

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR24FA083

MAINTENANCE

Specialist's Factual Report

March 25, 2025

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A ACCIDENT

Location: Westwater, Utah
Date: February 7, 2024
Time: 10:48 Local
1648 Universal Time Coordinated
Airplane: Hawker Beechcraft Corp, 900XP, Clay Lacy Aviation, Inc. N900VA
(S/N: HA-0020)

B MAINTENANCE SPECIALIST

Specialist Nils Johnson
National Transportation Safety Board
Washington DC

Specialist Wesley Shartle
Federal Aviation Administration
Allentown, PA

C SUMMARY

On February 7, 2024, about 1048 mountain standard time, a Hawker 900XP, N900VA, was destroyed when it was involved in an accident near Westwater, Utah. The captain and co-pilot were fatally injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 positioning flight.

D DETAILS OF THE INVESTIGATION/FACTUAL INFORMATION

1.0 Air Carrier Certificate

On January 16, 2008, The Federal Aviation Administration (FAA), Western Pacific Region, issued Clay Lacy Aviation, Inc. of 7435 Valjean Avenue, Van Nuys, California 91406, Certificate Number BKEA492C. See Attachment 1. Additionally, Clay Lacy Aviation Inc has three separate 145 Repair Station Certificates. Clay Lacy Aviation of 7435 Valjean Avenue, Van Nuys, California 91046, Certificate Number BKER301L, Clay Lacy Aviation of 361 Paularino Avenue, Costa Mesa, California 92626, Certificate Number 4XGR883C and Clay Lacy Aviation of 9 Juliano Drive, Oxford, Connecticut 06478, Certificate Number 81CR397D.

2.0 Operations Specifications (OpSpecs)¹

Clay Lacy Aviation, Inc. was authorized to conduct operations under 14 CFR Part 135 of the Federal Aviation Regulations, which included the standards, terms, conditions, and limitations contained in the FAA approved Operations Specifications (Parts D and E). See Attachment 2.

1. Per Section D072 of the OpSpecs, Clay Lacy Aviation, Inc. (CLA) was authorized to use a Continuous Airworthiness Maintenance Program (CAMP) to maintain the Hawker 900XP Aircraft using General Maintenance Manual (GMM) and CLA-MIP-5 Maintenance Inspection Program as revised.
2. Per Section D085 of the OpSpecs, Clay Lacy Aviation, Inc. had 62 total aircraft (including N900VA) in its fleet as of the date of the accident.
3. Per Section D089, Clay Lacy Aviation, Inc. document CLA-MIP-5 for the 900XP aircraft was approved at Revision 33 dated 11/27/2023.
4. Per Section D092, N900VA was approved for Reduced Vertical Separation Minima airspace.
5. Per Section D095, the Clay Lacy Aviation, Inc. Hawker 900XP fleet had an approved Minimum Equipment List (MEL) in place.
6. Per Section E096, the Clay Lacy Aviation, Inc. Hawker 900XP fleet had an approved Basic Empty Weight (BEW) reweight interval of 36 calendar months.

3.0 Type Certificate Data Sheet (TCDS)

The TCDS prescribed conditions and limitations under which the product for which the Type Certificate (TC) was issued meets the airworthiness requirements of the Federal Aviation Regulations. According to the document, Textron Aviation Inc.

¹ Operations Specifications contains the authorization, limitations and certain procedures under which each kind of operation, if applicable, is to be conducted by the certificate holder required by 14CFR § 119.43.

was the holder of the TC for the airplane (A3EU) and Honeywell International Inc. was the holder of the TC for the engines (E1NM).

4.0 Aircraft Information

The Hawker Beechcraft Corporation manufactured and issued the Certificate of Airworthiness on October 4, 2007. The airplane was owned and operated by several different companies before it was purchased by Vici Aviation LLC on July 17, 2013. Vici Aviation LLC registered the airplane with the FAA on July 17, 2013, and it was added to the Clay Lacy Aviation's Operation Specifications on October 24, 2013 under a management agreement. According to records, the airplane had accumulated 4,704.3 total hours with 2,122 total cycles prior to the accident.

The airplane was equipped with two Honeywell TFE731-50R Turbojet Engines and a Honeywell GTPC36-150WAuxiliary Power Unit (APU). The Engines and APU had accumulated the following times at the time of the accident:

Table 1 - Engine and APU Information

	No.1 Engine	No.2 Engine	APU
Manufacturer	Honeywell	Honeywell	Honeywell
Part Number	3060090-1	3060090-1	3800304-1
Manufacture Date	8/15/2007	8/15/2007	10/4/2007
Date Installed	1/9/2017	2/4/2022	10/11/2016
Serial Number	P122144	P122145	P-999
Location of Engine / APU Installation	LAX	PDX	VNY
Total Engine/APU Time	4,686.2	4,537	2638.0
Total Engine/APU Cycles	2,116	2,017	N/A
Total Time of Airframe during Engine/APU installation	2,984.6	4,227.8	2,934.5
Total Cycles of Airframe during Engine/APU installation	1,273	1,915	1,249
Engine/APU Time Since Engine Shop Visit	1,719.8	476.5	2638.0
Engine/APU Cycles Since Engine Shop Visit	850	207	Unknown

5.0 Continuous Aircraft Maintenance Program (CAMP)

According to the Clay Lacy Aviation GMM, the inspection program described in the manual was developed in accordance with the requirements of 14CFR 91.409(e)(f)(1), 14 CFR part 23 and 14 CFR part 25 inspections, test, checks, and life limited parts replacement. The inspection program was based on recommendations provided by the manufacturers of the aircraft and its related components. Where applicable, the appropriate sections of the Code of Federal Regulations (CFR) and the Federal Aviation Regulation (FAR) was also followed as they pertained to inspection and maintenance actions required for continued airworthiness.

The Clay Lacy Aviation CLA-MIP-5 Maintenance Inspection Program Revision 33 dated 11/27/2023 was effective for the aircraft at the time of the accident.

The maintenance program consisted of the following:

1. Post Flight Inspection: All aircraft which were being operated under Clay Lacy Aviation 14CFR Part 135 Operation Specification and the GMM should have a maintenance Post flight inspection accomplished as follows:
 - a. At minimum should be accomplished once a week.
 - b. If an aircraft had been in service for a consecutive period of 15 or more days, Maintenance Control or Aircraft Maintenance Technician would schedule a Post Flight Inspection to be accomplished while the aircraft was on the road.
 - c. If an aircraft had been in scheduled service for a consecutive period less than 15 days, the inspection would be accomplished at the aircraft's home base at the end of its trip.
 - d. If an aircraft had not flown within that week or was undergoing a scheduled maintenance event, it was not required to perform an inspection for that week. The Post/Preflight inspection would be required before the next departure or prior to the Return to Service (RTS) of the maintenance event.
 - e. The Post/Preflight inspection did not preclude a Post/Preflight from being accomplished on a more regular basis as needed or when requested by the Flight Crew, Maintenance and/or Controllers.
 - f. The Post/Preflight inspection noted above did not take the place of the pilots required Preflight inspection before every flight.

2. Clay Lacy Aviation had an Annual Avionics Inspection applicable to the Hawker 900XP and included test and checks recommended by the aircraft and equipment manufacturers.
3. All Maintenance Program tasks, Airworthiness Directives, Service Bulletins and Company Maintenance Requirements were tracked in an electronic tracking system called CAMP Systems, not to be confused with CAMP (Continuous Airworthiness Maintenance Program) required by OpSpec D072 for 10 seat or greater aircraft operating under 14CFR 135.

Checks B-G required inspections to ensure continued airworthiness of the aircraft.

Table 2 - Airframe Check Interval

CHECK	INTERVAL
B	800 Flight Hours
C	1,600 Flight Hours
D	3,200 Flight Hours
E	12 Months
F	24 Months
G	48 Months

4. The Engine Maintenance Program was based upon Honeywell TFE731-50R LMM 72-00-00 page 8010 and 8011 which had 5 inspection packages as well as and Major Periodic Inspection (MPI) and Compressor Zone Inspection (CZI). Additionally, many engine parts were life limited and being individually tracked in the electronic tracking system.

Table 3 - Engine Inspection Intervals

CHECK	INTERVAL
Package 1	150 Flight Hours
Package 2	600 Flight Hours
Package 3	800 Flight Hours
Package 4	1,200 Flight Hours
Package 5	1,600 Flight Hours
Major Periodic Inspection (MPI)	3,000 Flight Hours
Compressor Zone Inspection (CZI)	6,000 Flight Hours

5. Out of Phase and Instructions for Continued Airworthiness (ICAs) tasks include the following:
 - a. Company developed tasks
 - b. Supplemental Type Certificates (STCs)
 - c. Airworthiness Directives (ADs)
 - d. Manufacturer Service Bulletins (SBs)
 - e. Customer Bulletins (CBs) which include
 - i. Operational, Functional, General Visual Inspections,
 - ii. Detailed Inspections,
 - iii. Non-Destructive Testing Inspections (NDT),
 - iv. Restorations or other methods required by an ICA.

The following is a listing of the previous major inspections accomplished on airplane N900VA.

Table 4 - Maintenance Checks

CHECK	DATE	LOCATION	TOTAL TIME	TOTAL CYCLES
B	2/2/2024	GJT	4,704.3	2,122
C	2/7/2022	PDX	4,227.8	1,915
D	2/13/2018	VNY	3,268.8	1,408
E	2/2/2024	GJT	4,704.3	2,122
F	2/2/2024	GJT	4,704.3	2,122
G	2/2/2024	GJT	4,704.3	2,122

6.0 General Maintenance Manual²

According to FAR 135.21 (a), each certificate holder, other than one who uses only one pilot in the certificate holder's operations, shall prepare and keep current a manual setting forth the certificate holder's procedures and policies acceptable to the Administrator. This manual must be used by the certificate holder's flight, ground, and maintenance personnel in conducting its operations. However, the Administrator may authorize a deviation from this paragraph if the Administrator finds that, because

² The General Maintenance Manual (or equivalent) contained all the requirements (at a minimum) set forth in 14CFR § 135.427.

of the limited size of the operation, all or part of the manual is not necessary for guidance of flight, ground, or maintenance personnel.

Clay Lacy Aviation provided General Maintenance Manual dated January 13, 2023, Revision 11 which was current at the time of the accident. The Director of Maintenance (DOM) was responsible for the quality and procedures related to the GMM. The DOM had the authority and responsibility to establish and modify the policies, procedures, instructions, and information associated with the GMM.

Contrary to FAA guidance described in Order 8900.1, Volume 20, Chapter 6, Section 1, Paragraph 20-6-1-11-A4, the Clay Lacy Aviation, Inc. General Maintenance Manual did not include or identify specific items of inspection for each aircraft make and model it operates. Additionally, the list of required inspections should not be broad or overly inclusive and furthermore, it is inappropriate to designate entire systems or tasks as RII.

7.0 Minimum Equipment List (MEL)³

Clay Lacy Aviation, Inc was authorized to use an approved MEL on its Hawker 900XP aircraft per its OpSpecs. The OpSpecs D095 with an effective date of June 6, 2023, allowed Clay Lacy Aviation to use a continuing authorization - single extension to approve a one-time extension to the repair interval for repair category B and C items. The responsible Certificate Holding District Office was to be notified within 24 hours of the extension approval. If an additional extension was required after the continuing authorization-single extension privilege had been exercised, it had to be approved by the FAA principal inspectors (PIs) prior to the expiration of the current extension time period. The certificate holder was not authorized to approve a single, one-time extension to the repair interval for repair category A and D items. The Certificate Holding District Office had the authority to deny the use of the continuing authorization-single extension privilege if abuse was evident.

Clay Lacy Aviation provided a screenshot showing that there were no open deferrals at the time of the accident.

8.0 Supplemental Type Certificate (STC)⁴

Supplemental Type Certificates (STCs) supplied by air carrier, were reviewed. A total of 14 STCs were found in the maintenance records.

³ The FAA approved Minimum Equipment List contains a list of equipment and instruments that may be inoperative on a specific aircraft for continue flight beyond the terminal point.

⁴ A Supplemental Type Certificate (STC) is a major change in type design that does not require an application for a new Type Certificate (TC) under 14 CFR § 21.19.

Table 5 - Supplemental Type Certificates

STC No:	Modification Description	Vendor	Date Accomplished
ST02542LA	Installed of PPG Aerospace cockpit windshields	Clay Lacy Aviation	12/16/2016
ST01612WI-D	Removed Aircell ST-3100 & Install ATG 4000 High Speed Data System with Axxess Airborne Smartphone System	Clay Lacy Aviation	11/6/2013
ST1001SC-D	Installation of the Honeywell Solid State Flight Data Recorder w/interface to Collins Proline21	Hawker Beechcraft	12/11/2007
SA7972SW-D	Installation of Global AFIS System	Hawker Beechcraft	11/26/2007
SA8062SW	Installation of therapeutic oxygen system	Hawker Beechcraft	11/26/2007
SA4147NW	Cockpit sun visor installation	Hawker Beechcraft	11/26/2007
ST02893AT	Installation of Boom Beam Taxi/Landing Light System	Hawker Beechcraft	11/26/2007
SA2710SW	Installation of observer's jump seat	Hawker Beechcraft	11/26/2007
SA794SW	Installation of cabin oxygen system	Hawker Beechcraft	11/26/2007
ST09651SC	Installation of a Cabin Interior and Avionics System	Hawker Beechcraft	11/26/2007
ST09262SC	Installation of a third and fourth 750 liter, oxygen bottle in after equipment bay	Hawker Beechcraft	11/26/2007
ST09772SC-D	Installation of a smoke detector system	Hawker Beechcraft	11/26/2007
ST09986SC-D	Installation of an Airshow system	Hawker Beechcraft	11/26/2007
ST10109SC-D	Installation of a cockpit speaker inhibit switch	Hawker Beechcraft	11/26/2007
ST10128SC-D	Installation of Precise Flight Pulselite System activated by (existing) TCAS	Hawker Beechcraft	11/26/2007
ST10187SC-D	Installation of satellite communication system	Hawker Beechcraft	11/26/2007
ST10369SC-D	Installation of an Emergency Lighting system	Hawker Beechcraft	11/26/2007
ST10385SC-D	Installation of Rockwell Collins CMS-1 Cabin Management System	Hawker Beechcraft	11/26/2007

ST10432SC-D	Installation of Mark V EGPWS	Hawker Beechcraft	11/26/2007
ST01342WI-D	Installation of Collins IFIS-5000 and Pro Line 21 radios	Hawker Beechcraft	11/26/2007

9.0 Maintenance Logbooks (120 day look back)

A total of five work orders were generated from August 2023 thru December 2023. Four scheduled work orders were issued and completed by CLA in Van Nuys, CA.

The only unscheduled work was performed on November 1, 2023. "Troubleshoot intermittent warning horn while pressing cabin alt test pushbutton". The defect could not be duplicated by maintenance. During troubleshooting maintenance found the Left Hand (LH) transfer ADC and MFD lights out. Maintenance relamped the ADC and MFD transfer lights. Operational check of the lights were good.

10.0 Service Difficulty Reports (SDR)⁵

According to Clay Lacy and the FAA SDR Database, there was only one SDRs reported for the accident airplane which occurred on October 28, 2016, and stated "DURING CLIMB, PASSING THRU APPROXIMATELY FL 280, RECEIVED A YELLOW CAUTION MESSAGE HYD 2 LOW PRESSURE WARNING. AFTER RUNNING APPROPRIATE CHECK LISTS, DETERMINED TO RETURN TO DEPARTURE. DECLARED THE EMERGENCY. LANDING WAS UNEVENTFUL, ALL SYSTEMS FUNCTIONED AS NECESSARY, SYSTEM PRESSURE NEVER GOT BELOW 3000PSI." It was reported by Clay Lacy to be a false activation after extensive troubleshooting.

11.0 Aircraft Weight and Balance

Per the Clay Lacy Aviation, Inc OpSpec E096, the airplanes were to be weighed every thirty-six (36) calendar months. The last actual weight and balance on the airplane was accomplished on January 5, 2023, in Grand Junction, Colorado by West Star Aviation. See Attachment 3.

⁵ A Service Difficulty Report (SDR) is a report of the occurrence or detection of each failure, malfunctions, or defects as required by 14CFR § 135.415.

The figures for last weight and balance are shown below:

Basic Empty Weight:	16,182.0 pounds
Arm:	1.12 inches
Moment:	18,050 lb-inches

12.0 Major Repairs⁶ and Major Alterations⁷

Clay Lacy Aviation maintenance records show in addition to the Supplemental Type Certificates installed listed in section 8.0. The carpet and carpet pads for both the cabin and cockpit were replaced on December 17, 2017, by Aircraft Interior Solutions in Seattle Washington.

13.0 Hard Time Components

Time Limit Component status for the airplane and the two installed powerplants and the APU were reviewed. Clay Lacy Aviation was tracking all the Hard Time Limited Components from the accident airplane and no discrepancies were noted.

14.0 Continuous Analysis and Surveillance System (CASS)⁸

According to Clay Lacy Aviation General Maintenance Manual, the primary function of CASS was to ensure that the air carrier's CAMP was effective. A working CAMP prevented premature failures while increasing aircraft and parts reliability and overall safety. The objective of the Clay Lacy Aviation Continuing Analysis and Surveillance System (CASS) was to collect data, analyze the data, review the corrective action, provide reports, and adjust maintenance intervals and process changes so the highest degree of safety was achieved.

It was designed to confirm that the Maintenance and Inspection Program was being properly controlled and adhered to. The intent of the CASS was to ensure compliance, regardless of whether the program was carried out by Clay Lacy Aviation or by another party. CASS findings were also used to improve the quality of the Clay Lacy Aviation programs.

⁶ Major Repairs are defined by 14CFR Part 43 Appendix A paragraph (b)

⁷ Major Alterations are defined by 14CFR Part 43 Appendix A paragraph (a)

⁸ As established by 14 CFR § 135.431 Each certification shall establish and maintain a system for the continuing analysis and surveillance of the performance and effectiveness of its inspection program and the programs covering other maintenance, preventive maintenance, and alteration and for the correction of any deficiency in those programs, regardless of whether those programs are carried out by the certificate holder or by another person.

The CASS program was based on principles of system safety and analysis performed through the closed-loop, continuous cycle of surveillance, investigations, analysis, and corrective action. The system was designed to identify deficiencies, initiate collaborative discussions with the appropriate departments, and resolve issues.

CLA's CASS had four primary functional areas for its inspection, maintenance, preventive maintenance, and alterations programs.

1. Monitoring a maintenance program's effectiveness.
2. Monitoring a maintenance program's performance (program execution).
3. Developing and implementing corrective action for maintenance program deficiencies identified during the surveillance, investigation, and analysis process.
4. Follow up to ensure corrective action was effective.

14 CFR 135.431(a) (b) required CASS to accomplish surveillance and analysis of CLA's maintenance program from two perspectives: performance and effectiveness. CLA conducted the first two activities in the CASS (surveillance and analysis) in two different ways. The primary basis for one activity were audits, while the primary basis for the other were operational data collection and analysis. The results of these two types of surveillance and analysis fed into the third and fourth basic CASS activities (corrective action and follow-up).

According to the CLA CASS Manual, Rev 5, page 8, monthly CASS meetings were to be held on the last Tuesday of each month. The CASS board consisted of The Director of Maintenance, Chief Inspector, The Director of Operations, Chief Pilot, Director of Charter, Maintenance Control, Manager of Line Services and Facilities and Client Services Supervisor.

A two-year review of the CASS program was conducted. In 2023, 37 CASS Items were generated documenting discrepancies found by the company. CASS records (CLA Form 571s) show that only one CASS meeting (December 23, 2023) was held during the year. In 2024, 48 CASS items were generated documenting discrepancies found by the company. CASS records show that 6 CASS meetings were held during the year with the most recent on January 8, 2025. On March 28, 2024, Clay Lacy revised the CLA CASS Manual to revision 6 and changed the CASS meeting requirement from monthly to quarterly.

Data sources for the discrepancies come from the following sources:

1. Flight Discrepancy Logs
2. Maintenance Work Orders (Corridor)
3. Hub Spot
4. Repair Vendor teardown reports
5. OEM Service Bulletins

6. Airframe component reliability reports
7. OEM Customer Review Boards
8. NBAA Technical Committees
9. OEM Information Letters

E FEDERAL AVIATION ADMINISTRATION

1.0 Surveillance

All information below was provided by the FAA Principal Maintenance Inspector (PMI) to the NTSB via email.

- 1 The FAA PMI assigned to Clay Lacy reports a good relationship between the Certificate Holder and the FAA.
- 2 The FAA PMI assigned to Clay Lacy reports that no Letter Of Investigation (LOI) were issued in the last 24 months.
- 3 In 2023, the FAA's work plan for Clay Lacy's 135 Certificate covered 13 unique Data Collection Tool (DCT) elements.
- 4 In 2024, the FAA's work plan for Clay Lacy 135 Certificate covered 5 unique DCT elements.
- 5 The last DCT conducted on Clay Lacy's CASS program was 1.1-Safety and Performance Monitoring Airworthiness performed on October 29, 2024 and produced zero findings.

Submitted by:
Nils Johnson
Aviation Accident Investigator - Maintenance

F. LIST OF ATTACHMENTS

Attachment 1: Air Carrier Certificate
Attachment 2: Operational Specifications Sections D & E (as of 12/6/2023)
Attachment 3: BEW Weight and Balance

Attachment 1: Air Carrier Certificate



US Department
of Transportation
Federal Aviation
Administration

Air Carrier Certificate

This certifies that
CLAY LACY AVIATION, INC.
7435 Valjean Avenue
Van Nuys, California 91406

has met the requirements of the Federal Aviation Act of 1958, as amended, and the rules, regulations, and standards prescribed thereunder for the issuance of this certificate and is hereby authorized to operate as an air carrier and conduct common carriage operations in accordance with said Act and the rules, regulations, and standards prescribed thereunder and the terms, conditions, and limitations contained in the approved operations specifications.

This certificate is not transferable and, unless sooner surrendered, suspended, or revoked, shall continue in effect indefinitely.

By Direction of the Administrator

(Signature)

Certificate number: BKEA492C

Effective Date: MARCH 13, 1989

Reissued: January 16, 2008

Issued at: WP-01-FSDO

Manager, Van Nuys FSDO
(Title)

Western-Pacific Region
(Region/Office)

**Attachment 2: Operational Specifications Sections D
& E (as of 12/6/2023)**

**D072 . Aircraft Maintenance - Continuous Airworthiness
Maintenance Program (CAMP) Authorization**

HQ Control: 10/25/2018

HQ Revision: 01c

- a. The certificate holder is authorized to conduct operations under 14 CFR Part 135 of the Federal Aviation Regulations using the aircraft identified in the certificate holder's aircraft listing providing the conditions of this operations specification are met.
- b. Each aircraft listed in Table 1 below is authorized for use and must be maintained in accordance with the continuous airworthiness maintenance program and limitations specified in these operations specifications.
- c. The continuous airworthiness maintenance program must be sufficiently comprehensive in scope and detail to fulfill its responsibility to maintain the aircraft in an airworthy condition in accordance with applicable Federal Aviation Regulations and standards prescribed and approved by the Administrator. The program must be included in the certificate holder's manual.
- d. Each aircraft and its component parts, accessories, and appliances are maintained in an airworthy condition in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, and routine checks of the aircraft and its component parts, accessories, and appliances. Time limits or standards for determining time limits must be contained in these operations specifications or in a document approved by the Administrator and referenced in these operations specifications.
- e. Items identified as "on condition" must be maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance. The procedures and standards for inspections, checks, service, repair, and/or preventive maintenance, checks or tests, must be described in the certificate holder's manual.
- f. Parts or subassemblies of components that do not have specific time intervals must be checked, inspected, and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subassemblies are related or included at the time period indicated for the ATA chapter heading.

Table 1 - Aircraft Authorized CAMP

Aircraft M/M/S	CAMP Document(s)
BD-100-1A10	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
BD-700-1A10	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
BD-700-1A11	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
BD-700-2A12	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
CE-560-560	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
CE-560-560XL	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
CE-750-750	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
CL-604-604	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
DASSAULT-FALCON-2000	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
DASSAULT-FALCON-2000EX EASy	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised

Aircraft M/M/S	CAMP Document(s)
DASSAULT-FALCON-50EX	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
DASSAULT-FALCON-900C	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
DASSAULT-FALCON-900EX	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
DASSAULT-FALCON-900EX EASy	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
EMB-135-BJ	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
EMB-505-505	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
G-VI-G650ER	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
G280	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
GA-150-150	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
GA-IV-IV	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
GA-IV-X	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
GA-V-SP	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
GA-V-V	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
GVII-G500	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
GVII-G600	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
HAWKER-850XP	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
HAWKER-900XP-900XP	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised
PC-24	Clay Lacy Aviation GMM, and Doc. CLA-MIP-5 as revised

1. The Certificate Holder applies for the Operations in this paragraph.
2. These Operations Specifications are approved by direction of the Administrator.



Digitally signed by [REDACTED], Principal Maintenance Inspector (WP01)
[1] SUPPORT INFO: Removed: N990HA, Falcon-7X, S/n 036.
[2] EFFECTIVE DATE: 6/6/2023, [3] AMENDMENT #: 107
DATE: 2023.06.06 17:50:09 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by [REDACTED], Dir. of Maintenance, Part 135
DATE: 2023.06.06 13:31:09 -05:00

D085 . Aircraft Listing

HQ Control: 02/06/1998

HQ Revision: 02a

- a. The certificate holder is authorized to conduct operations under 14 CFR Part 135 using the aircraft identified on this operations specification.

Registration No.	Serial No.	Aircraft M/M/S
N188SF	20195	BD-100-1A10
N253XS	20178	BD-100-1A10
N396BC	20108	BD-100-1A10
N54HA	20076	BD-100-1A10
N702NF	20127	BD-100-1A10
N941SP	20077	BD-100-1A10
N496X	60063	BD-700-1A10
N954SP	9113	BD-700-1A10
N117MS	9386	BD-700-1A11
N375WB	9288	BD-700-1A11
N3MR	9650	BD-700-1A11
N412PB	9717	BD-700-1A11
N7584G	70024	BD-700-2A12
N420KM	750-0234	CE-750-750
N604AV	5437	CL-604-604
N838LJ	5327	CL-604-604
N783FS	09	DASSAULT-FALCON-2000
N20YC	78	DASSAULT-FALCON-2000EX EASy
N552GR	160	DASSAULT-FALCON-2000EX EASy
N833JB	33	DASSAULT-FALCON-2000EX EASy
N905B	267	DASSAULT-FALCON-2000EX EASy
N909MM	38	DASSAULT-FALCON-2000EX EASy
N280BD	332	DASSAULT-FALCON-50
N48KZ	191	DASSAULT-FALCON-900C
N888ZA	172	DASSAULT-FALCON-900EX EASy
N473KW	14501004	EMB-135-BJ
N900EM	14500976	EMB-135-BJ
N648ME	5050-0425	EMB-505-505
N889MR	2145	G280
N787BN	231	GA-150-150
N1625	1358	GA-IV-IV
N1D	1209	GA-IV-IV
N226RS	1479	GA-IV-IV
N445MD	1366	GA-IV-IV

Operations Specifications

Registration No.	Serial No.	Aircraft M/M/S
N57HJ	1261	GA-IV-IV
N719SA	1155	GA-IV-IV
N905LP	1321	GA-IV-IV
N21112	4282	GA-IV-X
N602GJ	4020	GA-IV-X
N950KT	4187	GA-IV-X
N516PL	6015	GA-VI-VI
N173NY	5149	GA-V-SP
N1759C	5128	GA-V-SP
N35GR	5183	GA-V-SP
N388GC	5336	GA-V-SP
N554DG	5196	GA-V-SP
N808ME	5084	GA-V-SP
N928NJ	5013	GA-V-SP
N1111P	536	GA-V-V
N1222P	606	GA-V-V
N168CE	568	GA-V-V
N113CS	6090	G-VI-G650ER
N298AL	6342	G-VI-G650ER
N406YC	72011	GVII-G500
N520GD	72120	GVII-G500
N756SJ	72021	GVII-G500
N318AG	73056	GVII-G600
N326AZ	73077	GVII-G600
N333MV	258959	HAWKER-850XP
N330GW	HA-0003	HAWKER-900XP-900XP
N900VA	HA-0020	HAWKER-900XP-900XP
N74JX	112	PC-24

1. The Certificate Holder applies for the Operations in this paragraph.
2. These Operations Specifications are approved by direction of the Administrator.



Digitally signed by [REDACTED], Principal Maintenance Inspector (WP01)
[1] SUPPORT INFO: Added: N520GD, Gulfstream, GVII-G5005, S/n 72120
[2] EFFECTIVE DATE: 12/5/2023, [3] AMENDMENT #: 336
DATE: 2023.12.05 15:48:19 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by [REDACTED], Director of Maintenance
DATE: 2023.12.04 10:04:01 -06:00

D089 . Maintenance Time Limitations Section

HQ Control: 08/15/1997

HQ Revision: 010

- a. The certificate holder is authorized to use the Maintenance Time Limitations specified in the manual/document for the aircraft listed in the table below:

Aircraft M/M/S	Manual/Document Name and Number	Manual/Document Date
BD-100-1A10	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
BD-700-1A10	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
BD-700-1A11	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
BD-700-2A12	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
CE-750-750	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
CL-604-604	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
DASSAULT-FALCON-2000	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
DASSAULT-FALCON-2000EX EASy	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
DASSAULT-FALCON-50EX	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
DASSAULT-FALCON-900C	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
DASSAULT-FALCON-900EX	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
DASSAULT-FALCON-900EX EASy	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
EMB-135-BJ	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
EMB-505-505	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
G-VI-G650ER	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
G280	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
GA-150-150	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
GA-IV-IV	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
GA-IV-X	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
GA-V-SP	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
GA-V-V	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
GVII-G500	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
GVII-G600	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
HAWKER-800XP-800XP	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
HAWKER-850XP	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
HAWKER-900XP-900XP	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
PC-24	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
GA-VI-VI	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023
DASSAULT-FALCON-50	Clay Lacy Aviation, Doc. CLA-MIP-5_R33	11/27/2023

- b. Each change to an item must be FAA-approved.

1. The Certificate Holder applies for the Operations in this paragraph.
2. These Operations Specifications are approved by direction of the Administrator.



Digitally signed by [REDACTED], Principal Maintenance Inspector (WP01)
[1] SUPPORT INFO: Added: N520GD, Gulfstream, GVII-G5005, S/n 72120
[2] EFFECTIVE DATE: 12/5/2023, [3] AMENDMENT #: 155
DATE: 2023.12.05 15:48:19 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by [REDACTED], Director of Maintenance
DATE: 2023.11.29 12:35:43 -06:00

**D092 . Airplanes Authorized for Operations in Designated
Reduced Vertical Separation Minimum (RVSM)
Airspace**

HQ Control: 08/17/2016

HQ Revision: 00a

The certificate holder is authorized to use the airplanes listed below for 14 CFR Part 135 operations in designated Reduced Vertical Separation Minimum (RVSM) airspace when the required altitude-keeping equipment is approved in accordance with operations specification B046, is operational, available, and properly maintained.

Table 1 - Airplanes Authorized for Operations in Designated RVSM Airspace

Registration Number	Airplane Make/Model/Series
N1111P	GA-V-V
N113CS	G-VI-G650ER
N117MS	BD-700-1A11
N1222P	GA-V-V
N1625	GA-IV-IV
N168CE	GA-V-V
N173NY	GA-V-SP
N1759C	GA-V-SP
N188SF	BD-100-1A10
N1D	GA-IV-IV
N20YC	DASSAULT-FALCON-2000EX EASy
N21112	GA-IV-X
N226RS	GA-IV-IV
N253XS	BD-100-1A10
N280BD	DASSAULT-FALCON-50
N298AL	G-VI-G650ER
N318AG	GVII-G600
N326AZ	GVII-G600
N330GW	HAWKER-900XP-900XP
N333MV	HAWKER-850XP
N35GR	GA-V-SP
N375WB	BD-700-1A11
N388GC	GA-V-SP
N396BC	BD-100-1A10
N3MR	BD-700-1A11
N406YC	GVII-G500
N412PB	BD-700-1A11
N420KM	CE-750-750
N445MD	GA-IV-IV
N473KW	EMB-135-BJ

Registration Number	Airplane Make/Model/Series
N48KZ	DASSAULT-FALCON-900C
N496X	BD-700-1A10
N516PL	GA-VI-VI
N520GD	GVII-G500
N54HA	BD-100-1A10
N552GR	DASSAULT-FALCON-2000EX EASy
N554DG	GA-V-SP
N57HJ	GA-IV-IV
N602GJ	GA-IV-X
N604AV	CL-604-604
N648ME	EMB-505-505
N702NF	BD-100-1A10
N719SA	GA-IV-IV
N74JX	PC-24
N756SJ	GVII-G500
N7584G	BD-700-2A12
N783FS	DASSAULT-FALCON-2000
N787BN	GA-150-150
N808ME	GA-V-SP
N833JB	DASSAULT-FALCON-2000EX EASy
N838LJ	CL-604-604
N888ZA	DASSAULT-FALCON-900EX EASy
N889MR	G280
N900EM	EMB-135-BJ
N900VA	HAWKER-900XP-900XP
N905B	DASSAULT-FALCON-2000EX EASy
N905LP	GA-IV-IV
N909MM	DASSAULT-FALCON-2000EX EASy
N928NJ	GA-V-SP
N941SP	BD-100-1A10
N950KT	GA-IV-X
N954SP	BD-700-1A10

1. The Certificate Holder applies for the Operations in this paragraph.
2. These Operations Specifications are approved by direction of the Administrator.



Digitally signed by [REDACTED], Principal Maintenance Inspector (WP01)
[1] SUPPORT INFO: Added: N520GD, Gulfstream, GVII-G5005, S/n 72120
[2] EFFECTIVE DATE: 12/5/2023, [3] AMENDMENT #: 298
DATE: 2023.12.05 15:48:19 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by [REDACTED], Director of Maintenance
DATE: 2023.12.04 10:04:10 -06:00

D095 . Minimum Equipment List (MEL) Authorization

HQ Control: 06/14/2013

HQ Revision: 02c

a. The certificate holder is authorized to use an FAA-approved MEL provided the conditions and limitations of this paragraph are met. The certificate holder shall not use an MEL for any aircraft that is not specifically authorized by this paragraph.

b. Authorized Aircraft. The certificate holder is authorized to use an FAA-approved MEL for the aircraft listed below:

Aircraft M/M/S	Limitations and Conditions
BD-100-1A10	N/A
BD-700-1A10	N/A
BD-700-1A11	N/A
BD-700-2A12	N/A
CE-560-560	N/A
CE-750-750	N/A
CL-604-604	N/A
DASSAULT-FALCON-2000	N/A
DASSAULT-FALCON-2000EX EASy	N/A
DASSAULT-FALCON-50EX	N/A
DASSAULT-FALCON-900C	N/A
DASSAULT-FALCON-900EX	N/A
DASSAULT-FALCON-900EX EASy	N/A
EMB-135-BJ	N/A
EMB-505-505	N/A
G-VI-G650ER	N/A
G280	N/A
GA-150-150	N/A
GA-IV-IV	N/A
GA-IV-X	N/A
GA-V-SP	N/A
GA-V-V	N/A
GVII-G500	N/A
GVII-G600	N/A
HAWKER-850XP	N/A
HAWKER-900XP-900XP	N/A
PC-24	N/A

c. Maximum Times Between Deferral and Repair. Except as provided in subparagraph e of this operations specification, the certificate holder shall have instrument and equipment items repaired within the time intervals specified for the repair categories listed below:

(1) Repair Category A. Items in this category shall be repaired within the time interval specified in the "Remarks or Exceptions" column of the certificate holder's FAA-approved MEL. For time intervals specified in "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (e.g., flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the certificate holder's FAA-approved MEL.

(2) Repair Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.

(3) Repair Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.

(4) Repair Category D. Items in this category shall be repaired within one hundred twenty (120) consecutive calendar days (2,880 hours) excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

d. MEL Management Program. The certificate holder shall develop and maintain a comprehensive program for managing the repair of instrument and equipment items listed in the FAA-approved MEL. The certificate holder shall include in a document or manual a description of the MEL management program. The MEL management program must include at least the following provisions:

(1) A method which provides for tracking the date and, when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of:

(a) The number of deferred items per aircraft; and

(b) Each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.

(2) A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.

(3) A review of items deferred because of the unavailability of parts to ensure that a valid back order exists with a firm delivery date.

(4) A description of specific duties and responsibilities, by job title, of the personnel who manage the MEL management program.

(5) Procedures for controlling an extension to specified repair intervals as permitted by subparagraph e of this operations specification, to include the limit of the extension and the procedures to be used for authorizing an extension.

e. Continuing Authorization-Single Extension. The certificate holder is authorized to use a continuing authorization-single extension to approve a single, one-time extension to the repair interval for repair category B and C items, as specified in the FAA-approved MEL, provided the responsible

Flight Standards District Office (FSDO) is notified within 24 hours of the extension approval.

- (1) If an additional extension is required after the continuing authorization-single extension privilege has been exercised, it must be approved by the principal inspectors (PIs) prior to the expiration of the current extension time period.
- (2) The certificate holder is not authorized to approve a single, one-time extension to the repair interval for repair category A and D items, as specified in the FAA-approved MEL.
- (3) The FSDO may deny the use of the continuing authorization-single extension privilege if abuse is evident.

1. The Certificate Holder applies for the Operations in this paragraph.
2. These Operations Specifications are approved by direction of the Administrator.



Digitally signed by [REDACTED], Principal Maintenance Inspector (WP01)
[1] SUPPORT INFO: Removed: N990HA, Falcon-7X, S/n 036.
[2] EFFECTIVE DATE: 6/6/2023, [3] AMENDMENT #: 85
DATE: 2023.06.06 17:50:09 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by [REDACTED], Dir. of Maintenance, Part 135
DATE: 2023.06.06 13:31:35 -05:00

E096 . Aircraft Weighing

HQ Control: 11/21/2016

HQ Revision: 02a

a. The following procedures have been established to maintain control of weight and balance of the certificate holder's 14 CFR Part 135 aircraft under the terms of these operations specifications. All aircraft make/model/series (M/M/S) identified have been weighed in accordance with the procedures for establishing empty weight and balance.

b. The certificate holder is authorized to use individual aircraft weights outlined in the certificate holder's empty weight and balance program for the aircraft listed in Table 1 below.

Table 1 – Individual Aircraft Weights

Aircraft M/M/S	Weighing Interval	Weight and Balance Control Program
BD-100-1A10	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
BD-700-1A10	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
BD-700-1A11	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
BD-700-2A12	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
CE-560-560	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
CE-750-750	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
CL-604-604	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
DASSAULT-FALCON-2000	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
DASSAULT-FALCON-2000EX	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
DASSAULT-FALCON-50EX	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
DASSAULT-FALCON-7X	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
DASSAULT-FALCON-900C	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
DASSAULT-FALCON-900EX	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
DASSAULT-FALCON-900EX EASy	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
EMB-135-BJ	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
EMB-505-505	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
G-VI-G650ER	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised

Aircraft M/M/S	Weighing Interval	Weight and Balance Control Program
G280	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
GA-150-150	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
GA-IV-IV	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
GA-IV-X	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
GA-V-SP	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
GA-V-V	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
GVII-G500	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
GVII-G600	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
HAWKER-850XP	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
HAWKER-900XP-900XP	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised
PC-24	Every 36 Calendar Months.	General Maintenance Manual Chapter 7, as revised

c. The certificate holder is authorized under 14 CFR Part 135, § 135.185(b)(2) to use fleet aircraft weights outlined in the certificate holder's weight and balance control program for the aircraft listed in Table 2 below.

Table 2 – Fleet Aircraft Weights

Aircraft M/M/S	Weighing Sampling Interval	Weight and Balance Control Program
	N/A	N/A

Note: Document references by volume, chapter, etc.

1. The Certificate Holder applies for the Operations in this paragraph.
2. These Operations Specifications are approved by direction of the Administrator.



Digitally signed by [REDACTED], Principal Maintenance Inspector (WP01)
[1] SUPPORT INFO: Removed: NT06GK, LR-45-70, S/n 2134.
[2] EFFECTIVE DATE: 6/21/2022, [3] AMENDMENT #: 80
DATE: 2022.06.21 11:53:18 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by [REDACTED], Dir. of Maintenance, Part 135
DATE: 2022.06.20 11:20:47 -05:00

Attachment 3: BEW Weight and Balance



796 Heritage Way
Grand Junction, CO 81506

Aircraft Weigh Form

Aircraft Registration: N900VA		Date: 5-Jan-2023		WO# 59101	
Make: Hawker		Model: 900XP		Aircraft SN: HA0020	
Weighing Supervisor: [REDACTED]					
Scale Manufacturer: VPG #15C		Scale Model #: JP 50000-3			
Altitude: 4858		Latitude: N39-07.3		Scale SN: 150300140 Calibration Due: 2-Dec-2023	
Fuel Quantity: EMPTY		Oil Quantity: FULL			
Hydraulic Fluid: FULL		Other: NONE			

Scale Readings							Calculated	
	Weight #1	Weight #2	Weight #3	Average	Tare	Net Weight	Arm	Moment
Left Main	5995.0 Cell: Green	5995.0 Cell: Yellow	5995.0 Cell: Red	5995.0		5995.0	-4.12	-24699.4
Right Main	5855.0 Cell: Red	5855.0 Cell: Green	5855.0 Cell: Yellow	5855.0		5855.0	-4.12	-24122.6
Nose	4275.0 Cell: Yellow	4275.0 Cell: Red	4275.0 Cell: Green	4275.0		4275.0	15.65	66903.8
Variance Values						Total Weight		Total Moment
						16125.0		18081.8

Item		Weight	Arm	Moment
ADD	Unusable Fuel	81.00	-0.75	-60.75
Weight / Moment Plus:		81.0		-60.75
Item		Weight	Arm	Moment
SUB	Jack Pads (Main)	1.60	-4.12	-6.59
	Jack Pad (Tail)	0.40	15.65	6.26
	Tank Trapped Fuel	22.00	-1.30	-28.60
Weight / Moment Minus:		24		-28.932

Total Variance Weight:		57.0
Total Variance Moment:		-31.8

Total Weighed Moment		+	Variance Moment	=	Total A/C Moment
18081.75			-31.818		18,050
Total Scale Weight		+	Variance Weight	=	A/C Empty Weight
16125			57		16182.0

A/C Empty Center of Gravity:		1.12
% SMC		33.37%

Signed: [Signature] Printed: CRS WTXR173J

Notes: Used Recommended Weighing Procedures in "Weight and Balance Manual"



AIRCRAFT WEIGH WORKSHEET

Aircraft Registration: <u>N900VA</u>	Date: _____	WO #: <u>59101</u>
Aircraft Make: <u>Hawker</u>	Aircraft Model: <u>900XP</u>	Aircraft Serial #: <u>HA0020</u>

Scale Information

Place a check mark in box next to Scale being used. Place a diagonal line through Scale not used.					
Jack Point Scale (Load Cells)			Platform Scale		
Manufacturer:	#48C Evergreen ☐	VPG #15C ☒ #1796C ☐	Manufacturer:	# 38C Evergreen ☐	
Model:	EW-3-0101-312C	JP 50000-3 / 9101610-51	Model:	EW-3-0057-BA-3C	
Serial:	2005	150300140 161000147	Serial:	1338-3C	
Cal Due:		<u>12/2/2023</u>	Cal Due:		

POSITION		WEIGHT	ARM	POSITION	WEIGHT	MEASURED ARM*
Left:	Green	1) <u>5995</u>		Left Main:		
	Yellow	2)				
	Red	3)				
Right:	Red	1) <u>5855</u>		Right Main:		
	Green	2)				
	Yellow	3)				
Nose /Tail:	Yellow	1) <u>4275</u>		Nose/Tail:		
	Red	2)				
	Green	3)				

*Consult the TCDS, AFM, POH, Weight and Balance Manual, Maintenance Manual, etc. for details of where to take measurements to determine this value. Describe below, how measurements were derived.

Details of Weigh Job

Item	Description	Yes	No
Consult aircraft manufacturers weigh instructions for details.			
1	Was the aircraft de-fueled?	✓	
2	Aircraft was sumped, ONLY! Residual fuel remains in aircraft.	✓	
3	Was the aircraft weighed with all residual fuel removed (e.g. after de-mate)?		✓
4	Are all fluid levels (including galley and toilet fluids) serviced as called out by the manufacturer?	✓	
5	Is all required equipment onboard? If the equipment list does not match the actual equipment on board the aircraft, list the missing or extra items in the Notes section below.	✓	
6	Is all emergency equipment on board the aircraft? (Fire extinguishers, life vests, etc.)	✓	
7	Are all avionics components back in the panel and/or in their racks?	✓	
8	Are all seats and interior items back in the aircraft and in their flight positions?	✓	
9	Are all drawers and cabinets empty of contents?	✓	
10	Was the aircraft weighed in a closed hangar with still air conditions?	✓	
11	Are all required handbooks and manuals onboard?	✓	

Notes:

N900VA
TTAF: 4538.30
LANDINGS: 2039
WO: 59101



Hawker 900XP
S/N: HA0020
DATE: JAN/11/2023

AIRFRAME ENTRY Page 1 of 4

Accomplished following Maintenance Items IAW Hawker 900XP AMM.

<u>Code</u>	<u>W/O#</u>	<u>Description</u>
050770	(4.1)	400 Hour Lubrication
120003		
120004		
120007		
050771	(4.1)	400 Hour Detailed Walk-Around Inspection
050500	(4.2)	Complied with Phase E Inspection
080100	(4.3)	Complied with weighting of Aircraft and Update of Flight Manual W&B Information
530019	(4.4)	Structural Inspection of APU
210006	(4.5)	Out of Phase Inspection of Water Separator
210007	(4.6)	Out of Phase Inspection of Water Separator Lines and Injector Nozzle – Inspect For Freedom from Blockages
240024	(4.8)	Out of Phase Inspection of APU Starter/Generator (Brush/Spline Check), Complied with during overhaul of the unit. Reference squawk 59101-4.12.
240028	(4.9)	Out of Phase Inspection of Panel GG and Terminal Block M
300007	(4.11)	Out of Phase Inspection of Airframe De-icing System - 30 Day Purge
243115	(4.12)	Removed APU starter/generator P/N 23080-064; S/N 96523. Installed OVERHAULED starter generator P/N 23080-064 S/N 5839. Certified by PRECISION AVIATION GROUP INC. ref. form 8130-3 FTN 090222052S Dated 22/Nov/2022.



W/B Next Due: 5-Jan-2026

BASIC OPERATING WEIGHT				
Date:	16-Jan-2023	A/C Tail:	N900VA	
Date Weighed.:	5-Jan-2023	A/C Make	Hawker 900XP	
Calculated BEW:		A/C Serial	HA0020	
		WEIGHT	ARM	MOMENT
BASIC EMPTY WEIGHT		16,182.0	1.12	18,050
ITEMS ADDED		WEIGHT	ARM	MOMENT
1	Aircraft Manuals	18.00	- 14.75	- 265.5
2	Navigation Manuals	17.00	- 15.59	- 265.0
3	Galley Supply	74.66	- 10.60	- 791.4
4	Galley Water Service	16.67	- 11.40	- 190.0
5	Lav Water Service	19.17	5.80	111.2
6	Lav Closet Items	39.70	3.30	131.0
7	Cockpit Items	4.90	- 18.00	- 88.2
8	Cabin Items	2.75	7.75	21.3
9	FWD Closet Items	8.50	12.30	104.6
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
TOTAL ADDED		201.35		- 1,232.1
BOW Without Crew		16,383.35	1.03	16,817.9
			% MAC	32.14%

w/Pilot Baggage (iFly - Corrected BEW)		WEIGHT	ARM	MOMENT
1	Pilot Baggage	60.0	- 11.6	- 696.0
		16443.35	0.98	16,121.9
			% MAC	31.51%

w/Pilots (w/o C/S) (APG - iPreFlight)		WEIGHT	ARM	MOMENT
1	Pilots	380.0	- 17.1	- 6,479.0
		16,823.35	0.57	9,642.9
			% MAC	25.90%

w/Cabin Server		WEIGHT	ARM	MOMENT
1	Cabin Server			
2	Cabin Server Baggage			
		n/a	n/a	n/a
			% MAC	#VALUE!

Approved by:			Date	1/16/2023
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