
| 270 | 353.70 | 444.69 | 528.53 | 652.32 | 744.50 | 816.62 | |
| 280 | 366.80 | 461.16 | 548.10 | 676.48 | 772.07 | 846.86 | |
| 290 | 379.90 | 477.63 | 567.68 | 700.64 | 799.65 | 877.11 | |
| 300 | 393.00 | 494.10 | 587.25 | 724.80 | 827.22 | 907.35 | |
| 310 | 406.10 | 510.57 | 606.83 | 748.96 | 854.79 | 937.60 | |
| 320 | 419.20 | 527.04 | 626.40 | 773.12 | 882.37 | 967.84 | |
| 330 | 432.30 | 543.51 | 645.98 | 797.28 | 909.94 | 998.09 | |
| 340 | 445.40 | 559.98 | 665.55 | 821.44 | 937.52 | 1028.33 | |

CREW AND PASSENGER MOMENT ARMS



NOTE: UNBELTED TOILET MAY BE INSTALLED ON LH OR RH SIDE. BELTED TOILET IS ON LH SIDE ONLY

FORM NUMBER 2085, 18 April 2000

Figure 6-2 (Sheet 3)

MODEL 525A

WEIGHT AND MOMENT TABLE

BAGGAGE AND CABIN COMPARTMENT CONTENTS

A27172

BAGGAGE AND STORAGE COMPARTMENTS CONTENTS

| WEIGHT (POUNDS) | MOMENT/100 | | |
|-----------------|------------------------------------|--------------------------------------|---|
| | NOSE COMP ARM = FS 74.00 in. | CABIN COMP ARM = FS 301.70 in. | TAILCONE COMP ARM = FS 384.59 in. |
| 20 | 14.80 | 60.34 | 76.92 |
| 40 | 29.60 | 120.68 | 153.84 |
| 60 | 44.40 | 181.02 | 230.75 |
| 80 | 59.20 | 241.36 | 307.67 |
| 100 | 74.00 | 301.70 | 384.59 |
| 120 | 88.80 | | 461.51 |
| 140 | 103.60 | | 538.43 |
| 160 | 118.40 | | 615.34 |
| 180 | 133.20 | | 692.26 |
| 200 | 148.00 | | 769.18 |
| 220 | 162.80 | | 846.10 |
| 240 | 177.60 | | 923.02 |
| 260 | 192.40 | | 999.93 |
| 280 | 207.20 | | 1076.85 |
| 300 | 222.00 | | 1153.77 |
| 320 | 236.80 | | 1230.69 |
| 340 | 251.60 | | 1307.61 |
| 360 | 259.00 | | 1384.52 |
| 380 | 281.20 | | 1461.44 |
| 400 | 296.00 | | 1538.36 |
| 420 | | | 1615.28 |
| 440 | | | 1692.20 |
| 460 | | | 1769.11 |
| 480 | | | 1846.03 |
| 500 | | | 1922.95 |
| 520 | | | 1999.87 |
| 540 | | | 2076.79 |
| 560 | | | 2153.70 |
| 580 | | | 2230.62 |
| 600 | | | 2307.54 |

LH CHART CASE

| WEIGHT (POUNDS) | MOMENT/100 |
|-----------------|---|
| | NAVIGATION CHART CASE ARM = FS 151.00 in. |
| 5 | 7.55 |
| 10 | 15.10 |

FS 74.00 —

RH CHART CASE

| WEIGHT (POUNDS) | MOMENT/100 |
|-----------------|---|
| | NAVIGATION CHART CASE ARM = FS 152.25 in. |
| 5 | 7.61 |
| 10 | 15.23 |

LH TOILET DRAWER STORAGE

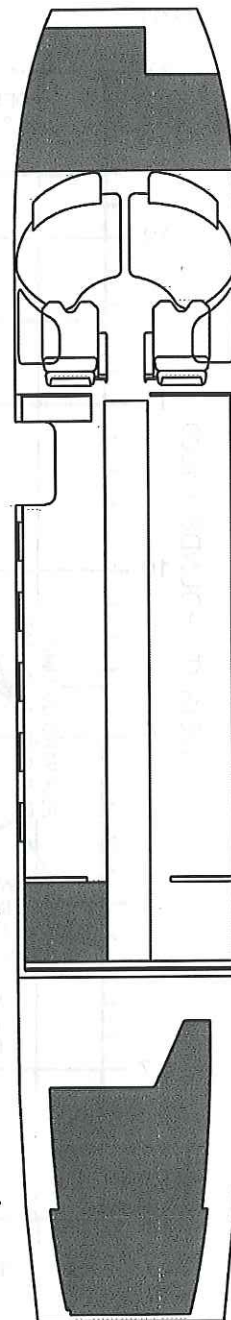
| WEIGHT (POUNDS) | MOMENT/100 |
|-----------------|---|
| | TOILET DRAWER ARM = FS 314.58 in. |
| 5 | 15.73 |

FS 301.70 —

CABINET CONTENTS

| WEIGHT (POUNDS) | MOMENT/100 | | |
|-----------------|--|--|---------------------------------------|
| | LH STORAGE CABINET ARM = FS 155.88 in. | REFRESH CENTER ARM = FS 163.00 in. | SFS ARMREST ARM = FS 179.13 in. |
| 5 | 7.79 | 8.15 | 8.96 |
| 10 | 15.59 | 16.30 | 17.91 |
| 13 | 20.26 | 21.19 | 23.29 |
| 15 | 23.38 | 24.45 | |
| 20 | | 32.60 | |
| 25 | | 40.75 | |
| 30 | | 48.90 | |
| 35 | | 57.05 | |
| 40 | | 65.20 | |
| 45 | | 73.35 | |
| 50 | | 81.50 | |
| 55 | | 89.65 | |
| 60 | | 97.80 | |
| 65 | | 105.95 | |
| 70 | | 114.10 | |
| 72 | | 117.36 | |
| 75 | | 122.25 | |

FS 384.59 —



FORM NUMBER 2086, 18 April 2000

Figure 6-2 (Sheet 4)

CENTER-OF-GRAVITY MOMENT ENVELOPE

A27173

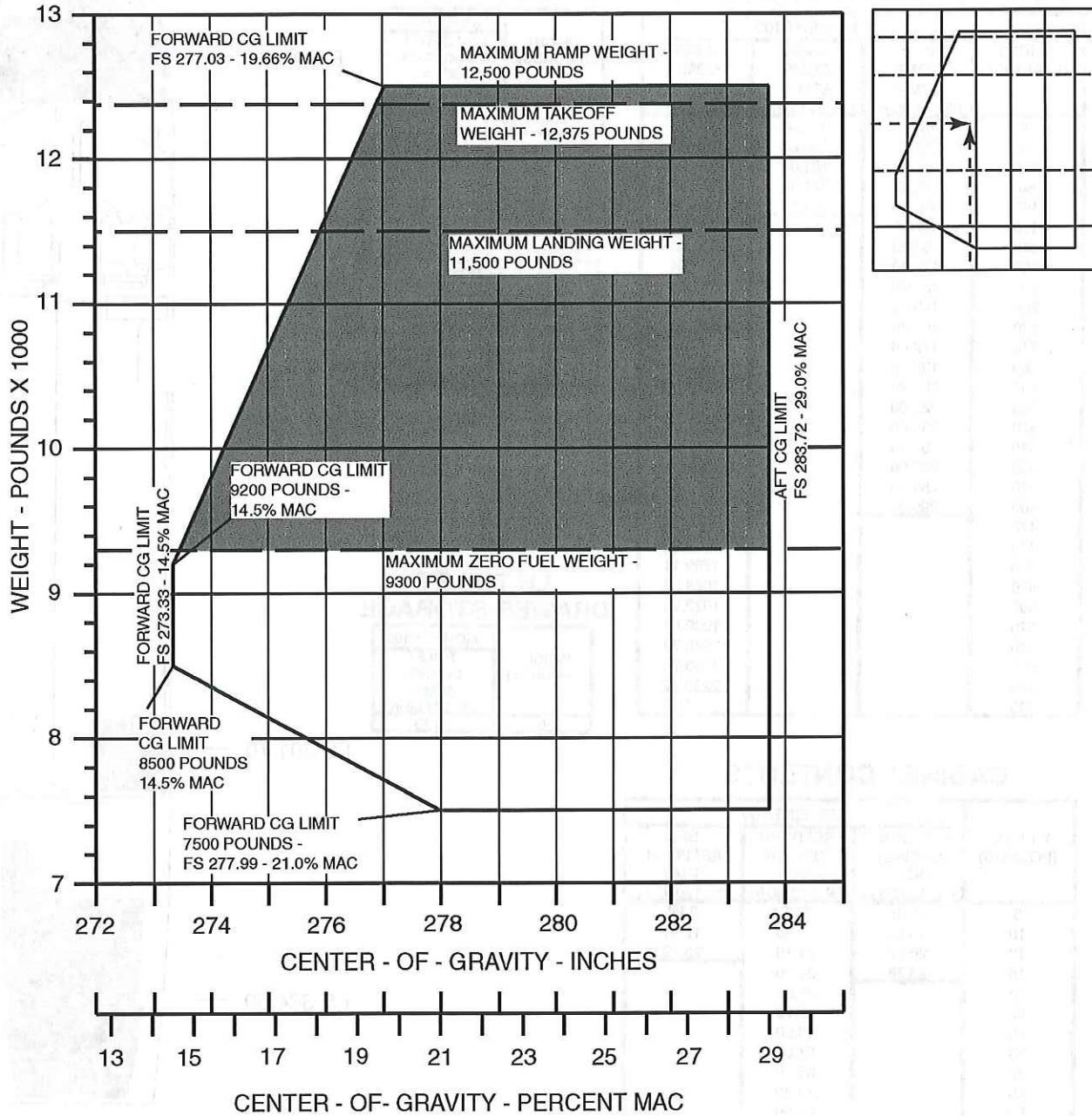


Figure 6-3

MODEL 525A

A27174

SAMPLE WEIGHT AND BALANCE COMPUTATION FORM

WEIGHT AND BALANCE COMPUTATION FORM

| PAYLOAD COMPUTATIONS | | | | ITEM | WEIGHT | MOMENT/100 |
|------------------------|-----------------|--------------------|-----------------------------|---|--------|------------|
| 'A' | 'B' | 'C' | 'D' | 'E' | 'F' | 'G' |
| ITEM | ARM (INCHES) | WEIGHT (POUNDS) | MOMENT/100 (INCH-POUNDS) | | | |
| | | | | 1. BASIC EMPTY WEIGHT Airplane CG = 287.3 inches = 34.0 % MAC | 7,660 | 22,003.42 |
| OCCUPANTS | | | | 2. PAYLOAD | 1,210 | 2,766.92 |
| PILOT | 131.0 | 200 | 262.00 | 3. ZERO FUEL WEIGHT (1 + 2) (sub-total) Do not exceed maximum zero fuel weight of 9300 pounds. Airplane CG = 279.3 inches = 22.8 % MAC | 8,870 | 24,770.34 |
| COPILOT | 131.0 | 200 | 262.00 | 4. FUEL LOADING (Not to exceed 3960 pounds) | 3,600 | 10,386.20 |
| SEAT 3 | 195.8 | 0 | 0.00 | 5. RAMP WEIGHT (3 + 4) (sub-total) Do not exceed maximum ramp weight of 12,500 pounds. | 12,470 | 35,156.54 |
| SEAT 4 | 195.8 | 0 | 0.00 | 6. TAKEOFF FUEL | 3,475 | 10,025.61 |
| SEAT 5 | 241.6 | 185 | 446.96 | 7. TAKEOFF WEIGHT (3 + 6) Do not exceed maximum takeoff weight of 12,375 pounds. Airplane CG = 281.9 inches = 26.5 % MAC | 12,345 | 34,795.95 |
| SEAT 6 | 241.6 | 170 | 410.72 | 8. DESTINATION FUEL | 1,200 | 3,713.13 |
| SEAT 7 | 275.7 | 165 | 454.97 | 9. LANDING WEIGHT (3 + 8) Do not exceed maximum landing weight of 11,500 pounds. Airplane CG = 282.9 inches = 27.8 % MAC | 10,070 | 28,483.47 |
| SEAT 8 | 275.7 | 170 | 468.76 | | | |
| SIDE FACING SEAT | 164.7 | 0 | 0.00 | | | |
| BELTED TOILET | 302.5 | 0 | 0.00 | | | |
| BAGGAGE | | | | | | |
| NOSE BAGGAGE | 74.0 | 0 | 0.00 | | | |
| CABIN BAGGAGE | 301.7 | 0 | 0.00 | | | |
| TAILCONE BAGGAGE | 384.6 | 120 | 461.51 | | | |
| CONTENTS | | | | | | |
| LH CHART CASE | 151.0 | 0 | 0.00 | | | |
| REFR CENTER | 163.0 | 0 | 0.00 | | | |
| RH CHART CASE | 152.3 | 0 | 0.00 | | | |
| LH FWD SLIMCABINET | 155.9 | 0 | 0.00 | | | |
| SFS ARMREST | 179.1 | 0 | 0.00 | | | |
| LH TOILET DRAWER | 314.6 | 0 | 0.00 | | | |
| PAYLOAD (Sub-total) | | 1,210 | 2,766.92 | Airplane CG = (column 'G' / column 'F') x 100 or use CG Envelope Limits Graph | | |
| | | | | Weight and CG for TAKEOFF and LANDING must remain in the approved flight envelope. It is the responsibility of the operator to ensure that all flight conditions and airplane loadings remain in the approved flight envelope. | | |

FORM NUMBER 2087, 14 April 2000



Figure 6-4

MODEL 525A

EQUIPMENT LIST

For a complete list of the required and optional equipment installed in the airplane as delivered from the manufacturer, refer to the equipment list furnished with the airplane.

WEIGHT AND BALANCE COMPUTATION FORM

A3934

SAMPLE WEIGHT AND BALANCE COMPUTATION FORM WEIGHT AND BALANCE COMPUTATION FORM

| PAYLOAD COMPUTATIONS | | | | ITEM | WEIGHT | MOMENT/100 |
|------------------------|-----------------|--------------------|-----------------------------|---|--------|------------|
| 'A' | 'B' | 'C' | 'D' | 'E' | 'F' | 'G' |
| ITEM | ARM (INCHES) | WEIGHT (POUNDS) | MOMENT/100 (INCH-POUNDS) | | | |
| | | | | 1. BASIC EMPTY WEIGHT Airplane CG = | | |
| OCCUPANTS | | | | 2. PAYLOAD | | |
| PILOT | 131.0 | | | 3. ZERO FUEL WEIGHT (1 + 2) (sub-total) Do not exceed maximum zero fuel weight of 9300 pounds. Airplane CG = | | |
| COPILOT | 131.0 | | | | | |
| SEAT 3 | 195.8 | | | | | |
| SEAT 4 | 195.8 | | | | | |
| SEAT 5 | 241.6 | | | | | |
| SEAT 6 | 241.6 | | | | | |
| SEAT 7 | 275.7 | | | 4. FUEL LOADING (Not to exceed 3960 pounds) | | |
| SEAT 8 | 275.7 | | | | | |
| SIDE FACING SEAT | 164.7 | | | 5. RAMP WEIGHT (3 + 4) (sub-total) Do not exceed maximum ramp weight of 12,500 pounds. | | |
| BELTED TOILET | 302.5 | | | | | |
| | | | | 6. TAKEOFF FUEL | | |
| BAGGAGE | | | | 7. TAKEOFF WEIGHT (3 + 6) Do not exceed maximum takeoff weight of 12,375 pounds. Airplane CG = | | |
| NOSE BAGGAGE | 74.0 | | | | | |
| CABIN BAGGAGE | 301.7 | | | | | |
| TAILCONE BAGGAGE | 384.6 | | | | | |
| CONTENTS | | | | 8. DESTINATION FUEL | | |
| LH CHART CASE | 151.0 | | | 9. LANDING WEIGHT (3 + 8) Do not exceed maximum landing weight of 11,500 pounds. Airplane CG = | | |
| REFR CENTER | 163.0 | | | | | |
| RH CHART CASE | 152.3 | | | | | |
| LH FWD SLIMCABINET | 155.9 | | | | | |
| SFS ARMREST | 179.1 | | | | | |
| LH TOILET DRAWER | 314.6 | | | | | |
| PAYLOAD (Sub-total) | | | | Airplane CG = (column 'G' / column 'F') x 100 or use CG Envelope Limits Graph | | |
| | | | | Weight and CG for TAKEOFF and LANDING must remain in the approved flight envelope. It is the responsibility of the operator to ensure that all flight conditions and airplane loadings remain in the approved flight envelope. | | |

FORM NUMBER 2087-X1, 14 April 2000



Figure 6-6

STATEMENT OF FINANCIAL POSITION

ASSETS

| ASSETS | AMOUNT | PERCENTAGE |
|--------------------------|------------|------------|
| CASH | 100 | 100 |
| STOCKS | 0 | 0 |
| BONDS | 0 | 0 |
| REAL ESTATE | 0 | 0 |
| OTHER ASSETS | 0 | 0 |
| TOTAL ASSETS | 100 | 100 |
| LIABILITIES | | |
| DEBTS | 0 | 0 |
| EQUITY | 0 | 0 |
| TOTAL LIABILITIES | 0 | 0 |