

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

1 NATIONALITY AND REGISTRATION MARKS N115NX	2 MANUFACTURER AND MODEL PIPER AIRCRAFT, INC. PA-46-600TP	3 AIRCRAFT SERIAL NUMBER 4698115	4 CATEGORY NORMAL
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5 AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to 49 U.S.C. § 44704 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 FAA, 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 applicable.

DATE OF ISSUANCE DEC 11 2019	FAA REPRESENTATIVE 	DESIGNATION NUMBER 746375679
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Any alteration, misuse, or reproduction for a fraudulent purpose of this certificate may be punishable by certificate revocation, fine, or imprisonment or both.
THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (11-2016) Previous edition may be used

AIRCRAFT LOG

PIPER AIRCRAFT, INC.

General Offices at
Vero Beach, Florida
U.S.A.

N 115NX

Aircraft
Registration number

Part No. 230715

AIRCRAFT DESCRIPTION

Registration No. N 115NX

Model: PA-46-600TP

Popular Name: M600

Serial No.: 4698115

Type Certificate No.: A2550

Colors: 765385 828168 & 815826
MATTERHORN WHITE / RED & BLACK

Engine Manufacturer: PRATT & WHITNEY

Serial Numbers: Single PCE-RM0871

Original Engine Model: PT6A-42A

Left _____

Right _____

Propeller Manufacturer: HARTZELL

Hub or Serial Number: Single SF210

Original Propeller Model: 5D3-N338A1

Left _____

Right _____

Blade Numbers

Left

C3178

C3179

C3212

C3177

C3211

Right

2020 MODEL

COMPLIANCE WITH FAA AIRWORTHINESS DIRECTIVES

A. D. No. and Date	Method of Compliance (See Log for Details)	Time on Aircraft	Date of Compliance	Signature and Certificate No.
All applicable Federal Aviation Administration Airworthiness Directives, through Bi-Weekly <u>2019-25</u>, have been complied with at the time of manufacture. Signed:  PIPER AIRCRAFT, INC.		5.4	DEC 11 2019	

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
DEC 11 2019	Brought Forward →	5.4		The Altimeter and Static System Test required by FAR 91.411 have been performed. The altimeter(s) have been tested: On (Pri) <u>10/4/19</u> at <u>55,000 ft</u> (Sec) <u>10/4/19</u> at <u>55,000 ft</u> The ELT is installed per FAR 91.207. Battery Replacement date: <u>OCT 2025</u> The ATC Transponder Tests and Inspections required by FAR 91.413 were performed this date and found to comply with FAR 43. Appendix F. 1. Make <u>Garmin</u> Model <u>GTX335R</u> S/N <u>3EF022520</u> 2. Make <u>Garmin</u> Model <u>GTX345R</u> S/N <u>3EH026146</u> Details of this inspections are on File at this facility under: AFT S/N <u>4698115</u> Date <u>10/29/19</u> The Automatic Pressure Altitude Reporting Equipment Test required by FAR Part 91.217 have been performed this date: <u>10/29/19</u> The standby altimeter and static system test required by FAR Part 91.411 have been performed. The standby altimeter has been tested to <u>40,000 ft</u> on <u>6/25/19</u> I find that the aircraft meets the requirements for the certification requested and have issued a Standard Airworthiness Certificate. Signature: [REDACTED] te: <u>DEC 11 2019</u> M. D. GERMANO
Total To Carry Forward		5.4		

Airframe

Model: **N115NX**
PA-46-600TP
S/N: 4698115
Date: 20 February 2020



Hobbs Time: 9.5
Total Time: 9.5
Landings:
Work Order: S-19-00428
S-20-00041 S-19-00431

Checked main gear alignment and added one shim washer P/N NAS1149FO432P to the right MLG torque link per Piper PA-46-600TP AMM 767-617 ch 32-10-00.
Serviced MLG and NLG tires per Piper PA-46-600TP AMM 767-617 ch 12-10-00.
Checked NLG free play per engineering request.
Checked NLG rake per Piper PA-46-600TP AMM 767-617 ch 32-20-00.
Checked autobrake actuator rigging per Piper PA-46-600TP AMM 767-617 ch 32-40-00. No faults noted.
Removed steering horn assembly P/N 85154-012 and installed new assembly P/N 85154-012 per Piper PA-46-600TP AMM 767-617 ch 32-20-00.
Installed 1 new o-ring P/N MS28775-233 and 2 new o-rings P/N MS29512-04 on airframe fuel filter bowl per Piper PA-46-600TP AM 767-617 ch 12-10-00.
Removed stall vane assembly P/N C-5507-2 S/N 180080-01 and installed modified vane P/N C-55007-2 S/N 176648-05 per Piper PA-46-600TP AMM 767-617 ch 27-30-00. Unit modified by Safe Fling Instrument Corp. FAA CRS QA1R419K on W/O 51183.
Accomplished all required operational and functional checks with satisfactory results.

The Aircraft identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.

Signed _____ Olathe KS 66062 (913) 782-0530 FAA Repair Station #AMYR171C

Airframe

Model: **N115NX**
PA-46-600TP
S/N: 4698115
Date: 21 February 2020



Hobbs Time: 10.2
Total Time: 10.2
Landings:
Work Order: S-19-00428
S-20-00041 S-19-00431

Adjusted stall warning computer and performed satisfactory test flight per Piper PA-46-600TP AMM 27-30-00.
Accomplished all required operational and functional checks with satisfactory results.

The Aircraft identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details are on file under the above work order.

Signed _____ Olathe KS 66062 (913) 782-0530 FAA Repair Station #AMYR171C



LEADING THE BUSINESS OF AVIATION

Cutter Aviation Phoenix
2802 E Old Tower Road
Phoenix, Arizona 85034
FAA Repair Station No, EKGR571D

Phone: 602-273-1237
Fax: 602-267-7806

Registration	N115NX	Airframe Log Book Entry	Work Order	02M-12024
Model	PA-46-600TP		Tach	N/A
Serial No	4698115		Hour meter	31.30
Aircraft TT	31.30		Landings	

- 1.3 Removed parking brake valve, P/N 592-752 and installed new parking brake valve P/N 592-792. Removed L/H and R/H MLG wheels. Removed R/H brake disk and installed new P/N 164-21000. Removed L/H brake disk and installed new P/N 164-21000. Removed L/H brake assembly P/N 599-625 S/N 1127 and installed new brake assembly P/N 599-622 S/N 1168. Removed R/H brake assembly P/N 599-622 S/N 1119. Installed new brake assembly P/N 599625 S/N 1163. Installed L/H and R/H MLG wheels. Bled L/H and R/H MLG brakes. Work performed referencing Piper PA-46-600TP AMM, section 32-40-00. Removed old steering horn P/N 4436M00908122 and replaced with new steering horn P/N 46N32A009-001 referencing Piper PA-46-600TP AMM, section 32-20-00. Adjusted steering arm adjusted to .030" on each roller referencing Piper PA-46-600TP AMM, section 32-20-00.
- 1.4 Oxygen system leaks. Found leak on fitting for capillary line. Cleaned and tightened fitting. Serviced oxygen with 1750 psi of oxygen. Found all oxygen had leaked out of bottle in 12 hours. Upon further investigation, found oxygen to be leaking out through mask even with valve fully in the "OFF" position. Removed oxygen bottle and regulator assembly P/N 53655 S/N ST342695 and routed to parts to be sent out. Due schedule and parts availability customer has elected to reinstall original O2 bottle and regulator and repair at a later date. Service O2 bottle.
- 1.5 left Nav light is inop. Troubleshoot and found loose ground in L/H wing on rib at W.S. 252.00 for wire numbers L11AA22N GS40-A and L11AA22N GS40-B. Upon further investigation, the ground stud is loose and needs to be replaced. Removed L/H wingtip, Removed the existing ground stud and installed a new ground attachment, Reinstalled the L/H wingtip, operational check is good Reference Piper PA-46-600TP, M600 M.M. chapter 20-00-00 pg.10 Wing tip painted by PDR services. Inspected paint, no discrepancies noted. Re-installed removed panel.
- 1.6 autopilot issue inadvertently capture of a localizer back course (LOC BC) signal. Found known issue with M600 G3000 software 2975.14 as noted in Piper VSP-270. Complied with Piper Autofeatures Completion Kit 88670 dated April 2020. Updated software to 2975.16, performed configuration and functional checks IAW Piper SL 1281 dated June 2020 and Piper Service Software EAL Enable Kit 88680 dated May 2020. No discrepancies noted.
- 1.7 Removed nose wheel and tire. Disassembled nose wheel and removed tire P/N 505C01-2 S/N: 81782207 and installed new tire P/N: 505C01-2 S/N: 92832377. Reinstalled wheel and tire on aircraft. Work performed referencing Piper PA-46-600TP AMM, section 32-40-00.

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service with respect to the work performed. Pertinent details are on file at this repair station.

Signature

Kevin Reedy

Date

6/26/2020

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			



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Cutter Aviation Phoenix
 2802 E Old Tower Road
 Phoenix, Arizona 85034
 FAA Repair Station No, EKGR571D

Phone: 602-273-1237
 Fax: 602-267-7806

Registration	N115NX	Airframe Log Book Entry	Work Order	02M-12042
Model	PA-46-600TP		Tach	N/A
Serial No	4698115		Hour meter	41.20
Aircraft TT			Landings	

1.3 Removed O2 bottle and regulator assembly P/N 558-009, S/N C19070182 and installed new O2 bottle and regulator assembly P/N 558-009, S/N C20060407. Serviced to 1800 psi. Operational and leak check good. Reference Piper PA-46-600TP AMM 35-10-00.

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service with respect to the work performed. Pertinent details are on file at this repair station.

Signature

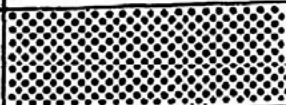
[Redacted Signature]

Richard McNeil

Date

7/1/2020

Total To Carry Forward



Registration No. _____

and Remarks

Signature

Certificate No.



Leading the Business of Aviation

2802 Old Tower Road
Phoenix Arizona 85034
FAA Repair Station No. EKGR571D

602-267-4070 Phone
602-267-4030 FAX

Model	PA-46-600TP	Aircraft Maintenance Record	Work Order No.	02M-12075
Serial No.	4698115		Hour Meter	56.8
Registration	N115NX		Aircraft Total Time	56.8
Page	1 of 1		Landings	N/A

- Complied with Piper Aircraft, Inc. Warrantable first 50-hour inspection. Referencing Piper PA-46-600TP M600 P/N 765-044 50-hour inspection form from Piper.
- Complied with 50 hour inspection items. Propeller Heater Inspection per 30-60-00. Check Oleo Struts for proper extension and evidence of fluid leakage. Reference 12-10-00. Performed 50 hour Wheel Bearing Lubrication.
- Complied with 30 day inspection item. Check portable fire extinguisher condition and charge. Check to see that the extinguisher is undamaged; that the nozzle is unobstructed; that the gauge pressure is in the operable (green) range; that the lock pin and tamper seal are in place, and that the operating instructions are clearly visible.
- Complied with 90 day inspection items. Check fluid in hydraulic pump reservoir. Check brake reservoir for proper fluid level, leaks, condition, and security. Operationally test ELT per the Test procedure in 25-60-00 for the installed ELT. Visually check oxygen cylinder installation for leakage, corrosion, bulges, gouges, distortion, and security of mounting.
- Serviced Hydraulic Reservoir as required Reference Piper PA-46-600TP M.M. chapter 12-10-00
- Performed rigging procedures for proper elevator cable tensions referencing Piper PA-46-600TP AMM, section 27-30-00.
- Set rudder bridle cable tension to within tolerances referencing Piper PA-46-600TP AMM, section 22-10-00.
- Removed cabin carpet. Removed cabin center floorboards. Removed cockpit center carpet and floor boards. Gained access to elevator trim cable turnbuckles. Tensioned elevator cable tensions referencing Piper PA-46-600TP AMM, section 27-30-00. Reinstalled all floor boards and carpet.
- 4 exceedances were noted during the Engine Group inspection. - 1. Feb 20, 2020 - Oil pressure at 135.8 psi. for 6 secs. 2. Oct 30, 2019 - Torque - 1770 lb-ft for 4 secs. 3. Oct 30, 2019 - Torque - 1725 lb-ft for 1 sec. 4. Oct 31, 2019 - Torque - 1803 lb-ft for 2 secs. All within tolerance per P&WC EMM P/N 3021442 71-00-00.

The aircraft and/or component identified above was repaired and inspected in accordance with current federal aviation regulations and is approved for return to service with respect to the work performed. Pertinent details are on file at this repair station.

Signed: _____

Kevin Reedy

Date: July 27, 2020

FAA Repair Station No. EKGR571D