Cessna
A Textron Company

AVIONICS MAINTENANCE RECORD

AIRCRAFT SERIAL AND REGISTRATION 18280374 N1374TC

D5520-1-13

MAINTENANCE RECORD

TOTAL TIME IN SERVICE HOURS	TOTAL TIME IN SERVICE 10ths	DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIG CERTIFICATE & NUMBER
258	6	Removed KS 271C Roll servo - P/N 065-00179-0100 S/N 2489 and Installed Factory Exchange KS271C, P/N 065-00179-0100 S/N 2205. Function Tested Autopilot - Good. See WO 10875 this Station for Details	
		CINEMA AIR AVIONICS F.A.A. APPROVED REPAIR STATION NO. JRFR986OF 2056 Palomar Airport Road Carlsbad, CA 92008	Steve F
		Removed Failed KS 271C Rollservo S/N 2205 and Installed Factory Overhauled KS271C S/N 1965. Function Tested Autopilot - Good. See W.O. 10904 this station For Details.	
		CINEMA AIR AVIONICS F.A.A. APPROVED REPAIR STATION NO. JRFR986OF 2056 Palomar Airport Road Carlsbad, CA 92008	

MAINTENANCE RECORD

DATE 1999	TOTAL TIME IN SERVICE HOURS	10ths	DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIG CERTIFICATE & NUMBE
12/15	4038S 3660 TACH 769	6 7	Removed & replaced GPS receiver, Type Called Segnal KLN-89B P/N 066-01148-0101. Removed S/N 7280, Installed S/N 80048 Replacement unit has Mod # III (01/06) installed as req'd by Cessna Service Bulletins. Calibrated GPS Ramp ck'd normal.	
			Removed & replaced autopilot computer Type KC-140 P/N 065-00176-5201. Removed S/N 2626, Installed S/N 2779 Replacement unit has Mod 4 (01/06) installed as req'd by Cessna Service Bulletin. Ramp checked normal	
			CINEMA AIR AVIONICS F.A.A. APPROVED REPAIR STATION NO. JRIP226F 2056 Palomar Airport Road Carlsbad, CA 92008 w/o # 11990 #24115	

MAINTENANCE RECORD

DATE 2000	TOTAL TIME IN SERVICE	DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATU CERTIFICATE TYP & NUMBER

MAINTENANCE RECORD

ATE 000	TOTAL TIME IN SERVICE HOURS	10ths	DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE CERTIFICATE TYPE & NUMBER
/10	TACH 805 HOBBS 904	1 2	Removed and replaced #1 nav/com Type: Allied Signal KX-155A, p/n 069-01032-0101 Removed : s/n 5859, Installed: s/n 15664 Replacement unit has Hardware Mods #1 thru #8 installed as required by Cessna Service Bulletins. Function checked normal.	
			Removed and replaced #2 nav/com Type: Allied Signal KX-155A, p/n 069-01032-0201 Removed: s/n 5763, Installed: s/n 15518. Replacement unit has Hardware Mods #1 thru #8 installed as required by Cessna Service Bulletins. Function checked normal.	
			CINEMA AIR AVIONICS FAA APPROVED REPAIR STATION NO.JRP235OF 2056 Palomar Airport Road Carlsbad, CA 92008 W/O 11290 #2411579	
/17	TACH 964 HOBBS 1087	.4 .5	Removed and replaced audio panel Type: Allied Signal KMA-26, p/n 066-01155-0201 Removed: s/n 2616 Installed: s/n 3098 Replacement unit has Hardware Mod#2 installed as required by Cessna Service Bulletin( ). Function checked normal.	
			CINEMA AIR AVIONICS 2056 PALOMAR AIRPORT RD CARLSBAD, CA REPAIR STATION # AMPR 225C W/O 11290A #2411879	

TOTAL TIME IN SERVICE

HOURS | 10t

DESCRIPTION OF THE WORK PERFORMED

CINEMA AIR AVIONICS

2056 Palomar Airport Rd.
Carlsbad, California
92008

AIRCRAFT MAINTENANCE LOG BOOK ENTRY

N_374TC__ DATE_MAY 22,2000 HOBBS_914.2__ W.O.#_11536_

PERFORMED CESSNA SERVICE BULLETIN #SB00-22-01A PERTAINING TO A KAP-140 AUTOPILOT, AND REPAIRED ACCORDING TO HONEYWELL SERVICE BULLETINS, SB KS 271C-5, REV.1, DATED FEB/00 (PRIMARY SERVO), SB KS270C-4, REV.1, DATED FEB/00 (PITCH SERVO) AND SB KS 272C-4, REV.2, DATED FEB/00 (TRIM SERVO). Replaced the pitch servo p/n 065-00178-2200 s/n 1715 with an exchange servo s/n 1803. Function checks- good. SYSTEM GROUND TESTED AND AIRCRAFT RETURNED TO SERVICE.

CINEMA AIR AVIONICS
2056 PALOMAR AIRPORT ROAD
CARLSBAD, CA 92008
FAA APPROVED R.S. #AMPR725C

TECHNICIAN

---------- END ----------

MAINTENANCE RECORD

DATE | TOTAL TIME

MAINTENANCE RECORD

DATE	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED
	HOURS	10ths	

I CERTIFY THAT THE ATC TRANSPONDER TESTS AND INSPECTIONS REQUIRED BY FAR 91.413(a) HAVE BEEN PERFORMED AND FOUND TO COMPLY WITH FAR PART 43, APPENDIX F

TRANSPONDER NO. 1 SERIAL NO. 5477

TRANSPONDER NO. 2 SERIAL NO. —

DATE May 24, 2000 SIGNATURE [signature]

CINEMA AIR AVIONICS

FAA CERTIFICATE NO. AMPR725C

2056 'V' PALOMAR AIRPORT RD. WORK ORDER NO. 11640

CARLSBAD, CA 92008 TELEPHONE (760) 438-1042

I CERTIFY THAT THE ALTIMETER AUTOMATIC PRESSURE ALTITUDE REPORTING AND STATIC SYSTEMS TESTS AND INSPECTIONS REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED AND FOUND TO COMPLY WITH FAR PART 43, APPENDIX E. ALTIMETER TESTED TO 20,000 FT.

PILOT ALTIMETER SERIAL NO. 396148

COPILOT ALTIMETER SERIAL NO. —

DATE May 24, 2000 SIGNATURE [signature]

CINEMA AIR AVIONICS

FAA CERTIFICATE NO. AMPR725C

2056 'V' PALOMAR AIRPORT RD. WORK ORDER NO. 11640

CARLSBAD, CA 92008 TELEPHONE (760) 438-1042

DEC 7, 00			FACTORY REPAIR OF ADF MODEL KR-87 S/N 70028 REINSTALLED - RAMP CK'D NORMAL CINEMA AIR AVIONICS AMPR725C [signature]

MAINTENANCE RECORD

DATE 19__	TOTAL TIME IN SERVICE HOURS	TOTAL TIME IN SERVICE 10ths	DESCRIPTION OF THE WORK PERFORMED

Jet Source Avionics 2056 Palomar Airport Rd. Carlsbad, CA 92008
LOG ID# 1 18-December-2000 WO# 11522
N374TC S/N 18280374 CESSNA 182S TACH 1151.0

Pg 1 / 1

Removed Bendix/King KLN89B GPS (P/N 066-01148-0101 S/N 80048) from aircraft. Installed Bendix/King KLN94 GPS (P/N 069-01034-0101 S/N 1168) per Honeywell Installation manual and in accordance with FAA STC #SA00909WI-D, Dated 11-1-2000, as approved for Beech 95-55 type aircraft. The KLN94 GPS unit is a direct substitute for the above IFR Certified Bendix/King KLN89B GPS. Post-installation ground accuracy and function tests were performed in accordance with the manufacturer's instructions. All systems operated normally. An approved Bendix/King KLN94 GPS Flight Manual Supplement has been installed into the Pilots Operating Handbook. The aircraft weight and balance and equipment list has been revised to reflect this change.

Gene Danenberger 12-18-2000

Signed AMPR725C Gene Danenberger, Avionics Insp. Date

MAINTENANCE RECORD

DATE 19___	TOTAL TIME IN SERVICE HOURS	10ths	DESCRIPTION OF THE WORK PERFORMED

CINEMA AIR AVIONICS Jet Source Management 2056 Palomar Airport Rd. Carlsbad, CA 92008
LOG ID# 238 23-May-2002 WO# 12964/1 REF# 12964
N374TC S/N 18280374 CESSNA 182S

Pg 1 / 1

I CERTIFY THAT THE ALTIMETER, AUTOMATIC PRESSSURE ALTITUDE REPORTING, AND STATIC SYSTEMS TESTS AND INSPECTIONS REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED AND FOUND TO COMPLY WITH FAR PART 43, APPENDIX E. ALTIMETER TESTED TO_20,000_FT.
PILOT ALTIMETER SERIAL NO._396198___
COPILOT ALTIMETER SERIAL NO._____

I CERTIFY THAT THE ATC TRANSPONDER TESTS AND INSPECTIONS REQUIRED BY FAR 91.413(a) HAVE BEEN PERFORMED AND FOUND TO COMPLY WITH FAR PART 43, APPENDIX F.
TRANSPONDER NO. 1 SERIAL NO._5477_____
TRANSPONDER NO. 2 SERIAL NO._____

Signed AMPR725C Steve Jurrens May 23, 2002 Date

DATE 2003 19

TOTAL TIME IN SERVICE

HOURS | 10ths

DESCRIPTION OF THE WORK PERFORMED

23DEC03

Performed Altimeter, Encoder, Transponder and Static System Certification as per attached form. N374TC

The Altimeter and Static System tests required by FAA 91.411 have been performed. The Altimeter has been tested to 20,000 ft.

Signed Robert Randall

Date: 23DEC03

FAA Approved Repair Station No.
FDBR221K
Freedom Avionics Company
Jeffco Airport
Broomfield, CO 80021

ATC transponder tests & inspections required by FAR 91.413 were performed this date and found to comply with FAR 43, Appendix F.

Make King Model KT-76C

S/N: 5477

Details on file under Work Order No. 12889

Date 23DEC03 Signature Robert Randall

Freedom Avionics Company CRS No. FDBR221K
Jeffco Airport
Broomfield, CO 80021

MAINTENANCE RECORD

TOTAL TIME IN SERVICE

DESCRIPTION OF THE WORK PERFORMED

MAINTENANCE RECORD

TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED S CERTIFICA & NUM
HOURS	10ths		

I certify that the **Altimeter, Static System, Encoder and Transponder** tests required by FAR Part 91.411 and 91.413 (Part 43 appendix E &F) have been preformed. The Altimeter was tested to 20,000 feet. WO# 51486

Mile High Avionics Division
Arizona Air-Craftsman, Inc.
FAA CRS No. ZM3R029M

Signature Steve R. Crumpley Date 12-28-05

I certify that the **Altimeter, Static System, Encoder and Transponder** tests required by FAR Part 91.411 and 91.413 (Part 43 appendix E &F) have been preformed. The Altimeter was tested to 20,000 feet. WO# 52200

Mile High Avionics Division
Arizona Air-Craftsman, Inc.
FAA CRS No. ZM3R029M

Signature Matt Perry Date 1-23-08

ME CE 0ths	DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
	5-20-08 Tach 2100.4 altimeter and static check completed to 20,000 ft Steven Beechcraft see airframe log for entry	

MAINTENANCE RECORD

SMYRNA AIR CENTER

TOTAL TIME IN SERVICE	
OURS	10ths

SMYRNA AIR CENTER

300 Doug Warpoole Rd.
Smyrna, TN 37167
(615) 459-3337
FAA CRS# RG4R491M

Transponder Certification

Work Order #: 23138 Acft Reg #: N374TC
Acft Type: 182S Xponder Pos: Primary
Xponder P/N: 066-01156-0101 Xponder S/N: 54177

I certify that the ATC Transponder Tests and Inspections required by FAR 91.413 were performed and found to comply with Part 43, Appendix F. Details of this inspection on file @ Smyrna Air Center.

Date: June 10, 2010

Signed: David A Clause

MAINTENANCE RECORD

SMYRNA AIR CENTER 615-459-3337 FAA CRS# RG4R491M

Altimeter / Static System Certification

Work Order #: 23138 Acft Reg #: N374TC

Aircraft Type: 182S Altimeter Position: Primary

Altimeter P/N: 5934P-3 (United) Altimeter Serial #: 396198

Signature: Date: June 10, 2010

ALTITUDE	READING	TOL.	ALTITUDE	READING	TOL.	FRICTION		TOL.	PRESS	DIFF.(TOL. 25 FT)
-1000	-1000	20	14000	13980	100	1k	20	70	28.10	10 -1727
0	0	20	16000	15950	110	2k	20	70	28.50	0 -1340
500	505	20	18000	17940	120	3k	40	70	29.00	10 -863
1000	1010	20	20000	19940	130	5k	40	70	29.50	5 -392
1500	1505	25	22000		140	10k	40	80	29.92	0 0
2000	2010	30	24000		155	15k	60	90	30.50	10 +531
3000	3010	30	26000		160	20k	60	100	30.90	10 +893
4000	3995	35	30000		180	25k		120	30.99	14 +974
6000	6000	40	35000		205	30k		140		
8000	8000	60	40000		230	35k		160	CASE LK - TOL. 100 fpm	
10000	9980	80	45000		255	40k		180	15	
12000	11980	90	50000		280	50k		250		

hysteresis: 1st test point @ 50% max alt. 10

2nd test point @ 40% max alt. 10

after effect - tol. 30 ft. 20

Encoder MFG — P/N — S/N —

This encoder/altimeter and pitot/static system meets the requirements of FAR 91.411 part 43 app. E

MAINTENANCE RECORD

TOTAL TIME / SERVICE

MAINTENANCE RECORD

TOTAL TIME IN SERVICE	DESCRIPTION OF THE WORK PERFORMED	AUTHORI CERT
OURS		

LOGBOOK ENTRY FORM
QUALITY AVIONICS
9619 WRIGHT DRIVE
MIDLAND, TEXAS 79711
FAA REPAIR STATION QA9R719J

4/24/2014 CESSNA 182S S/N 18280374 N374TC TACH: 2318.5 HRS
TESTED ASPEN EFD-1000 PFD DIGITAL AIRDATA ALTIMETER P/N 910-00001-001 S/N 10868 FOR ACCURACY IN ACCORDANCE WITH FAR 91.411 PART 43 APPENDIX E TO 20KFT. TESTED UNITED 5934P-3 STBY ALTIMETER S/N 396198 FOR ACCURACY IN ACCORDANCE WITH FAR 91.411 PART 43 APPENDIX E TO 20KFT. AD 74-24-13 AND AD 86-05-02 IS N/A BY SERIAL NUMBER. TESTED KING KT-76C TRANSPONDER FOR PROPER OPERATION IN ACCORDANCE WITH FAR 91.413 PART 43 APPENDIX F. TESTED TCI SSD120 BLIND ENCODE S/N S19177 FOR ACCURACY IN AIRCRAFT IN ACCORDANCE WITH FAR 91.411 PART 43 APPENDIX E AND FOR ACCURACY CORRELATION IN ACCORDANCE WITH FAR 91.217b. TESTED PITOT/STATIC SYSTEM FOR LEAKS IN ACCORDANCE WITH FAR 91.411. DATA FORMS ARE ON FILE AT THIS REPAIR STATION REFERENCE WORK ORDER# 8766 DATED 4/24/14. SIGNED Donald Hayner QUALITY AVIONICS FAA REPAIR STATION QA9R719J

MAINTENANCE RECORD

TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHOR CERT
HOURS	10ths		

G & G Avionics 6002 N. Cedar ave. Lubbock, TX 79403-9971 GG7R357J
LOG ID# 1499 10-September-2014 WO# 140905 HOBBS 2699.7
N374TC S/N 18280374 CESSNA 182 S

Pg 1 / 1

Performed roll offset procedure on Aspen EFD1000 Pro
Adjusted Analog Converter Unit Composite centering potentiometer.
Performed VOR check , checks ok

Details of work performed are kept on file at this repair station under the work order listed above.

9/10/14

GG7R357j Dustin Delano Date

MAINTENANCE RECORD

MAINTENANCE RECORD

TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZ CERTI &
HOURS	10ths		

LOGBOOK ENTRY FORM
QUALITY AVIONICS
9619 WRIGHT DRIVE
MIDLAND, TEXAS 79711
FAA REPAIR STATION QA9R719J

10/29/2014 CESSNA 182S S/N 18280374 N374TC TACH: 2389 HRS
REMOVED DEFECTIVE TCI SSD-120 BLIND ENCODER S/N S19177 AND INSTALLED NEW SSD120-30N S/N N21224. TESTED KING KT-76C TRANSPONDER FOR PROPER OPERATION IN ACCORDANCE WITH FAR 91.413 PART 43 APPENDIX F. TESTED ALTIMETER/ENCODER FOR ACCURACY CORRELATION IN ACCORDANCE WITH FAR 91.217b. TESTED STATIC SYSTEM FOR LEAKS IN ACCORDANCE WITH FAR 91.411. REFERENCE QUALITY AVIONICS WORK ORDER# 8995 DATED 10/29/2014 FOR DETAILS. SIGNED Donald Haefner
QUALITY AVIONICS FAA REPAIR STATION QA9R719J----------

Test Altitude	Scale Error	Friction Error	Encoder
-1000	0		-1.5
0	0		.0
500	0		.5
1000	0	0	1.2
1500	-10		1.5
2000	-12	0	2.2
3000	-10	0	3.2
4000	0		4.2
5000	0		5.2
6000	0		6.2
8000	+10		8.2
10000	0	0	10.2
12000	0		12.2
14000	0		14.2
15000	0	0	15.2
16000	0		16.2
18000	+12		18.2
20000	+23	0	21.
22000			
25000			
30000			
35000			
40000			
45000			
50000			

Leak Acft/Case 62018ec.

Hysteresis

% Altitude Tested	Altitude Tested	Amount Hysteresis
50%	10k	0
40%	8k	0

After Effect 0 Check Pitot Heat ☐

Baro. Scale Error (± 25 ft.)

28.10	-1727	✓
28.50	-1340	✓
29.00	-863	✓
29.50	-392	✓
29.92	0	✓
30.50	+531	✓
30.90	+893	✓
30.99	+974	✓

Aircraft # N374TC

Date Tested: 10/28/16

Technician:

Inspector:

Tested in compliance with Appendix E, Part 43, F.A.R 91.411
Tested to: 20k ft. W.O. #:

Precision Static Testing FAA CRS# QJAR856X

PILOT / FIRST OFFICER / STAND-BY

Form 1A A02 / 08 Jan 2007

esting Livermore, CA
epair Station #QJAR856X
-5904 FAX (925) 449-6081

) and static system(s) tests required
nsponder tests, including data
§ 91.413, have been performed
4 CFR Part 43, Appendix E and F.
Time: 2767.7
N 374TC
Date 10/28/16

AUTHORIZED SIG

MAINTENANCE RECORD

TOTAL TIME IN SERVICE HOURS / 10ths	DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED CERTIFI &

Aircraft: CESSNA Model: 182S S/N: 18280374 N# 374TC

1. Installed Bendix/King KSN-770 GPS/NAV/COM System in accordance with STCSA11174SC install manual 006-10716-0000 re

MAINTENANCE RECORD

TOTAL TIME IN SERVICE HOURS	10ths	DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE CERTIFICATE TYPE & NUMBER

Aircraft: CESSNA Model: 182S S/N: 18280374 N# 374TC

1. Installed Bendix/King KSN-770 GPS/NAV/COM System in accordance with STCSA11174SC install manual 006-10716-0000 rev7.
2. The KNS-770 is installed as # 1 system.
3. The KSN-770 IS interfaced to the ASPEN PFD for navigation using GAMA 429 for GPS,ARINC 429 VOR/LOC information.
4. The KSN-770 is interfaced to the ASPEN ADC for baro corrected for altitude information.
5. The KSN-770 is interfaced to the A/C existing audio panel for audio .
6. The KSN-770 is circuit protected by the Klixon 7277-2-7.5 Amp circuit breaker labeled " GPS #1 , 7277-2-10 amp com # 1.
7. The KSN-770 is interfaced to the existing Com/Nav antennas.
8. The Airplane Flight Manual Supplement , (required to be attached to, or remain with , the Approved Flight Manual) P/N 900-00024-001 Rev H dated Nov-10 -2014 (or later FAA approved revision) is required for this installation.
9. The configuration and check-out log sheet has been completed and is to maintained with the aircraft permanent records.
10. By design, the KSN-770 does not require periodic , preventive. Maintenance of KSN-770 is REQUIRED ONLY ON CONDITON OF FAILURE.
11. The locations of the units were determined to meet the field-of-view requirements without the need of external annuciation.
12. The installation of the GPS does not interfere with the operation of any other equipment installed in the Aircraft in accordance with AC 20-138A Paragraph 22a(3) and AC 20-138A Paragraph 17c(1).
13. The KSN-770 used as the Navigation source annuciator , is installed in the center radio stack , inicating the current navigation source provided to the CDI/HSI indicatorin accordance with AC 20-138A Paragraph 18c.
14. All displays, controls, and annuciators are readable under all normal cockpit conditions and expected ambient light conditions. Night lighting is consistent with other cockpit lighting. System controls and displays have been designed to maximize operational suitability and ease of use in accordance with AC 20-138A Paragraph 22c (1).
15. Operation of the GPS equipment will not adversely affect the performance of other equipment. Operation of the GPS will not interfer with the operation on any other equipment installed in the aircraft in accordance with AC 20-138A Paragraph 17c(1).
16. Location of the GPS diisplayl used as a primary flight instument in the guidance and control of the aircraft, for manuver antcipation, or for failure/status/integrity annuciation , are located where it is visable to the pilot with the least practicable deviation from the pilot's normal position and line s vision in accordance with AC 20-138A 18d.

MAINTENANCE RECORD

TE	TOTAL TIME IN SERVICE HOURS	10ths	DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED S CERTIFICA & NUM

17. An input of pressure and/or barometric altitude has been provided to the GPS equipment in accordance with AC 20-138A Paragraph 18(2).
18. The GPS installed performance ground tests for installation switching and transfer functions and interference from VHF radios has been satisfactortily completed in accordance with AC 20-138A Paragraph 22a(1) and AC 20- 138A Paragraph 22a(3).
19. Electrical load can be safely controlled or managed within rated limits of the aircraft electical power supply system per AC 43. 13-1B, Paragraph 11-36 (b) and(c).
20. Eledtrical components added are circuit protected in accordance with AC43. 13-1B, Paragraphs 11 47, 11 48, 11 49, and 11 50.
21. Wiring used meets all requirements of AC43.13-1B, Paragraph 11-77(d), and Paragraph 11 66, subparagraphs (b) and (c) and has been installed in accordance with AC 43. 13-1B, Paragraph 11-96, subparagraphs a, c, d f , q, andee.
22. Aircraft Weight and Balance was updated and installed in Weight Blance log.
23. Aircraft Equipment List updated as pr AC 43.13-B Paragraph 10-9.
24. Logbook entries complied with.

This Installation has been inspected and tested in accordance with manufacturers specs and applicable FAR's, and been found airworthy with respect to the work performed and is APPROVED FOR RETURN TO SERVICE.
J and R Electronics F.A.A. #XB3R965L
Signed: _____ Date: 11-8-16

MAINTENANCE RECORD

Aircraft: CESSNA Model: 182S S/N: 18280374 N#:N374TC

MAINTENANCE RECORD

Aircraft: CESSNA Model: 182S S/N: 18280374 N#:N374TC

1. Removed Bendix/King KT-76C transponder.

2. Installed Bendix/King KT-74 transponder using installation manual Bendix/King D201308000037 Rev 0 with reference to STC SA 00765DE. The Bendix/King KT-74 is circuit protected by the existing 5 AMP circuit breaker labeled "XPNDR" located in the aircraft's radio circuit breaker location. Used existing transponder antenna. The altitude information is provided by existing Aspen using RS-232. For continuing airworthiness inspect in accordance with the attached Bendix/King KT-74 Transponder ICA Checklist.

3. The KT-74 is interfaced to the audio panel for TIS function through an unswitched audio input. The KT-74 is interfaced to the KNS-770 #1 using RS-232 information for TIS display and control Peregrine Airspeed switch P/N PA111114-820-1installed as per STC.

4. Airplane Flight Manual Supplement, Document Number E-BK-13-0009 Rev B dated 02-02-2015 (or later revision) will be located in the supplemental section of the aircraft flight manual, is required for this installation.

5. Transponder tested by Precision Instruments CRS QJAR856X and complies with appendix F of part 43 in accordance with FAR 91.413. Static systems tested by Precision Instruments CRS QJAR856X and complies with paragraph (a) of appendices E of part 43 in accordance with FAR 91.411. Automatic Pressure altitude reporting equipment and ATC Transponder system integration was tested by Precision Instruments CRS QJAR856X and complies with paragraph (c) of appendix E per part 43 in accordance with FAR 91.411.

6. Electrical load can be safely controlled or managed within rated limits of the aircraft's electrical power-supply system per AC 43.13-1B, Paragraph 11-36 (b) and (c).

7. Electrical Components added are circuit protected in accordance with AC 43.13-1B, Paragraphs 11-47, 11-48, 11-49 and 11-50.

8. Wiring used meets all requirements of AC 43.13-1B, Paragraph 11-77(d), and Paragraph 11-66, subparagraphs (b) and (c) and has been installed in accordance with AC 43.13-1B, Paragraph 11-96, subparagraphs a, c, d, f, q, and ee.

9. Aircraft Weight and Balance re-computed in accordance with AC43.13-1B Paragraph 10-16.

10. Aircraft Equipment List updated as per AC43.13-1B Paragraph 10-19.

11. Logbook entries complied with.

----------END----------

This Installation has been inspected and tested in accordance with manufacturers specs and applicable FAR's, and been found airworthy with respect to the work performed and is APPROVED FOR RETURN TO SERVICE

J and R Electronics F.A.A. #XB3R965L

Signed: [signature] Date: 11-8-16

Test Altitude	Scale Error	Friction Error	Encoder
-1000	-10		0
0	-10		0
500	-10		0
1000	-10	—	0
1500	-10		0
2000	-10	—	0
3000	-10	—	0
4000	-10		0
5000	-10		0
6000	-10		0
8000	-10		0
10000	-10	—	0
12000	-10		0
14000	-10		0
15000	-10	—	0
16000	-10		0
18000	-10		0
20000	-10	—	0
22000			
25000			
30000			
35000			
40000			
45000			
50000			

Leak Acft/Case

Hysteresis

% Altitude Tested	Altitude Tested	Amount Hysteresis
50 %	10000	0
40 %	8000	0

After Effect _____ (+/- 30 ft)

Check Pitot Heat _____

Baro. Scale Error (+/- 25 ft)

28.10	-1727	—
28.50	-1340	-10
29.00	-863	-10
29.50	-392	-10
29.92	-0	-10
30.50	+531	-10
30.90	+893	-10
30.99	+974	-10

Aircraft #: N374TC

Date Tested: 10-15-18

Technician:

Inspector:

Tested in compliance with Appendix E, Part 43, F.A.R. 91.411

Tested to: 20000 ft W.O. # 18368

J and R Electronics FAA 464-90 / XB3R965L

☑ PILOT / ☐ FIRST OFFICER / ☐ STANDBY

ANCE RECORD

THE WORK PERFORMED	AUTHO CE
TRANSPONDER(S) HAVE BEEN TESTED AND INSPECTED AND FOUND TO COMPLY WITH APPENDIX F OF PART 45 I.A.W. FAR 91.413 DATE 10-15-18 W.O.# 18368 SIGNED _____ J & R ELECTRONICS. FAA CRS #XB3R965L 333 West Jack London Blvd #141 Livermore, CA 94551	

MAINTENANCE RECORD

TOTAL TIME IN SERVICE