



Model: B200GT A/C Serial Number: BY-158 Registration Number: N158KA

Subject: Federal Aviation Regulations System Checks

I certify that the altimeter and static system test required by FAR Part 91.411 have been performed. Static System Test Date 09-28-2012.

| | | | | | | |
|--|-------|------|----------|-----------|--------|---------|
| ALTIMETERS: | | | | | | |
| L/H S/N: | N/A | Date | N/A | Tested to | N/A | Feet |
| R/H S/N: | N/A | Date | N/A | Tested to | N/A | Feet |
| ESIS S/N: | 4157 | Date | 07-18-12 | Tested to | 50,000 | Feet |
| AIR DATA COMPUTER: | | | | | | |
| L/H S/N: | 4HH5V | Date | 06-20-12 | Tested to | 50,000 | Feet |
| R/H S/N: | 4HH8R | Date | 06-27-12 | Tested to | 50,000 | Feet |
| Emergency Locator Transmitter Battery to be replaced on or before: | | | | | | 09-2017 |

FAR 91.217 Testing of Altitude Recording Equipment complied with:

| | |
|----------------------------|-------|
| LH Altimeter S/N: | N/A |
| RH Altimeter S/N: | N/A |
| ESIS S/N: | 4157 |
| L/H Air Data Computer S/N: | 4HH5V |
| R/H Air Data Computer S/N: | 4HH8R |

I certify that ATC Transponder Test and Inspection required by FAR Part 91.413 has been performed.

| | | | |
|------|-------|--------------|----------|
| S/N: | 4BW2X | Date Tested: | 09-28-12 |
| S/N: | 4BW2W | Date Tested: | 09-28-12 |

Date: 12-10-2012


Dale W. Dodd
For Hawker Beechcraft Corporation

This aircraft has been flown by Hawker Beechcraft Corporation (HBC) Production Flight Test and is compliant to the requirements stated in 14 CFR 91.171. The omni directional receivers were found to be accurate within:

±4 Degrees 1CT Place


 Date 12-01-2012
Production Flight Test

Hawker Beechcraft Corporation

AIRPLANE LOGBOOK

INSTRUMENT, STATIC AND AVIONICS CHECKS

Aircraft Model B200G7 Serial Number 84158
Reg# _____ Owner's Name _____

| ITEM | DATE | HOURS | CYCLES | INSPECTED BY | COMPLYING AGENCY | NOTATIONS | NEXT DUE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|------------------|-----------------|------------------|--------------|------------------|-----------|----------|-----------------|-------|-----------------|------------|---------|------------------|------|------------------|------|--------------|------|--------------|-------|-------|-----|-------|------|---------------|-----|--------|-----|-------|-----|------|------|--------|------|--------|------|--------|------|------------|------|------------|------|------------|
|  TEXTRON AVIATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>REG#</td> <td>N875J</td> <td>MFG</td> <td>Beechcraft</td> <td>Model</td> <td></td> <td></td> <td></td> </tr> <tr> <td>SN</td> <td>BY-158</td> <td>TT</td> <td>1429.6</td> <td>Meter</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Date</td> <td>10/31/2019</td> <td>WO#</td> <td>119267</td> <td></td> <td></td> <td></td> <td></td> </tr> </table> | | | | | | | | REG# | N875J | MFG | Beechcraft | Model | | | | SN | BY-158 | TT | 1429.6 | Meter | | | | Date | 10/31/2019 | WO# | 119267 | | | | | | | | | | | | | | | | |
| REG# | N875J | MFG | Beechcraft | Model | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SN | BY-158 | TT | 1429.6 | Meter | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Date | 10/31/2019 | WO# | 119267 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>The tests and inspections required by CFR 91.411/RVSM have been performed and found to comply with CFR 91, Appendix G, Section 2 (c)(d)(e)(f) and operators/manufacturers approved RVSM maintenance program.</p> <p><input checked="" type="checkbox"/> Static System (s) <input checked="" type="checkbox"/> Altimeter <input checked="" type="checkbox"/> Automatic altitude reporting system and ATC Transponder System Integration test.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>NOTE: COMPLIES WITH CFR PART 43 APPENDIX E PARA. [a, b, & c] TO 45,000.</p> <table border="1"> <tr> <td colspan="2">ALTIMETER #1</td> <td colspan="2">ALTIMETER #2</td> <td colspan="2">STANDBY</td> </tr> <tr> <td>Mfr:</td> <td>Collins EFIS</td> <td>Mfr:</td> <td>Collins EFIS</td> <td>Mfr:</td> <td>L3 GH-3100</td> </tr> <tr> <td>PN:</td> <td>-----</td> <td>PN:</td> <td>-----</td> <td>PN:</td> <td>501-1860-0403</td> </tr> <tr> <td>SN:</td> <td>-----</td> <td>SN:</td> <td>-----</td> <td>SN:</td> <td>4157</td> </tr> <tr> <td>Alt:</td> <td>35,000</td> <td>Alt:</td> <td>35,000</td> <td>Alt:</td> <td>35,000</td> </tr> <tr> <td>Date</td> <td>10/31/2019</td> <td>Date</td> <td>10/31/2019</td> <td>Date</td> <td>10/31/2019</td> </tr> </table> | | | | | | | | ALTIMETER #1 | | ALTIMETER #2 | | STANDBY | | Mfr: | Collins EFIS | Mfr: | Collins EFIS | Mfr: | L3 GH-3100 | PN: | ----- | PN: | ----- | PN: | 501-1860-0403 | SN: | ----- | SN: | ----- | SN: | 4157 | Alt: | 35,000 | Alt: | 35,000 | Alt: | 35,000 | Date | 10/31/2019 | Date | 10/31/2019 | Date | 10/31/2019 |
| ALTIMETER #1 | | ALTIMETER #2 | | STANDBY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mfr: | Collins EFIS | Mfr: | Collins EFIS | Mfr: | L3 GH-3100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PN: | ----- | PN: | ----- | PN: | 501-1860-0403 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SN: | ----- | SN: | ----- | SN: | 4157 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Alt: | 35,000 | Alt: | 35,000 | Alt: | 35,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Date | 10/31/2019 | Date | 10/31/2019 | Date | 10/31/2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| ADC #1 | | ADC #2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mfr: | Collins ADC-3000 | Mfr: | Collins ADC-3000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PN: | 822-1109-043 | PN: | 822-1109-043 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SN: | 4HH8R | SN: | 4HH5V | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>The ATC transponder systems tests and inspections prescribed by CFR 91.413 have been performed and found to comply with Appendix F of Part 43</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| TRANSPONDER # 1 | | TRANSPONDER # 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mfr: | Collins TDR-94D | Mfr: | Collins TDR-94D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PN: | 622-9210-502 | PN: | 622-9210-502 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SN: | 4BW2X | SN: | 4BW2W | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>I certify this maintenance has been inspected and is determined to be in airworthy condition. Pertinent details are on file under the noted Work Order number.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>By <u>Mark Martinez</u> Printed Name <u>Mark Martinez</u> for Texttron Aviation Service, 8402 Nelms, Houston, TX, 77061 FAA CRS CNQ9918C</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Hawker Beechcraft Corporation

AIRPLANE LOGBOOK


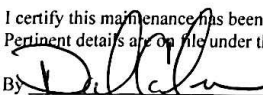
INSTRUMENT, STATIC AND AVIONICS CHECKS

Aircraft Model _____

Serial Number _____

Reg# _____

Owner's Name _____

| ITEM | IONS | NEXT DUE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|------------------|-----------------|------------------|---------|-----------------|------------|---------|------------------|------|------------------|------|--------------|-------|--------------|------|------------|-----|--------|-----|---------------|-----|-------|-----|-------|-----|------|------|--------|------|--------|------|--------|------|------------|------|------------|------|------------|
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| REG# | N875J | MFG | Beechcraft | Model | B200GT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| ALTIMETER #1 | | ALTIMETER #2 | | STANDBY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mfr: | Collins EFIS | Mfr: | Collins EFIS | Mfr: | L3 GH-3100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PN: | ----- | PN: | ----- | PN: | 501-1860-0403 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SN: | ----- | SN: | ----- | SN: | 4157 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Alt: | 35,000 | Alt: | 35,000 | Alt: | 35,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Date | 10/15/2020 | Date | 10/15/2020 | Date | 10/15/2020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Mfr: | Collins ADC-3000 | Mfr: | Collins ADC-3000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Mfr: | Collins TDR-94D | Mfr: | Collins TDR-94D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PN: | 622-9210-502 | PN: | 622-9210-502 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <p>By  Printed Name <u>David Cardenas</u> for Textron Aviation Service, 8402 Nelms, Houston, TX, 77061 FAA CRS CNQ9918C</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

SAI FLIGHT SUPPORT, INC.

FAA APPROVED Repair Station 54SR161D

Altimeter Scale Error

Correction Card

| Test PT (ft) | Indicator Reading @ +25°C | Test PT (ft) | Indicator Reading @ +25°C |
|--------------|---------------------------|--------------|---------------------------|
| (1,000) | -1000 | 16,000 | 16000 |
| 0 | 0 | 18,000 | 18000 |
| 500 | 500 | 20,000 | 20000 |
| 1,000 | 1000 | 22,000 | 22090 |
| 1,500 | 1500 | 25,000 | 25000 |
| 2,000 | 2000 | 30,000 | 30000 |
| 3,000 | 3000 | 35,000 | 35000 |
| 4,000 | 4000 | 40,000 | |
| 6,000 | 6000 | 45,000 | |
| 8,000 | 8000 | 50,000 | |
| 10,000 | 10000 | 55,000 | |
| 12,000 | 12000 | 60,000 | |
| 14,000 | 14000 | 70,000 | |

Air Data Source

Pilots
Copilots

Serial #

Date

Tech:

4HH8R

09-19-2022

W0 3484

SAI FLIGHT SUPPORT, INC.

FAA APPROVED Repair Station 54SR161D

Altimeter Scale Error

Correction Card

| Test PT (ft) | Indicator Reading @ +25°C | Test PT (ft) | Indicator Reading @ +25°C |
|--------------|---------------------------|--------------|---------------------------|
| (1,000) | -1000 | 16,000 | 16000 |
| 0 | 0 | 18,000 | 18000 |
| 500 | 500 | 20,000 | 20010 |
| 1,000 | 1000 | 22,000 | 22095 |
| 1,500 | 1500 | 25,000 | 25000 |
| 2,000 | 2000 | 30,000 | 30000 |
| 3,000 | 3000 | 35,000 | 35090 |
| 4,000 | 4000 | 40,000 | |
| 6,000 | 6000 | 45,000 | |
| 8,000 | 8000 | 50,000 | |
| 10,000 | 10000 | 55,000 | |
| 12,000 | 12000 | 60,000 | |
| 14,000 | 14000 | 70,000 | |

Air Data Source

Pilots
Copilots

Serial #

Date

Tech:

4HH5V

09-19-2022

W0 3484

SAI FLIGHT SUPPORT, INC.

FAA APPROVED Repair Station 54SR161D

Altimeter Scale Error

Correction Card

| Test PT (ft) | Indicator Reading @ +25°C | Test PT (ft) | Indicator Reading @ +25°C |
|--------------|---------------------------|--------------|---------------------------|
| (1,000) | -180 | 16,000 | 16010 |
| 0 | 10 | 18,000 | 18010 |
| 500 | 510 | 20,000 | 20020 |
| 1,000 | 1010 | 22,000 | 22020 |
| 1,500 | 1510 | 25,000 | 25020 |
| 2,000 | 2010 | 30,000 | 30030 |
| 3,000 | 3010 | 35,000 | 35030 |
| 4,000 | 4010 | 40,000 | |
| 6,000 | 6010 | 45,000 | |
| 8,000 | 8010 | 50,000 | |
| 10,000 | 10010 | 55,000 | |
| 12,000 | 12010 | 60,000 | |
| 14,000 | 14010 | 70,000 | |

Air Data Source

Pilots
Copilots

Serial #

Date

Tech:

4157

09-19-2022

W0 3484

SAI FLIGHT SUPPORT, INC.

FAA APPROVED Repair Station 54SR161D

Altimeter Scale Error

Correction Card

| Test PT (ft) | Indicator Reading @ +25°C | Test PT (ft) | Indicator Reading @ +25°C |
|--------------|---------------------------|--------------|---------------------------|
| (1,000) | | 16,000 | |
| 0 | | 18,000 | |
| 500 | | 20,000 | |
| 1,000 | | 22,000 | |
| 1,500 | | 25,000 | |
| 2,000 | | 30,000 | |
| 3,000 | | 35,000 | |
| 4,000 | | 40,000 | |
| 6,000 | | 45,000 | |
| 8,000 | | 50,000 | |
| 10,000 | | 55,000 | |
| 12,000 | | 60,000 | |
| 14,000 | | 70,000 | |

Air Data Source

Pilots
Copilots

Serial #

Date

Tech:



SAI Flight Support Co.
FAA Repair Station
54SD161D

864-747-7962 (Phone)

| | | | | |
|----------------------|-----------|-------------------------|---------------------|----------|
| Model | KA B200GT | FAR 91.411/413 | Work Order # | 3484 |
| Serial number | BY-158 | Log Record | Hour Meter | 2,140.40 |
| Registration | N875J | Page 1 of 1 | Aircraft TT | 2,140.40 |
| | | Date: 09-19-2022 | | |

Air Data

| Make | Model | Serial # | Alt Tested |
|----------------|--------------|-----------------|-------------------|
| # 1 Pilots Alt | ADC-3000 | 4HH8R | 35,000 |
| # 2 Pilots Alt | ADC-3000 | 4HH5V | 35,000 |
| #3 Standby | GH-3100 | 4157 | 35,000 |

Transponder

| Make | Model | Serial # |
|----------------|--------------|-----------------|
| #1 Transponder | TDR-94D | 4BW2X |
| #2 Transponder | TDR-94D | 4BW2W |

- Complied with requirements of FAR 91.411 AND 91.413 and RVSM Compliance in accordance with Textron Aircraft Maintenance Manual 34-10-01 (Rev E0).

Signed: _____

Isaac D. White

Date: 09/19/2022

W03484

09-19-2022

| | | | | | |
|--------------------|--|--|--------|--|--|
| 0:45 | | | | | |
| 0:50 | | | | | |
| 0:55 | | | | | |
| 1:00 | | | | | |
| AIRPLANE SERIAL #: | | | DATE: | | |
| ENROUTE TO: | | | PILOT: | | |
| NOTES: | | | | | |

3. Air Data System (RVSM Compliant Airplanes)(BB-1834, BB-1843 and After; BL-148 and After; BY-1 and After; BZ-1 and After if equipped with Proline 21 Avionics)

A. Initial Airworthiness Inspection Requirements

The following inspections/tests are required for RVSM initial airworthiness approval.

- (1) Make sure that the avionics and air data components listed in Table 606, REQUIRED AVIONICS AND AIR DATA COMPONENTS FOR RVSM OPERATION are installed and operational.
- (2) Perform the AIR DATA SYSTEM AND TRANSPONDER CHECK procedure (Ref. Paragraph 3.E.). Make sure that the air data system errors are within specified RVSM tolerances (Ref. Table 607).
- (3) Perform the RVSM REGION INSPECTION procedure (Ref. Paragraph 3.C.). Make sure that the corner markings identifying the RVSM Critical Region are discernible and in good condition. Re-mark the RVSM critical region as required (Ref. 34-10-03, 701).
- (4) Perform the STATIC PORT INSPECTION procedure (Ref. Paragraph 3.D.). Make sure that the static ports are within the specified RVSM tolerances listed.
- (5) Revise the Minimum Equipment List (MEL) per the Master Minimum Equipment List (MMEL) Policy Letter 84 or acceptable alternative to specify minimum equipment necessary for RVSM operation.

B. Continued Airworthiness Inspection Requirements

The airworthiness inspections are required every 24 months or upon removal and installation of a static port or if damage to the RVSM region is observed or if the area within the RVSM region is repaired or painted on airplanes maintaining RVSM capability.

- (1) Make sure that the avionics and air data components listed in Table 606, REQUIRED AVIONICS AND AIR DATA COMPONENTS FOR RVSM OPERATION are installed and operational.
- (2) Perform the AIR DATA SYSTEM AND TRANSPONDER CHECK procedure (Ref. Paragraph 3.E.). Make sure that the air data system errors are within specified RVSM tolerances (Ref. Table 607).
- (3) Perform the RVSM REGION INSPECTION procedure (Ref. Paragraph 3.C.). Make sure that the corner markings identifying the RVSM Critical Region are discernible and in good condition. Re-mark the RVSM critical region as required (Ref. 34-10-03, 701).
- (4) Perform the STATIC PORT INSPECTION procedure (Ref. Paragraph 3.D.). Make sure that the static ports are within the specified RVSM tolerances listed.
- (5) Perform the IN-FLIGHT AUTOPILOT (ALTITUDE HOLD) CHECK procedure (Ref. Paragraph 3.F.). Make sure that the airplane can maintain the specified RVSM tolerances listed.

Table 606. Required Avionics and Air Data Components for RVSM Operation

| Component | Location | Manufacturer and Model | Part Number |
|-----------------------------|--------------------|------------------------|-----------------------------|
| #1 Air Data Computer (ADC1) | Nose Avionics Rack | Collins ADC-3000 | 822-1109-011/-043 |
| #2 Air Data Computer (ADC2) | | | |
| #1 Primary Flight Display | Front Panel | Collins AFD-3010 | 822-1084-351/-353/-354/-358 |
| #2 Primary Flight Display | | | 822-1084-359/-360/-361/-362 |

| | | | |
|---|---------------------------|--------------------|--|
| #1 Configuration Strapping Unit | Nose Avionics Rack | Collins CSU-3100 | 822-1363-002 |
| #2 Configuration Strapping Unit | | | |
| #1 Display Control Panel (DCP1) | Front Panel | Collins DCP-3030 | 822-1828-061 |
| #2 Display Control Panel (DCP2) | | | |
| #1 Transponder (XPDR1) * | Aft Access Area | Collins TDR-94/94D | 622-9352-005/-007/-008 |
| #2 Transponder (XPDR2) * | | | 622-9210-004/-007/-008 |
| Preselector-Alerter | Collins AFD-3010 Function | Collins AFD-3010 | 822-1084-351/-353/-354/-358 822-1084-359/-360/-361/-362 |
| | Collins FGP-3000 Function | Collins FGP-3000 | 822-1107-103 |
| Flight Guidance System | | Collins FGS-3000 | |
| #1 Flight Guidance Computer | Nose Avionics Rack | Collins FGC-3000 | 822-1108-031/-131 |
| #2 Flight Guidance Computer | | | |
| Flight Guidance Panel | Glareshield | Collins FGP-3000 | 822-1107-103 |
| <p style="text-align: center;">CAUTION:</p> <p>Replacement of the listed components must be accomplished with units of the identical part number except that subsequent dash number components with equivalent functionality are acceptable provided that the change(s) do not affect RVSM capability. The installer must review applicable FAA approved data to determine equivalency of new dash number unit prior to installation.</p> <p>* - Transponder units may differ from those listed in Table, provided the configuration meets or exceeds the requirements of one of the following Technical Standard Orders (TSO): TSO-C66A or TSO-C74C (Mode C) and TSO-C112 (Class 2a; Mode S). If only one transponder is installed in the airplane, it must be capable of reporting from both the pilot's and copilot's air data systems.</p> | | | |

C. RVSM Region Inspection

The RVSM Region encompasses an area approximately 24 in. X 20 in. surrounding the static ports on each side of the airplane. Small markings must be painted on the corners of the RVSM Region to aid in identification of the area (Ref. Figure 605, Sheet 1) all repairs required within the RVSM Region must remain internal. If internal repairs are not possible, a RVSM specific analysis must be conducted to make sure of air data system integrity. Contact Textron Aviation Customer Service.

- (1) Inspect the RVSM critical region for obvious damage, deformation, creases, dents or bulges in the skin. Inspect for anomalies such as paint runs, non-flush application of aerodynamic sealant, dimples, dents, blisters, etc. The static port orifices must be inspected for corrosion, elongation, deformation, and/or obstruction and to make sure that no foreign matter is found within the port orifice.
- (2) Inspect the RVSM Critical region for incorrect type or oversized fasteners that may have been installed (Ref. Figure 605, Sheet 2).
- (3) Inspect the oxygen servicing door on the right side for deformation and damage. Make sure that the door functions normally and the door closes tightly with minimal mis-match relative to the airplane skin.
- (4) If visual inspection of the RVSM Region indicates that damage, deformation, repair, etc. exists, then a special instrumented inspection of the RVSM Region must be conducted. Contact Textron Aviation Customer Service.
- (5) In all cases, damage and repair within the RVSM Critical Region will necessitate a special instrumented inspection of the skin contour and surface geometry near the static ports. Refer to REDUCED VERTICAL SEPARATION MINIMUM (RVSM) GEOMETRIC INSPECTION procedure in the Structural Inspection and Repair Manual to determine RVSM compliance.

Part 43, Appendix E.

NOTE: To avoid damage to the airplane instruments, follow all cautions and warnings (Ref. 34-00-09, 601). This test must be performed on the airplane using calibrated digital test equipment. This test must be performed on both pilot and copilot systems with an Air Data Test Set with an accuracy of 0.003 in. Hg (0.1 mbar \pm 25 ft.). The air data and transponder test should be conducted concurrently (Ref. Table 607).

- (1) Perform pitot static system leak check (Ref. 34-00-09, 501) and record leak rate of each system as applicable (Ref. Table 607).
- (2) Make sure that the altimeter Barometric Pressure Counter is set to 29.92 in. Hg. (1013 mb).
- (3) Apply the reference altitude and Mach (or airspeed) for the condition (Test Point) (Ref. Table 607).
- (4) Record the altitude displayed by the pilot and copilot altimeters as applicable (Ref. Table 607). Make sure that the indicated altitudes are within allowable tolerances shown.
- (5) Make sure of the reported altitude from the transponder test equipment for the pilot's and copilot's transponders are as follows:
 - (a) Set ATC switch to 1. Record the #1 transponder output (Ref. Table 607).
 - (b) Set ATC switch to 2. Record the #2 transponder output (Ref. Table 607).
- (6) Repeat step (3) thru (5) for all conditions (Test Points) listed in Table 607.
- (7) For condition "Alert Climb" set the altitude alerter to 29,000 feet and then increase the airplane's altitude. Upon alert, record the pilot's and copilot's displayed altitudes in Table 607.
- (8) For condition "Alert Descent" set the altitude alerter to 35,000 feet and then decrease the airplane's altitude. An altitude alert annunciation should occur prior to reaching a 300 foot altitude deviation. Upon alert, record the pilot's and copilot's displayed altitudes in Table 607.
- (9) Inspect all static ports to make sure that the orifices are clear and free of debris or foreign matter left over from the test procedure.

Table 607. Air Data System (ADC-3000 P/N 822-1109-011/043) Accuracy Test Specifications (Pilot's/Copilot's System)

| Test Point | Mach Number | Airspeed (kts) | Altitude (feet) | | | Allowable Altitude Tolerance | Reported Altitude from XPDR Test Equip (feet) | |
|-------------|-------------|----------------|-----------------|---------|-----------|------------------------------|---|---------|
| | | | Applied | Pilot's | Copilot's | | XPDR #1 | XPDR #2 |
| 1 | 0.154 | 100.0 | 1000 | 1000 | 1000 | 960 to 1040 | 1,000 | 1,000 |
| 2 | 0.308 | 200.0 | 1000 | 1000 | 1000 | 960 to 1040 | 1,000 | 1,000 |
| 3 | 0.182 | 100.0 | 10000 | 10010 | 10010 | 9960 to 10040 | 10,010 | 10,010 |
| 4 | 0.363 | 200.0 | 10000 | 10,000 | 10,000 | 9960 to 10040 | 10,000 | 10,000 |
| 5 | 0.270 | 100.0 | 29000 | 29,000 | 28,990 | 28960 to 29040 | 29,000 | 28,990 |
| 6 | 0.349 | 130.0 | 29000 | 28,990 | 28,990 | 28960 to 29040 | 28,990 | 28,990 |
| 7 | 0.428 | 160.0 | 29000 | 28,980 | 28,980 | 28940 to 29030 | 28,980 | 28,980 |
| 8 | 0.505 | 190.0 | 29000 | 28,950 | 28,950 | 28910 to 29000 | 28,950 | 28,950 |
| Alert Climb | 0.270 | 100.0 | 29000 | 29,000 | 29,000 | \leq 29320 | 29,000 | 29,000 |
| 9 | 0.289 | 100.0 | 32000 | 32,000 | 32,000 | 31960 to 32040 | 32,000 | 32,000 |

| | | | | | | | | |
|--|-------|-------|-------|--------|--------|---------------------------------|--------|--------|
| 10 | 0.345 | 120.0 | 32000 | 31,990 | 31,990 | 31960 to 32040 | 31,990 | 31,990 |
| 11 | 0.401 | 140.0 | 32000 | 31,990 | 31,990 | 31950 to 32040 | 31,990 | 31,990 |
| 12 | 0.457 | 160.0 | 32000 | 31,970 | 31,970 | 31930 to 32020 | 31,970 | 31,970 |
| 13 | 0.538 | 190.0 | 32000 | 31,940 | 31,940 | 31900 to 31990 | 31,940 | 31,940 |
| 14 | 0.309 | 100.0 | 35000 | 35,000 | 34,990 | 34960 to 35040 | 35,000 | 34,990 |
| 15 | 0.399 | 130.0 | 35000 | 34,990 | 34,990 | 34950 to 35040 | 34,990 | 34,990 |
| 16 | 0.459 | 150.0 | 35000 | 34,970 | 34,970 | 34930 to 35020 | 34,970 | 34,970 |
| 17 | 0.517 | 170.0 | 35000 | 34,950 | 34,950 | 34910 to 35000 | 34,950 | 34,950 |
| Alert Descent | 0.309 | 100.0 | 35000 | 35,000 | 35,000 | ≥ 34680 | 35,000 | 35,000 |
| AIR DATA TEST SET INFORMATION | | | | | | LEAK RATE: 12 ft. min | | |
| MANUFACTURER: Bar Field | | | | | | MODEL: DPS 1600 | | |
| SERIAL NUMBER: 00454 | | | | | | DATE OF CALIBRATION: 08/29/2022 | | |
| * - If XPDR #2 is not installed, XPDR #2 refers to the transponder output when a single XPDR #1 is configured to receive data from the Copilot's system. | | | | | | | | |

F. In-Flight Autopilot (ALTITUDE HOLD) Check

- (1) During normal cruise flight at an altitude between FL270 and FL350 (Baro 29.92 in.Hg. or 1013 mb). Engage the autopilot in altitude hold mode and any appropriate lateral mode. Allow the airplane to stabilize on the selected altitude. The air must be stable (no turbulence) during this check.
- (2) With the airplane in the normal (cruise) mode and autopilot altitude hold engaged, record the data from primary displays (Ref. Table 608) every 1 minute for a flight segment up to 20 minutes in length. The maximum altitude deviation shown on the display should not exceed ± 65 feet.
- (3) If the autopilot does not maintain altitude to within ± 65 feet from the selected cruise altitude, repeat the autopilot check once again, to make sure that the Mach/Airspeed remains constant during the test and the air remains stable during the entire check. If the check still fails, conduct autopilot component and/or servicing checks as specified by Rockwell Collins. Repeat step (1) and (2) as required, to make sure that there is compliance with the RVSM altitude hold requirements.

Table 608. RVSM Autopilot Performance Tracking Form - Cruise Test

| TIME (MINUTES) | PILOT'S SYSTEM | | | COPILOT'S SYSTEM | | |
|----------------|----------------|------|------|------------------|------|------|
| | ALTIMETER | KIAS | MACH | ALTIMETER | KIAS | MACH |
| 0:00 | | | | | | |
| 1:00 | | | | | | |
| 2:00 | | | | | | |
| 3:00 | | | | | | |
| 4:00 | | | | | | |
| 5:00 | | | | | | |
| 6:00 | | | | | | |
| 7:00 | | | | | | |



Log Book Entry

1 Aviation Lane
Ste 6
Greenville, SC 29607
United States

October 15, 2025

Phone: 864-982-3899

Registration #: N875J

Total AC Time: 2,761.0

Total AC Cycles: 2,816

Manufacturer: Raytheon Aircraft Company

Part/Model number: B200GT

Aircraft Serial Number: BY-158

Work Order No: GMU-238

Date: 10/15/2025

Squawk

- 6.1 Complied with 24-Month underwater becon battery ULB and Cockpit voice recorder functional check. ULB Battery Part Number: DK120/90, Serial Number: AT104828 expired February February 2025. Installed new ULB battery Part Number: DK120/90, Serial Number: AT229838. All work accomplished in accordance with the Textron Aviation King Air 200 Series Maintenance Manual Chapter 23-70-00.
- 6.2 Complied with Rockwell Collins Proline 21 Instructions for Continued Airworthiness. All work accomplished in accordance with the Rockwell Collins Proline 21 Avionics System Manual Part Number: 523-0790063-15211A.

These items identified above were inspected and/or repaired in accordance with current Federal Aviation Regulations and manufacturer's maintenance publications. The aircraft is approved for return to service with respect to the work performed. Pertinent details are on file at this repair station under Work Order Number GMU-238.

Donald Tolar

Printed Name

Donald Tolar

Signature

10-15-2025

Date

54SR161D

Certificate Number

ALTERATION/MODIFICATION

TIME LIFE

SERIAL NUMBER LISTS

SERVICE BULLETIN/
SERVICE INSTRUCTION
COMPLIANCE LOG

AIRWORTHINESS
DIRECTIVE LOG