



U.S. Department of Transportation
Federal Aviation Administration

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

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

Electronic Tracking Number

For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark N179ME	Serial No. T20608184
	Make Cessna	Model T206H
2. Owner	Name (As shown on registration certificate) Carver Equipment Leasing	Address (As shown on registration certificate) Address 134 Columbia Ct
		City Chaska State MN Zip 55318-2304 Country USA

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address			B. Kind of Agency		
Name	Robert Timm - Seaplane Services, Inc.		<input checked="" type="checkbox"/>	U.S. Certificated Mechanic	Manufacturer
Address	6980 Lake Drive		<input type="checkbox"/>	Foreign Certificated Mechanic	C. Certificate No. A&P2699420
City	Lino Lakes	State MN	<input type="checkbox"/>	Certificated Repair Station	
Zip	55014	Country USA	<input type="checkbox"/>	Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual Robert Timm 4-21-2020
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7. Approval for Return To Service

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

BY	FAA Fit Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
Certificate or Designation No. A&P2699420IA		Signature/Date of Authorized Individual Robert Timm 4-21-2020		

NOTICE

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

8. Description of Work Accomplished

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

N179ME

Nationality and Registration Mark

4-21-2020

Date

Replaced existing rear white position light with uAvionix tailBeacon assembly, Part # UAV-1002183-001 in accordance with tailBeacon STC Installation Guide, Document # UAV-1002514-001. Used existing position light circuit and confirmed appropriate per AC43.13-1B Chapter 11, Section 5&6.

Existing rear position light wiring was terminated to the tailBeacon position light wire (red wire) using environmental splice (Part # UAV-1001487-001 or equivalent). tailBeacon ground wire (black wire) was terminated to airframe structure or ground wire as appropriate.

Configuration of the tailBeacon was performed with the following data:

Anonymous Mode Off

Call Sign: N179ME

ICAO Number: A13BB4

Vso: 61 knots

ADS-B In Capability:

Position Light: On

Emitter Type: Light Airplane

Aircraft Length: < 15 m

Aircraft Width: < 23 m

GPS Antenna Offset (Lateral): 0 m

GPS Antenna Offset (Longitudinal): Aft 8 m

1. Placard installed next to position light switch.
2. tailBeacon Instructions for Continued Airworthiness uAvionix Document # UAV-1002513-001
3. tailBeacon Flight Manual Supplement: uAvionix Document # UAV-1002512-001
4. Airworthiness Limitations: No additional Airworthiness Limitations.
5. Change to Weight and Balance is negligible. Equipment list was revised
6. If installed on a moving control surface, specific attention must be paid to proper balance. Refer to the Manufacturer's Service Manual to determine if balancing is required and for balancing instructions.
7. The above modification was found not to interfere with other installed systems and/or modifications and does not exceed 80% of generator output. No adverse interference to radios and navigation systems from RFI was found while operating the tailBeacon during the configuration process.
8. The installed ADS-B OUT system was shown to meet the equipment performance requirements of 14 CFR section 91.227.

Additional Sheets Are Attached



U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved OMB No. 2120-0020 2/28/2011	Electronic Tracking Number
For FAA Use Only	

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

1. Aircraft	Nationality and Registration Mark N179ME	Serial No. T20608184
	Make Cessna	Model T206H
2. Owner	Name (As shown on registration certificate) Carver Equipment Leasing	Address (As shown on registration certificate) Address 134 Columbia Ct City Cahsca State MN Zip 55318-2304 Country USA

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name	Robert Timm - Seaplane Services, Inc.	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	Manufacturer
Address	6980 Lake Drive	<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City	Lino Lakes State MN	<input type="checkbox"/> Certificated Repair Station	A&P2699420
Zip	55014 Country USA	<input type="checkbox"/> Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>Robert Timm</i> Robert Timm 3-23-16
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7. Approval for Return To Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
Certificate or Designation No. A&P26994201A		Signature/Date of Authorized Individual <i>Robert Timm</i> Robert Timm 3-23-16		

NOTICE

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

8. Description of Work Accomplished

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

N179ME

Nationality and Registration Mark

3-23-2016

Date

Installed Concorde battery iaw STC SA01118WI.

Additional Sheets Are Attached

FAA



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

Form Approved
OMB No. 2120-0020
11/30/2007
Electronic Tracking Number
For FAA Use Only

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

1. Aircraft	Nationality and Registration Mark USA N179ME	Serial No. T20608184	
	Make Cessna	Model T206H	Series
2. Owner	Name (As shown on registration certificate) Carver Equipment Leasing LLC		Address (As shown on registration certificate) Address 134 Columbia Court
			City Chaska State MN
			Zip 55318 Country USA

3. For FAA Use Only

THE DATA IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7
JUN 03 2008 *Robert J. Lavelle*
DATE FAA INSPECTOR MSP FSDO

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

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Avionics Of Modern Aero	Address 14801 Pioneer Trail	U. S. Certificated Mechanic	Manufacturer
City Eden Prairie State MN	Zip 55347 Country USA	Foreign Certificated Mechanic	C. Certificate No.
		<input checked="" type="checkbox"/> Certificated Repair Station	05VR353Y
		<input type="checkbox"/> Certificated Maintenance Organization	

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

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 06-03-2008 Frank Nook <i>Frank Nook</i>
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7. Approval for Return to Service

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

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

Certificate or Designation No. 05VR353Y	Signature/Date of Authorized Individual 06-03-2008 Frank Nook <i>Frank Nook</i>
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NOTICE

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

8. Description of Work Accomplished

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

USA N179ME

06-03-2008

Nationality and Registration Mark

Date

Removed previously installed WSI AV200 (p/n 305391-000) weather data link receiver and Comant CI1530-1 weather data link antenna. Installed WSI AV300 (WSI p/n 420-0300-RC, Avidyne p/n 700-00159-001) and Micro-Ant model AAATSR-01A (p/n 420-ANTS-TD). The AV300 was installed in the same location as the AV200 utilizing the existing wiring and coaxial cable. The AAATSR-01A antenna was installed in the same location as the CI1530-1 using the approved mounting provisions of the previous installation.

Aircraft records revised to reflect these changes.

Instructions for Continued Airworthiness:

Included Avidyne Corporation document p/n AVSSG-008, Avidyne 700-00159-() Broadcast Receiver Instructions for Continued Airworthiness in the aircraft maintenance records.

END

RECEIVED
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C. 20515
AUG 15 2008

OPERATIONAL CONTROL CENTER
AUG 15 2008

Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
MSP FSDO GL15

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This 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	T206H
	Serial No.	T20608184	Nationality and Registration Mark	N179ME
2. Owner	Name (As shown on registration certificate) Wipaire, Inc.		Address (As shown on registration certificate) 1700 Henry Ave. South St. Paul, MN 55075	

3. For FAA Use Only

THE DATA IDENTIFIED HEREIN COMPLIES
WITH APPLICABLE AIRWORTHINESS REQUIREMENTS
AND IS APPROVED ONLY FOR THE ABOVE
DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY
INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7
FEB 18 2004 Robert L Zander
DATE FAA INSPECTOR MSP-FSDO

4. Unit Identification

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

6. Conformity Statement

A. Agency's Name and Address Wipaire, Inc. 1700 Henry Ave. So. St. Paul, MN 55075	B. Kind of Agency		C. Certificate No. RJWR390K
	<input type="checkbox"/>	U.S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/>	Certificated Repair Station	
	<input type="checkbox"/>	Manufacturer	

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

Date 2-19-04	Signature of Authorized Individual 	Richard Wahlman
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7. Approval for Return to Service

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

BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 2-19-04	Certificate or Designation No. RJWR390K	Signature of Authorized Individual 		
		Richard Wahlman		

NOTICE

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

8. Description of Work Accomplished

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

Removed the #2 Bendix/King KX-155A NAV/COM & KI-208 CDI, a KLN-94 GPS, a KN-72 VOR/LOC Converter, KT-76C Transponder, KR-87 ADF, a Mid-Continent Instruments MD41-231 Annunciator Control Unit and MD41-24P remote relay. Relocated the #1 KX-155A to the #2 position.

Installed a Garmin GNS-530 GPS/NAV/COM as the #1 system. Installed a Bendix/King KI-209 as the #2 CDI. Installed a Garmin GTX-330 Mode S Transponder and a WSI AV-200 Weather Data Link. Installed a L-3 Communications WX-500 Stormscope. Installed a Mid-Continent Instruments MD26 28 inverter. Installed a Shadin Miniflo-L fuel flow indicator.

The GNS-530 was originally approved for IFR under STC# SA00864WI.

The Shadin Miniflo-L is approved for installation in a Cessna TU206G under STC# SA630GL. This installation varies from this STC only in that this aircraft is a Cessna T206H. The existing fuel flow transducer was used. The original fuel flow system remains intact and operational.

The GNS-530 and GTX-330 were mounted in the radio panel; using the mounting trays supplied in their installation kits. The GA-56 GPS antenna was mounted on the roof of the cabin at an arm of 45.0 inches. The WSI AV-200, L-3 WX-500 and Mid-Continent MD26 28 were mounted on the aft equipment shelf at arms of 144.0, 144.0 and 140.0 inches respectively. The KI-209 was mounted in the pilot's instrument panel. The Miniflo-L was mounted in the copilot's instrument panel. The Garmin GA-56 GPS antenna was mounted on the top of the cabin at an arm of 45.0 inches. The WSI CI-1530-1 data link antenna was mounted on the top of the cabin at an arm of 45.0 inches. The L-3 WX-500 antenna was mounted on the top of the cabin at an arm of 94.0 inches. The existing NAV, COM, Marker Beacon and Transponder antennas were used.

This installation is in accordance with the manufacturer's installation manual, AC 43.13-1B, AC 43.13-2A and AC20-138A, as applicable.

A post-installation ground test was performed in accordance with the manufacturer's installation manuals and the systems were found to operate normally.

The aircraft altimeter, static system, transponder and encoder were tested in accordance with FARs 91.411, 91.413, 91.217 and FAR 43, appendices E & F.

Evaluated the Garmin GNS-530 Global Positioning System, S/N 78410184, and its installation. This system meets the requirements of TSO C129(A1) and AC 20-138A and is approved for VFR/IFR enroute, terminal, and non-precision instrument approach operation within the U.S. National Airspace System in accordance with AC 20-138A and the North American Minimum Navigation Performance Specification (MNPS) Airspace in accordance with AC 91-49 and AC 20-138A.

An FAA Approved Airplane Flight Manual Supplement dated: 2-18-04 was installed in the aircraft.

Total continuous electrical load does not exceed 80% of the total rated alternator capacity.

Instructions for continued airworthiness: see sheet 2.

The aircraft weight & balance, equipment list and logs were revised.

END

Following approval for return to service by completion of Section 7 of this FAA Form 337, a flight operational check is required to confirm that all systems operate normally, safely, and in accordance with manufacturer's specifications and the functional flight evaluation requirements of AC 20-138, paragraph 7c(1)(iv).

Flight Check Satisfactory: _____



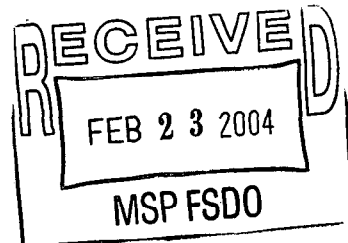
Signature

CAS RJWL390K

Certificate Number

Date of Flight Check: _____

2-19-04



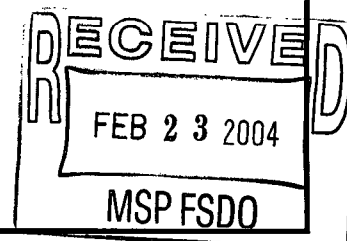
Additional Sheets Are Attached

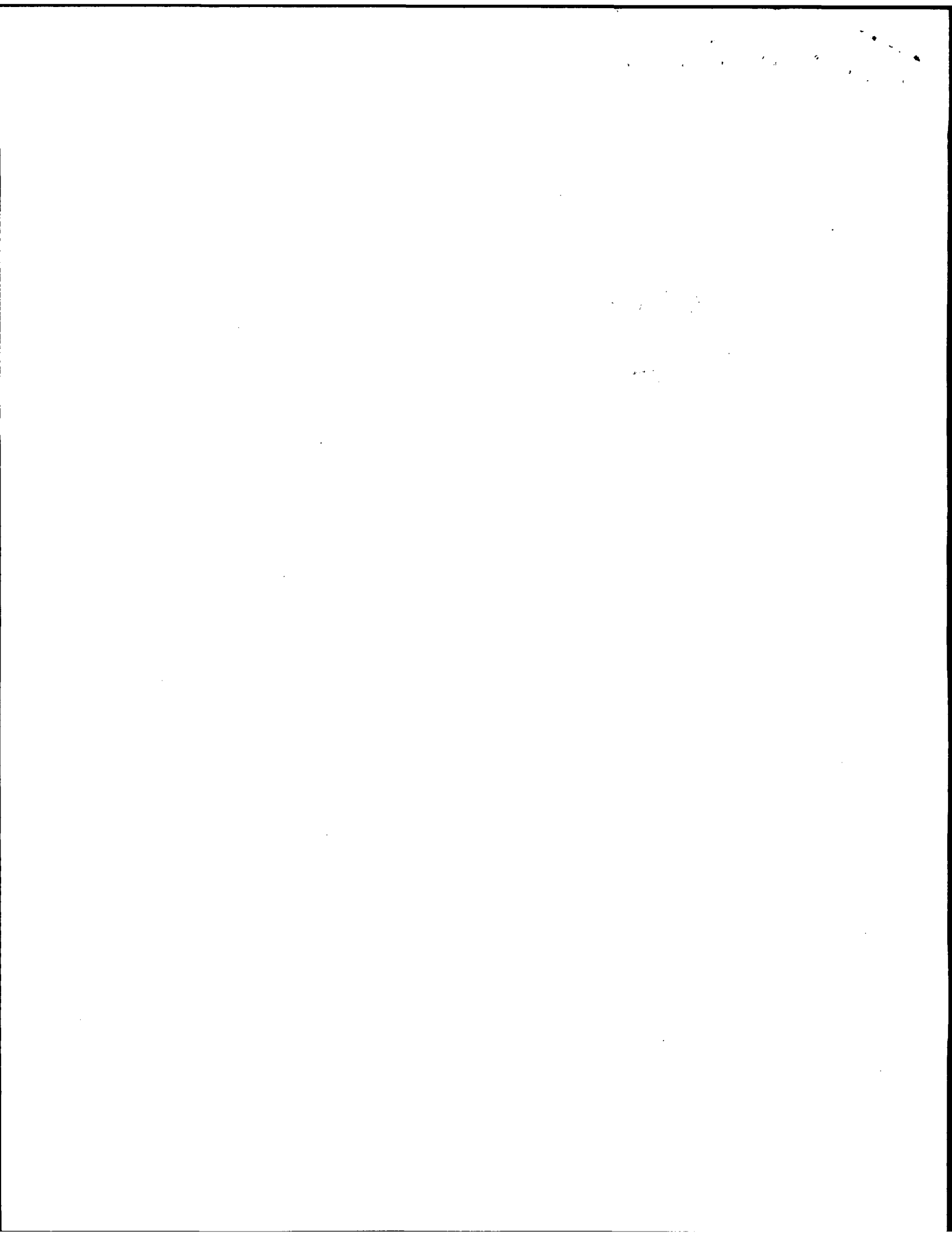
Date: 2-19-04

Instructions for Continued Airworthiness:

1. Introduction: See sheet 1.
2. Description: See sheet 1.
3. Control, Operation Information: Operation of the equipment listed on sheet 1 is described in their respective operating guides.
4. Servicing Information: N/A.
5. Maintenance Instructions: Maintenance of the equipment listed on sheet 1 is "on condition" only. Periodic maintenance of this equipment is not required.
6. Trouble Shooting Information: Trouble shooting this equipment should only be accomplished by an appropriately rated, FAA approved individual or facility.
7. Removal and Replacement Information: All components listed on sheet 1 can be removed and replaced with common tools and practices.
8. Diagrams: N/A.
9. Special Inspection Requirements: N/A.
10. Application of Protective Treatments: N/A.
11. Data Relative to Structural Fasteners: N/A.
12. List of Special Tools: N/A.
13. For Commuter Category Aircraft: N/A.
14. Recommended Overhaul Periods: N/A.
15. Airworthiness Limitation Section: Refer the GNS-530 FAA Approved Flight Manual Supplement for limitations.
16. Revisions: N/A.

-----END-----





Wipaire, Inc.
1700 Henry Ave.
So. St. Paul, MN 55075
CRS# RJWR390K

FAA APPROVED FLIGHT MANUAL SUPPLEMENT

**GARMIN GNS-530 VHF COMM TRANSCEIVER / VOR/ILS
RECEIVER / GPS RECEIVER**

AIRCRAFT MAKE: CESSNA
AIRCRAFT MODEL: T206H
AIRCRAFT SERIAL NUMBER: T20608184
AIRCRAFT REGISTRATION NUMBER N179ME

This document must be carried in the aircraft at all times. It describes the operating procedures for the Garmin GNS-530 navigation system when it has been installed in accordance with Garmin Installation Manual, P/N 190-00181-02, Rev B. and FAA Form 337 dated: 2-19-04.

The information contained herein supplements or supercedes the basic Airplane Flight Manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this document, consult the basic Airplane Flight Manual.

MSP FSDO
FAA APPROVED: Robert L. Landis
Aviation Safety Inspector
Federal Aviation Administration
Flight Standards District Office
Minneapolis, Minnesota
Date: FEB 18 2004

GARMIN GNS-530 NAV/COM/GPS SUPPLEMENT

Wipaire, Inc.
1700 Henry Ave.
So. St. Paul, MN 55075
CRS# RJWR390K

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CESSNA T206H.....N179ME

FAA APPROVED, DATE: FEB 18 2004 Robert L. Landois

MSP FSDO

1. 2. 3. 4. 5. 6. 7. 8. 9. 10.

GARMIN GNS-530 NAV/COM/GPS SUPPLEMENT

Wipaire, Inc.
1700 Henry Ave.
So. St. Paul, MN 55075
CRS# RJWR390K

SECTION 1...GENERAL:

- A. The GNS-530 System is a fully integrated, panel mounted instrument, which contains a VHF COMM Transceiver, a VOR/ILS Receiver, and a Global Positioning System (GPS) Receiver and Navigation computer. The system consists of a GPS antenna, GPS receiver, VHF VOR/LOC/GS antenna, VOR/ILS Receiver, VHF COMM antenna and a VHF COMM Transceiver. The primary function of the VHF COMM portion of the equipment is to facilitate communications with air traffic control. The primary function of the VOR/ILS portion of the equipment is to receive and modulate VOR, Localizer, and Glideslope signals. The primary function of the GPS receiver portion of the equipment is to acquire signals from the GPS system satellites, recover orbital data, make range and Doppler measurements, and process this information in real time to obtain the user's position, velocity, and time.
- B. Provided the Garmin GNS-530 GPS receiver is receiving adequate usable signals, it has been demonstrated capable of and has been shown to meet the accuracy specifications for:
- VFR / IFR enroute, terminal, and non-precision approach (GPS, Loran-C, VOR, VOR-DME, TYACAN, NDB, NDB-DME, RNAV) operation within the US National Airspace System in accordance with AC 20-138.
 - One of the approved sensors, for a dual GNS-530 installation, for North Atlantic Minimum Navigation Performance Specification (MNPS) Airspace in accordance with AC 91-49 and AC 120-33.
 - The system meets RNP5 airspace (BRNAV) requirements of AC 90-96 and in accordance with AC 20-138, and JAA AMJ 20X2 Leaflet 2 Revision 1, provided it is receiving usable navigation information from the GPS receiver.

Navigation is accomplished using the WGS-84 (NAD-83) coordinate reference datum. Navigation data is based upon use of only the Global Positioning System operated by the United States of America.

SECTION 2...LIMITATIONS:

- A. The Garmin GNS-530 Pilot's Guide, P/N 190-00181-00, Rev A, dated May, 2000, or later appropriate revision, must be immediately available to the flight crew whenever navigation is predicated on the use of the system.
- B. The GNS-530 must utilize the following or later approved software versions:

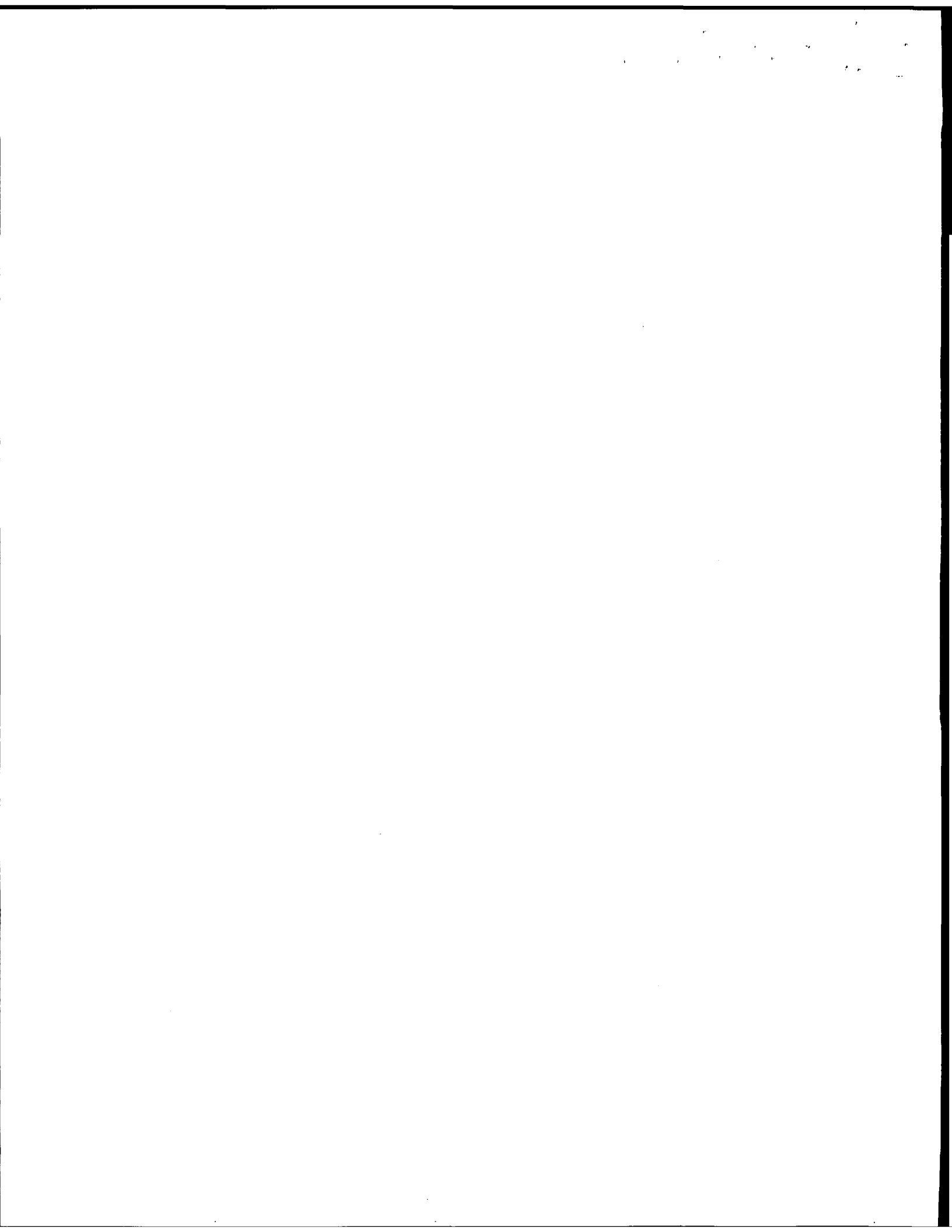
Sub-System	Software Version
Main	2.00
GPS	2.00
Comm	1.22
VOR/LOC	1.25
G/S	2.00

CESSNA T206H.....N179ME

FAA APPROVED, DATE: **FEB 18 2004**

Robert L. Lando

MSP FSDO



GARMIN GNS-530 NAV/COM/GPS SUPPLEMENT

Wipaire, Inc.
1700 Henry Ave.
So. St. Paul, MN 55075
CRS# RJWR390K

The main software version ID is displayed on the GNS-530 self-test page immediately after turn-on for 5 seconds. The remaining system software versions can be verified on the AUX group sub-page 2, "SOFTWARE / DATABASE VER".

- C. IFR enroute and terminal navigation predicated upon the GNS-530 GPS is prohibited unless the pilot verifies the currency of the database or verifies each selected waypoint for accuracy by reference to current approved data.
- D. Instrument approach navigation predicated upon the GNS-530 GPS receiver must be accomplished in accordance with approved instrument approach procedures that are retrieved from the GPS equipment data base. The GPS equipment database must incorporate the current update cycle.
 - 1. Instrument approaches utilizing the GPS receiver must be conducted in the approach mode and Receiver Autonomous Integrity Monitoring (RAIM) must be available at the Final Approach Fix.
 - 2. Accomplishment of ILS, LOC, LOC-BC, LDA, SDF, MLS or any type of approach not approved for GPS overlay with the GNS-530 GPS receiver is not authorized.
 - 3. Use of the GNS-530 VOR/ILS receiver to fly approaches not approved for GPS require VOR/ILS navigation data to be present on the external indicator.
 - 4. When an alternate airport is required by the applicable operating rules, it must be served by an approach based on other than GPS or Loran-C navigation, the aircraft must have the operational equipment capable of using the navigation aid, and the required navigation aid must be operational.
 - 5. VNAV information may be utilized for advisory information only. Use of VNAV information for instrument approach procedures does not guarantee Step-Down Fix altitude protection, or arrival at approach minimums in normal position to land.
- E. If not previously defined, the following default settings must be made in the "SETUP 1" menu of the GNS-530 prior to operation (refer to Pilot's Guide if necessary):
 - 1. **dis,spd.....nm kt** (sets navigation units to "nautical moils" and "knots").
 - 2. **alt,vs.....ft fpm** (sets altitude units to "feet" and "feet per minute")
 - 3. **map datum....WGS 84** (sets map datum to WGS-84, see note below)
 - 4. **posn.....deg-min** (sets navigation grid units to decimal minutes)

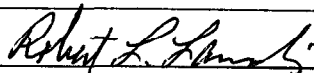
NOTE: In some areas outside the United States, datums other than WGS-84 or NAD-83 may be used. If the GNS-530 is authorized for use by the appropriate airworthiness authority, the required geodetic datum must be set in the GNS-530 prior to its use for navigation.

SECTION3...EMERGENCY PROCEDURES:

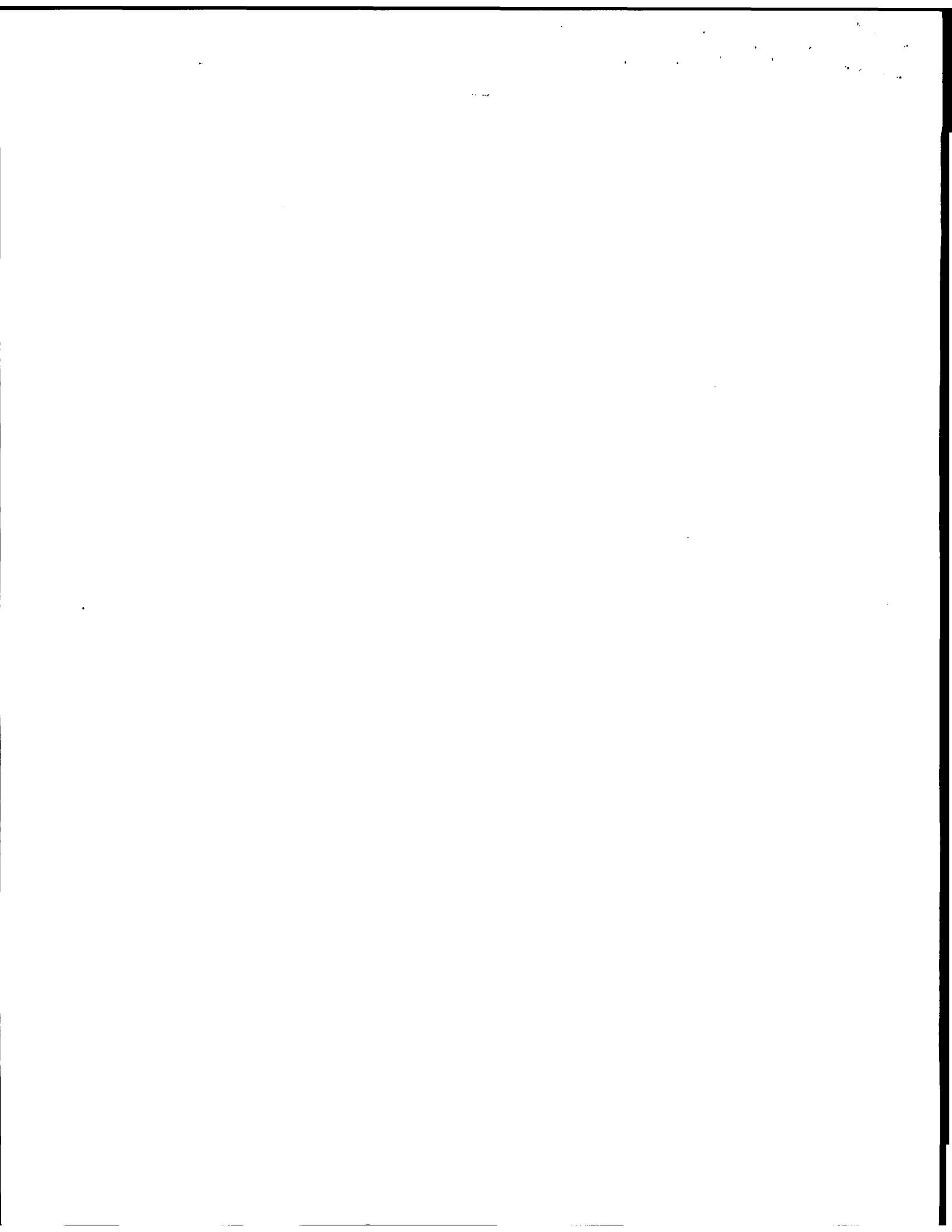
- A. If the Garmin GNS-530 information is not available or invalid, utilize the remaining operational navigation equipment.
- B. If "RAIM POSITION WARNING" message is displayed the system will flag and no longer provide GPS based navigation guidance. The crew should revert to the GNS-530 VOR/ILS receiver or an alternate means of navigation other than the GNS-530 GPS receiver.

CESSNA T206H.....N179ME

FAA APPROVED, DATE: FEB 18 2004



MSP FSDO



GARMIN GNS-530 NAV/COM/GPS SUPPLEMENT

Wipaire, Inc.
1700 Henry Ave.
So. St. Paul, MN 55075
CRS# RJWR390K

- C. If "RAIM IS NOT AVAILABLE" message is displayed in the enroute, terminal, or initial approach phase of flight, continue to navigate using the GPS equipment or revert to an alternate means of navigation other than the GNS-530 GPS receiver appropriate to the route and phase of flight. When continuing to use GPS navigation, position must be verified every 15 minutes using the GNS-530's VOR/ILS receiver or another IFR-approved navigation system.
- D. If "RAIM IS NOT AVAILABLE" message is displayed while on the final approach segment, GPS based navigation will continue for up to 5 minutes with approach CDI sensitivity (0.3 nautical mile). After 5 minutes the system will flag and no longer provide course guidance with approach sensitivity. Missed approach course guidance may still be available with 1 nautical mile sensitivity by executing the missed approach.
- E. In an in-flight emergency, depressing and holding the Comm transfer button for 2 seconds will select the emergency frequency of 121.500 MHz into the active frequency window.

SECTION 4...NORMAL PROCEDURES:

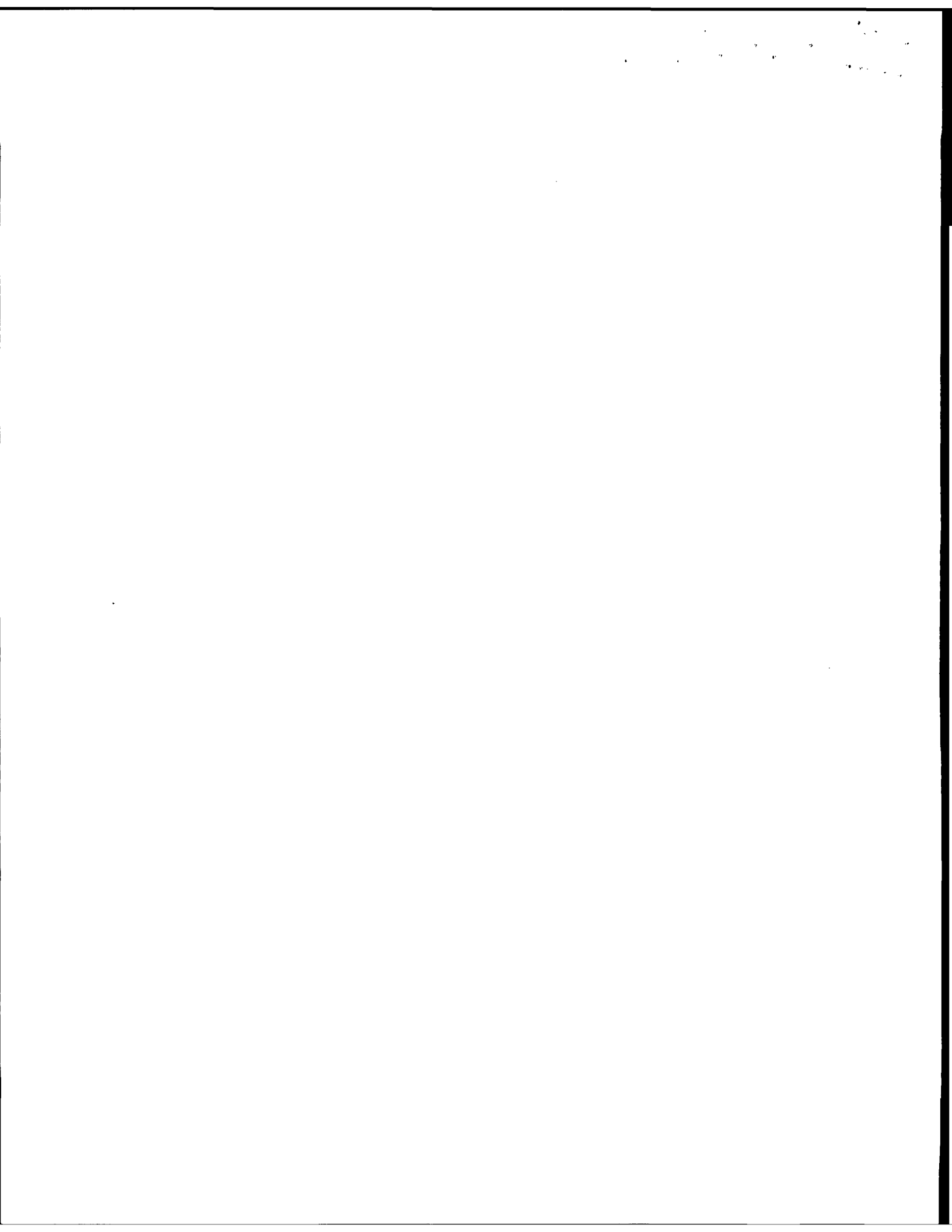
- A. DETAILED OPERATING PROCEDURES:
Normal operating procedures are described in the Garmin GNS-530 Pilot's Guide, P/N 190-00181-00, Rev A., dated May, 2000, or later appropriate revision.
- B. PILOT'S DISPLAY:
The GNS-530 System data will appear on the Pilot's HSI (Century NSD-1000).
The source of data for the HSI is either GPS or VOR/ILS as annunciated on the GNS-530.
- C. AUTOPILOT OPERATION:
Coupling of the GNS-530 steering information to the autopilot can be accomplished by engaging the autopilot in the NAV or APR mode. When the autopilot system is using course information supplied by the GNS-530 system, the course pointer on the HSI must be manually set to the desired track (DTK) indicated on the GNS-530. For detailed autopilot operation instructions, refer to the FAA Approved Flight Manual Supplement for the autopilot.
- D. AUTOMATIC LOCALIZER COURSE CAPTURE:
By default, the GNS-530 automatic localizer course capture feature is enabled. This feature provides a method for system navigation data present on the external indicators to be switched automatically from GPS guidance to localizer / glideslope guidance at the point of course intercept on a localizer at which GPS derived course deviation equals localizer derived course deviation. If an offset of the final approach course is being flown, it is possible that the switch from GPS course guidance to localizer / glideslope guidance will not occur. It is the pilot's responsibility to ensure correct system navigation data is present on the external indicator before continuing a localizer based approach beyond the final approach fix.

CESSNA T206H.....N179ME

FAA APPROVED, DATE: FEB 18 2004

Robert L. Sands

MSP FSDO



GARMIN GNS-530 NAV/COM/GPS SUPPLEMENT

Wipaire, Inc.
1700 Henry Ave.
So. St. Paul, MN 55075
CRS# RJWR390K

E. DISPLAY OF LIGHTNING STRIKE DATA:

For installations that interface the B F Goodrich WX-500 Stormscope and the GNS-530, lightning strike data detected by the WX-500 will appear on the GNS-530. For detailed operating instructions regarding the interface of the GNS-530 and the WX-500, refer to the WX-500 Pilot's Guide and the GNS-530 Pilot's Guide Addendum for the WX-500 Stormscope interface.

SECTION 5...PERFORMANCE:
No change.

CESSNA T206H.....N179ME

FAA APPROVED, DATE: FEB 18 2004

Robert L. Landis

MSP FSDO



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification
MSP FSDO *GH15*

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

1. Aircraft	Make	Cessna	Model	T206H
	Serial No.	T20608184	Nationality and Registration Mark	N1798ME
2. Owner	Name (As shown on registration certificate) Wipaire, Inc.		Address (As shown on registration certificate) 1700 Henry Ave. South St. Paul, MN 55075	
3. For FAA Use Only				

3. For FAA Use Only

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

6. Conformity Statement		
A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Wipaire, Inc. 1700 Henry Ave. So. St. Paul, MN 55075	<input type="checkbox"/> U.S. Certificated Mechanic	RJWR390K
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date <i>2-19-04</i>	Signature of Authorized Individual 	Richard Wahlman
------------------------	--	-----------------

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

BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <i>2-19-04</i>	Certificate or Designation No. RJWR390K	Signature of Authorized Individual 		
		Richard Wahlman		

NOTICE

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

8. Description of Work Accomplished

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

Installed a Garmin MX-20 Multifunction Display System (TSO-C113, TSO-C110a). The MX-20 was installed in accordance with STC# SA02154AK.

The MX-20 Multifunction Display (MFD) was mounted in the radio panel using the mounting tray supplied in the installation kit. The MX-20 MFD was interfaced with the Garmin GNS-530 GPS, GTX-330 transponder and Icarus 3000U Altitude Serializer.

FAA Approved Flight Manual Supplement, dated December 21, 2000, was installed in the Aircraft Flight Manual.

This installation is in accordance with the manufacturer's installation manual, AC 43.13-1B and AC 43.13-2A, as applicable.

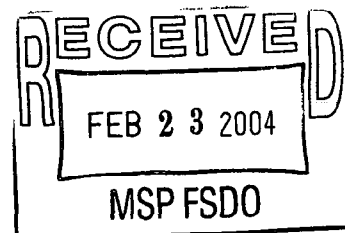
A post-installation ground test was performed in accordance with the manufacturer's installation manual and the system was found to operate normally.

Total continuous electrical load does not exceed 80% of the total rated alternator capacity.

The UPS AT MX-20 User's Manual was installed in the aircraft.

The aircraft weight & balance, equipment list and logs were revised.

END



Additional Sheets Are Attached



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

GL-15 CID.

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

1. Aircraft	Make	CESSNA	Model	T206H
	Serial No.	20608184	Nationality and Registration Mark	N179ME
2. Owner	Name (As shown on registration certificate) BRUNNER, RONALD E.		Address (As shown on registration certificate) N3861 CLEAVER RD. ELROY, WI. 53929	

3. For FAA Use Only

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
WIPAIRE, INC. 1700 HENRY AVE. SOUTH ST. PAUL, MN 55075	<input type="checkbox"/> U.S. Certificated Mechanic	RJWR390K
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

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

Date FEBRUARY 2, 2004	Signature of Authorized Individual MARK A. KIRKMAN
--------------------------	---

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 FEBRUARY 2, 2004	Certificate or Designation No. RJWR390K	Signature of Authorized Individual MARK A. KIRKMAN				

NOTICE

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

8. Description of Work Accomplished

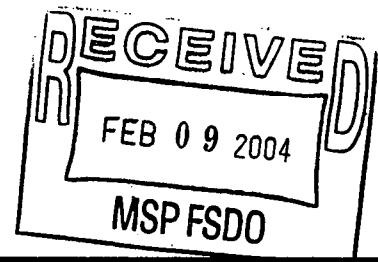
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed)

✓ INSTALLED WIPAIRE INC.'S WING TIP EXTENSIONS I/AW WIPAIRE INC.'S STC SA914NE.

✓ INSTALLATION OF VORTEX GENERATORS ON THE WINGS, TAIL SURFACES AND VERTICAL FIN, I/AW MICRO AERODYNAMICS DRAWING PACKAGE MA2146, REV. IR, DATED JULY 7, 2000, AND INSTALLATION MANUAL MA2147, REV. IR, DATED JANUARY 25, 2001, OR LATER FAA APPROVED REVISIONS OF EITHER OF THESE DOCUMENTS PER STC SA00887SE.

✓ INSTRUCTIONS FOR CONTINUED AIRWORTHINESS OF MICRO VORTEX GENERATOR INSTALLATIONS ARE STATED ON VG OPERATING PLACARD #MA8001 WHICH MUST BE INSTALLED IN AN EASILY SEEN LOCATION IN THE COCKPIT. THIS PLACARD STATES: "IF MORE THAN 5 VG'S ARE DAMAGED OR MISSING, THE AIRCRAFT IS NOT AIRWORTHY." TO MAKE IT AIRWORTHY, THE MISSING VG'S IN EXCESS OF FIVE NEED TO BE REPLACED. THE VGS SHOULD BE EXAMINED PRIOR TO EACH FLIGHT, DURING THE PRE-FLIGHT INSPECTION, TO DETERMINE IF ANY ARE MISSING OR DAMAGED. MISSING OR DAMAGED VGS IN THE EXCESS OF FIVE NEED TO BE REPLACED BY THE INSTALLATION OF A NEW (REPLACEMENT) PART. INSTALLATION IS ACCOMPLISHED WITH LOCTITE DEPEND ADHESIVE #330. NO OTHER MAINTENANCE OR INSPECTIONS ARE NECESSARY. END

Additional Sheets Are Attached



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

Supplemental Type Certificate

Number SA914NE

REFERENCE
ONLY

This certificate issued to Wipaire, Inc.
1700 Henry Ave. - Fleming Field
South St. Paul, MN 55075

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations. (See Type Certificate Data Sheet No. A4CE for complete certification basis)

Original Product - Type Certificate Number : A4CE

Make : Cessna

Model : 206; 206H; P206A; P206B; P206C; P206D; P206E; T206H; TP206A;
TP206B; TP206C; TP206D; TP206E; TU206A; TU206B; TU206C;
TU206D; TU206E; TU206F; TU206G; U206; U206A; U206B;
U206C; U206D; U206E; U206F; U206G

Description of Type Design Change:

Installation of wing tip extensions in accordance with Wipaire, Inc. Master Drawing List Number W-MD126, no revision, issued April 30, 2001, or later FAA approved revisions.

Limitations and Conditions:

1. Placard "V_{NE} = 165 Knots" is required with this installation.
2. Compatibility of this design change with previously approved modifications must be determined by the installer.
3. If the installer agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

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

Date of application : May 30, 1985

Date reissued : June 24, 1994; January 06, 1997

Date of issuance : October 04, 1991

Date amended : August 28, 1992; May 3, 2001;
December 14, 2001



By direction of the Administrator

Gregory J. Michalik

(Signature)

Gregory J. Michalik, Senior Aerospace Engineer
Airframe & Administrative Branch
Chicago Aircraft Certification Office

(Title)

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

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. This is essential for ensuring the integrity of the financial statements and for providing a clear audit trail. The records should be kept up-to-date and should be easily accessible to all relevant parties.

2. The second part of the document outlines the procedures for the monthly reconciliation process. This involves comparing the company's internal records with the bank statements to ensure that they match. Any discrepancies should be investigated and resolved promptly to avoid any potential issues.

3. The third part of the document describes the process for preparing the monthly financial statements. This includes calculating the total revenue, expenses, and profit for the month. The statements should be reviewed and approved by the appropriate management personnel before being distributed to the relevant stakeholders.



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
GL-15 SAJ

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

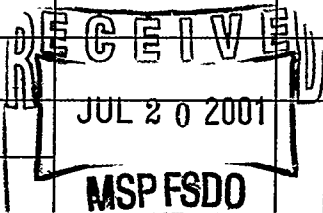
1. Aircraft	Make	CESSNA	Model	T206H
	Serial No.	T20608184	Nationality and Registration Mark	N179ME
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)	
	WIPAIRE, INC.		8520 RIVER ROAD INVER GROVE HTS., MN 55076	

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 WIPAIRE, INC. 400 N. AIRPORT SERVICE ROAD SOUTH ST. PAUL, MN 55075	B. Kind of Agency		C. Certificate No. RJWR390K
	<input type="checkbox"/>	U.S. Certificated Mechanic	
	<input type="checkbox"/>	Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/>	Certificated Repair Station	
	<input type="checkbox"/>	Manufacturer	

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

Date JULY 18, 2001	Signature of Authorized Individual <i>James Niehoff</i> JAMES NIEHOFF
-----------------------	---

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 JULY 18, 2001	Certificate or Designation No. RJWR390K	Signature of Authorized Individual <i>James Niehoff</i> JAMES NIEHOFF		



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 *LRL*
GL15

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This 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	T206H
	Serial No.	T20608184	Nationality and Registration Mark	N179ME
2. Owner	Name (As shown on registration certificate) WIPAIRE INC.		Address (As shown on registration certificate) 8520 RIVER ROAD INVER GROVE, MN 55076	

3. For FAA Use Only

THE DATA IDENTIFIED HEREIN COMPLIES WITH
APPLICABLE AIRWORTHINESS REQUIREMENTS AND
IS APPROVED ONLY FOR THE ABOVE DESCRIBED
AIRCRAFT SUBJECT TO CONFIRMITY INSPECTION
BY A PERSON AUTHORIZED IN FAR 43.7.

Feb 2, 2001 Robert L. Lenz
Date FAA INSPECTOR MSP-FSDO

4. Unit Identification

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

6. Conformity Statement

A. Agency's Name and Address WIPAIRE, INC. 400 N. AIRPORT SERVICE ROAD SOUTH ST. PAUL, MN 55075	B. Kind of Agency	C. Certificate No. RJWR390K
	U.S. Certificated Mechanic	
	Foreign Certificated Mechanic	
	X Certificated Repair Station	
	Manufacturer	

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

Date <i>Jan 29, 2001</i>	Signature of Authorized Individual <i>Albert T. Joyce</i> ALBERT T. JOYCE
-----------------------------	---

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 <i>Feb 7, 2001</i>	Certificate or Designation No. RJWR390K	Signature of Authorized Individual <i>Albert T. Joyce</i> ALBERT T. JOYCE		

NOTICE

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

8. Description of Work Accomplished

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

Removed a Bendix/King KLN-89B Global Positioning System (GPS), S/N 9689.

Installed a Bendix/King KLN-94 GPS, S/N 3008, as a direct replacement for the KLN-89B GPS.

Evaluated the KLN-94 GPS. This system meets the requirements of TSO C129(A1) and AC 20-138 and is approved for VFR/IFR enroute, terminal, and non-precision instrument approach operation within the U.S. National Airspace System in accordance with AC 20-138 and the North American Minimum Navigation Performance Specification (MNPS) Airspace in accordance with AC 91-49 and AC 20-138.

Post-installation ground tests were performed in accordance with the KLN-94 GPS installation manual, P/N 006-10599-0001, Rev. 1. The system operated normally.

FAA Approved Flight Manual Supplement, dated 11-1-2000, was installed in the Aircraft Flight Manual.

The Garmin KLN-94 Pilot's Guide, P/N 006-18207-0000, Rev 0, was installed in the aircraft.

Refer to the attached sheet for instructions for continued airworthiness.

The aircraft equipment list and log was revised. The weight & balance change was negligible.

~~END~~

Additional Sheets Are Attached

Instructions for Continued Airworthiness:

1. **Introduction:** See sheet 1.
2. **Description:** See sheet 1.
3. **Control, Operation Information:** Operation of the equipment listed on sheet 1 is described in their respective operating guides.
4. **Servicing Information:** N/A.
5. **Maintenance Instructions:** Maintenance of the equipment listed on sheet 1 is "on condition" only. Periodic maintenance of this equipment is not required.
6. **Trouble Shooting Information:** Trouble shooting this equipment should only be accomplished by an appropriately rated, FAA approved individual or facility.
7. **Removal and Replacement Information:** All components listed on sheet 1 can be removed and replaced with common tools and practices.
8. **Diagrams:** N/A.
9. **Special Inspection Requirements:** N/A.
10. **Application of Protective Treatments:** N/A.
11. **Data Relative to Structural Fasteners:** N/A.
12. **List of Special Tools:** N/A.
13. **For Commuter Category Aircraft:** N/A.
14. **Recommended Overhaul Periods:** N/A.
15. **Airworthiness Limitation Section:** Refer to FAA Approved Flight Manual Supplement for KLN-94 limitations.
16. **Revisions:** N/A.

END

1

VII. AIRWORTHINESS DOCUMENTATION (FAA use only)

VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST

VII. PRODUCTION FLIGHT TESTING

A. MANUFACTURER		NAME		ADDRESS	
B. PRODUCTION BASIS (Check applicable item)		PRODUCTION CERTIFICATE (Give production certificate number)		APPROVED PRODUCTION INSPECTION SYSTEM	
C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS		DATE OF APPLICATION		NAME AND TITLE (Print or type)	
SIGNATURE		DATE OF APPLICATION		NAME AND TITLE (Print or type)	
A. DESCRIPTION OF AIRCRAFT		REGISTERED OWNER		ADDRESS	
BUILDER (Make)		MODEL		REGISTRATION MARK	
SERIAL NUMBER		FROM		TO	
B. DESCRIPTION OF FLIGHT		CUSTOMER DEMONSTRATION FLIGHTS <input type="checkbox"/> (Check if applicable)		DURATION	
C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT.		PILOT		CO-PILOT	
D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS		NAVIGATOR		OTHER (Specify)	
E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary)					
F. CERTIFICATION—I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 501 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy for the flight described:					
DATE		NAME AND TITLE (Print or type)		SIGNATURE	
A. Operating Limitations and Markings in Compliance with FAR 91.9		B. Current Operating Limitations Attached		C. Data, Drawings, Photographs, etc. (Attach when required)	
D. Current Weight and Balance Information Available in Aircraft		E. Major Repair and Alteration, FAA Form 337 (Attach when required)		F. This Inspection Recorded in Aircraft Records	
X		X		X	
G. Statement of Conformity, FAA Form 8130-9 (Attach when required)		H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)		I. Previous Airworthiness Certificate Issued in Accordance with FAR (Original Attached)	
J. Current Airworthiness Certificate Issued in Accordance with FAR 21.183(a).		KAR		(Copy attached)	

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

1. NATIONALITY AND REGISTRATION MARKS N179ME	2. MANUFACTURER AND MODEL Cessna T206H	3. AIRCRAFT SERIAL NUMBER T20608184	4. CATEGORY Normal
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5. AUTHORITY AND BASIS FOR ISSUANCE
 This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
 Exceptions:

None

6. TERMS AND CONDITIONS
 Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE 06-22-00	FAA REPRESENTATIVE <i>Mike Mess</i>	DESIGNATION NUMBER DOA-100129-CE
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Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (8-82)

* U.S. G.P.O.:1999 769-017

