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B1515

1 2 3 4 5 6 7

Installation

- . Detailed Parts for Installation
- . Assembly
- . Attaching Parts for Assembly
 - . Detailed Parts for Assembly
 - . Sub-Assembly
 - . Attaching Parts for Sub-Assembly
 - . Detailed Parts for Sub-Assembly
 - . Sub-Assembly
 - . Attaching Parts for Sub-Assembly
 - . Detailed Parts for Sub-Sub-Assembly

B1616

Part Number

0553031 - 1

Basic Number
(Drawing Identification
Only)

----- Dash Number

B1618

Chapter/System
(Flight Controls)

Section/Subsystem
(Aileron System)

Subject/Unit
(Ailerons)

27-10-00

Figure 01 ----- Figure Number
Page 0 ————— First Page of
Dec 2/96 Aileron System
----- Date of Page Issue

**CESSNA AIRCRAFT COMPANY
MODEL XXX
ILLUSTRATED PARTS CATALOG**

FIG ITEM	PART NUMBER	NOMENCLATURE	UNITS PER ASSY		
			1	2	3
09A					
- 1	4811329-1	OVERHEAD CONSOLE INSTALLATION	0617	8 ON	RF
- 2	4811329-5	PANEL ASSY-OVERHEAD CONSOLE REFER TO NOTE 1	0617	0626	01
- 3	4811329-6	PANEL ASSY-OVRHD CONSOLE FSO 4811329-6 REFER TO NOTE 1	0627	0649	NP
- 4	4811550-1	PANEL ASSY-OVRHD CONSOLE LH REFER TO NOTE 1	0682	0703	01
- 5	4811550-13	PANEL ASSY-OVRHD CONSOLE LH REFER TO NOTE 1	0704	0723	01
- 6	4811805-1	PANEL ASSY-OVRHD CONSOLE LH REFER TO NOTE 1	0724	8 ON	01
- 7	4811805-3	PANEL ASSY-OVRHD CONSOLE LH REFER TO NOTE 1 USED WITH REFRESHMENT CENTER	0724	8 ON	01
8	4811550-2	PANEL ASSY-OVRHD CONSOLE RH REFER TO NOTE 1 FSO 4811550-10	0682	0702	NP
9	4811550-10	PANEL ASSY-OVRHD CONSOLE RH REFER TO NOTE 1	0703	0723	NP
10	4811805-2	PANEL ASSY-OVRHD CONSOLE RH REFER TO NOTE 1 ATTACHING PARTS	0724	8 ON	01
- 11	MS27039-0606	SCREW	0617	0681	18
- 12	S1477-06	NUT-CLIP	0617	0681	16
13	CL2C8	CABLE	V99862	0617	0681
14	CL-2-F	FERRULE	V99862	0617	0681
15	6519002-106	HOOK	0617	0681	06
16	MS21058L08	NUTPLATE	0617	0681	06
17	F800048	FABRIC FASTENER-PILE BKI	0682	0723	02
18	F800118	HOOK BKI	0682	0723	02
19	6519311-4	RETAINER ASSY-NO SMOKING/FASTEN SEAT BELT SIGN	0617	0681	02
20	6519187-50	BRACKET ASSY	0617	0649	02
21	6519187-52	BRACKET ASSY	0650	0681	02
22	CM3657-3	SCREW	0617	0681	08
23	4811557-15	PLATE ASSEMBLY-LH	0682	0723	02
24	4811557-18	PLATE ASSEMBLY-RH	0682	0723	02
25	4844557-15	PLATE ASSEMBLY	0682	0723	08
26	4811557-16	PLATE	0682	0723	01
27	NAS1140FN816P	WASHER	0682	0723	28 R
28	NAS1140FN816P	WASHER USED WITH REFRESHMENT CENTER	0724	8 ON	24
29	MS21042-08	NUT	0682	0723	28
30	MS21042-08	NUT USED WITH REFRESHMENT CENTER	0724	8 ON	24
31	6519187-29	FASTENER-FABRIC	0617	0681	02
32	4811164-27	GRILL ASSY-SPEAKER	0617	0621	04
33	4811164-37	GRILL ASSY-SPEAKER	0622	0630	04
34	4811331-15	GRILL ASSY-SPEAKER	0631	8 ON	04
35	F800034	FABRIC FASTENER-HOOK BKI	V02768	AR	
36	4811329-7	GRILL-AIR REGISTER	0660	0681	01
37	4811328-3	COVER-SPEAKER GRILL	0617	0681	04
38		LIGHT ASSY REFER TO 33-20-00 FIGURE 01		RF R	
39	4811164-23	LENS-FWD	0617	0626	02
40	4811164-39	LENS-FWD	0627	0681	02
41	4811331-7	LENS-AFT	0617	0626	02
42	4811331-12	LENS-AFT	0627	0681	02
43	215-120106-03	FASTENER	V02768	10	
44	80-001515	FASTENER ALT FOR 215-120106-03	V02768	10	
45		OXYGEN BOX AND LINES REFER TO 33-20-00 FIGURE 02		RF R	
46	5546126-51	BRACKET ASSY	0617	0681	05
47	MS21069L08	NUTPLATE	0617	0681	06
48	6519002-87	BRACKET ASSY	0617	0681	01
49	MS21069L08K	NUTPLATE	0617	0681	03
50	6219286-1	DOUBLER ASSY	0617	0681	01
51	MS21070L08E	NUTPLATE	0617	0681	04
52	6519219-1	CHIME BEZEL ASSY	0617	0646	01
53	6519219-3	CHIME BEZEL ASSY	0647	0681	01
54	4811557-1	CHIME GRILL	0682	8 ON	01
55	F800034	FABRIC FASTENER-HOOK BKI	0617	0681	AR
56		CHIME ASSY REFER TO 23-30-01 FIGURE 02		RF R	
57		SIGN ASSY-NO SMOKING AND FASTEN SEAT BELT REFER TO 33-20-00 FIGURE 01		RF R	

NOTE 1—WHEN ORDERING THIS PART ALSO PROVIDE AIRPLANE MODEL AND SERIAL NUMBER

R

* ITEM NOT ILLUSTRATED

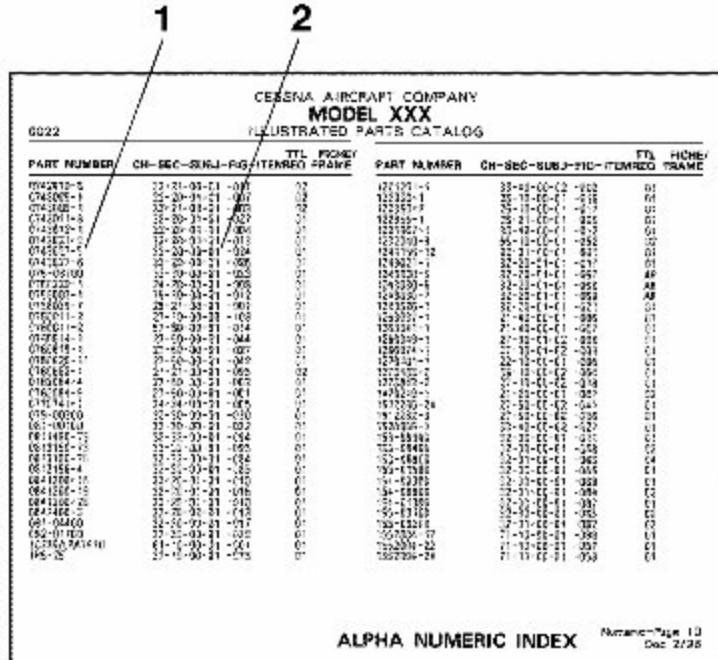
Figure 09A

Page 1

Aug 1/2007

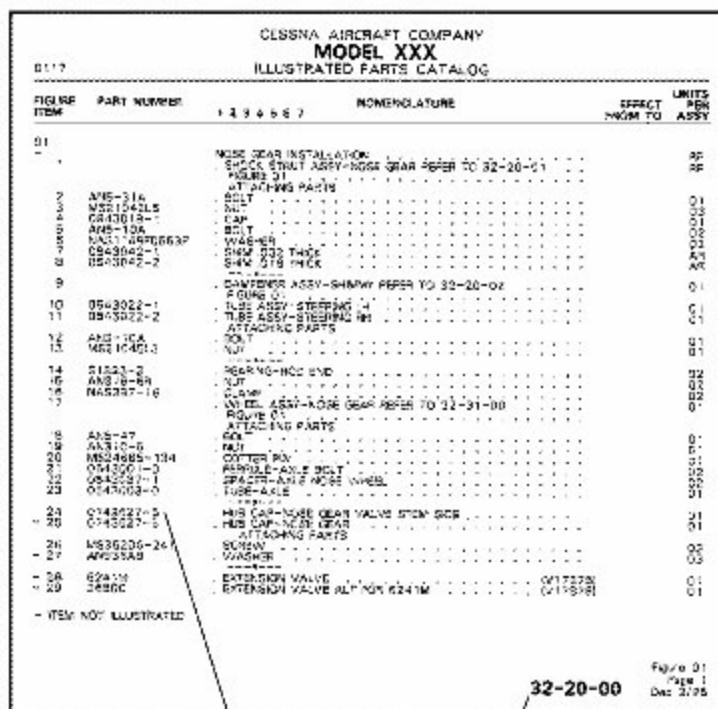
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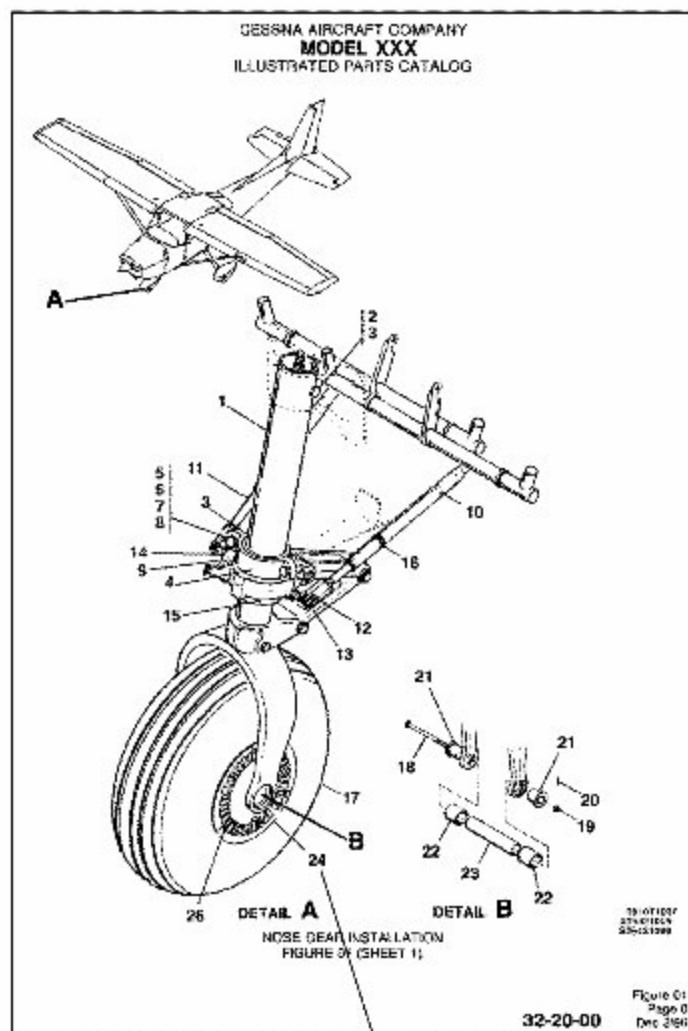


ALPHA NUMERIC INDEX

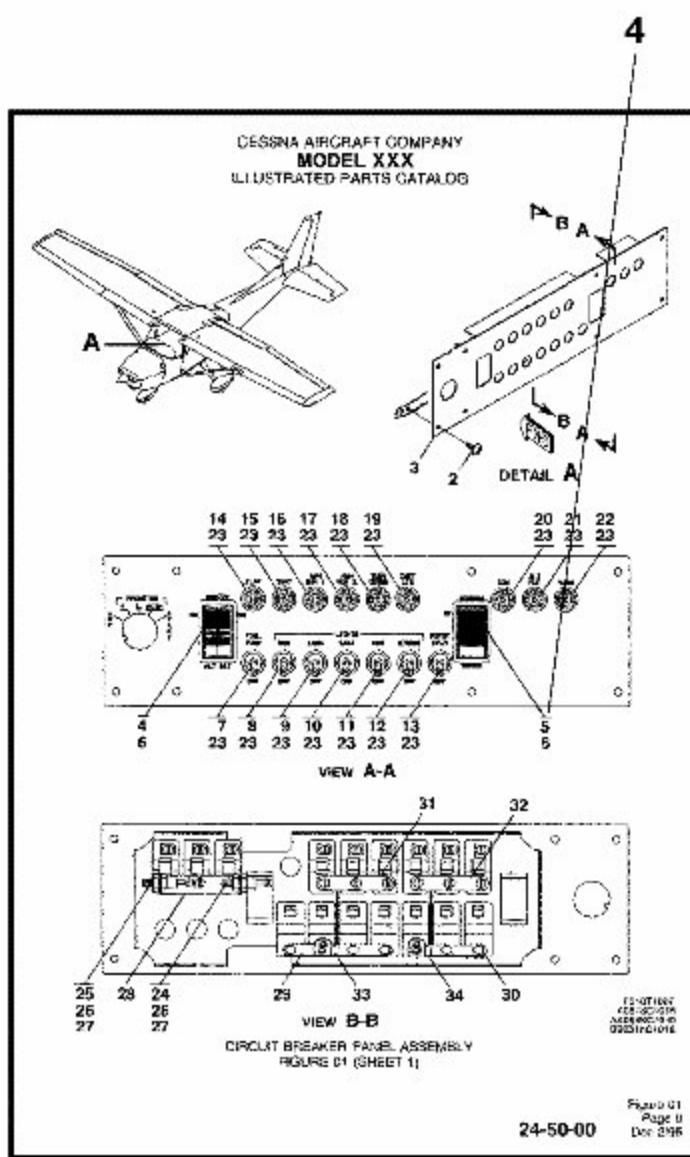
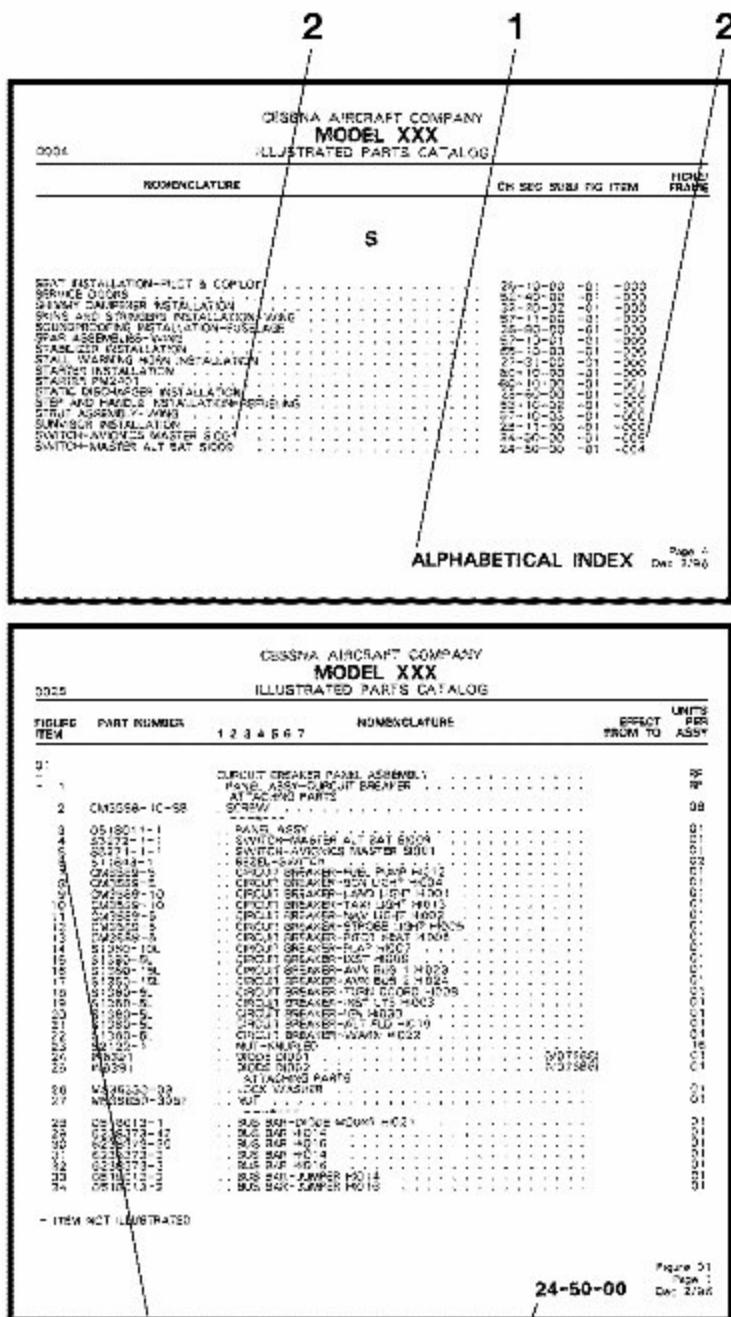
Nutrition Page 12
Dec 21/20

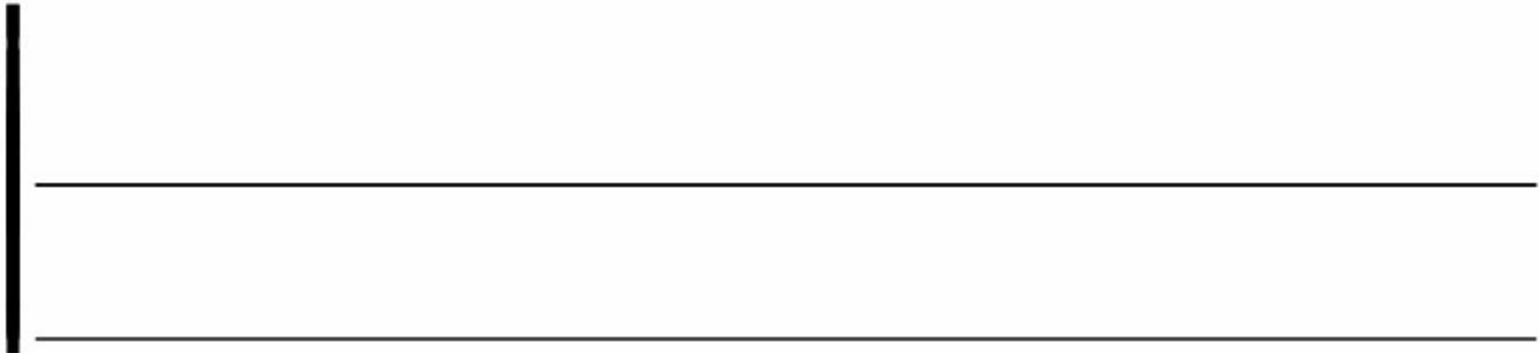


FBI/DOJ
Page 1
Dec 2/25



7910T1007
274011009
25-151200





1

1

MAXIMUM BAGGAGEMAX. CAPACITY 350 LBS. LESS
OPTIONAL EQUIP.**4****ANTI-COLLISION LIGHT REQ'D
FOR PROPER RUDDER MASS
BALANCE. DO NOT REMOVE.****5**

OPERATIONAL LIMITS

- A. THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORIC AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS (PILOTS CHECKLIST).
- B. NO ACROBATIC MANEUVERS INCLUDING SPINS APPROVED.
- C. MINIMUM SINGLE ENGINE CONTROL SPEED: 81 KCAS
- D. MAXIMUM GEAR EXTENDED SPEED: 140 KCAS
- E. MAXIMUM FLAP EXTENDED SPEED (15° FLAP): 160 KCAS (30° FLAP): 140 KCAS
- F. MAXIMUM MANEUVER SPEED: 150 KCAS

POWER OFF STALL SPEEDS (KCAS)

CONFIGURATION	ANGLE OF BANK			
	0°	20°	40°	60°
GEAR UP - FLAPS UP	77	76	88	100
GEAR DOWN - FLAPS DOWN 15°	74	76	85	105
GEAR DOWN - FLAPS DOWN 30°	68	70	78	96

***6**

1. SET FUEL SELECTOR VALVES TO LEFT MAIN TANK FOR LEFT ENGINE AND RIGHT MAIN TANK FOR RIGHT ENGINE IN TAKE OFF, LANDING AND EMERGENCY.
2. TAKE OFF AND LAND WITH AUXILIARY FUEL PUMPS ON.
3. USE FULL RICH MIXTURE AND AUXILIARY FUEL PUMPS ON "LOW" WHEN SWITCHING FUEL TANKS. (FEEL FOR DETENT)

-
1. TO EXTEND GEAR MANUALLY PULL OUT CRANK TO ENGAGE AND TURN CLOCKWISE.
 2. CAUTION: 1. GEAR SWITCH SHOULD BE IN NEUTRAL BEFORE OPERATING MANUAL SYSTEM. 2. PUSH BUTTON AND STOW CRANK BEFORE OPERATING ELECTRICALLY.

SET FUEL SELECTOR VALVES TO LEFT MAIN TANK FOR LEFT ENGINE AND RIGHT MAIN TANK FOR RIGHT ENGINE IN TAKEOFF, DESCENT, LANDING, AND EMERGENCY.

TAKEOFF AND LAND WITH AUXILIARY FUEL PUMPS ON.

USE FULL RICH MIXTURE AND AUXILIARY FUEL PUMPS ON "LOW" WHEN SWITCHING TANKS.

100 GRADE AVIATION FUEL MINIMUM.

TO EXTEND LANDING GEAR MANUALLY:

1. PLACE GEAR SWITCH IN NEUTRAL.
2. PULL GEAR MOTOR CIRCUIT BREAKER.
3. PULL OUT CRANK TO ENGAGE.
4. TURN CLOCKWISE TO EXTEND.
5. PUSH BUTTON AND STOW CRANK.

SET FUEL SELECTOR VALVES TO LEFT MAIN TANK FOR LEFT ENGINE AND RIGHT MAIN TANK FOR RIGHT ENGINE IN TAKEOFF, DESCENT, LANDING, AND EMERGENCY

TAKEOFF AND LAND WITH AUXILIARY FUEL PUMPS ON.

USE FULL RICH MIXTURE AND AUXILIARY FUEL PUMPS ON "LOW" WHEN SWITCHING TANKS.

100 GRADE AVIATION FUEL MINIMUM.

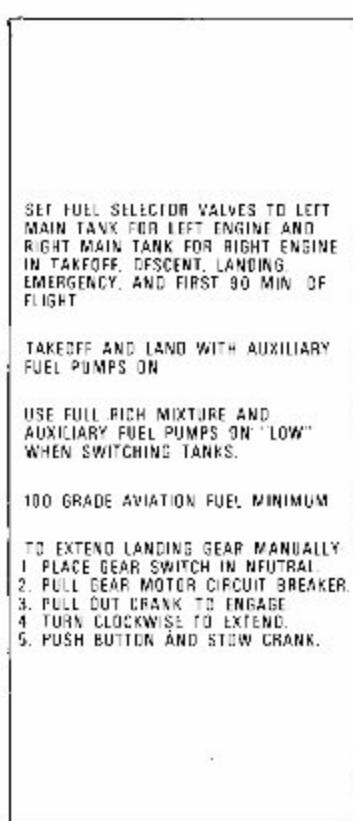
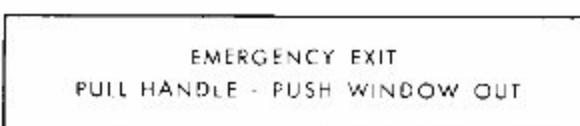
1. OPERATE ON MAIN TANKS UNTIL FUEL QUANTITY IS LESS THAN 180 POUNDS PER TANK.
2. TRANSFER WING LOCKER FUEL WHILE OPERATING ON MAIN TANKS IN STRAIGHT AND LEVEL FLIGHT.
3. TURN TRANSFER PUMPS OFF WHEN LIGHTS ILLUMINATE.
4. USE FUEL CROSSFEED SYSTEM TO BALANCE MAIN FUEL QUANTITIES IF ONE WING LOCKER TANK DOES NOT TRANSFER OR IF A SINGLE WING LOCKER TANK IS INSTALLED.

TO EXTEND LANDING GEAR MANUALLY:

1. PLACE GEAR SWITCH IN NEUTRAL.
2. PULL GEAR MOTOR CIRCUIT BREAKER.
3. PULL OUT CRANK TO ENGAGE.
4. TURN CLOCKWISE TO EXTEND.
5. PUSH BUTTON AND STOW CRANK.

9**9B*****10B**

* Shown in reverse color

***10C*****10E****12**

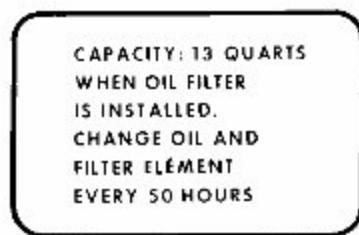
FUEL STRAINER-DRAIN DAILY
NOTE: IF WATER IS OBSERVED AT THE FUEL STRAINER, FUEL TANK SUMPS & CROSS FEED LINES MUST BE DRAINED

13

TANK & SUMP DRAINS

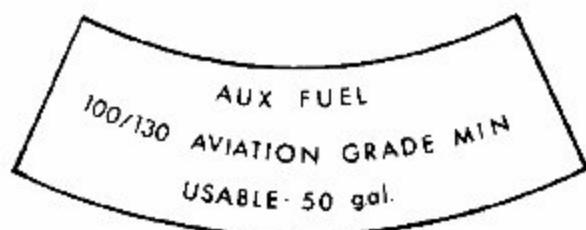
15

CROSS FEED LINE DRAINS
DRAIN DAILY

17**19****20****20A*****24****26**

* Shown in reverse color

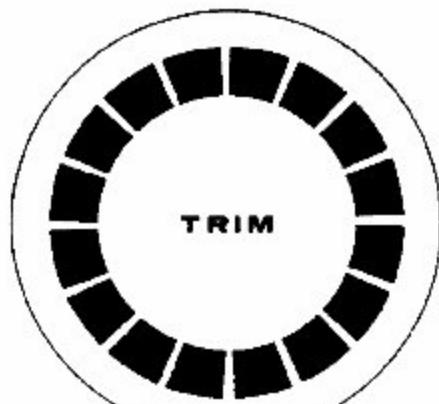
A50010



27



27A



30



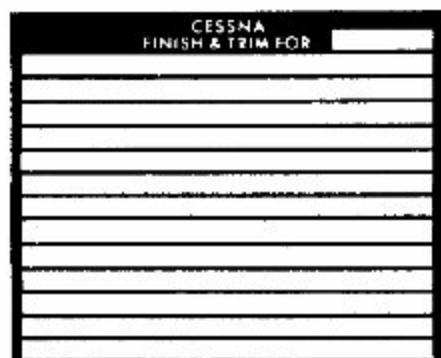
32



32A



33



34



35

310R0001 THRU 310R2100

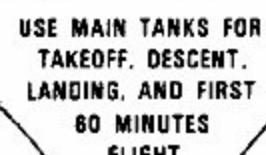


5308181 101

35A



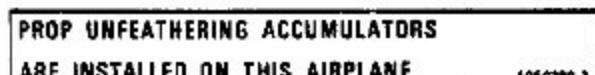
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*41A

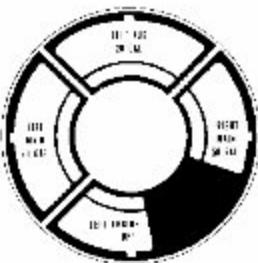
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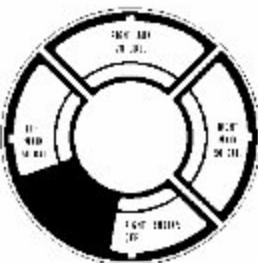


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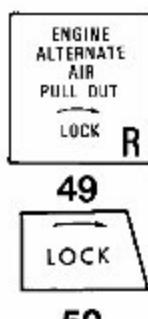
SHOWN IN REVERSE COLOR



43



47



50



51

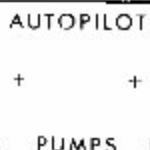
FILLING INSTRUCTIONS

1. TO DEFLATE - LOOSEN VALVE BODY (2½ TURNS MAXIMUM)
2. WITH STRUT FULLY COMPRESSED, REMOVE VALVE AND FILL WITH HYDRAULIC FLUID/MIL-H-5606
3. STROKE STRUT SLOWLY 3 TIMES (MINIMUM)
4. TOP OFF FLUID WITH STRUT COMPRESSED
5. REPLACE AIR VALVE AND INFLATE TO EXTEND STRUT AS FOLLOWS:
49 PSI CLEAR OF GROUND OR APPROX. 1.60 IN. EXTENSION EMPTY EXCEPT FULL FUEL AND OIL

*53

TRANSFER LINE DRAIN
DRAIN DAILY

54



57

ALTITUDE	MAX MP
SEA LEVEL	32.0
16,000	32.0
18,000	30.7
20,000	29.0
22,000	26.4
24,000	24.3
26,000	22.2
28,000	20.2
30,000	18.5
32,000	17.0

58

WARNING
BATTERY SWITCH MUST BE OFF
WHILE REMOVING OR REPLACING COVER

*59

* Shown in reverse color



50

N.G. FILLING INSTRUCTIONS

1. ROTATE OUTER HEX CCW (2½ TURNS MAXIMUM) ON VALVE ASSY TO LIFT INTERNAL VALVE POPPET. COLLAPSE STRUT SLOWLY
2. WITH STRUT FULLY COMPRESSED, REMOVE VALVE AND FILL WITH HYDRAULIC FLUID/MIL-H-5606
3. STROKE STRUT SLOWLY (THREE TIMES MINIMUM)
4. TOP OFF FLUID WITH STRUT COMPRESSED
5. REPLACE VALVE AND INFLATE STRUT TO 49 PSIG WITH TIRE CLEAR OF GROUND (1.60 INCH STRUT EXTENSION ON-GROUND, EMPTY EXCEPT FULL OF FUEL AND OIL. REF. ONLY)
6. SECURE VALVE POPPET AND CAP SYSTEM

TIRE PRESSURE 40 PSIG

*53A

FILLING INSTRUCTIONS

1. TO DEFLATE - LOOSEN VALVE BODY (2½ TURNS MAXIMUM)
2. WITH STRUT FULLY COMPRESSED, REMOVE VALVE & FILL WITH HYD FLUID PER MIL-H-5606
3. STROKE STRUT SLOWLY 3 TIMES (MINIMUM)
4. TOP OFF FLUID WITH STRUT COMPRESSED
5. REPLACE AIR VALVE & INFLATE TO 320 PSI WITH TIRE CLEAR OF GROUND
6. WHEN A/C IS ON GROUND SERVICE STRUT TO APPROX 3.0 EXTENSION UNTIL IT CAN BE SERVICED PER PARAGRAPH 5

*56

M.G. FILLING INSTRUCTIONS

1. ROTATE OUTER HEX CCW (2½ TURNS MAXIMUM) ON VALVE TO LIFT INTERNAL VALVE POPPET.
2. WITH STRUT FULLY COMPRESSED, REMOVE VALVE AND FILL WITH HYDRAULIC FLUID/MIL-H-5606
3. STROKE STRUT SLOWLY (THREE TIMES MINIMUM)
4. TOP OFF FLUID WITH STRUT COMPRESSED
5. REPLACE AIR VALVE AND INFLATE STRUT TO 320 PSIG WITH TIRE CLEAR OF GROUND (3.00 INCH EXTENSION ON GROUND, EMPTY EXCEPT FULL OF FUEL AND OIL. REF. ONLY)
6. SECURE VALVE POPPET AND CAP SYSTEM.

TIRE PRESSURE 60 PSIG

*56A



61

60

MOORING & GROUND
PUSH AFT

62

CAUTION

PRIOR TO INITIAL USE
THE OXYGEN SYSTEM
SHALL BE PURGED
WITH OXYGEN FOR A
PERIOD OF TEN (10)
MINUTES BY INSERTING
MASK FITTINGS AT EACH
OF THE OUTLETS AND
ALLOWING THE OXYGEN
TO FLOW THROUGH
SLOWLY

-CAUTION-

WHEN REMOVING
OXYGEN BOTTLE,
CAP LINE FITTING
WITH PLASTIC CAP

*65

*64

OXYGEN FILLER
AVIATORS BREATHING OXYGEN
PER MIL-O-27210
SEE SERVICE MANUAL FOR
SERVICING INSTRUCTIONS

66

OXYGEN HIGH
PRESSURE RELIEF
DO NOT COVER

67

DISENGAGE

+

AUTOPILOT

69

DISENGAGE
+ +
AUTO PILOT ELEV TRIM

71

DISENGAGE
+
ELEVATOR TRIM

73

MAP LIGHT
OFF

75

LEVEL
POINT

77

MAXIMUM BAGGAGE CAPACITY

STATION 89 TO STATION 109—200 POUNDS
STATION 109 TO STATION 132—160 POUNDS
SEE WEIGHT AND BALANCE DATA FOR
DETAILED LOAD INSTRUCTIONS.

*79

+ F MAIN Q +
LH FUEL QTY RH
AUX L AUX Y AUX

81

MAXIMUM SPEED WITH
15° TO FULL FLAPS SHALL
NOT EXCEED 140 MPH

82

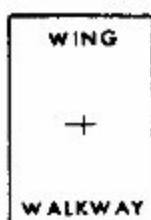
MAINTAIN POWER
WITHIN GREEN ARCS
DURING DESCENT

83

SHOWN IN REVERSE COLOR



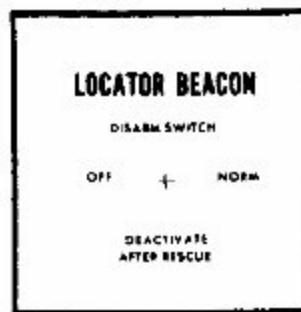
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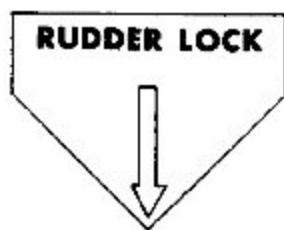
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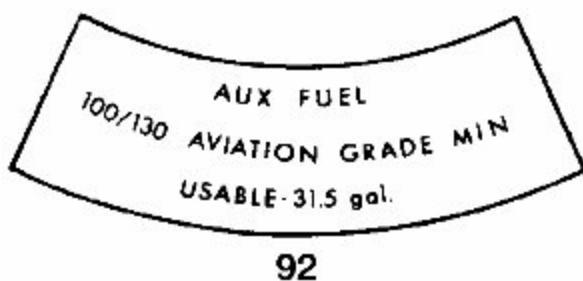
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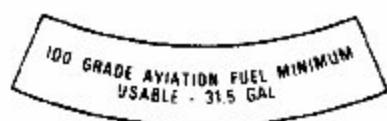
89



91



92



92A

PARKING BRAKETO APPLY

DEPRESS PEDALS THEN PULL KNOB

TO RELEASE

PUSH IN KNOB DO NOT DEPRESS PEDALS

STATIC PRESSURE
ALTERNATE SOURCE

OPEN ← → CLOSE

*93A



95

48.3 CU. FT.

97

76.6 CU. FT.

98

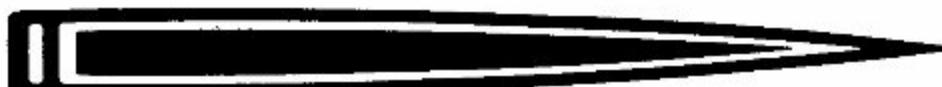


99

* SHOWN IN REVERSE COLOR

CESSNA

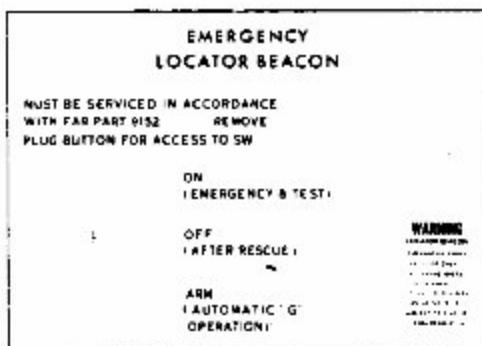
101



102

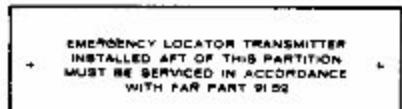
310 II

103



1494

310R0649 THRU 310R2140



ALCOHOL ANTI-ICE
FILL WITH
ISOPROPYL ALCOHOL
MIL-F-5566
TANK CAP. 3.0 GAL.

*105

***104** 310R0649 THRU 310R2140
AIRPLANES 310R0001 THRU 310R0648

310 II

10

310R0501 THRU 310R0800

310

109

310R0501 THRU 310R0800

* SHOWN IN REVERSE COLOR

fuel injection

110

AIRPLANES 310R0501 THRU 310R0800



112

AIRPLANES 310R0501 THRU 310R0800

— EMERGENCY EXIT —
PULL HANDLE
PUSH BOTTOM OF WINDOW OUT
WITH SUSTAINED FORCE

114

AIRPLANES 310R0001 THRU 310R0800

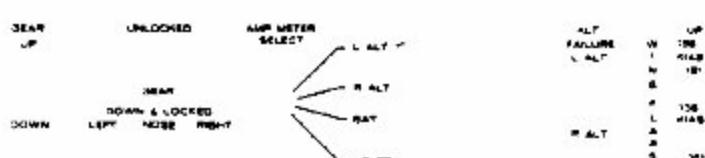
— EMERGENCY EXIT —
PULL HANDLE DOWN
AND TO THE REAR
PUSH OUT TOP OF WINDOW

114A



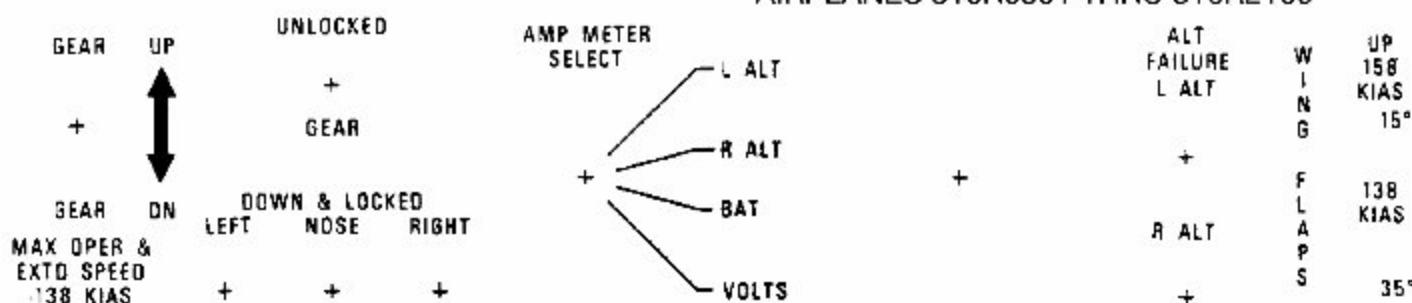
115

AIRPLANES 310R0001 THRU 310R0500



117

AIRPLANES 310R0501 THRU 310R2100



117A

AIRPLANES 310R2101 THRU 310R2140



118

310R0612 THRU 310R2140

cessna 310

119

cessna 310 II

120

310

121

310 II

122

FUEL INJECTION

123

*SHOWN IN REVERSE COLOR

FUEL INJECTION

127

FUEL INJECTION

127A

CESSNA 310 II

128

CESSNA 310

128A

CESSNA 310 II

128B

CESSNA 310 III

128C

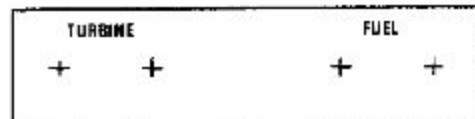
CESSNA

128D

*SHOWN IN REVERSE COLOR

310

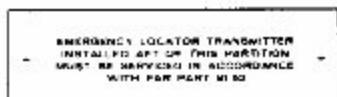
129B



130

EMERGENCY LOCATOR TRANSMITTER
ON (EMERGENCY & TEST)
OFF (AFTER RESCUE)
AUTO (AUTOMATIC "G" OPERATION)
AUTO—OFF—ON
INBD | MID | OUTBD

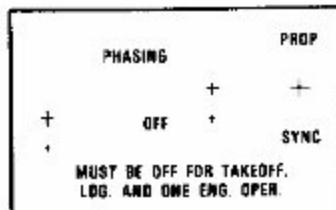
131



132

N1234Q

*133

—HOURS—
HEATER OPERATION

*141

135

OPERATIONAL LIMITS

THE MARKINGS AND PLACARDS INSTALLED IN THIS AIRPLANE CONTAIN OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THE NORMAL CATEGORY. OTHER OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THE NORMAL CATEGORY ARE CONTAINED IN THE "PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL". NO ACROBATIC MANEUVERS, INCLUDING SPINS, APPROVED.

AIR MINIMUM CONTROL SPEED _____ 80 KIAS
MAXIMUM GEAR OPERATING SPEED _____ 138 KIAS
MAXIMUM GEAR EXTENDED _____ 138 KIAS
MAXIMUM FLAP EXTENDED SPEED, 15° FLAP _____ 156 KIAS
MAXIMUM FLAP EXTENDED SPEED, 35° FLAP _____ 139 KIAS
MAXIMUM MANEUVERING SPEED _____ 148 KIAS

OPERATIONAL LIMITS ON REVERSE SIDE

142A

AIRPLANES 310R1501 THRU 310R2140

*142

AIRPLANES 310R1501 THRU 310R2140

CESSNA 310

143

310

145

AIRPLANES 310R1801 THRU 310R2100

CESSNA 310 II

144

310 III

146

AIRPLANES 310R1801 THRU 310R2100

CESSNA

147

AIRPLANES 310R2101 THRU 310R2140

* SHOWN IN REVERSE COLOR

OXYGEN PULL 080014-18	HEADSETS SPEAKERS	+	PRESSURE
	ON		
FWD SPEAKER	+	+	
	OFF		WING DEICE
	STEREO		
	149		150



151

PRESSURE			<u>CABIN HEATER</u> HEAT OVERHEAT
+	OIL		
SURFACE DE-ICE	+		+
PUSH TEST	DILUTE		FAN OPEN DEFROST OR CABIN AIR DURING HEATER OPERATION
+	153		
T&B LOW VOLT			154

152

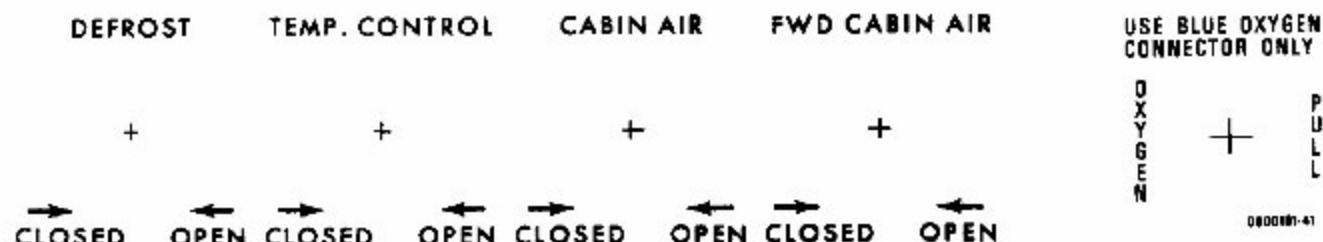
<u>CABIN HEATER</u>		MIDDLE	OUTER	MIDDLE	INNER
HEAT	OVER HEAT	+	+	+	+
OFF	+	+	OUTER	INNER	
FAN	OPEN DEFROST OR CABIN AIR DURING HEATER OPERATION				157
		156			

155

— ON —		ON	BATT ON	ON	— ON —
+ O F + +	L E F T +	R G H T +	+ + + +	+ + + +	+ + + +
L LOW R	AUX PUMPS START	PRIME	START ALT	L MASTER R OFF	R ALT L LEFT ENGINE R RIGHT ENGINE MAGNETOS

158

* SHOWN IN REVERSE COLOR



159

160

CIRCUIT BREAKER

AIR CONDITIONING OFF
OR VENTILATE DURING
TAKEOFF AND LANDING

AIR CONDITIONING BLOWER
HI

AVN POWER

OFF + OFF +

161

162

VENTILATE LO

163

REMOVE AT
TEMPERATURES
ABOVE 20°F

08124-00-1002

164

OIL
DILUTION
2 MINUTES
MAXIMUM
AT 1000 RPM
CAUTION: DILUTION
WILL GIVE FALSE
INDICATION OF
USABLE OIL
FLOW RATE
2 QT/1 MIN

0813845-2

*165

REMOVE
WINTERIZATION
KIT AT
TEMPERATURES
OF 20°F AND
ABOVE

0813845-1

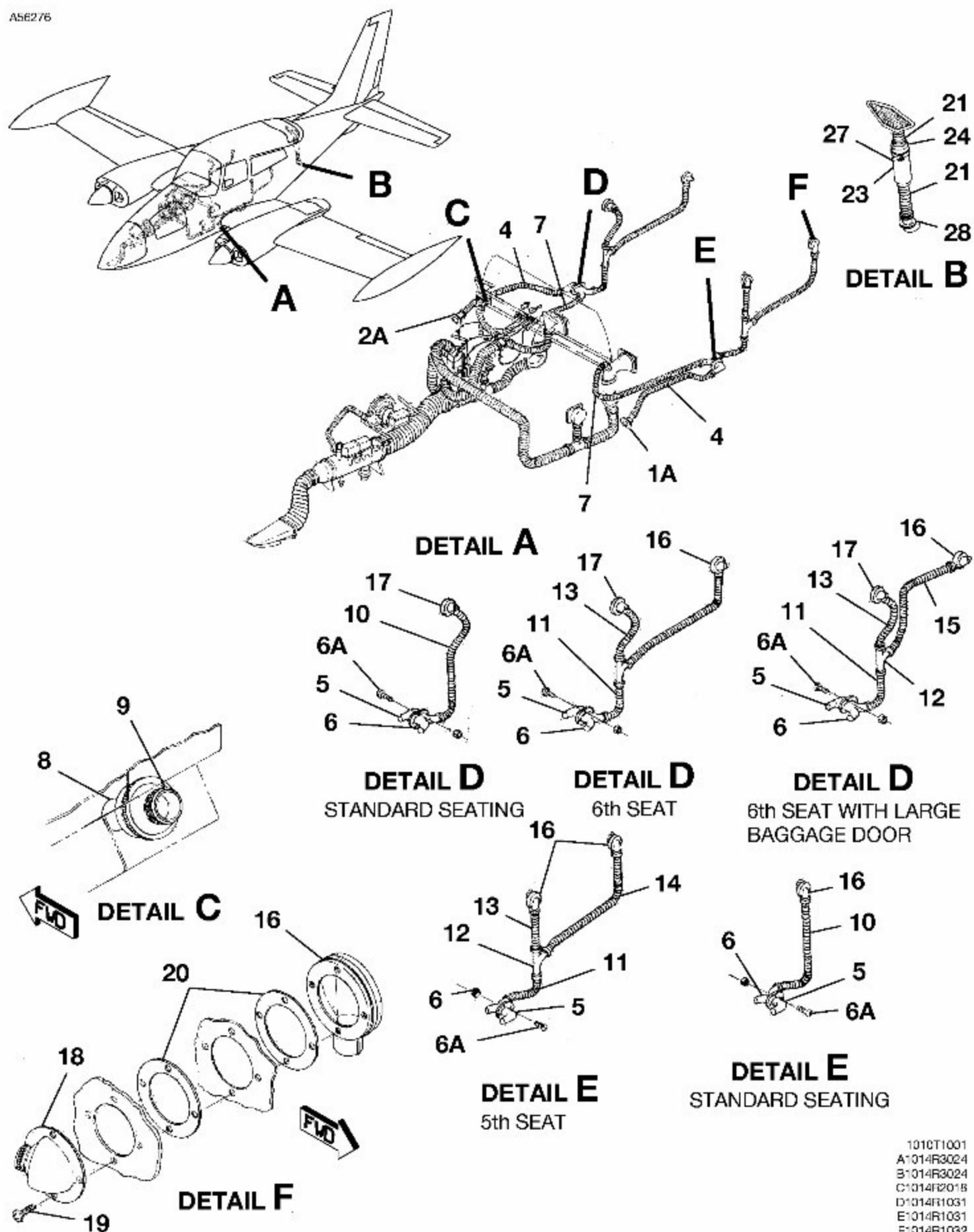
*166

RELIEF TUBE

*167

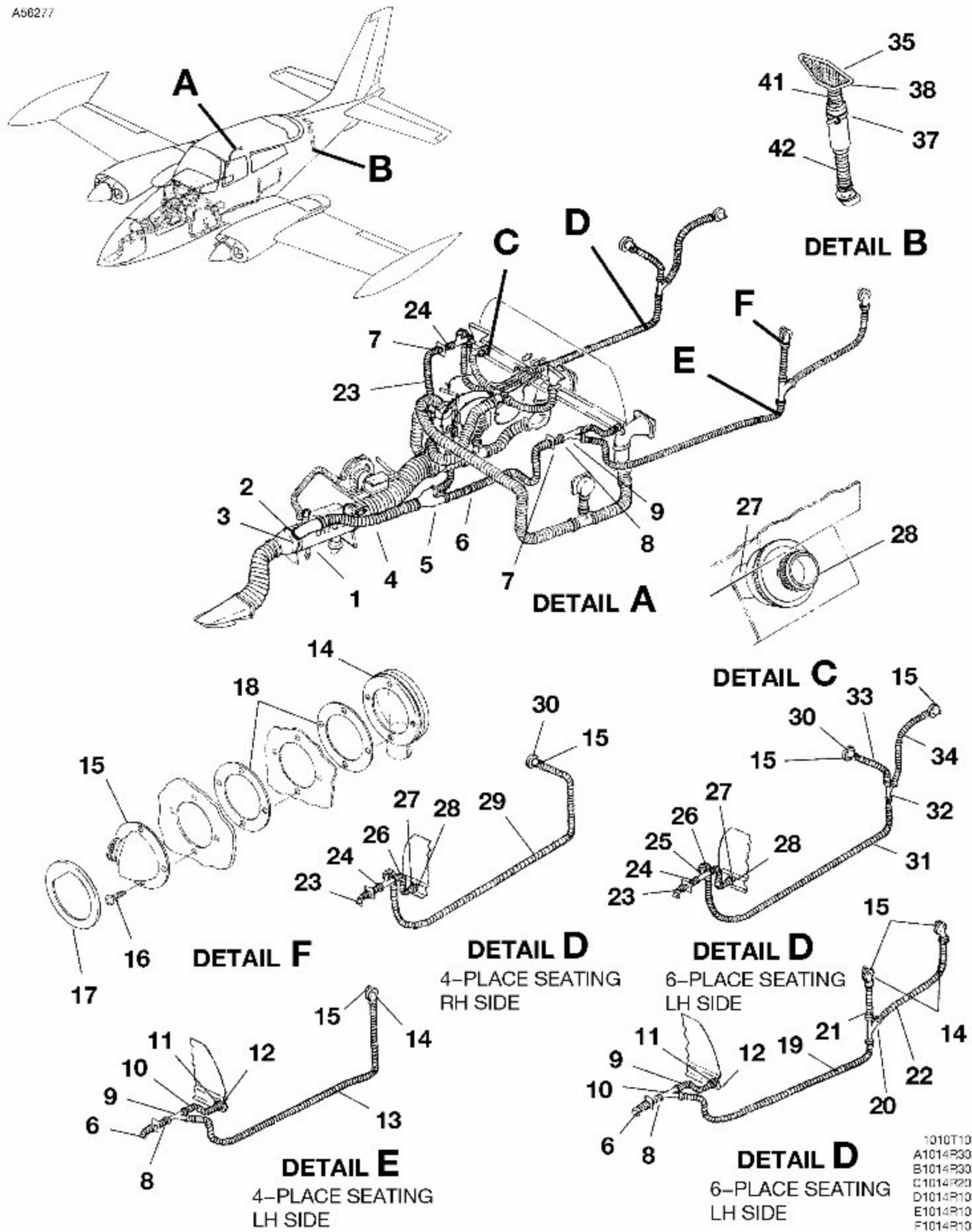
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A56276



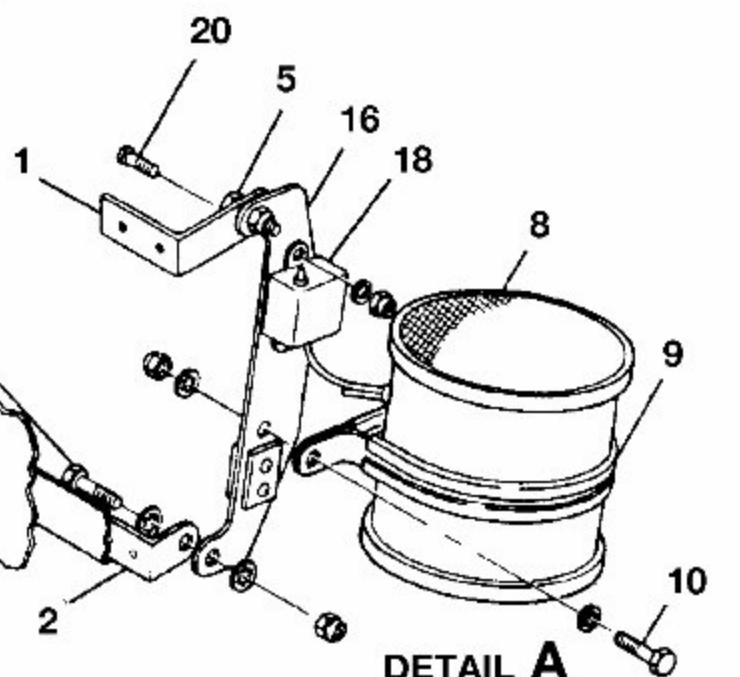
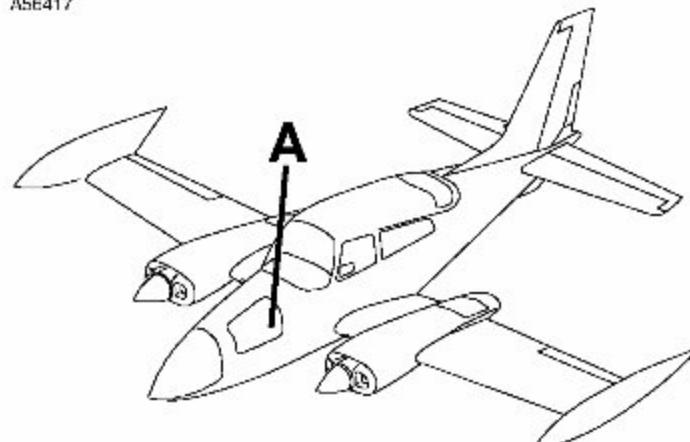
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A1014R3024
B1014R3024
C1014R1018
D1014R1031
E1014R1031
F1014R1032

A56277



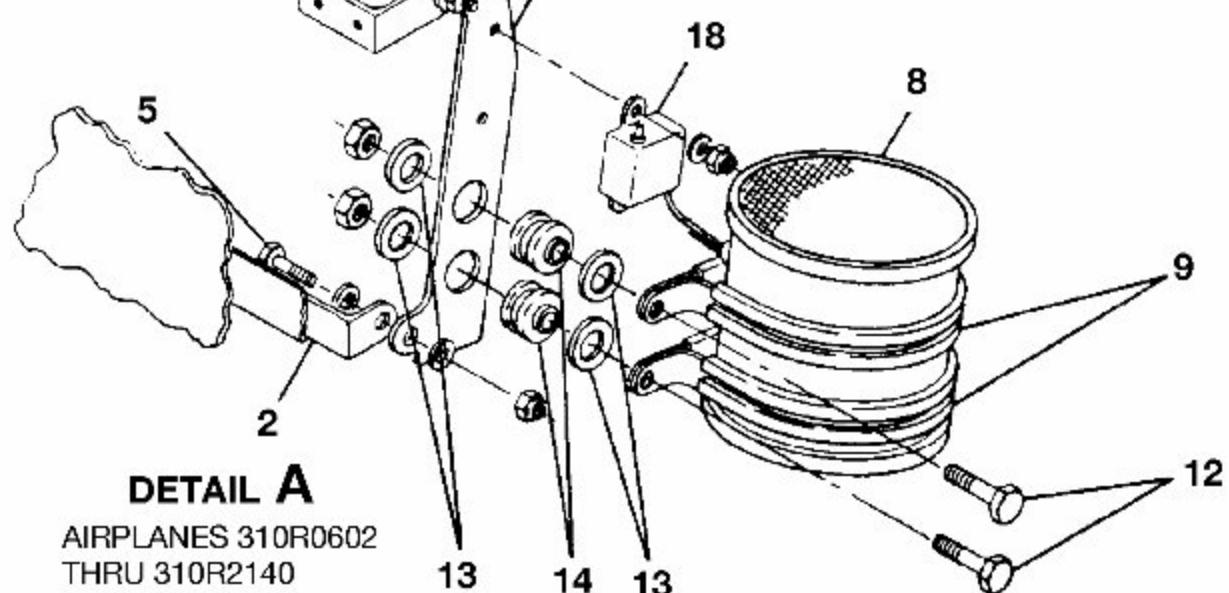
1010T1001
A1014P3024
B1014P3024
C1014P2018
D1014R1080
E1014R1080
F1014P1002

A56417



DETAIL A

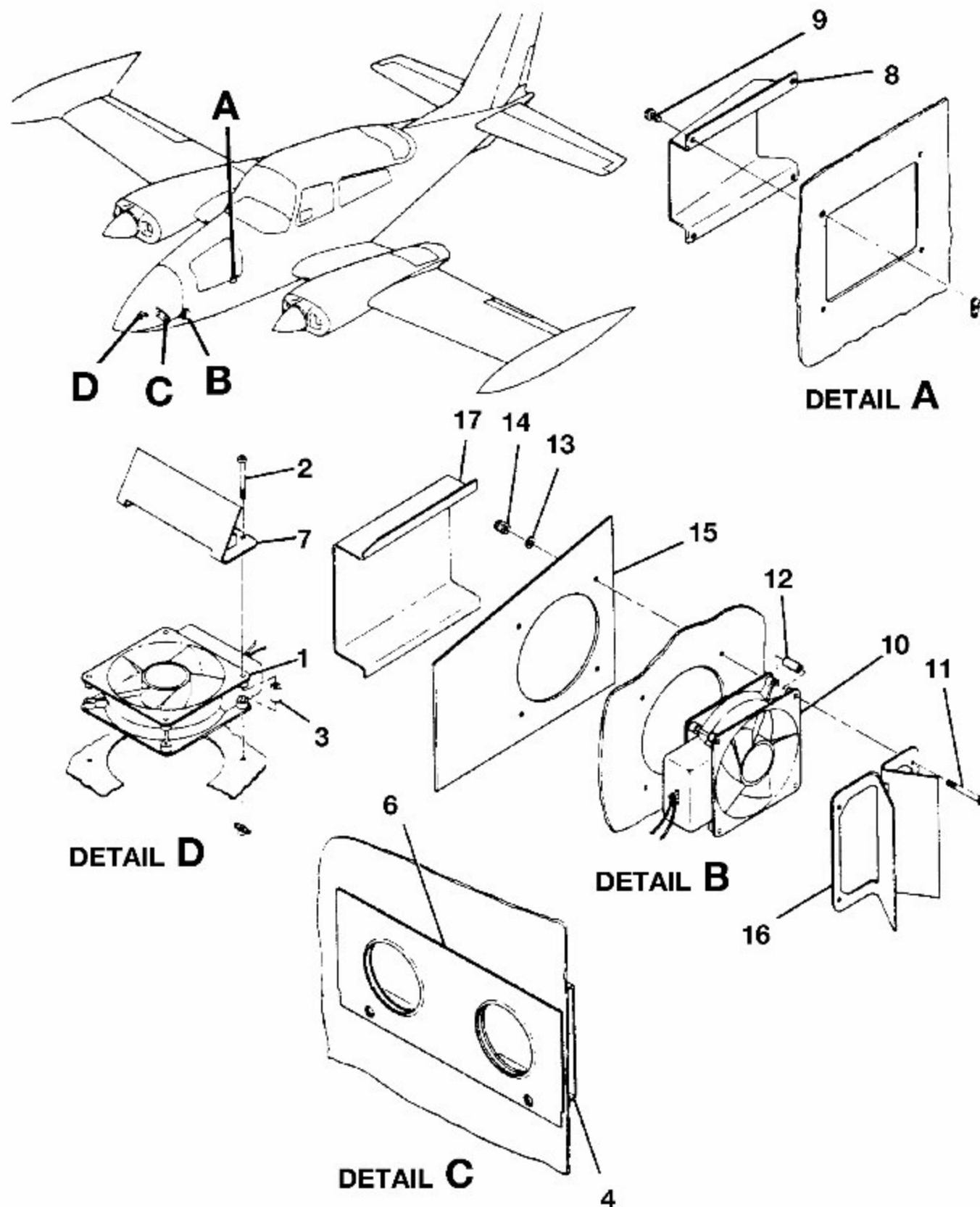
AIRPLANES 310R0001 THRU 310R0601



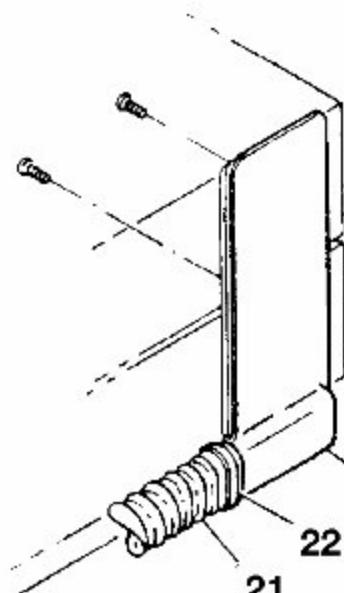
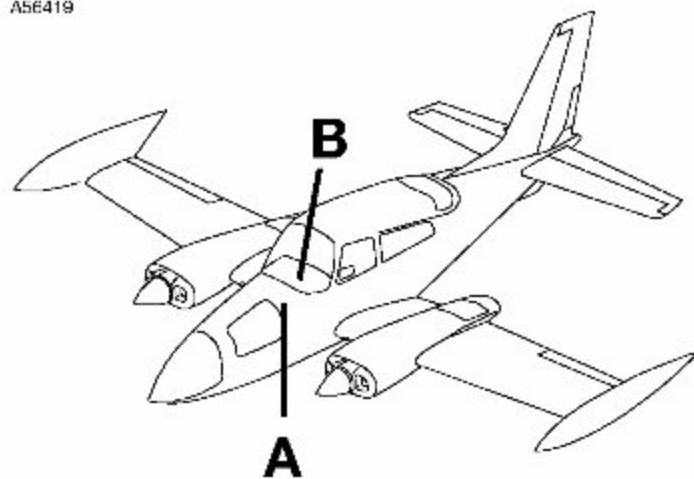
DETAIL A

AIRPLANES 310R0602
THRU 310R2140

10142031
A10141049
A10141071

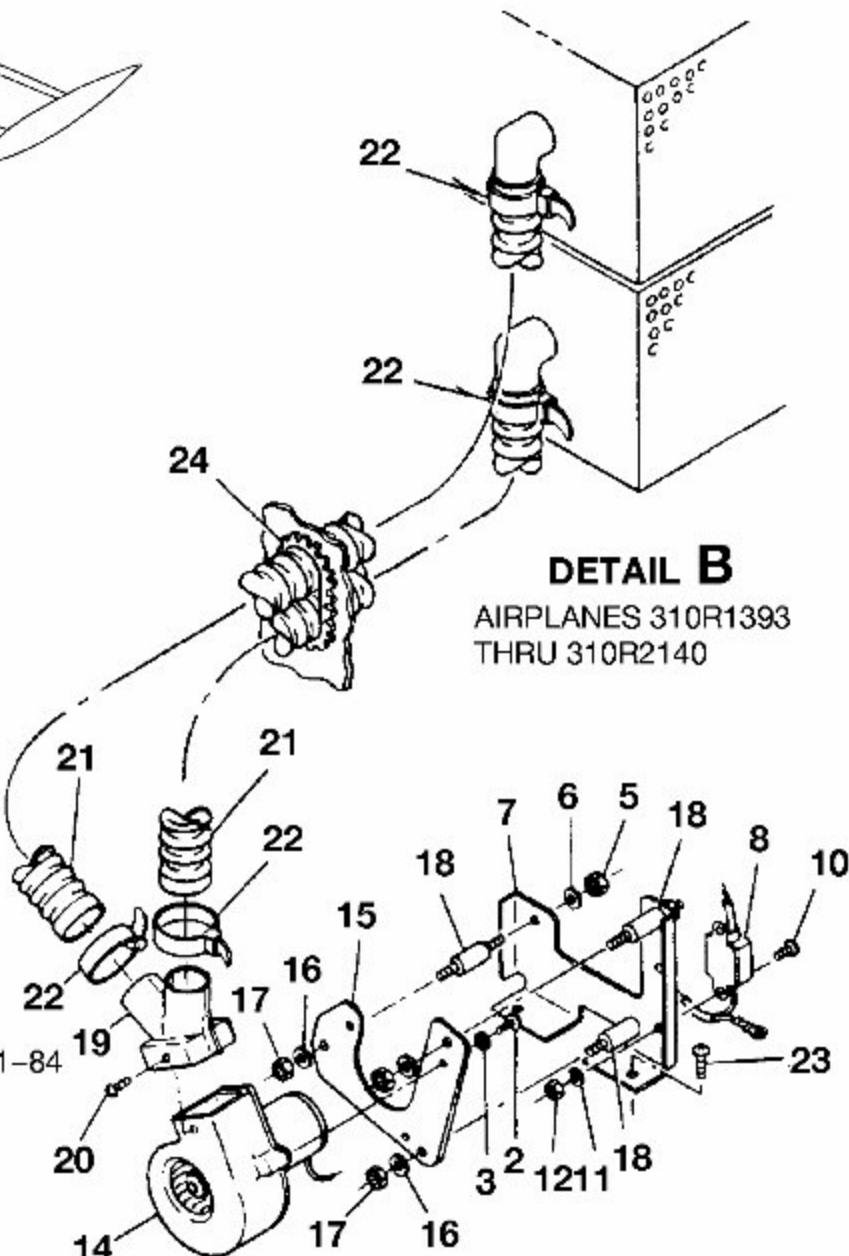


10143082
 A10142049
 B10142048
 C10142049
 D10142047



DETAIL B

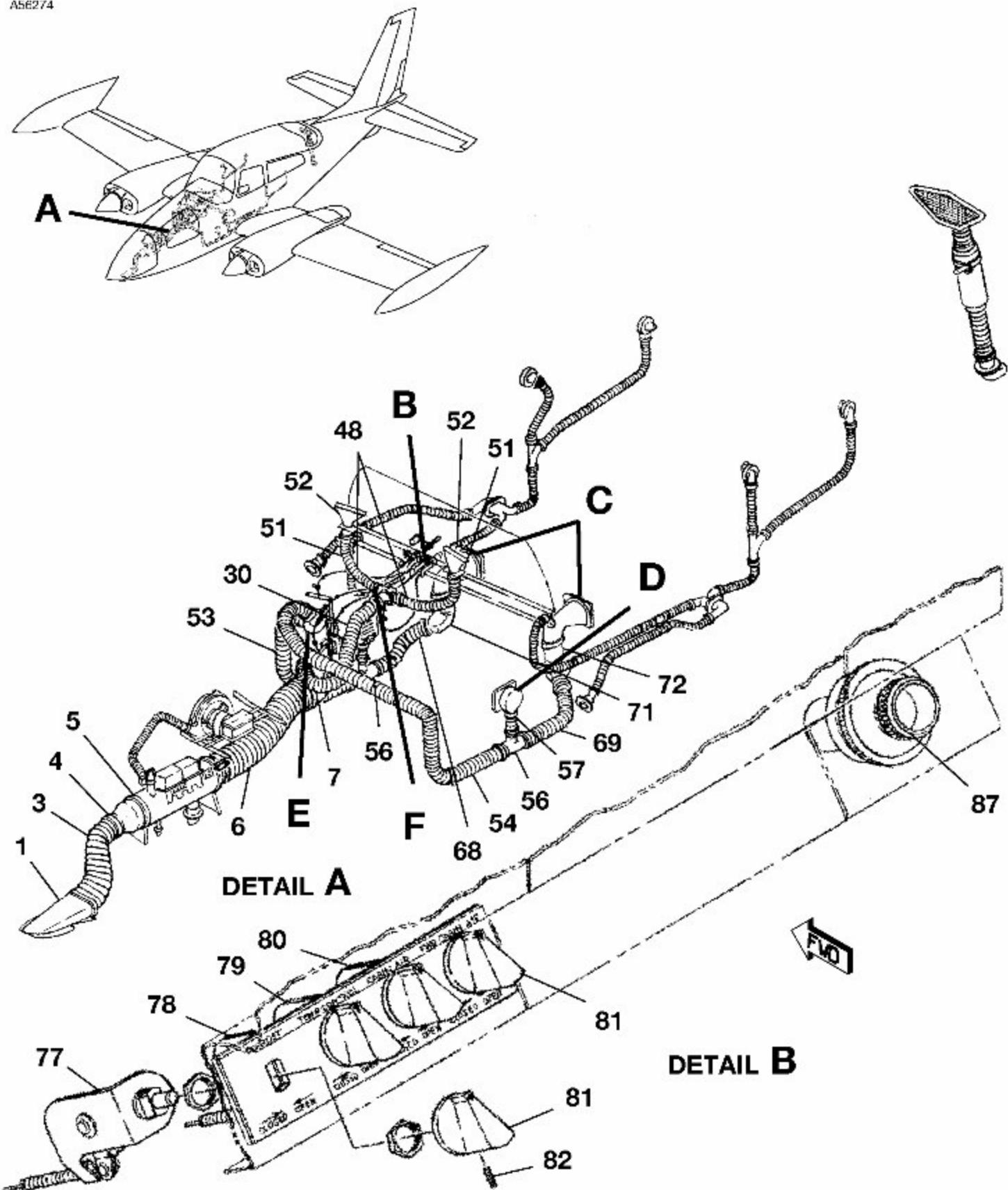
**AIRPLANES 310R1201 THRU
310R1392 WHEN MODIFIED BY SK421-84**

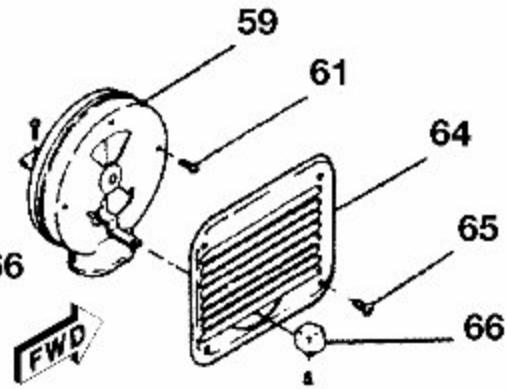
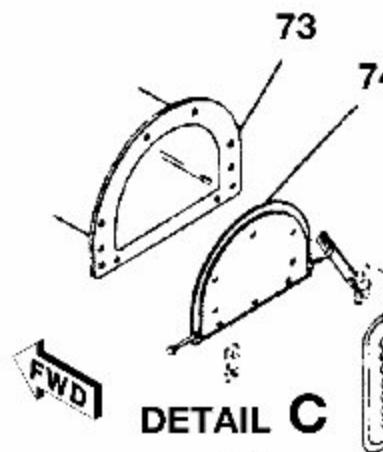


DETAIL A

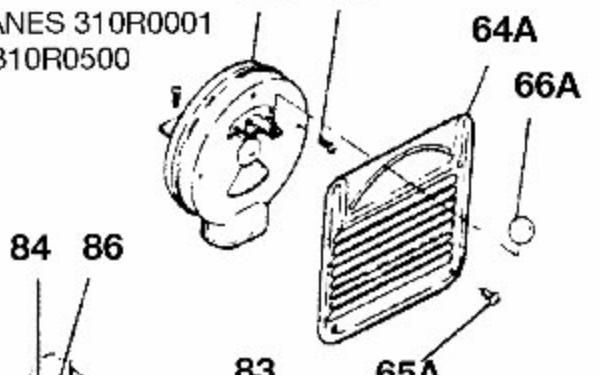
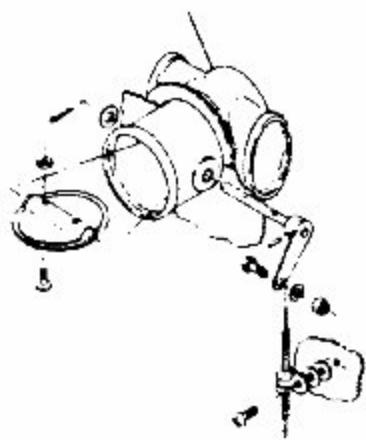
AIRPLANES 310R1393 AND ON AND AIRPLANES
MODIFIED BY SK421-84

A56274

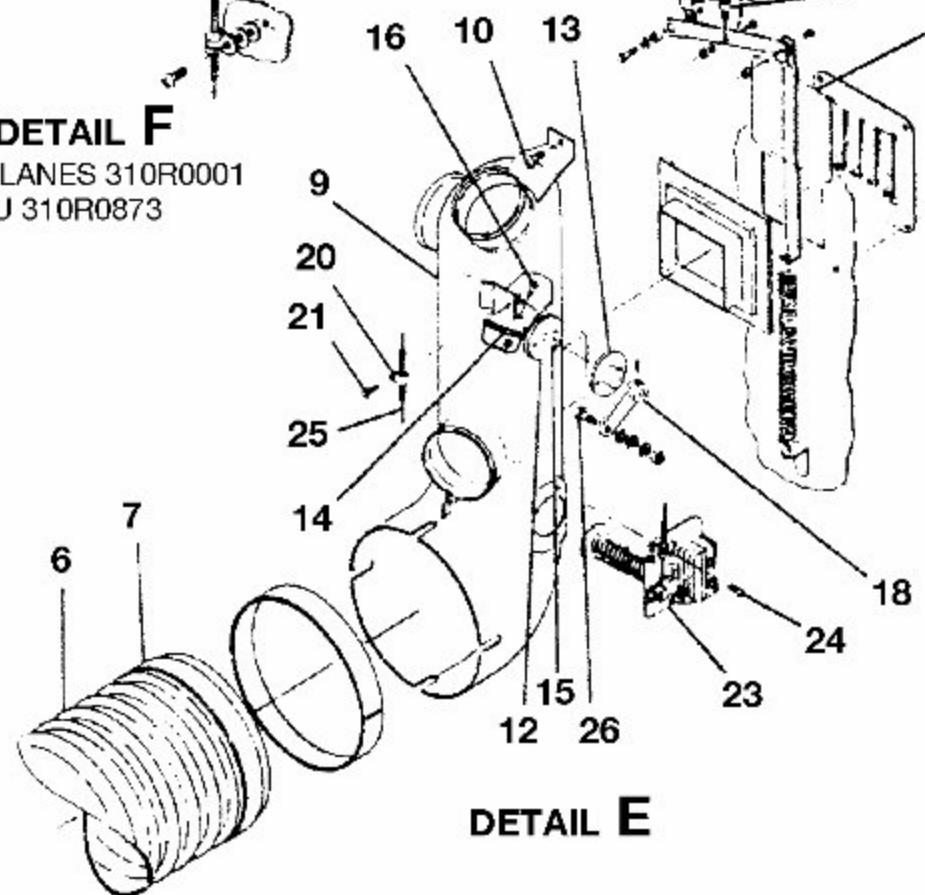




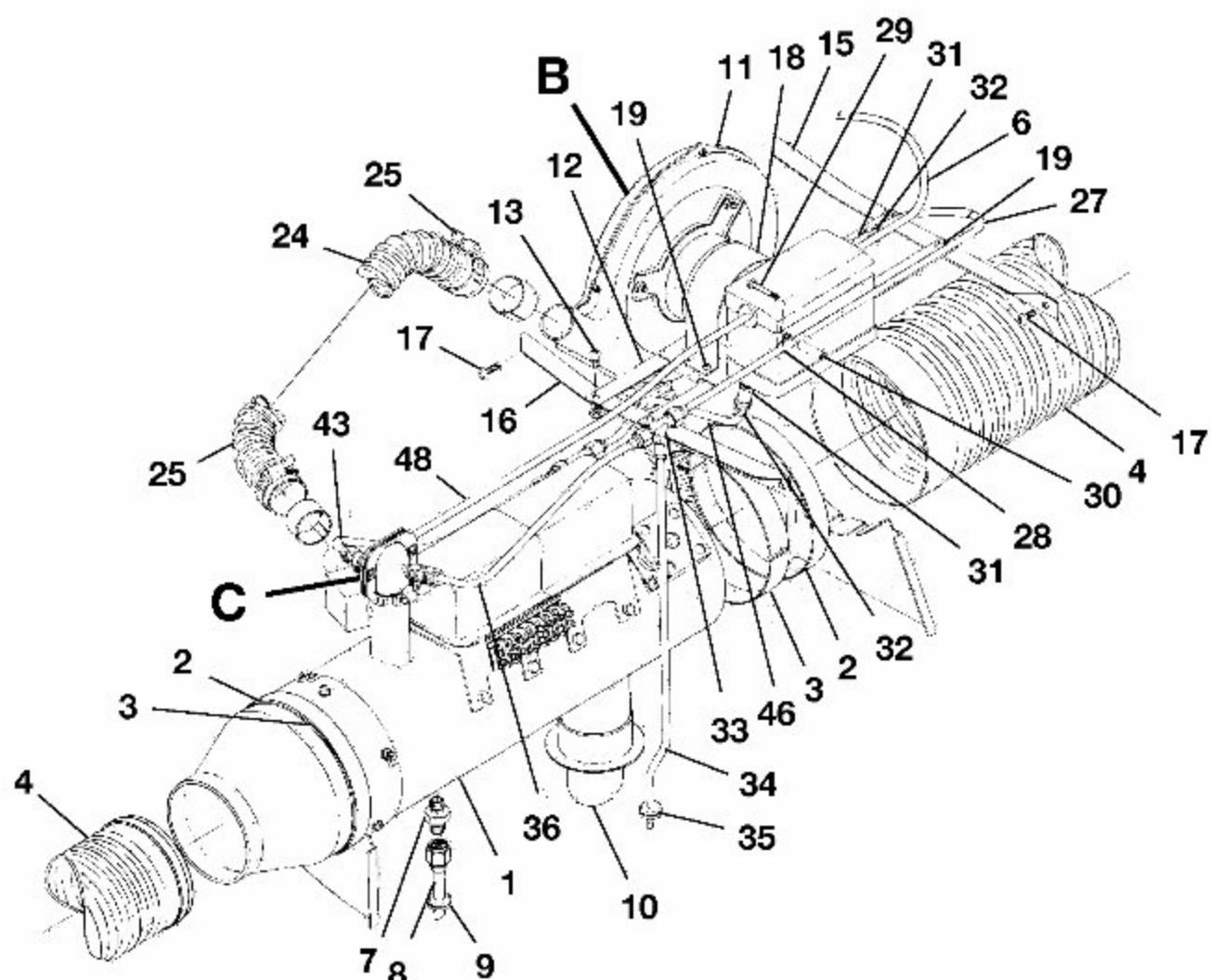
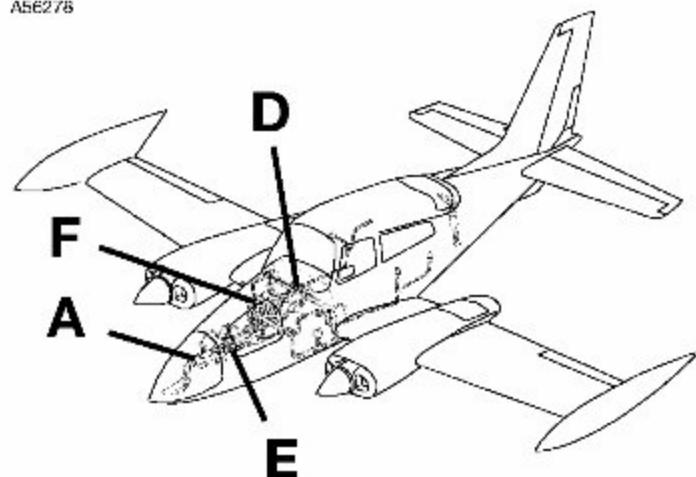
AIRPLANES 310R0001
THRU 310R0500



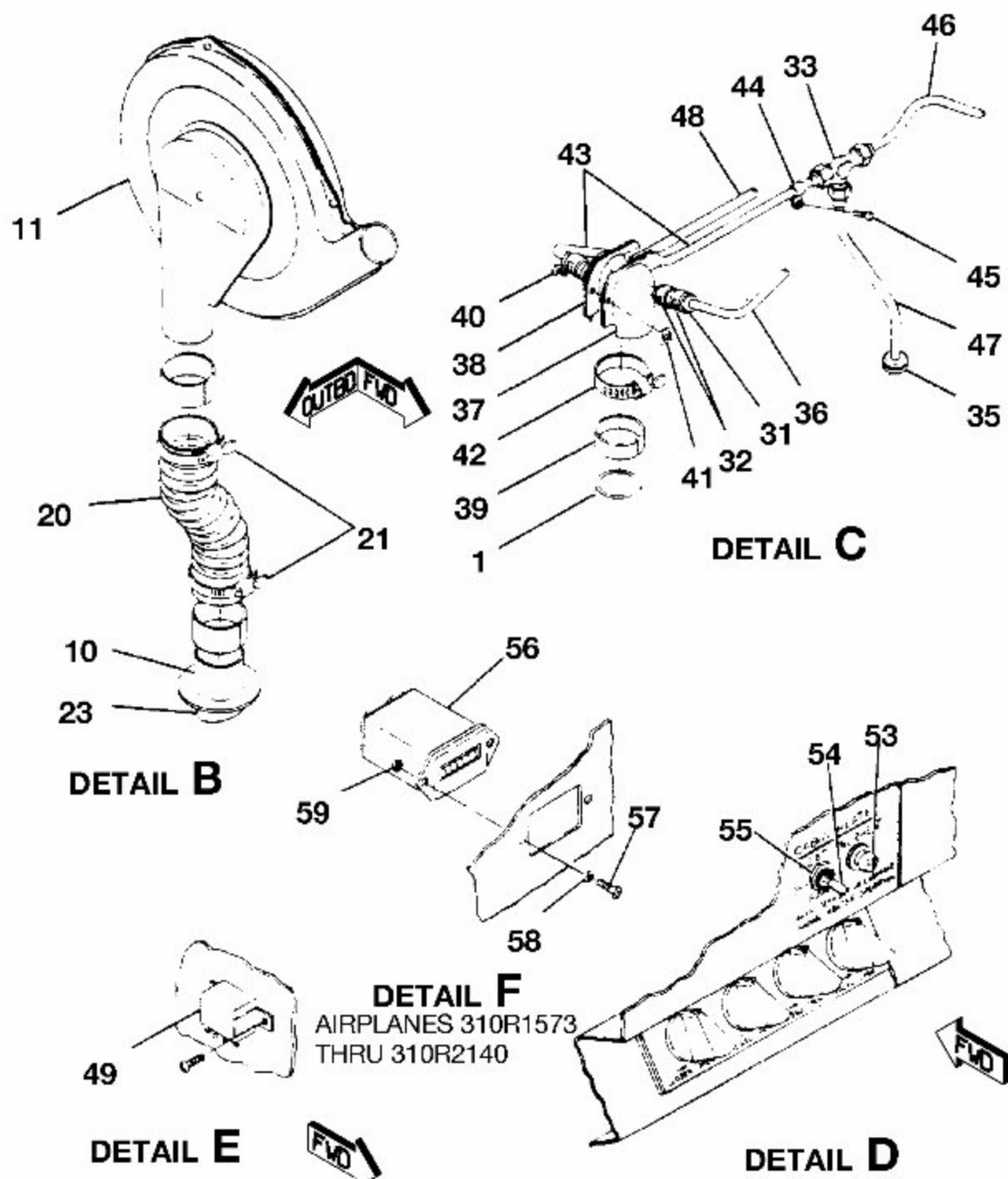
AIRPLANES 310R0501
THRU 310R2140



C10142012
D10142012
D10141068
E10143028
F10141005

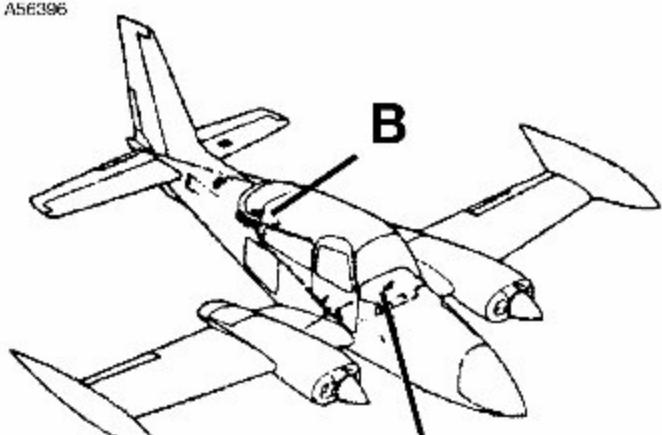
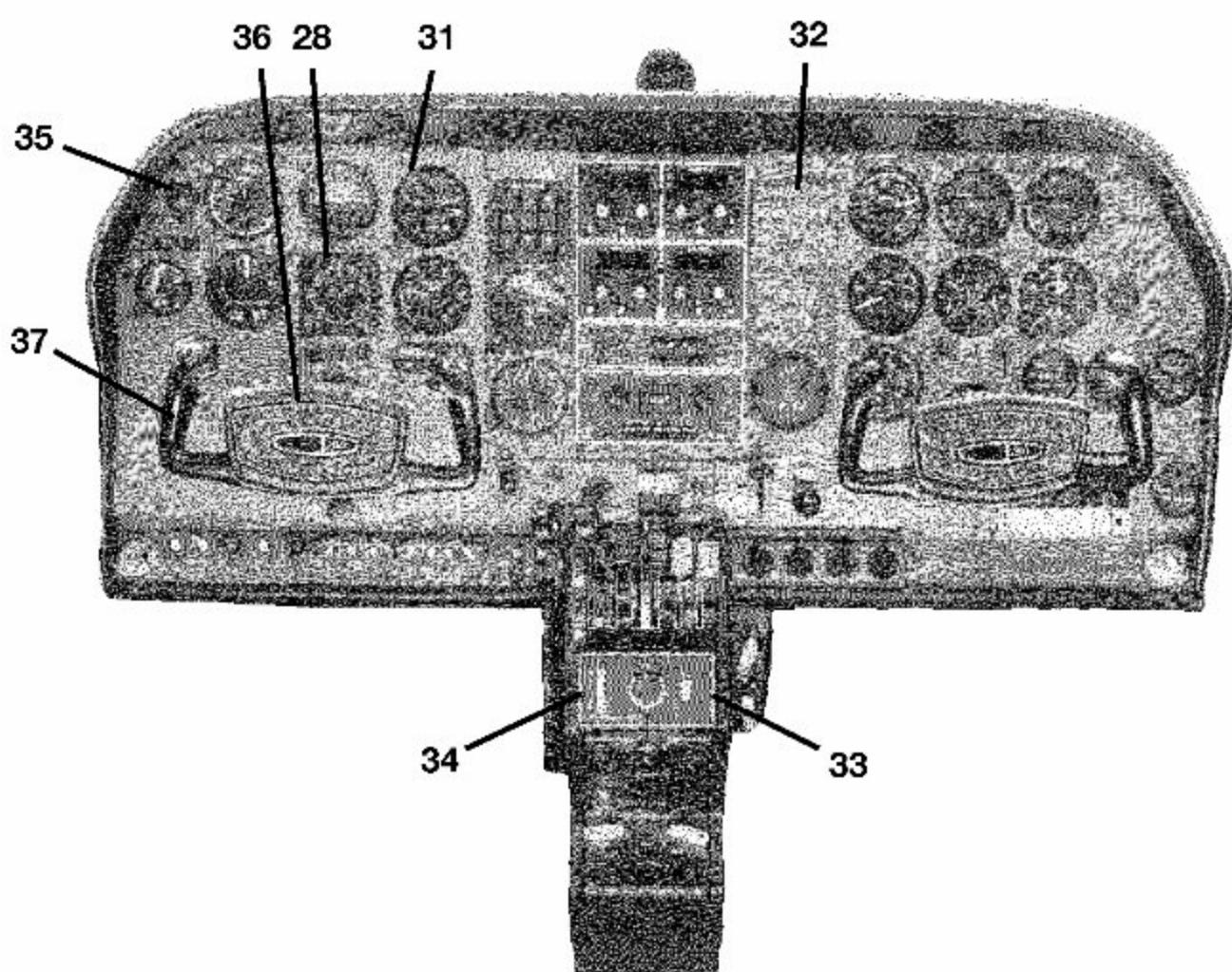


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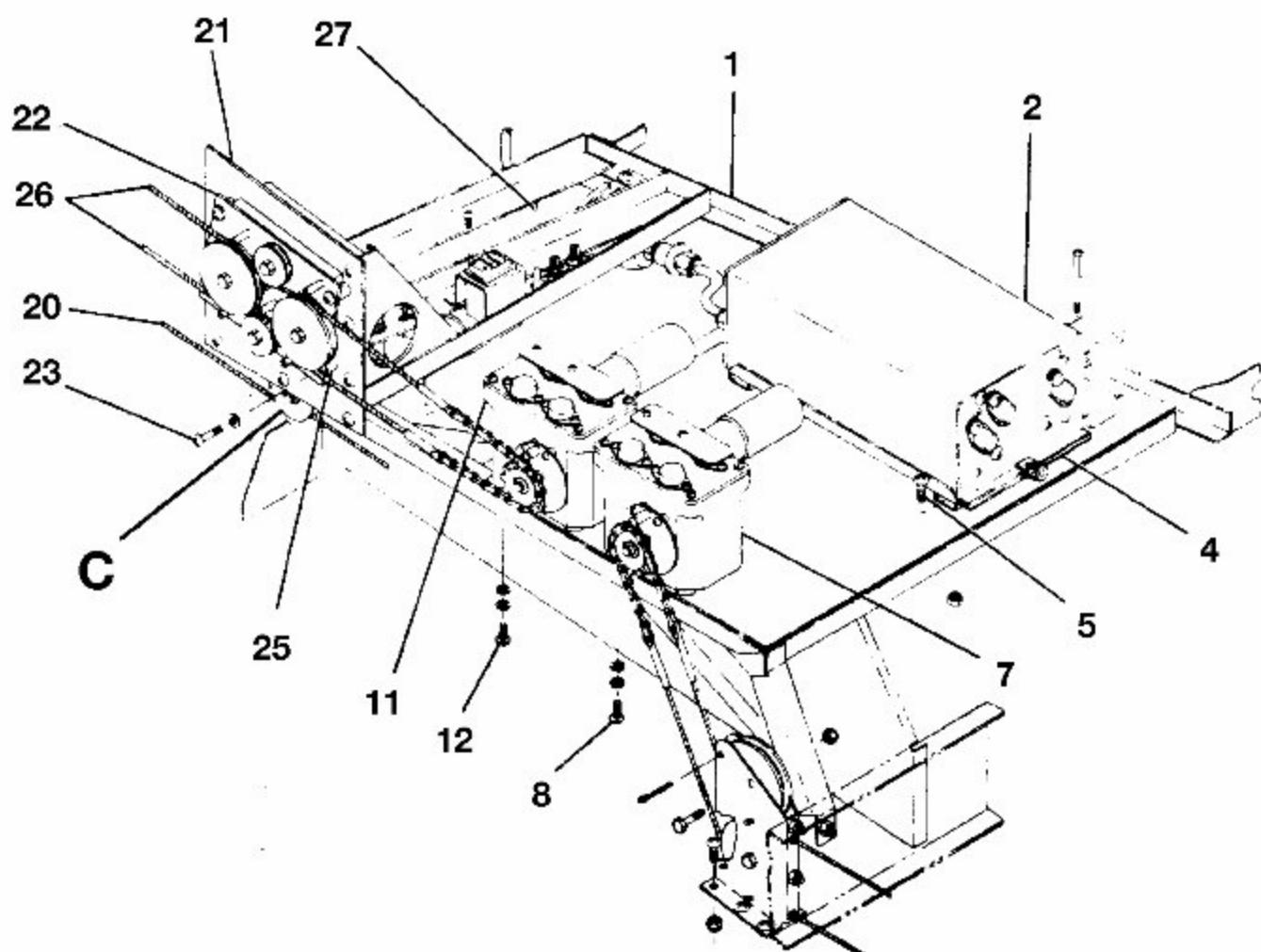


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C10142021
D10142018
E10142018
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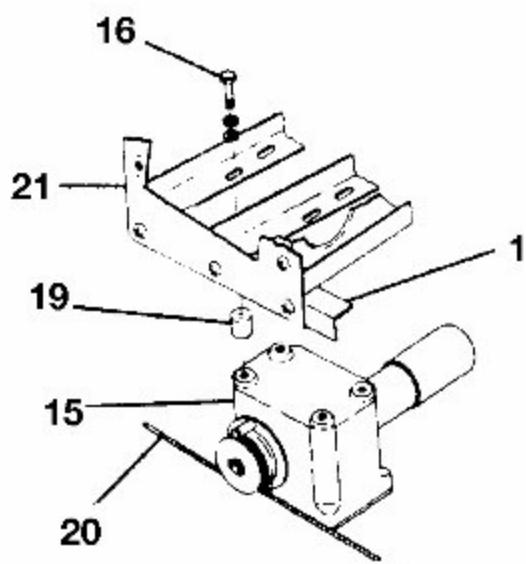
22

**A****DETAIL A**

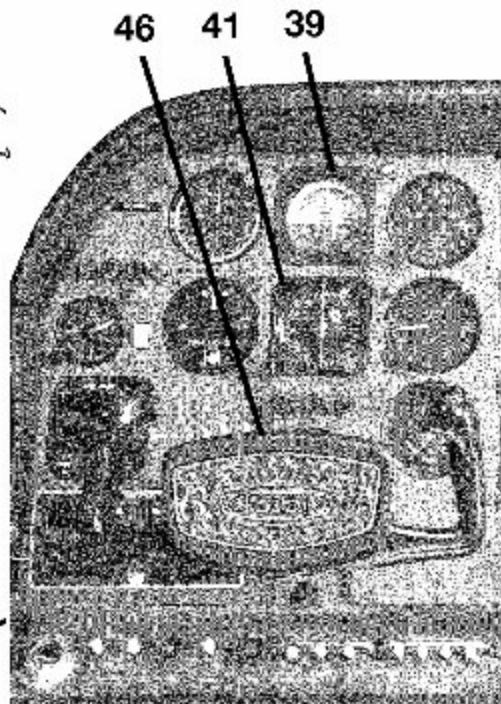
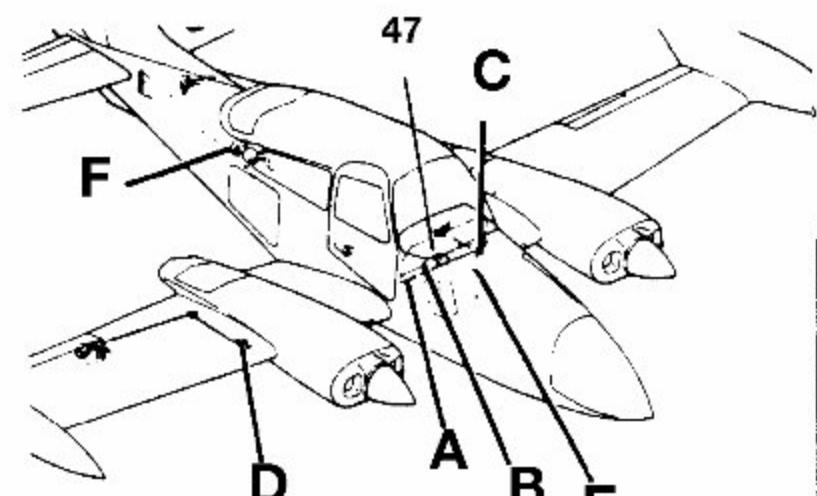
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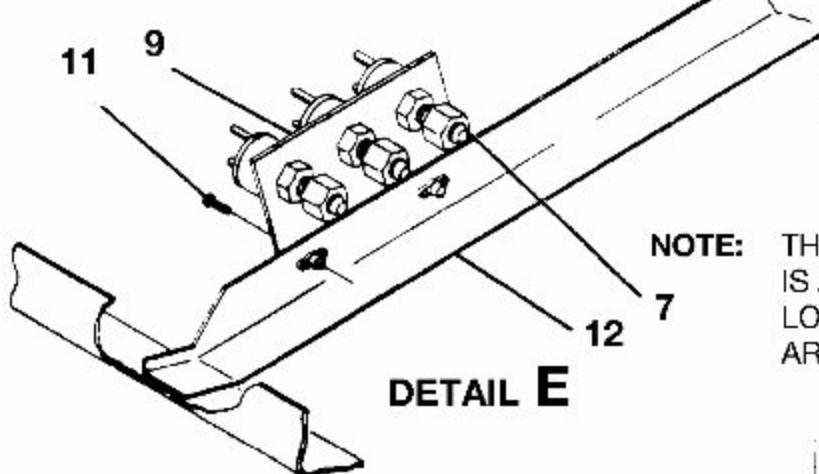
DETAIL B



DETAIL C

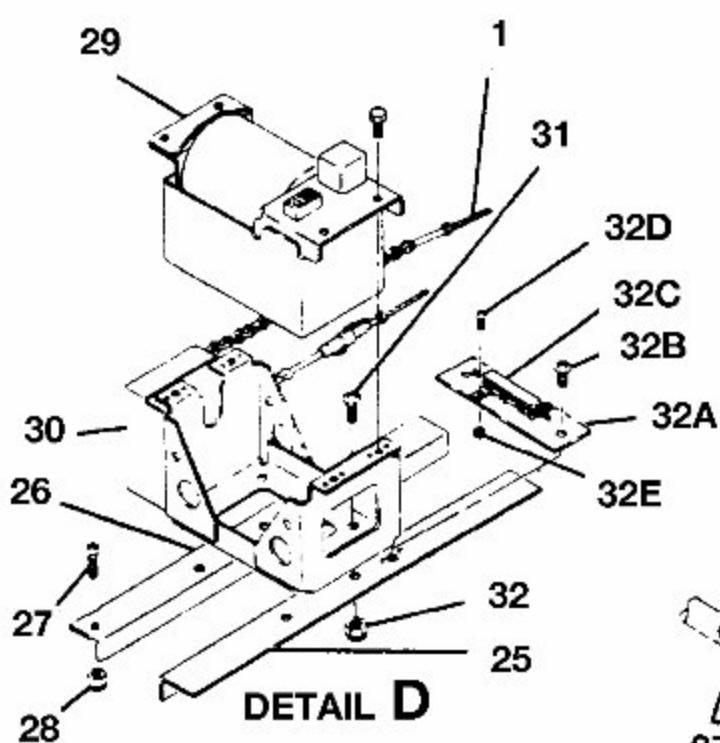


DETAIL A

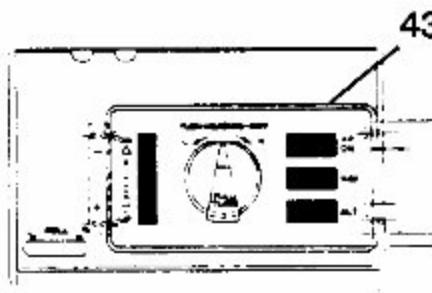


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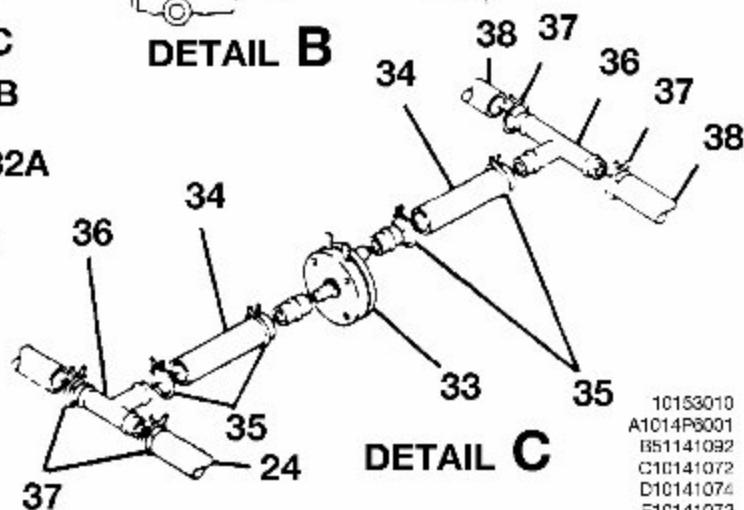
DETAIL E



DETAIL D

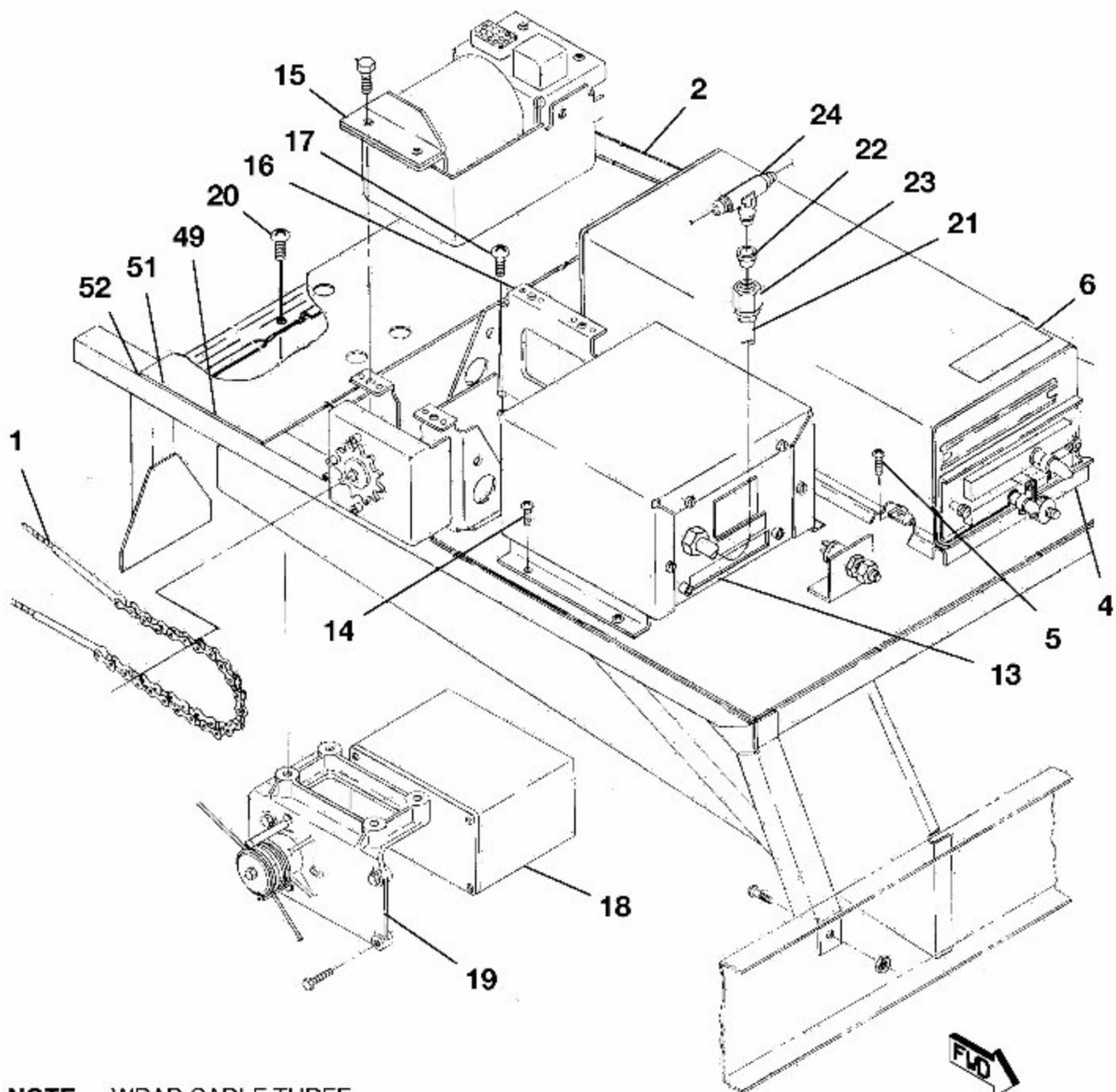


DETAIL B



DETAIL C

10153010
A1014P8001
B51141092
C10141072
D10141074
E10141073

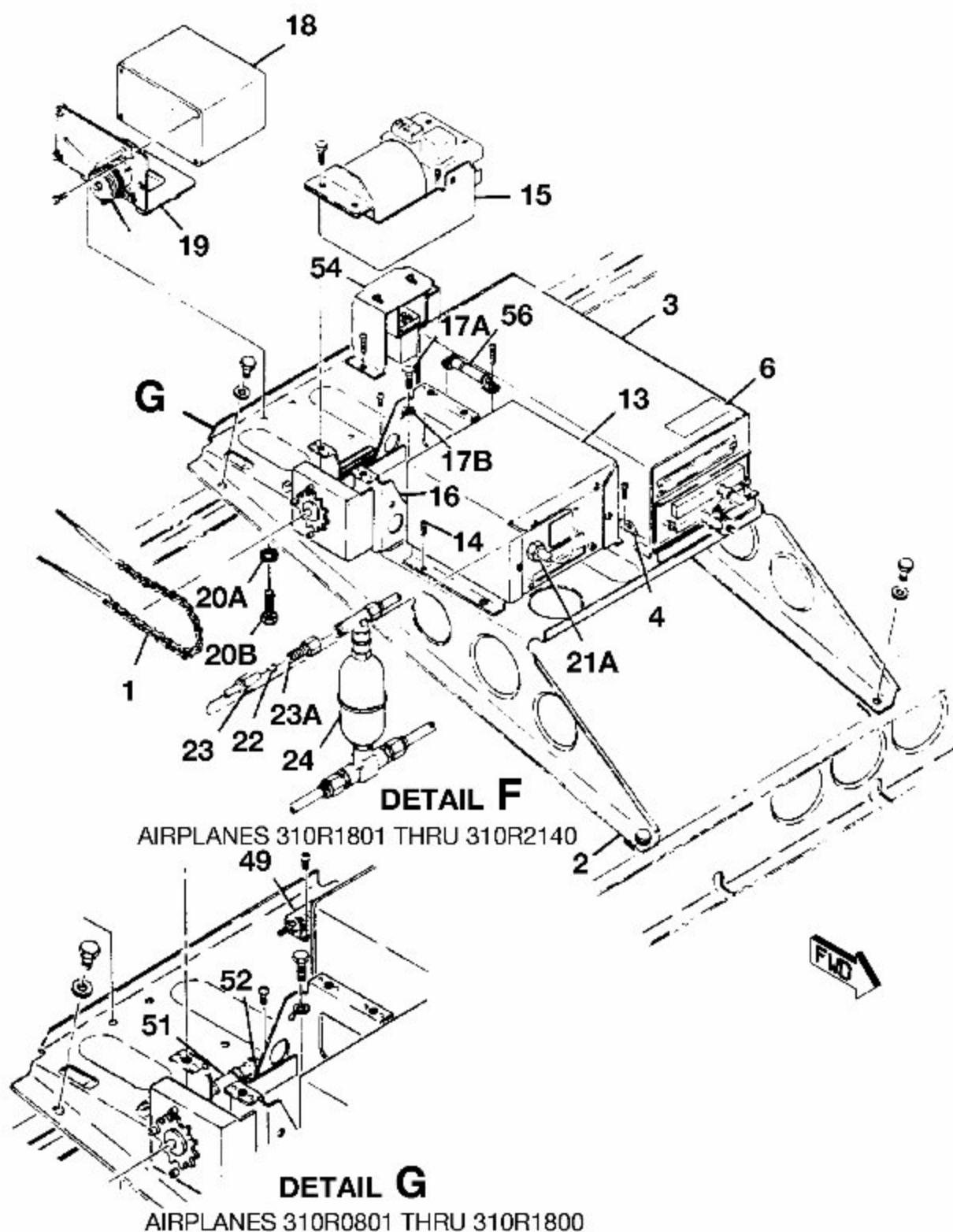


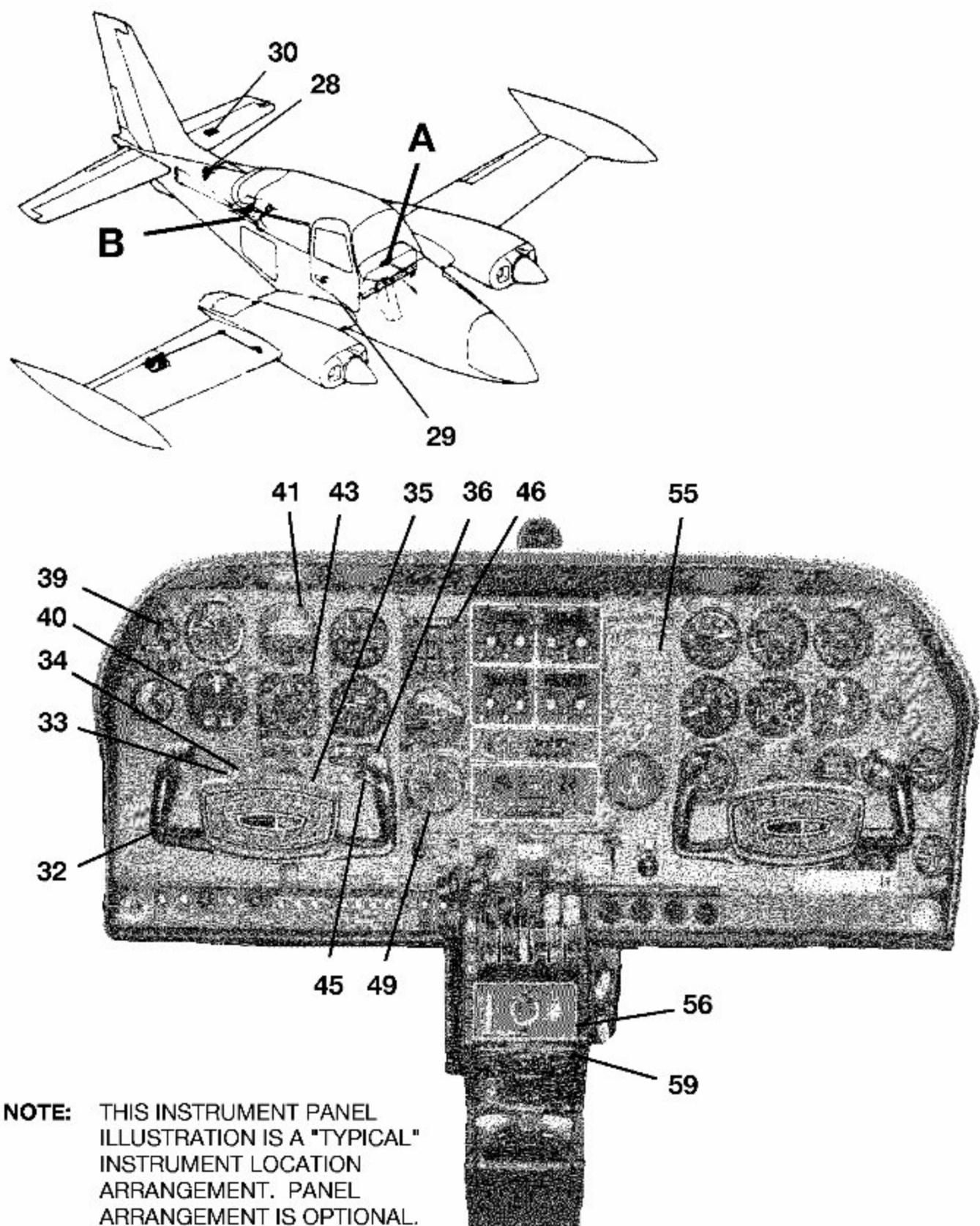
NOTE: WRAP CABLE THREE
COMPLETE TIMES
ROUND DRUM.

DETAIL F

AIRPLANES 310R0501 THRU 310R0800

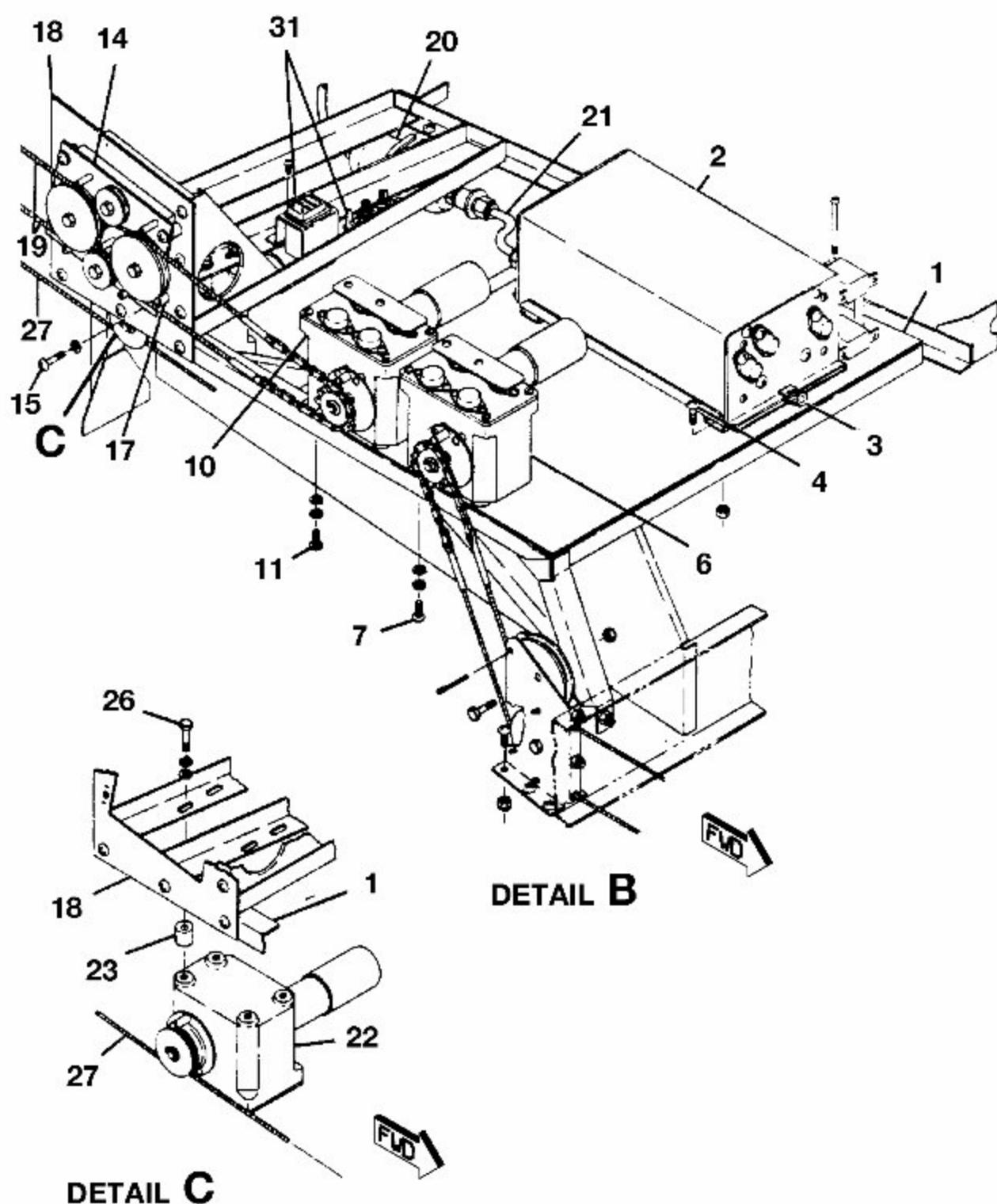
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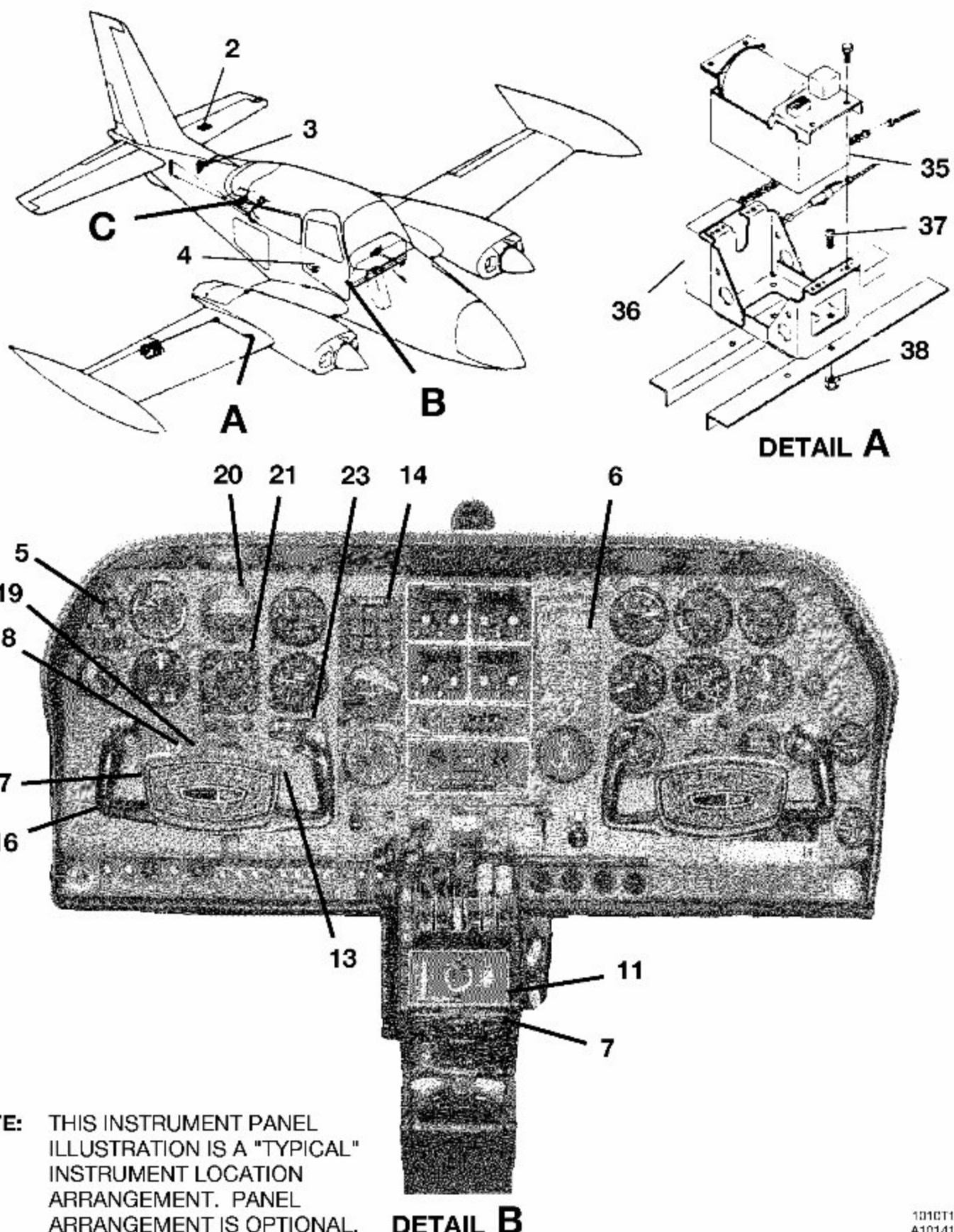


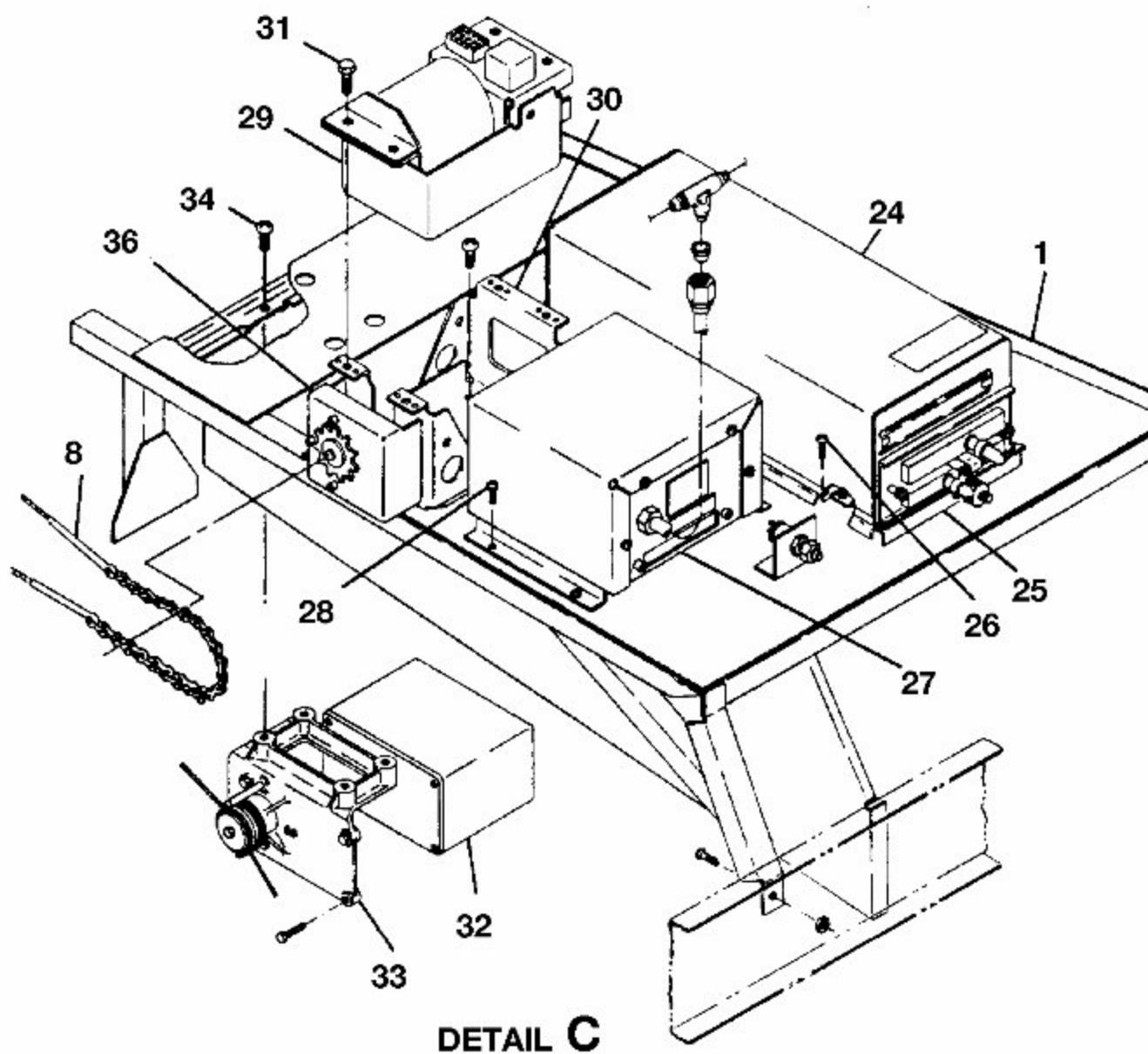


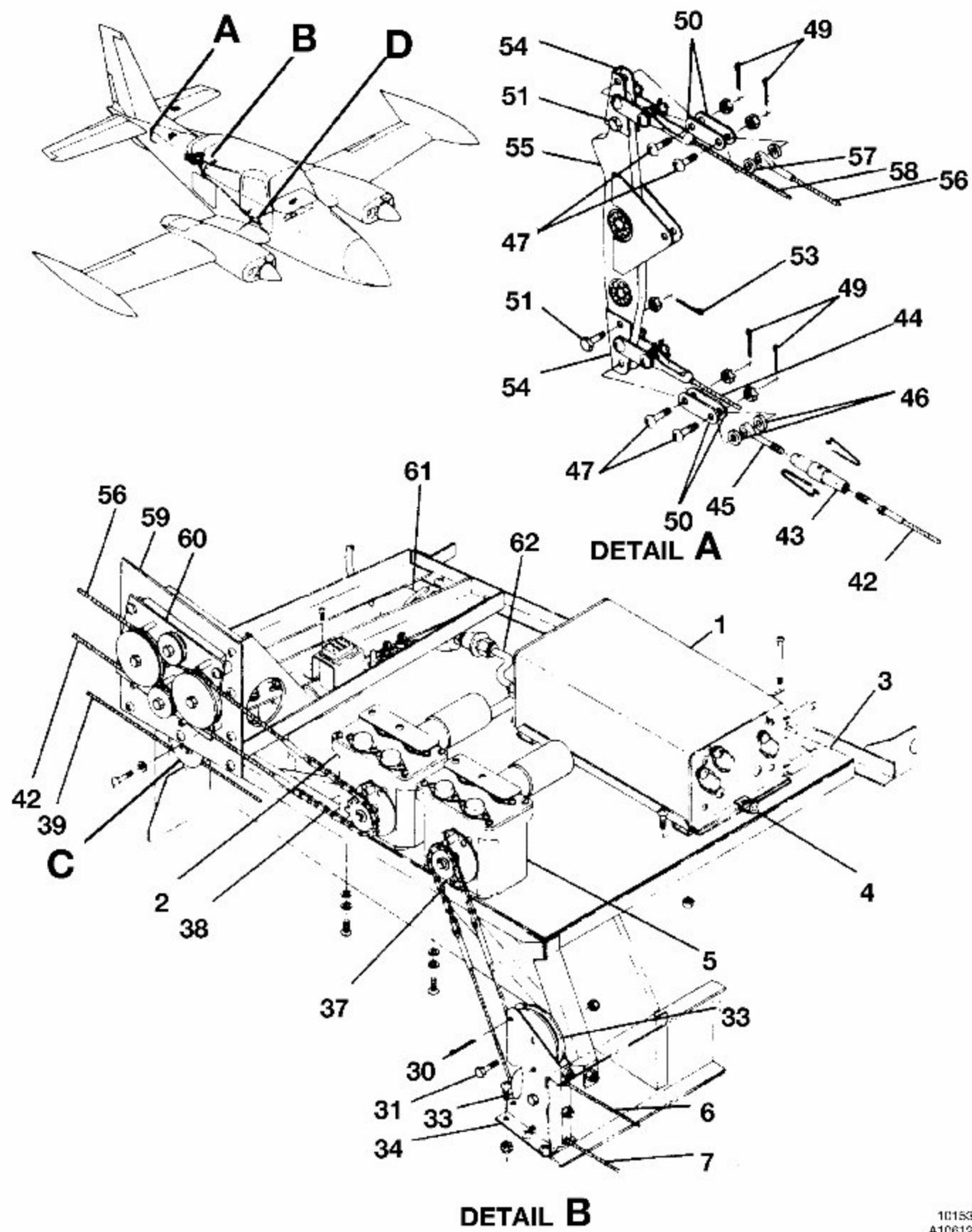
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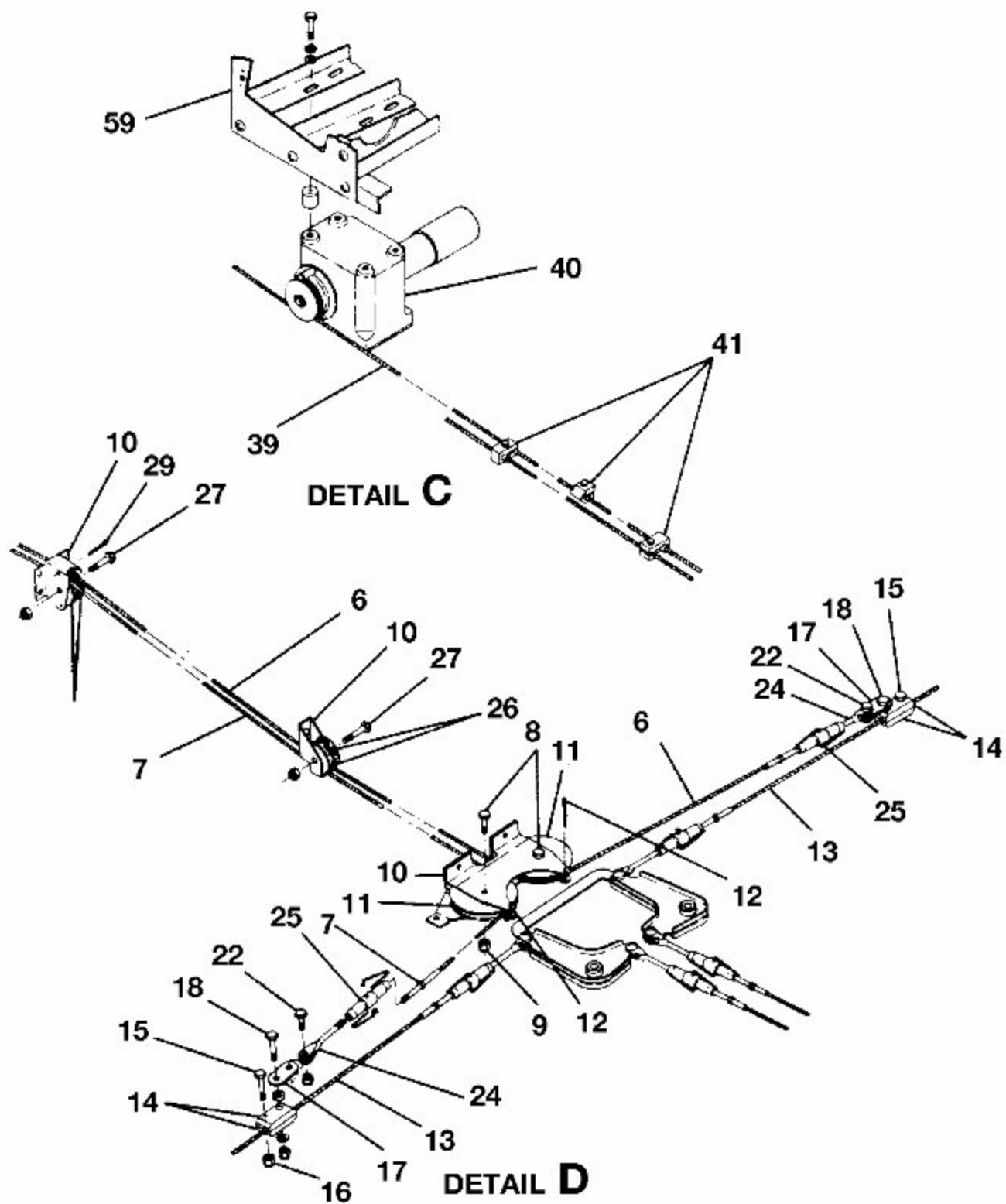
DETAIL A

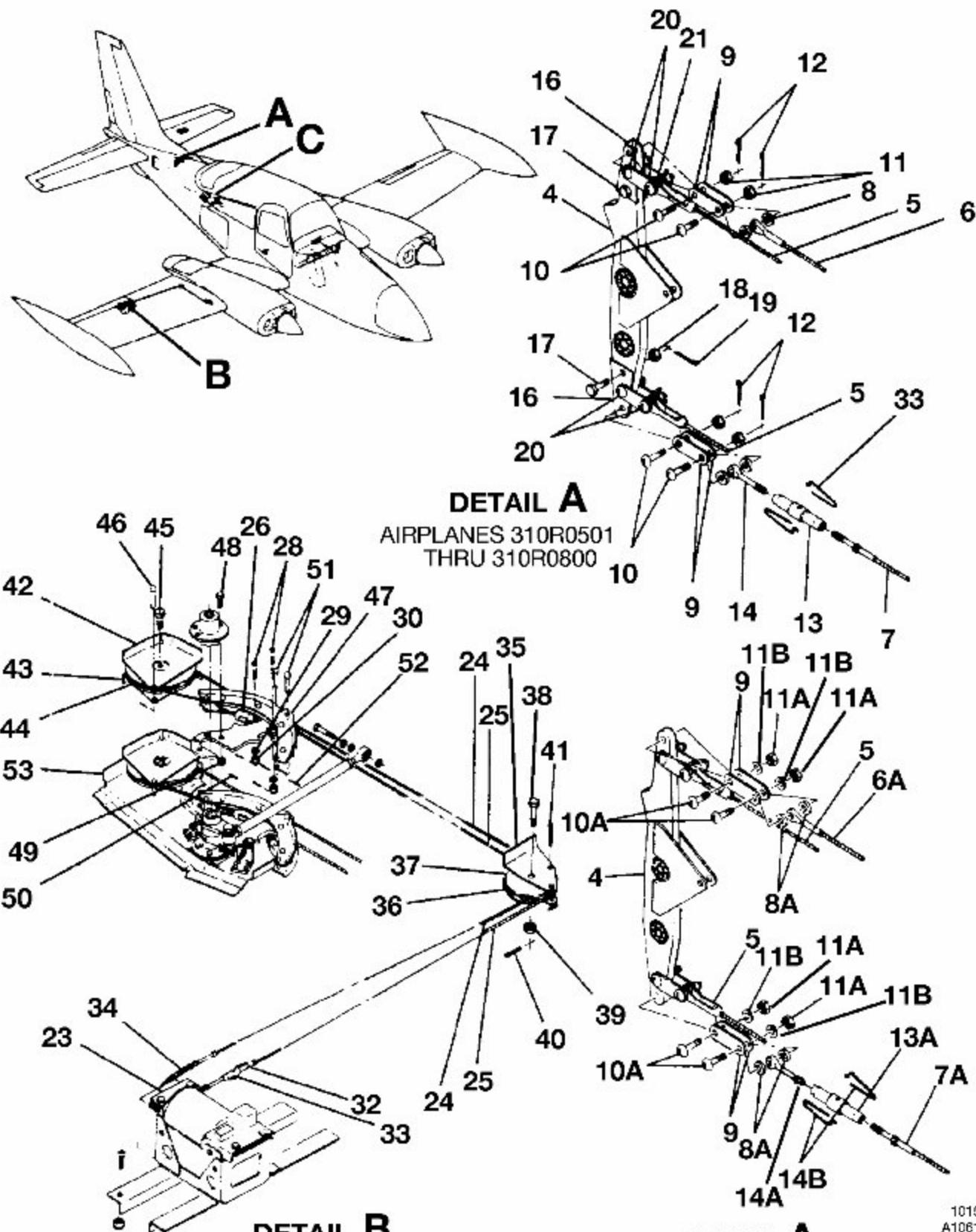


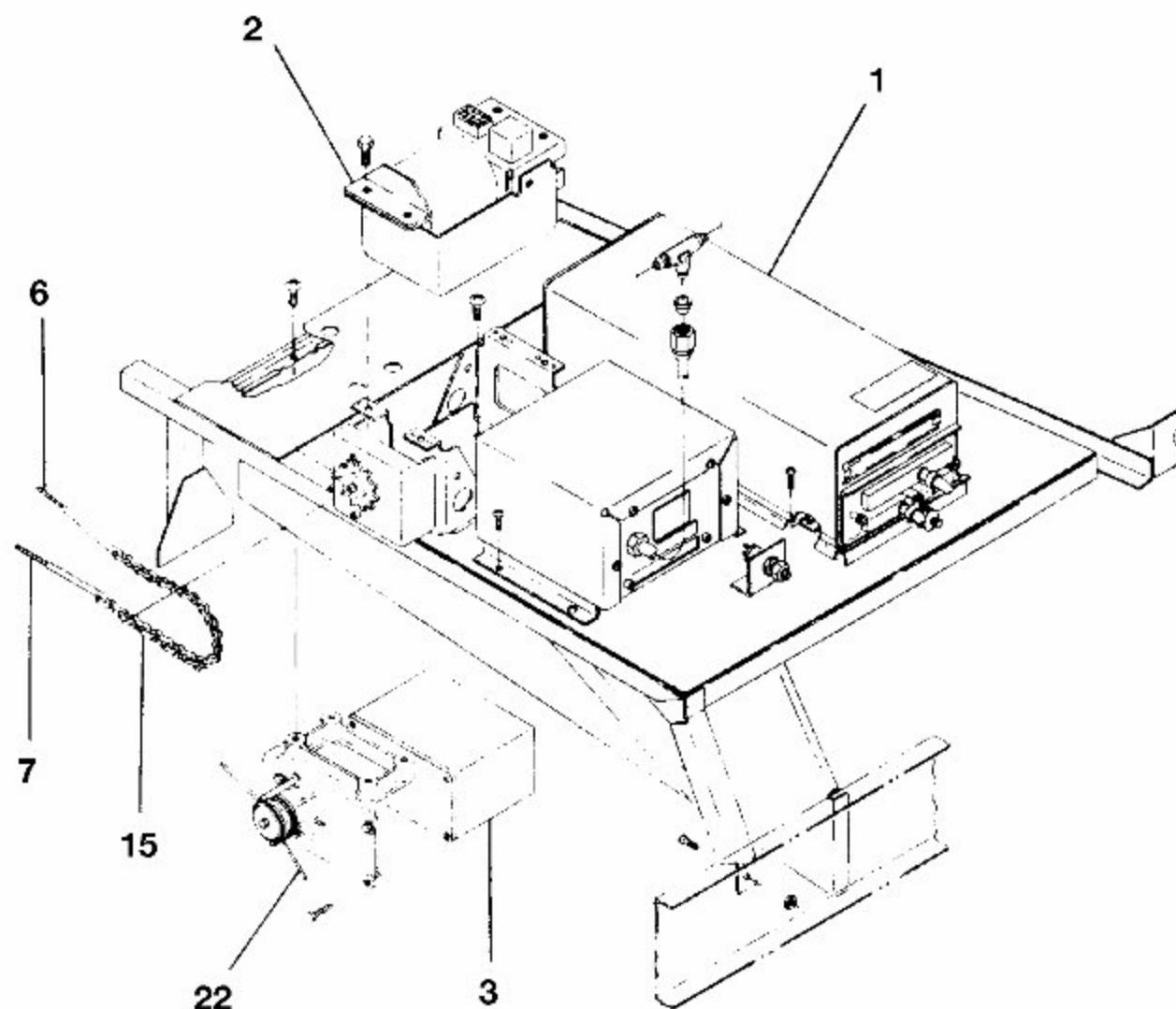




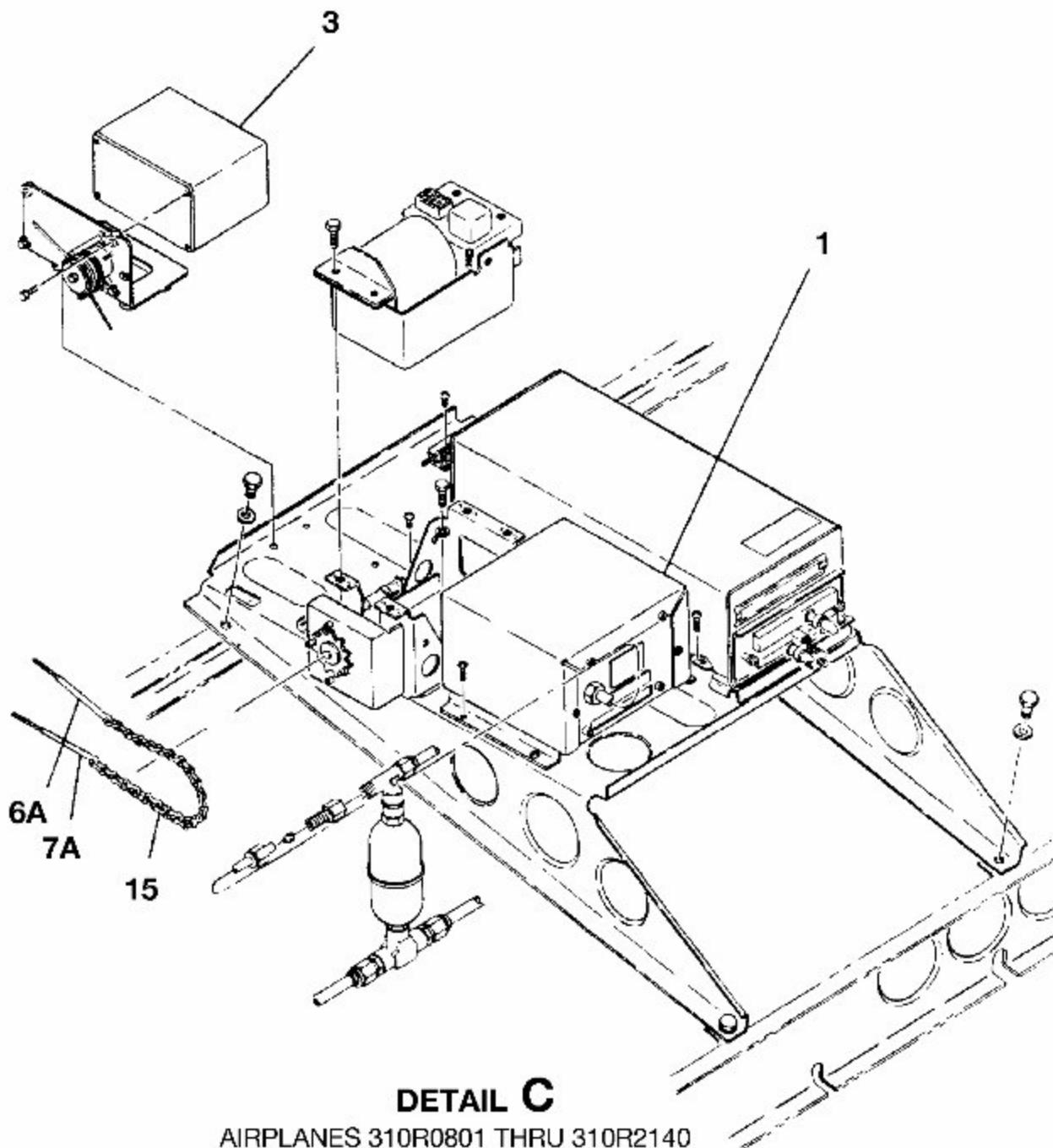




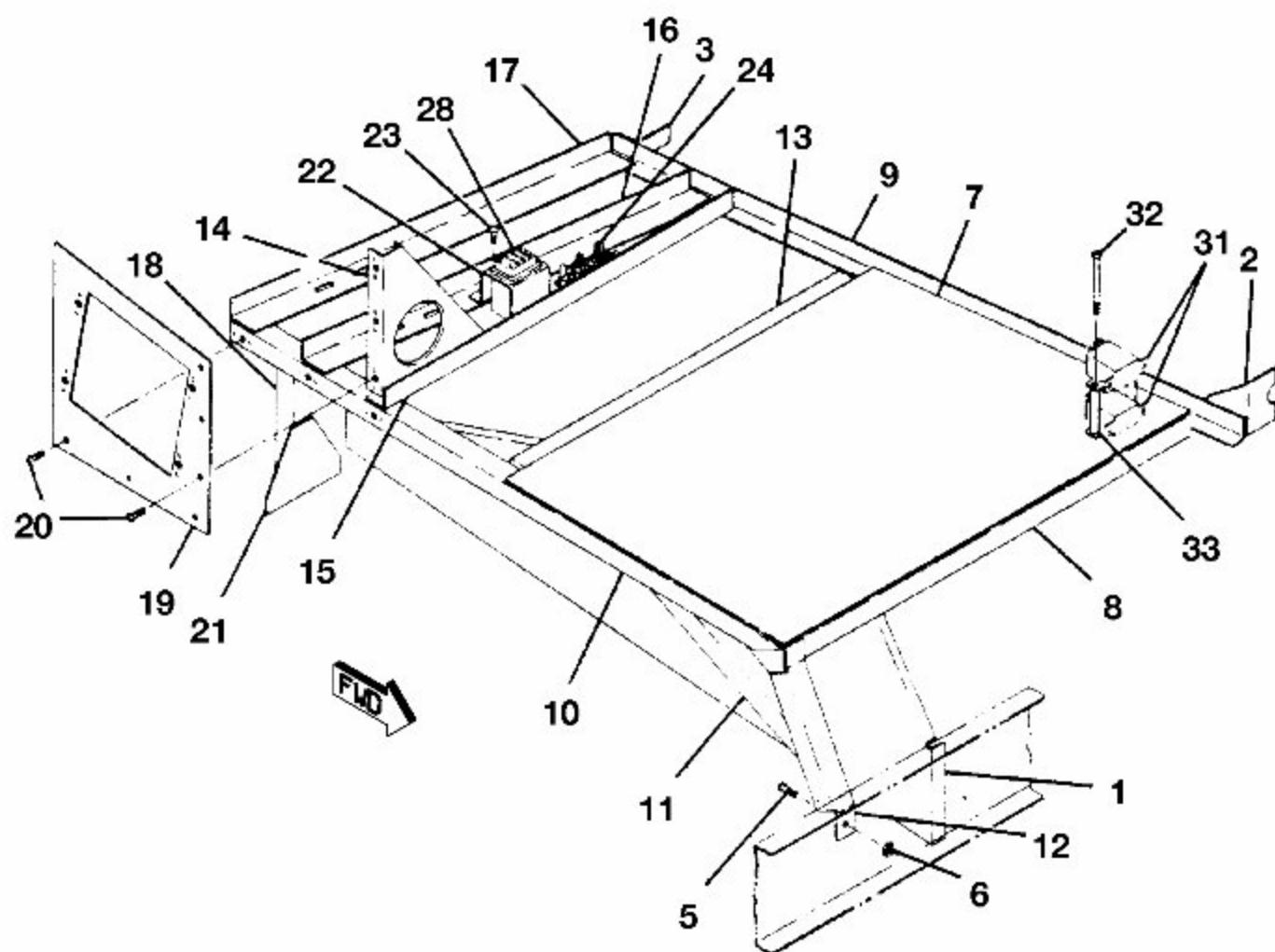
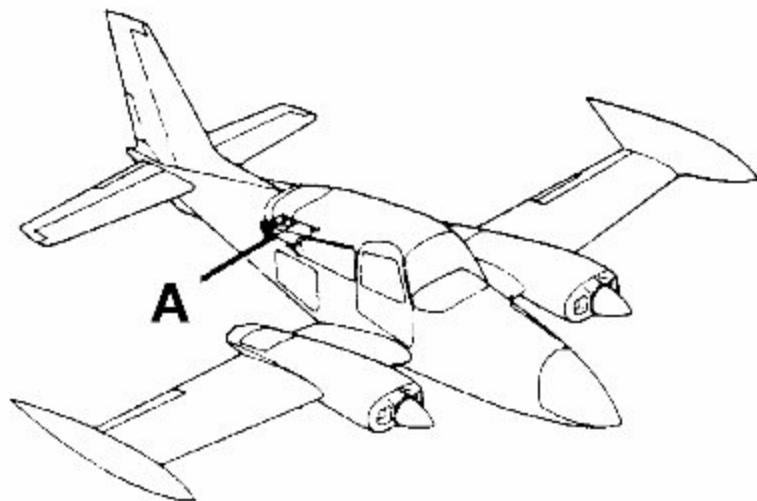


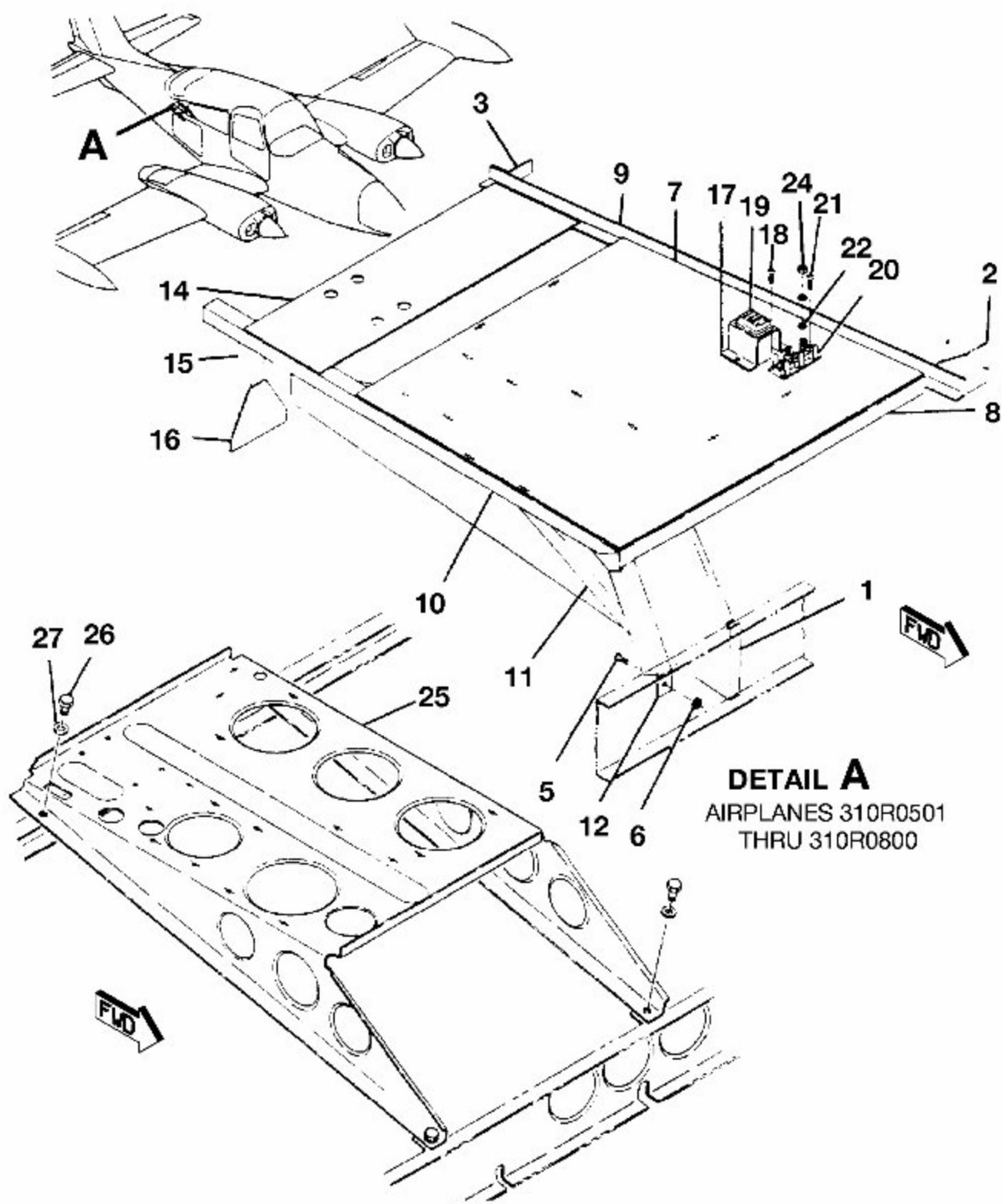
**DETAIL C**

AIRPLANES 310R0501 THRU 310R0800

**DETAIL C**

AIRPLANES 310R0801 THRU 310R2140

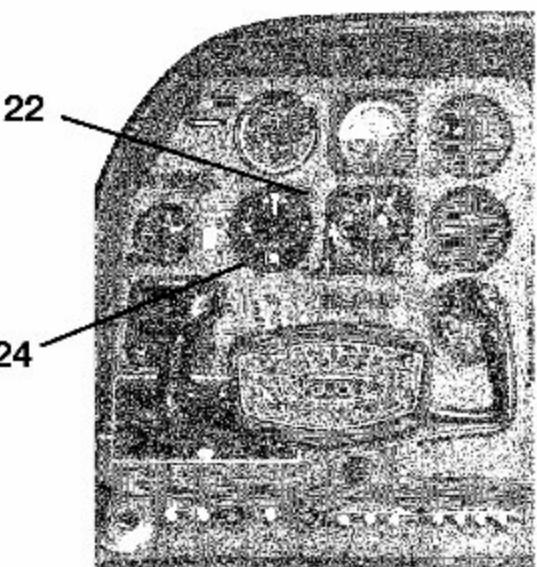
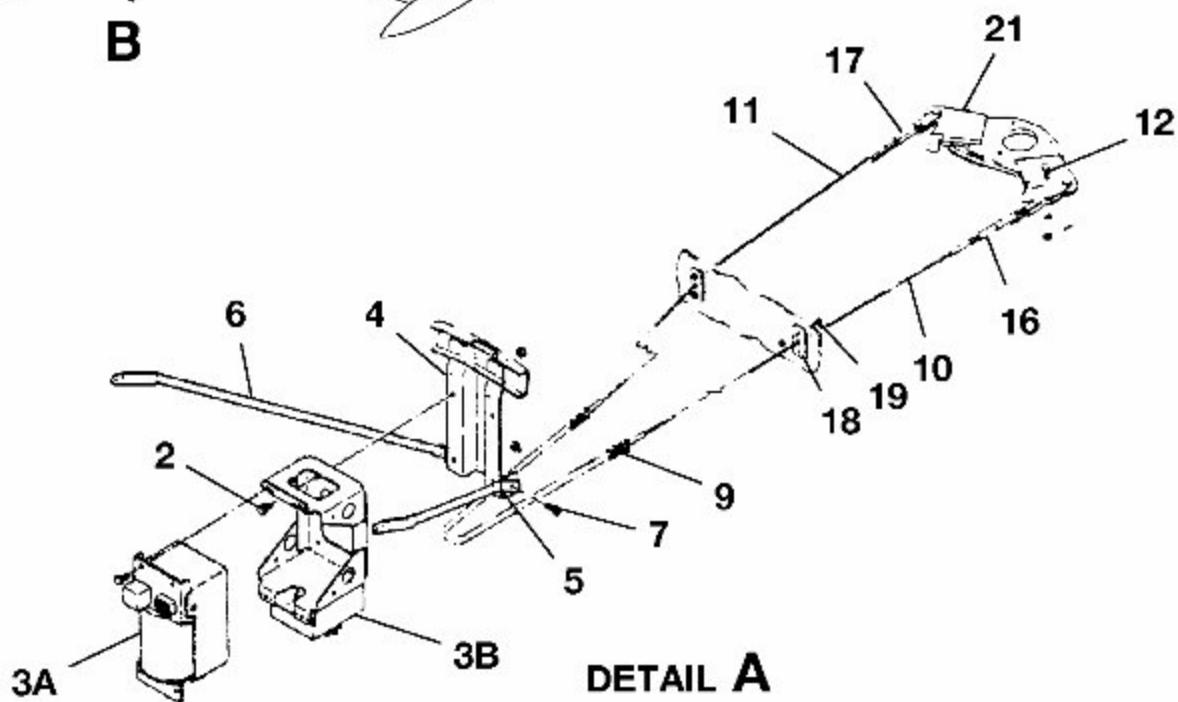
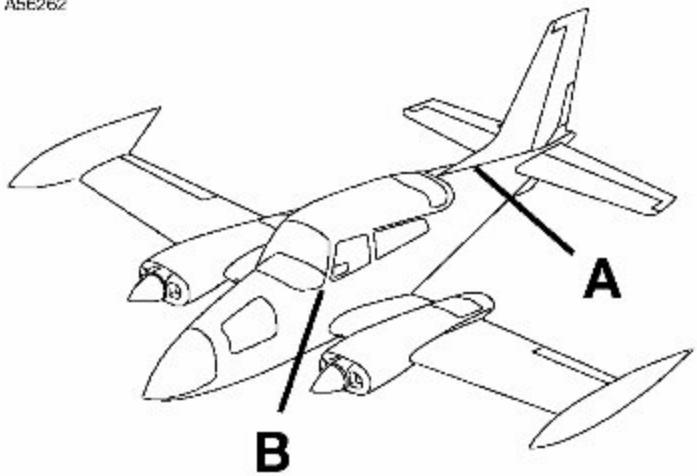
**DETAIL A**

**DETAIL A**

AIRPLANES 310R0801 THRU 310R2140

DETAIL A
AIRPLANES 310R0501
THRU 310R0800

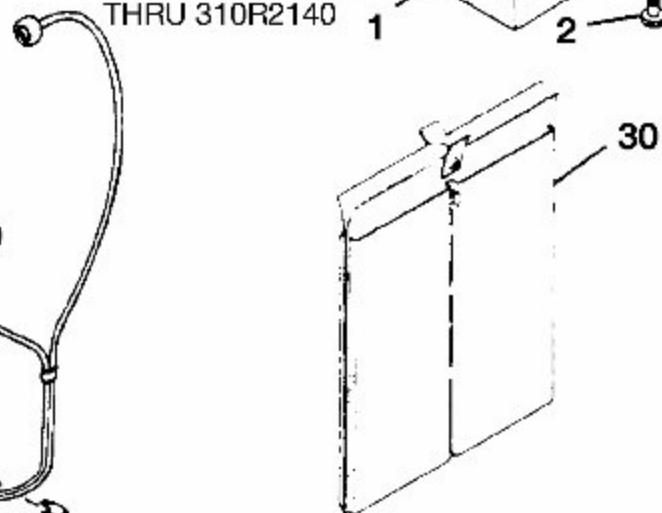
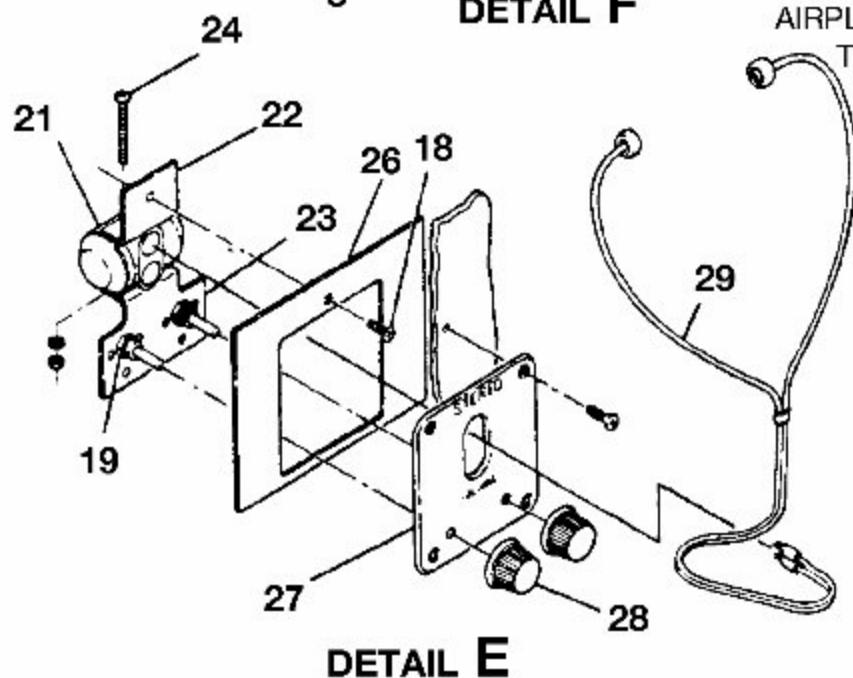
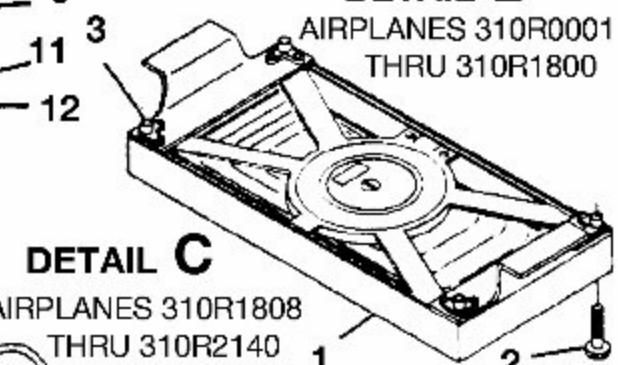
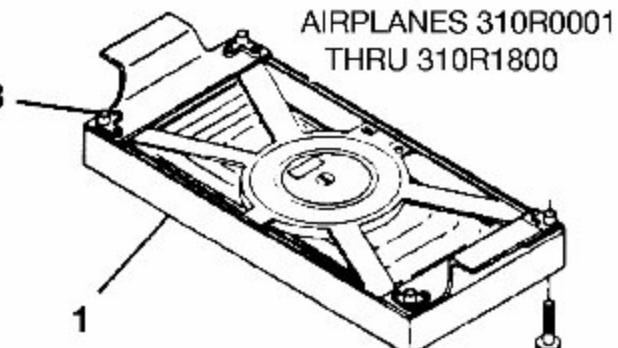
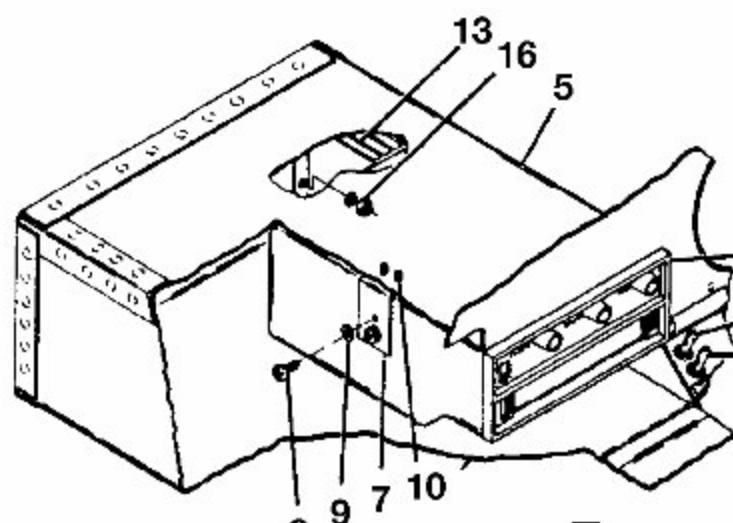
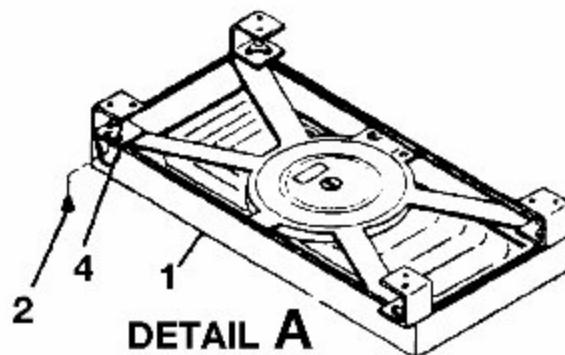
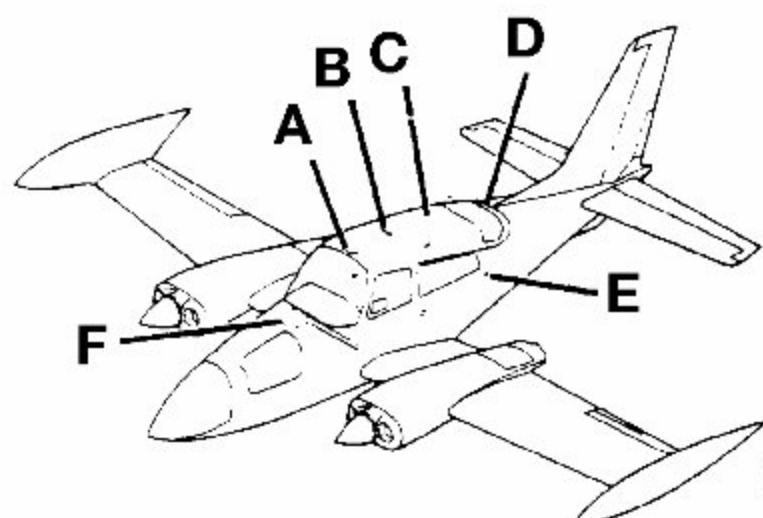
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A10143072
A10143087

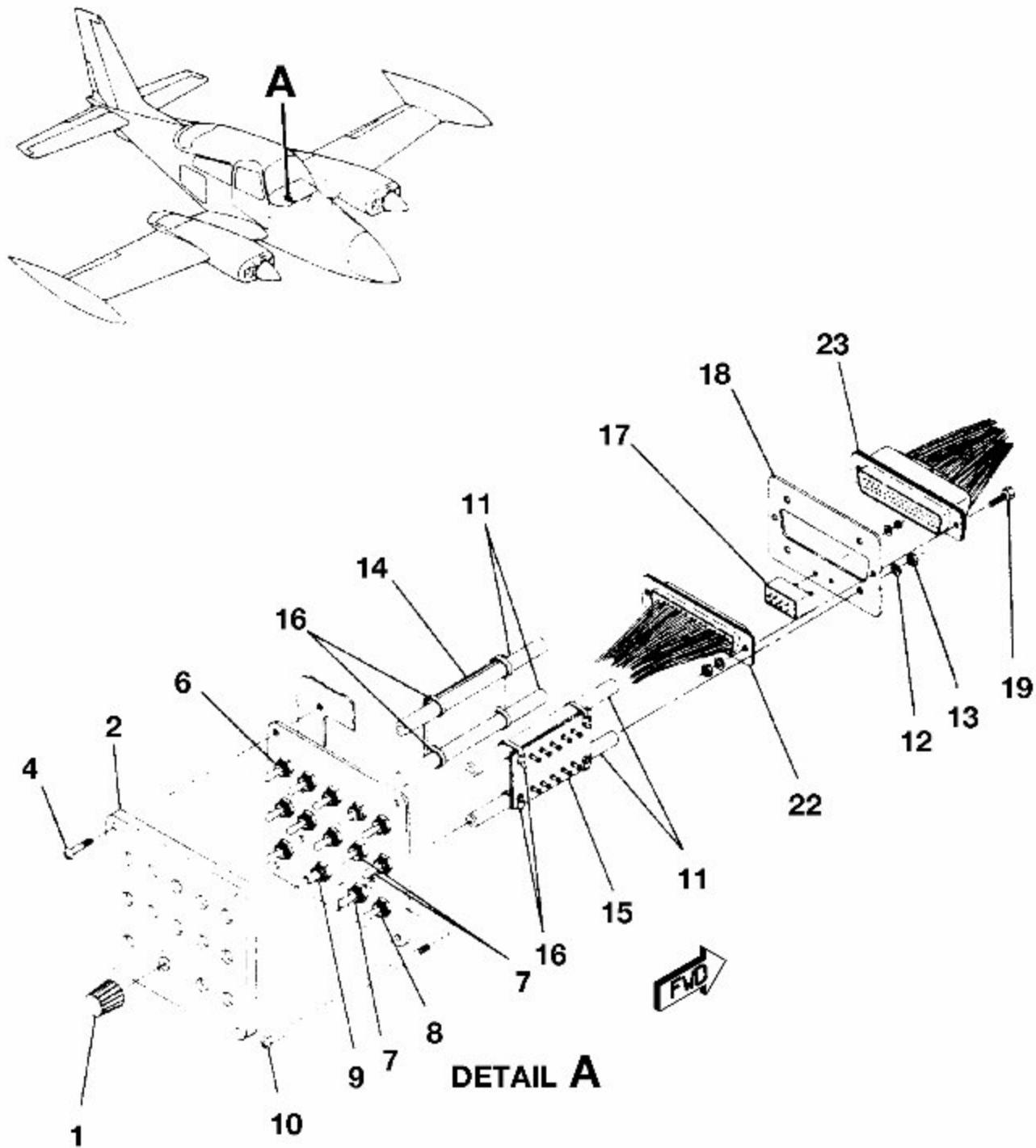


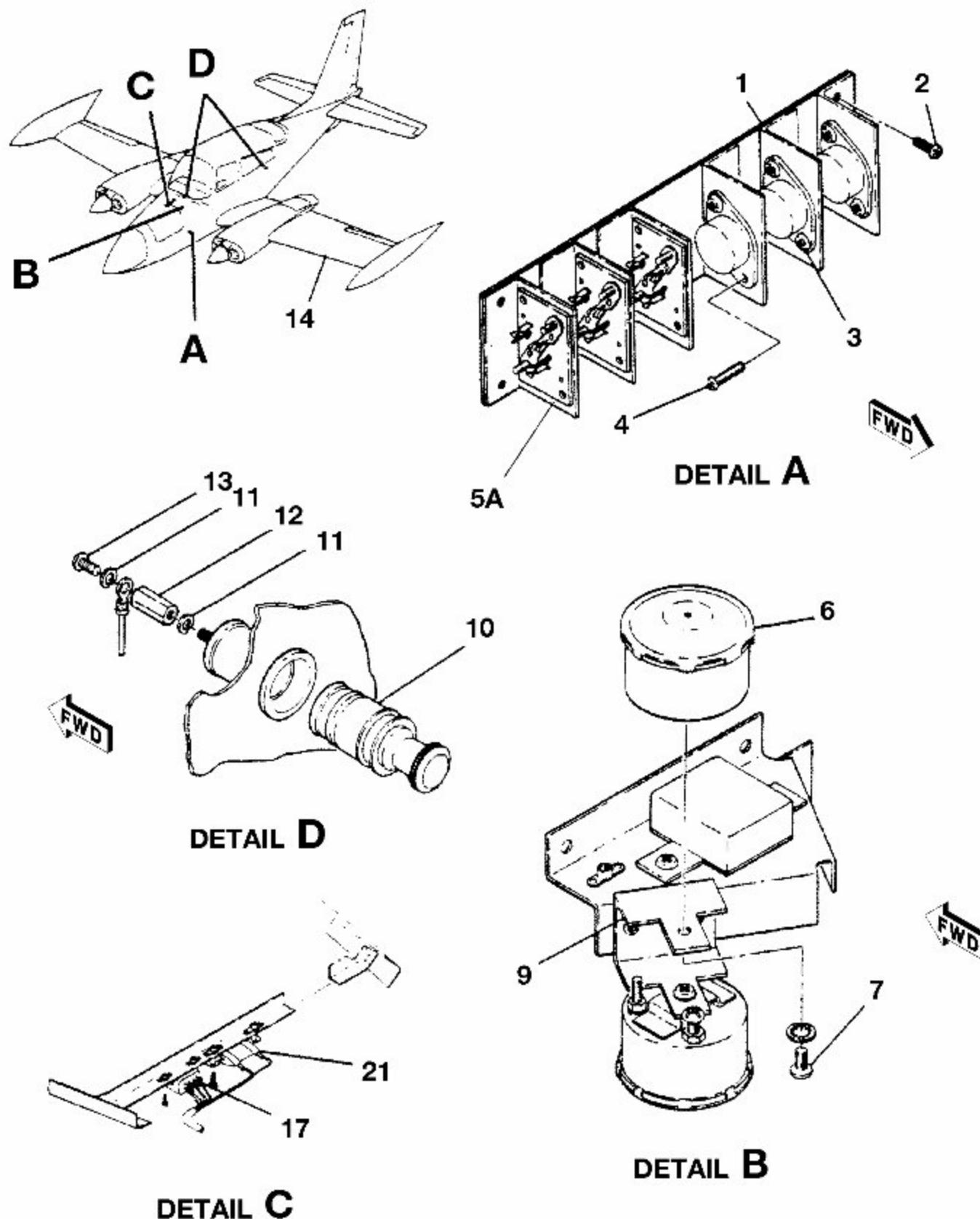
DETAIL B

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B1014P6001

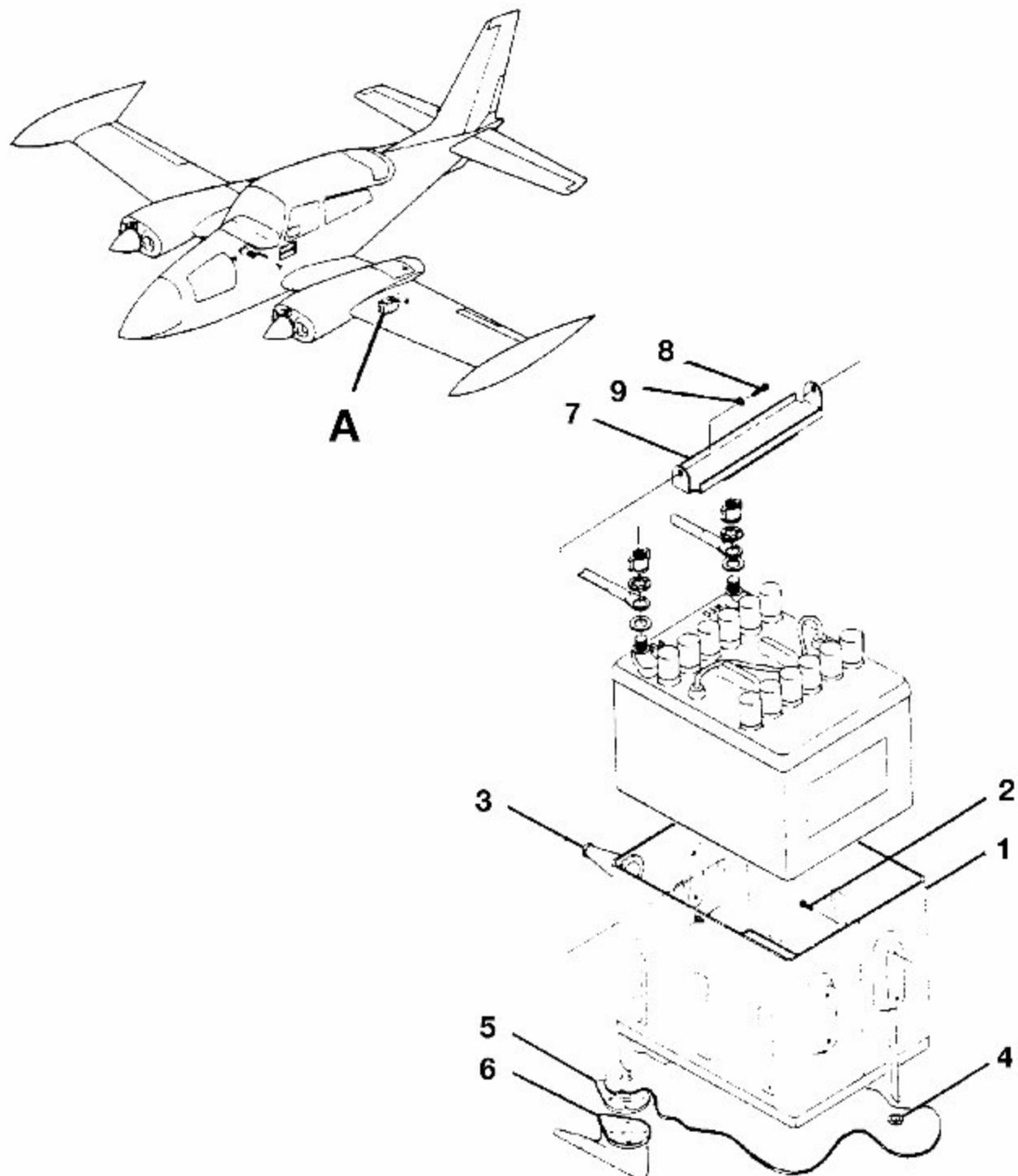
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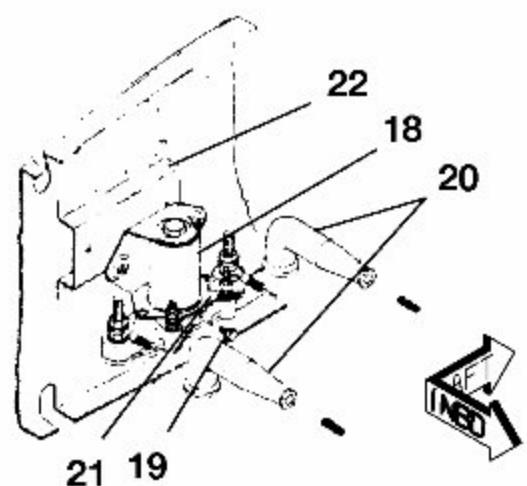
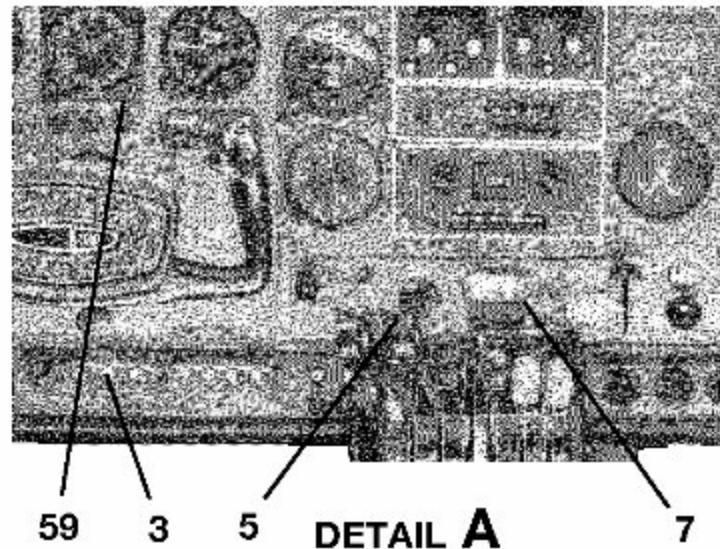
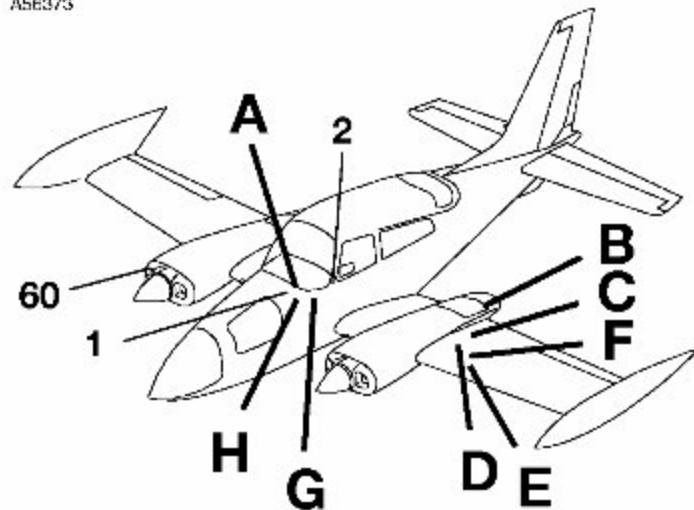


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 D10163012

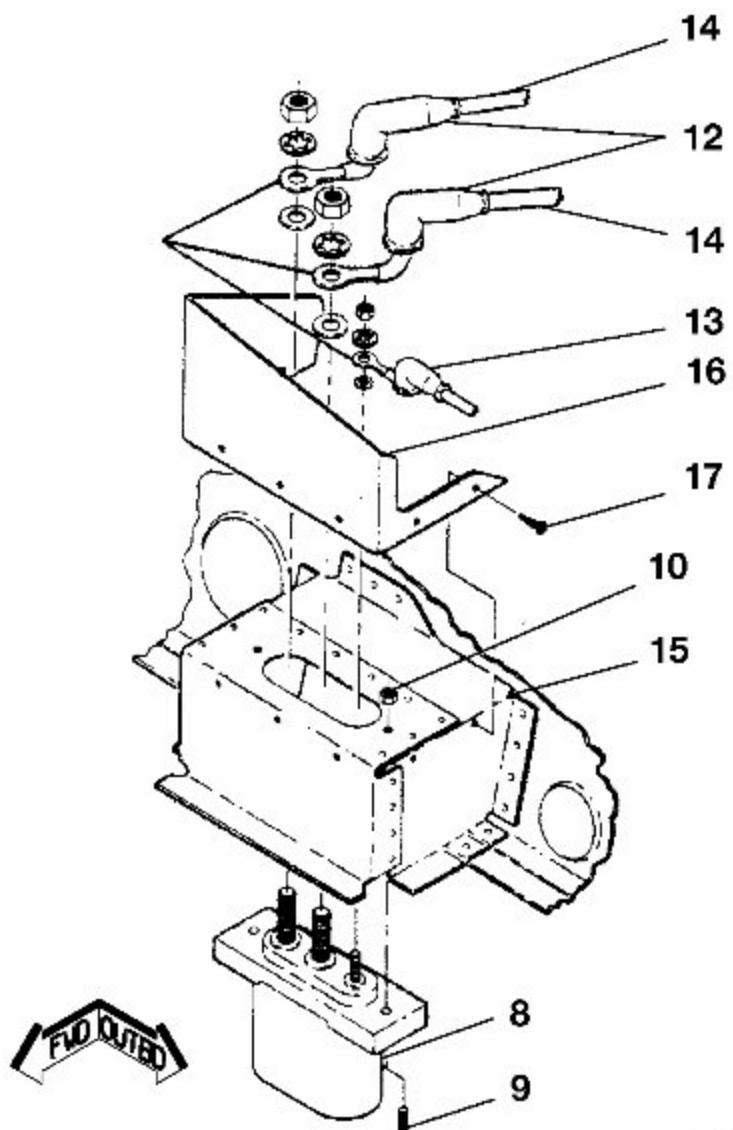


DETAIL A

A56373

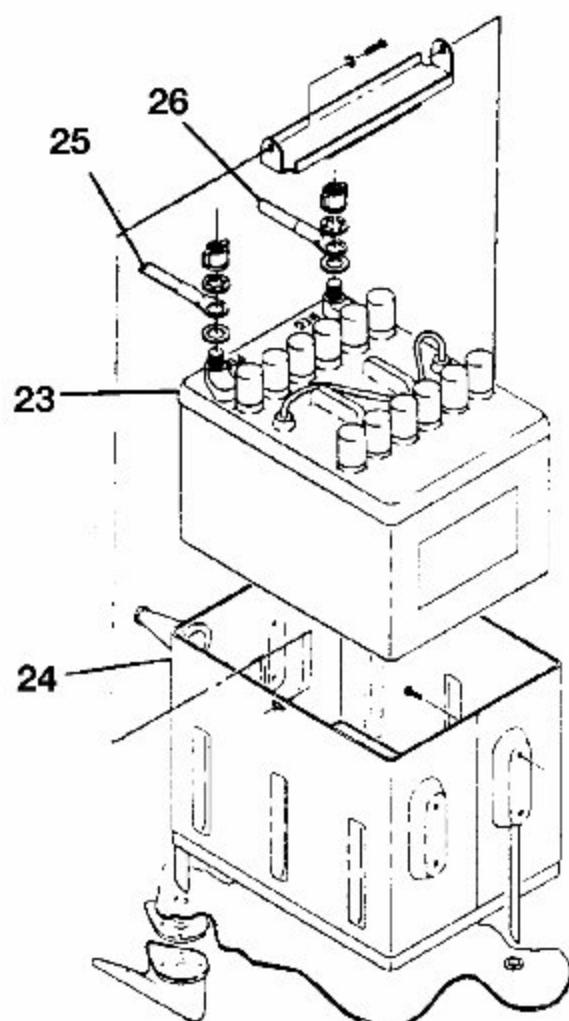


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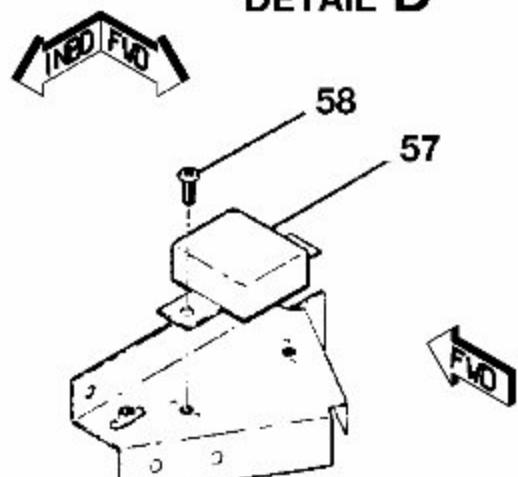


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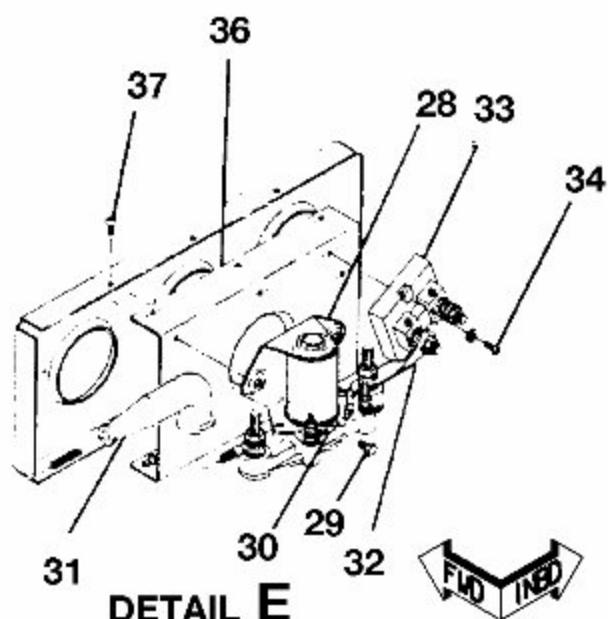
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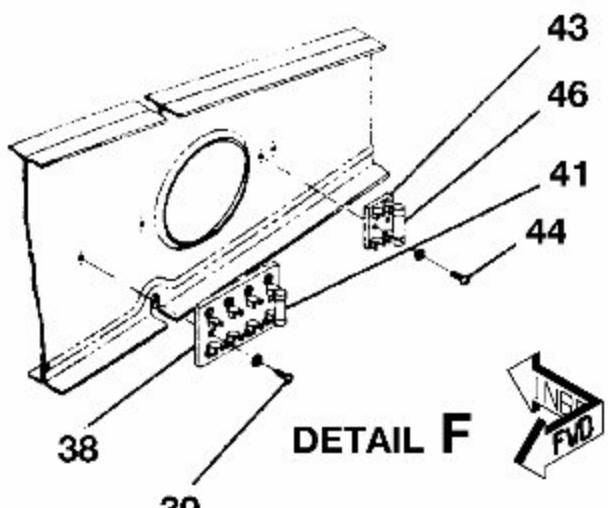
DETAIL D



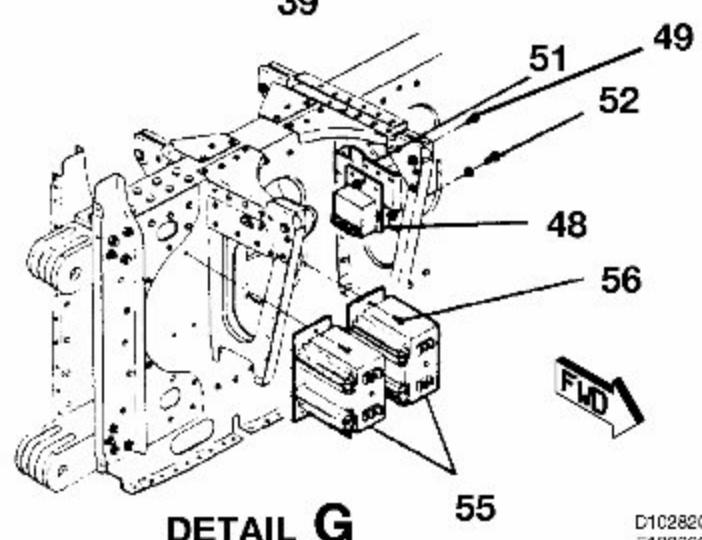
DETAIL H



DETAIL E

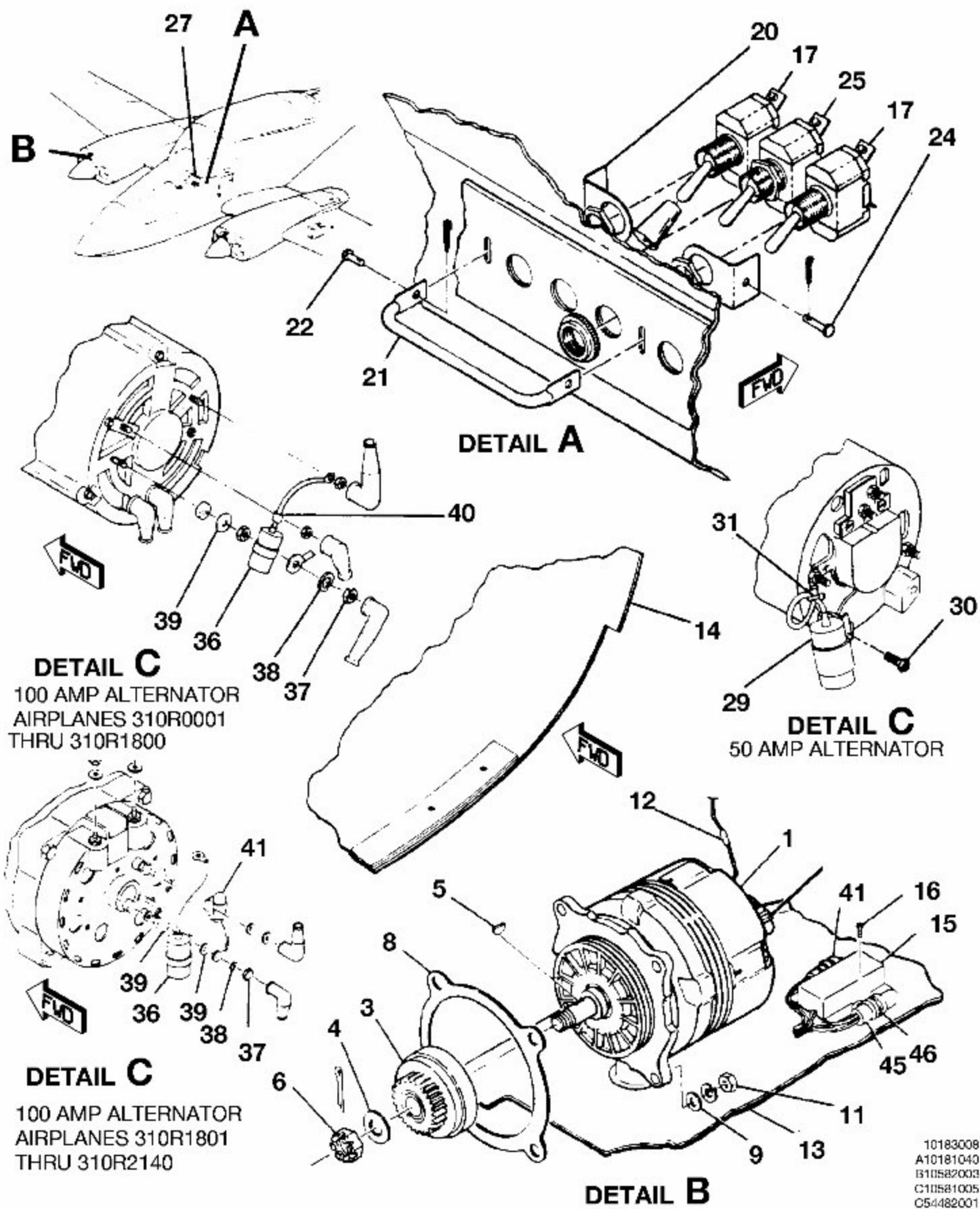


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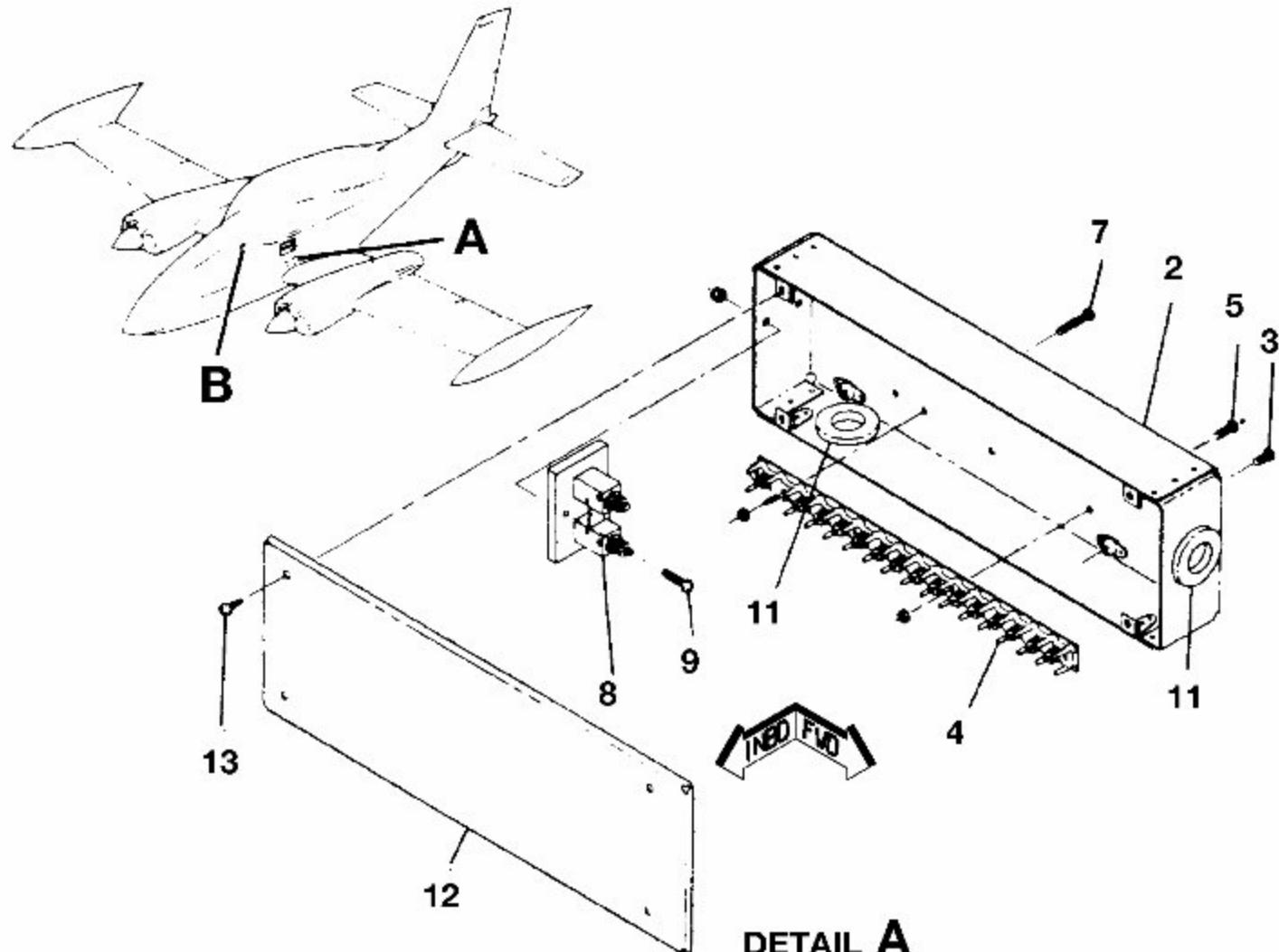


DETAIL G

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E10282003
F10281004
G10182008
H10181018

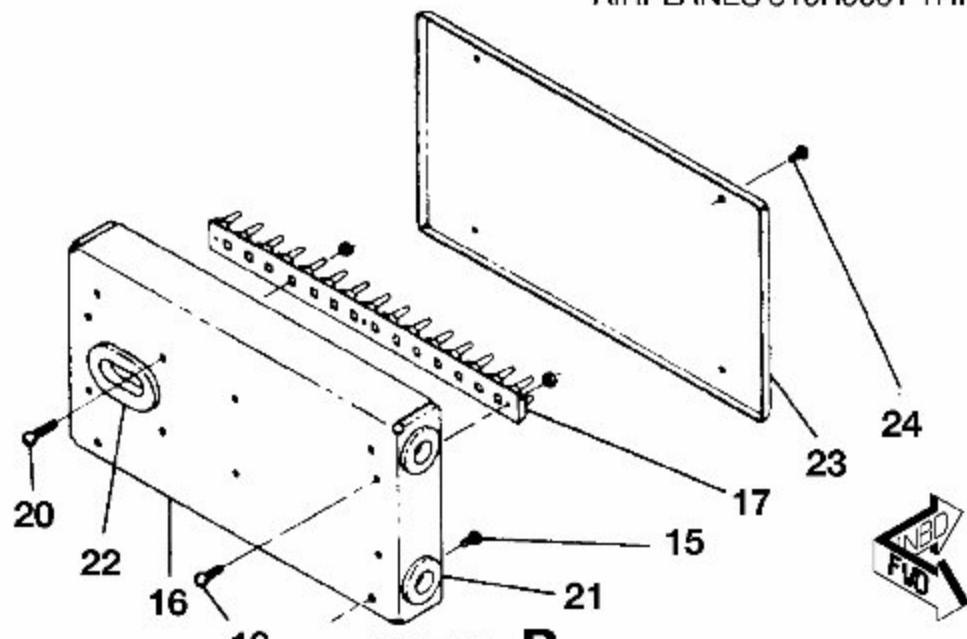


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A10181040
B10582003
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C10581005



DETAIL A

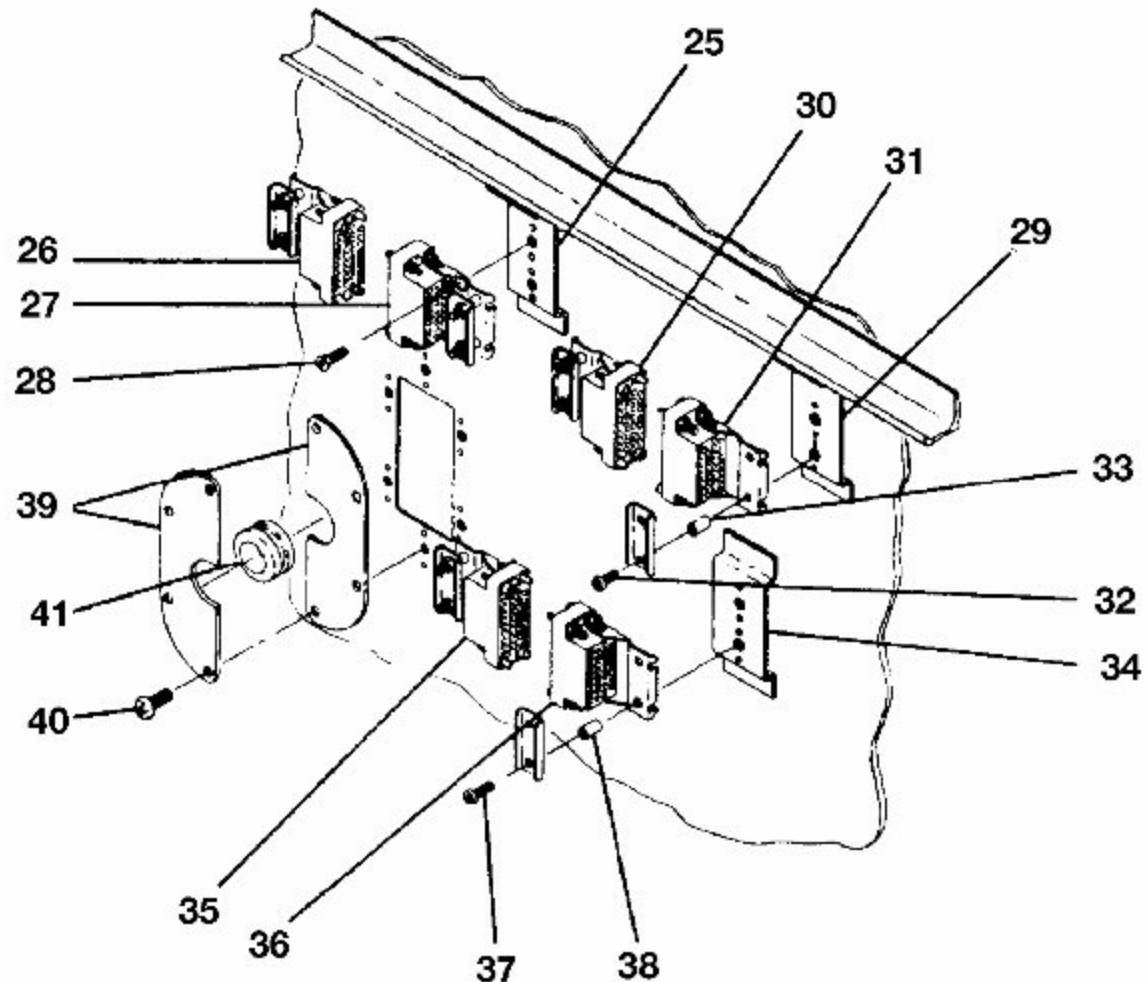
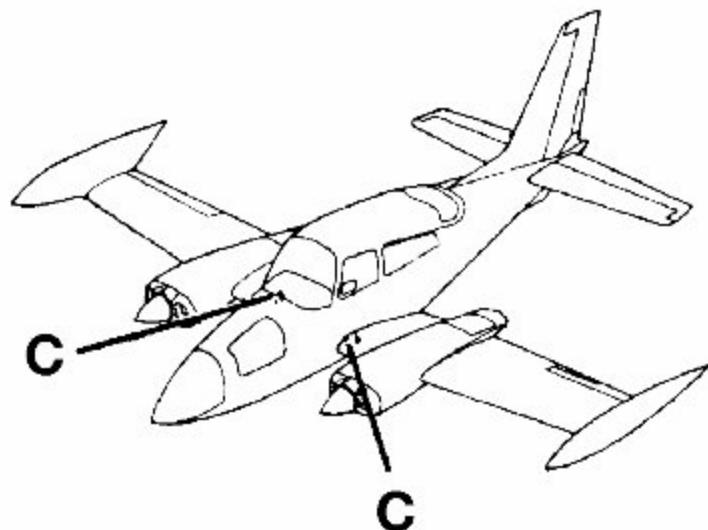
AIRPLANES 310R0001 THRU 310R0500



DETAIL B

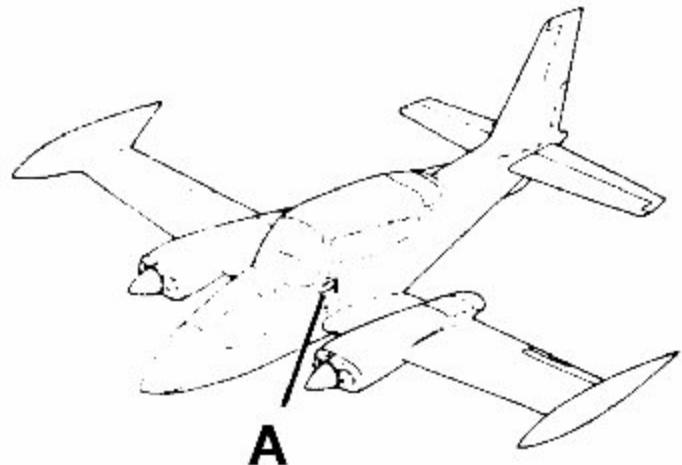
AIRPLANES 310B0001 THRU 310B0500

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A10142023
B10141041

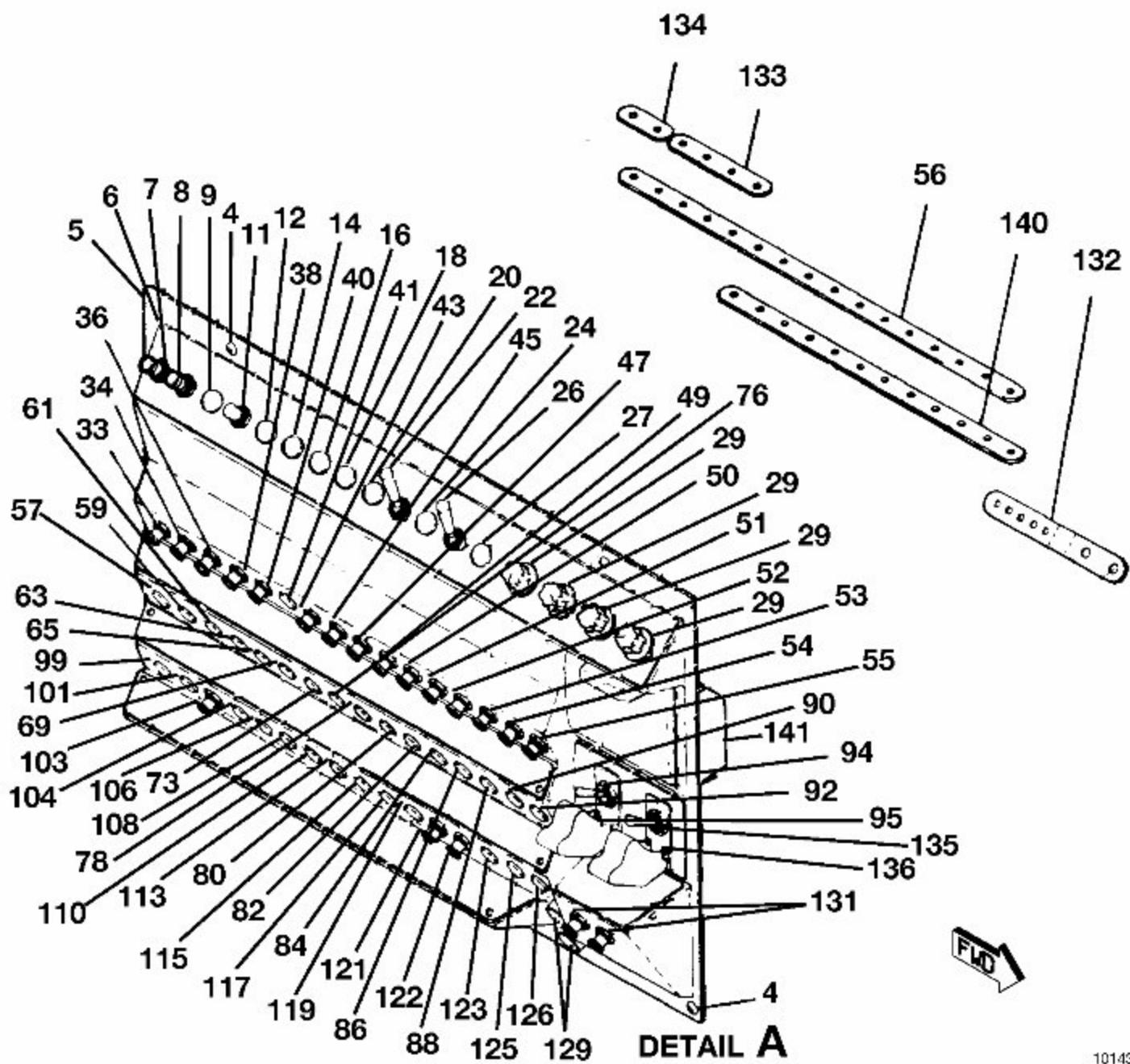
**DETAIL C**

AIRPLANES 310R0501 THRU 310R2140

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C10143070

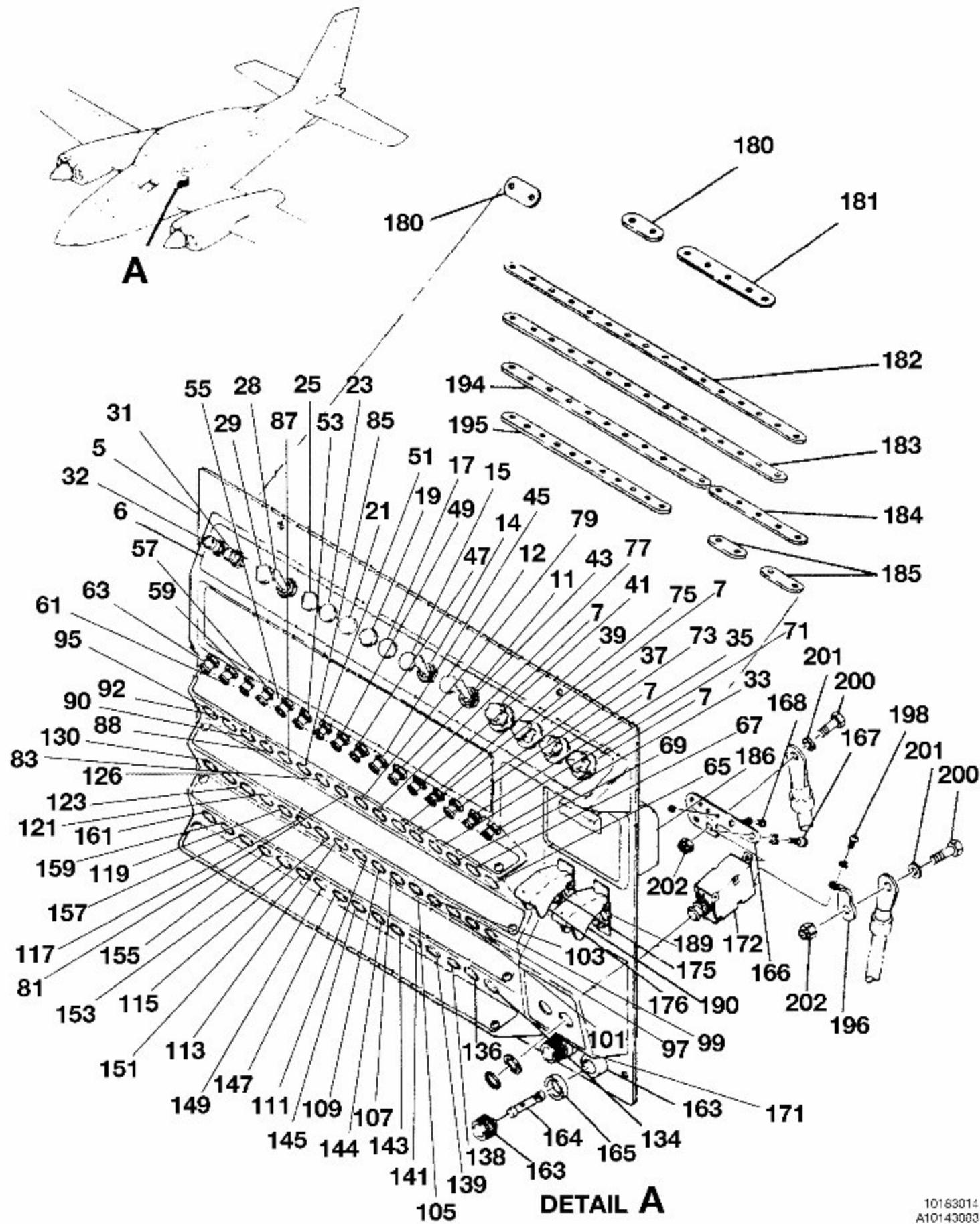


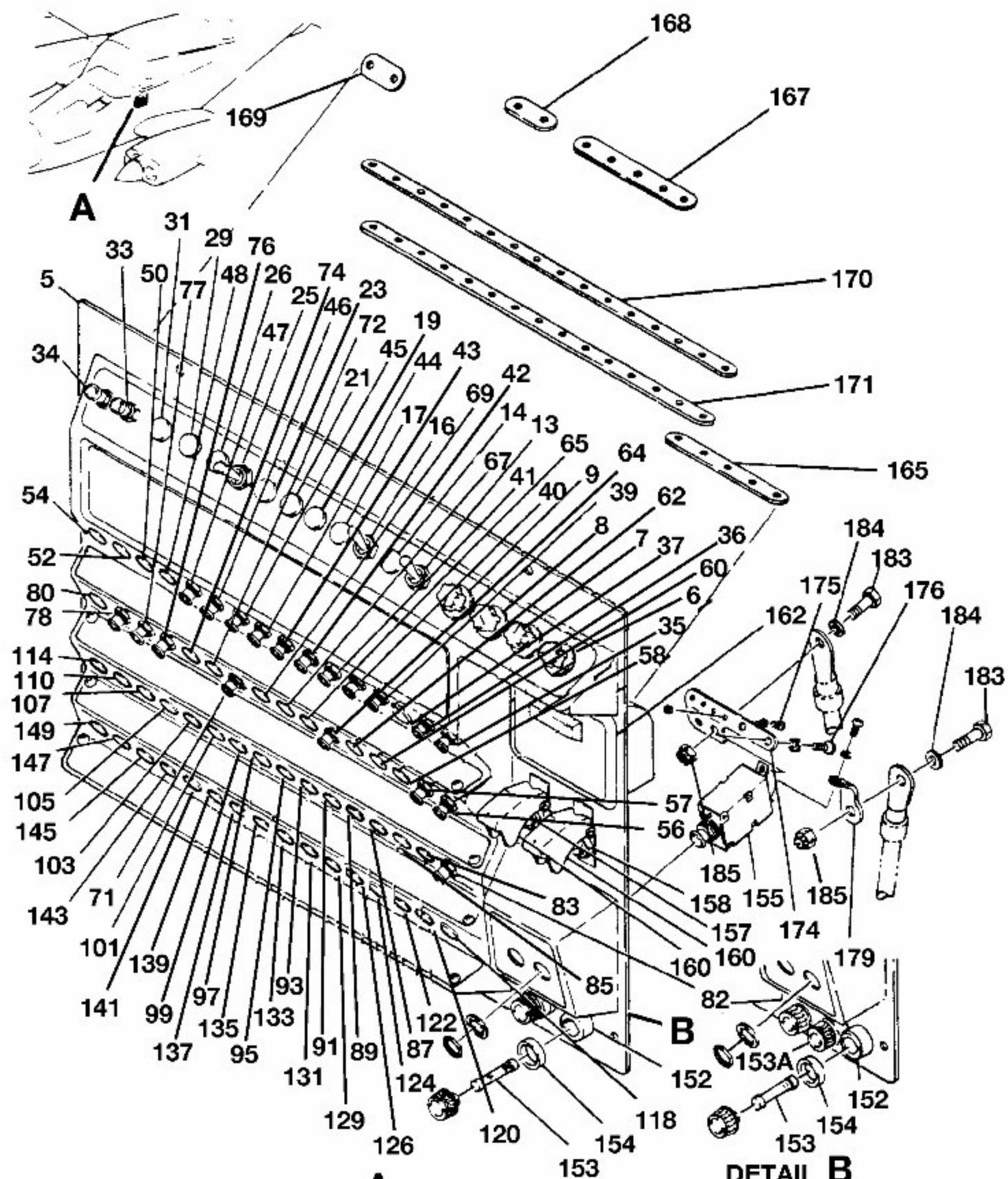
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DETAIL A

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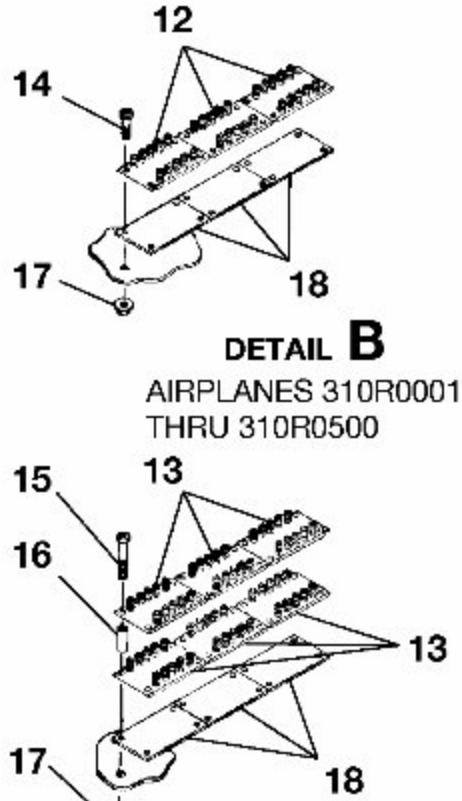
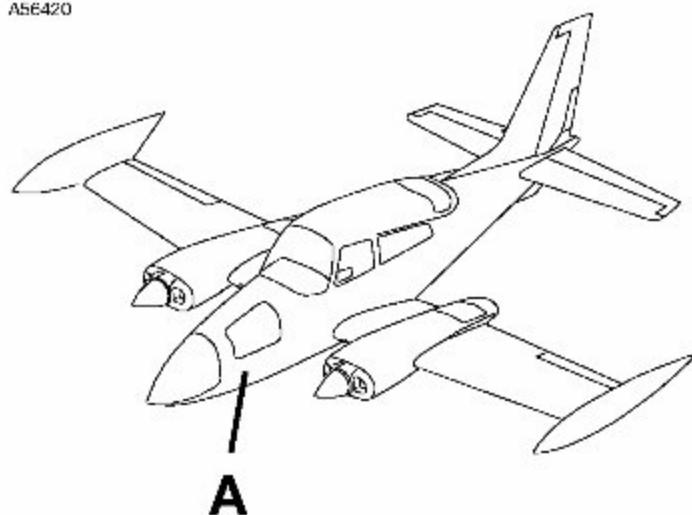


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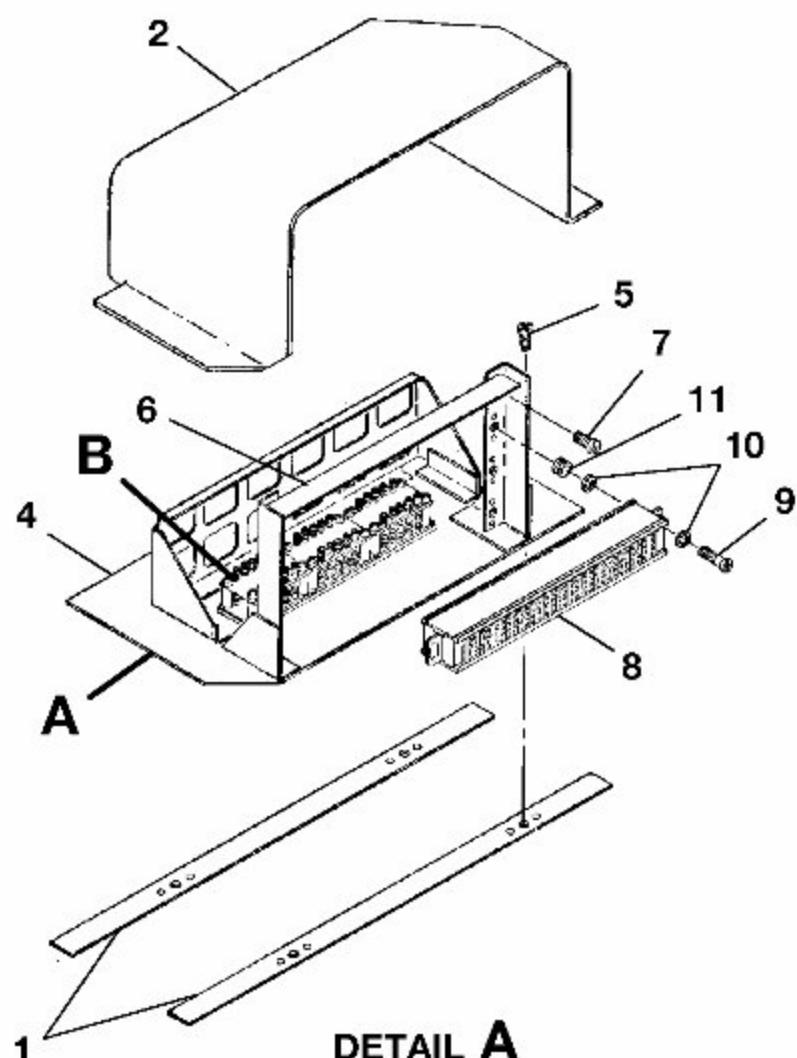
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AIRPLANES 310R1639
THRU 310R2140

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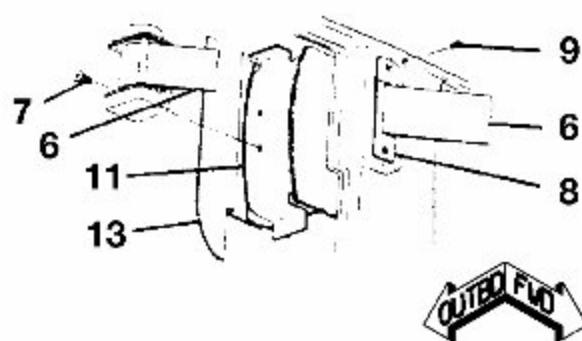
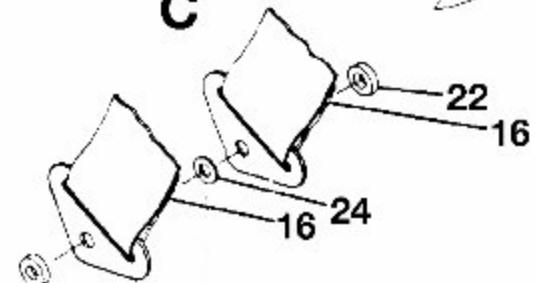
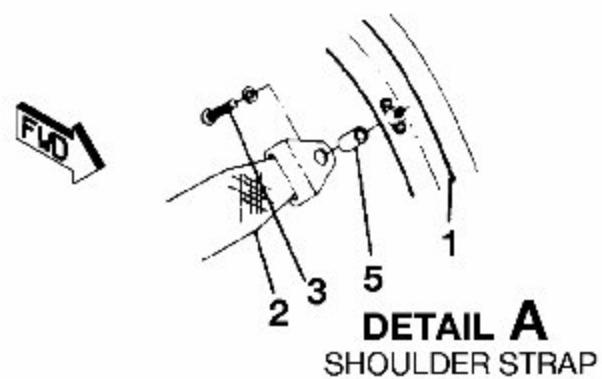
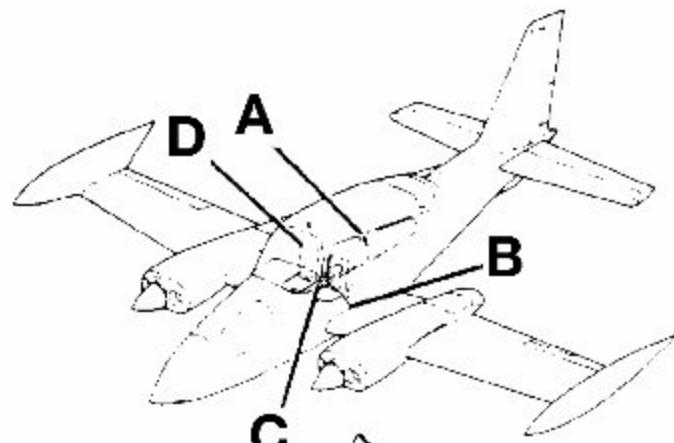
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DETAIL B
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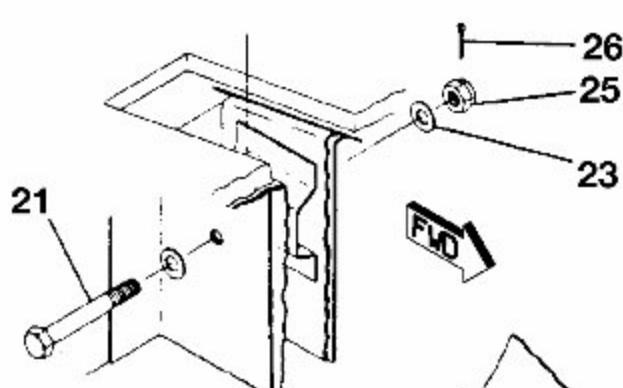


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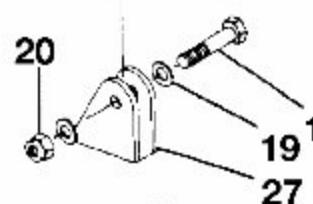


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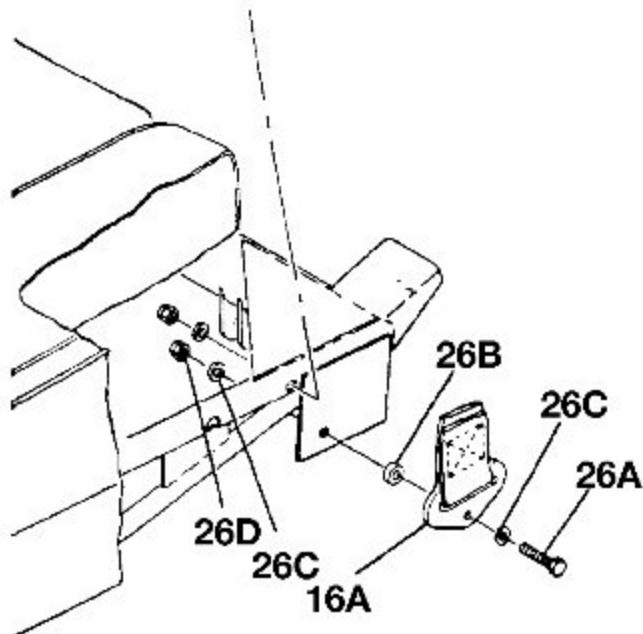
DETAIL A
INERTIA REEL



DETAIL C
AIRPLANES 310R0001
THRU 310R0500



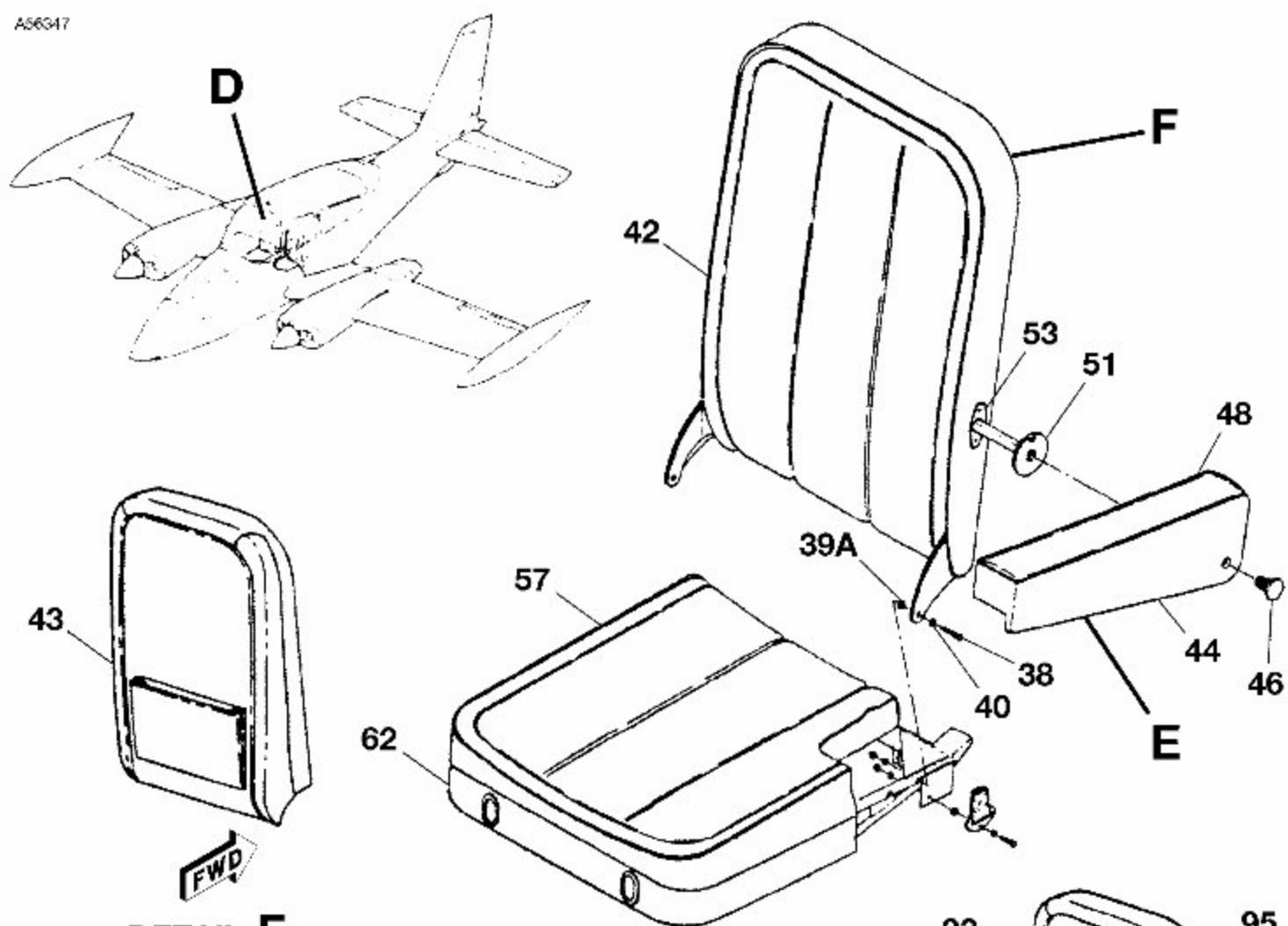
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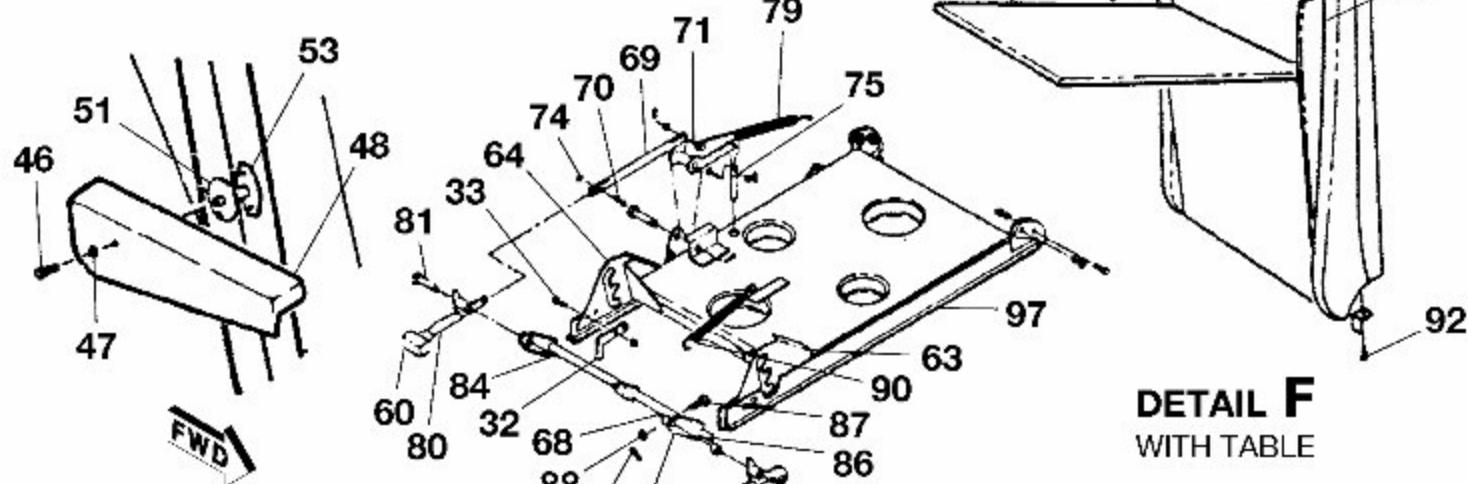
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AIRPLANES 310R0501 THRU 310R2140

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B10142009
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A56347



DETAIL F
WITHOUT TABLE

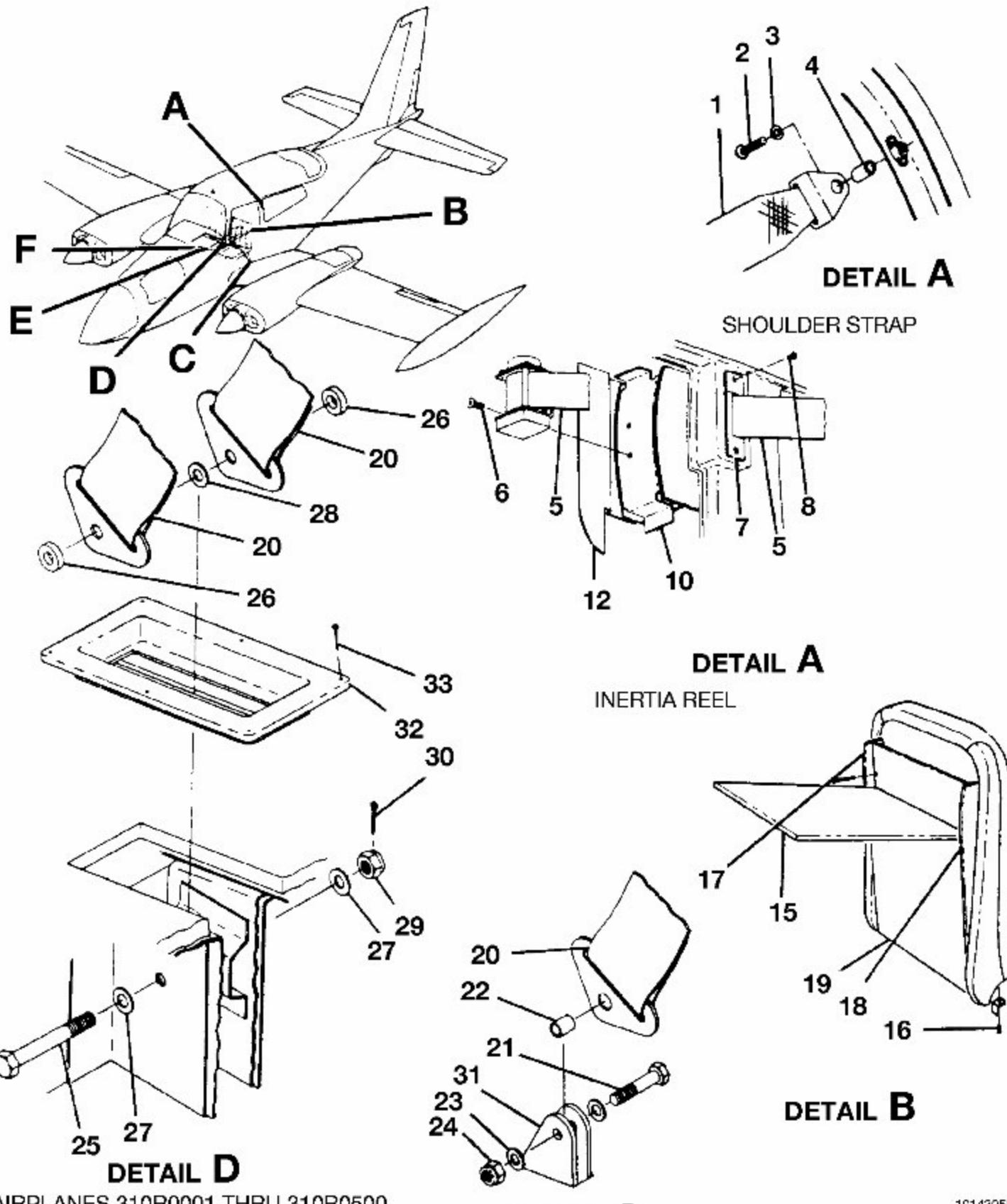


DETAIL F
WITH TABLE

DETAIL E
AIRPLANES 310R0001
THRU 310R0500

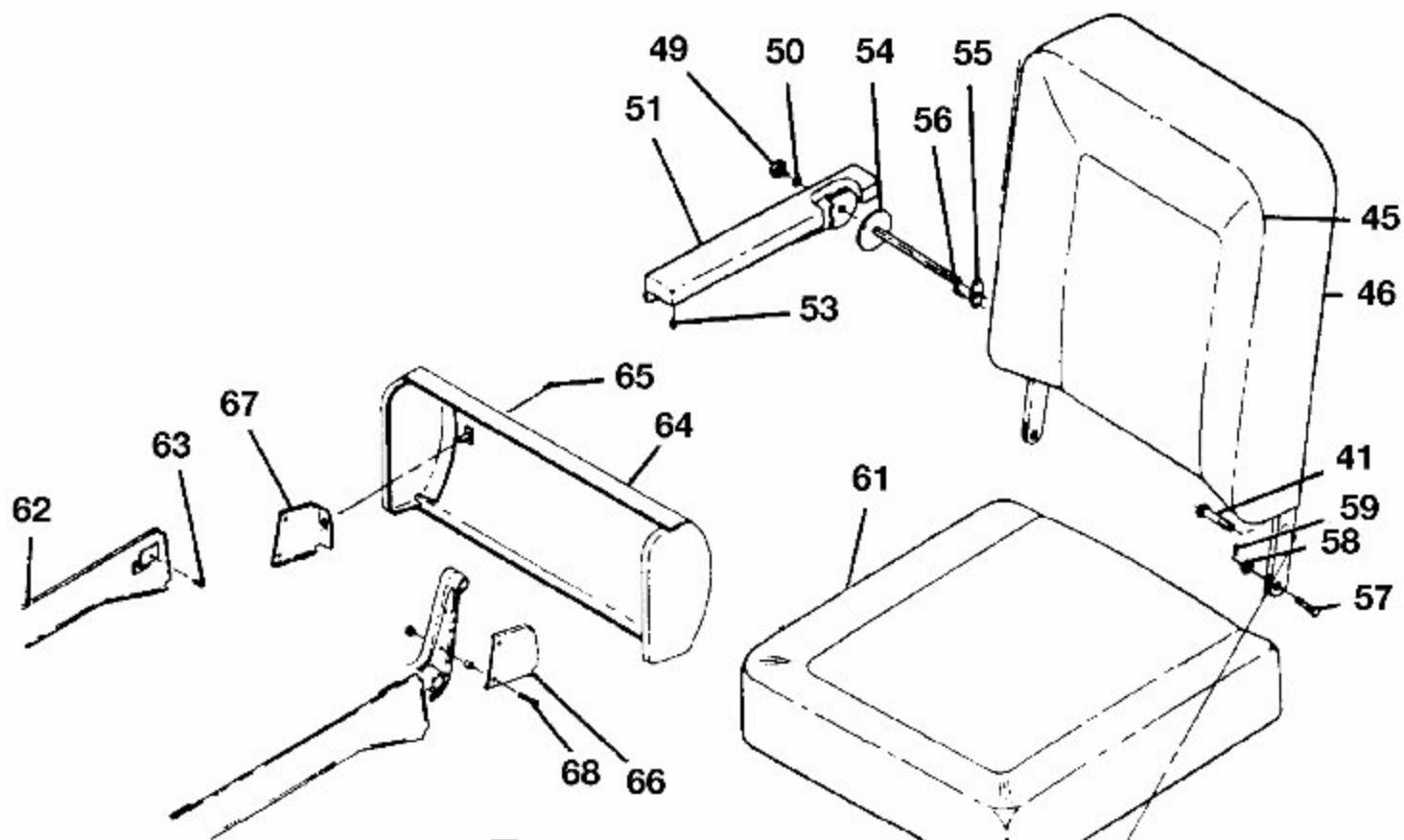
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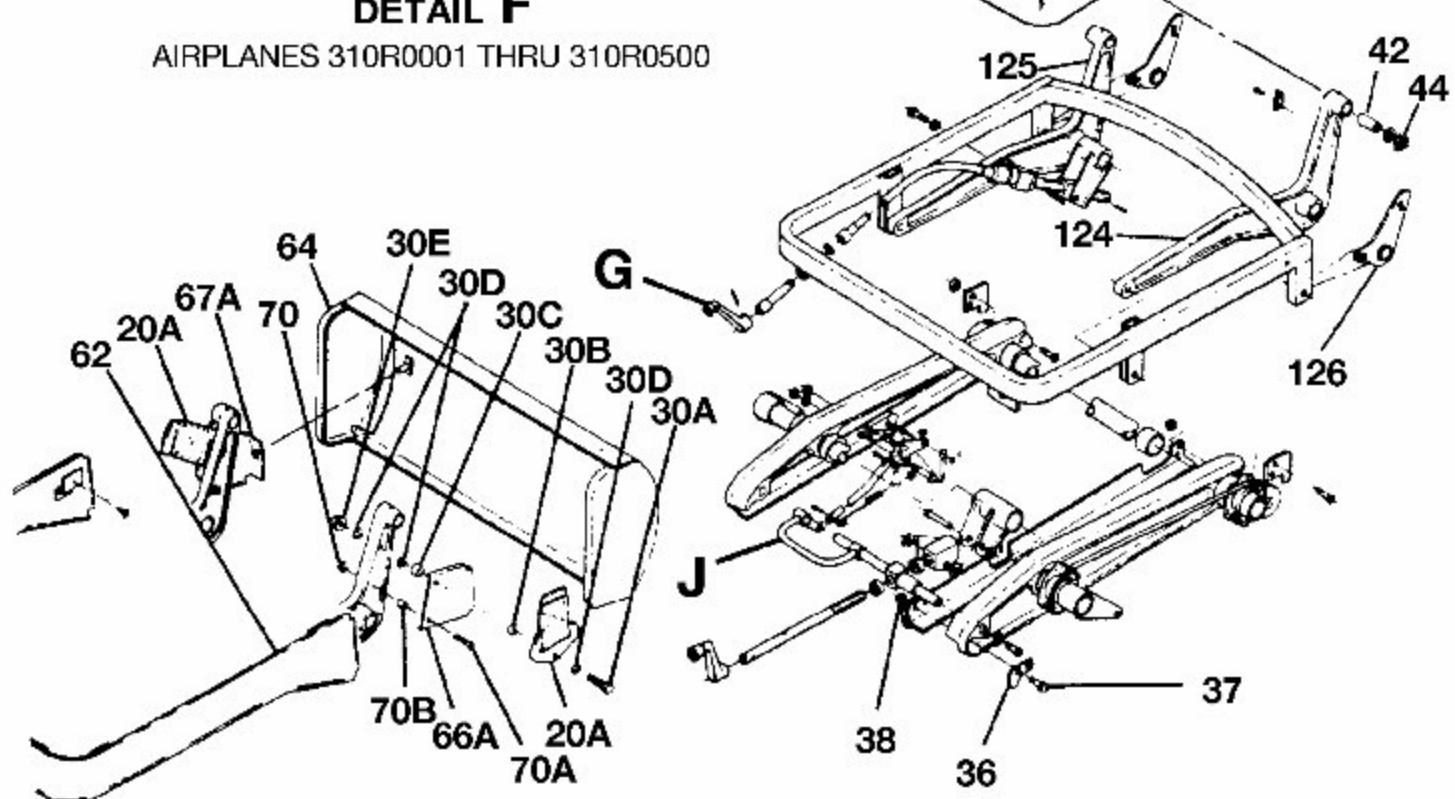
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DETAIL F

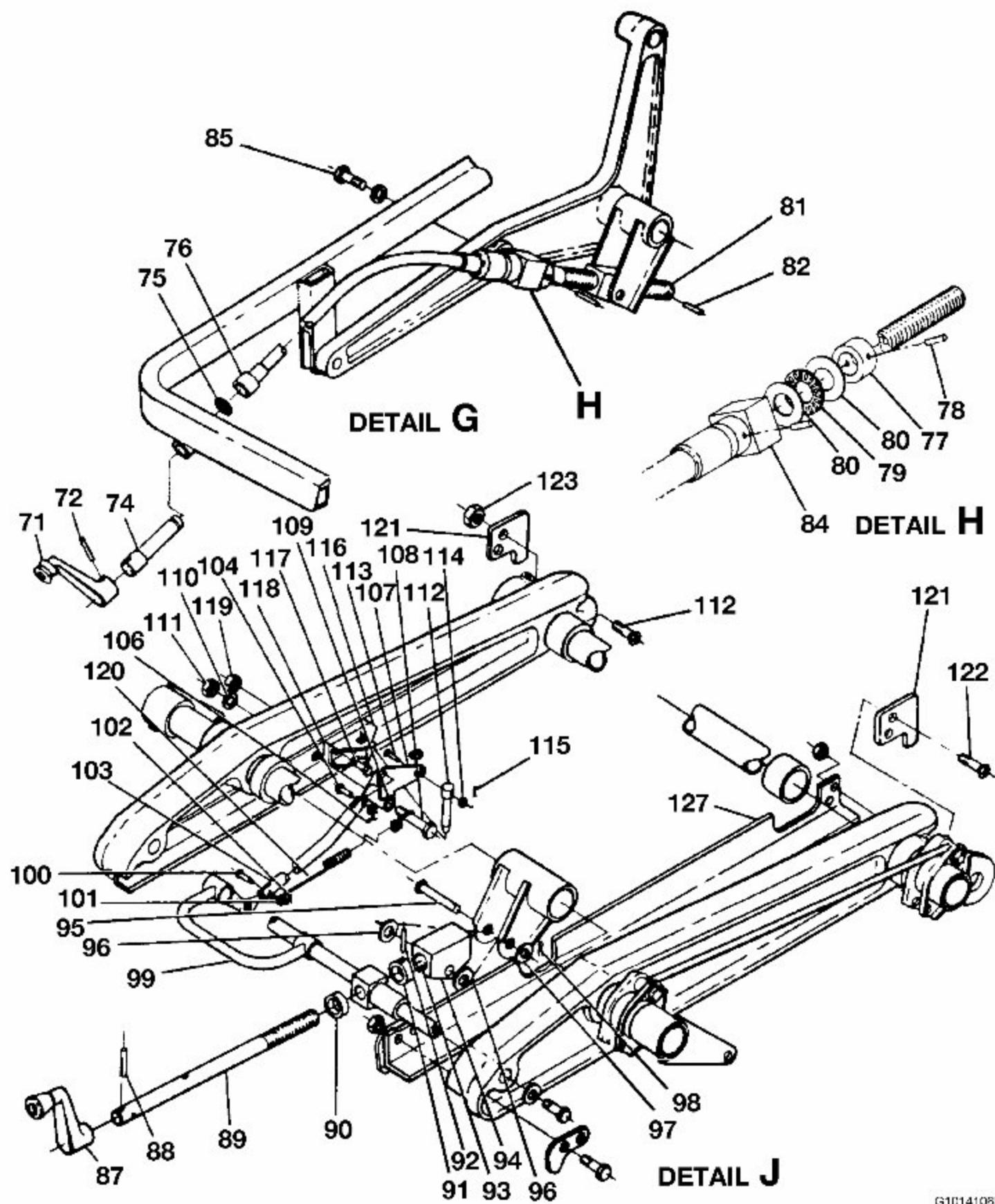
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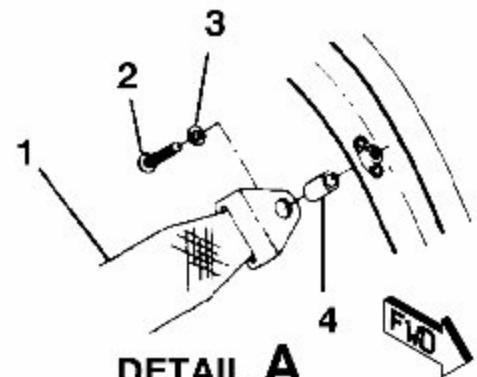
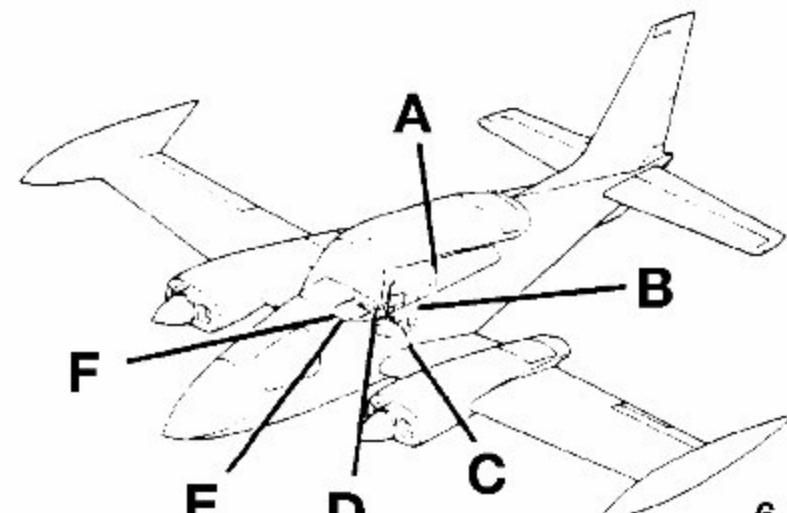
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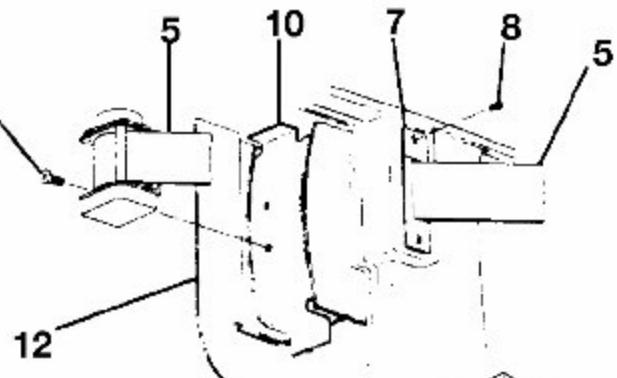
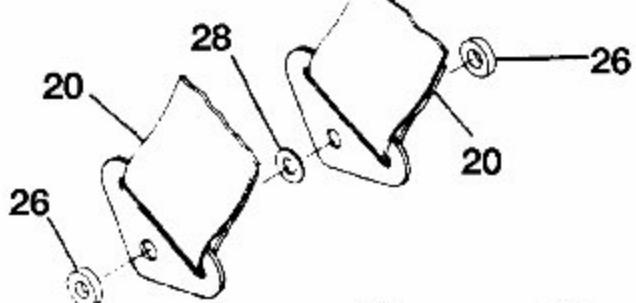
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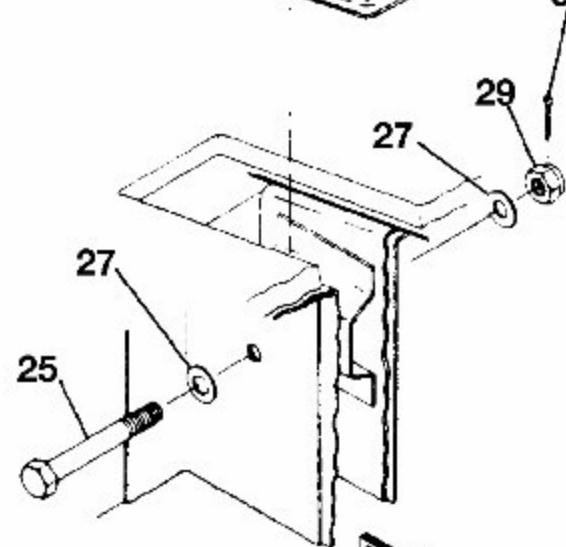
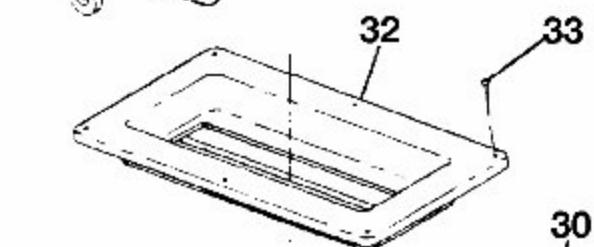
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SHOULDER STRAP

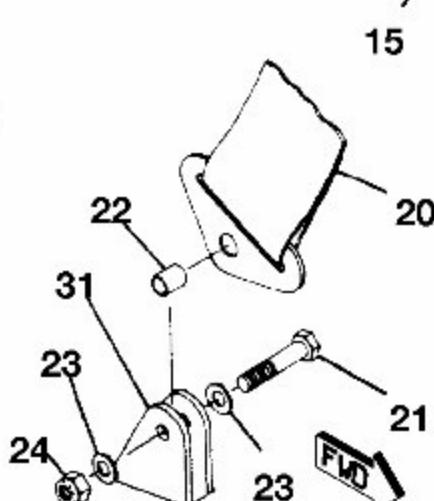


DETAIL A
INERTIA REEL



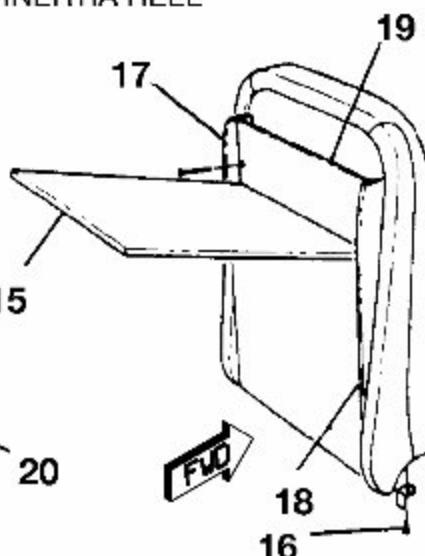
DETAIL D

AIRPLANES 310R0001
THRU 310R0500



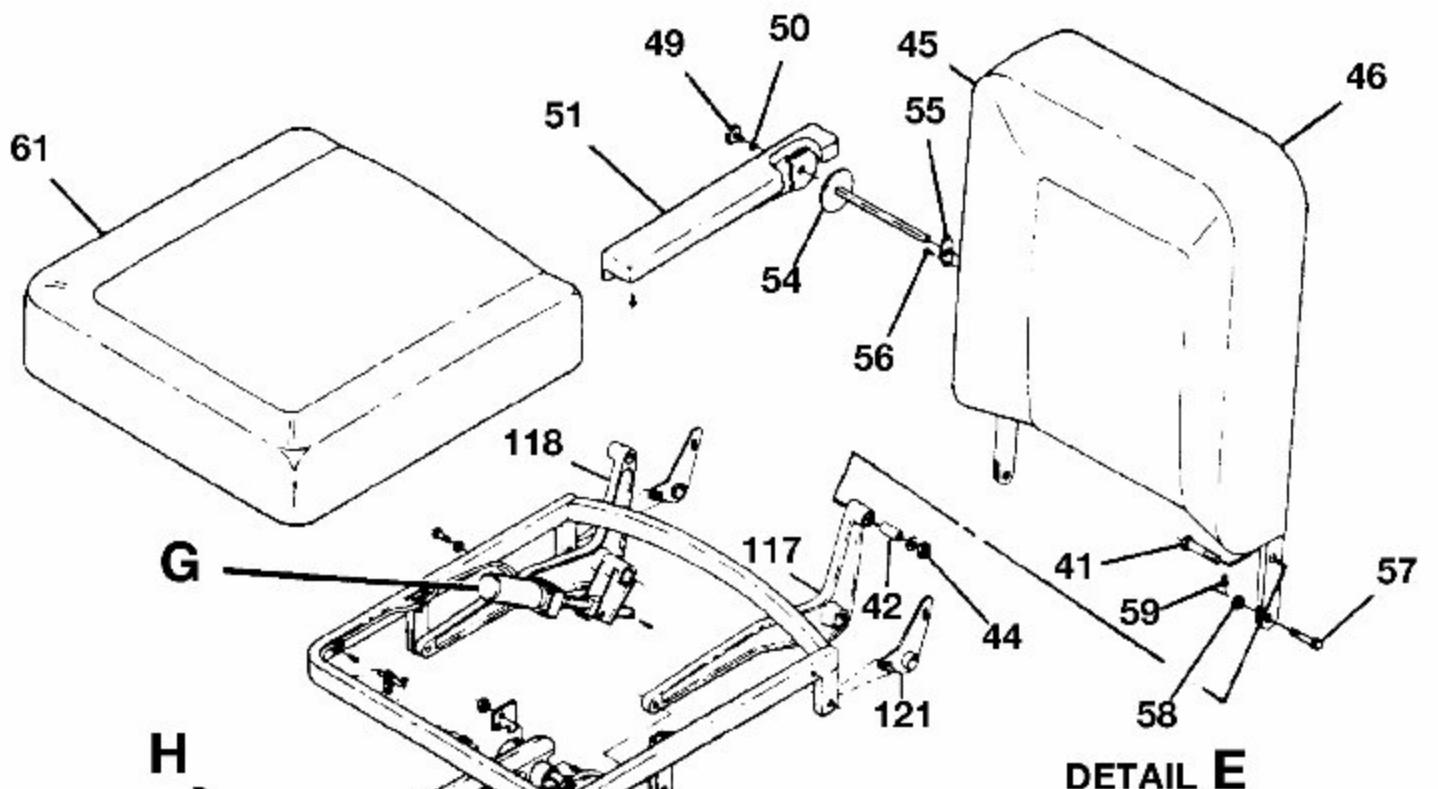
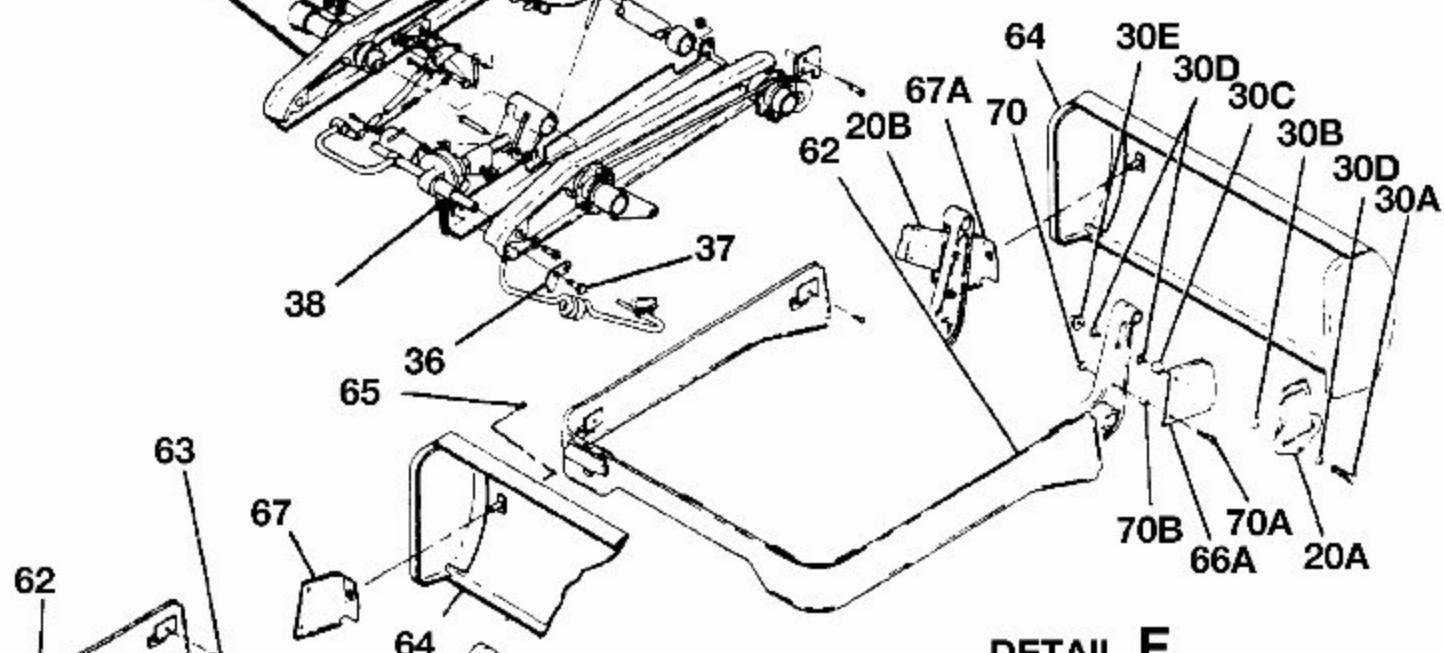
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AIRPLANES 310R0001 THRU 310R0500

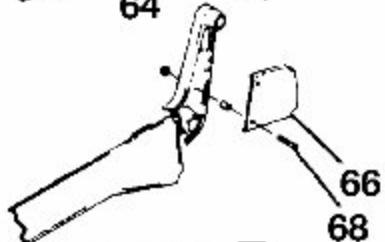


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D10142009

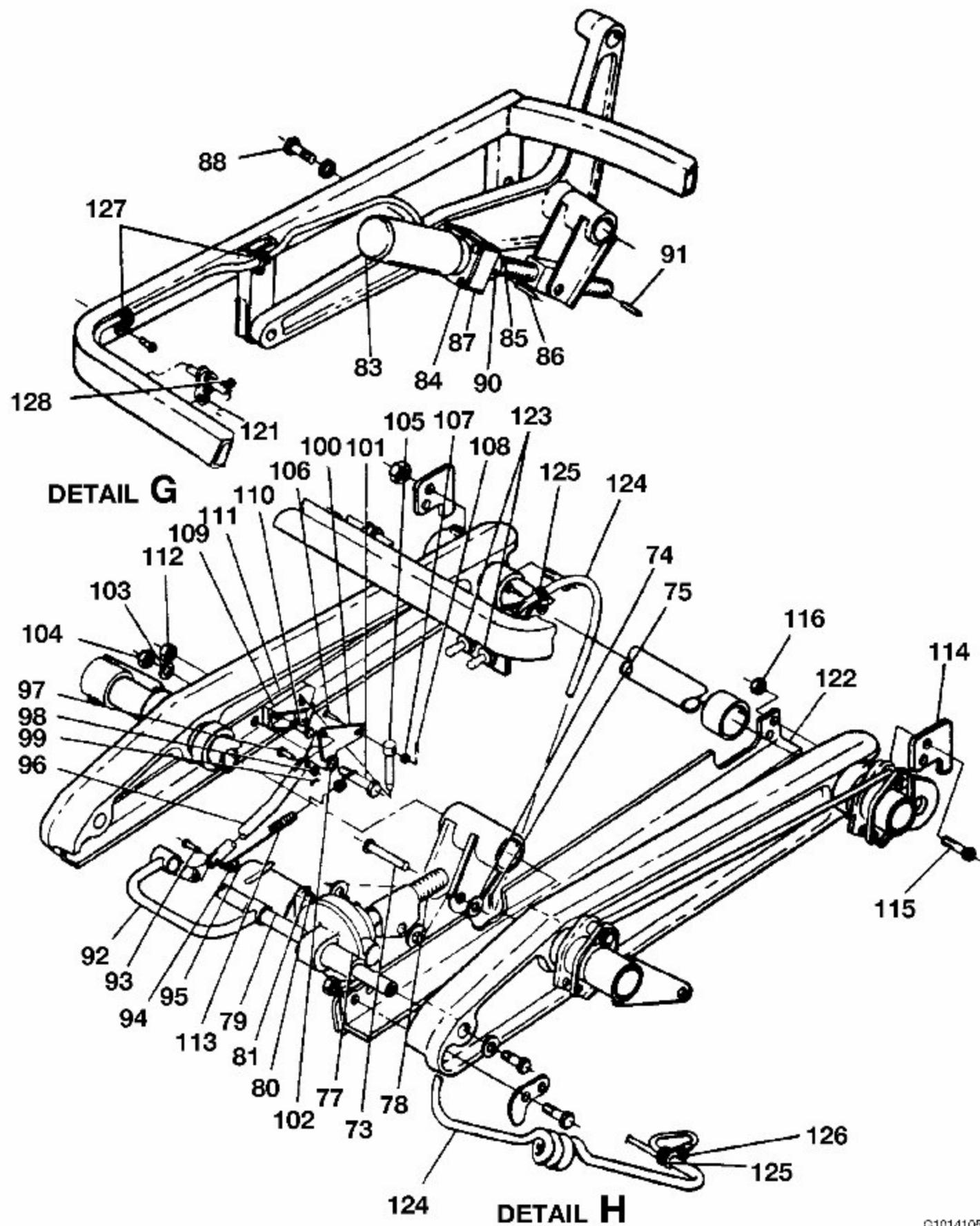
**DETAIL E****DETAIL F**

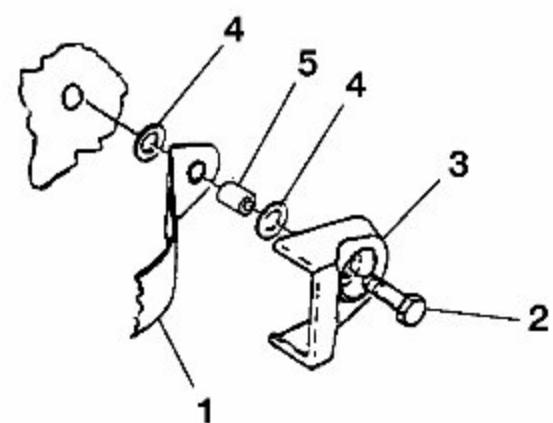
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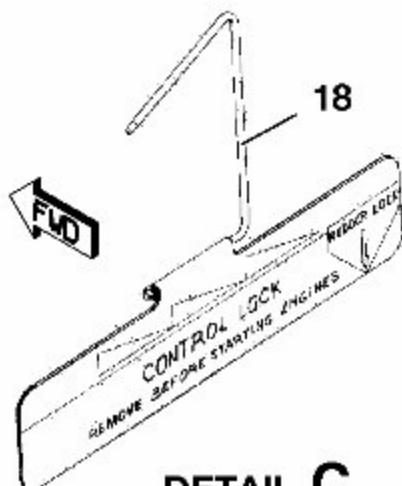
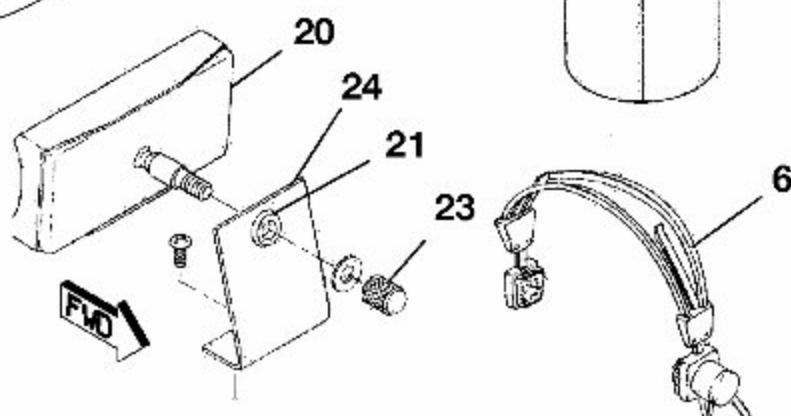
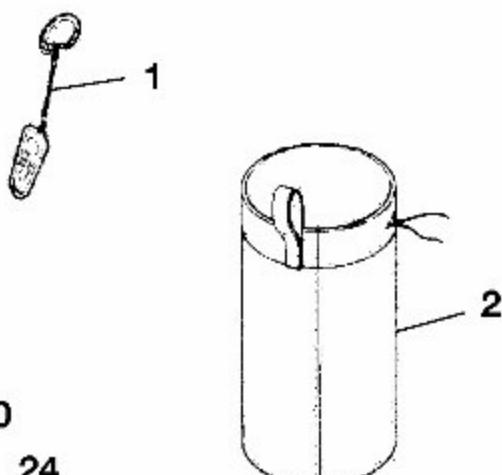
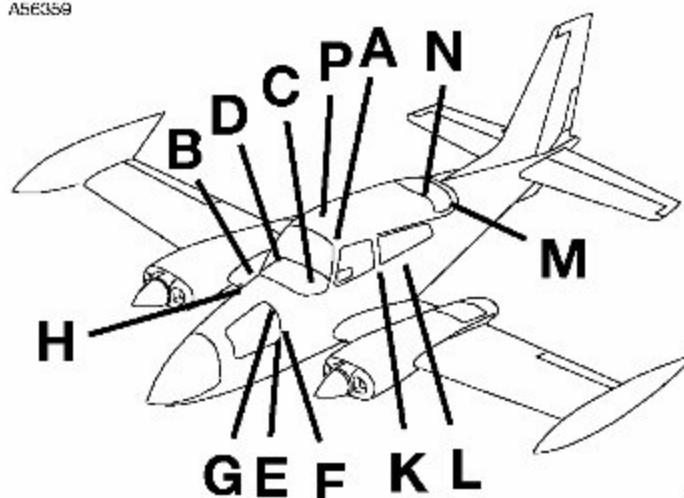
**DETAIL F**

AIRPLANES 310R0001 THRU 310R0500

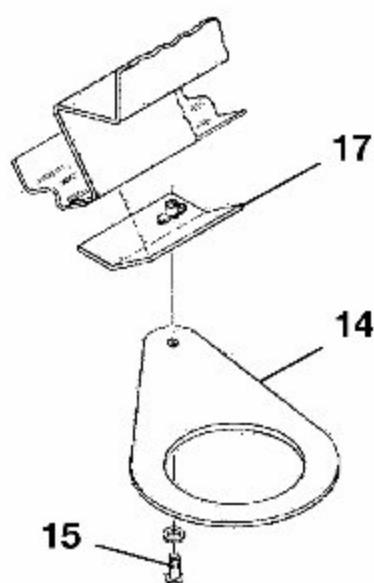
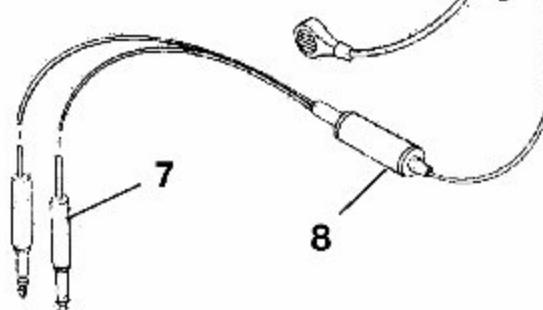
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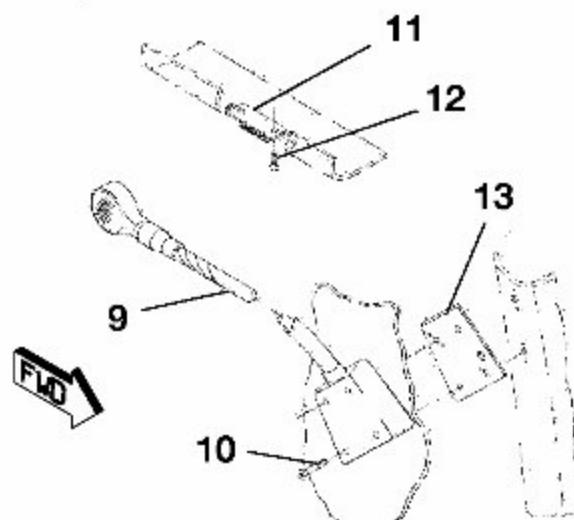




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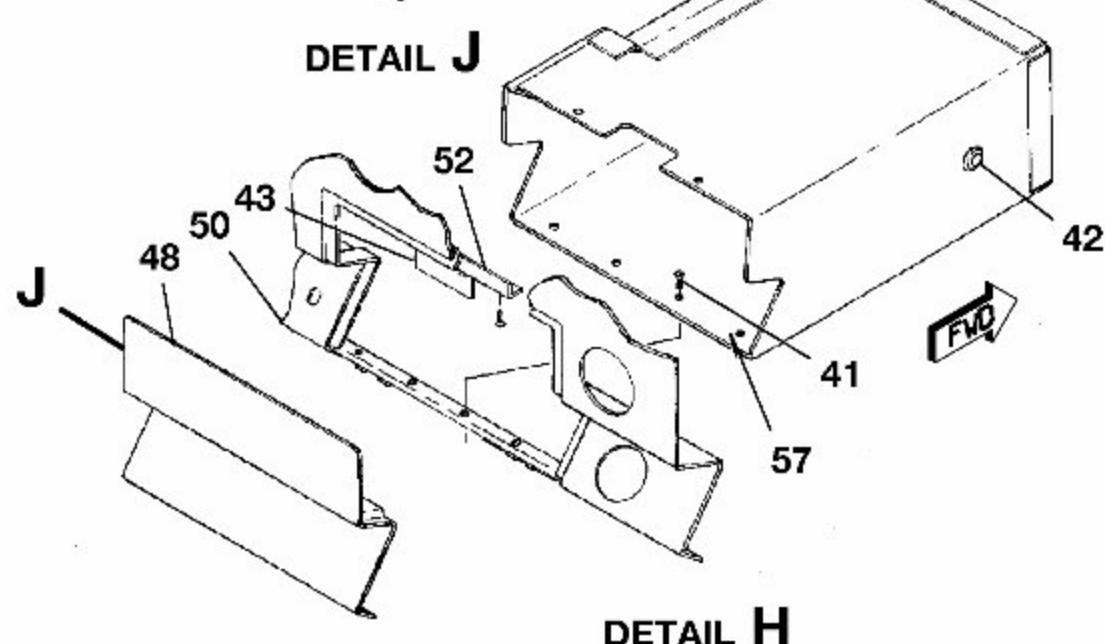
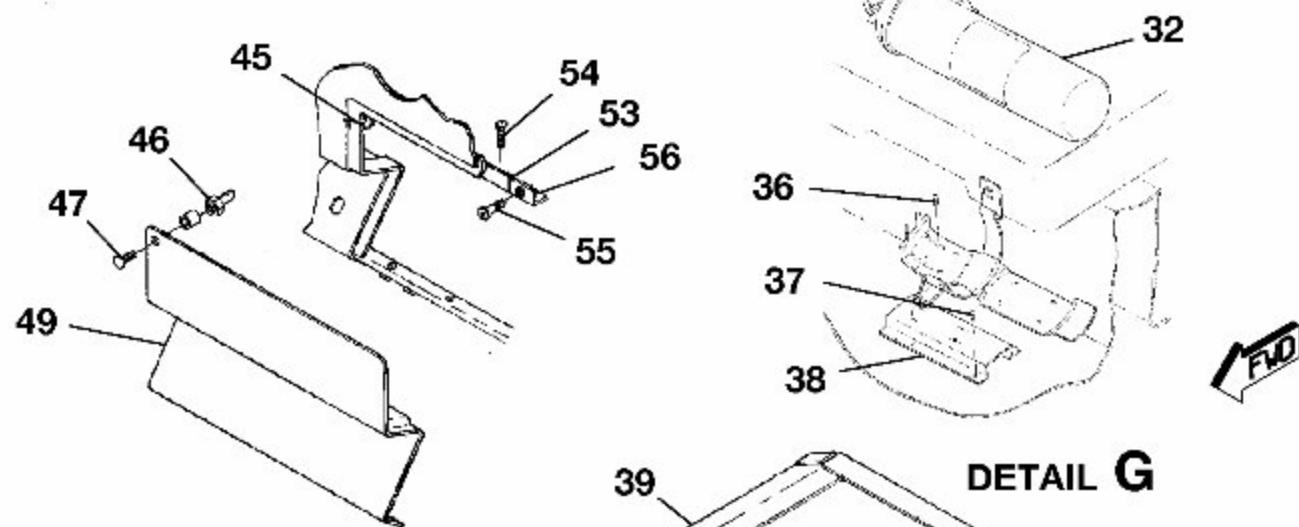
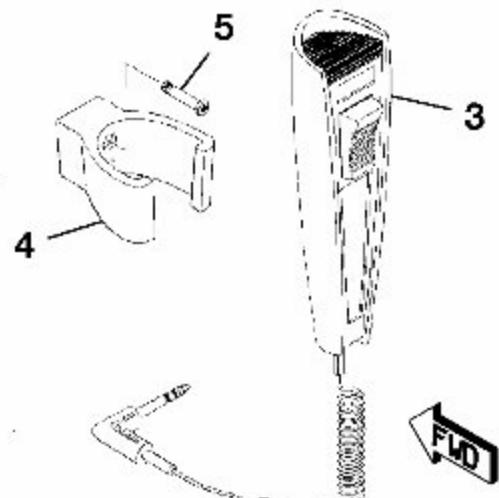
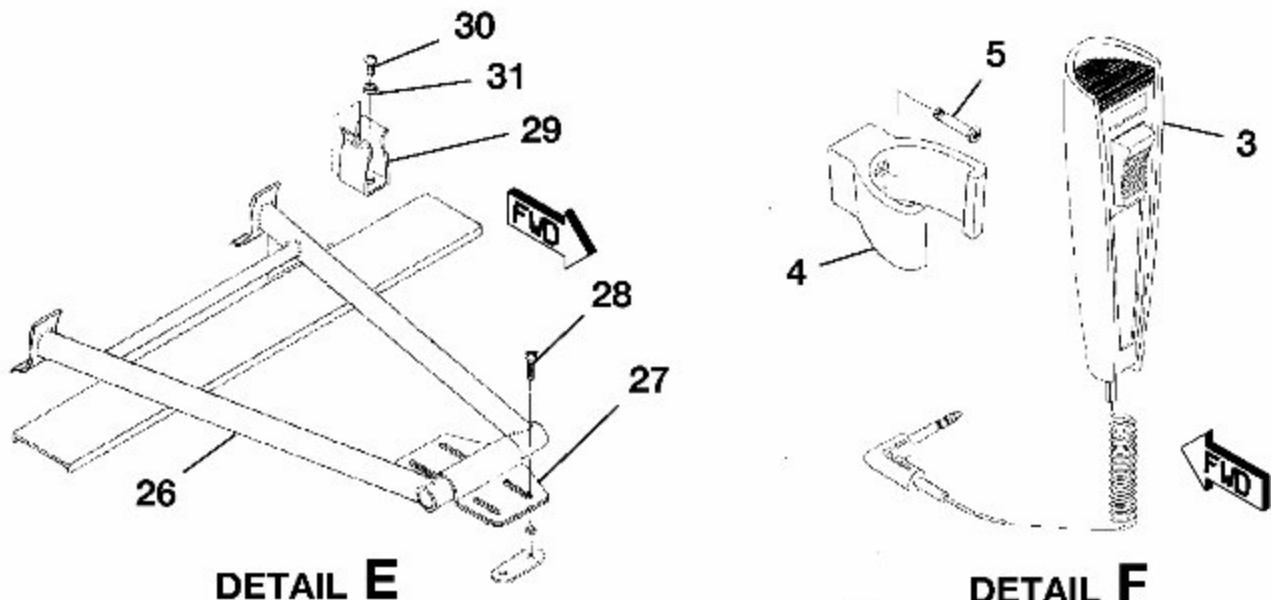


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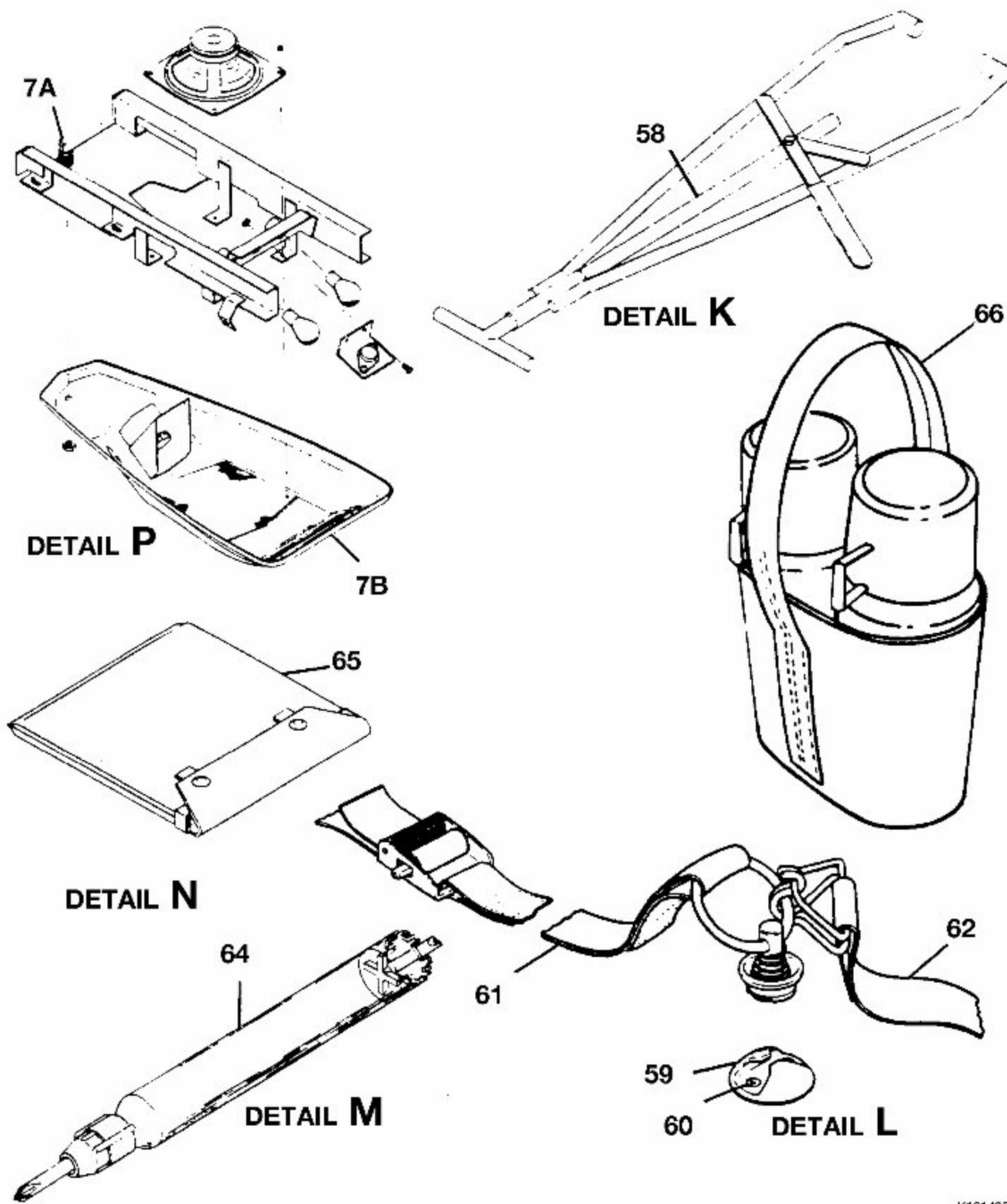


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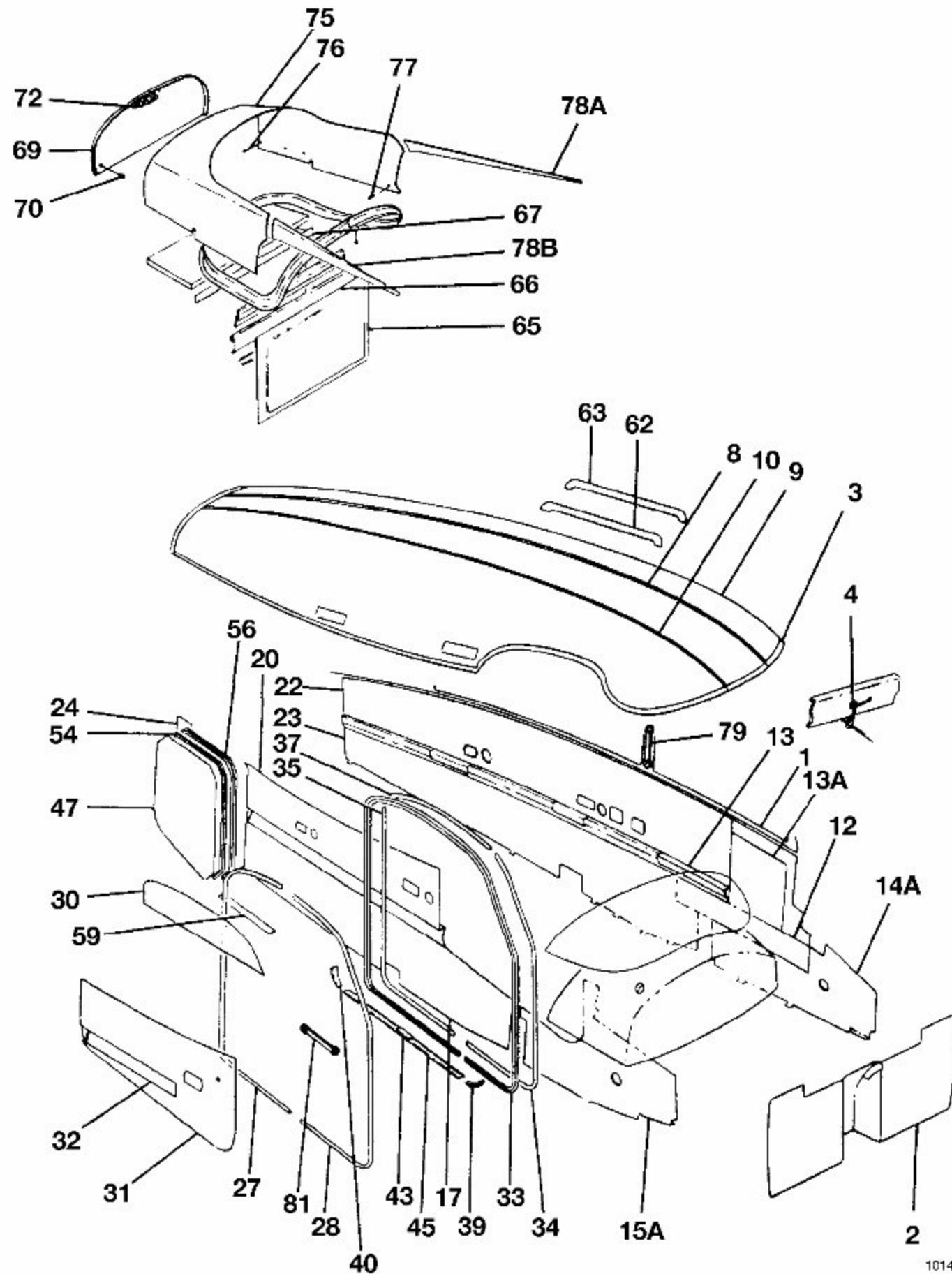


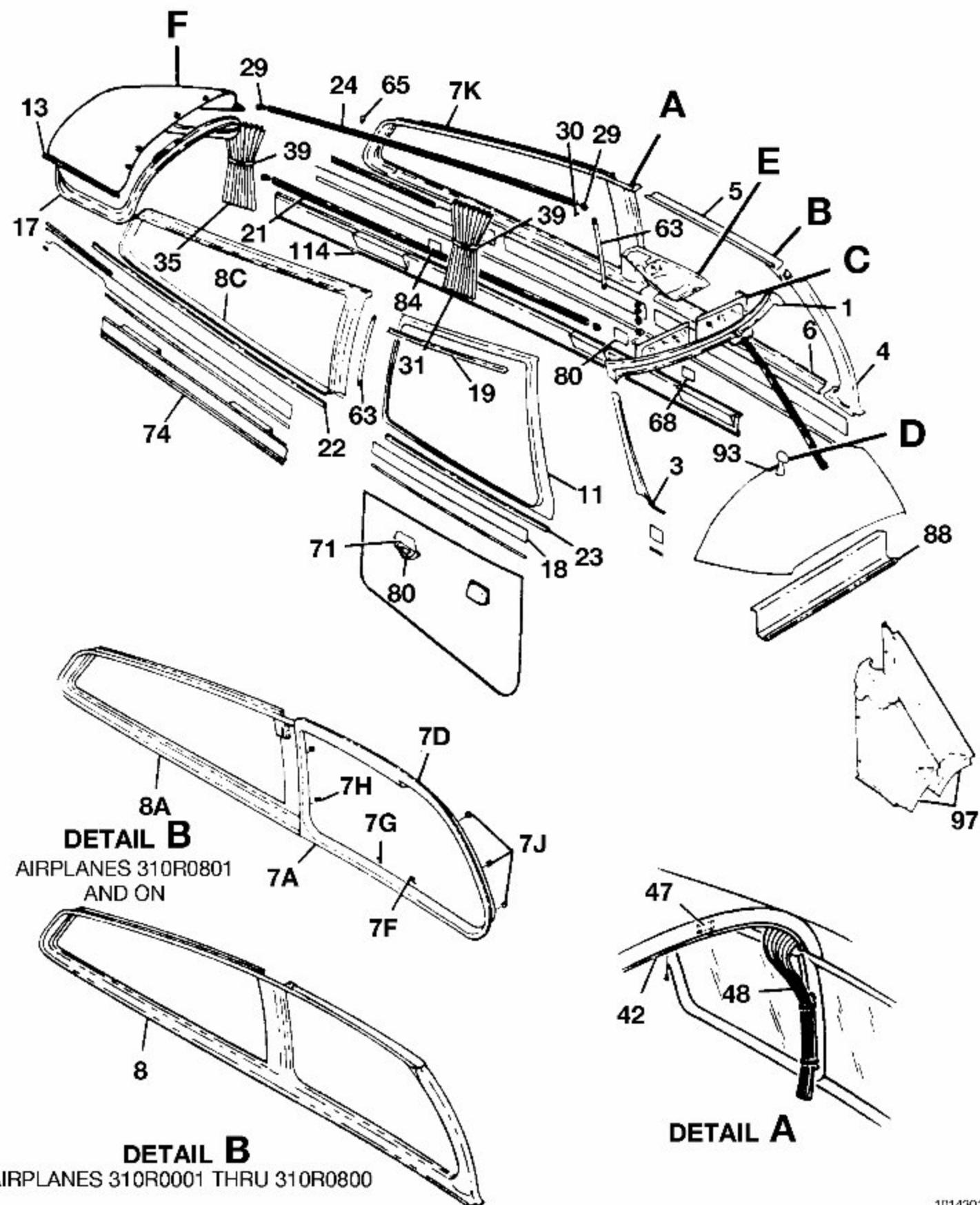
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J1014R2032



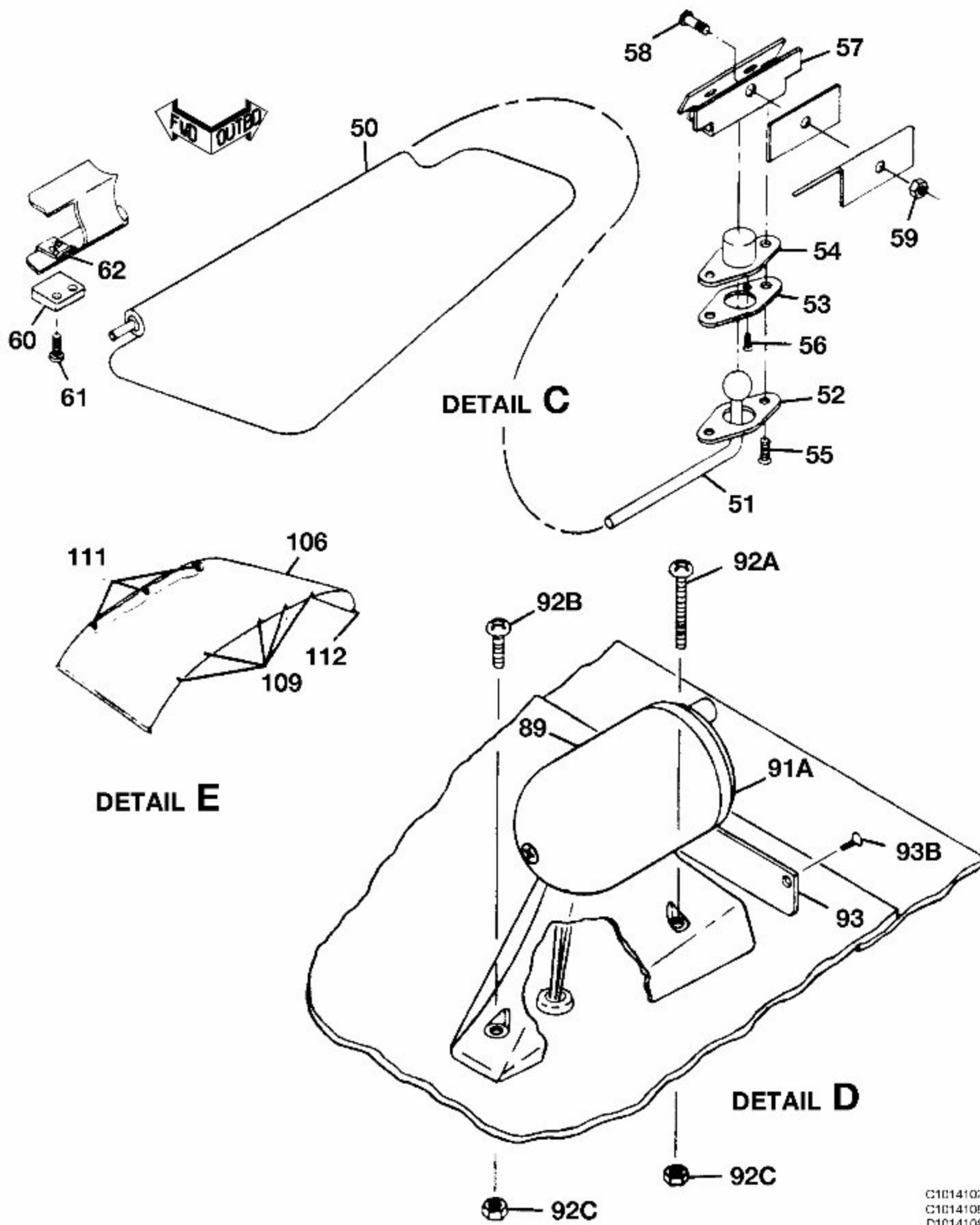
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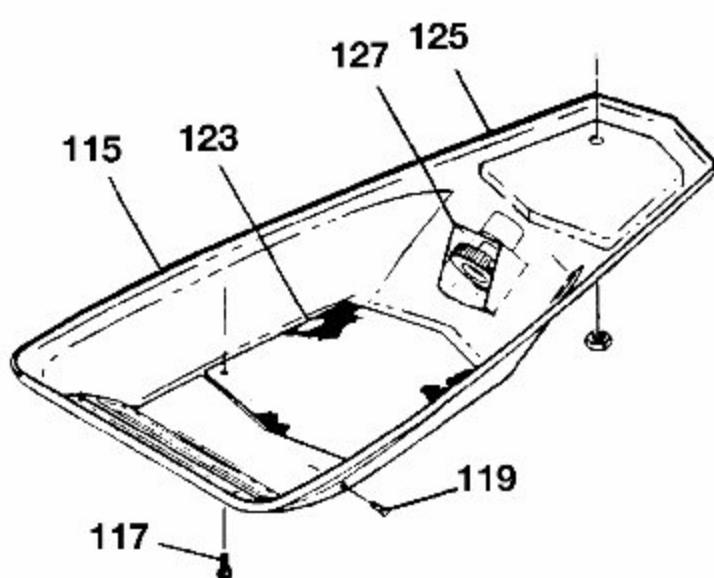




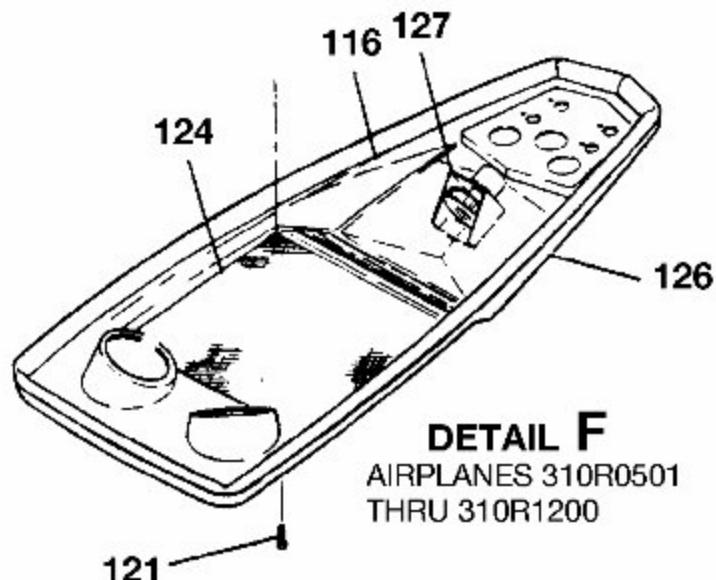
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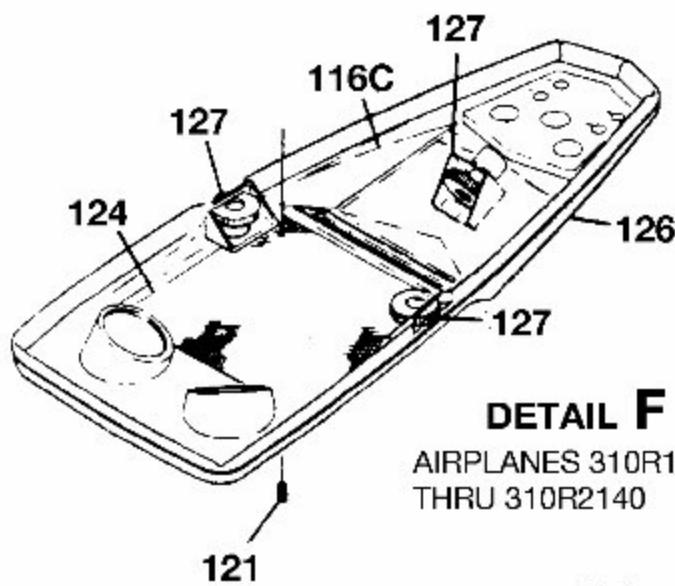
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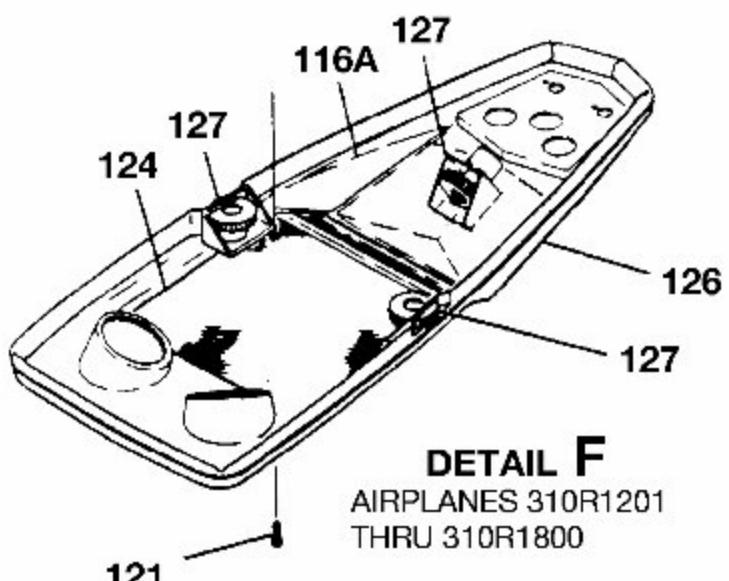
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AIRPLANES 310R0001 THRU 310R0500



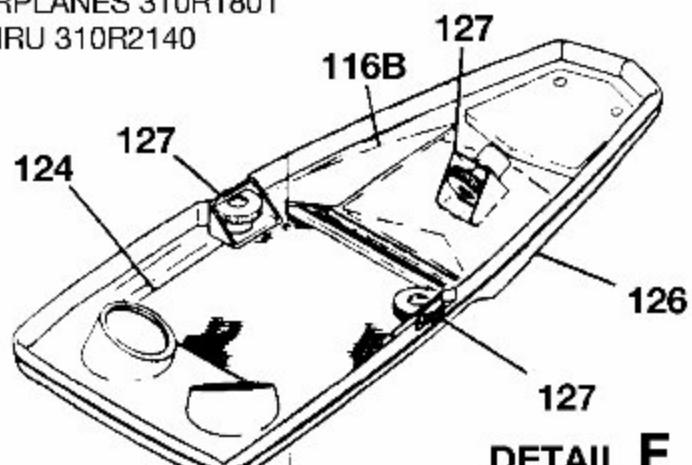
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AIRPLANES 310R0501
THRU 310R1200



DETAIL F
AIRPLANES 310R1801
THRU 310R2140

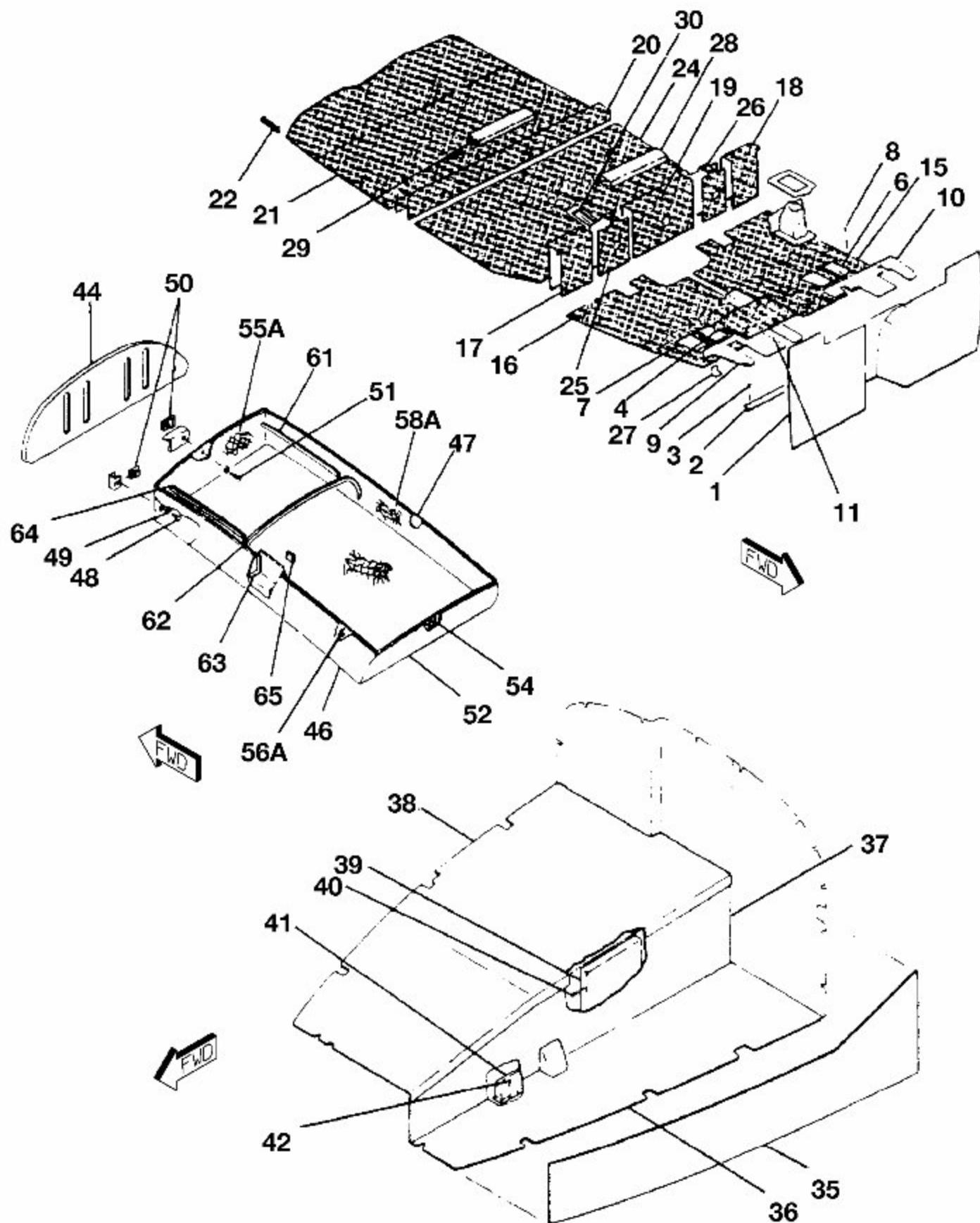


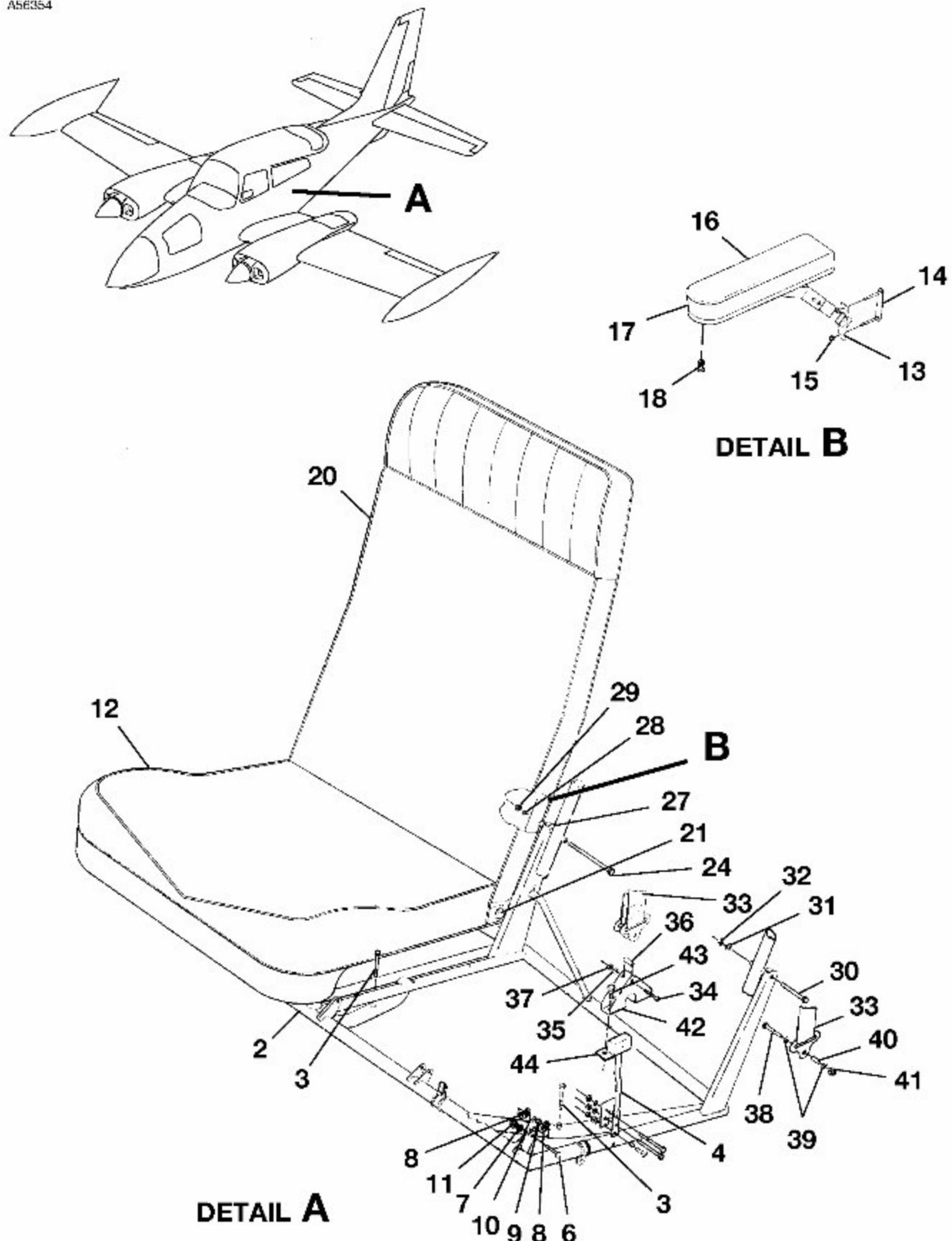
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THRU 310R1800



DETAIL F
AIRPLANES 310R1611 THRU 310R2140
WITH MIKE AND PHONE JACKS

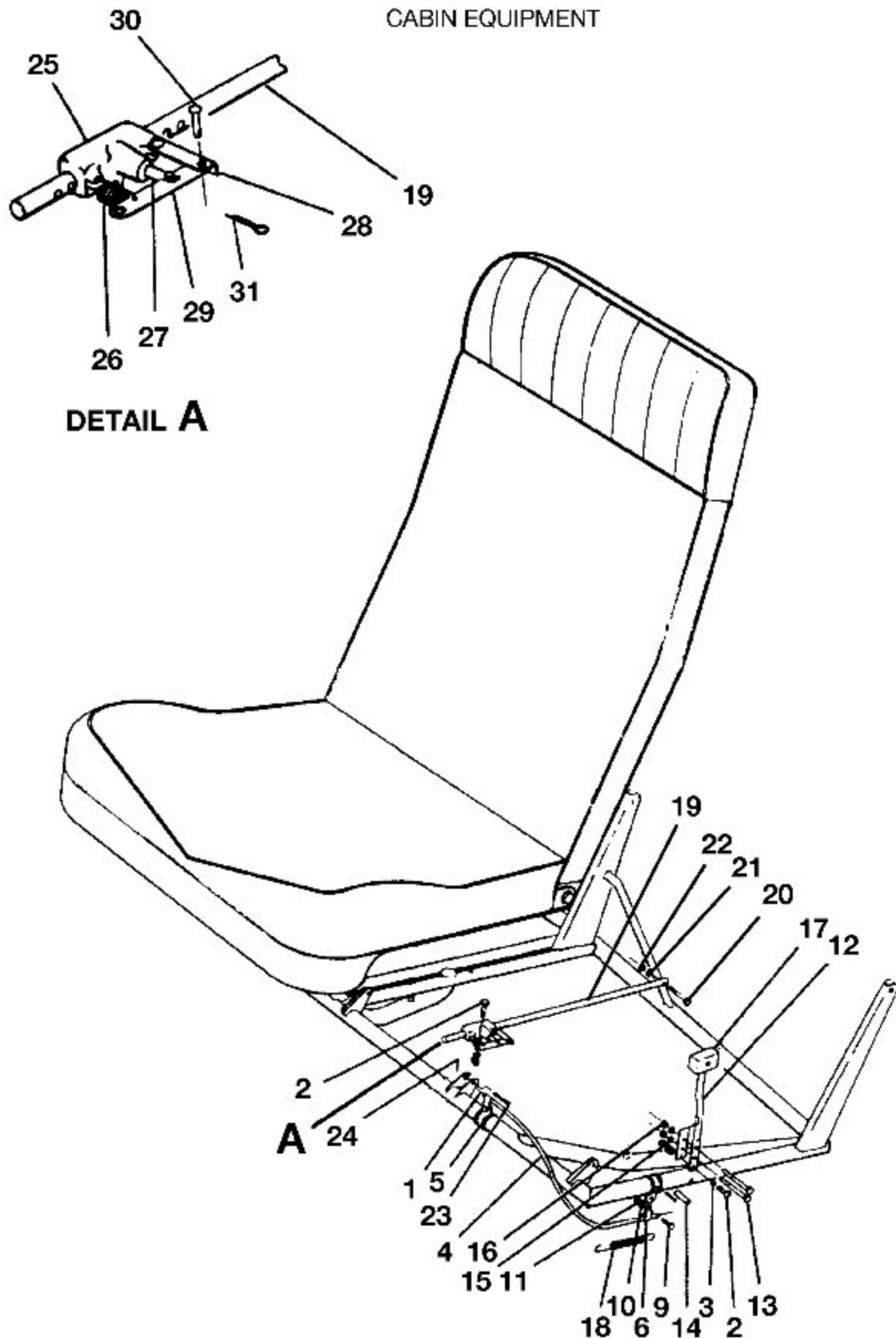
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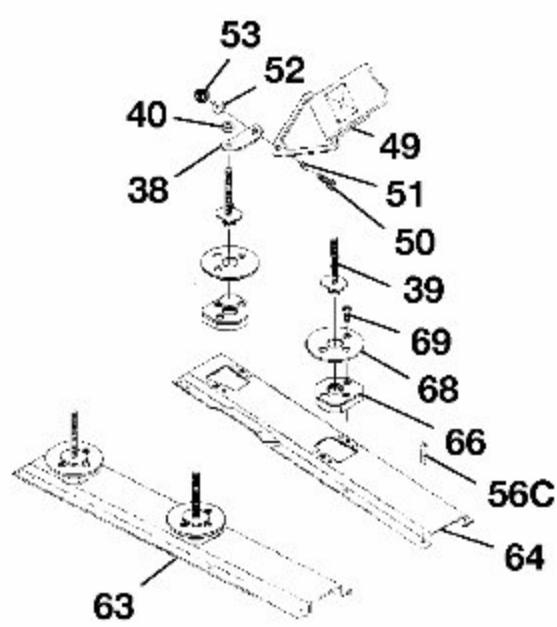
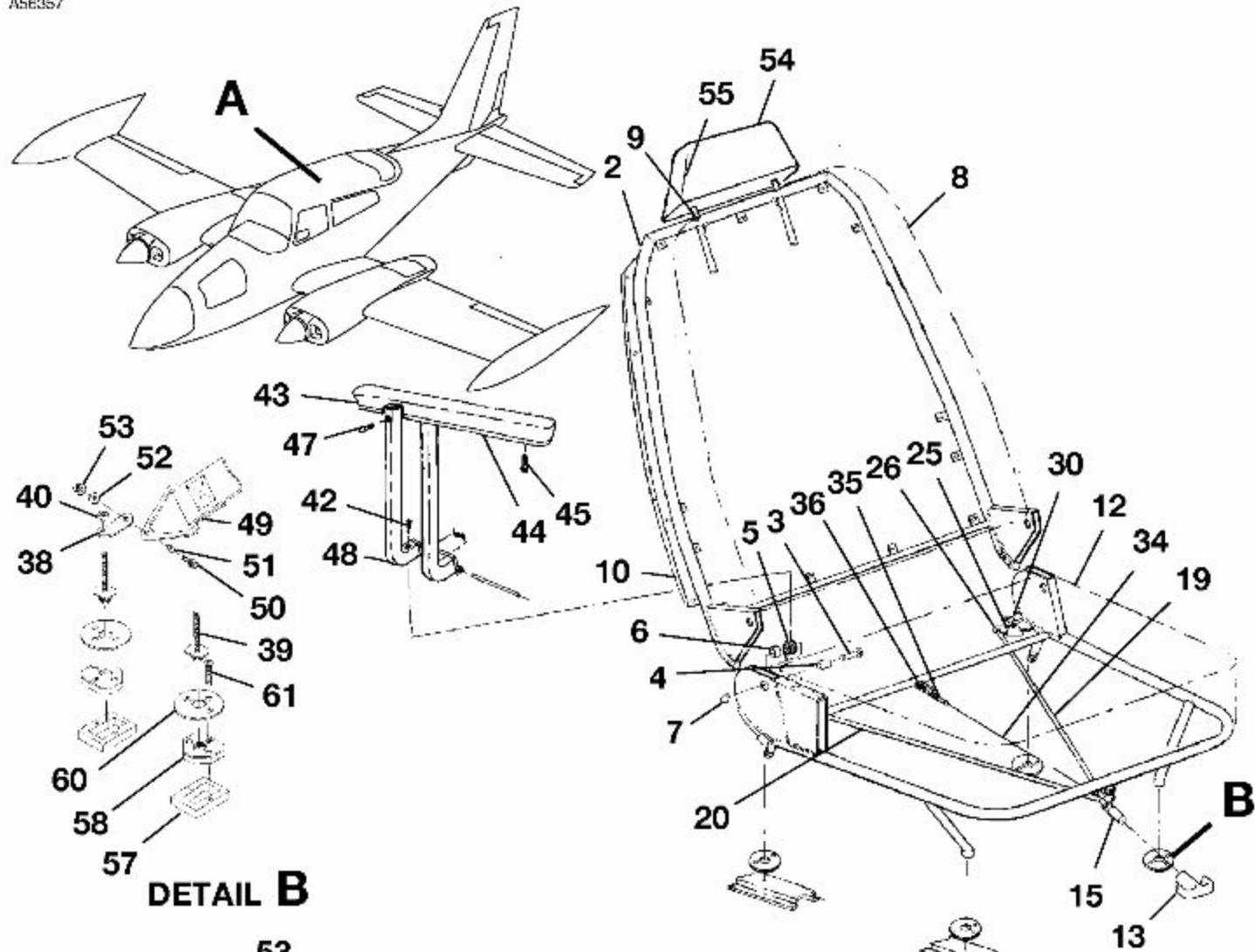




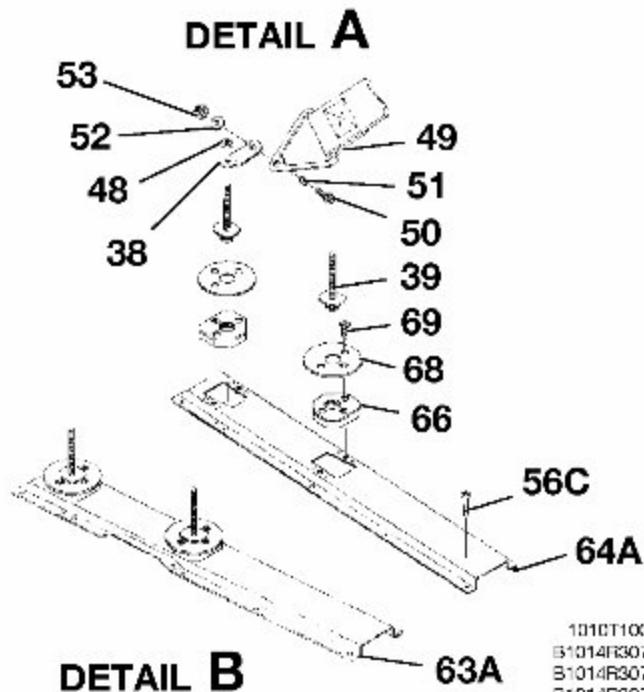
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CABIN EQUIPMENT



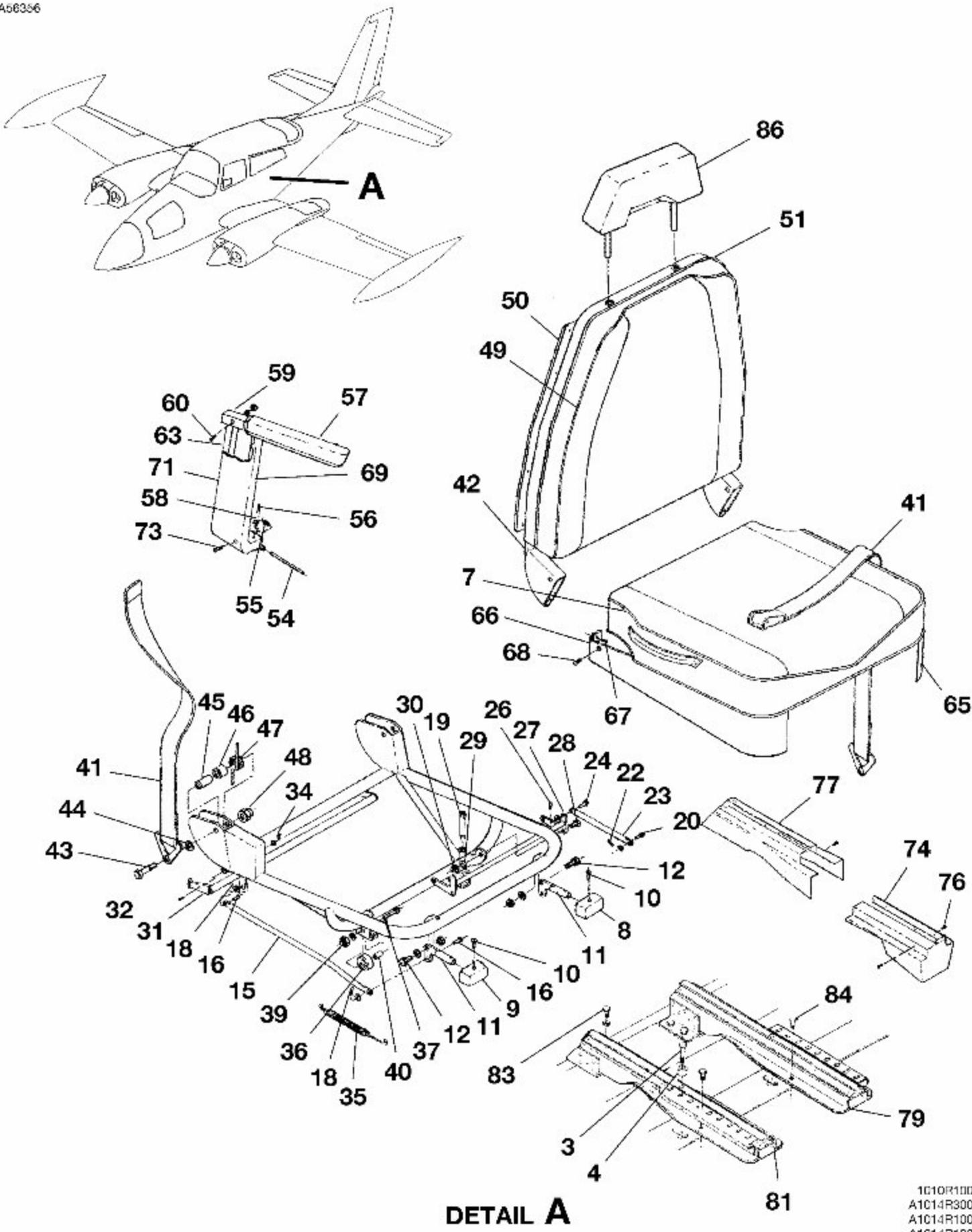


DETAIL B



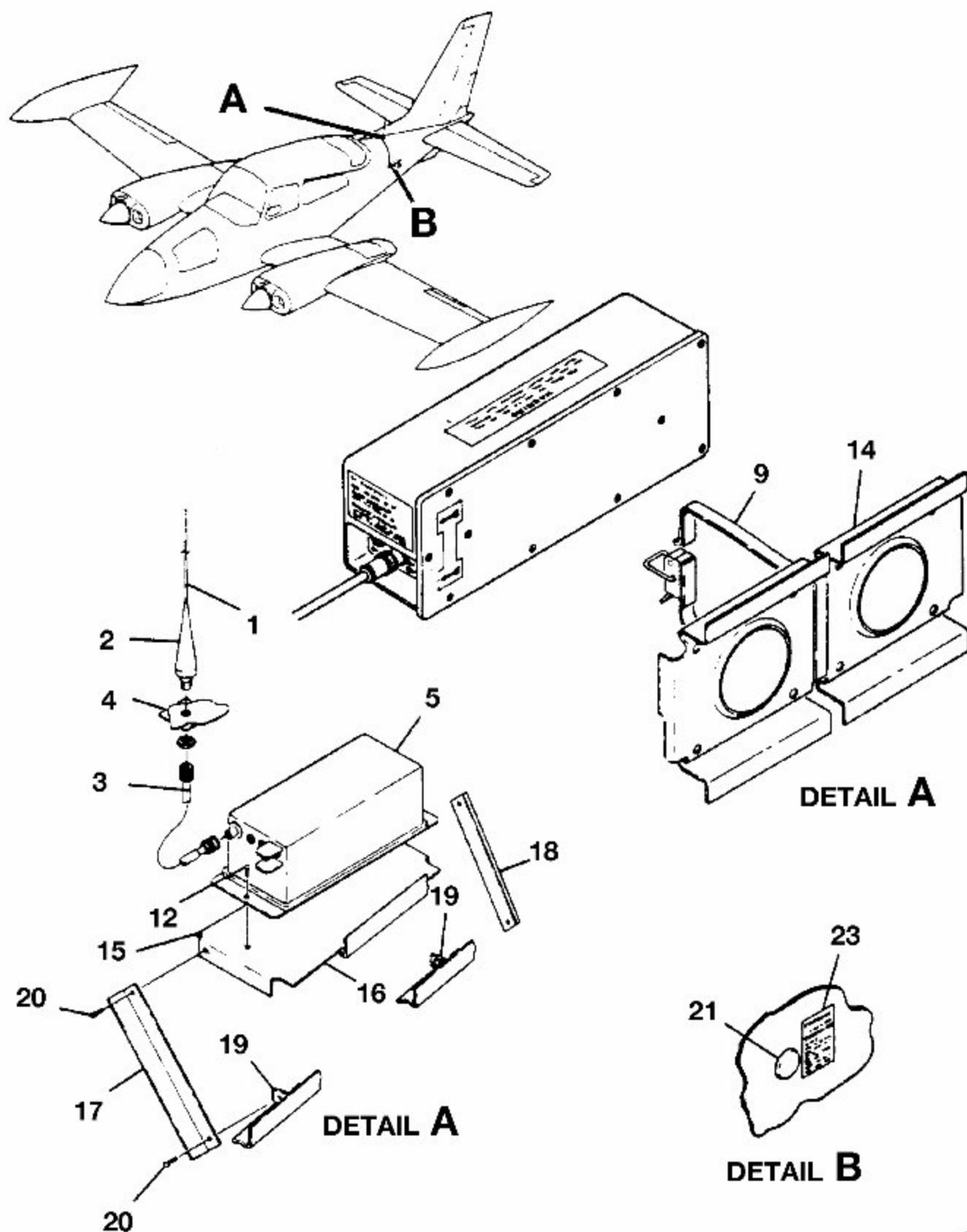
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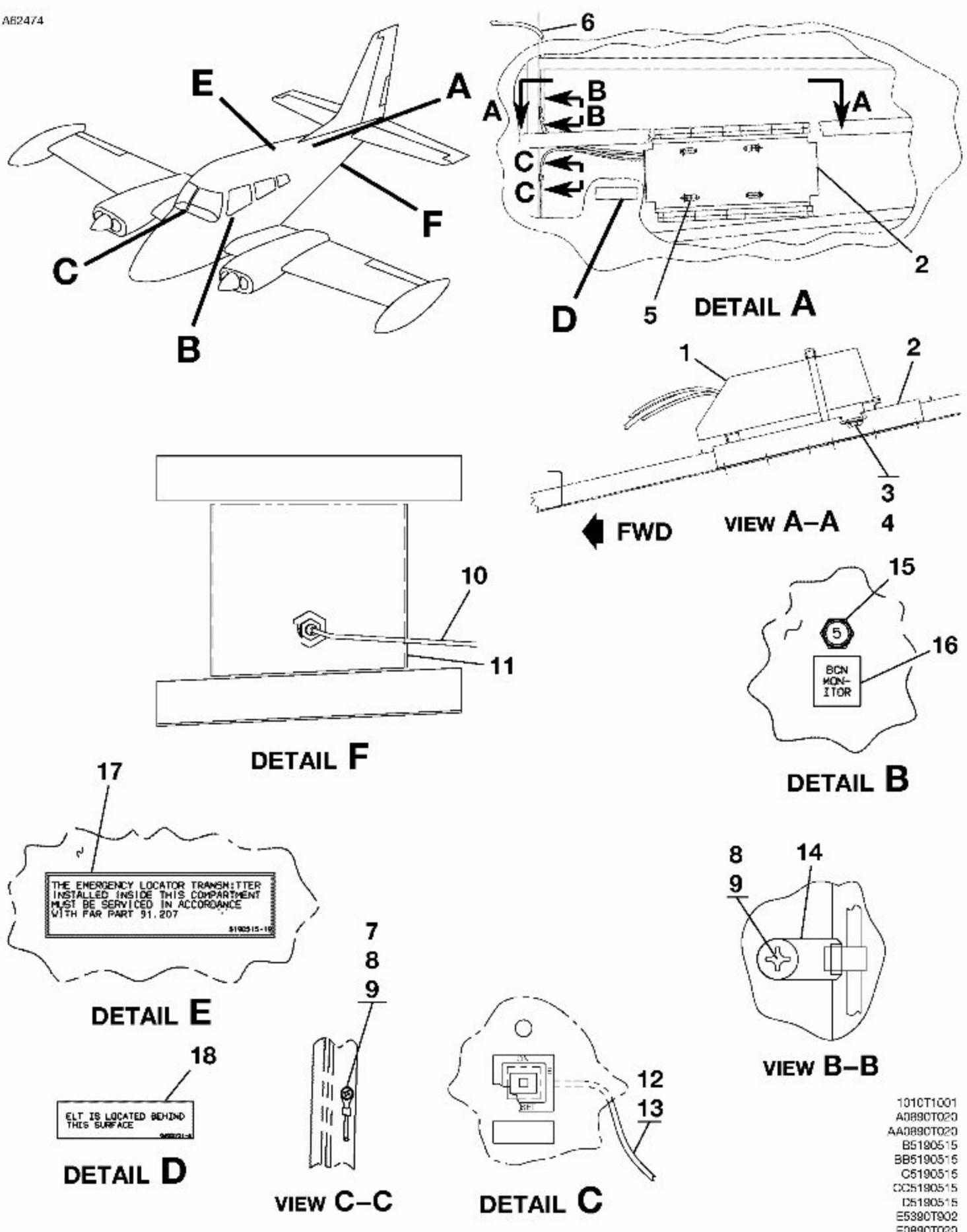


DETAIL A

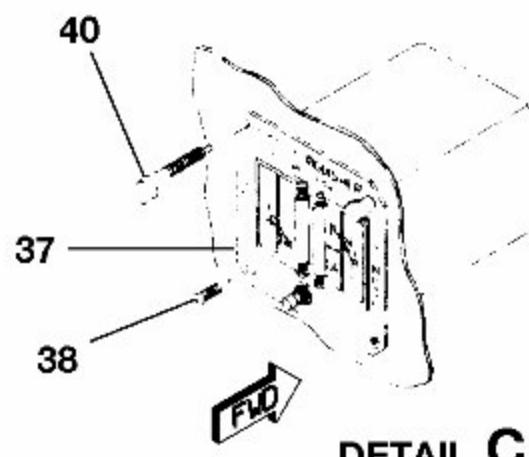
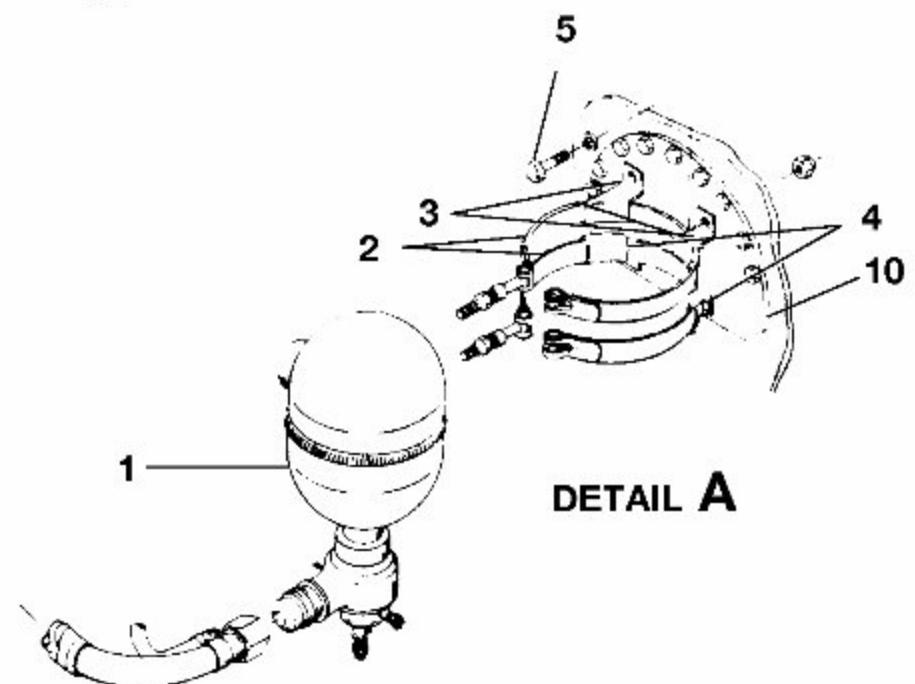
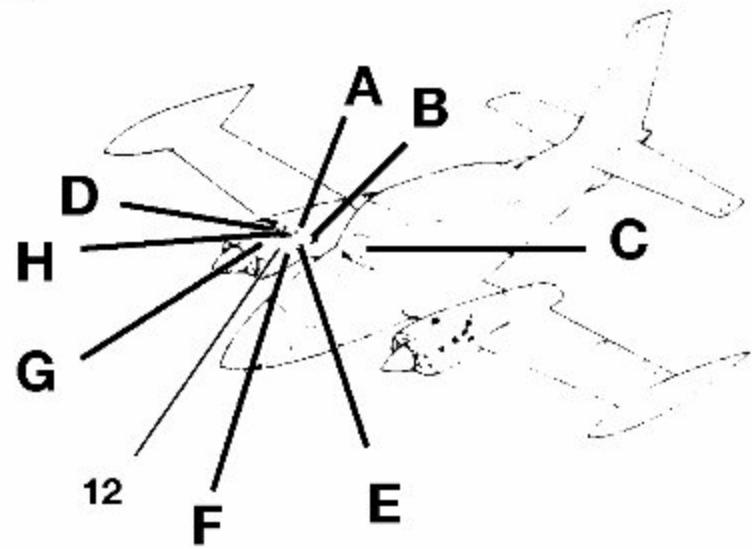
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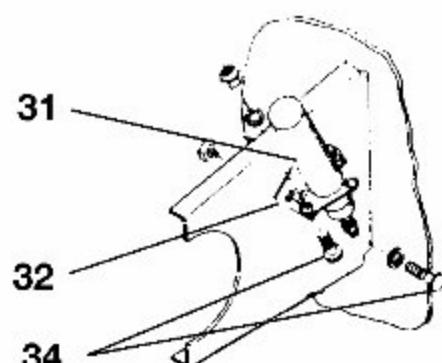
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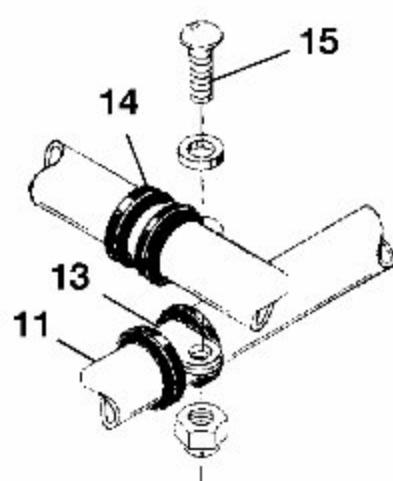
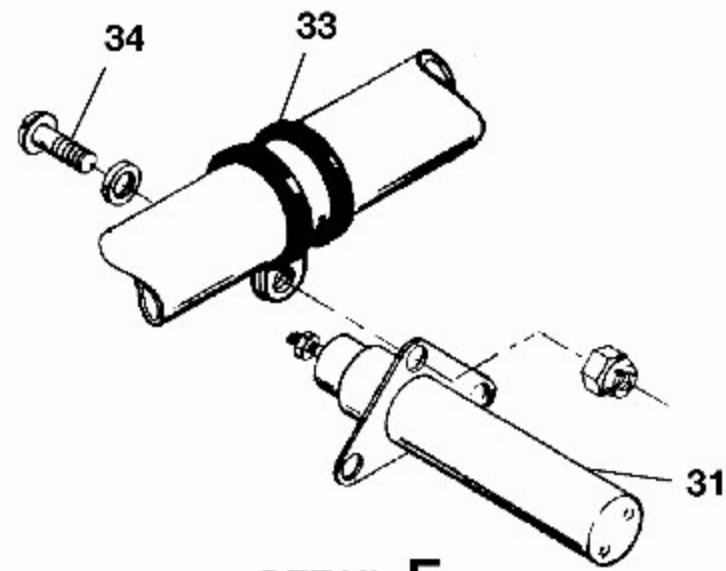
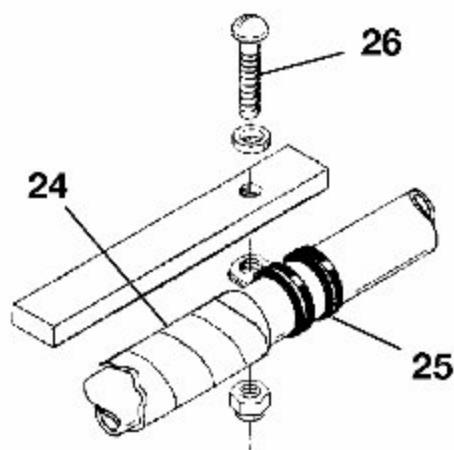
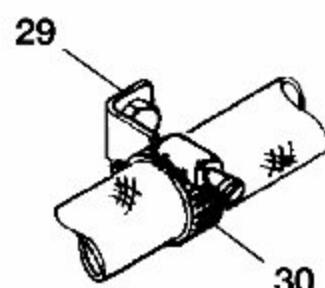
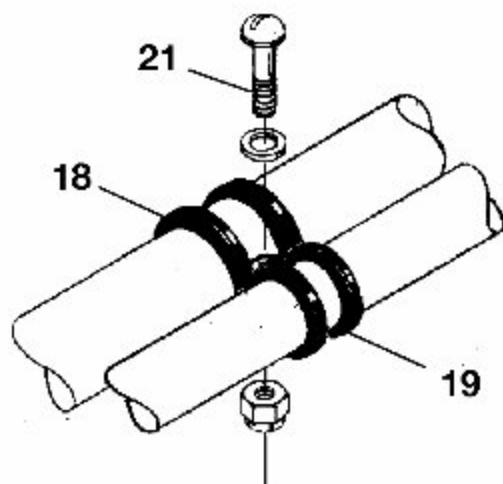


DETAIL C

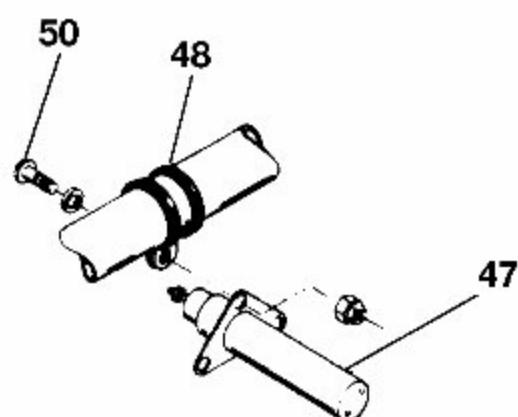
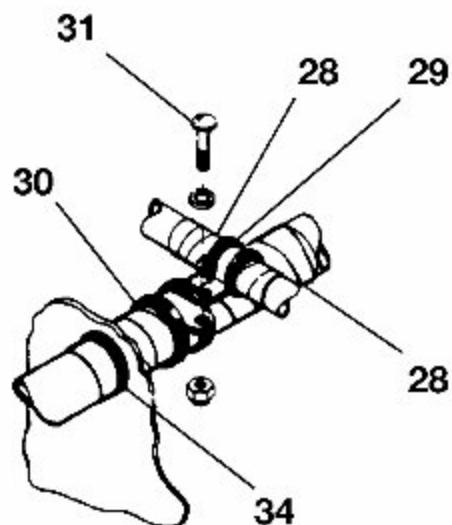
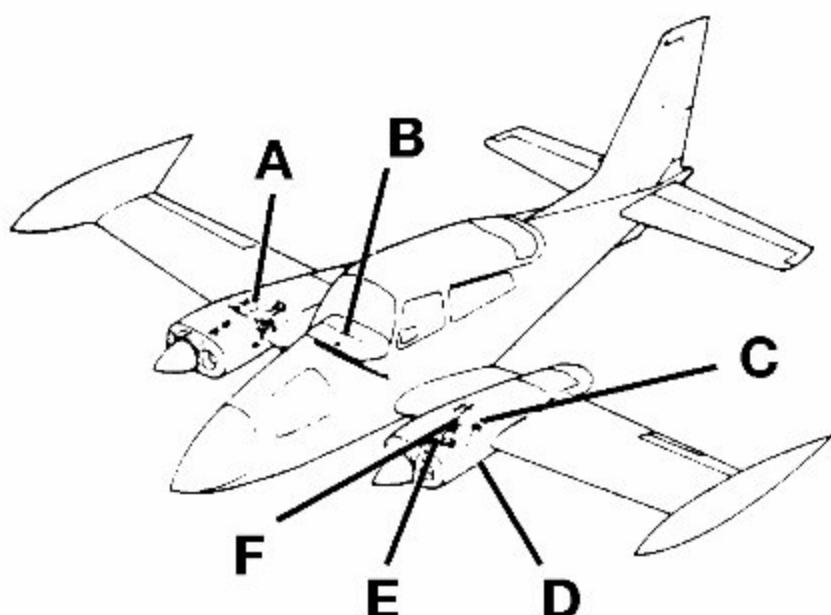


DETAIL B

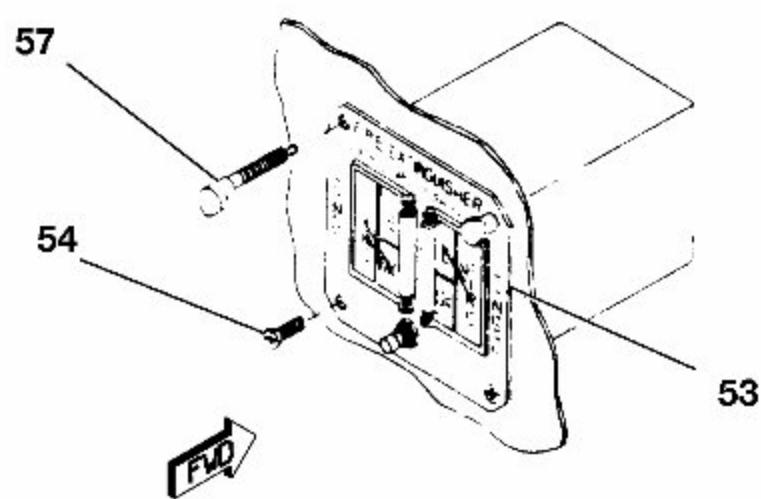
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**DETAIL D****DETAIL E****DETAIL H****DETAIL F****DETAIL G**

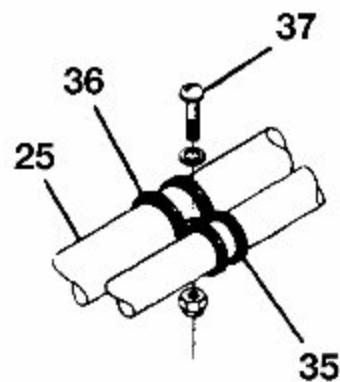
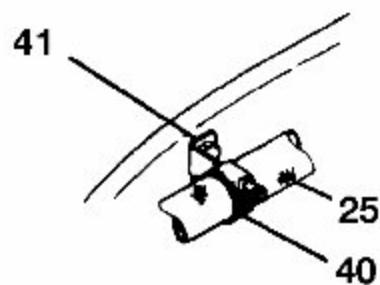
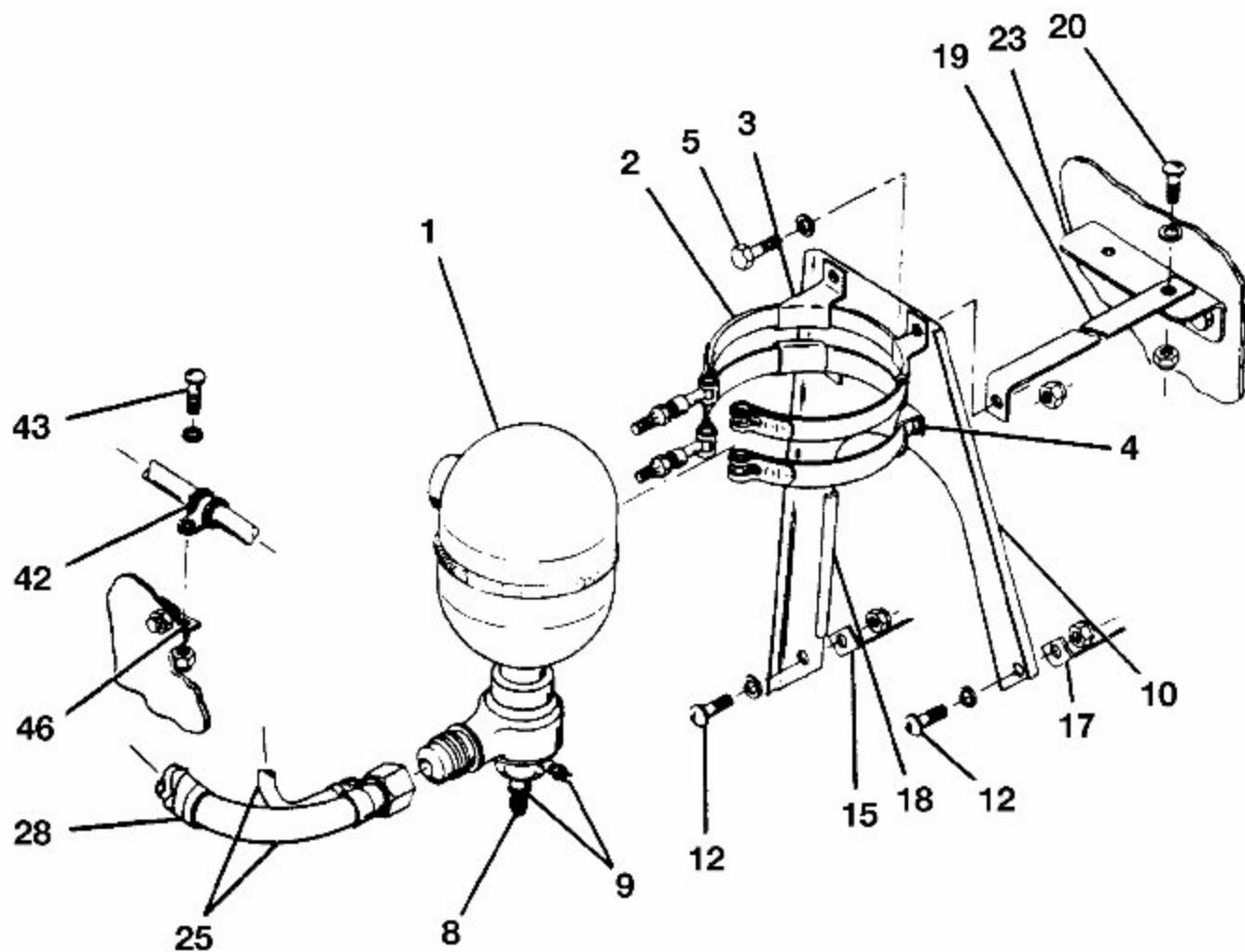
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H1054R2001

**DETAIL C**

DETAIL A
AUTOPILOT INSTALLATION ONLY

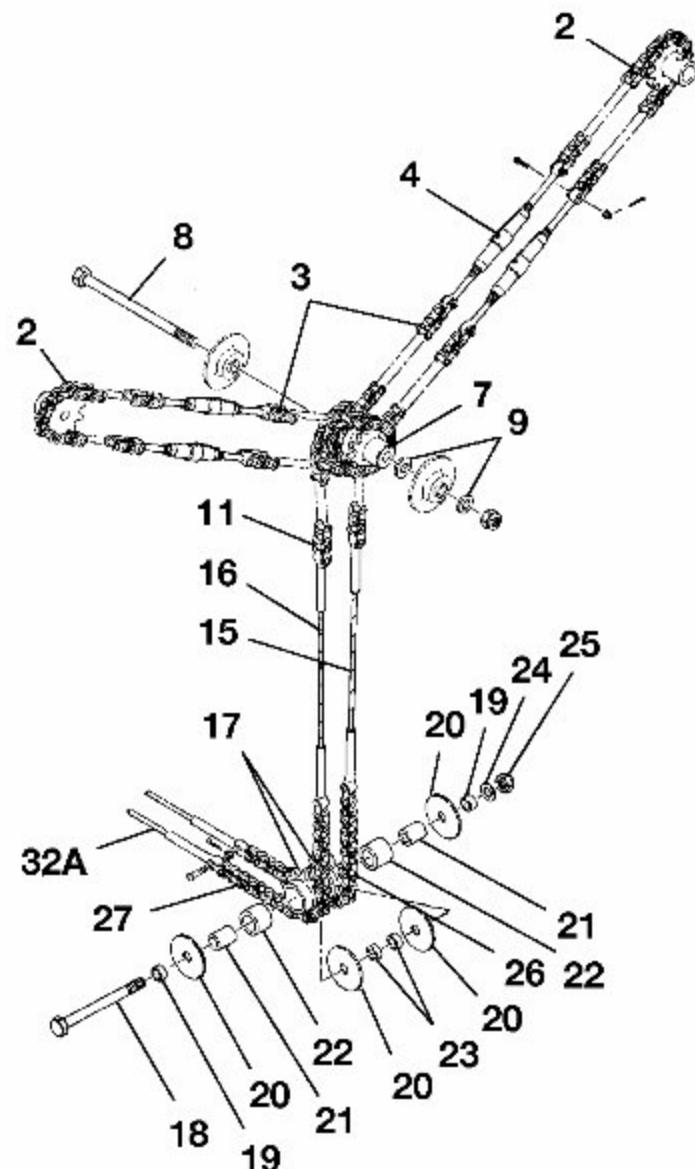
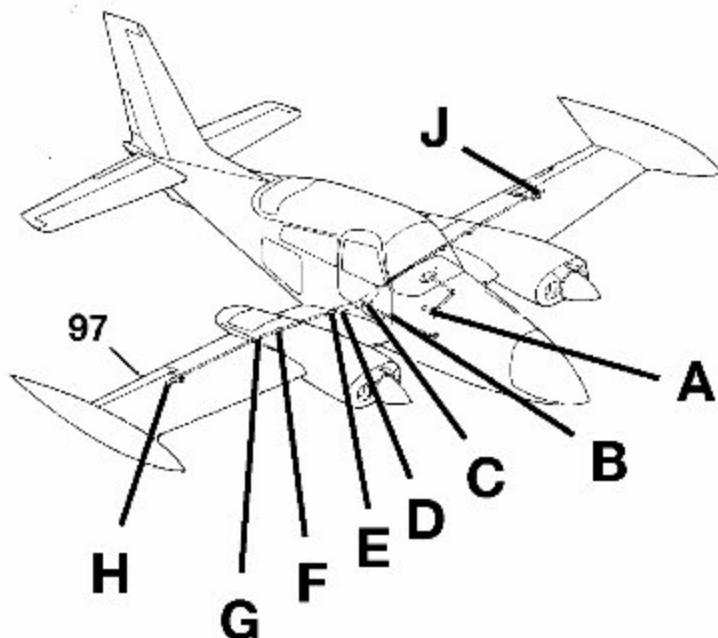
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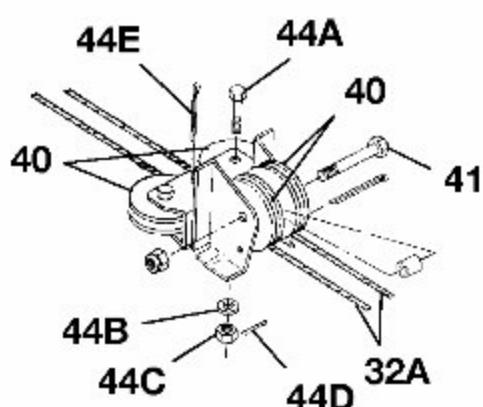
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A56250

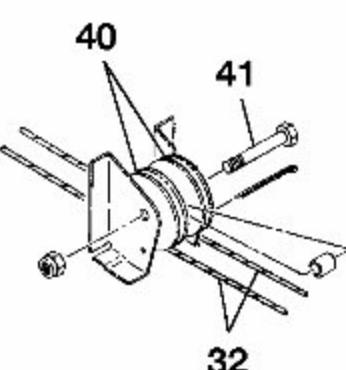


DETAIL A



DETAIL B

AIRPLANES 310R0501 THRU 310R2140

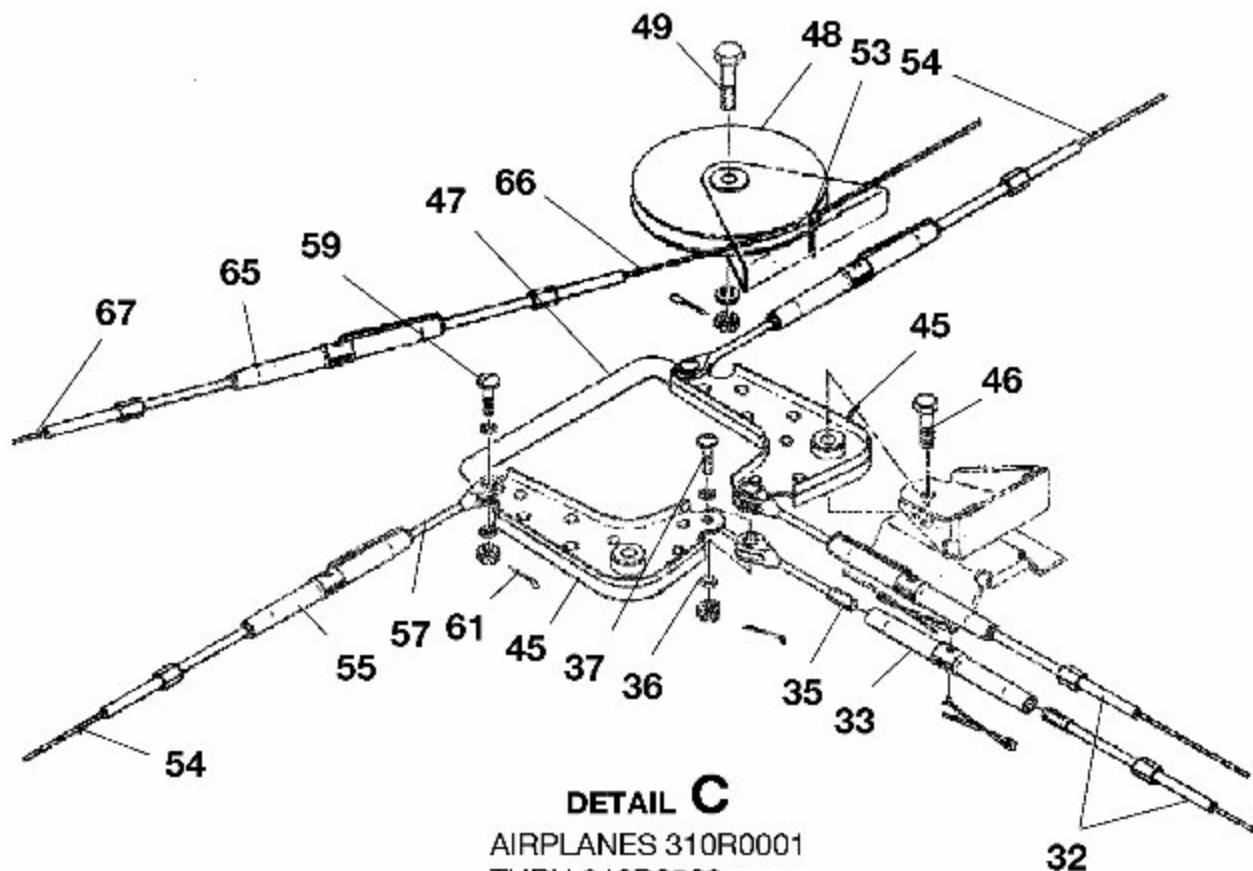


DETAIL B

AIRPLANES 310R0001
THRU 310R0500

10603012
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B10612007
B10611016

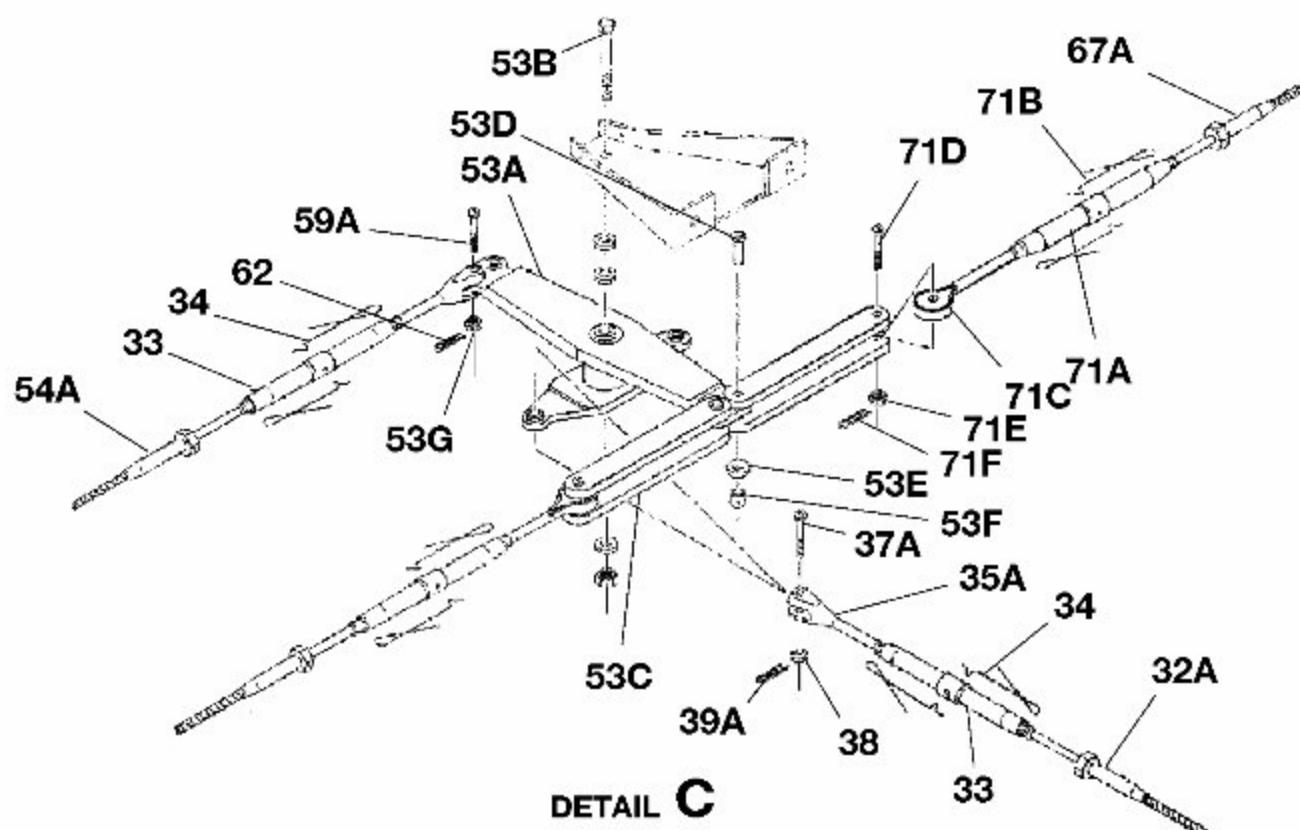
A56251



DETAIL C

AIRPLANES 310R0001
THRU 310R0500

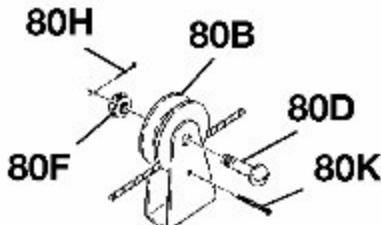
32



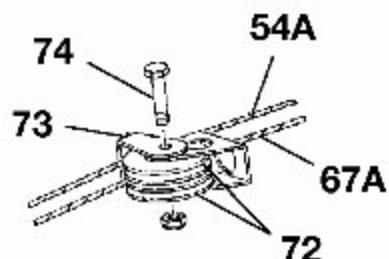
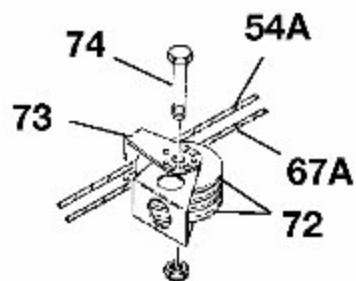
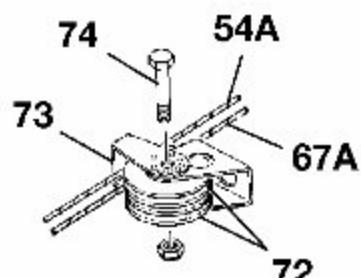
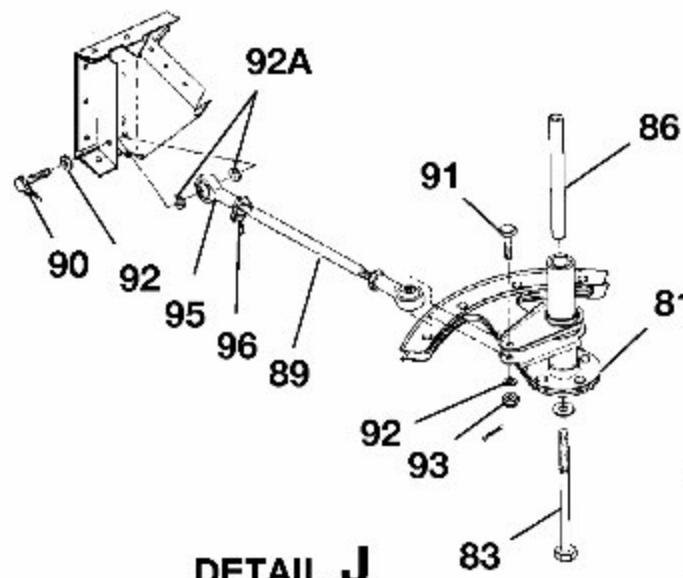
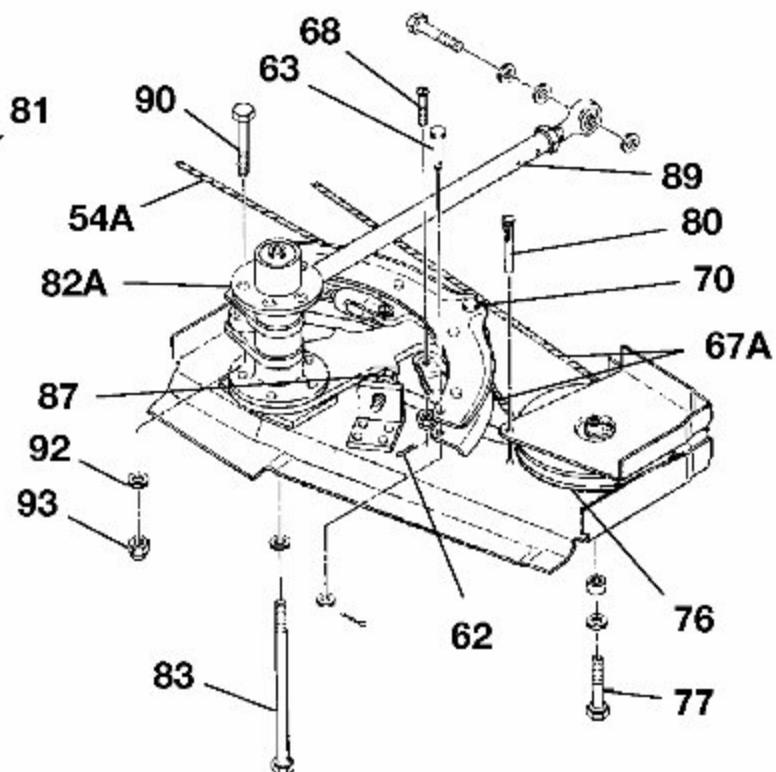
DETAIL C

AIRPLANES 310R0501 THRU 310R2140

C1061R2008
C1061R2003

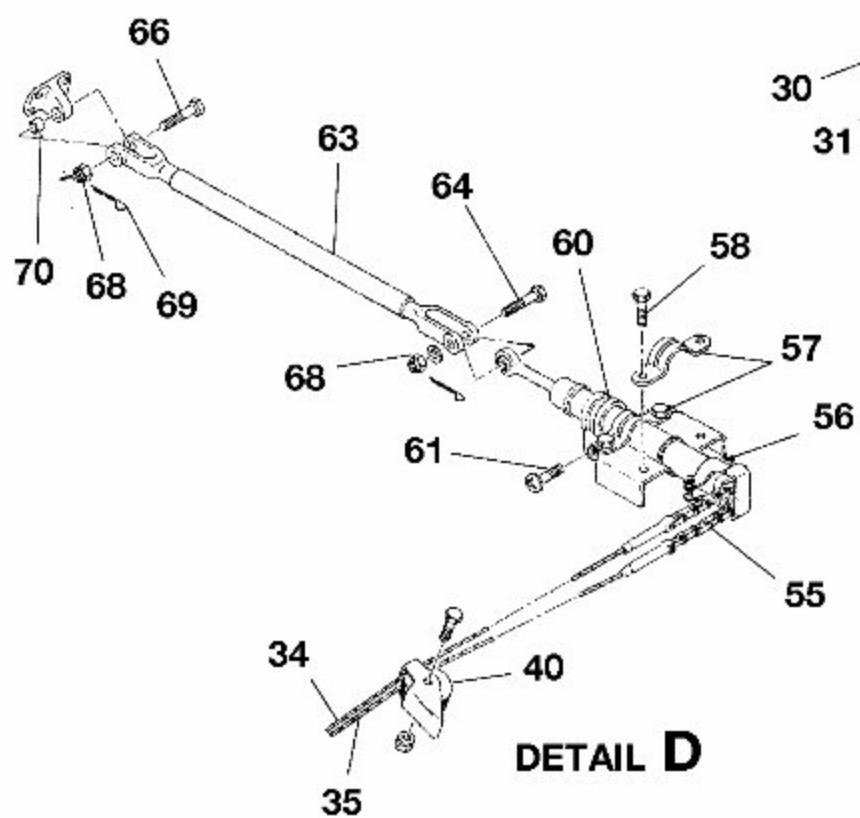
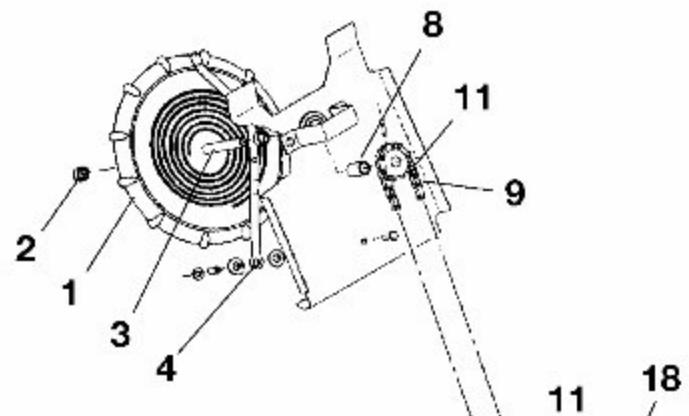
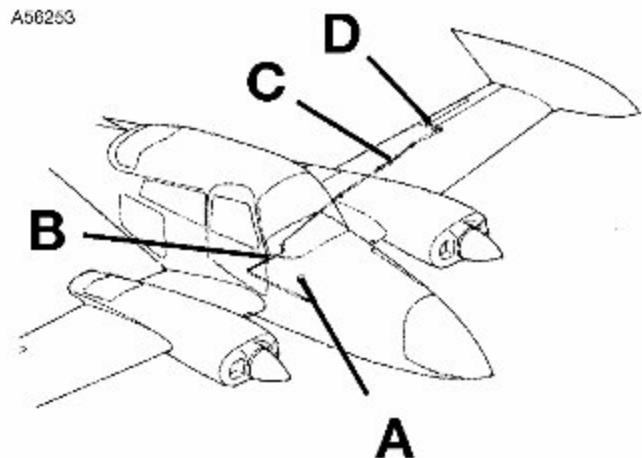
**DETAIL D**

AIRPLANES 310R0591 THRU 310R2140
AND AIRPLANES INCORPORATING
SK310-95

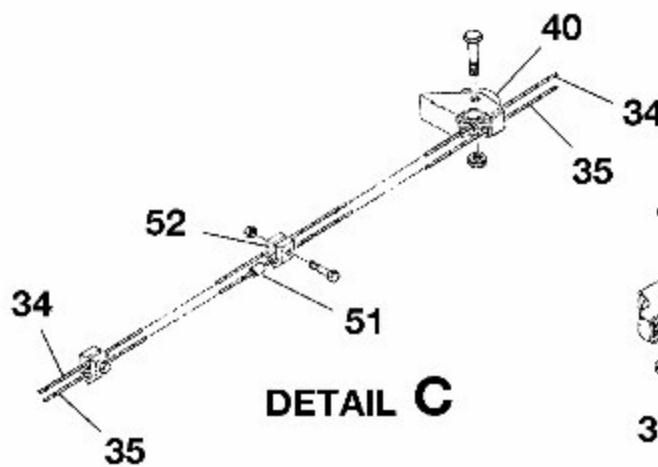
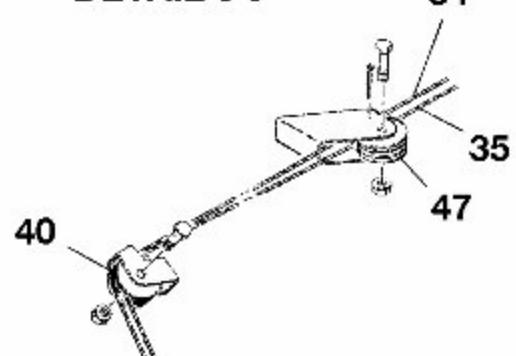
**DETAIL E****DETAIL F****DETAIL G****DETAIL J****DETAIL H**

D10611017
E10612007
F10612007
G10612007
H51154007
J10612021

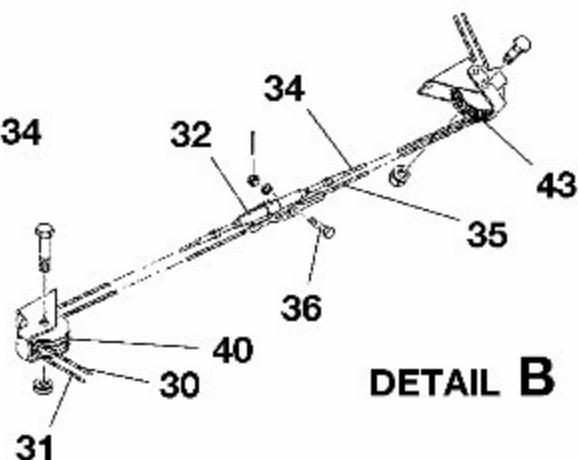
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DETAIL A

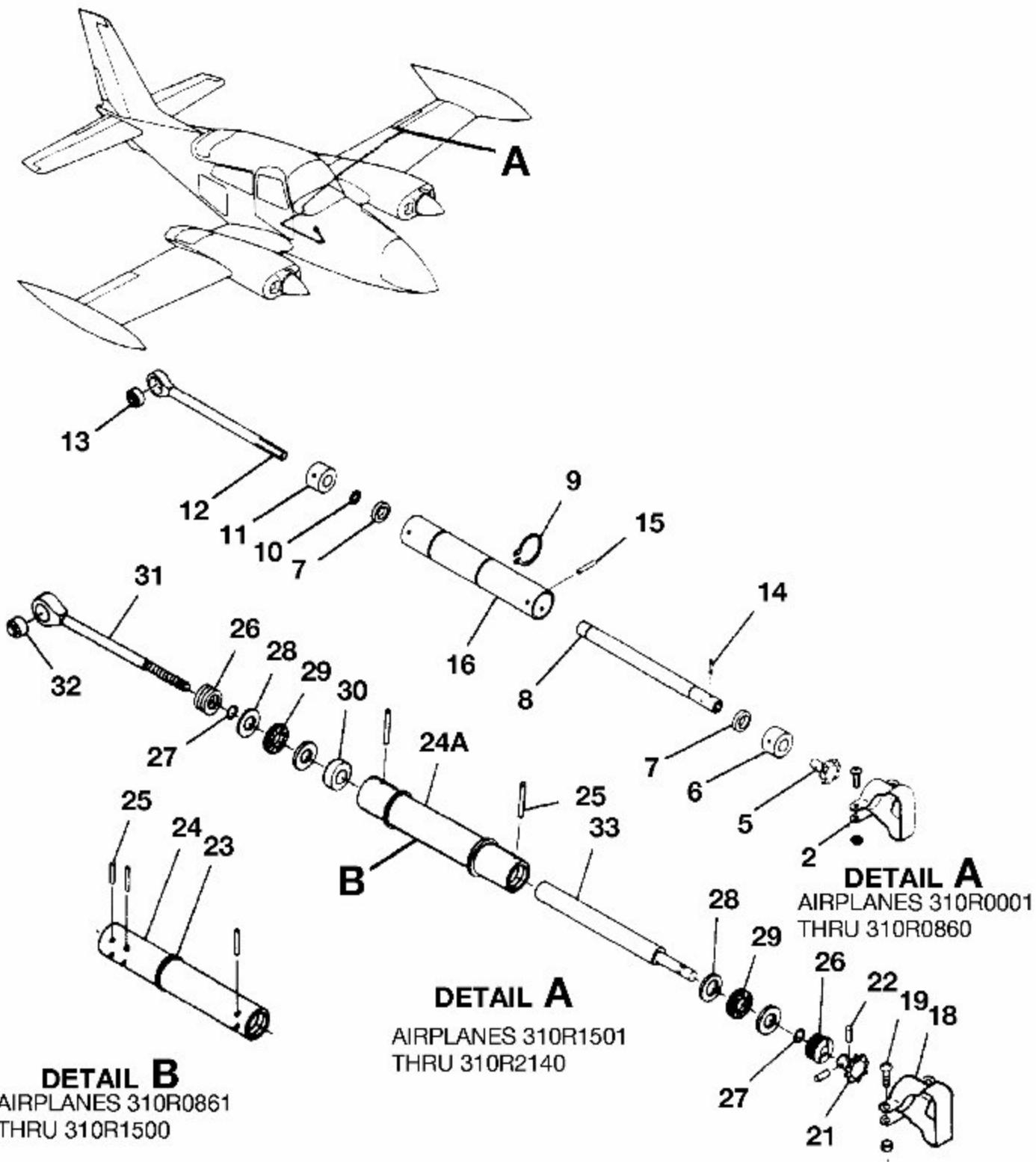


DETAIL C

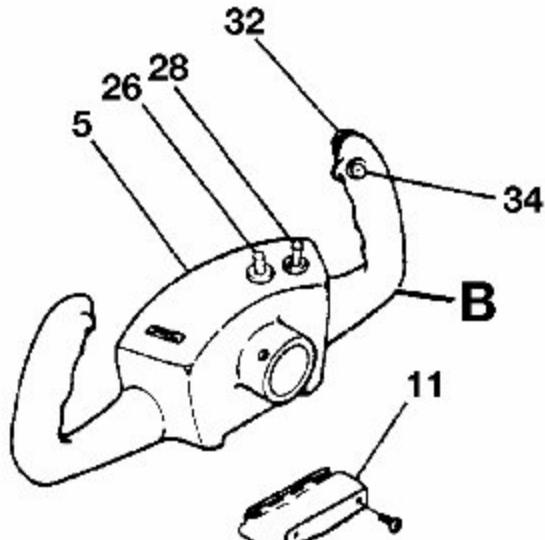
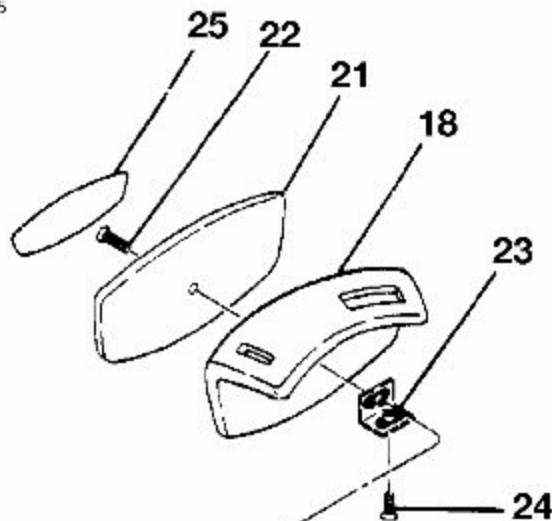


DETAIL B

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B10612011
C10612011
D10612015

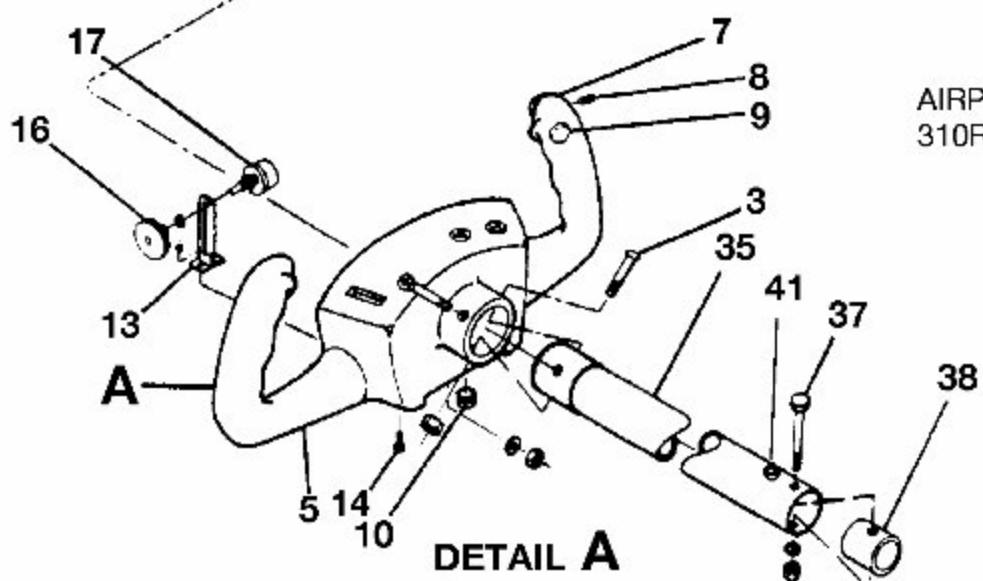


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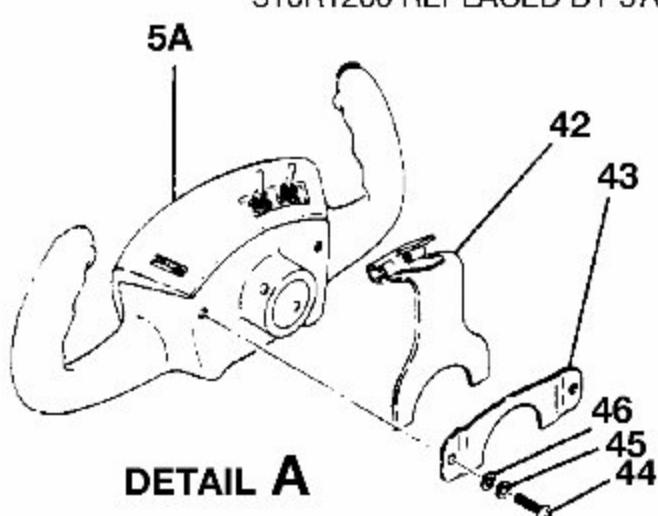
DETAIL A

AIRPLANES 310R0001 THRU
310R1200 REPLACED BY 5761000-1



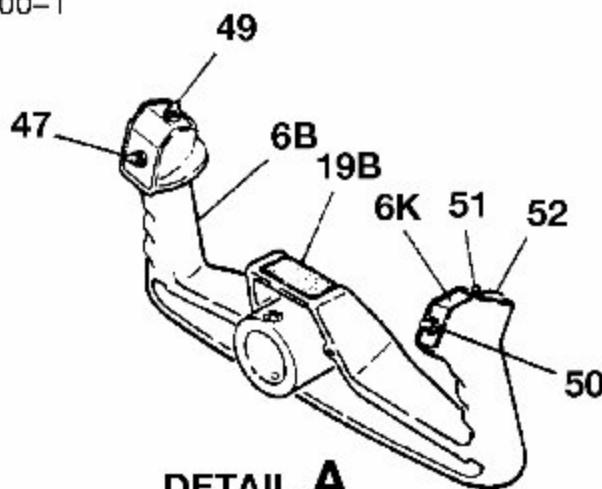
DETAIL A

AIRPLANES 310R0001 THRU
310R1200 REPLACED BY 5761000-1



DETAIL A

AIRPLANES 310R0001 THRU
310R1200 REPLACED BY 5761000-1

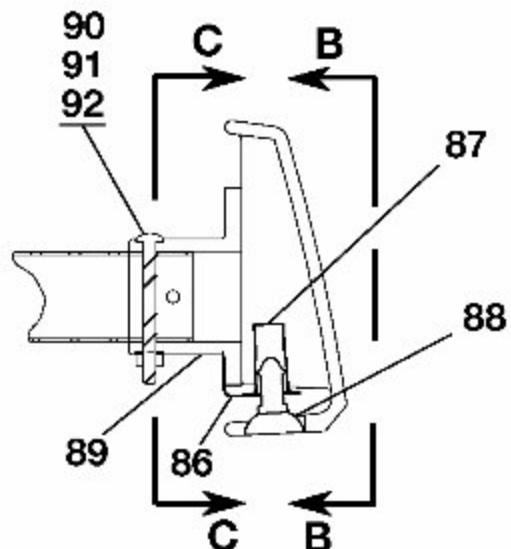
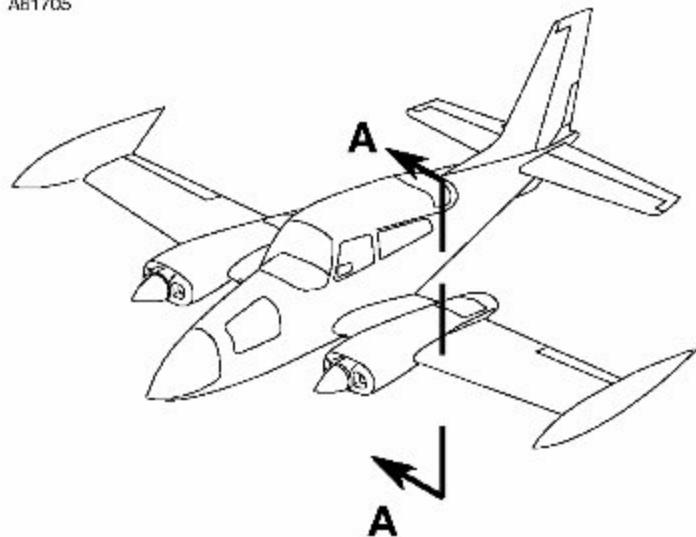


DETAIL A

AIRPLANES 310R1201 THRU
310R2140 REPLACED BY 5761000-1

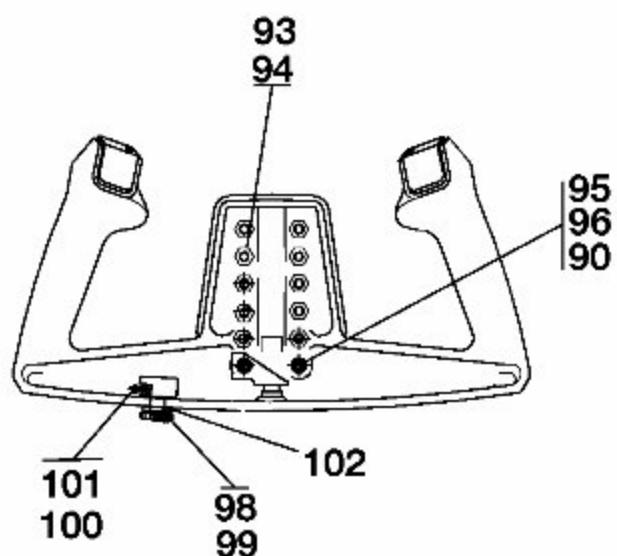
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A61705

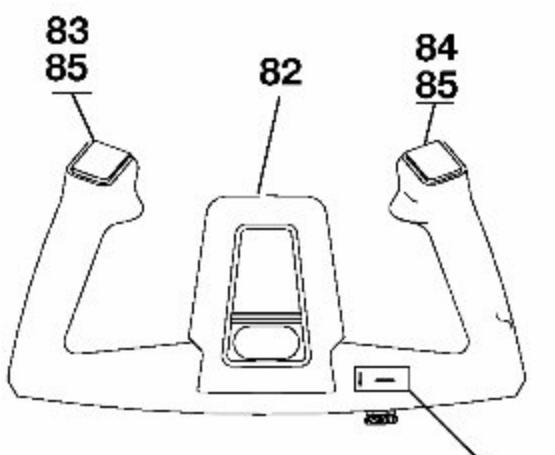


VIEW A-A

VIEW LOOKING AT LEFT SIDE
AIRPLANES 320R1201 AND ON



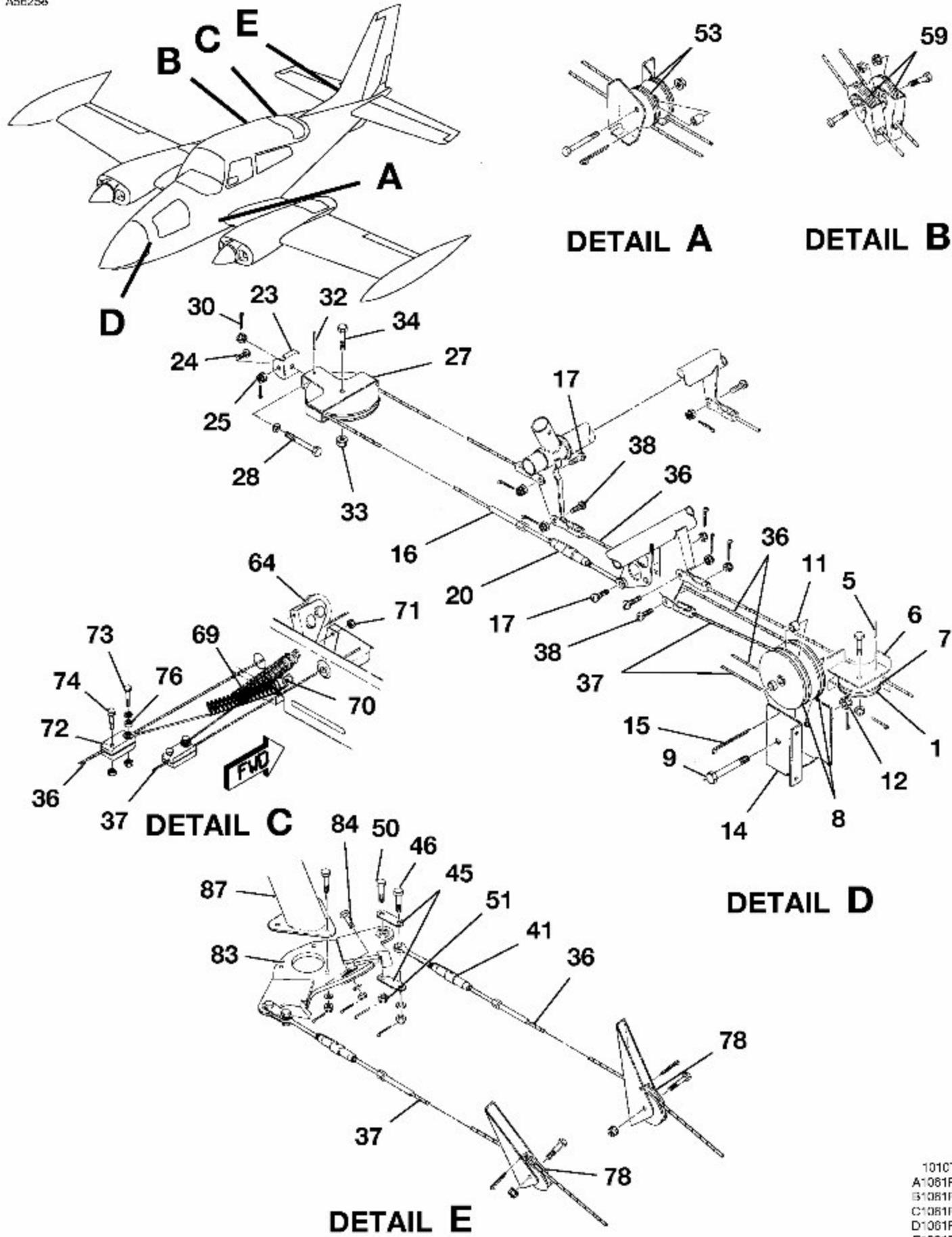
VIEW C-C
VIEW LOOKING AFT
AIRPLANES 320R1201 AND ON



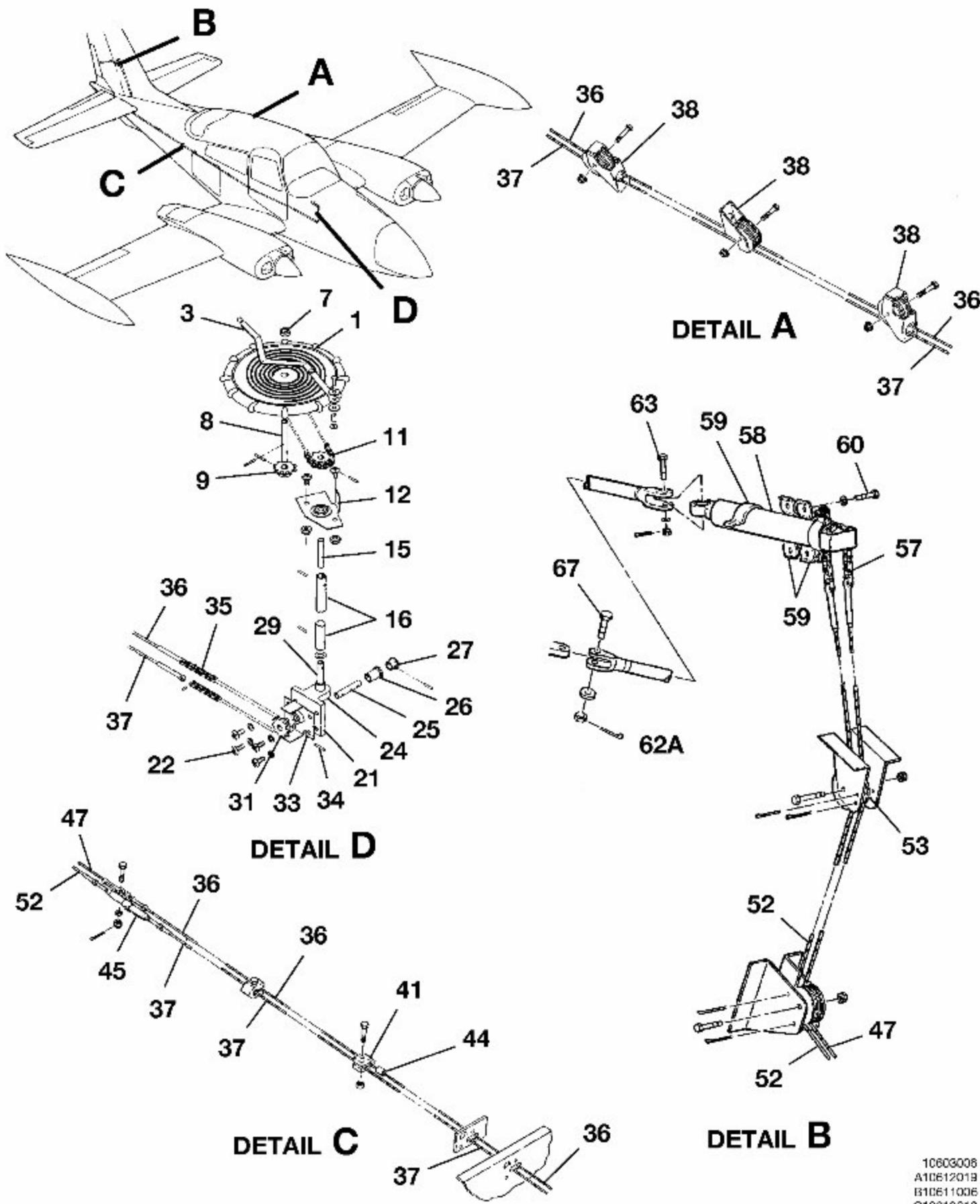
VIEW B-B
VIEW LOOKING FORWARD
AIRPLANES 320R1201 AND ON

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AA1014110
BB1014110
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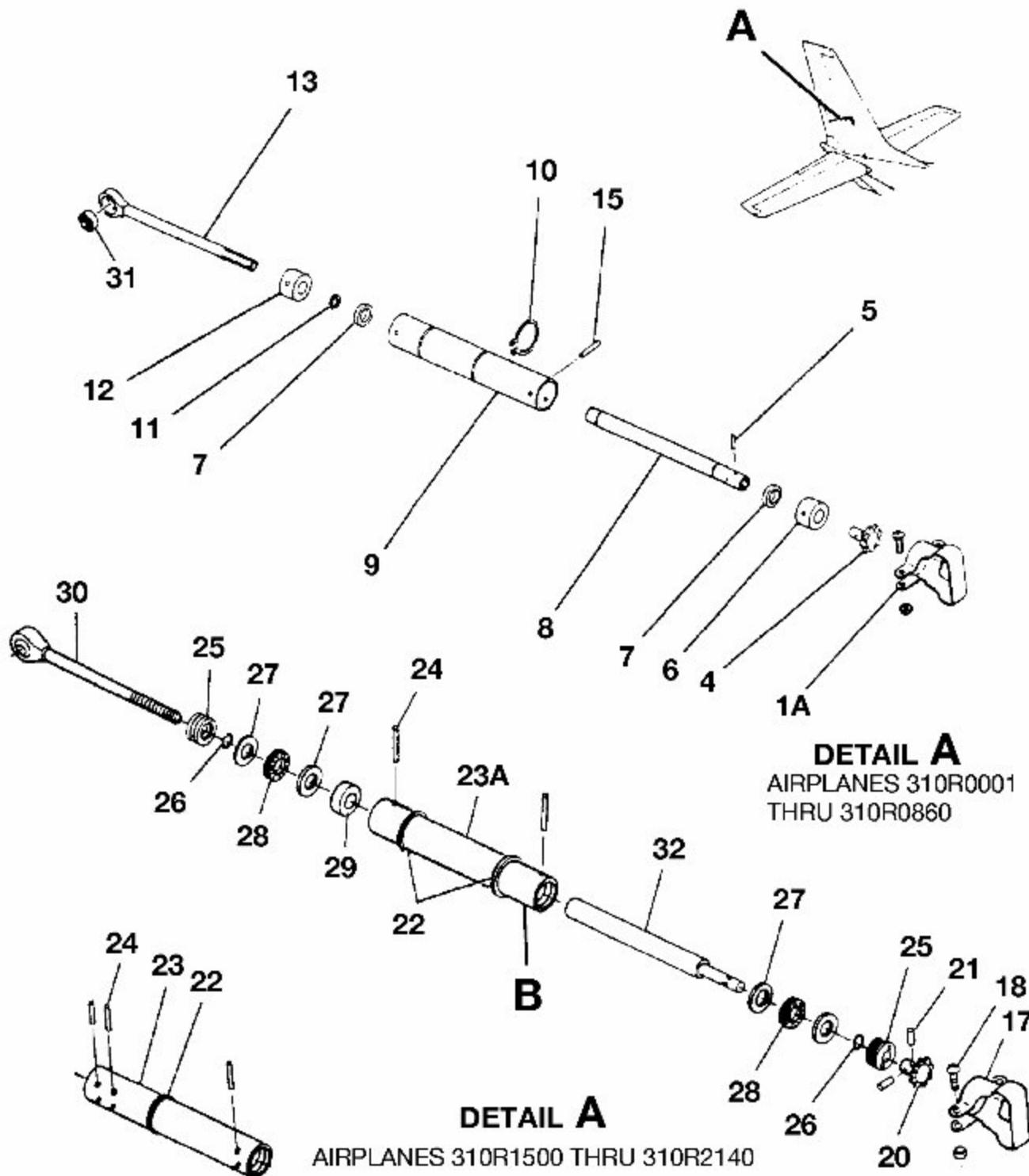
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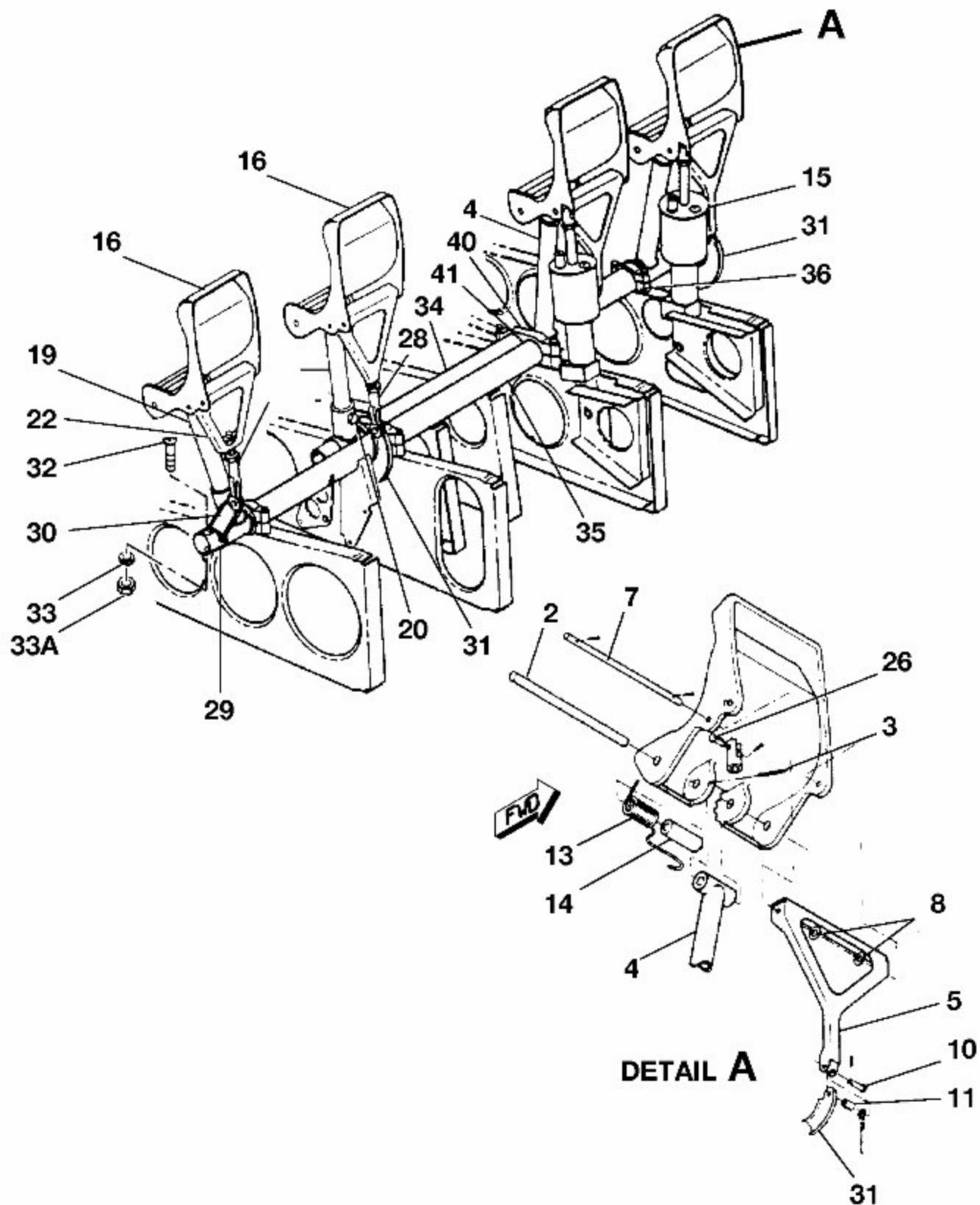
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C1061R3004
D1061R3012
E1061R2025

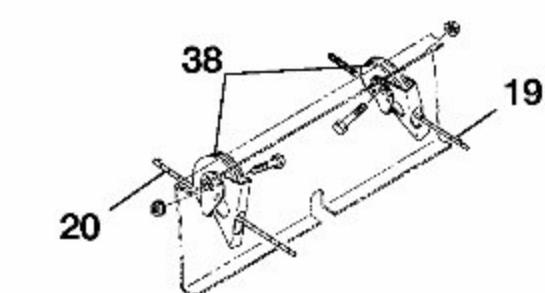
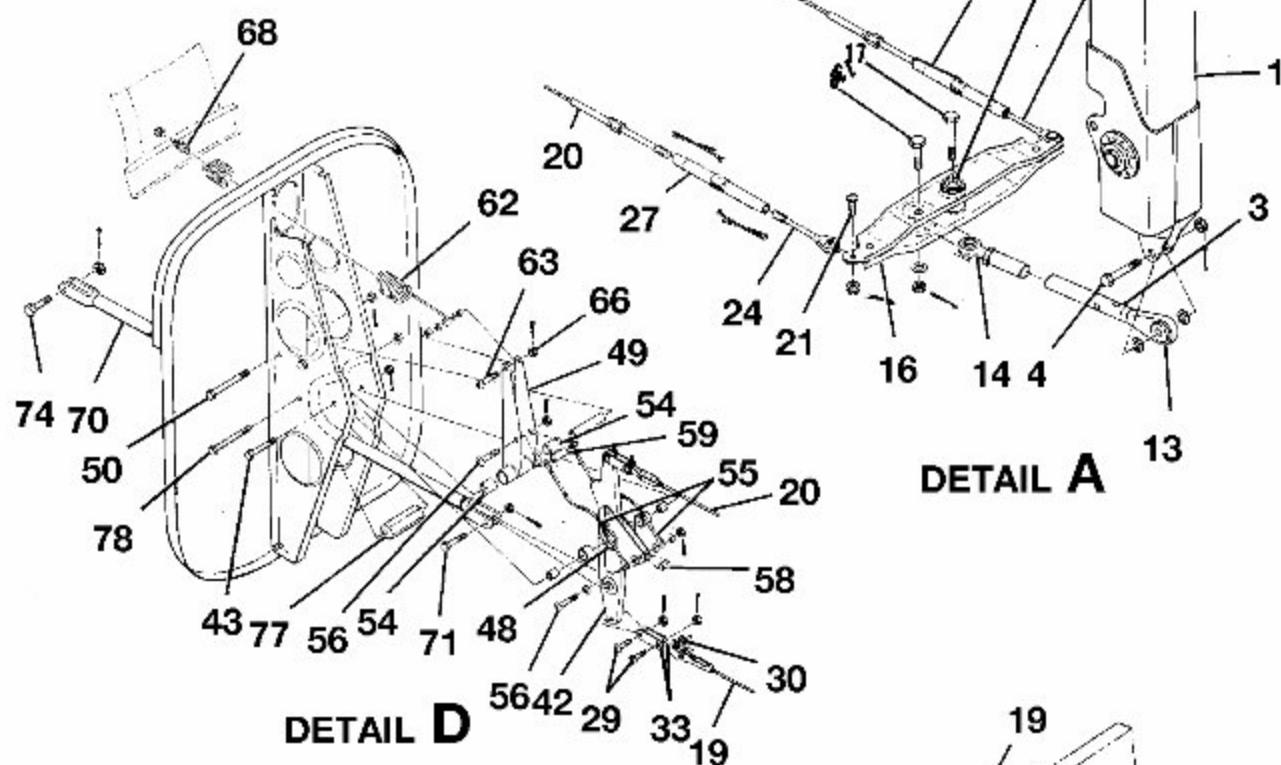
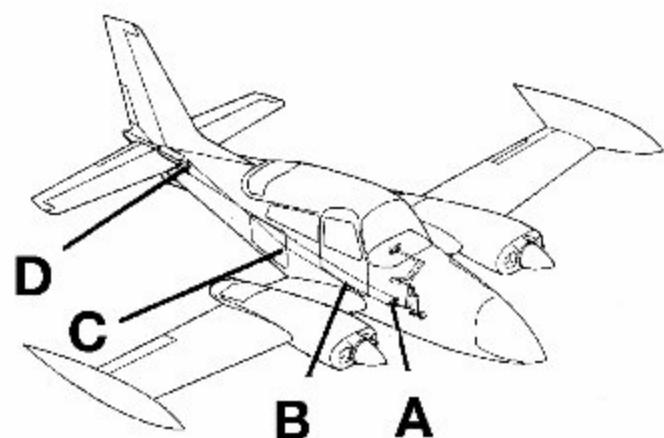
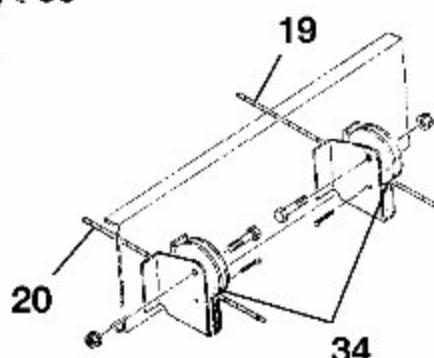


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D10152005



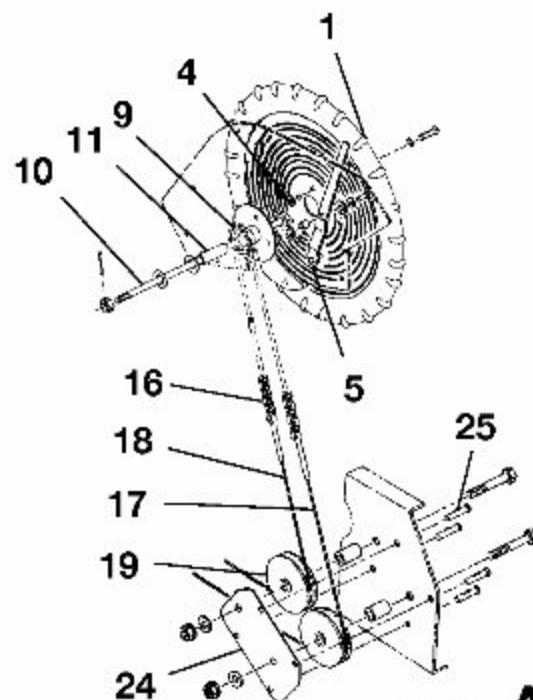
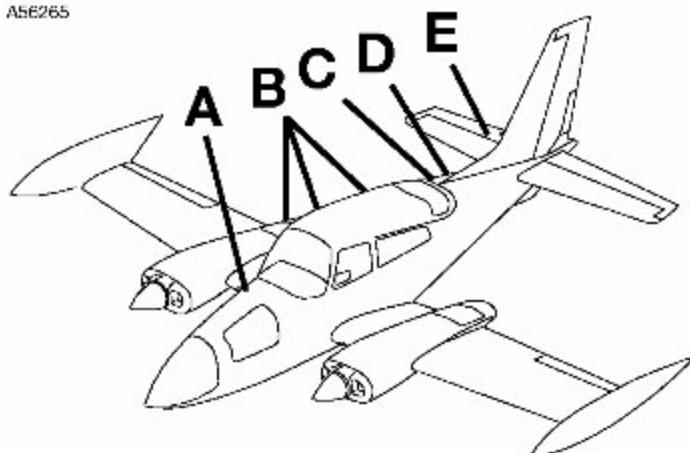
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**DETAIL C****DETAIL D**

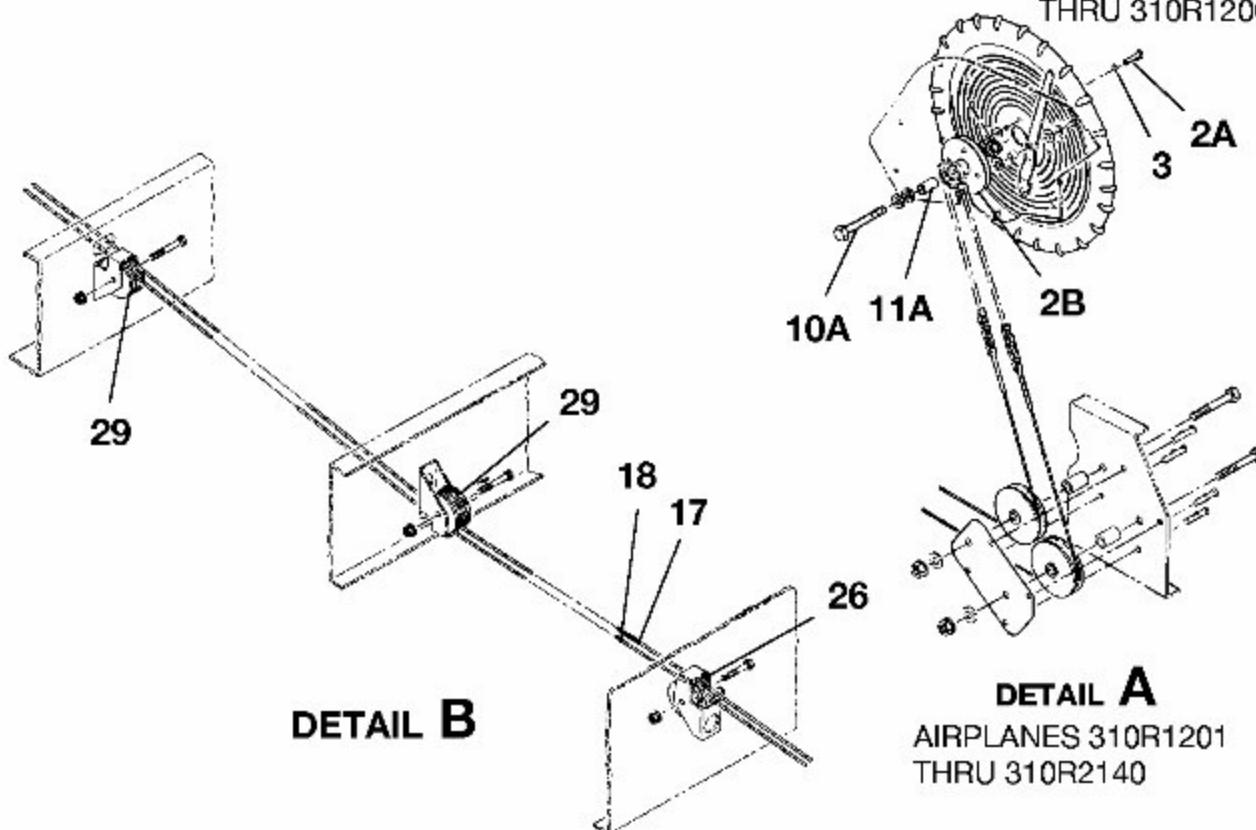
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B10612018
C10612018
D10613009

A56265



DETAIL A

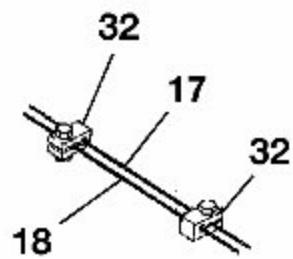
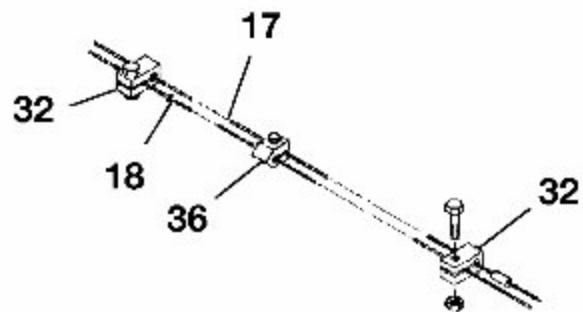
AIRPLANES 310R0001
THRU 310R1200



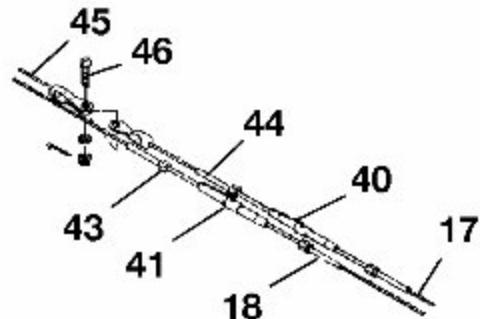
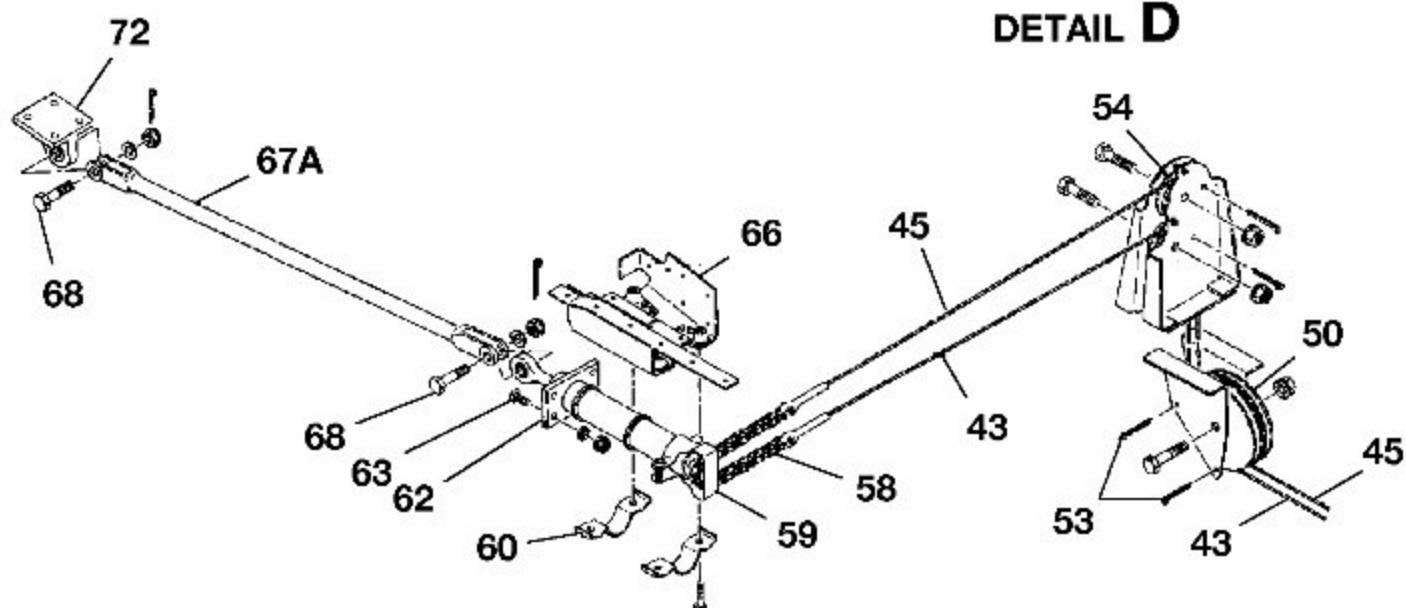
DETAIL B

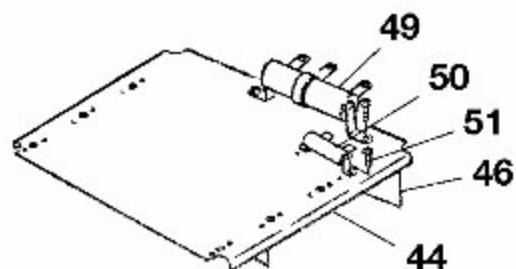
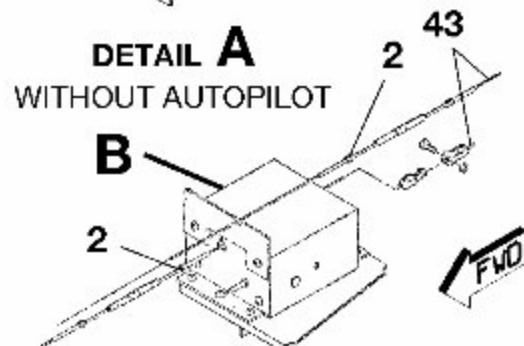
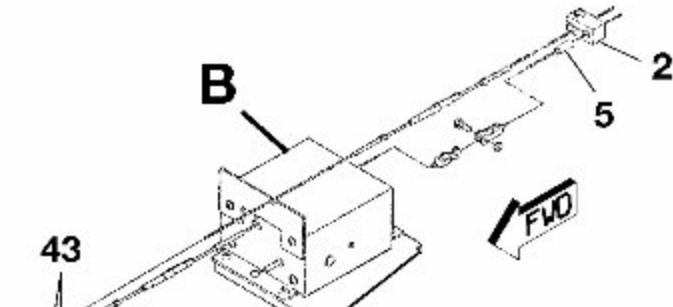
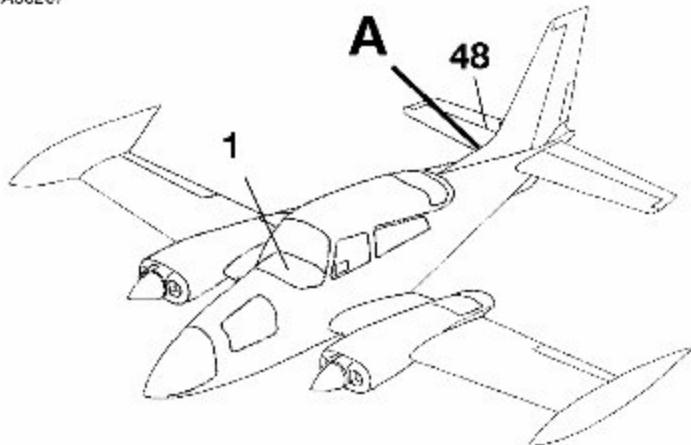
AIRPLANES 310R1201
THRU 310R2140

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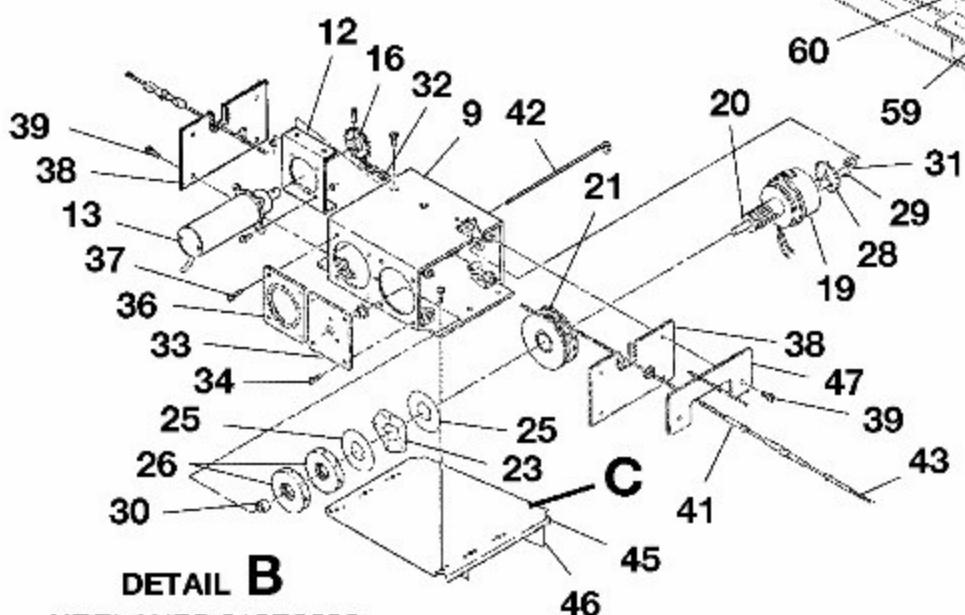
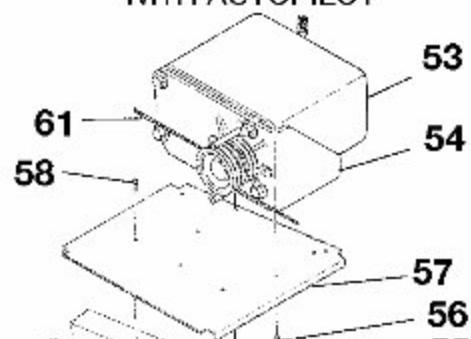
**DETAIL C****DETAIL C**

WHEN AUTOPILOT IS INSTALLED

**DETAIL D****DETAIL E**



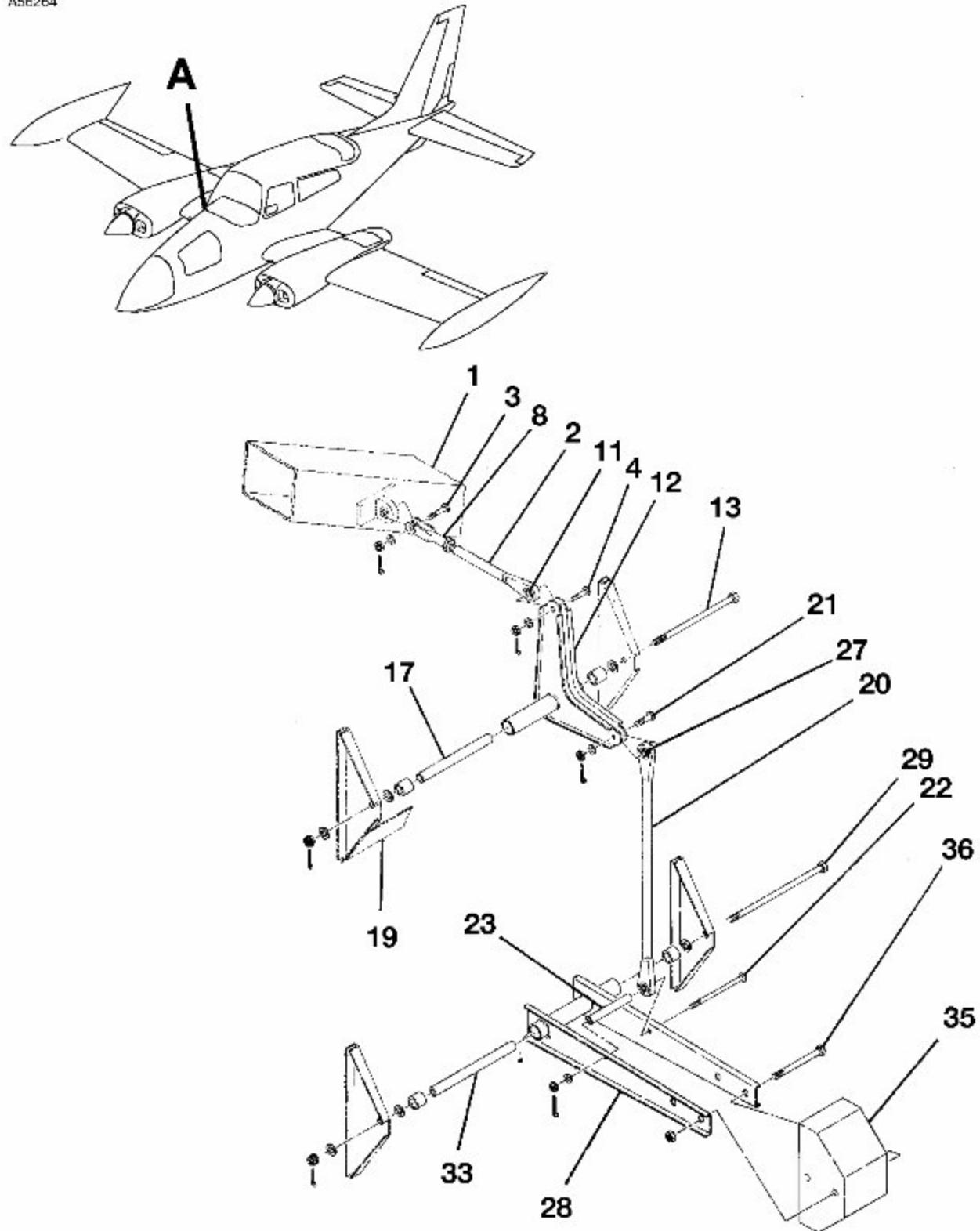
DETAIL C
AIRPLANES 310R0001
THRU 310R0095



DETAIL B
AIRPLANES 310R0096
THRU 310R0500

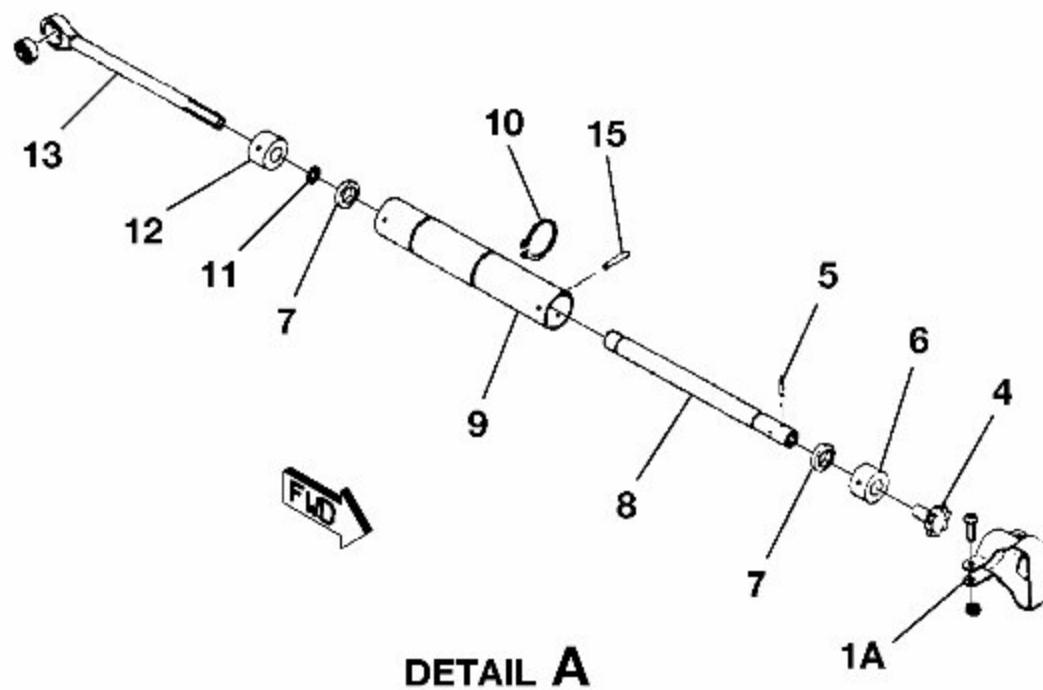
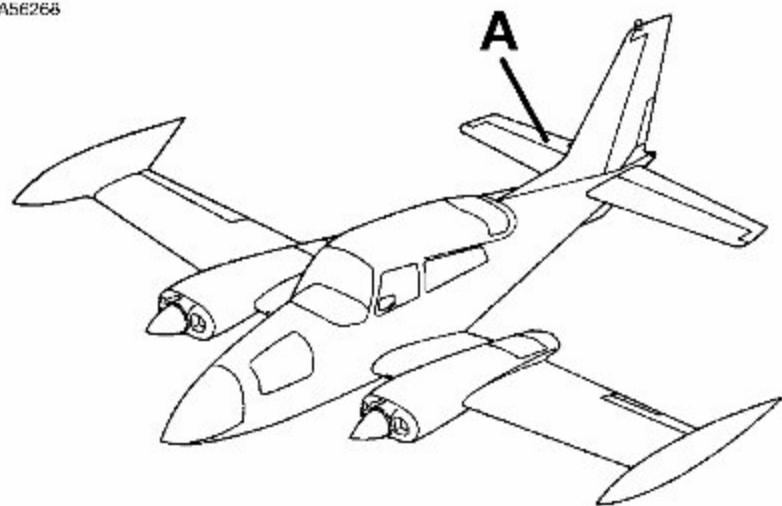
DETAIL A
WITHOUT AUTOPILOT
AIRPLANES 310R050
THRU 310R2140

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A1C61R3026
B1C61P4003
C1C61P4001



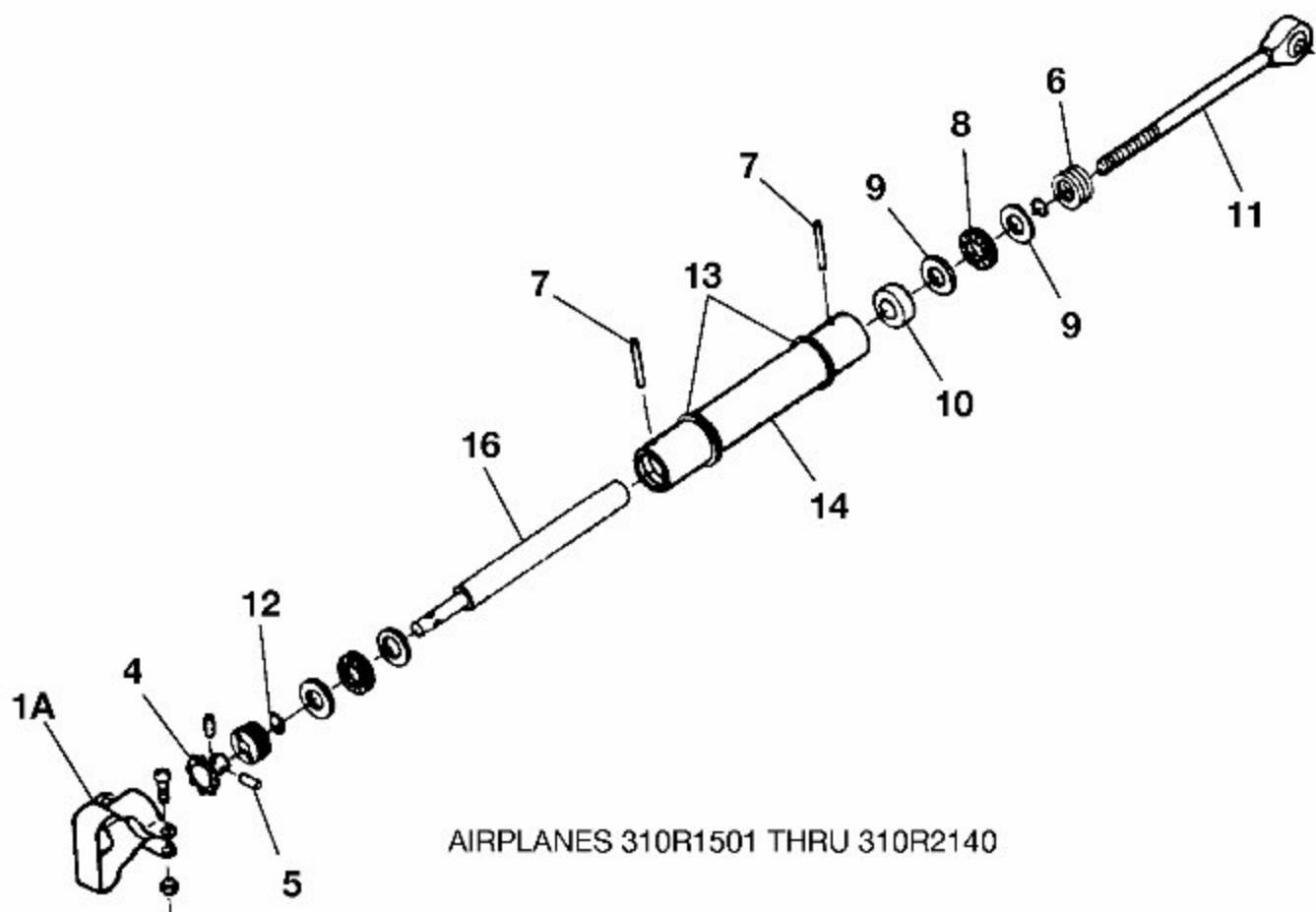
DETAIL A

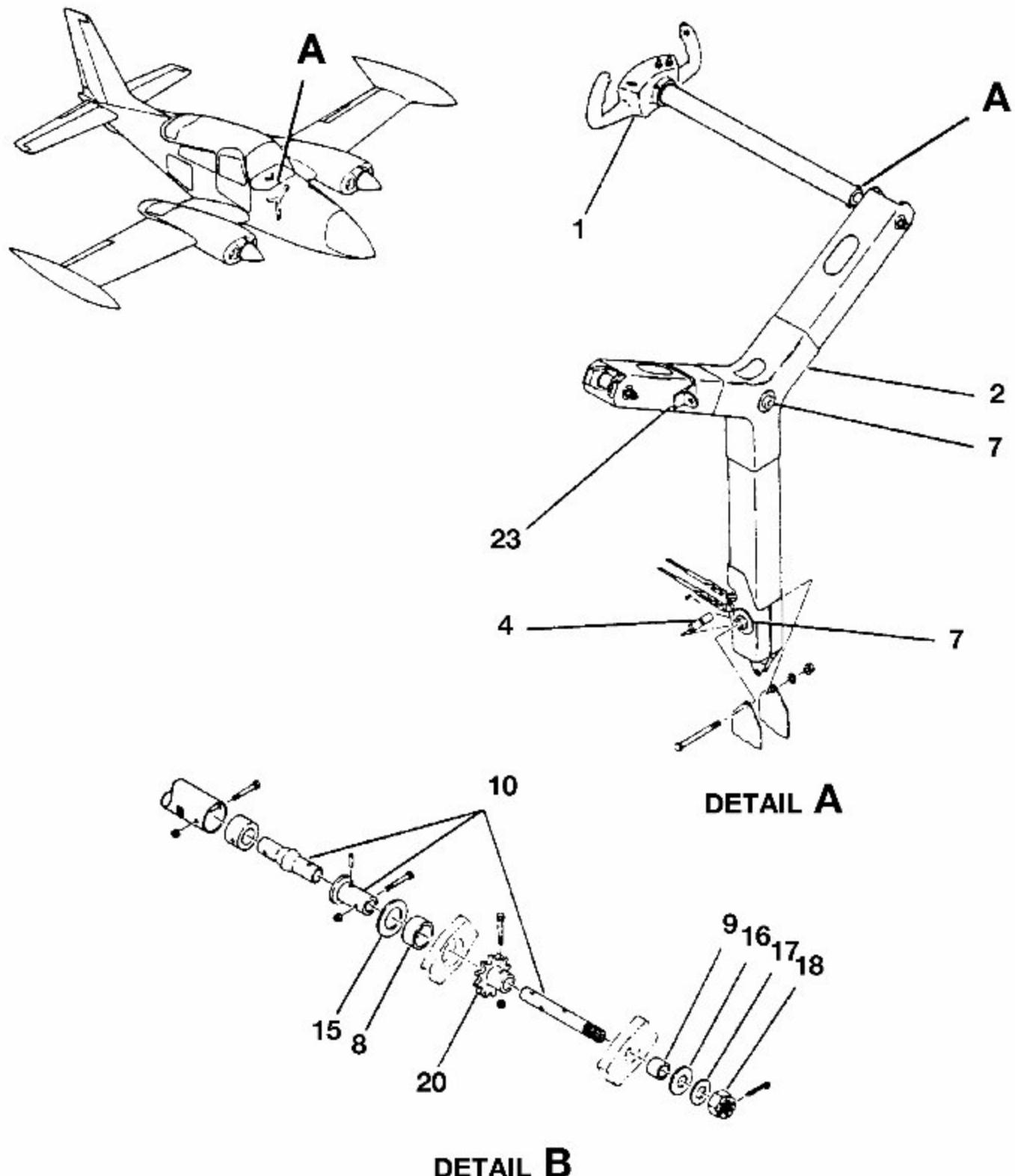
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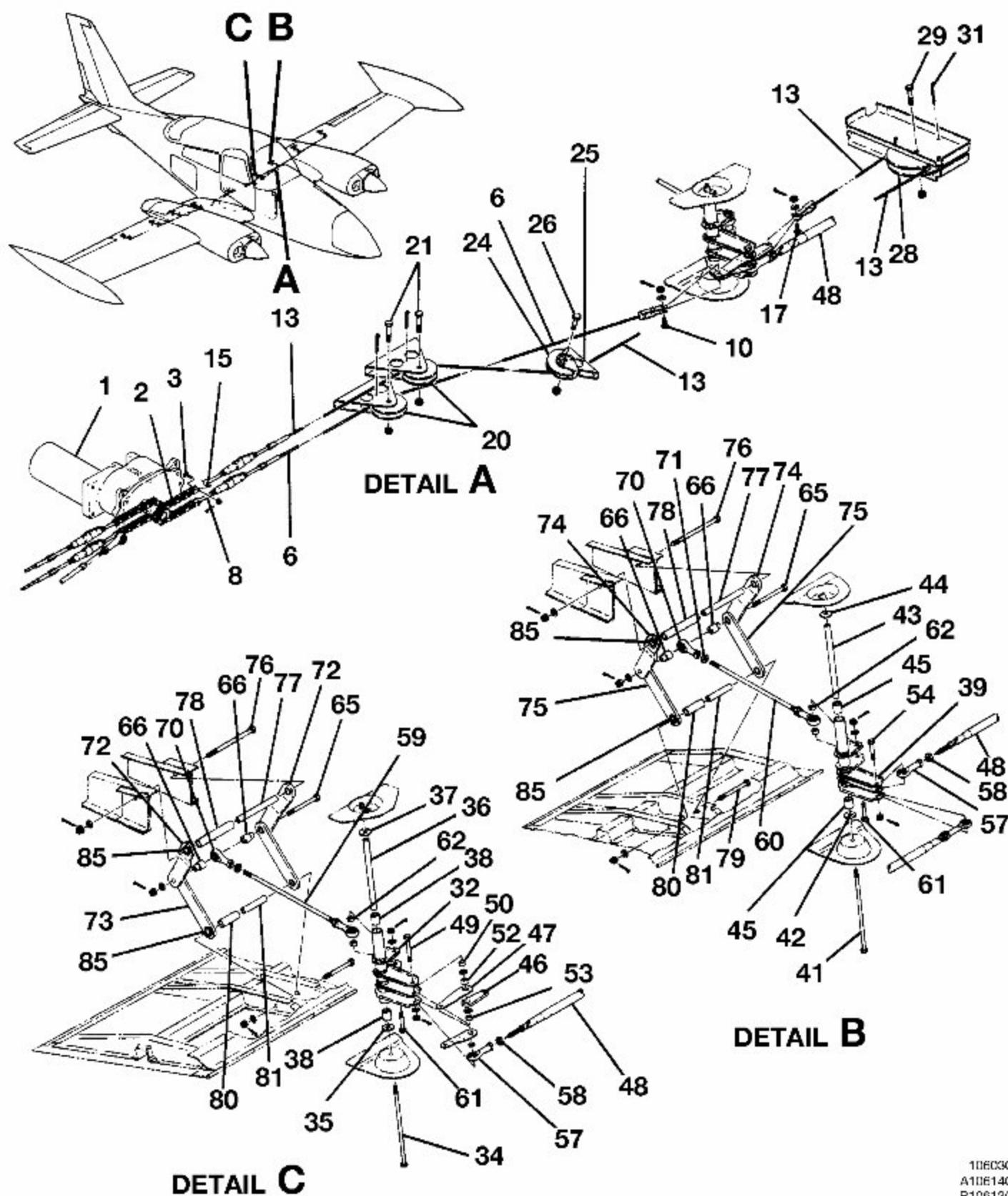


DETAIL A

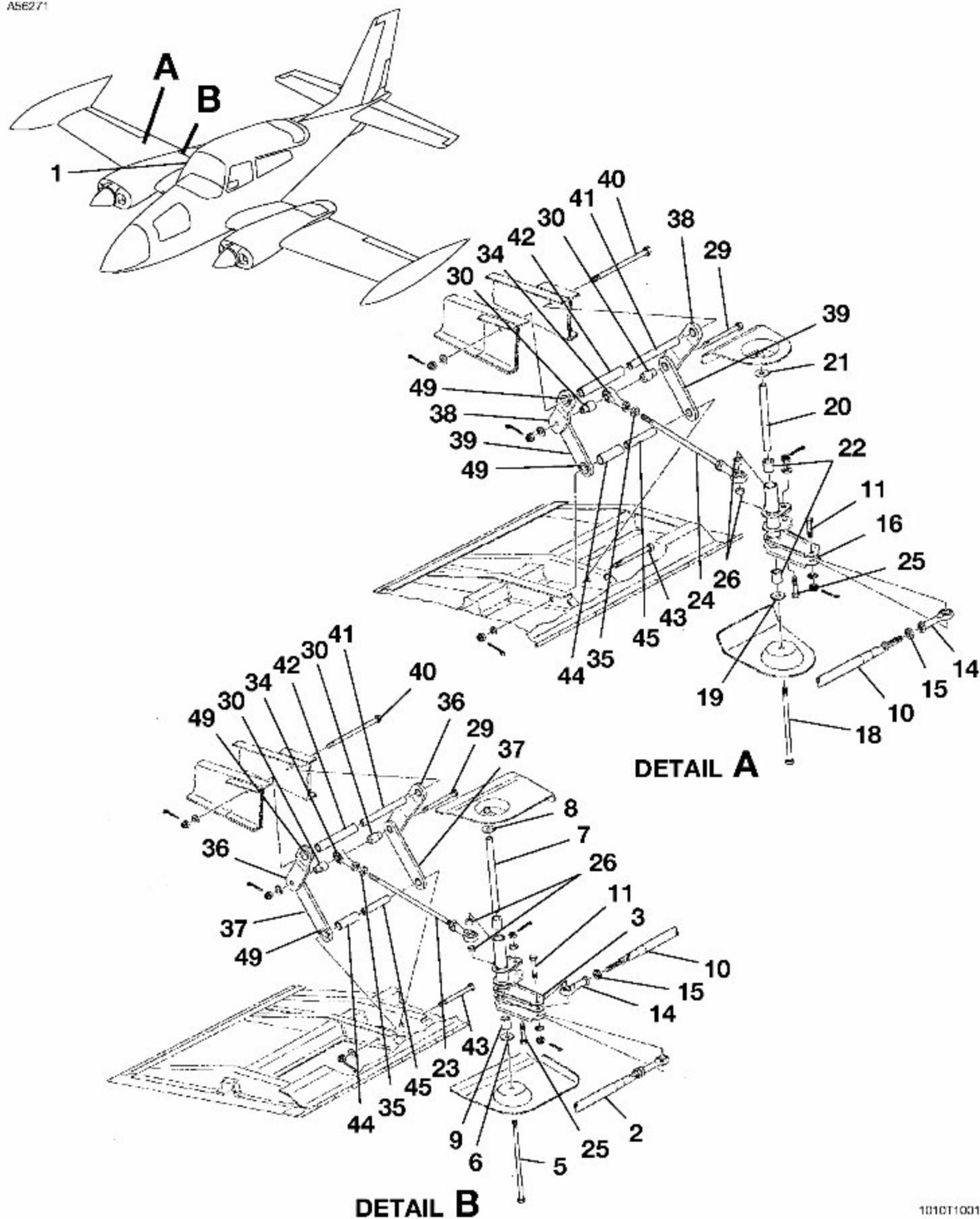
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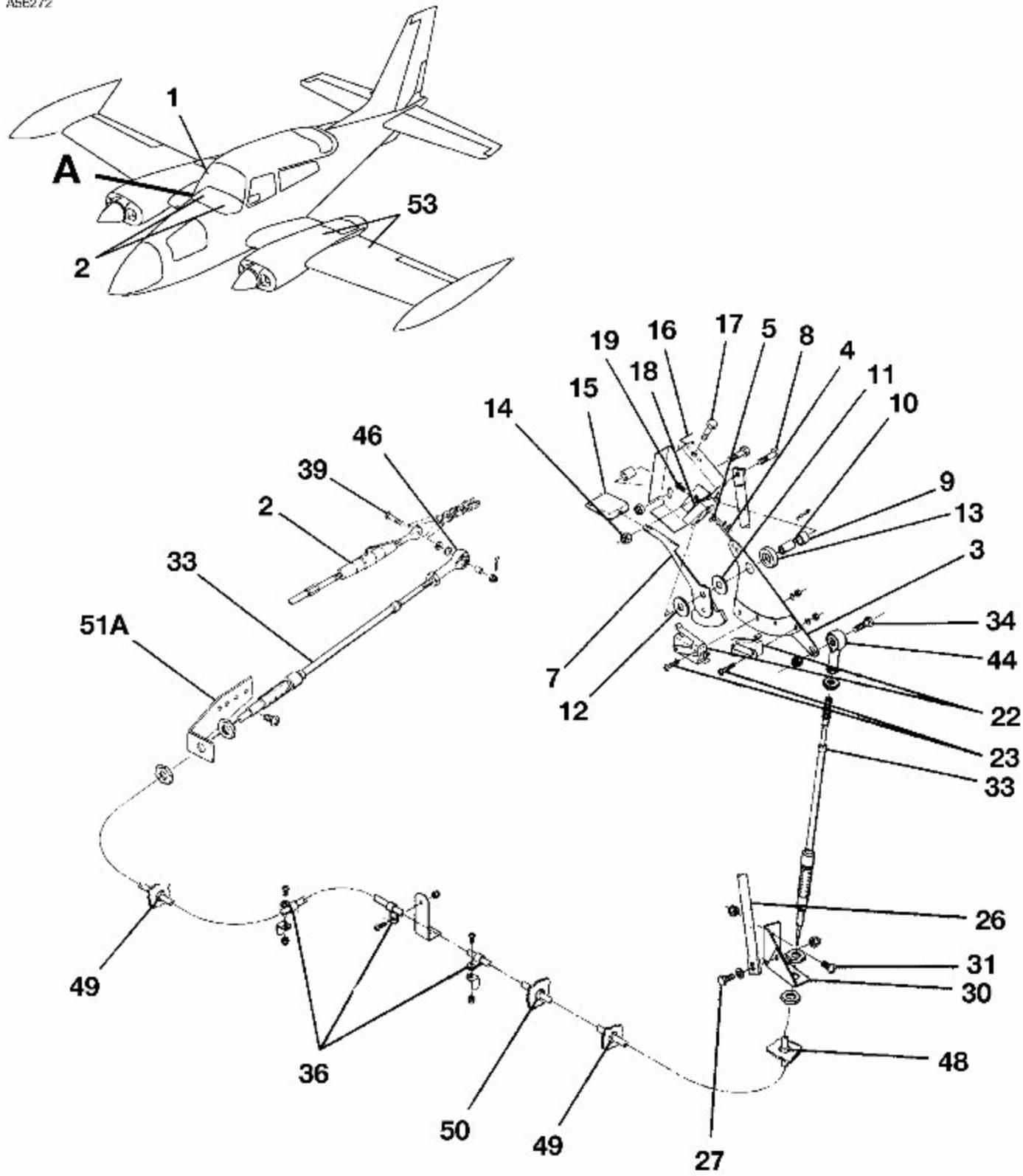




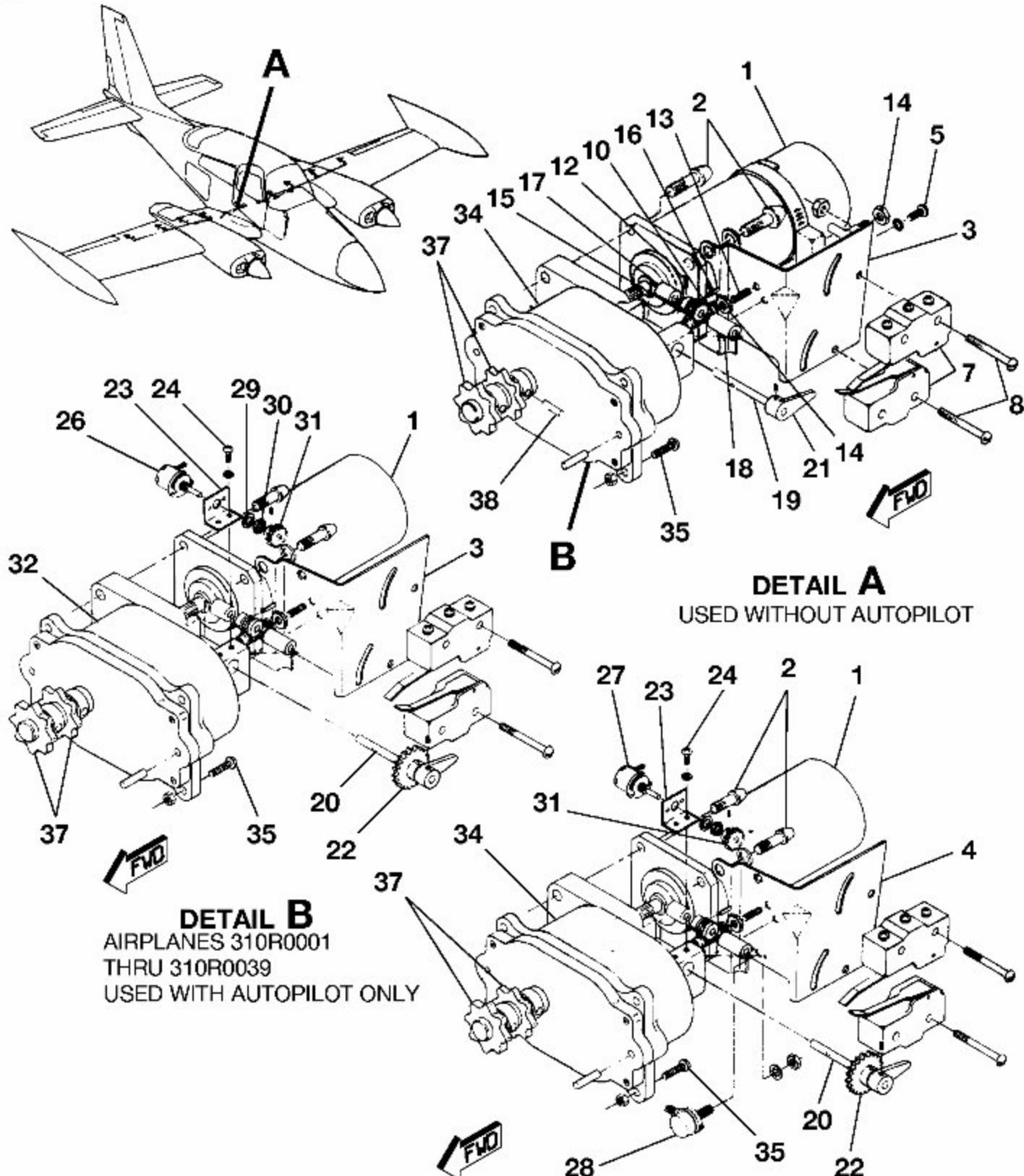
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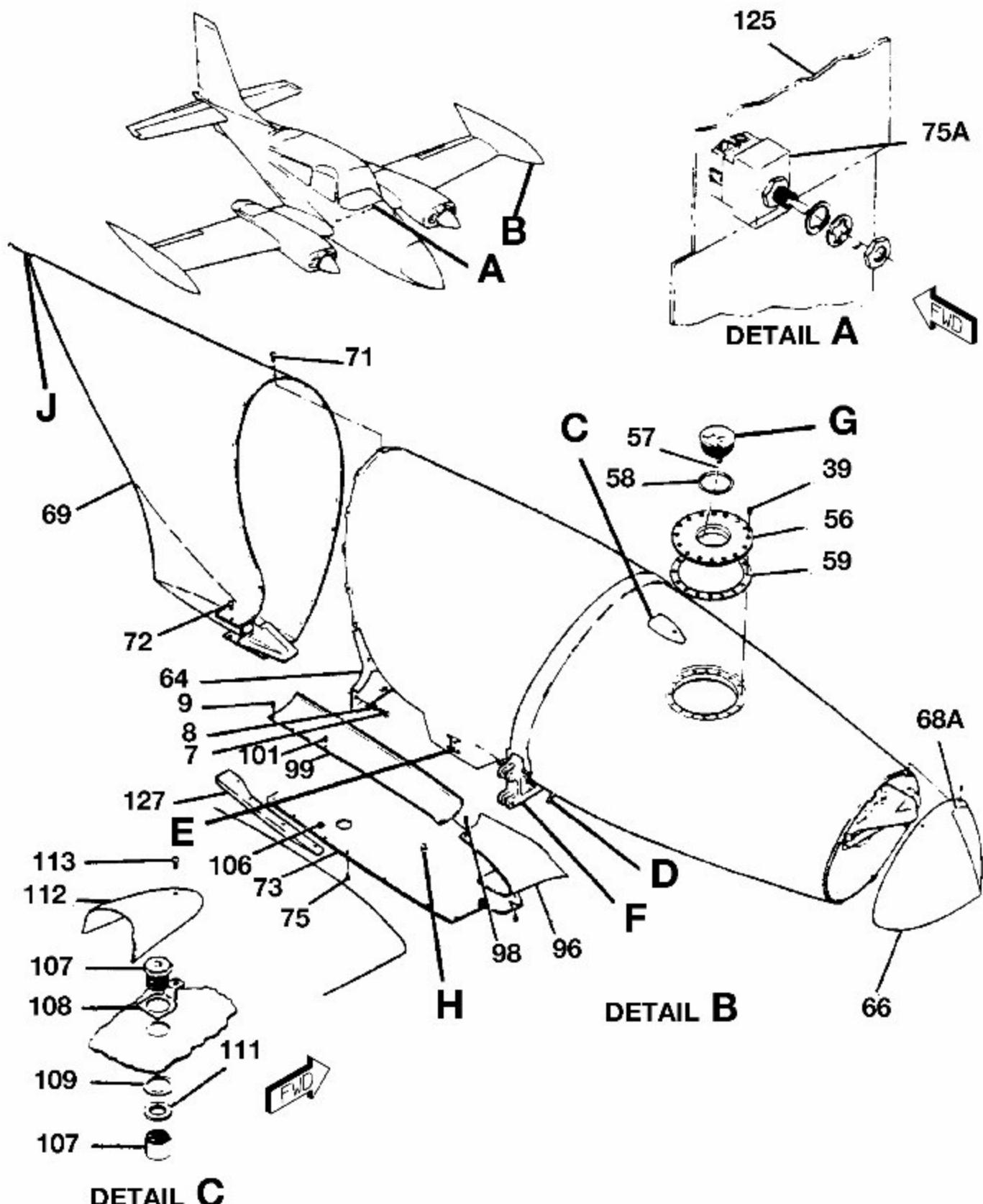


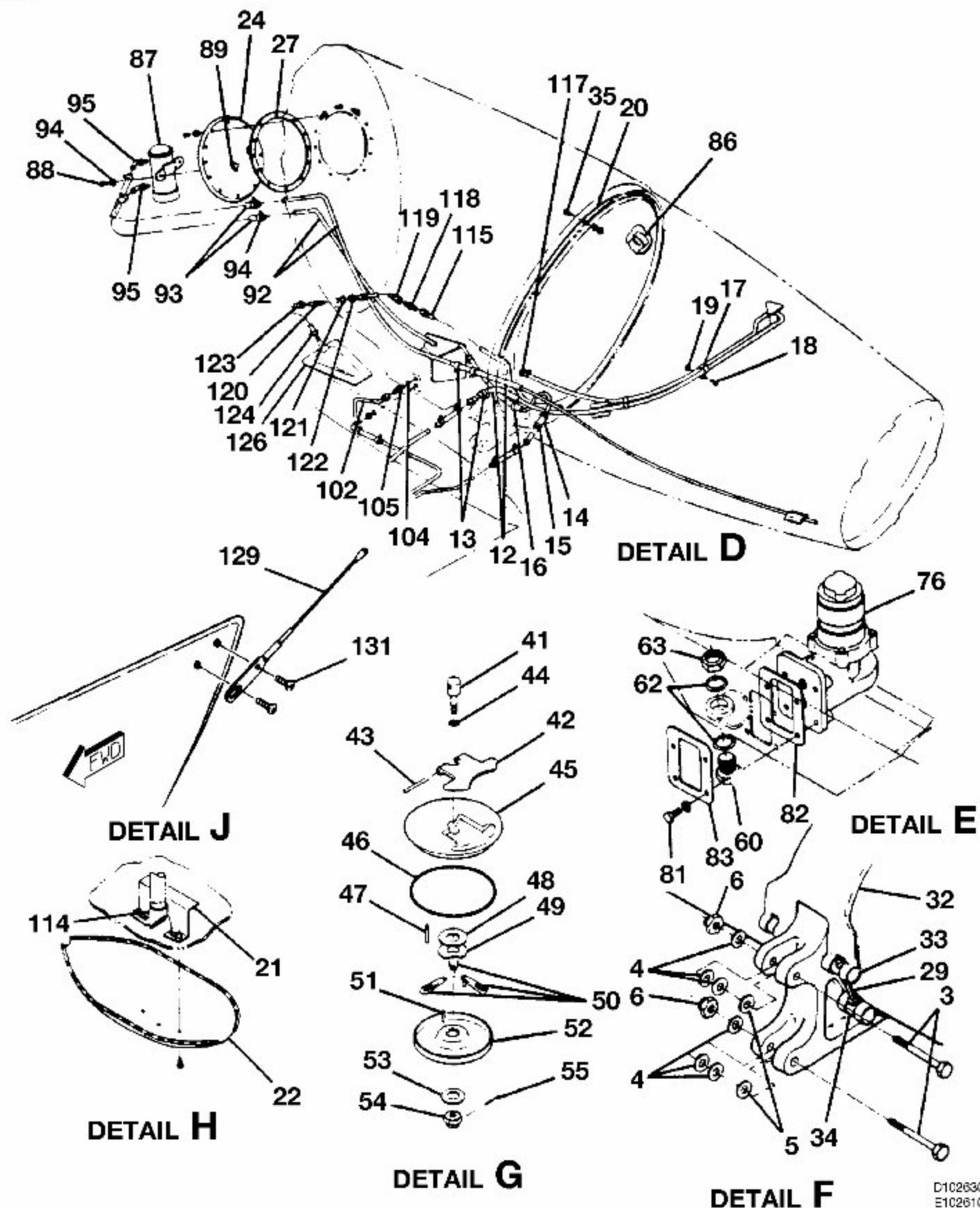
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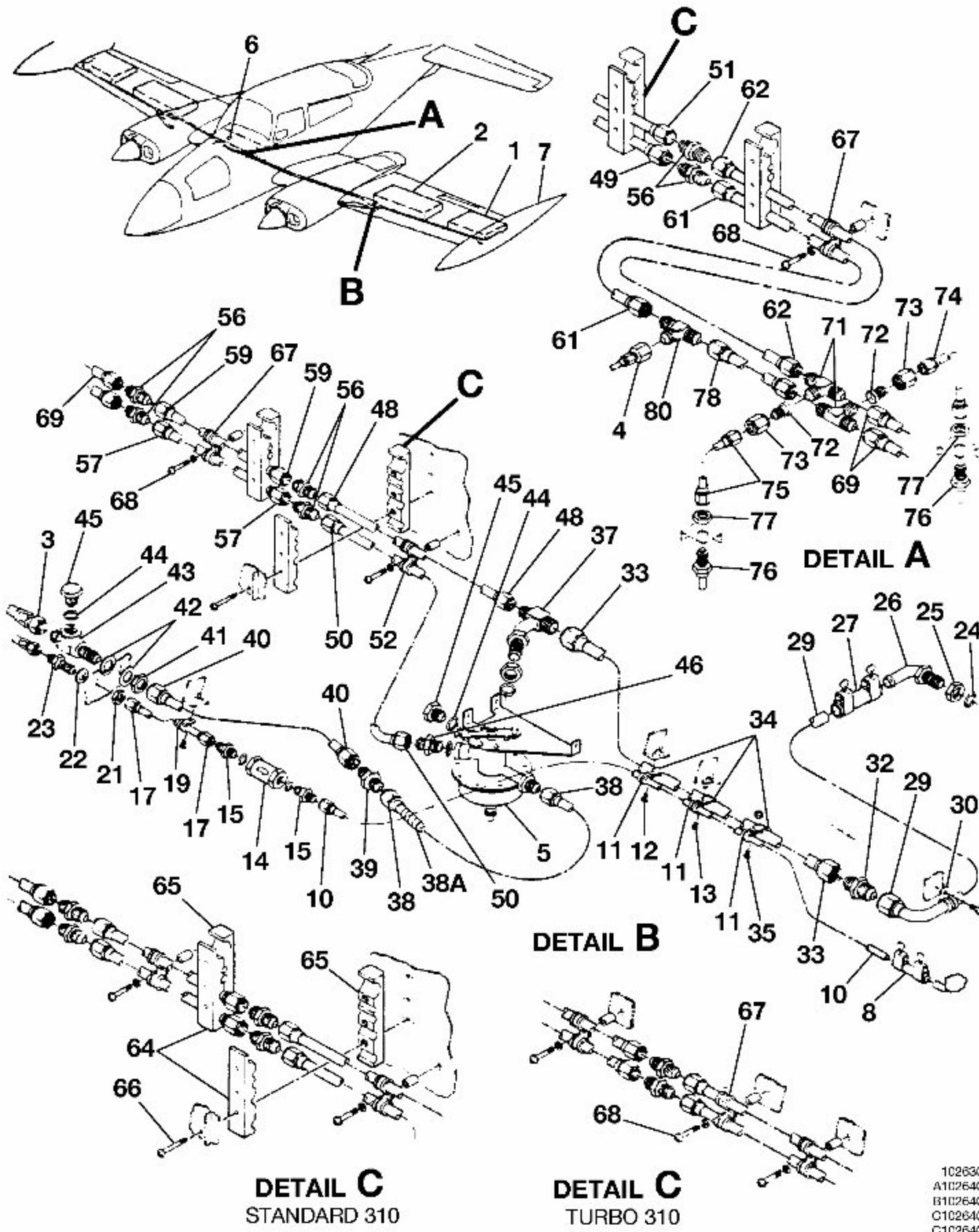
DETAIL A



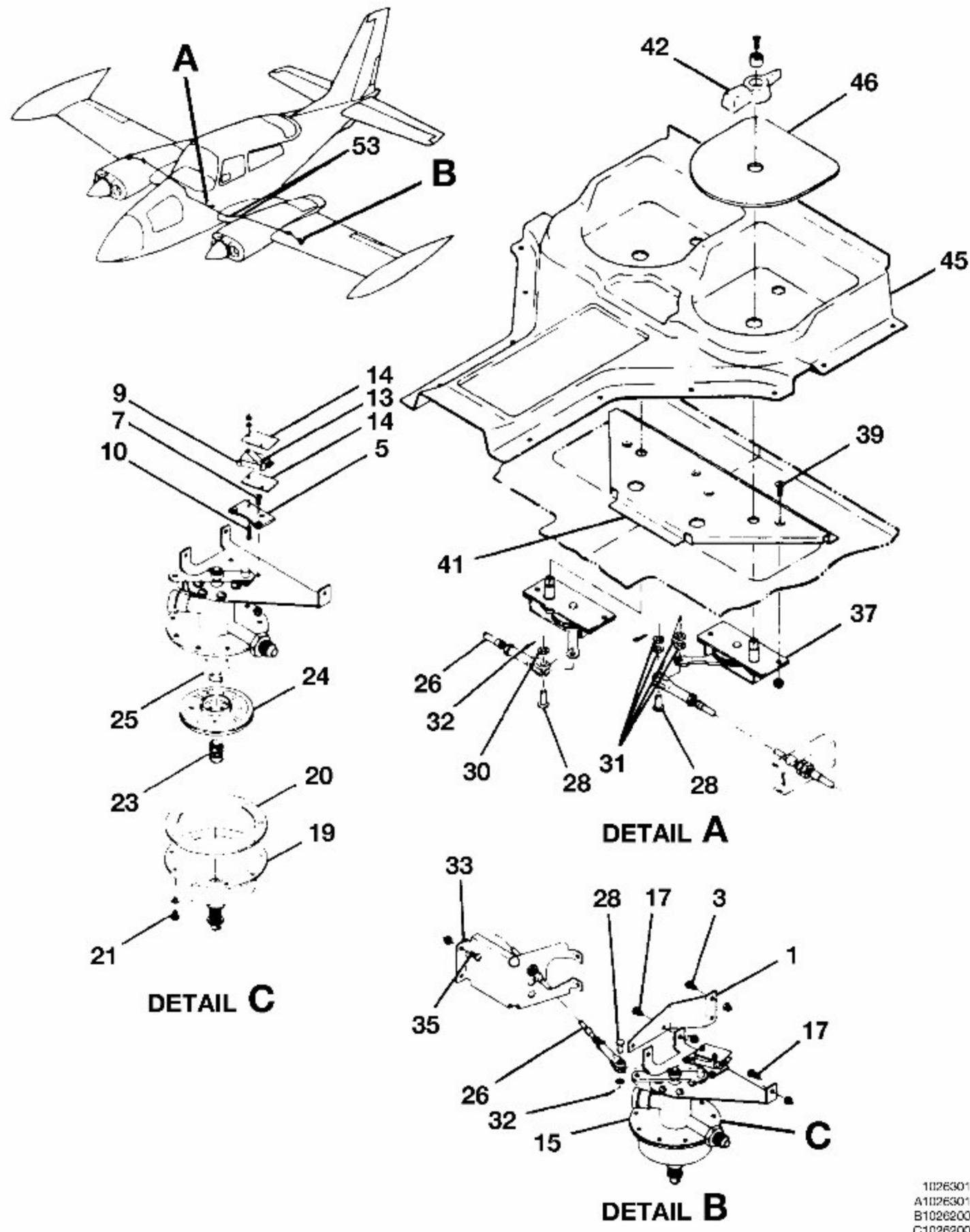




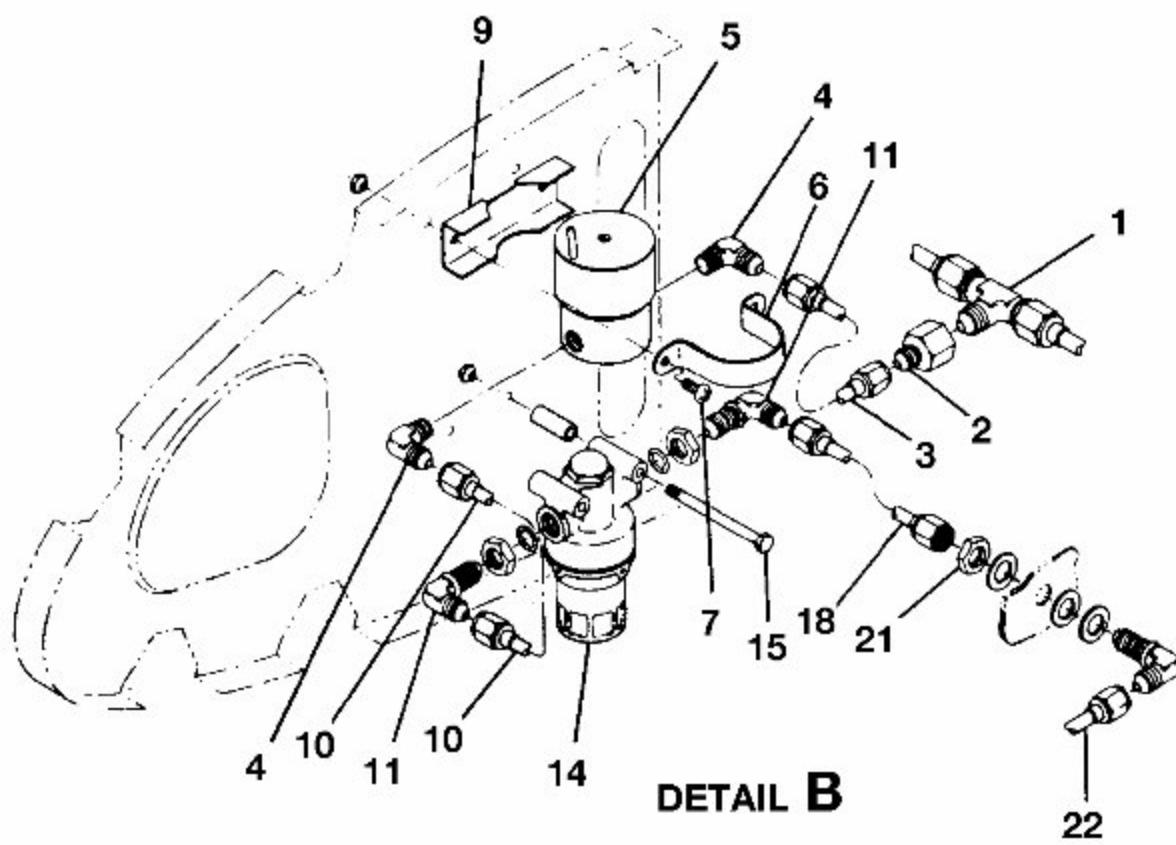
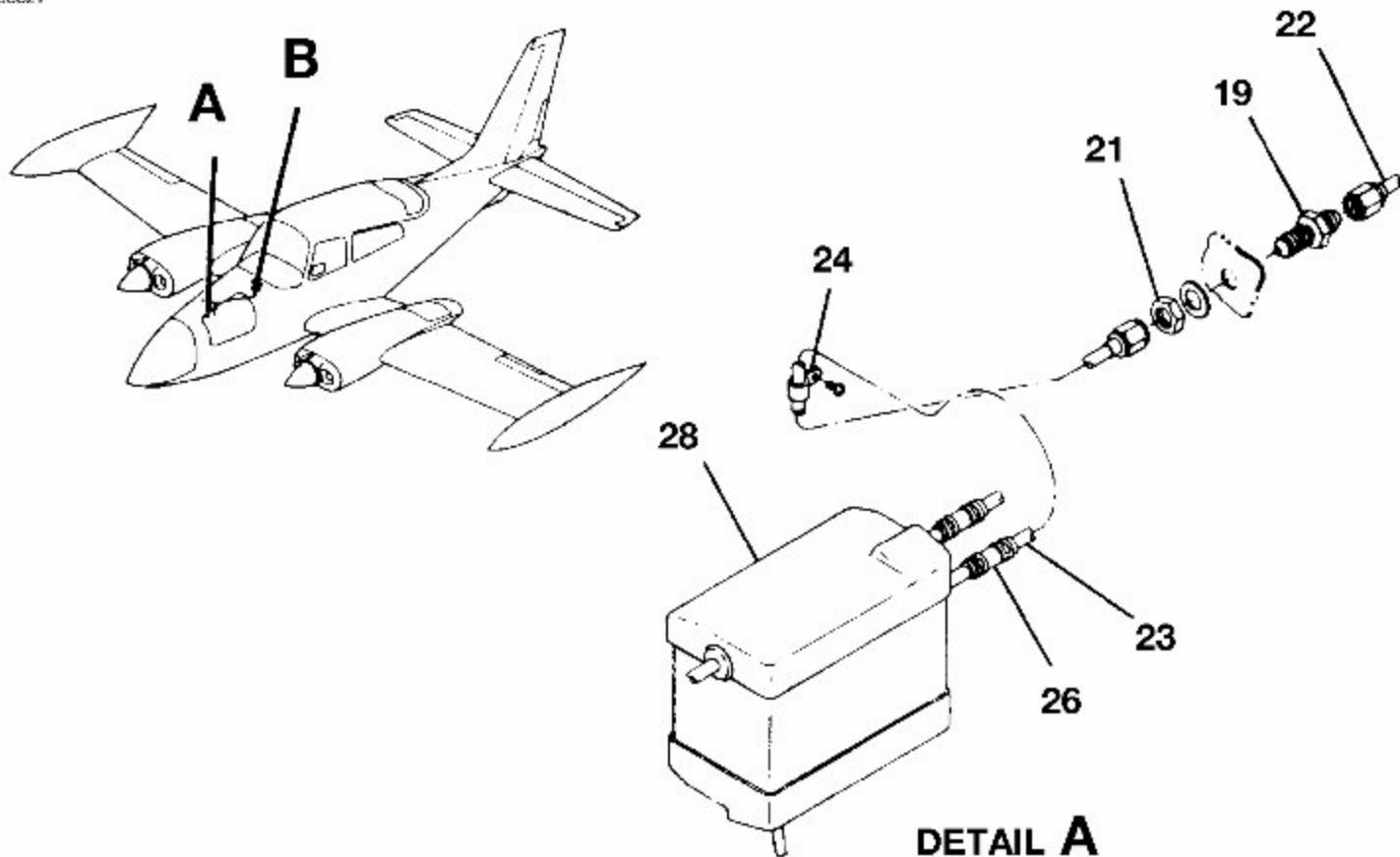
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G14262008
H10261025
J14231001



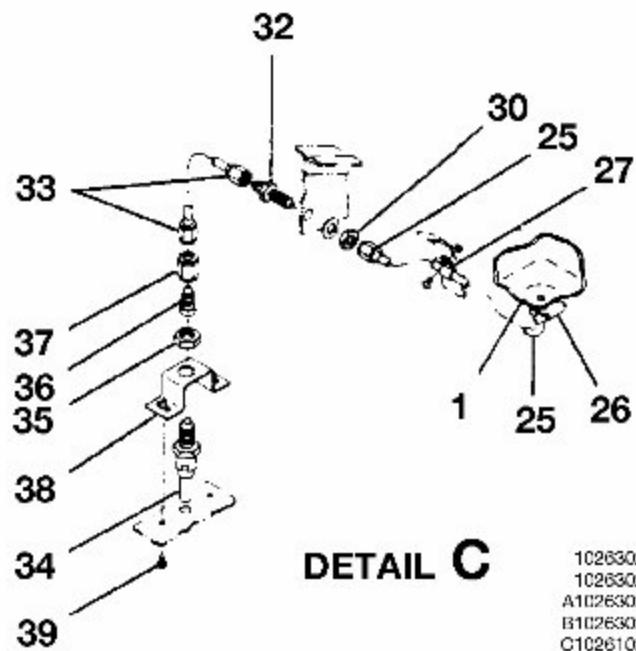
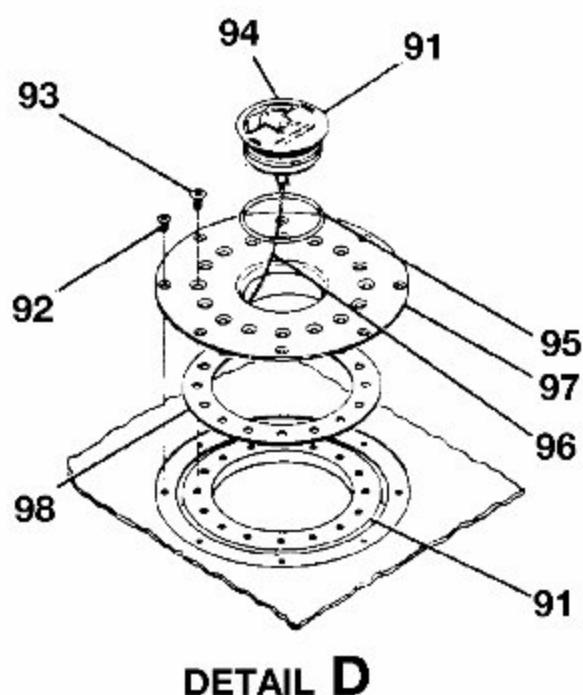
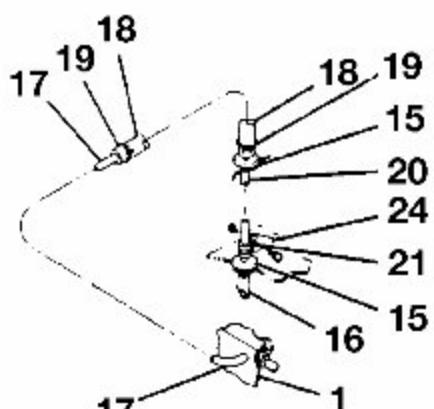
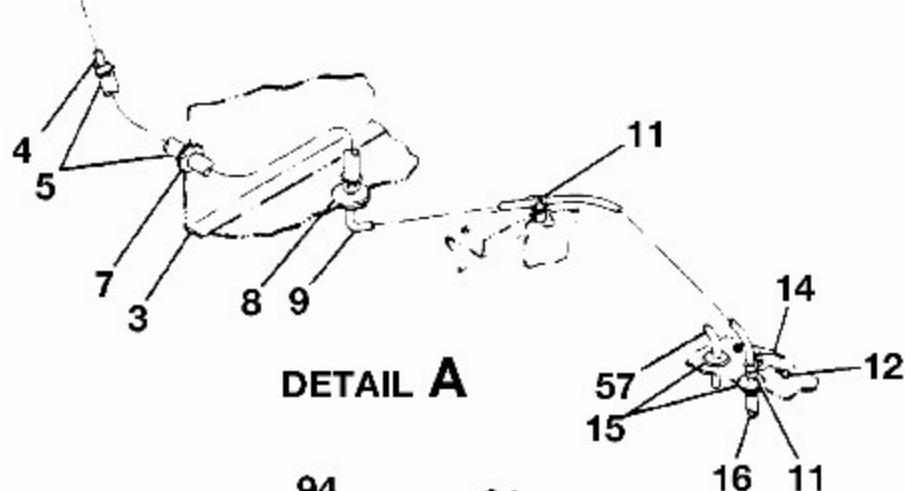
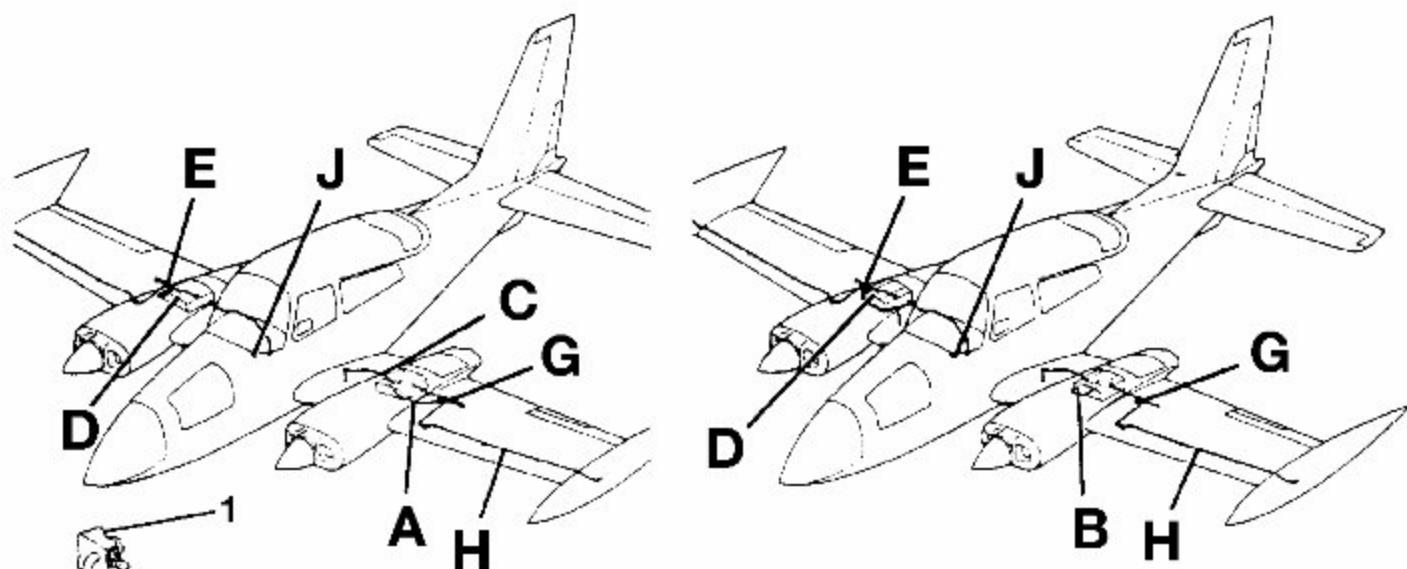
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C10264031



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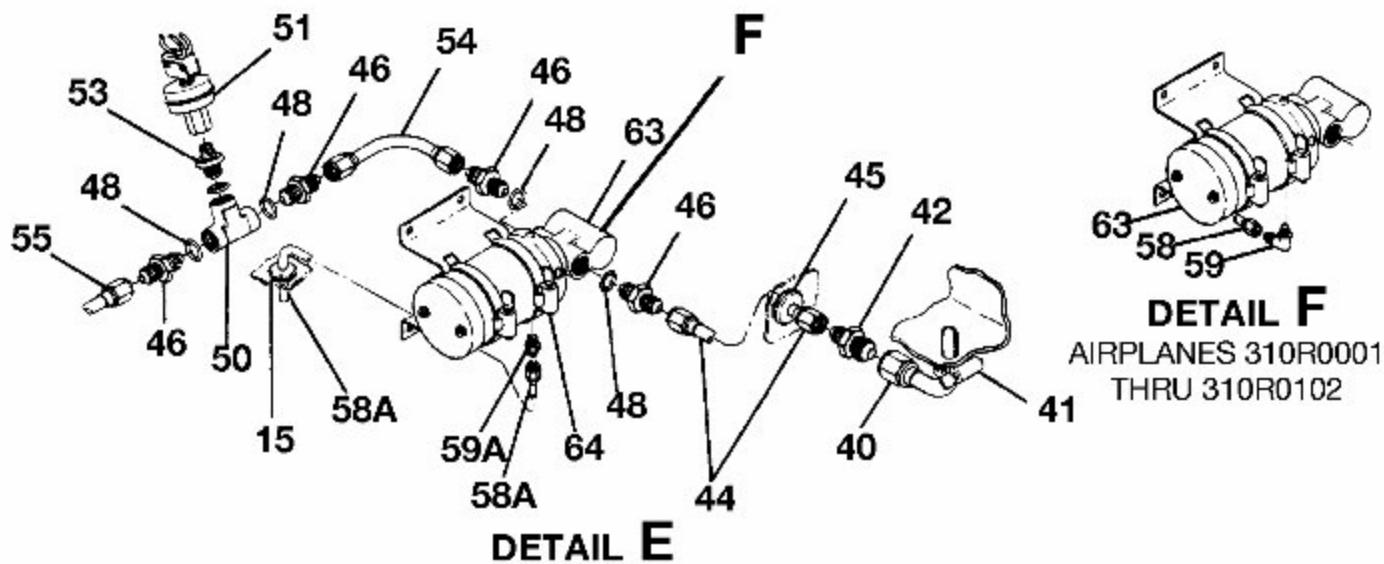


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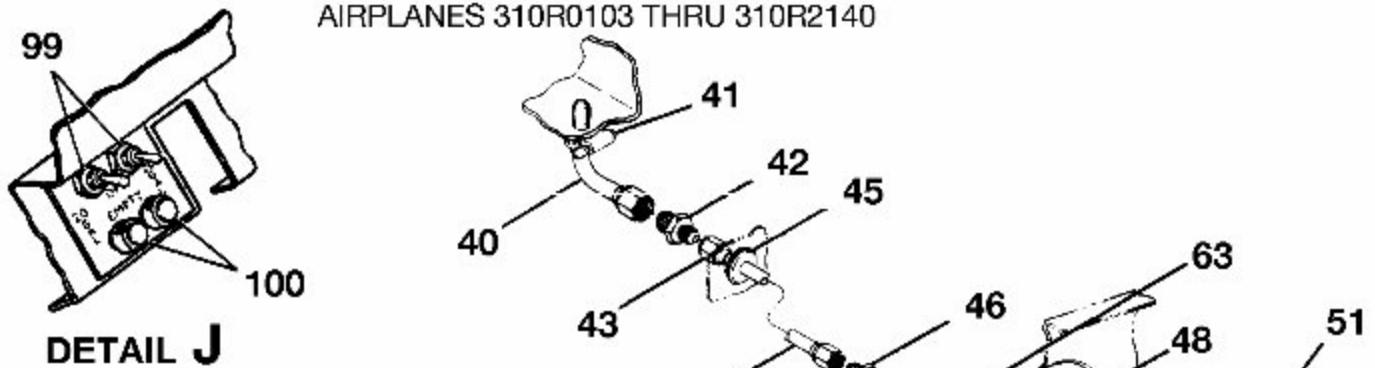
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A50031

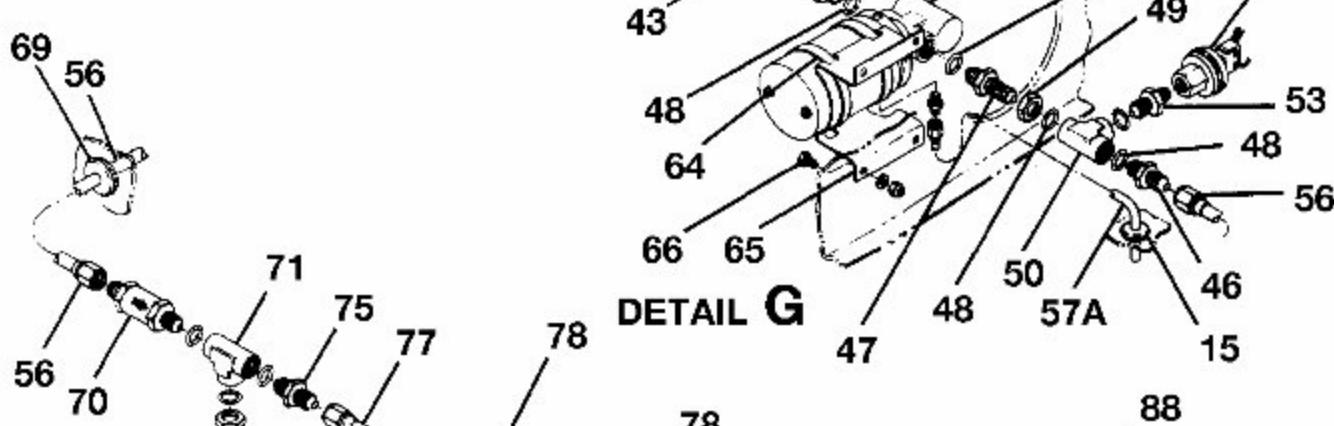


DETAIL E

AIRPLANES 310R0103 THRU 310R2140

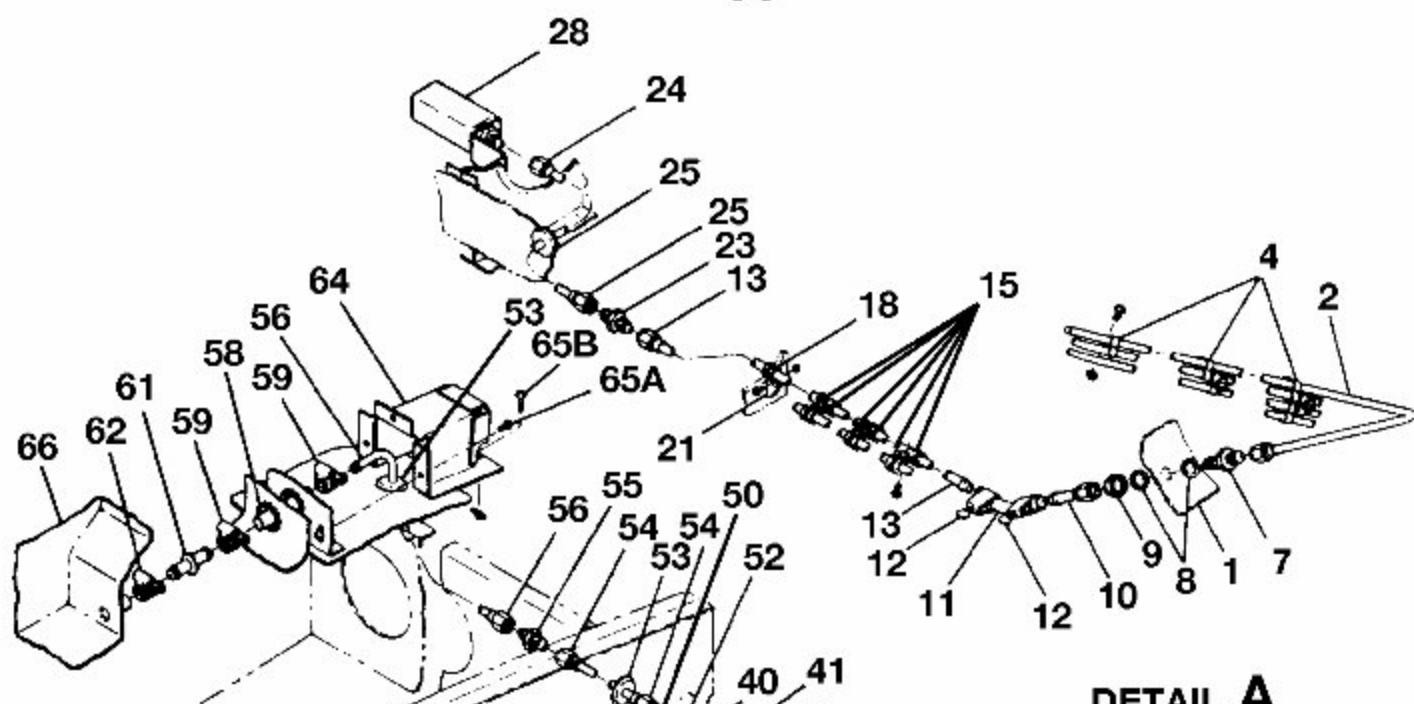
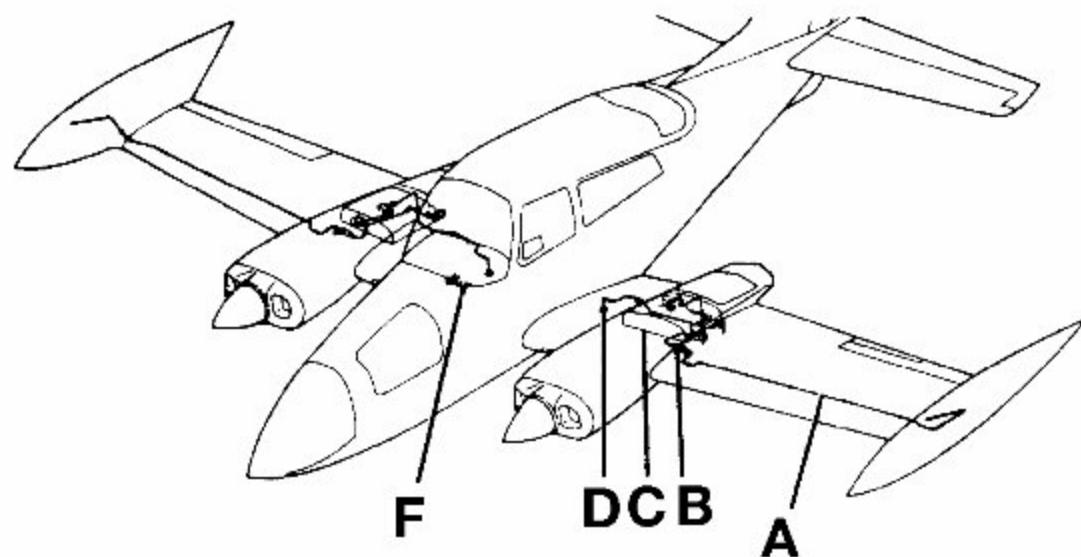


DETAIL G

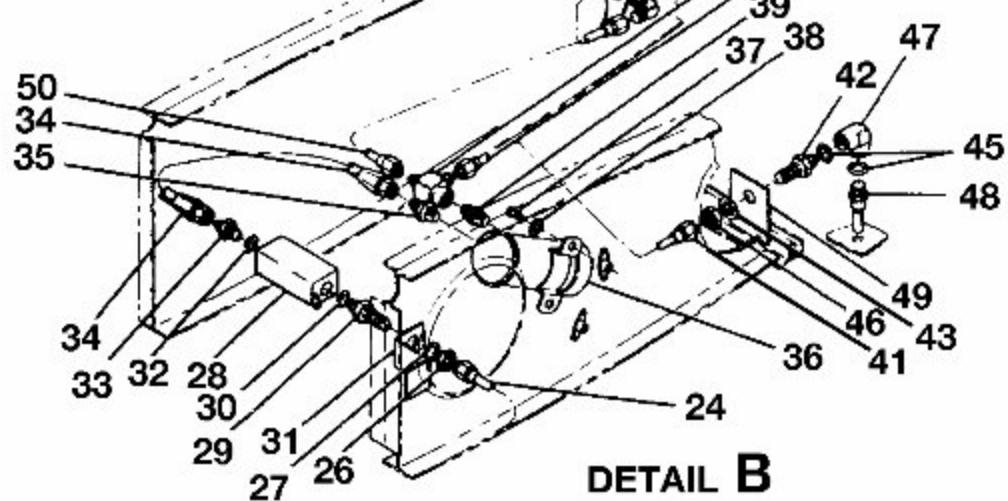


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J10141088

A56325

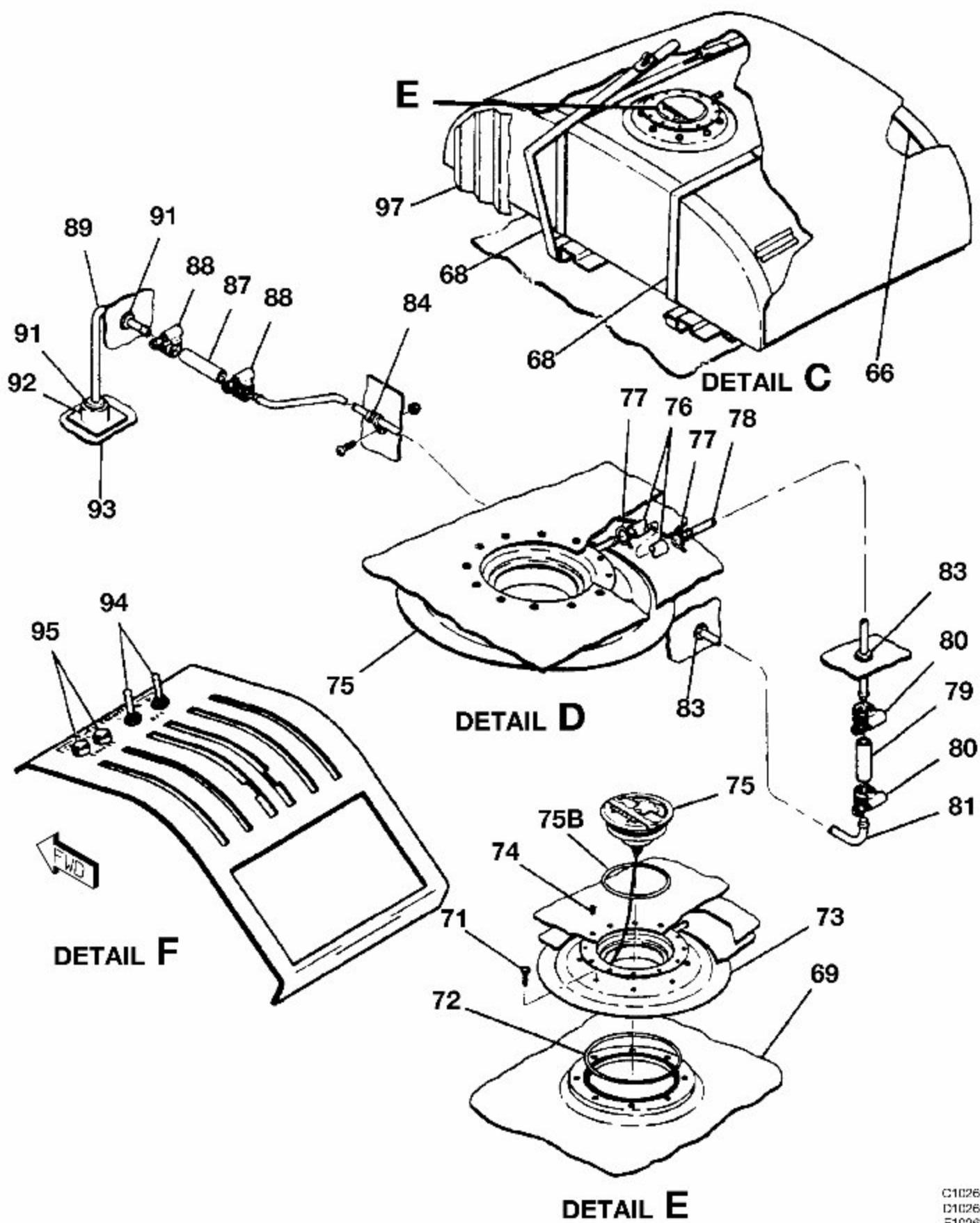


DETAIL A

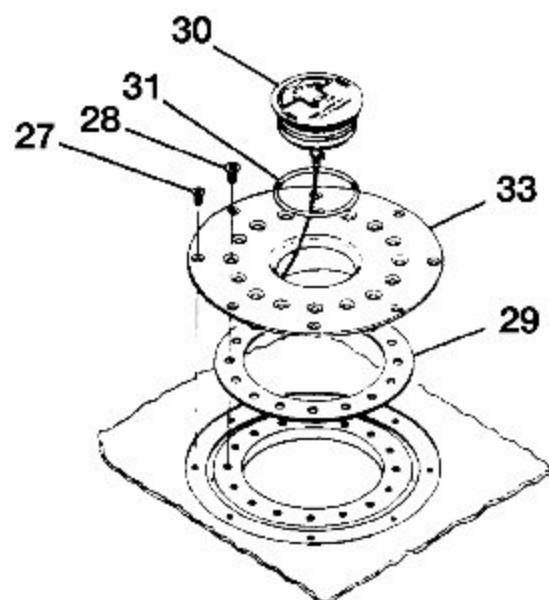
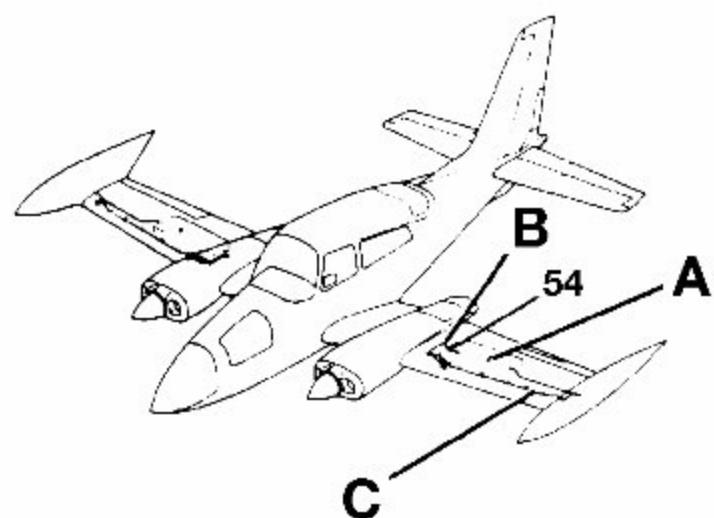


DETAIL B

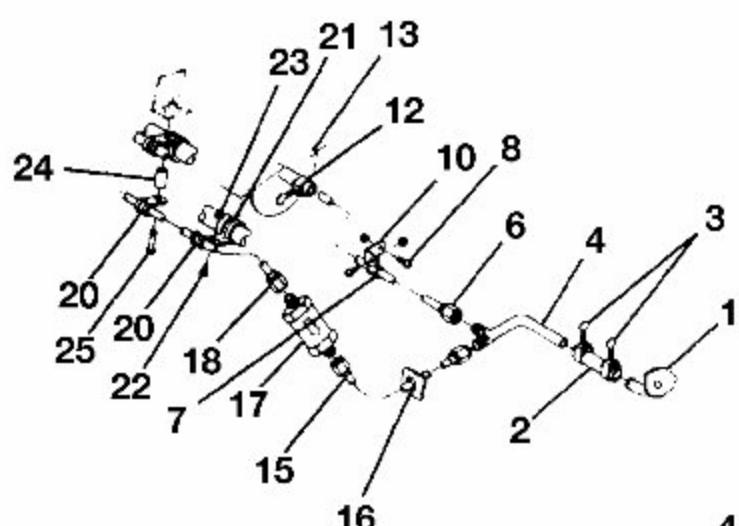
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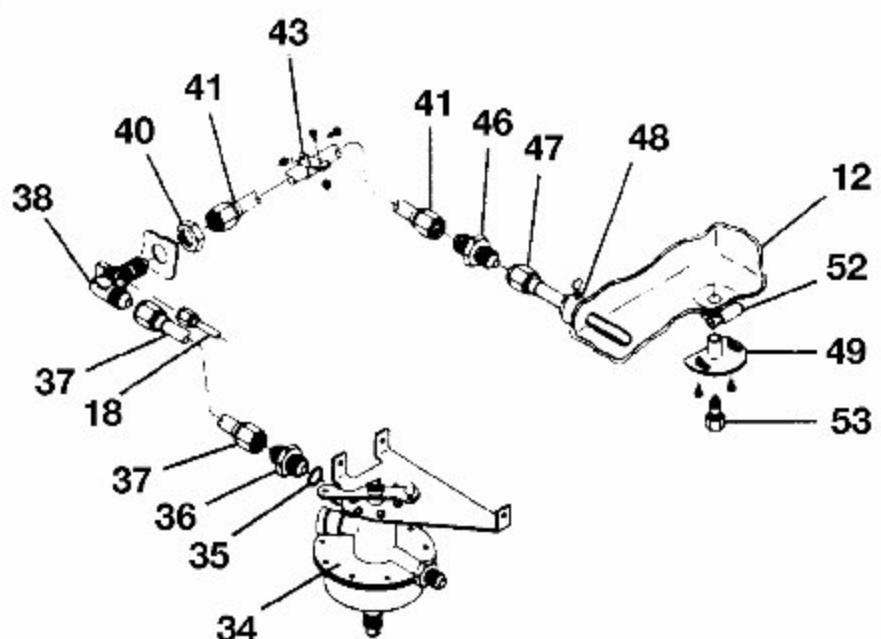
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E10262017
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DETAIL A

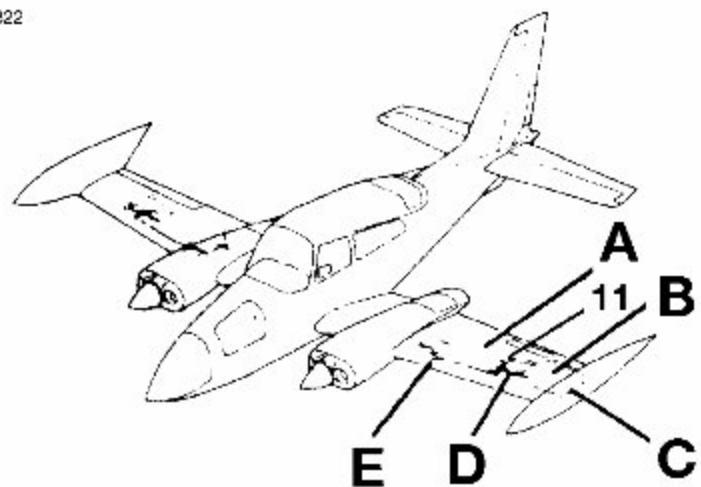


DETAIL C

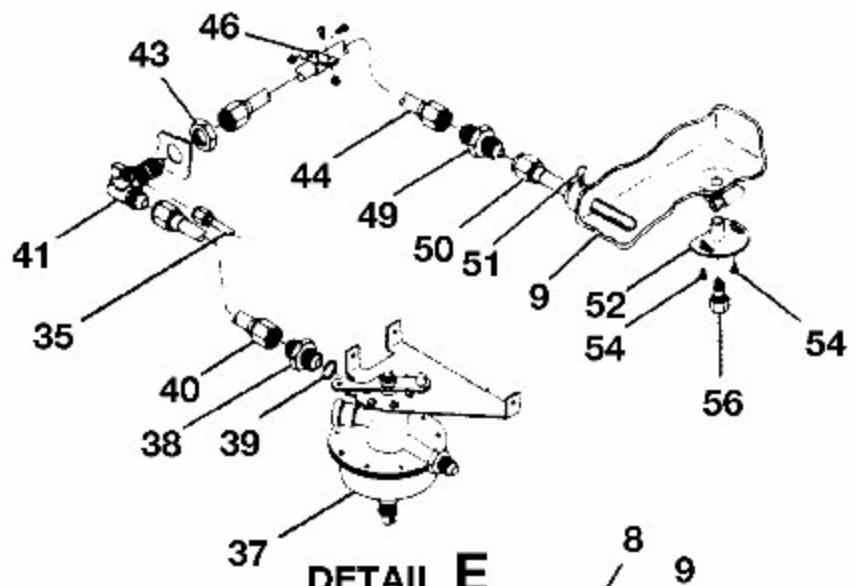


DETAIL B

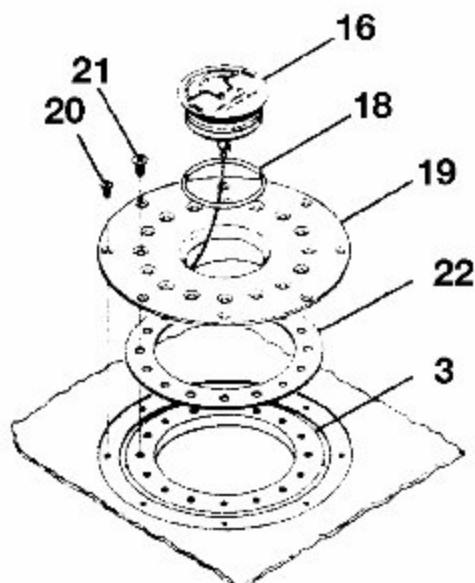
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A10262010
B10262011
C10261018



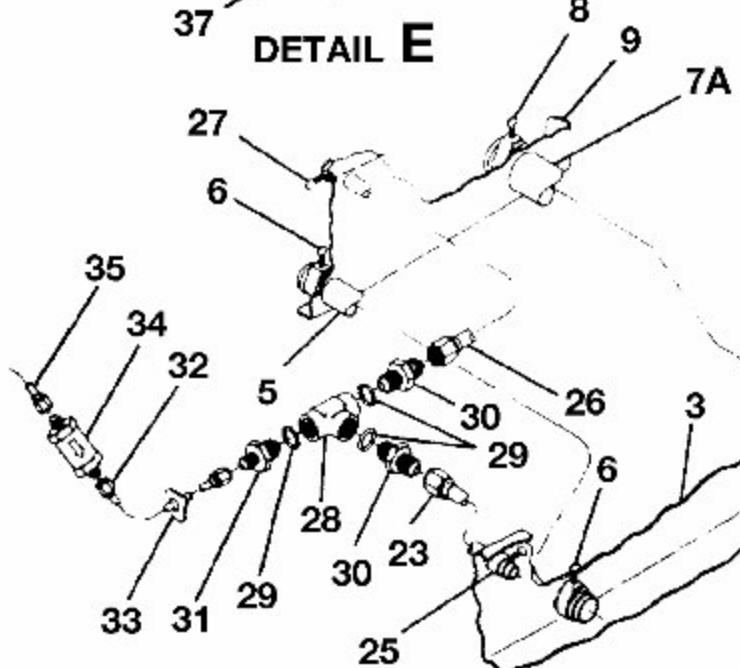
DETAIL A



37 DETAIL E



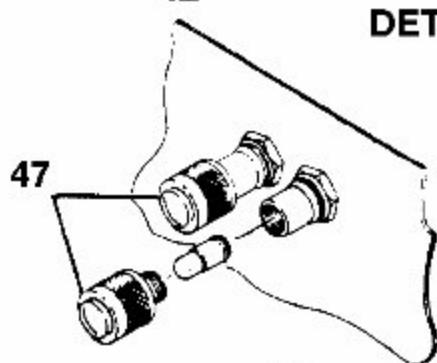
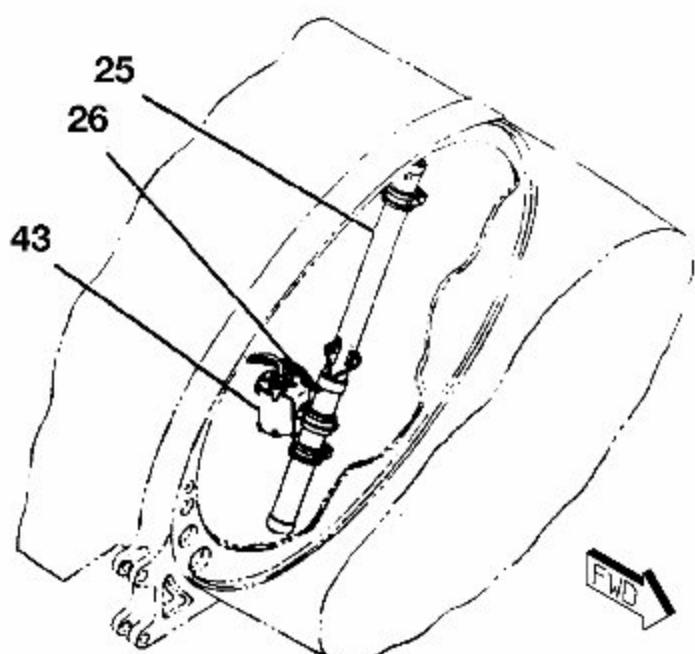
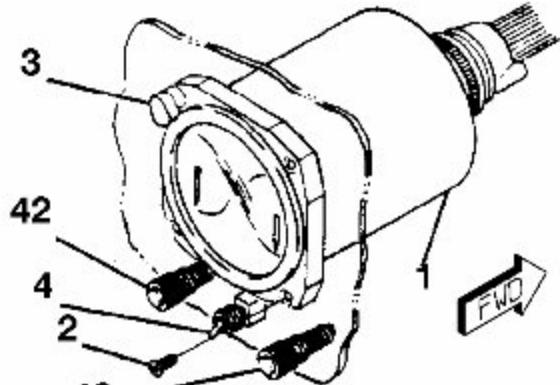
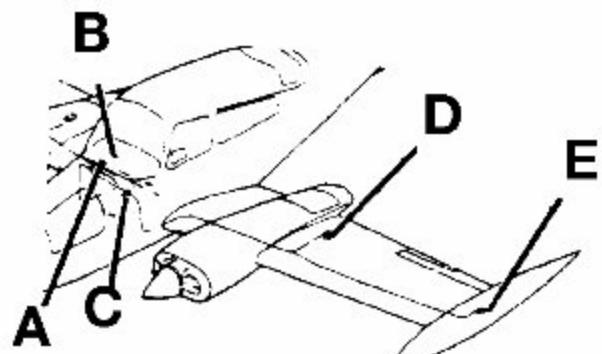
DETAIL B



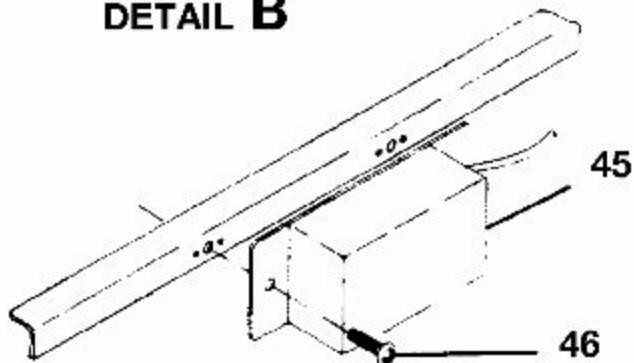
DETAIL D



DETAIL C

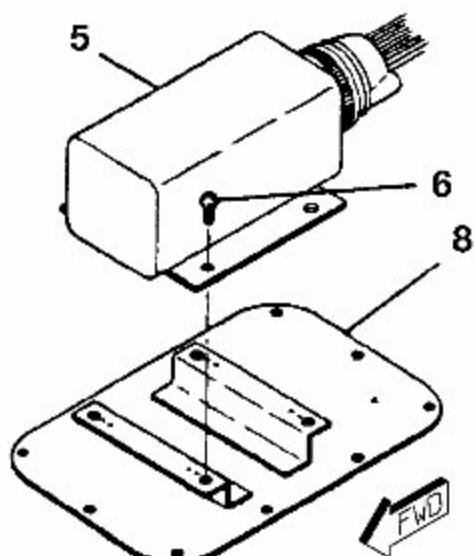


DETAIL B



DETAIL C

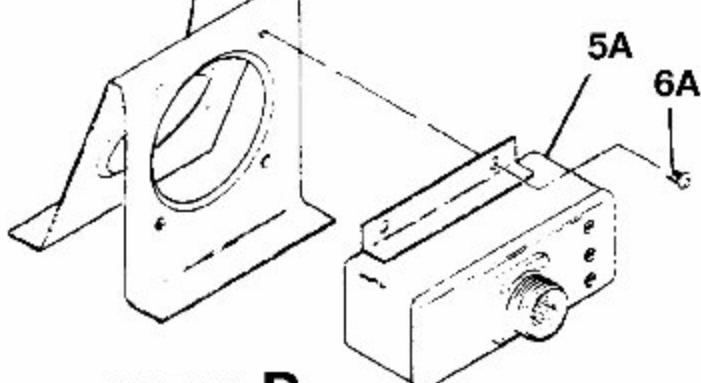
AIRPLANES 310R0501 THRU 310R2140



DETAIL D

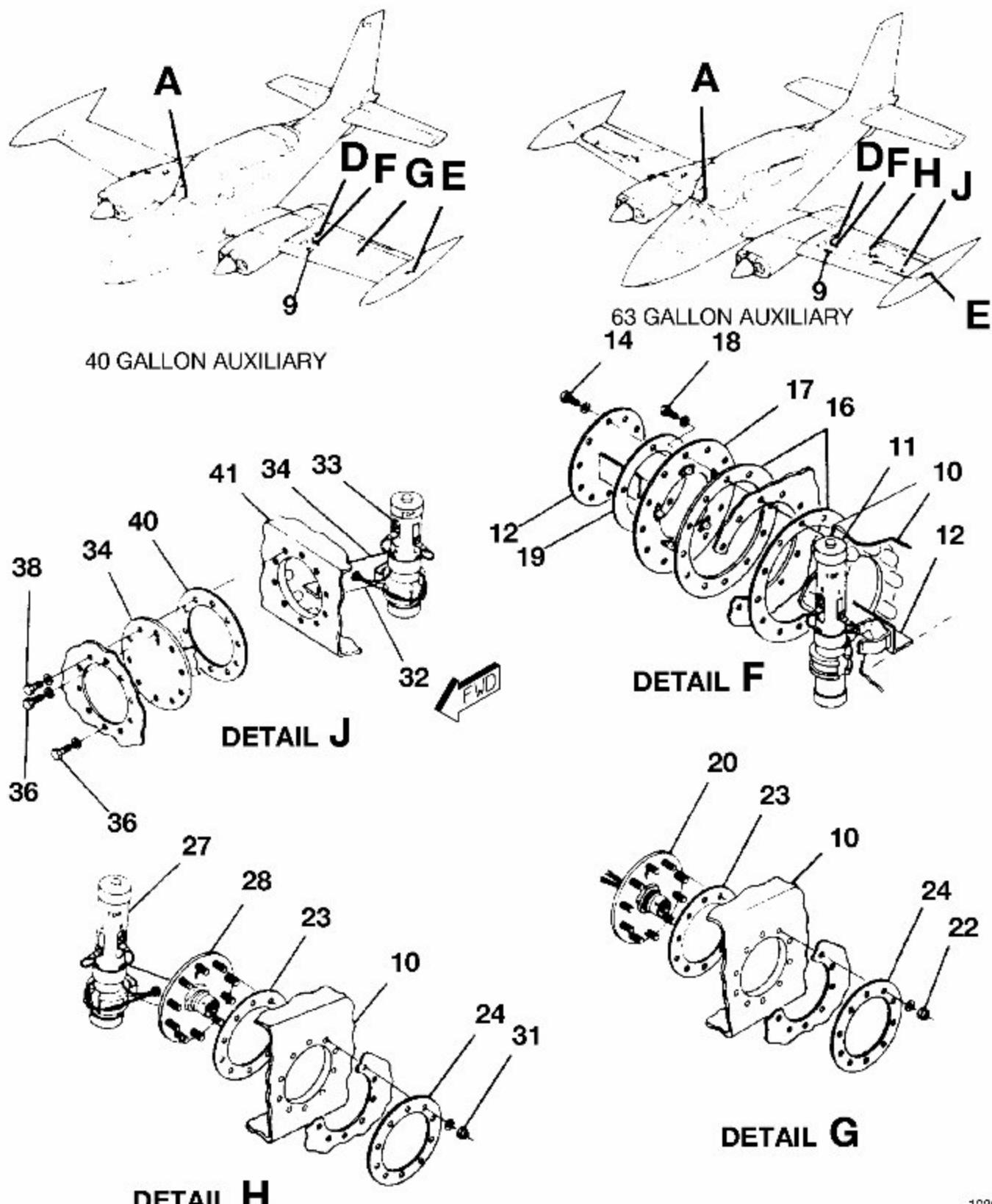
AIRPLANES 310R0001 - 0500

AIRPLANES 310R0501 THRU 310R2140

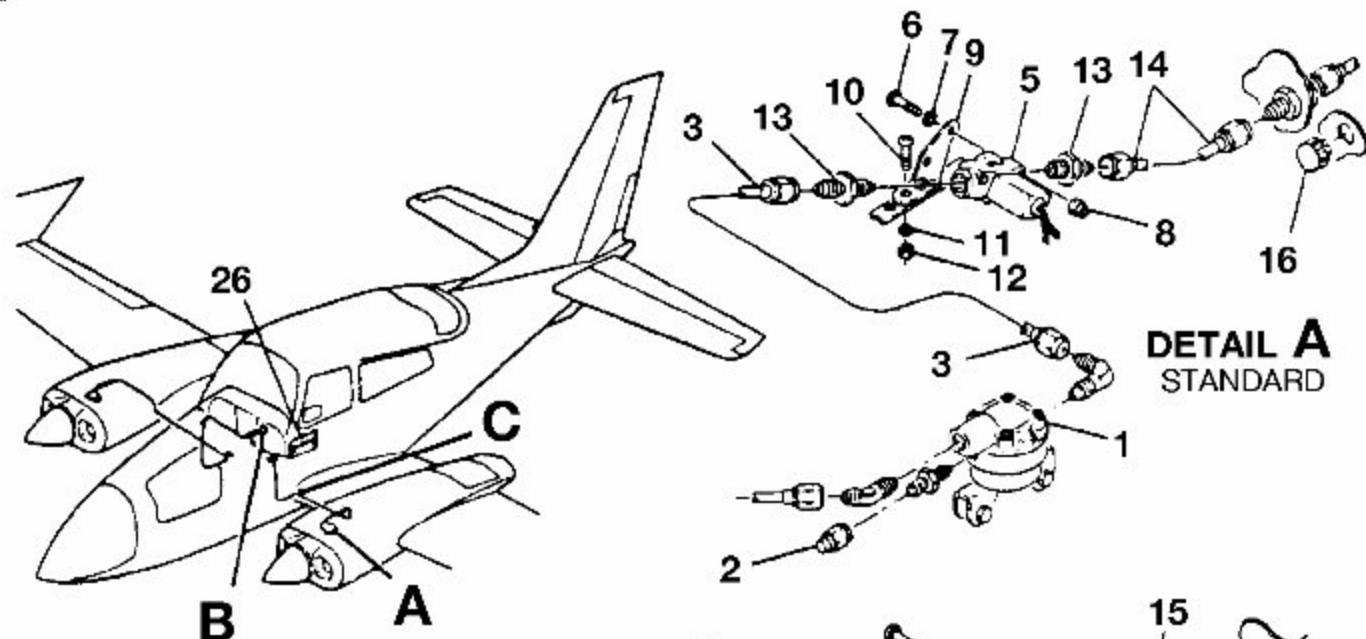


DETAIL D

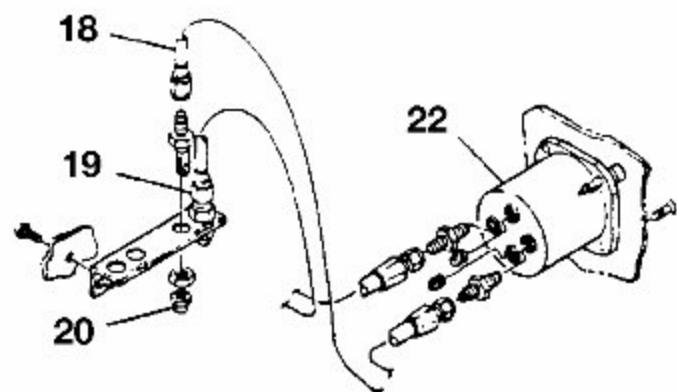
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B10181018
C10261028
D10262014
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E54262008



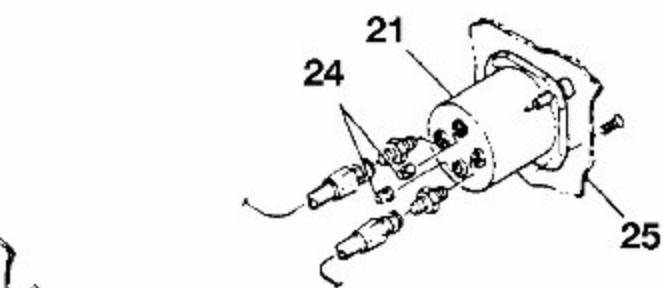
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 J10261022



DETAIL C
STANDARD
AND
TURBO



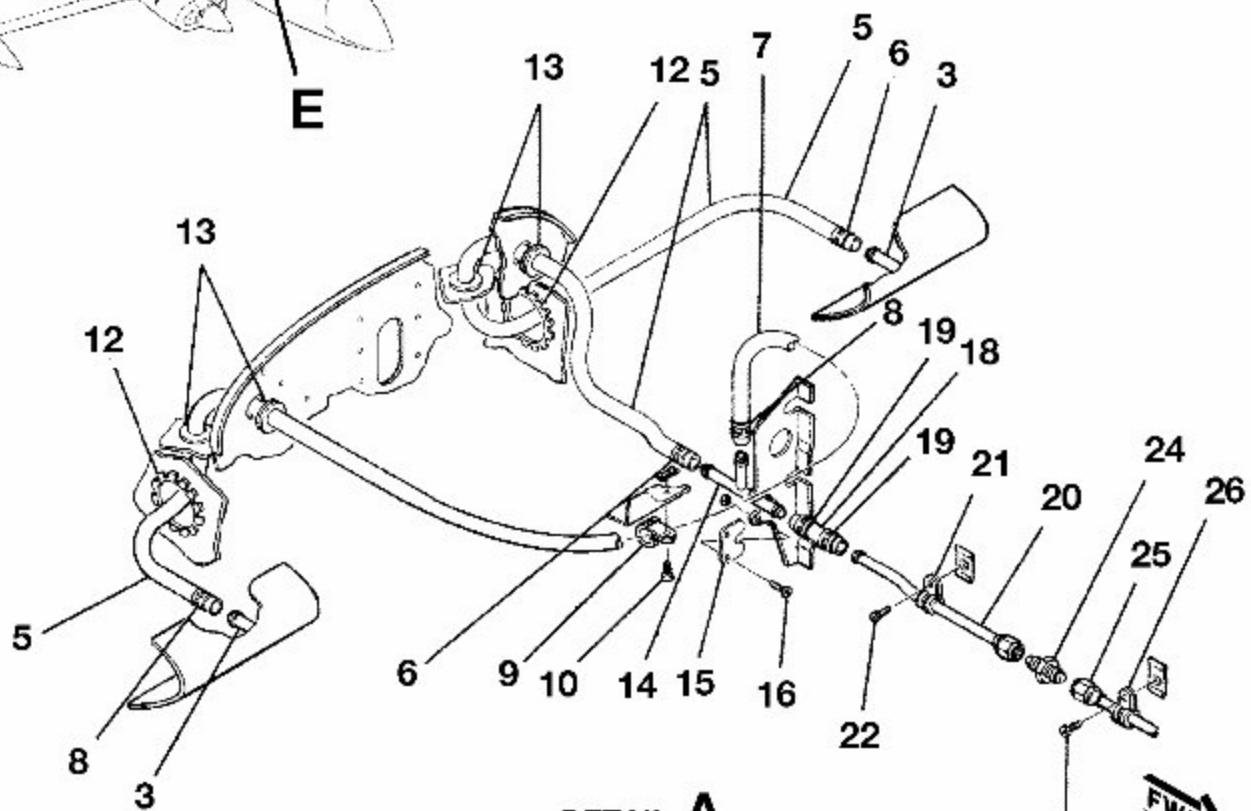
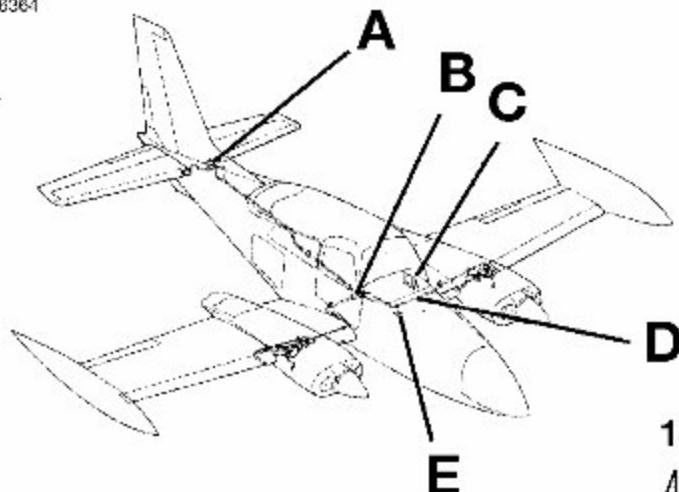
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STANDARD
AND
TURBO



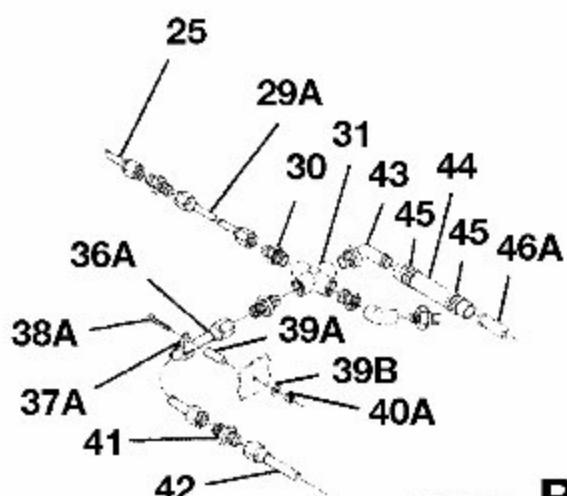
DETAIL B
STANDARD

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C10562007

A56364

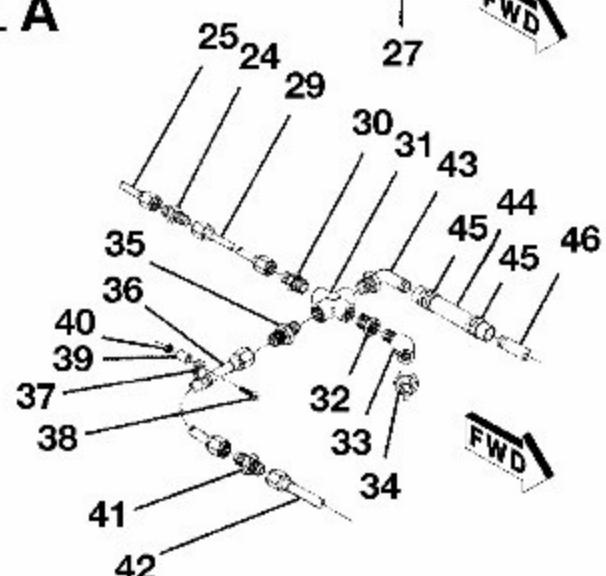


DETAIL A



DETAIL B

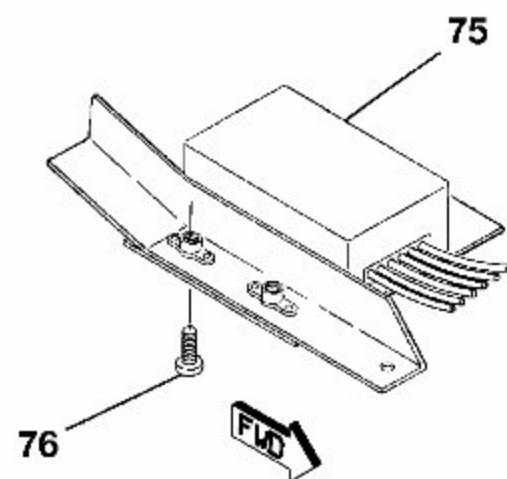
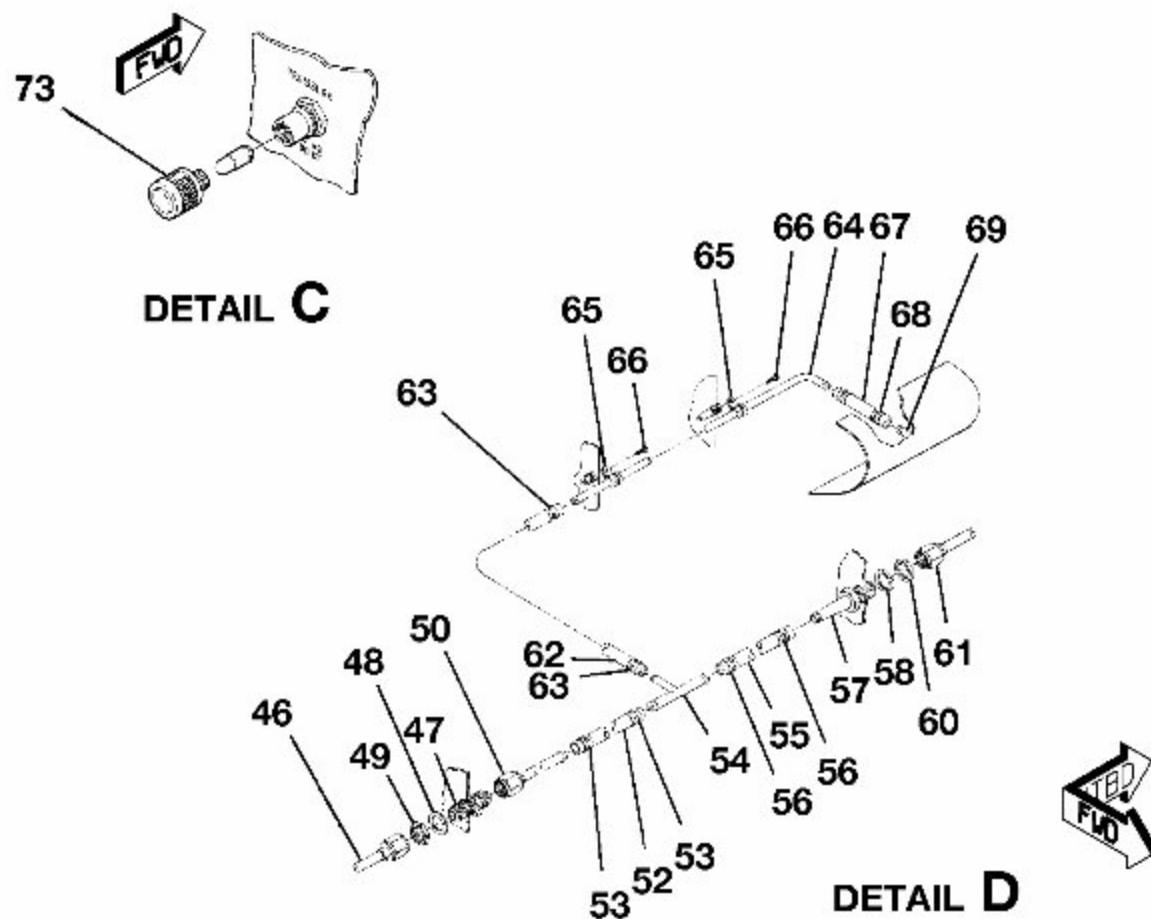
AIRPLANES 310R0303
THRU 310R2140



DETAIL B

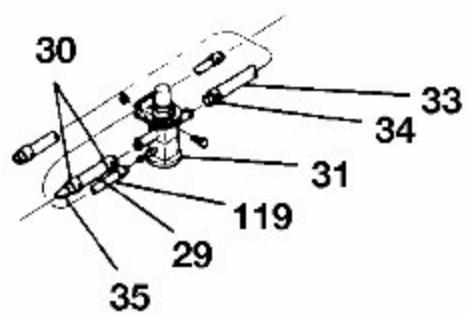
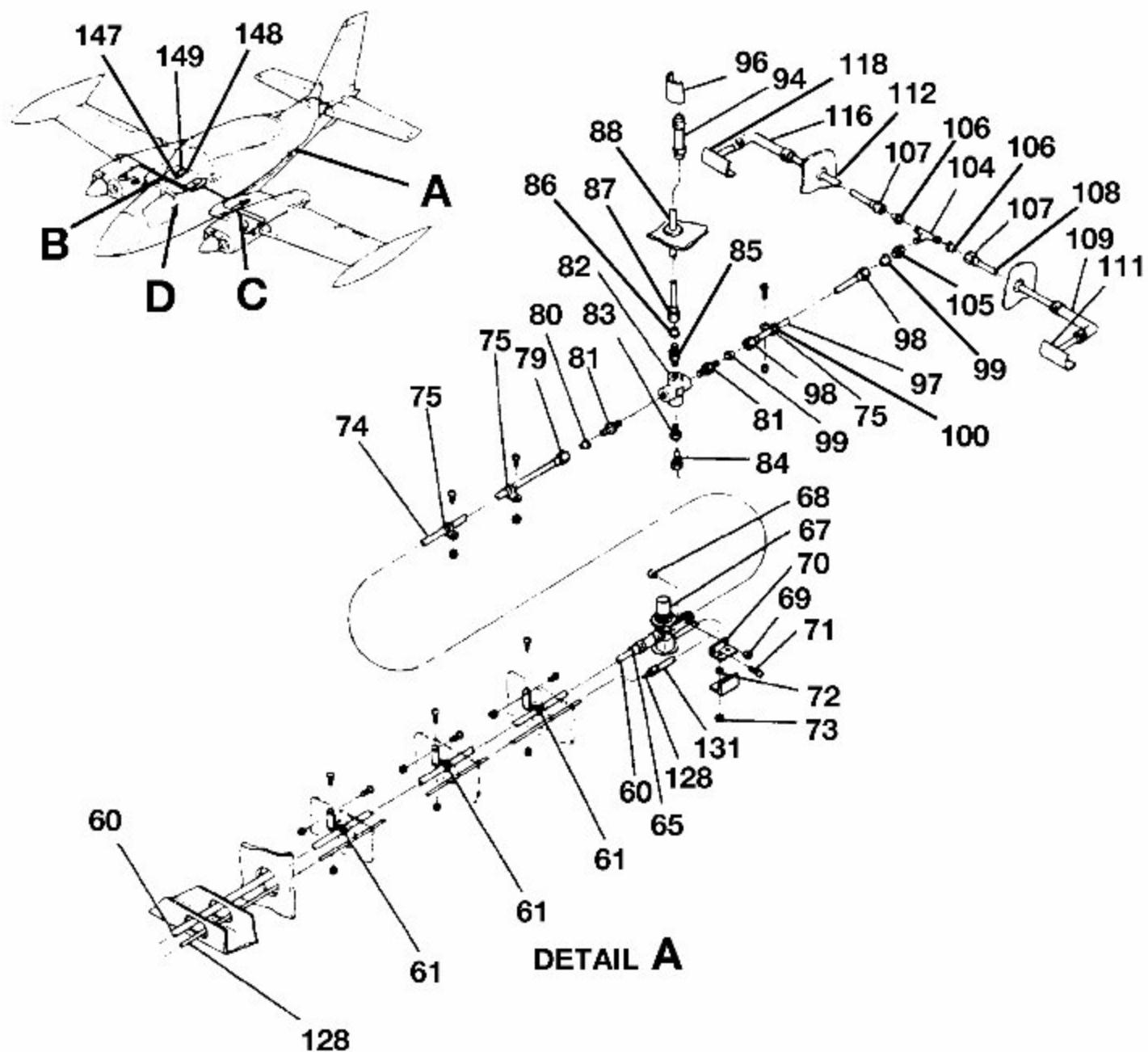
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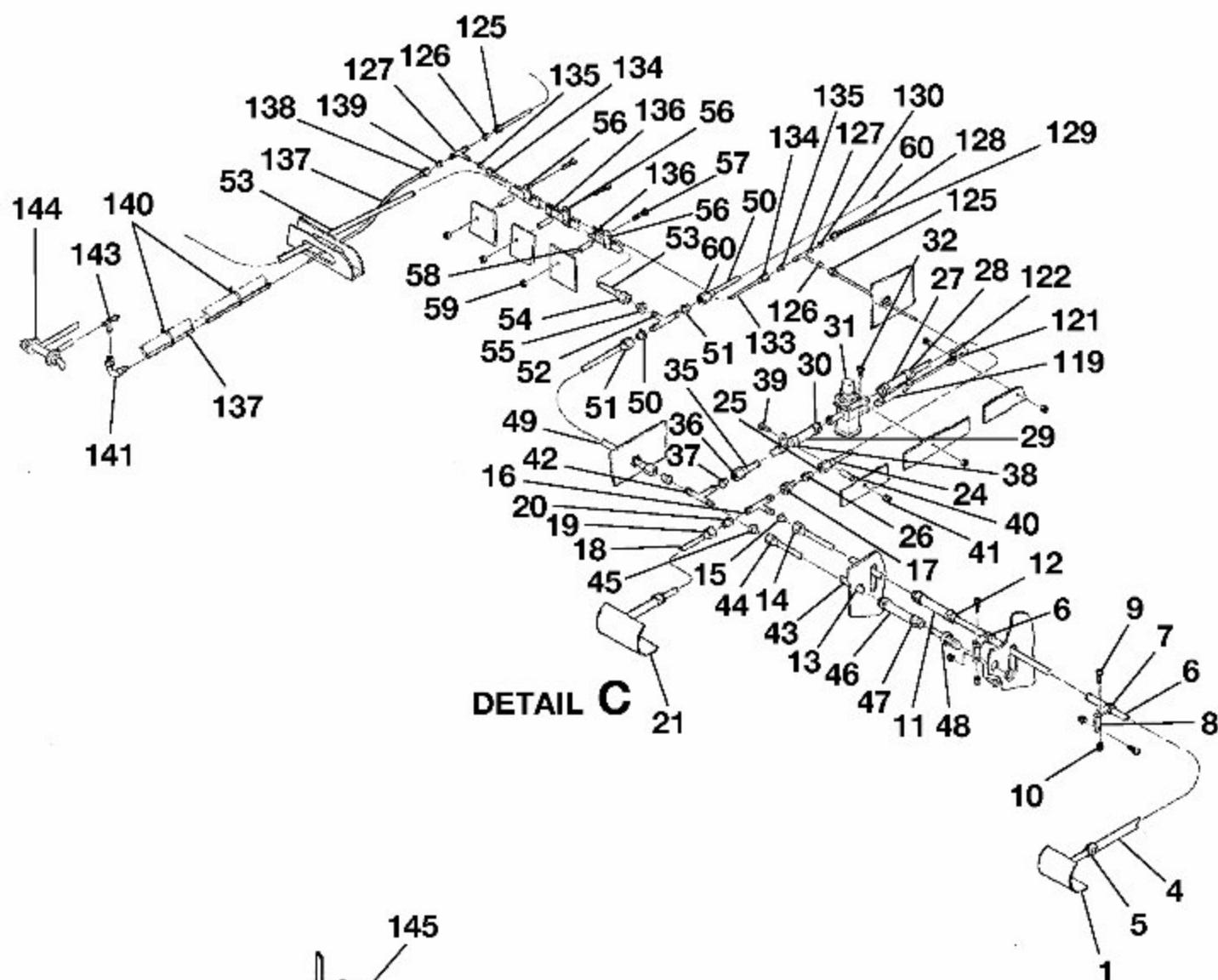
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B10142042
B10142000

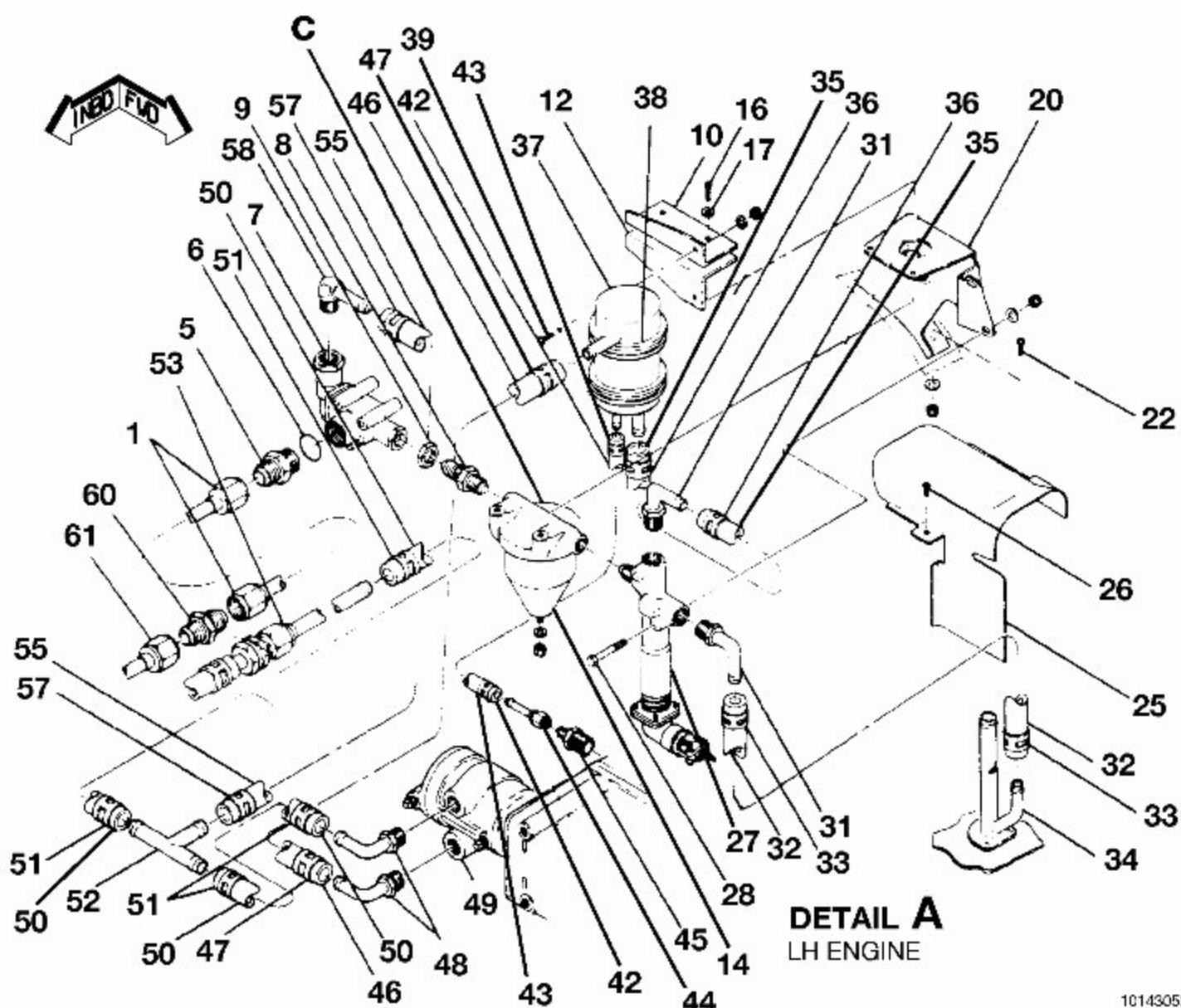
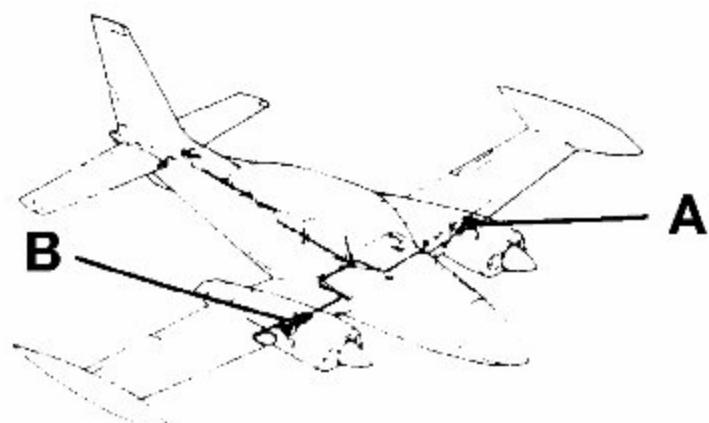


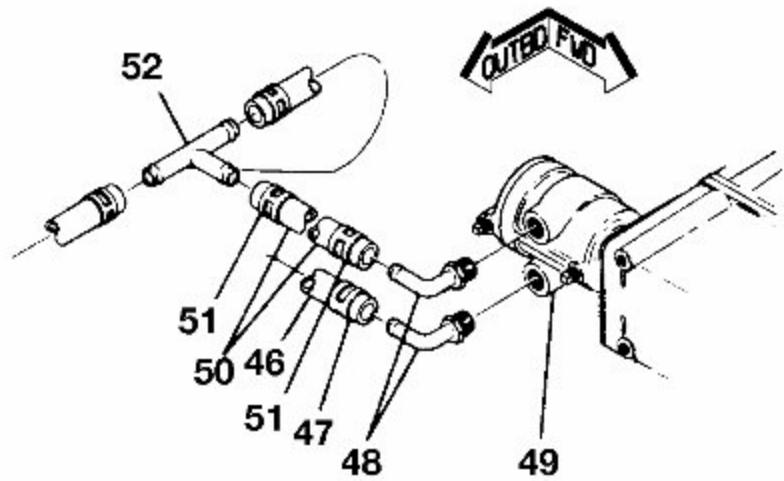
DETAIL E

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D10263023
E10143054



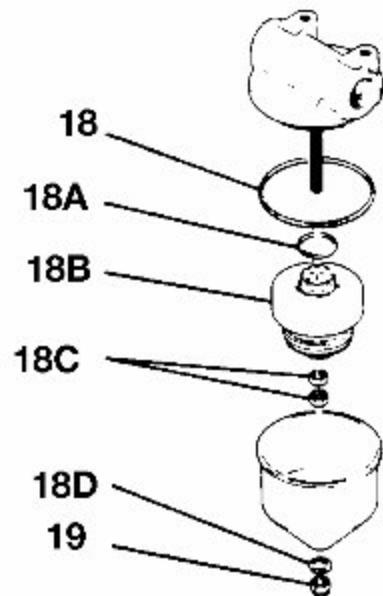
**DETAIL D**



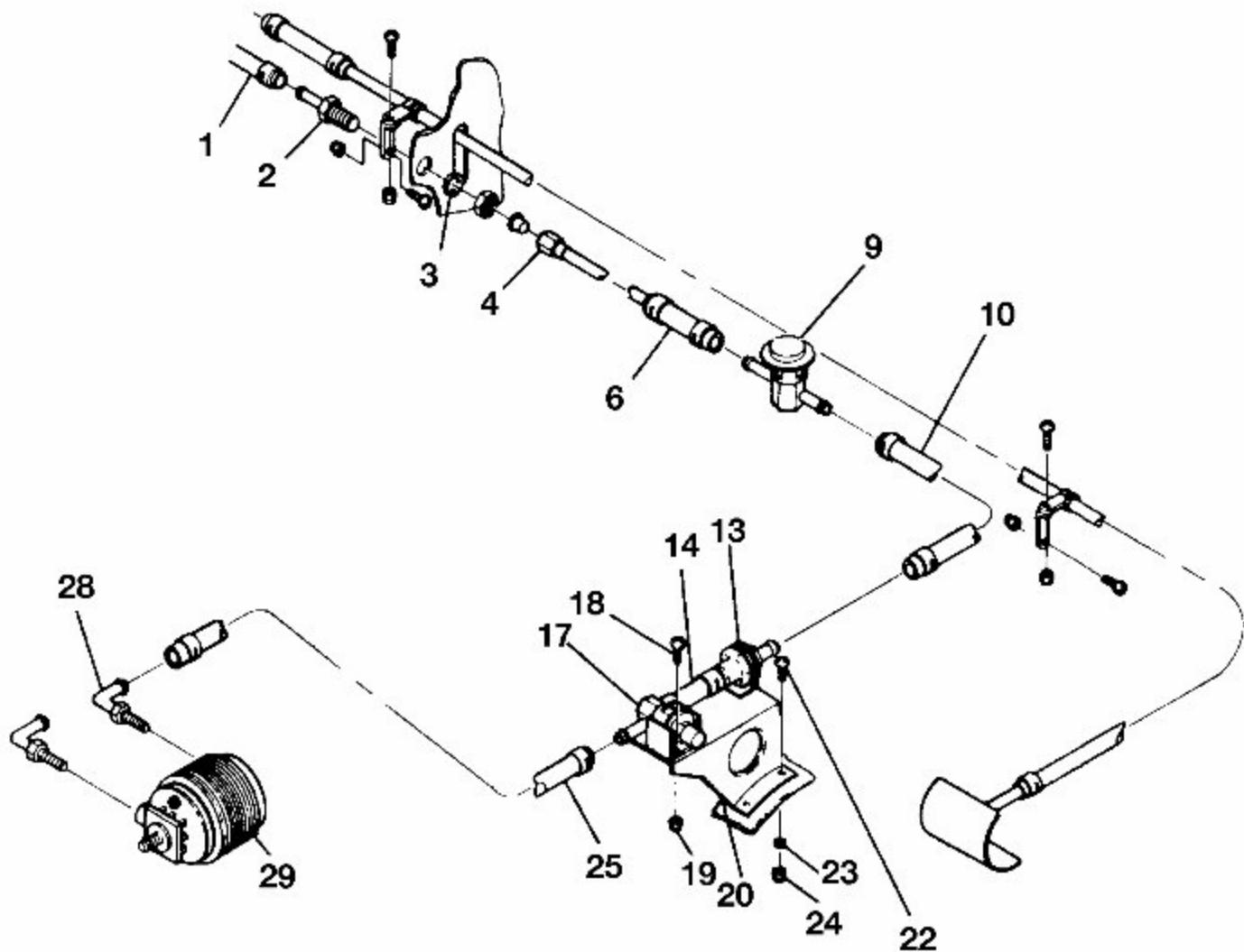


DETAIL B

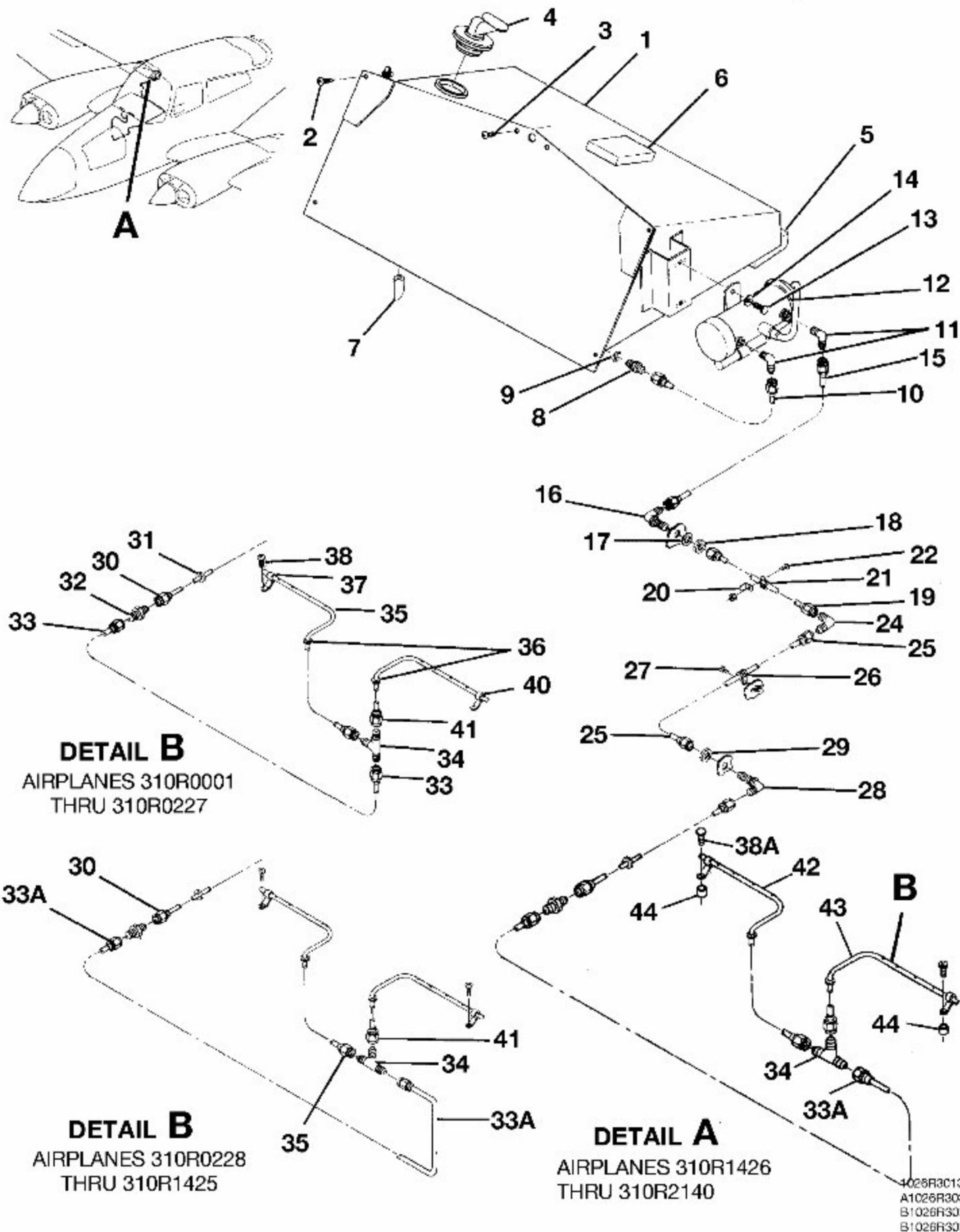
RH ENGINE

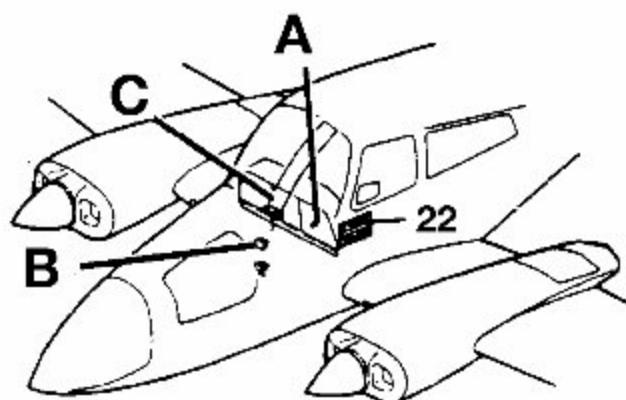
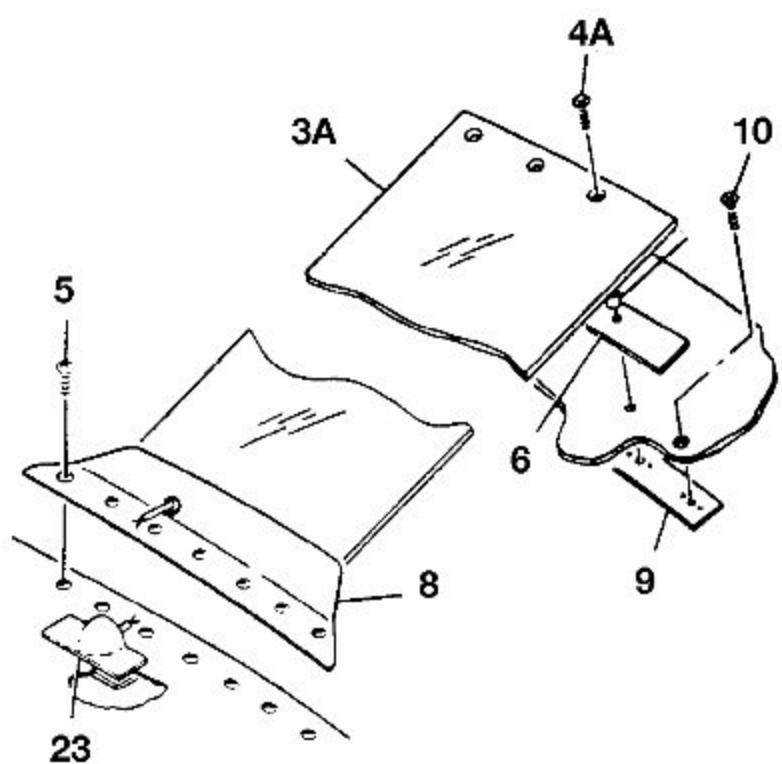
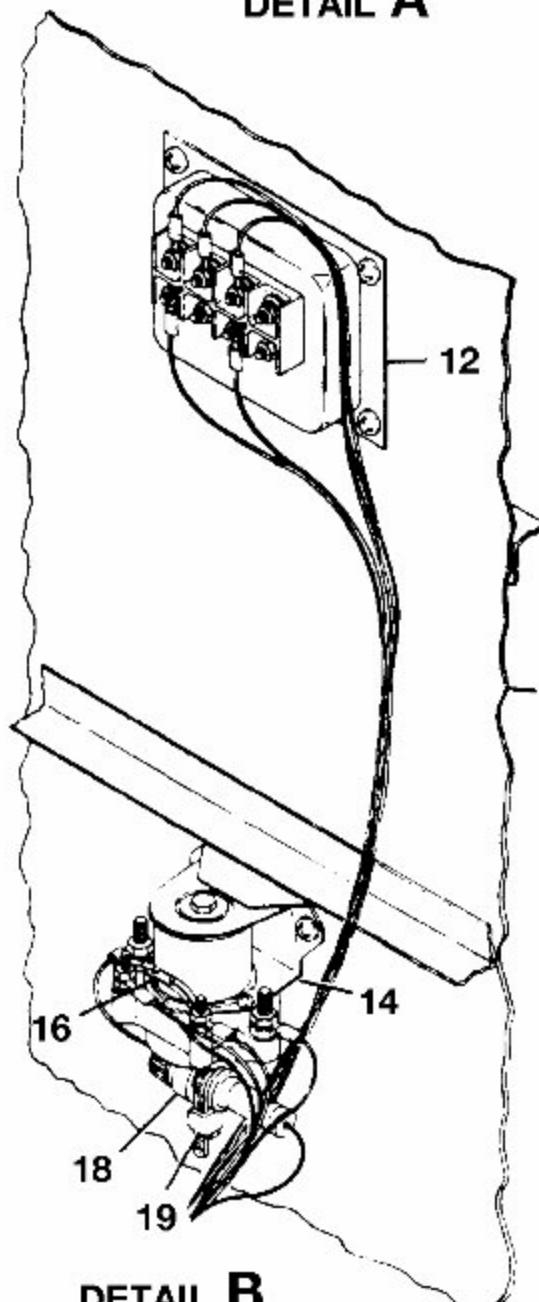


DETAIL C

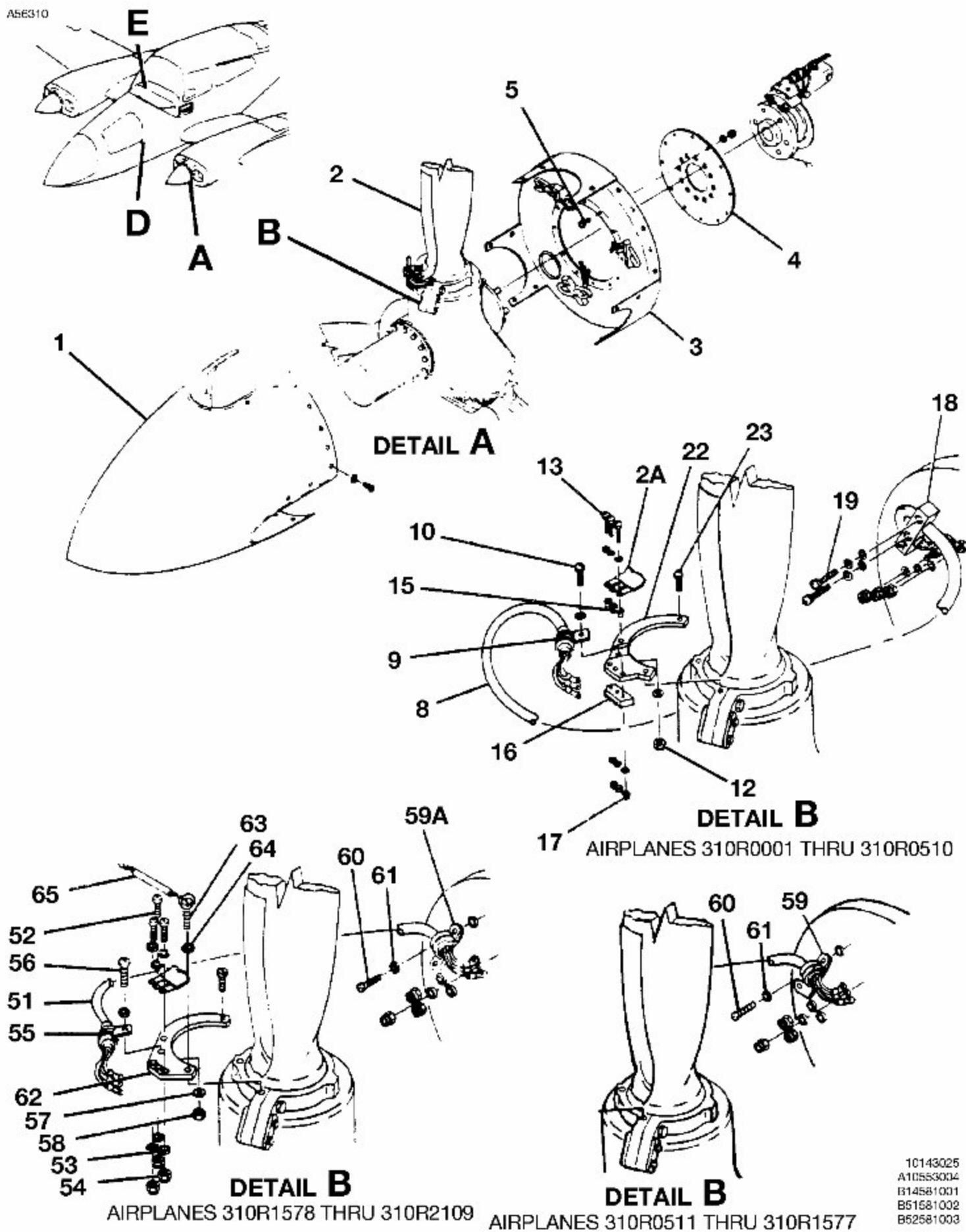


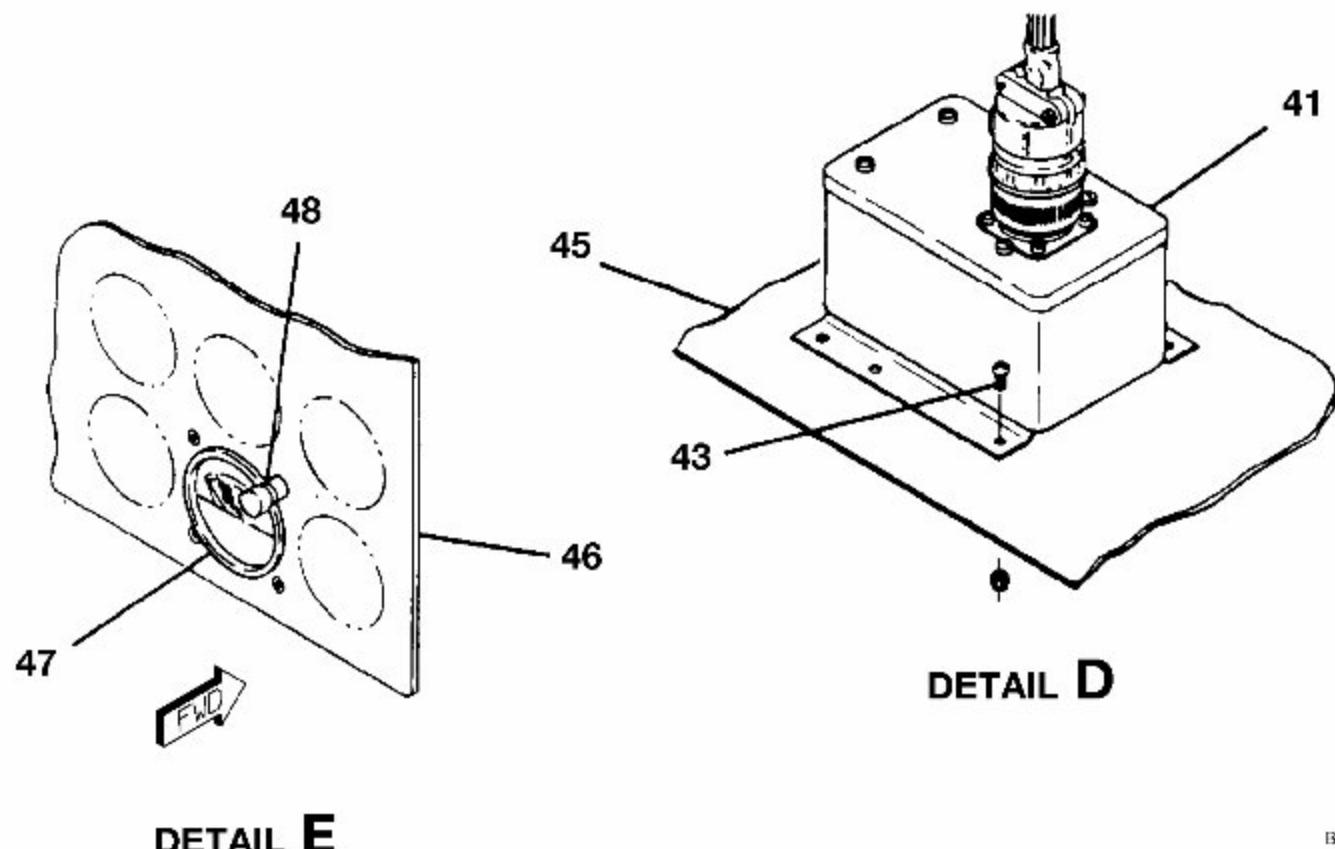
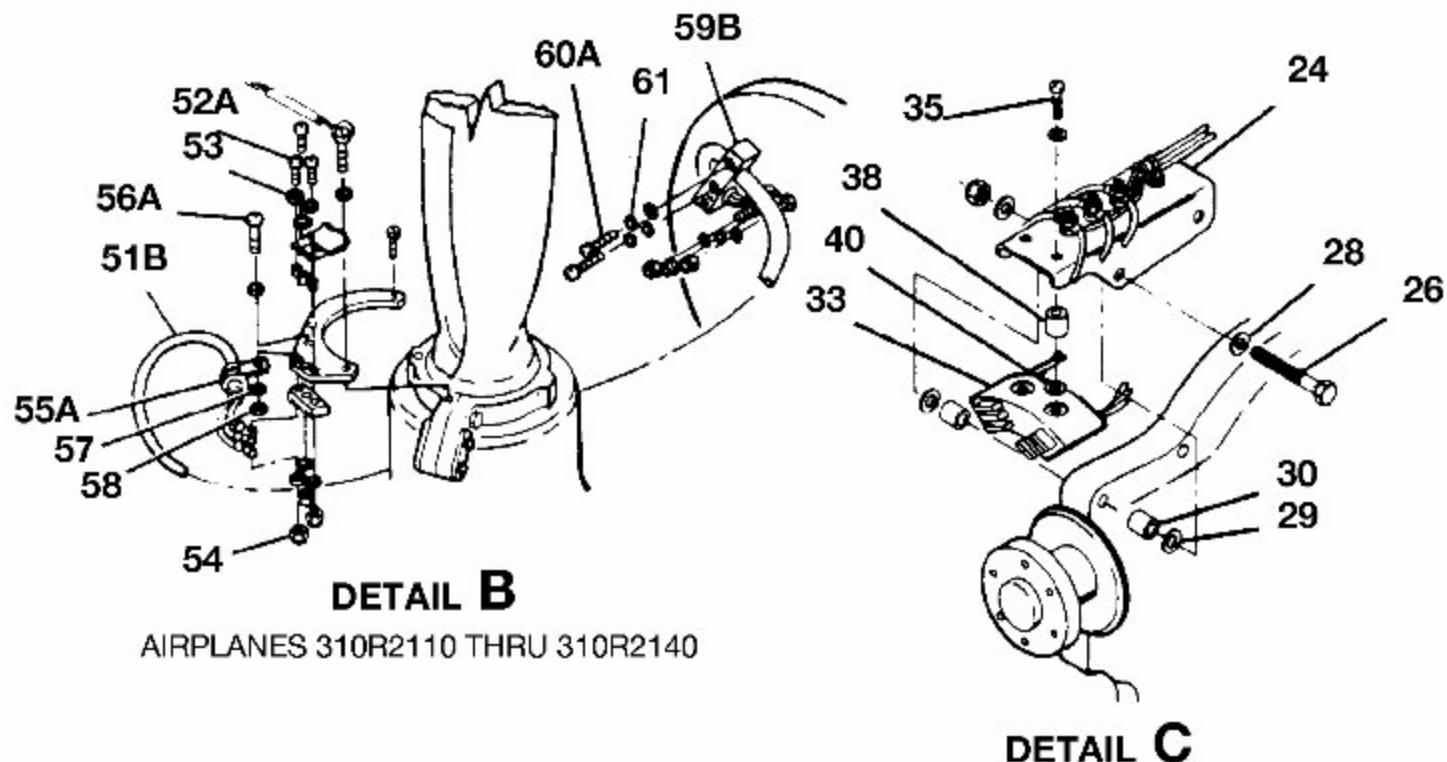
DETAIL A



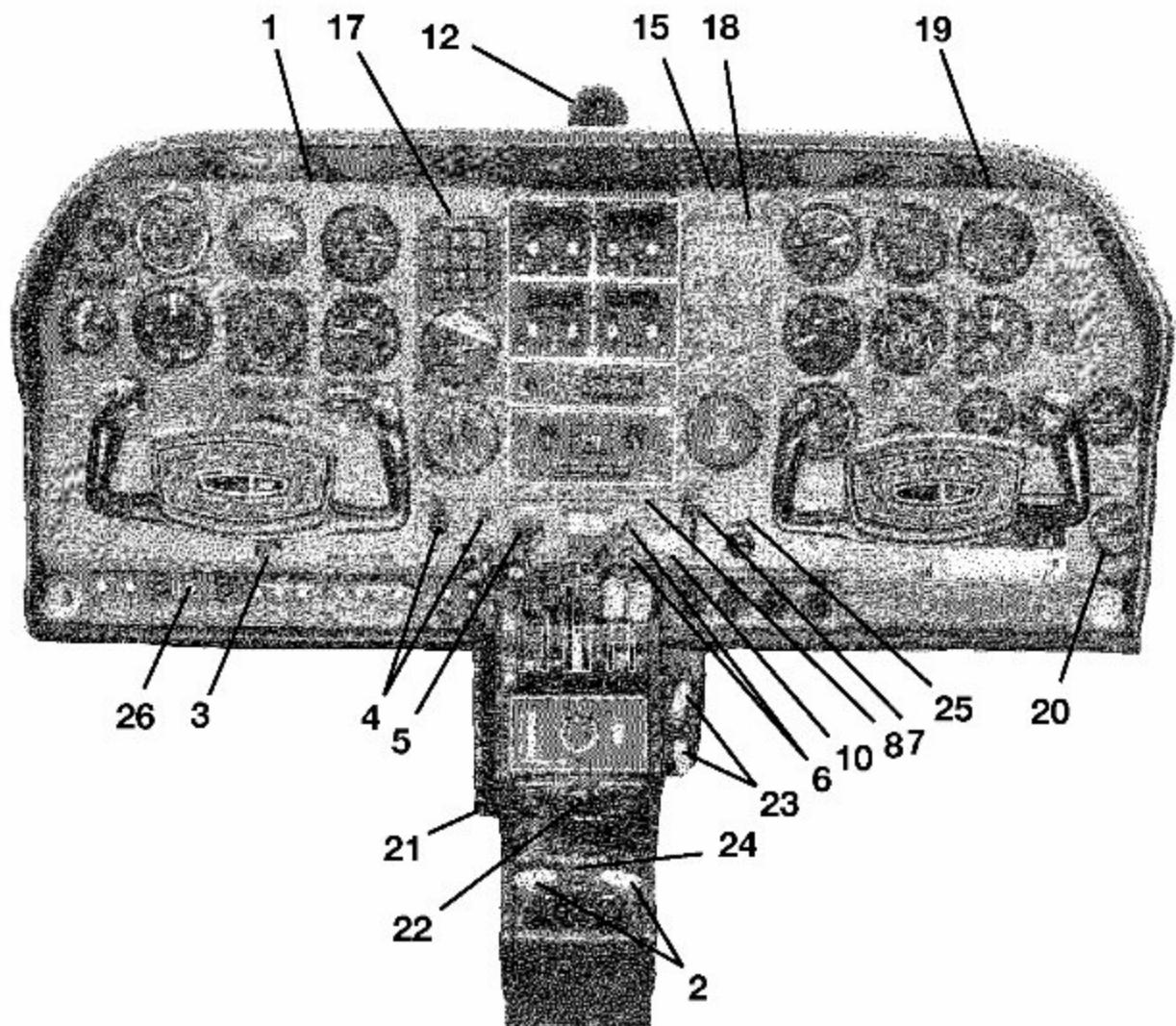
**DETAIL A****DETAIL C****DETAIL B**

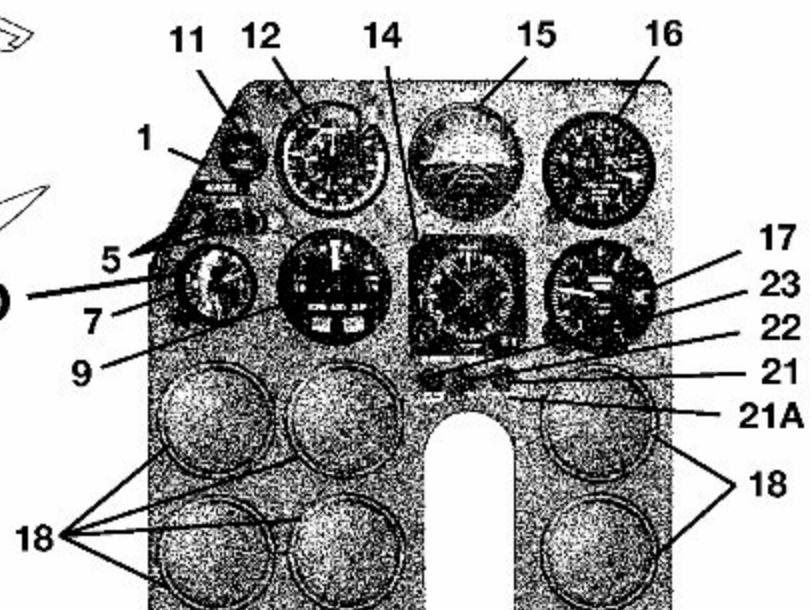
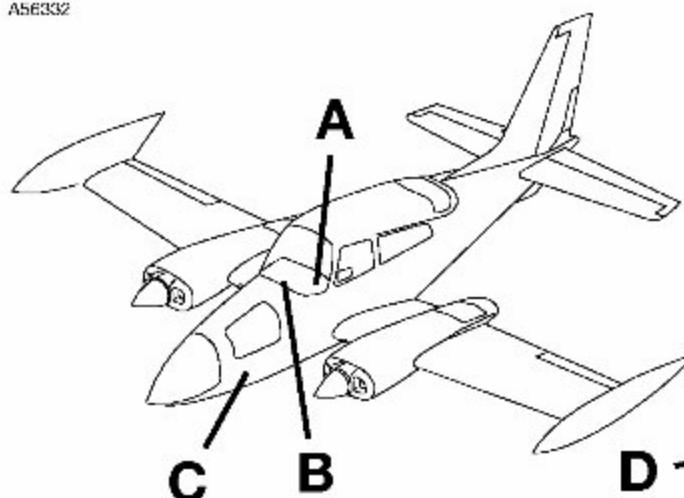
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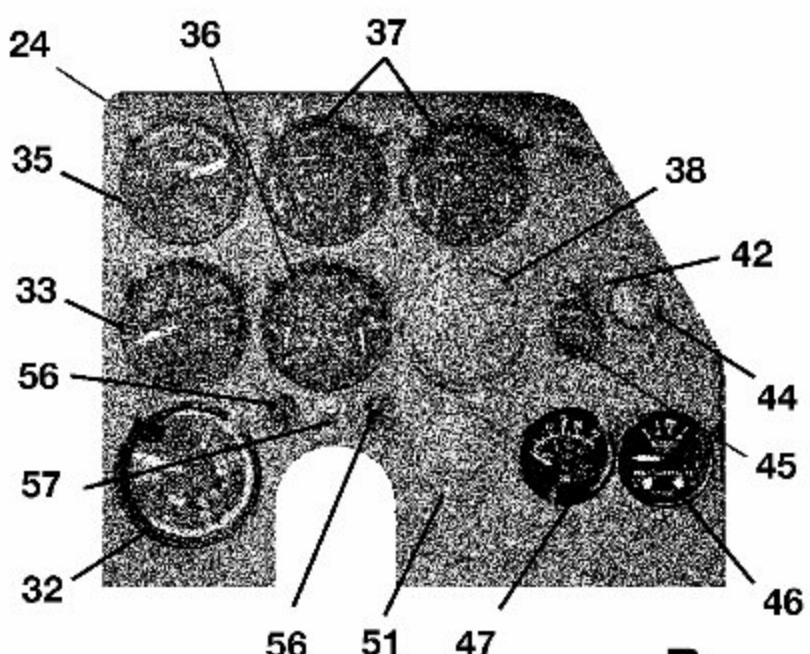
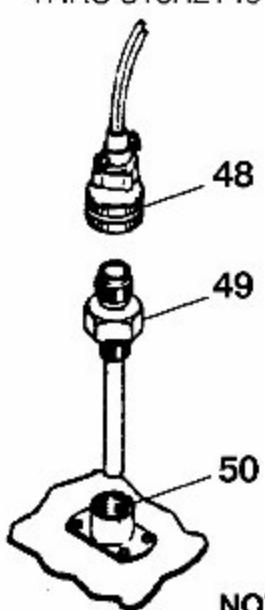
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C10501001
D10142019
E10142019





DETAIL A
LH PANEL

DETAIL D
AIRPLANES 310R0801
THRU 310R2140

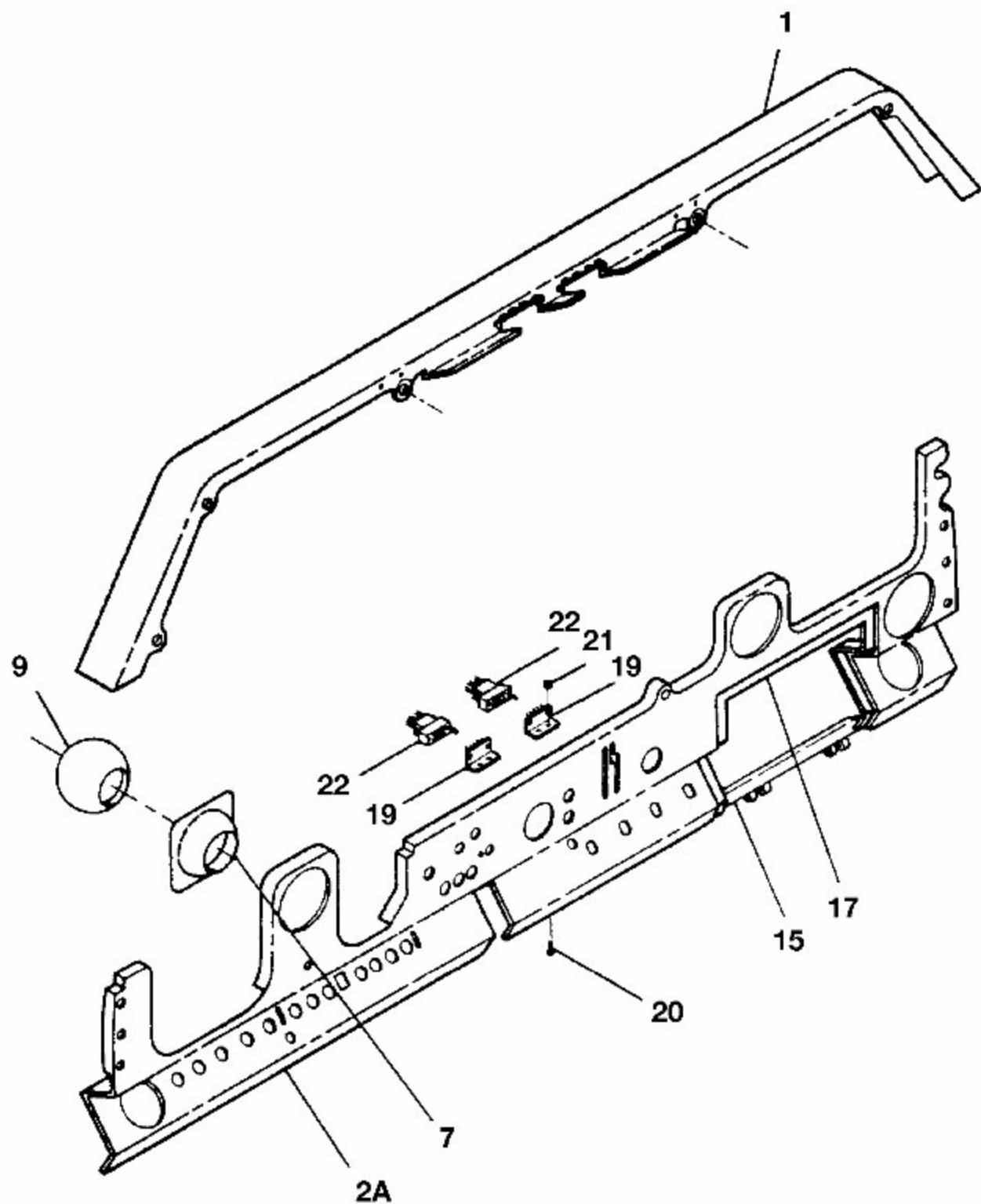


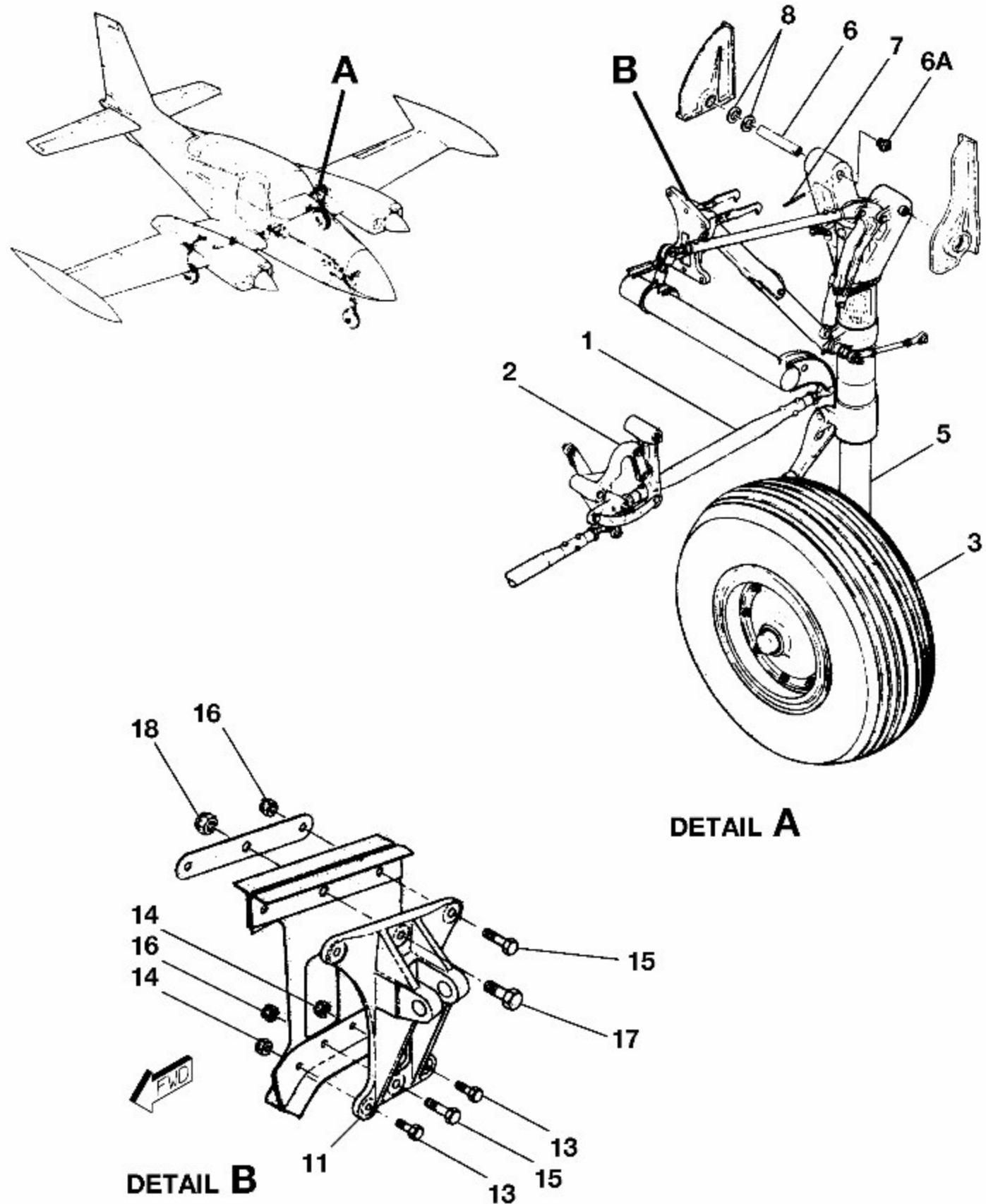
DETAIL B
RH PANEL

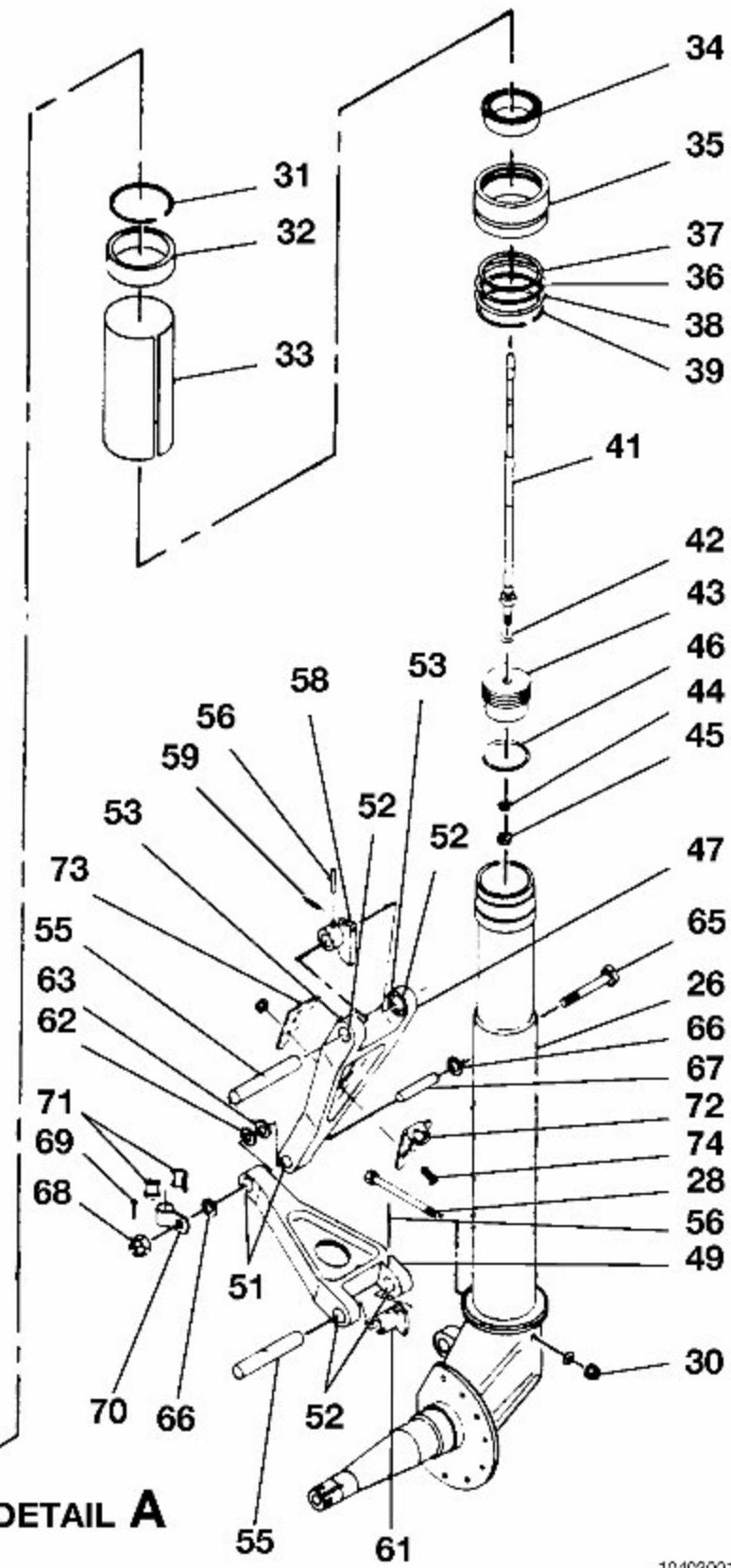
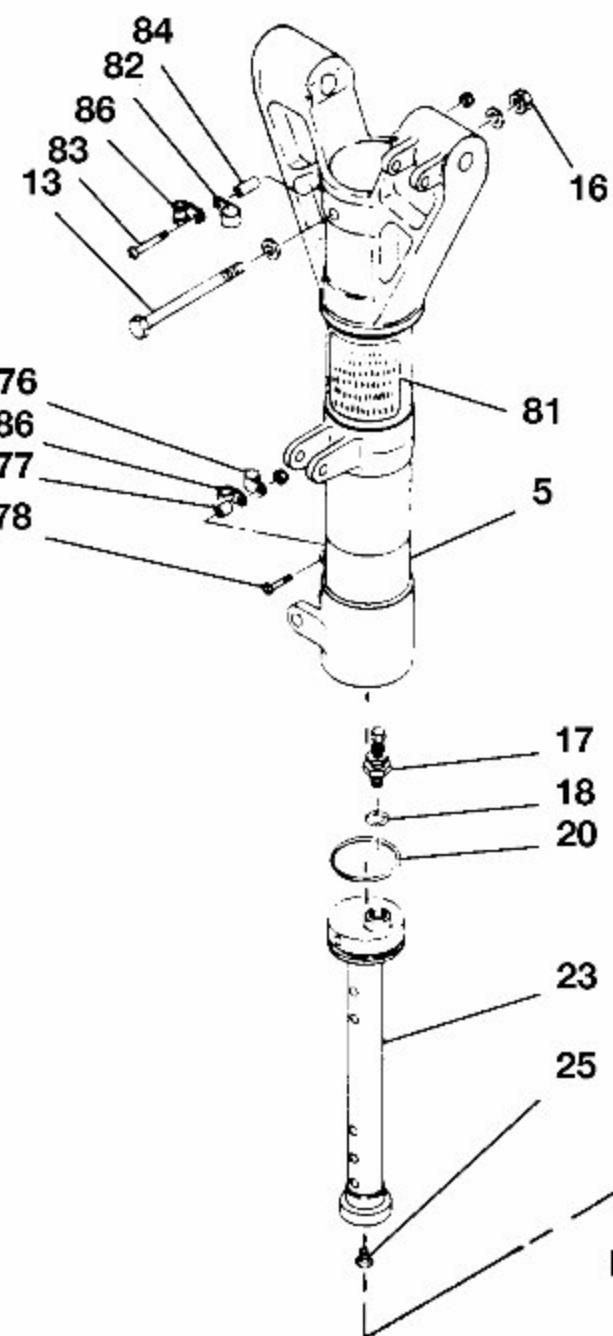
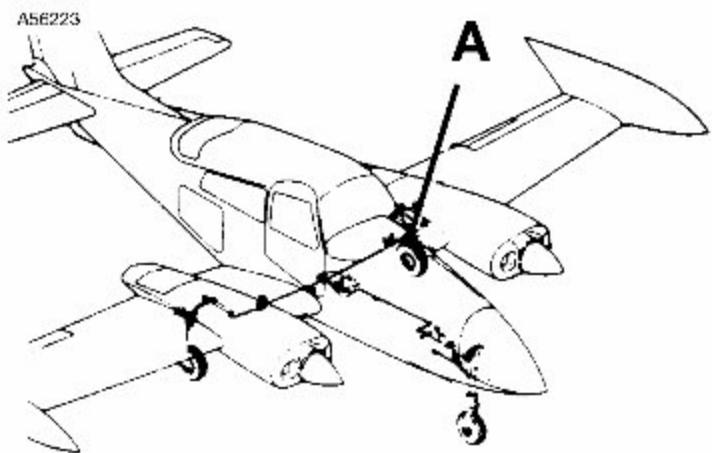
NOTE: THIS INSTRUMENT PANEL ILLUSTRATION IS A
"TYPICAL" INSTRUMENT LOCATION ARRANGEMENT.
PANEL ARRANGEMENT IS OPTIONAL.

DETAIL C

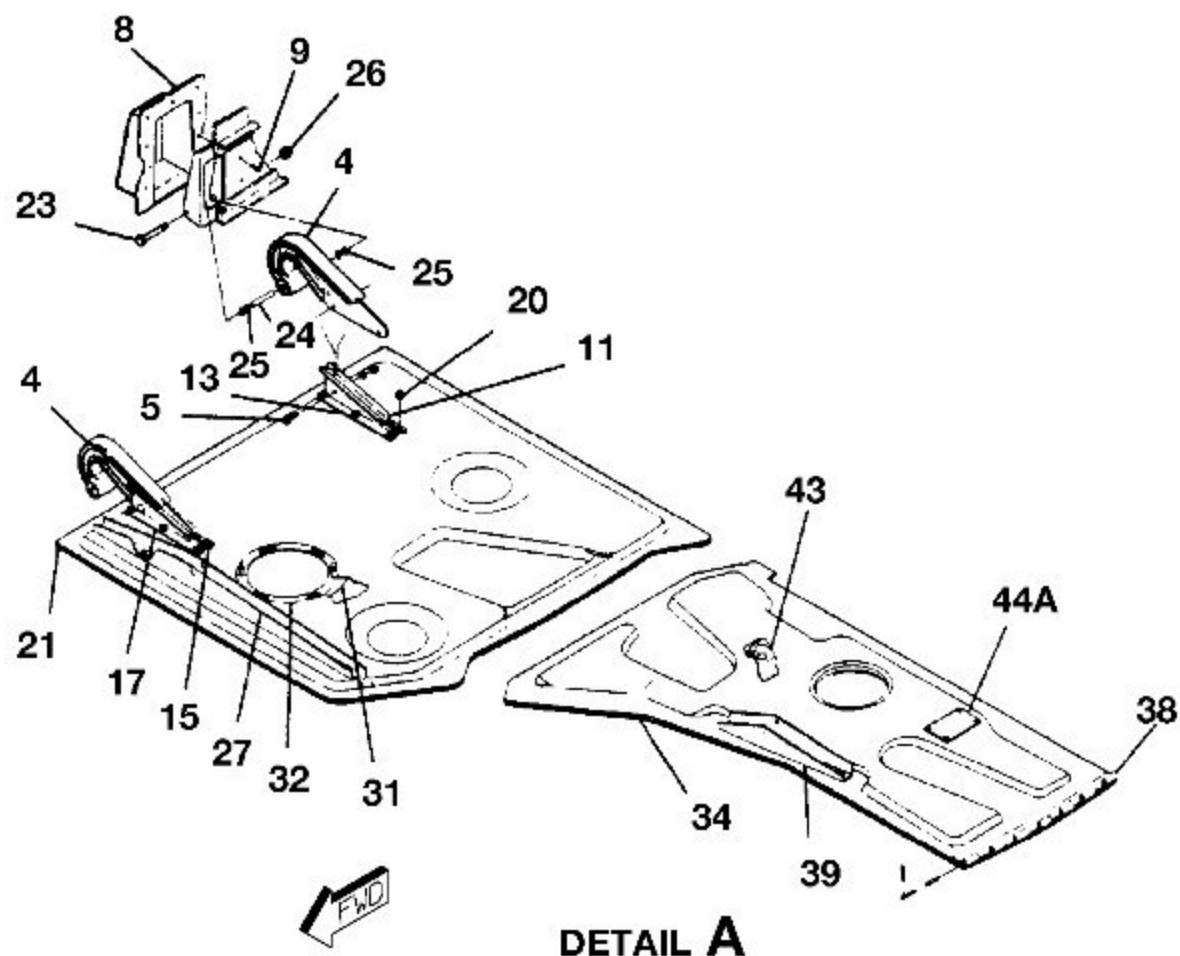
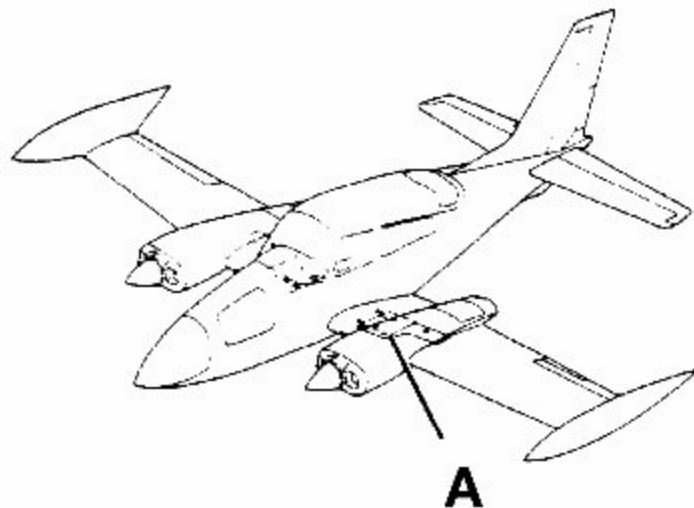
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C1014R1045
D1014R2051



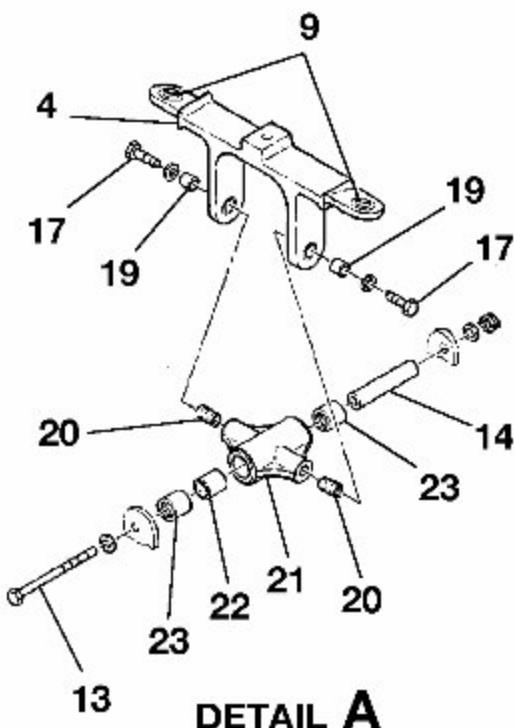
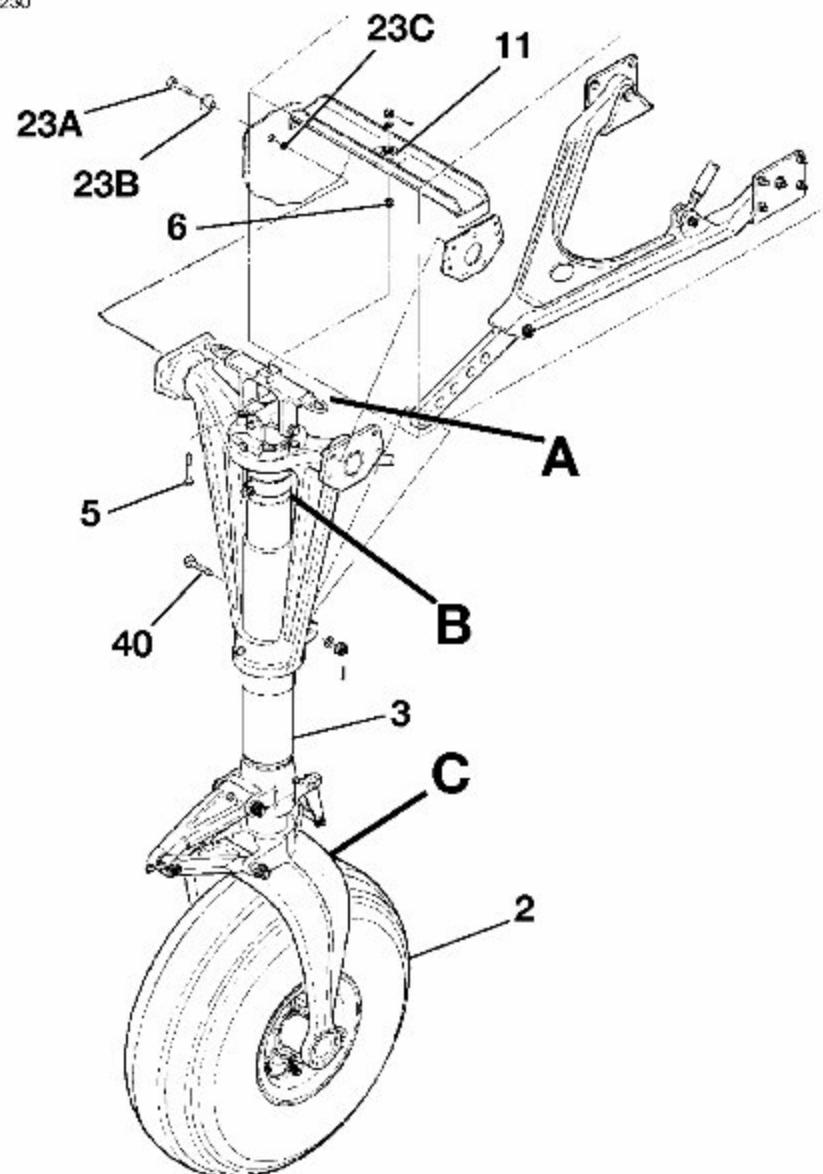




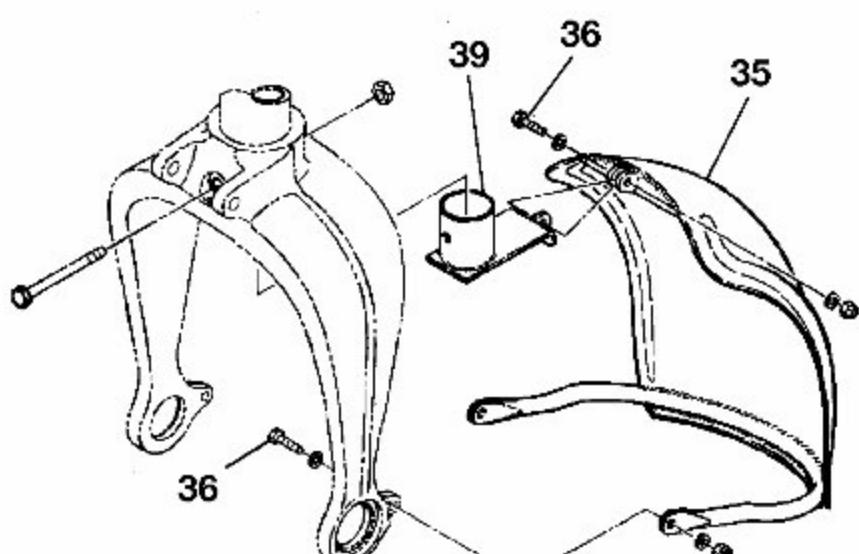
DETAIL A



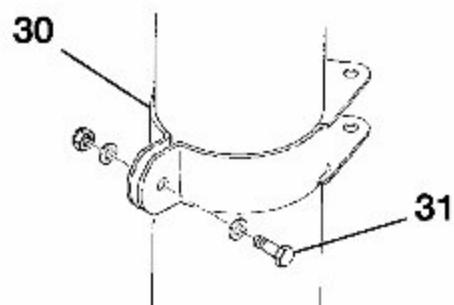
A56230



DETAIL A

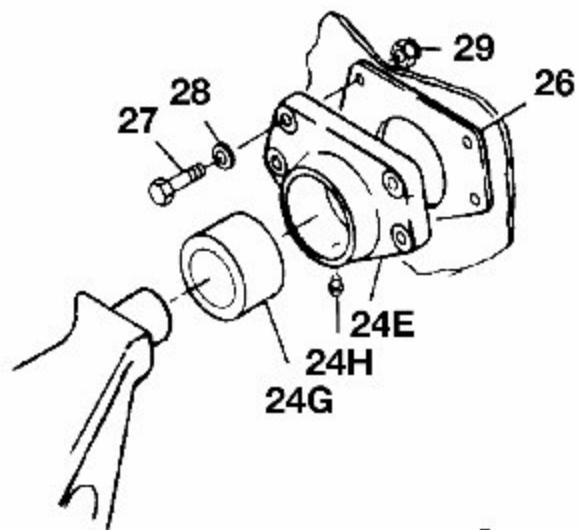
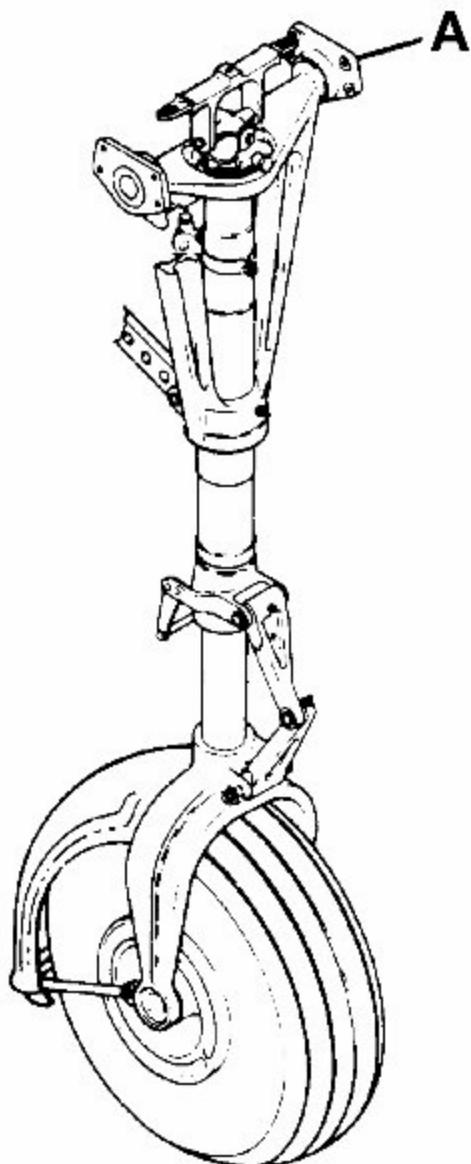


DETAIL C

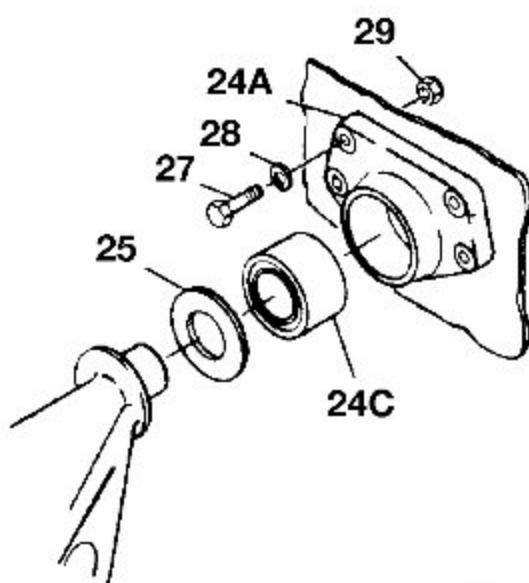


DETAIL B

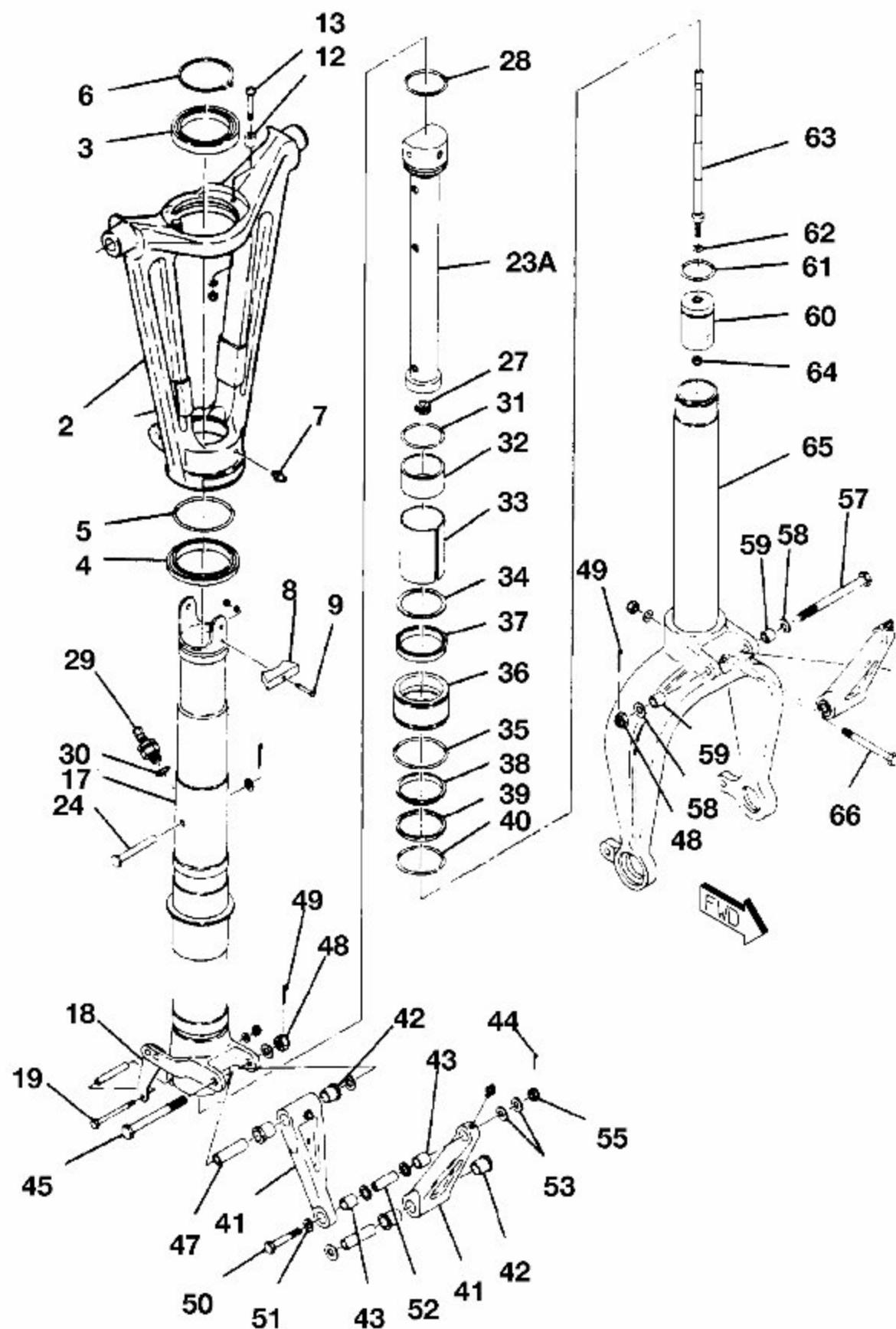
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C51422002

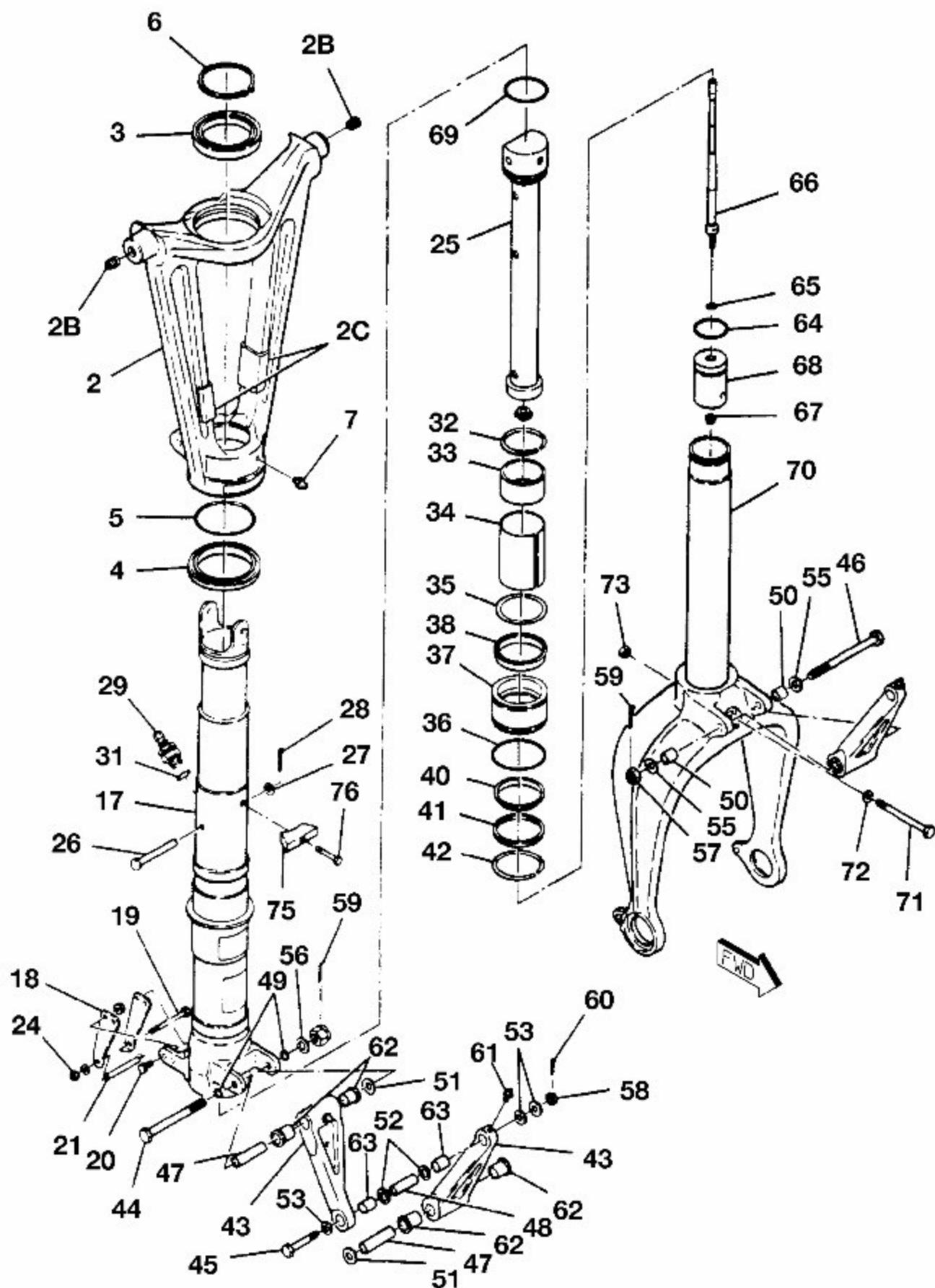


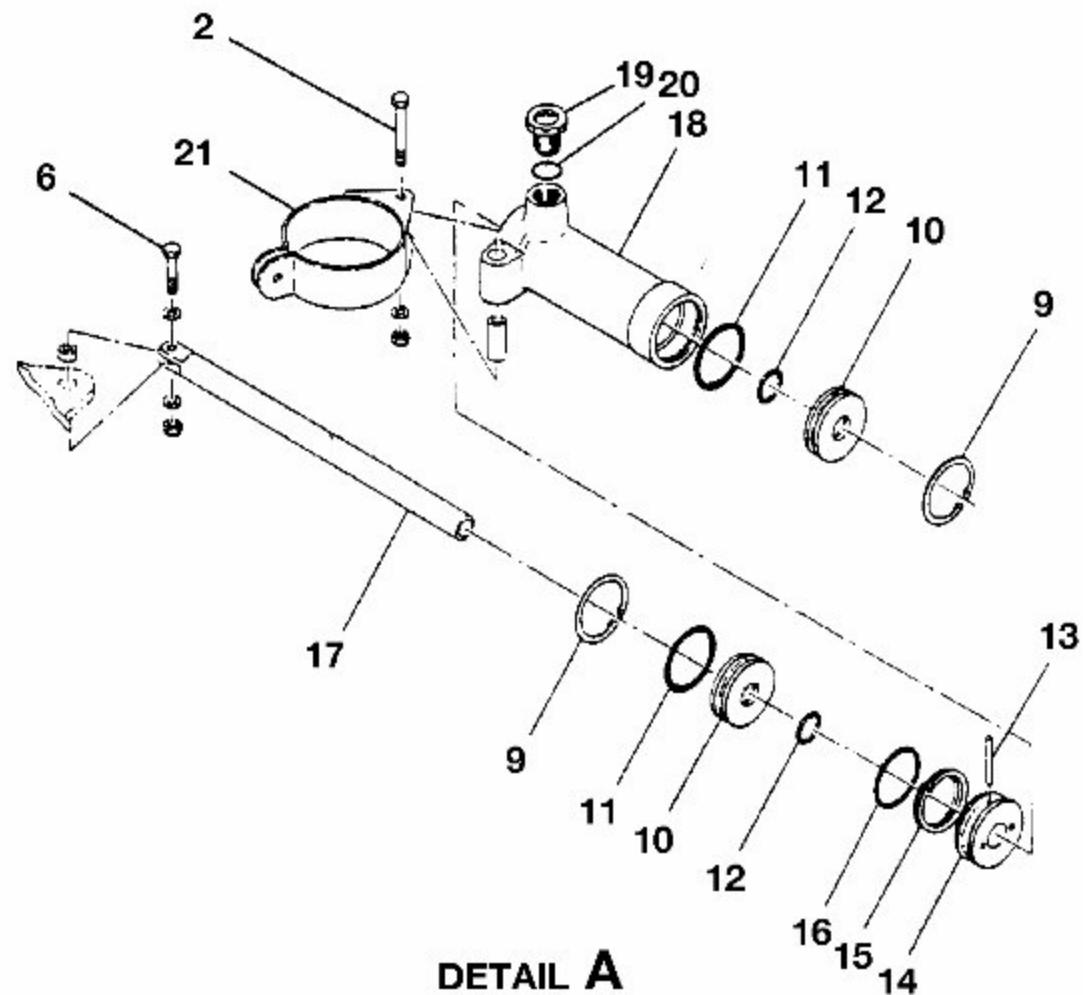
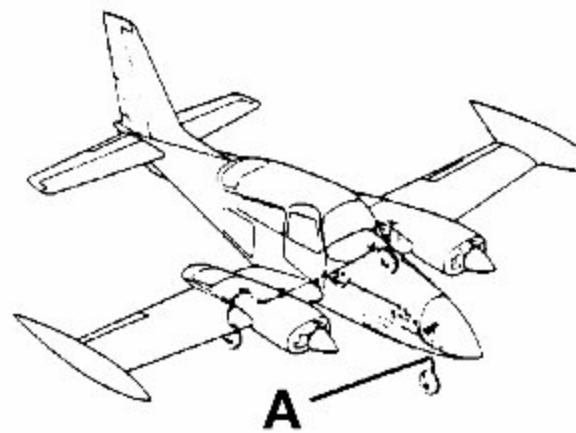
DETAIL A
LARGE LUG (1.31 DIAMETER) TRUNNION



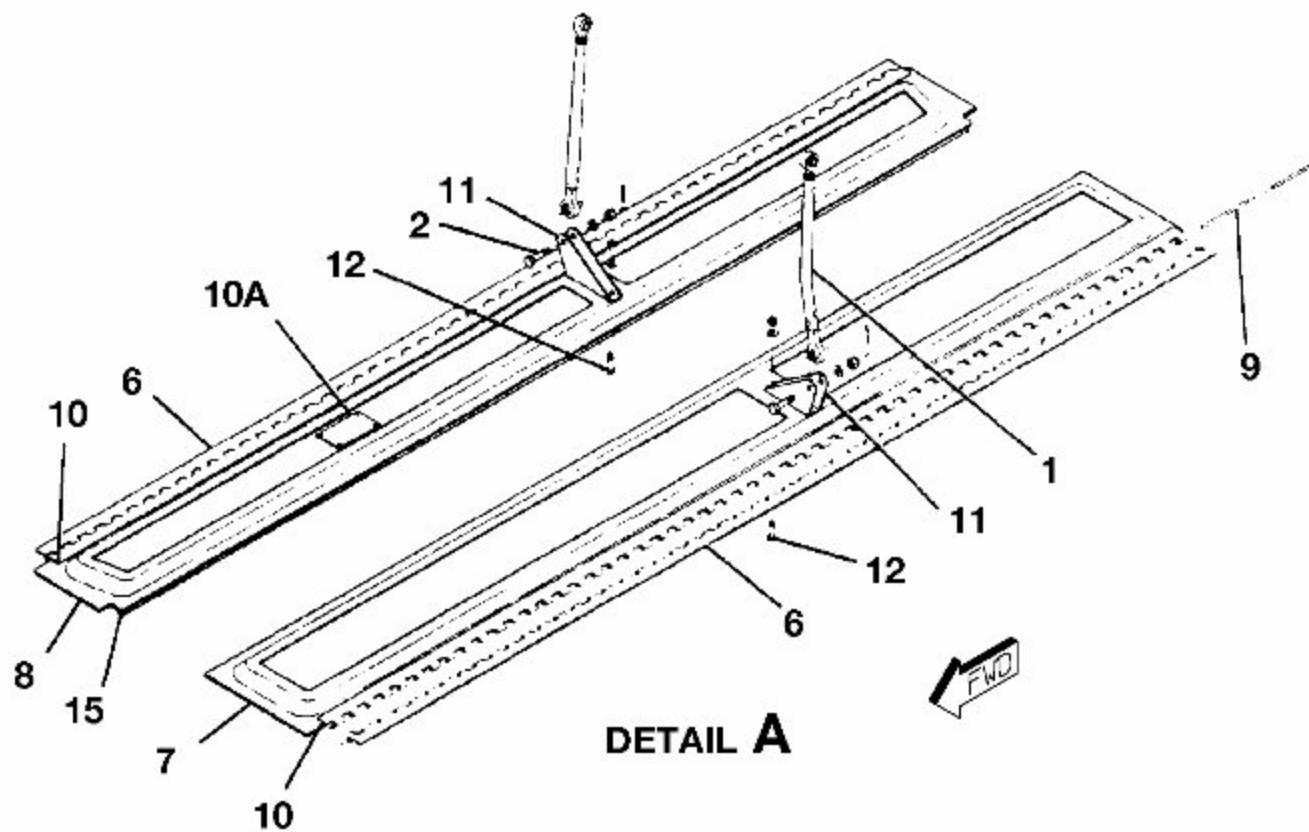
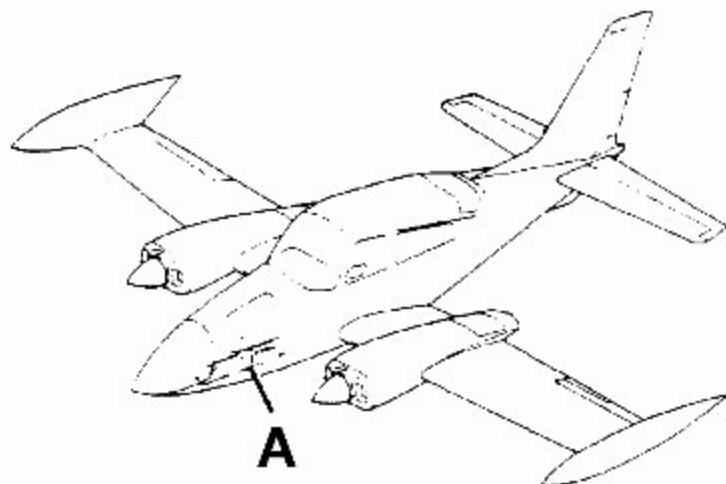
DETAIL A
SMALL LUG (1.19 DIAMETER) TRUNNION



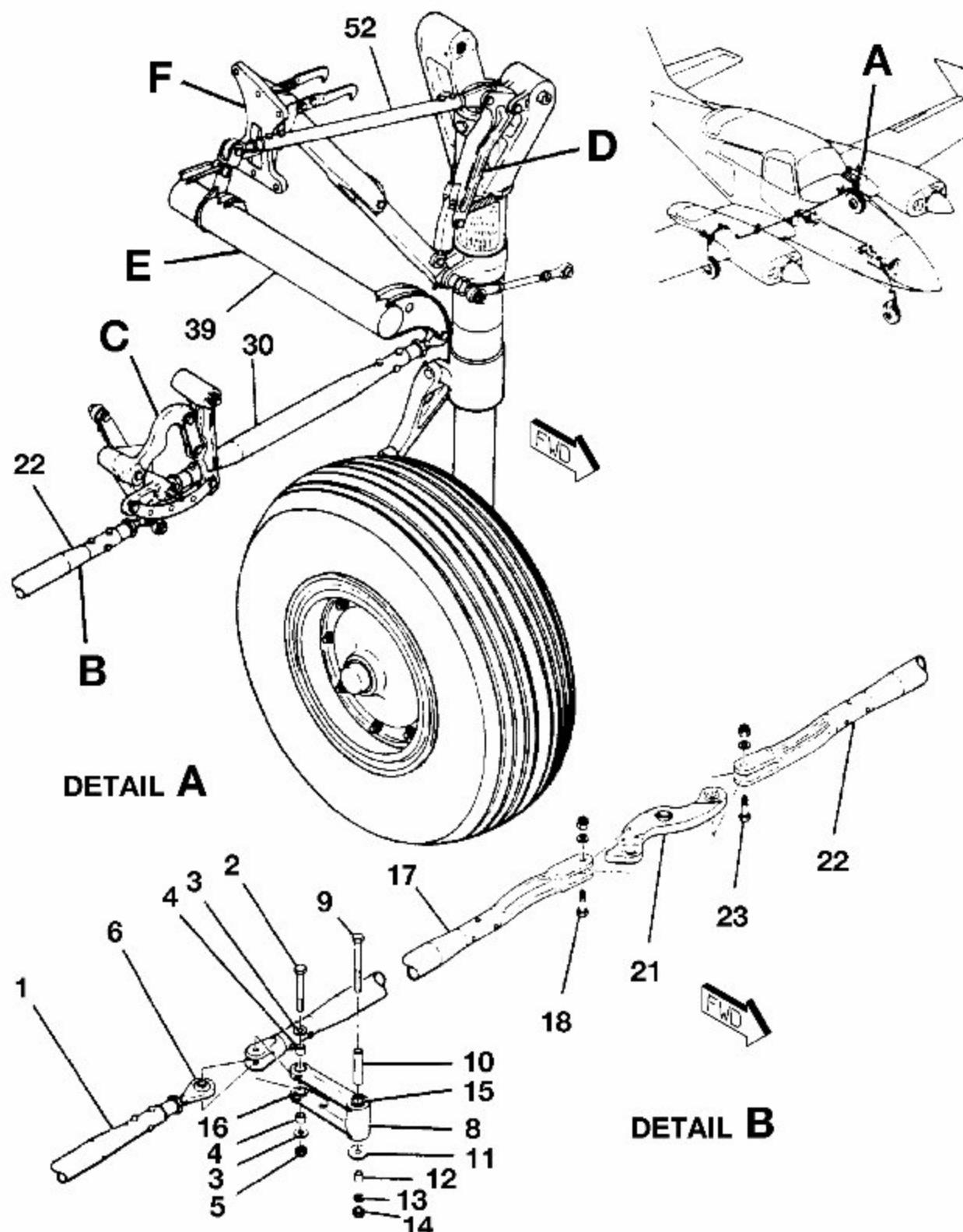


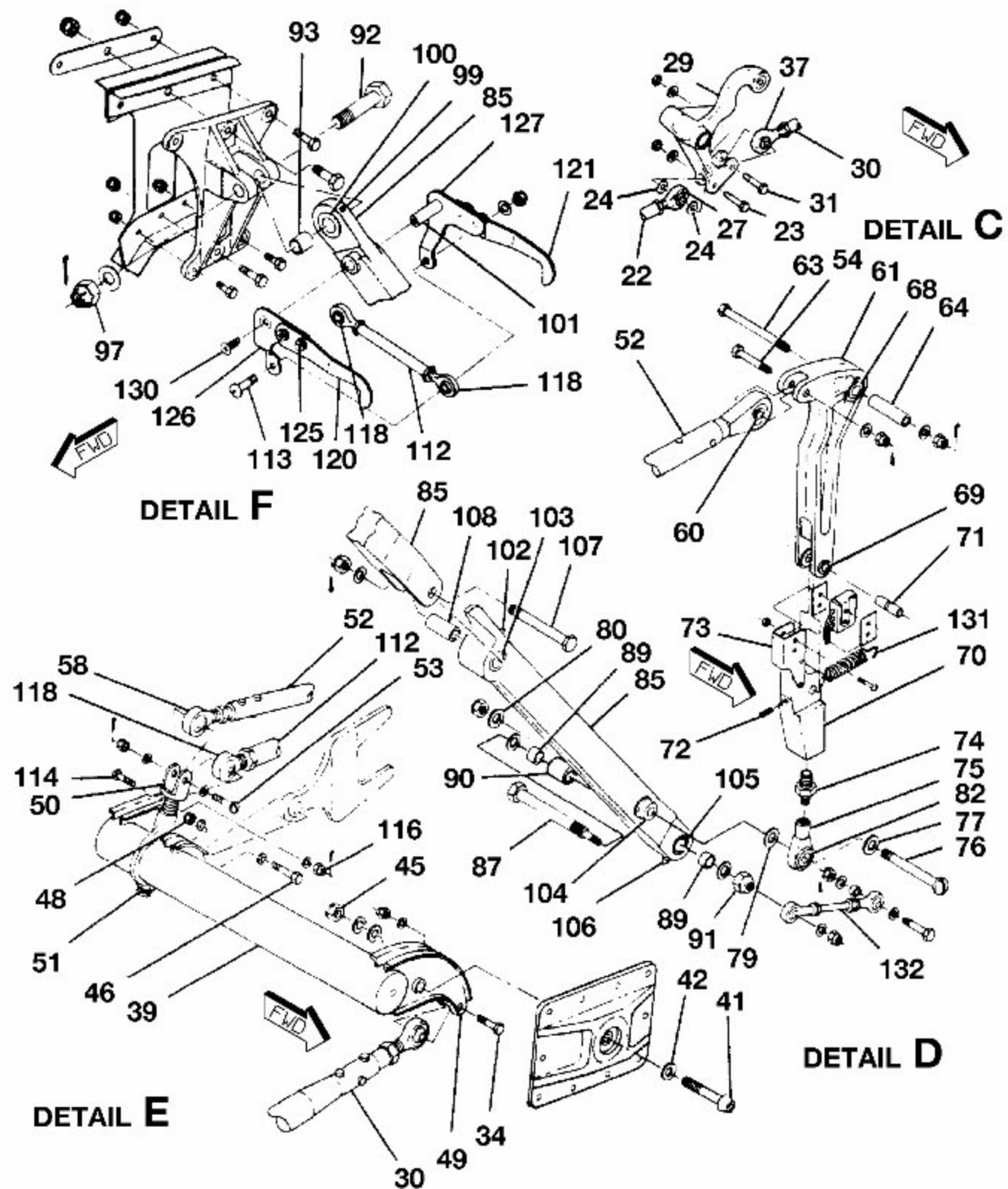


A56160

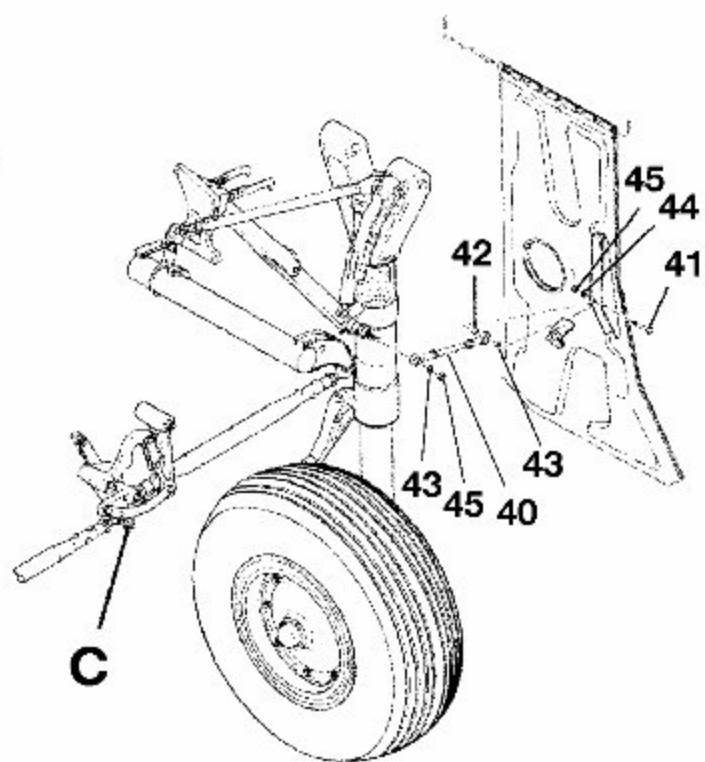
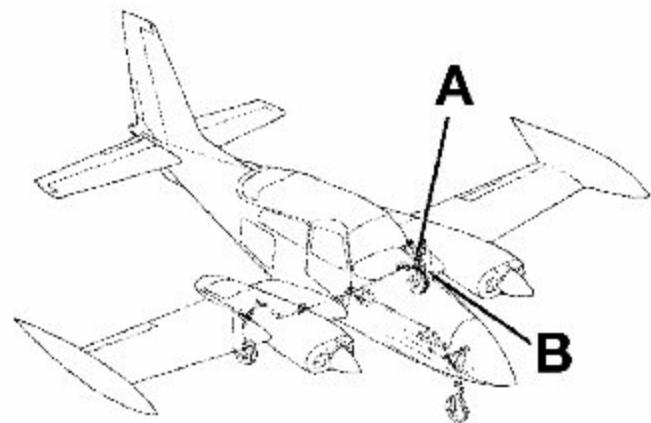


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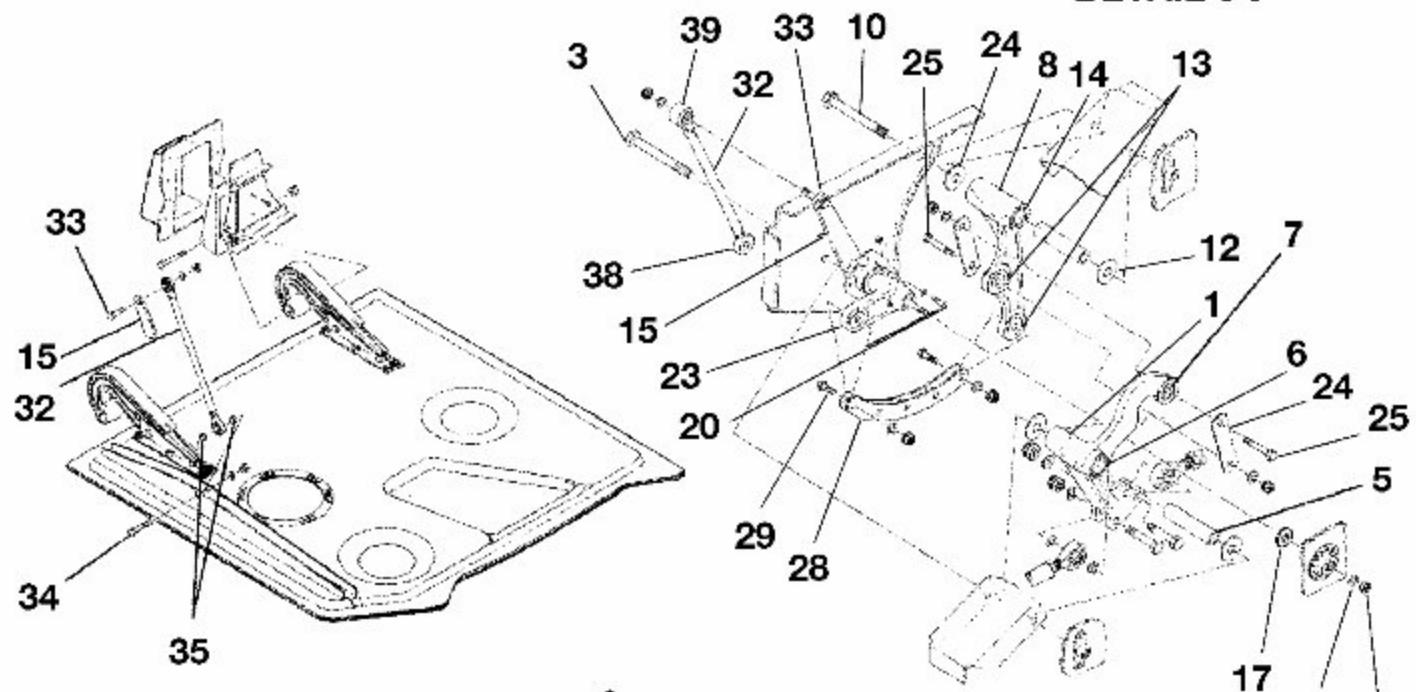




A56226



DETAIL A



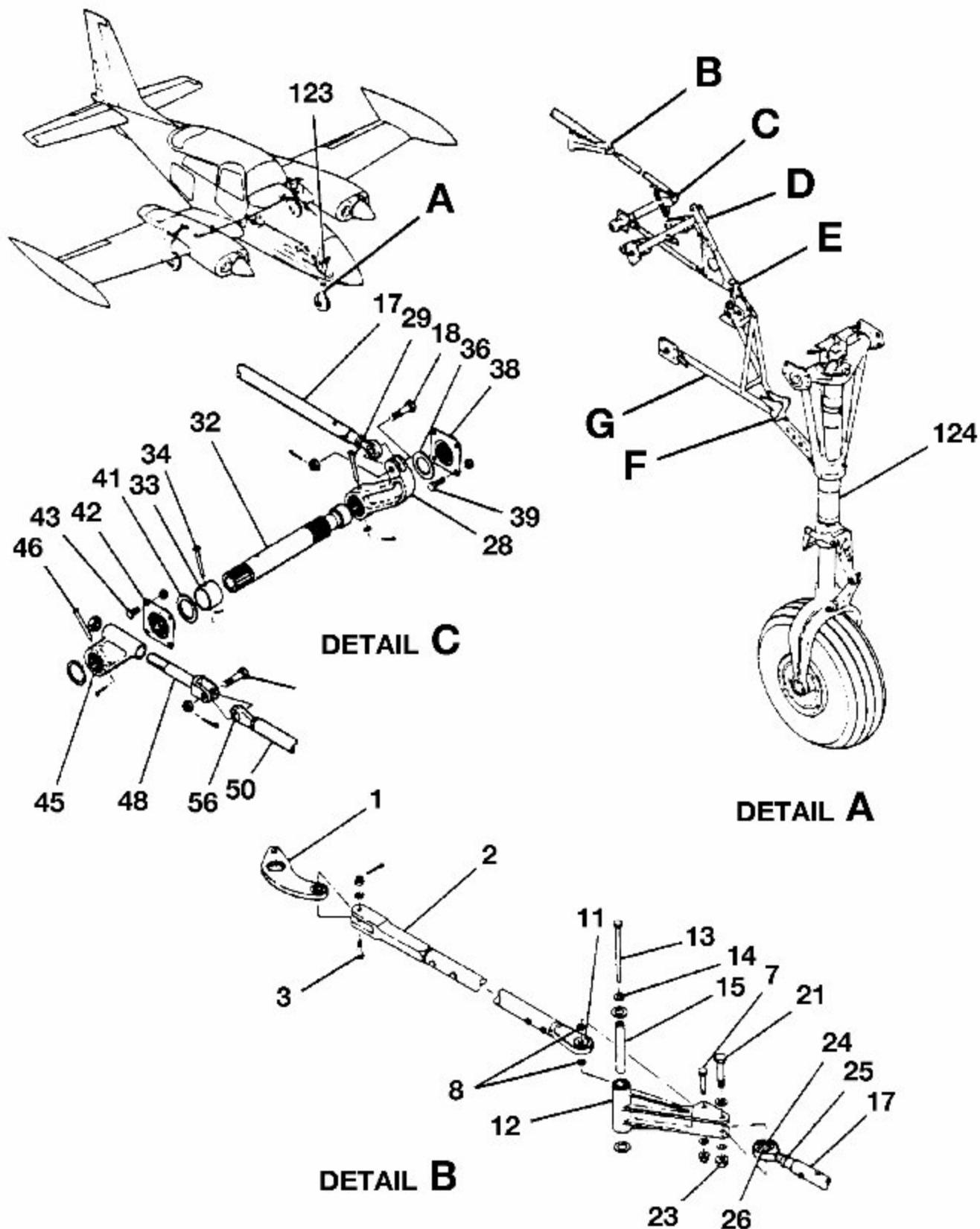
DETAIL B



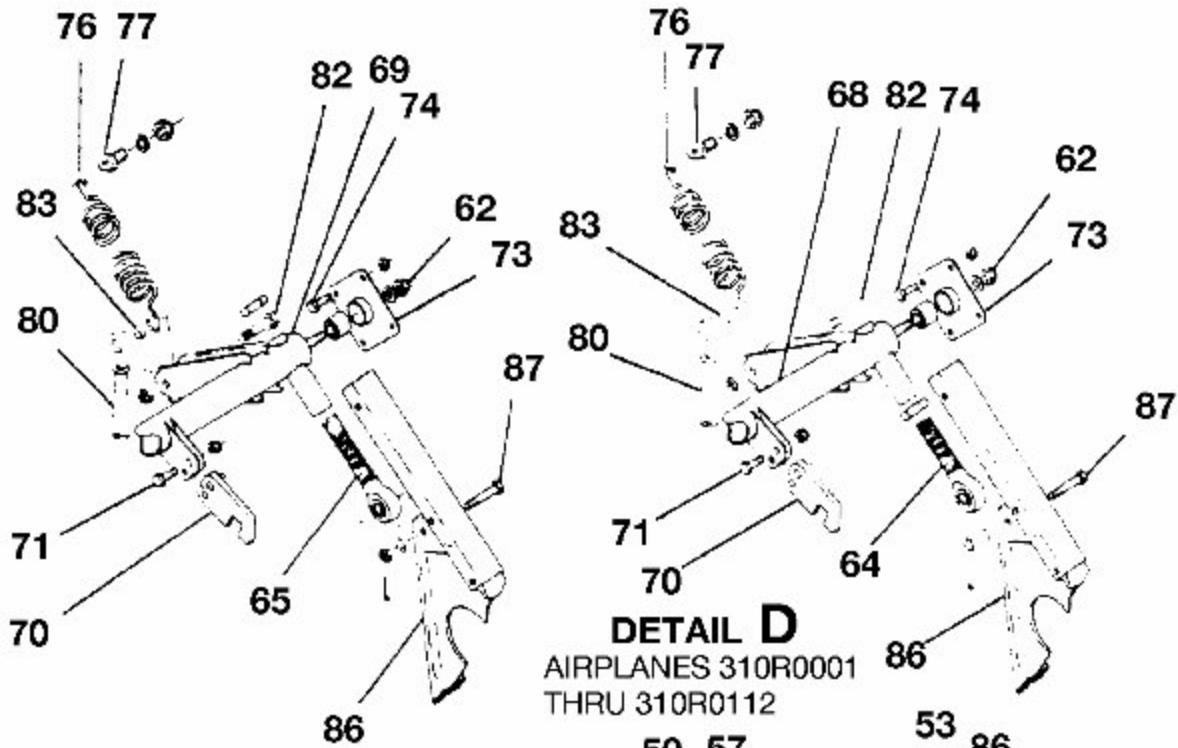
DETAIL C



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B10273001
C10272002

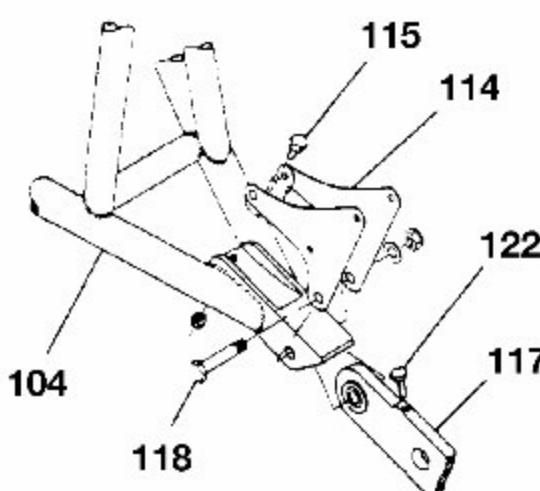


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 C10422002



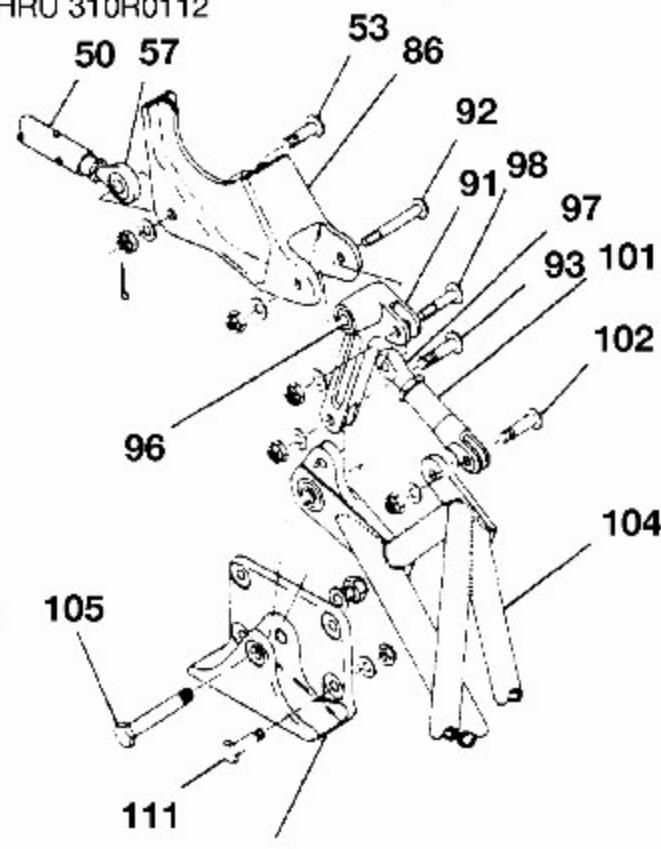
DETAIL D

AIRPLANES 310R0113 AND ON
THRU 310R2140



DETAIL F

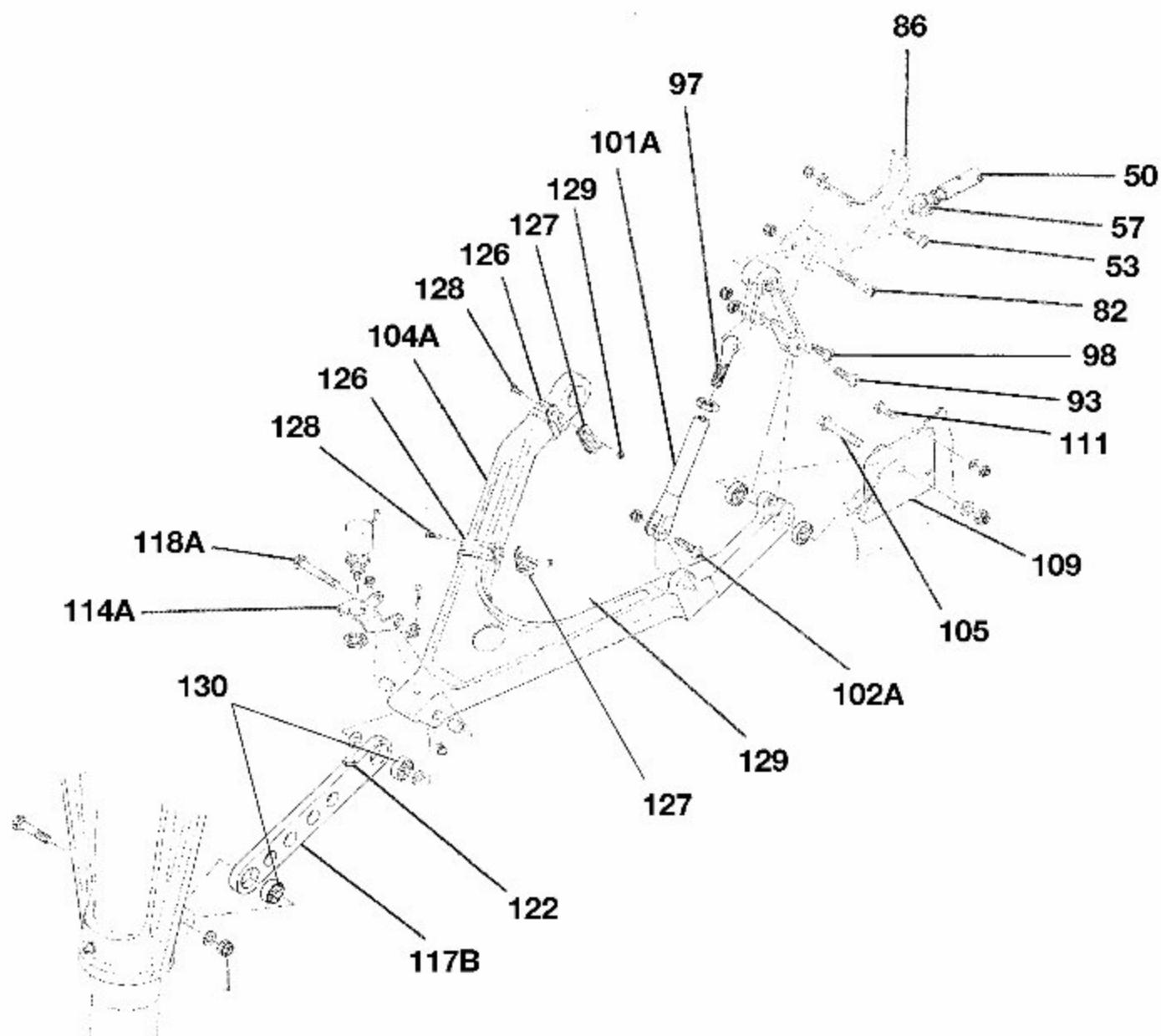
AIRPLANES 310R0001
THRU 310R0500



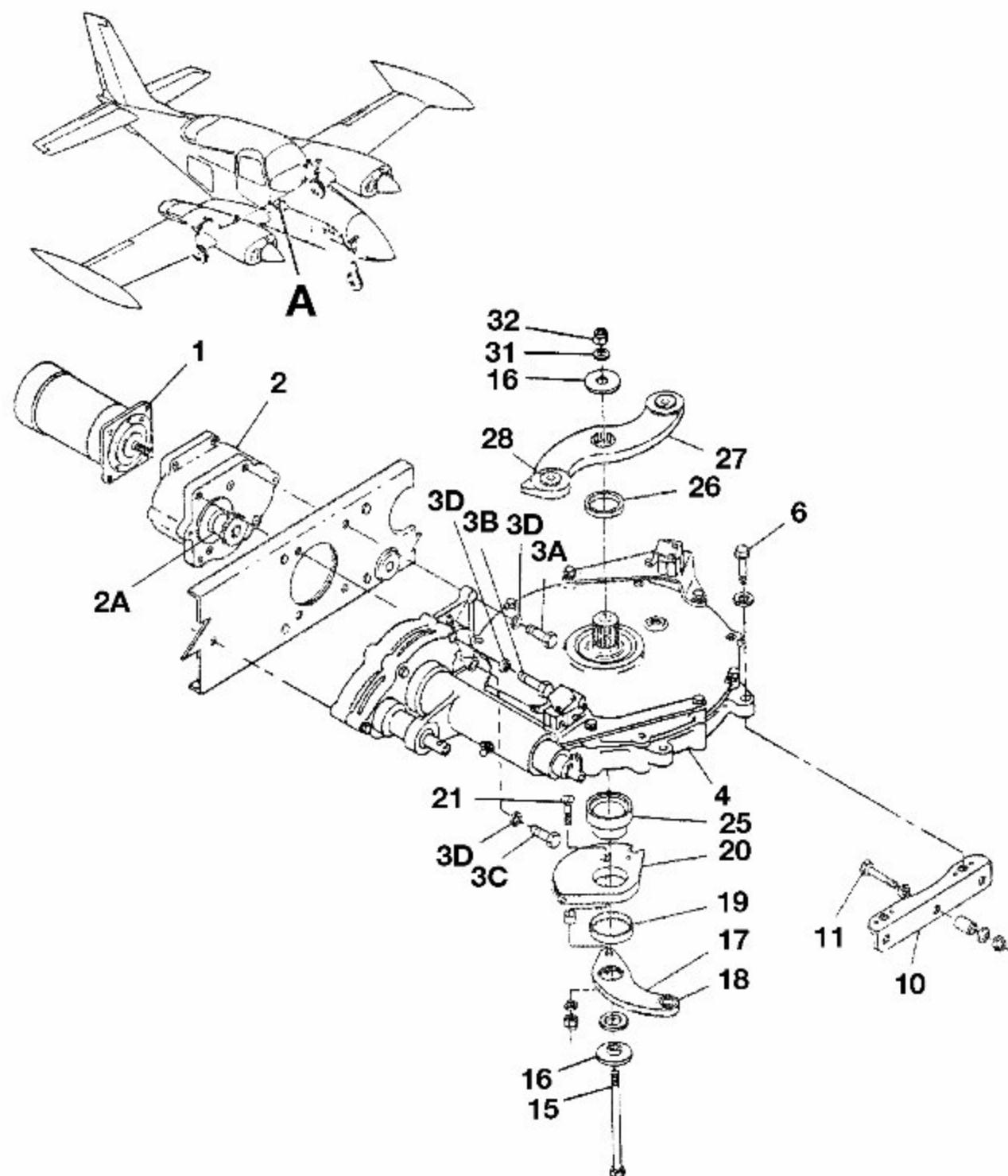
DETAIL E

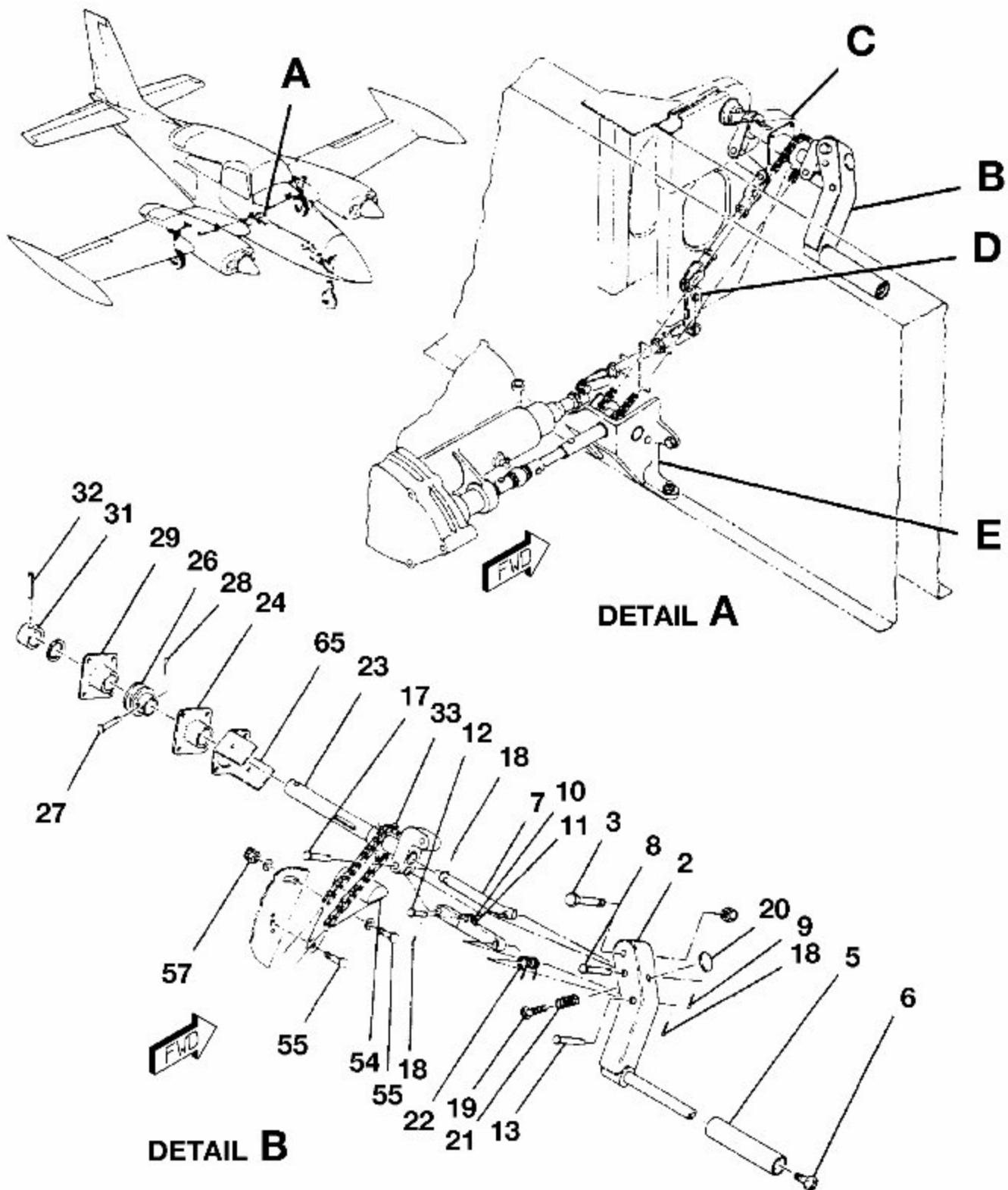
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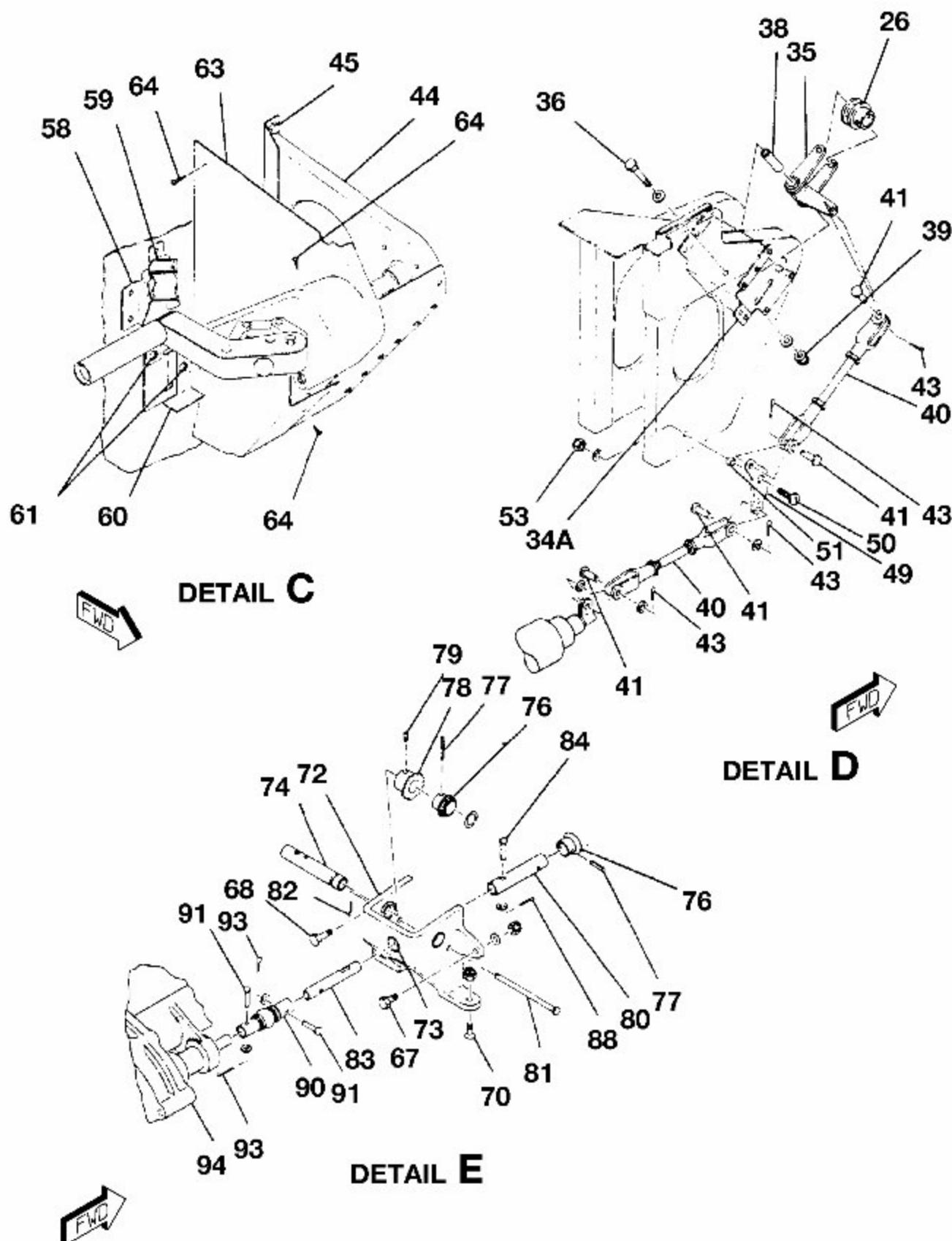
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E10423001
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**DETAIL G**

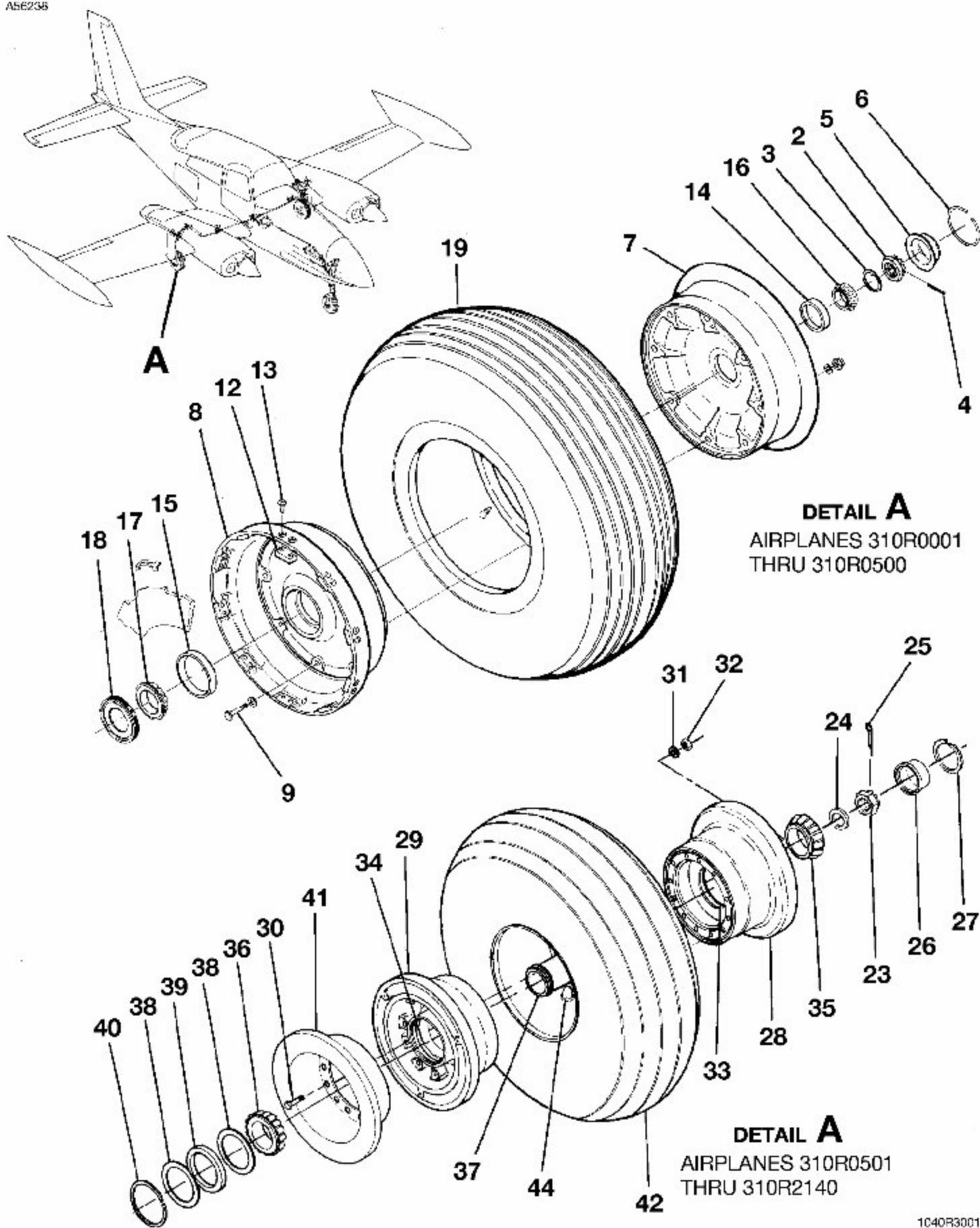
AIRPLANES 310R0501 THRU 310R2140

**DETAIL A**

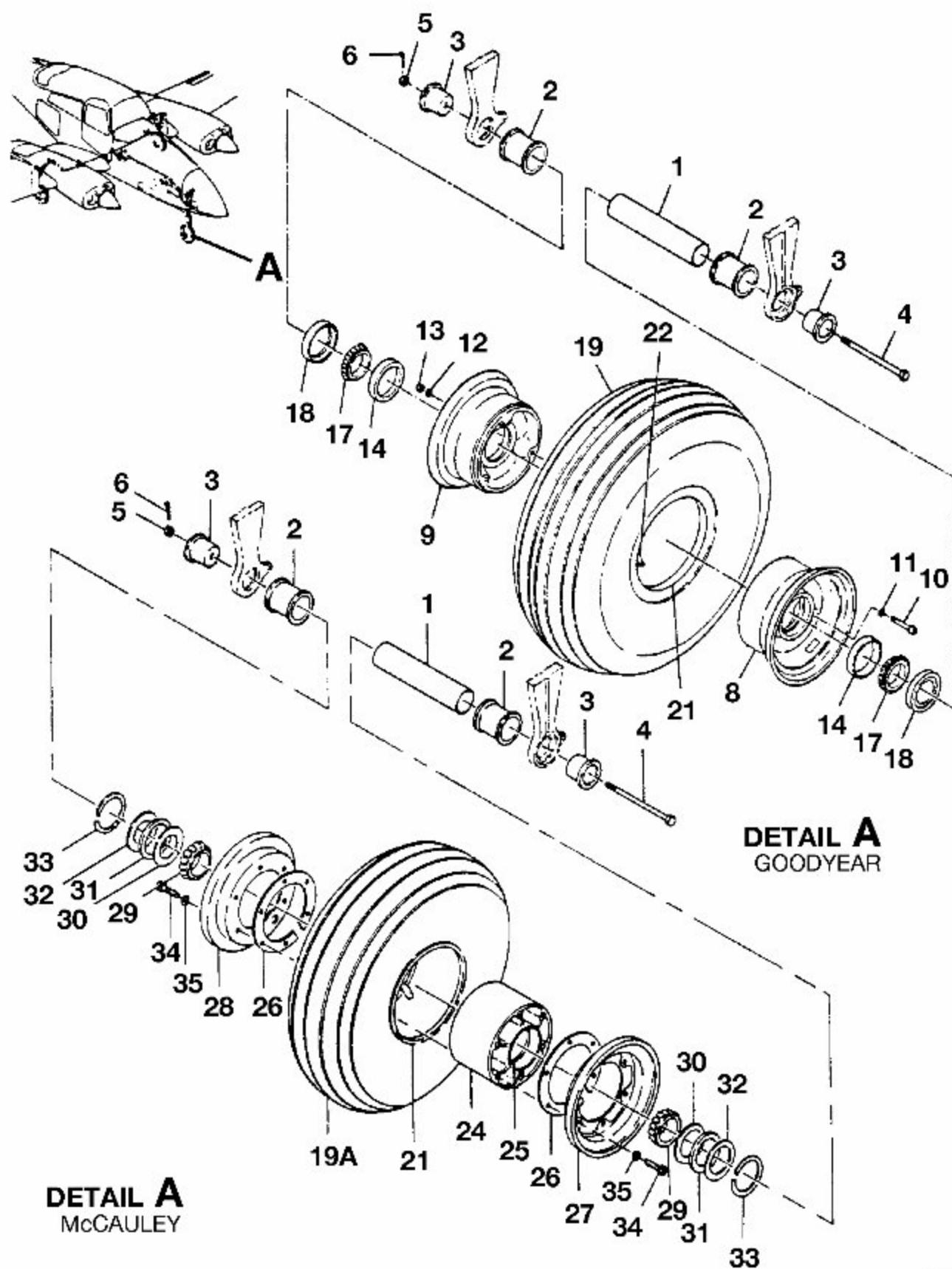




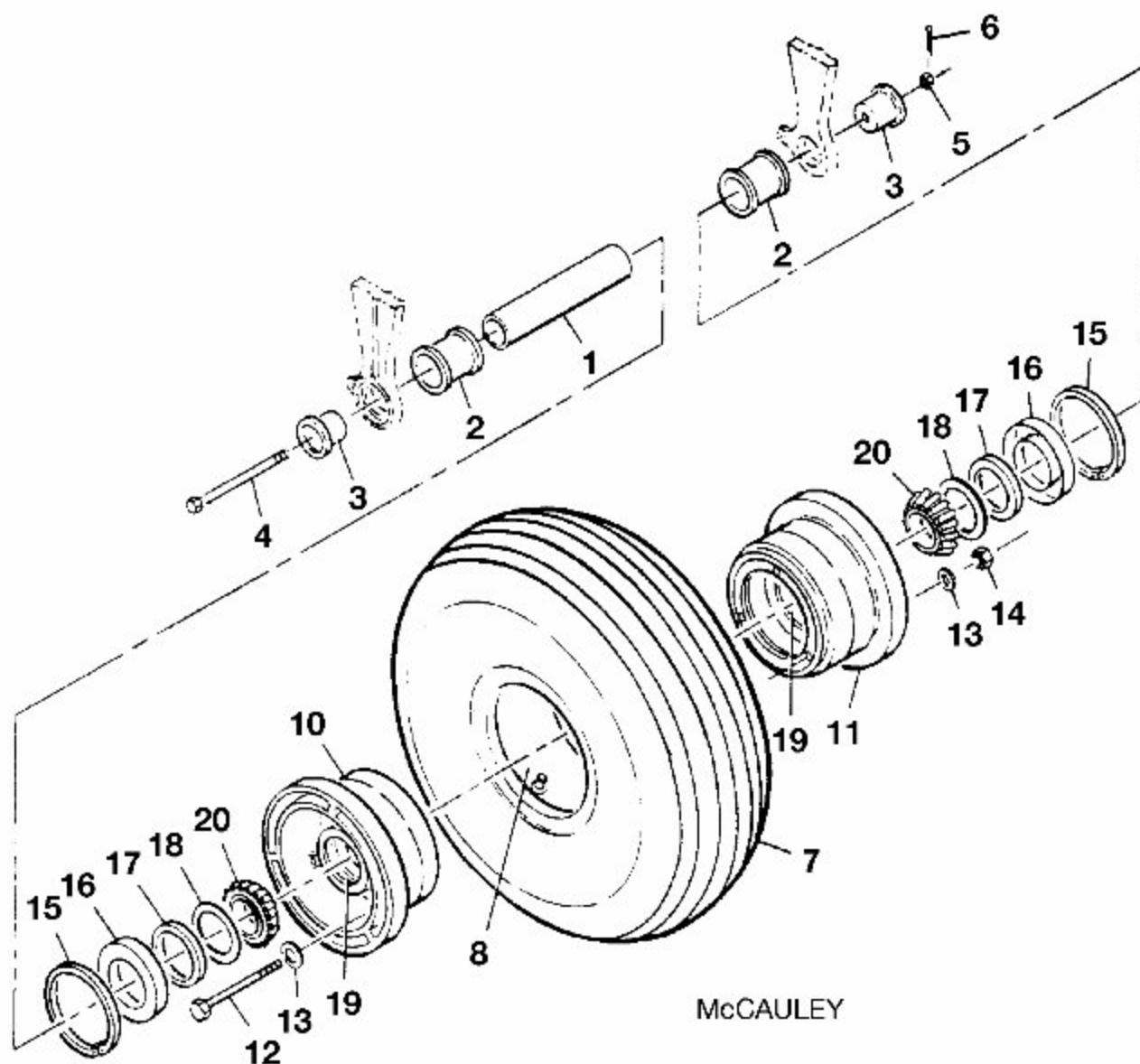
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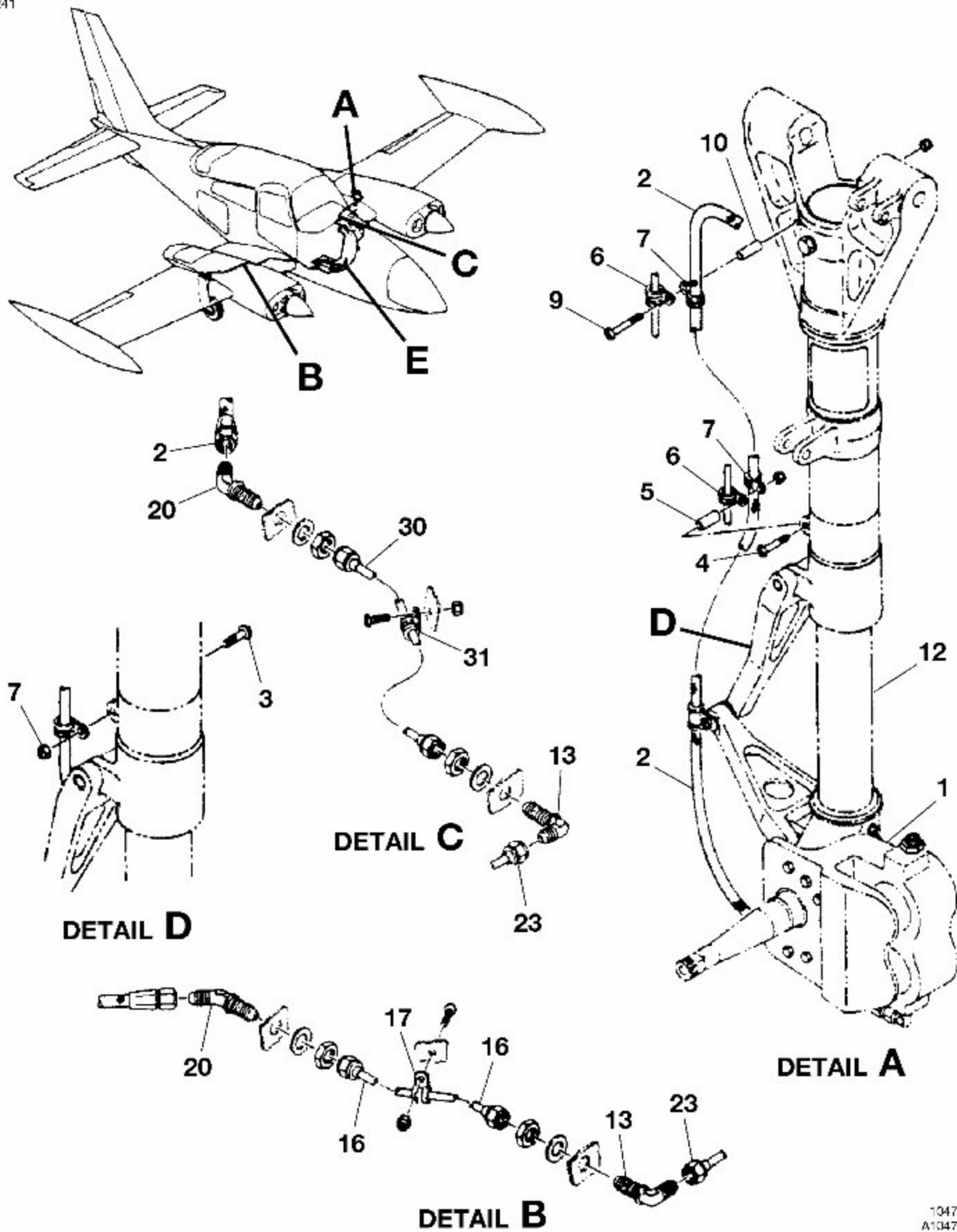
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A58423003

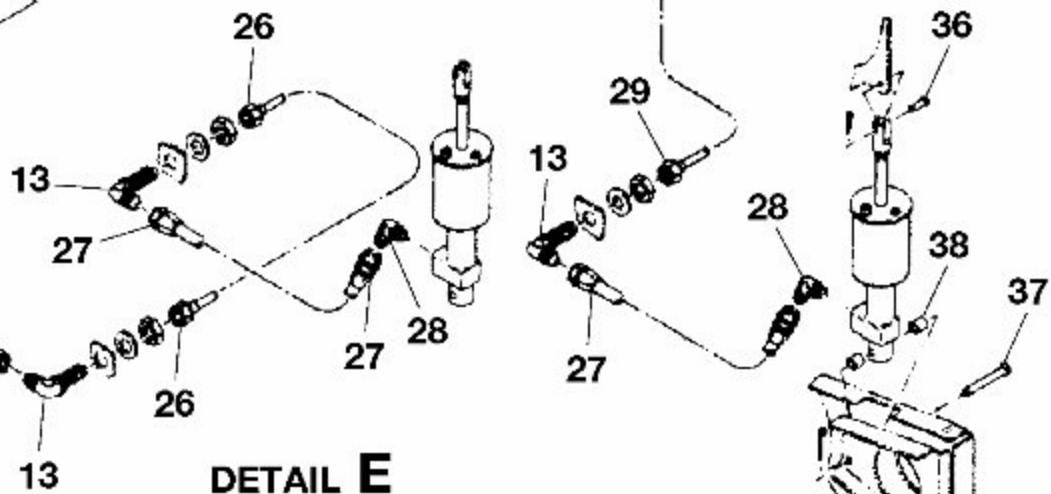
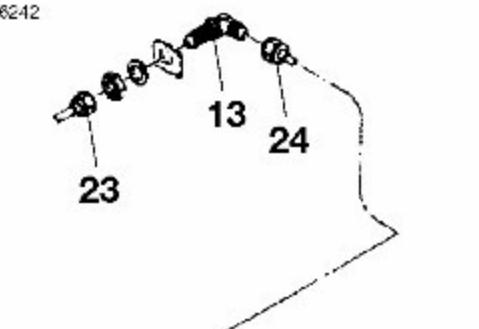


A56241



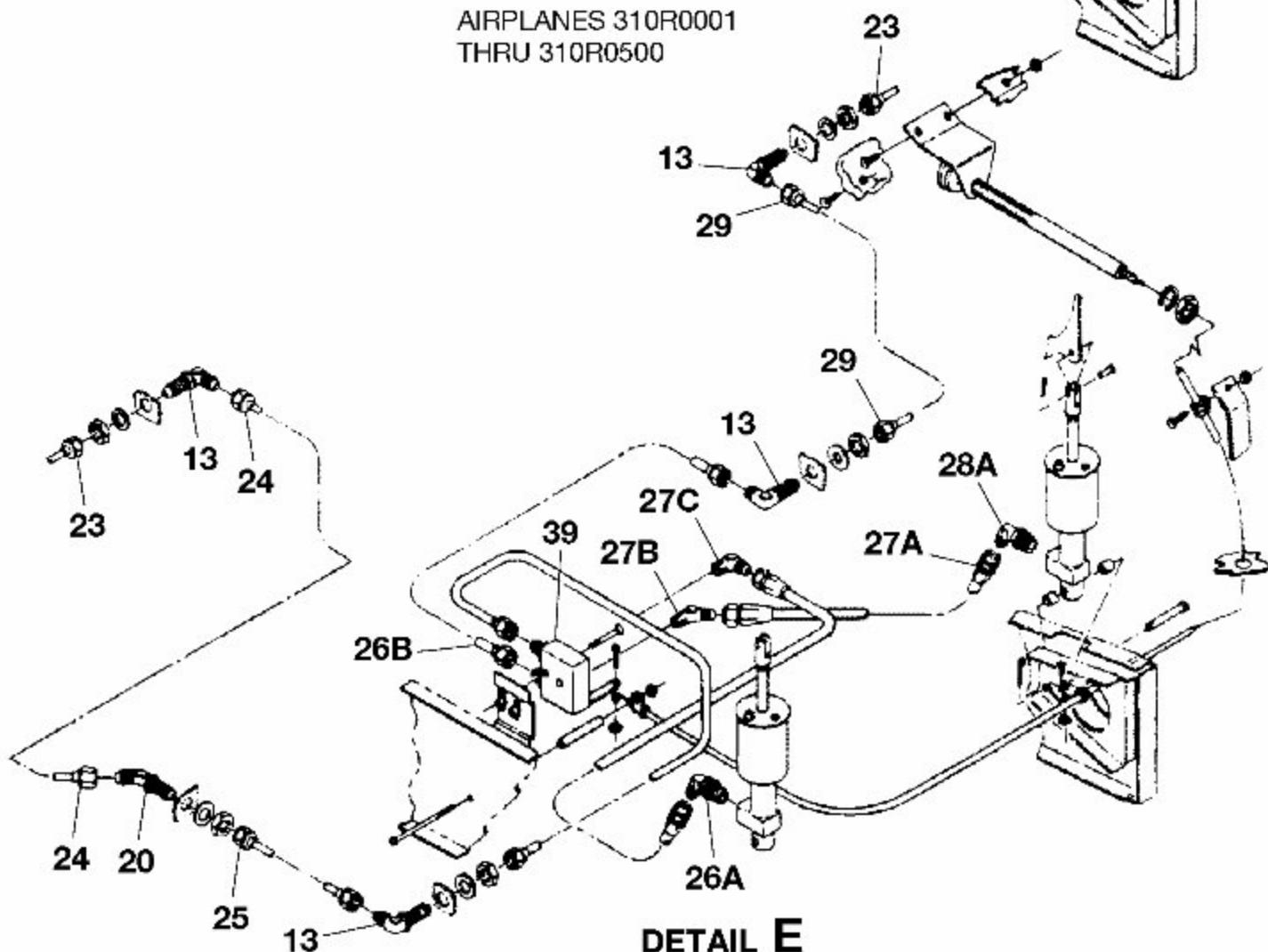
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B10472006
C10471004
D10471002

A56242



DETAIL E

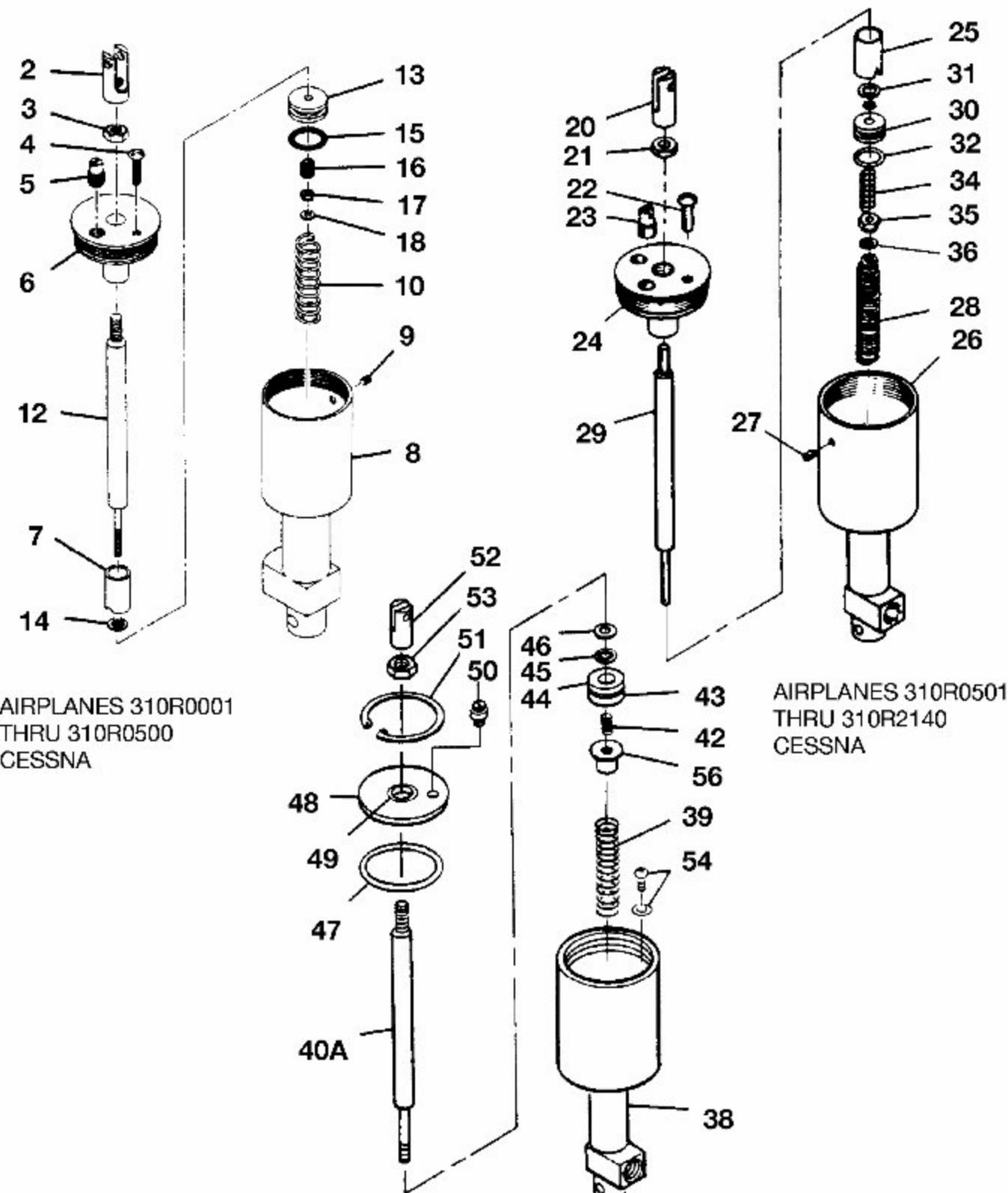
AIRPLANES 310R0001
THRU 310R0500



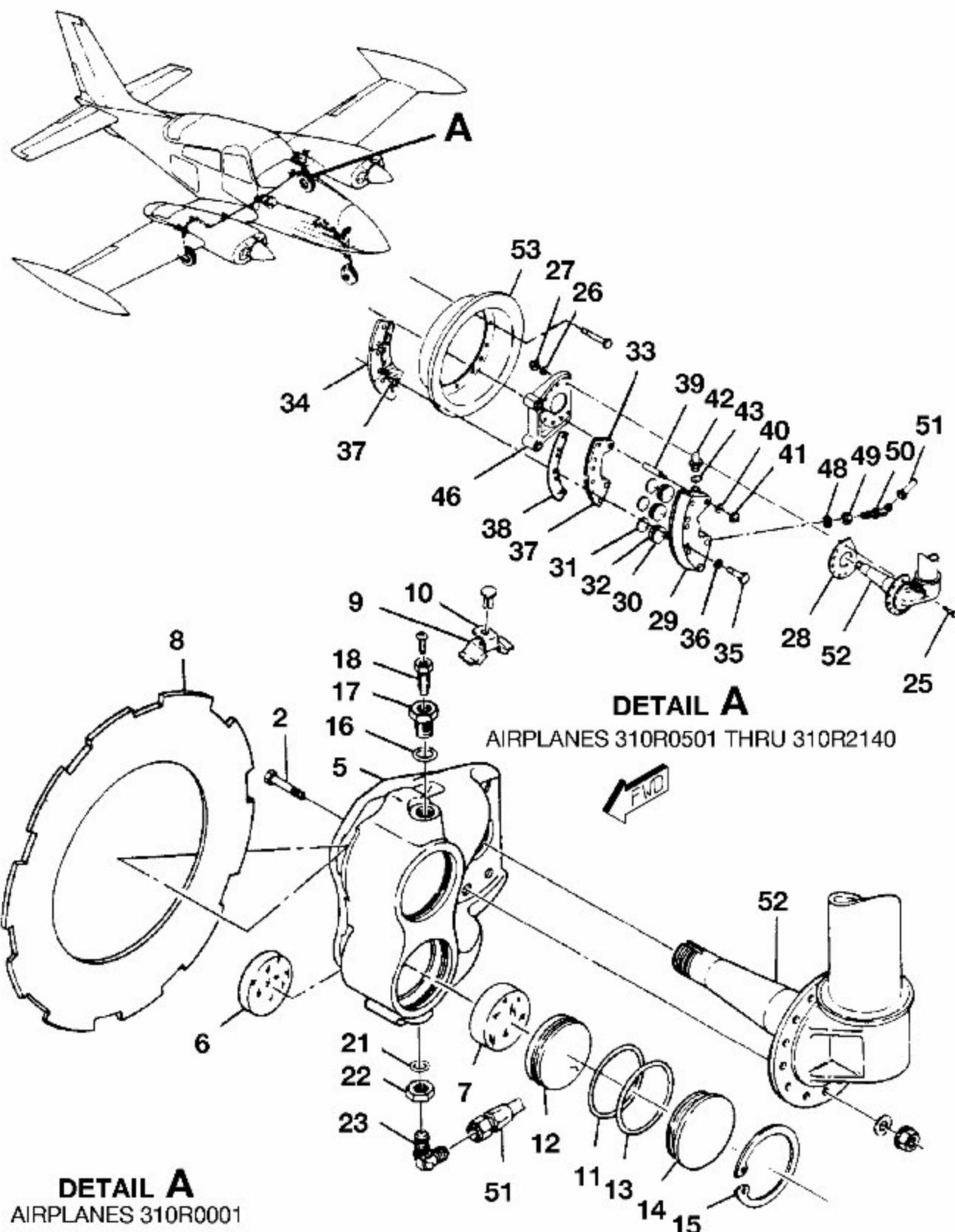
DETAIL E

AIRPLANES 310R0501 THRU 310R2140

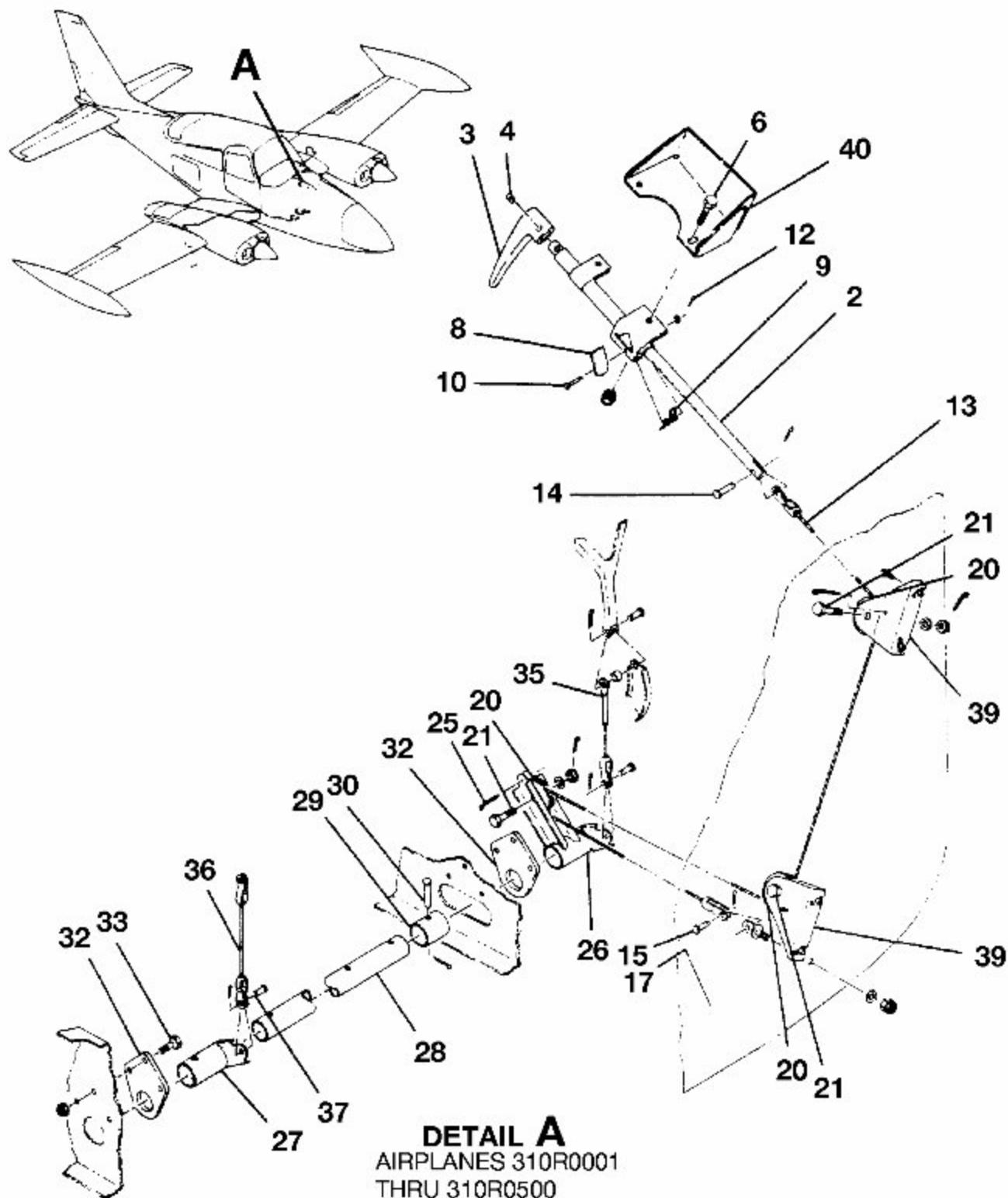
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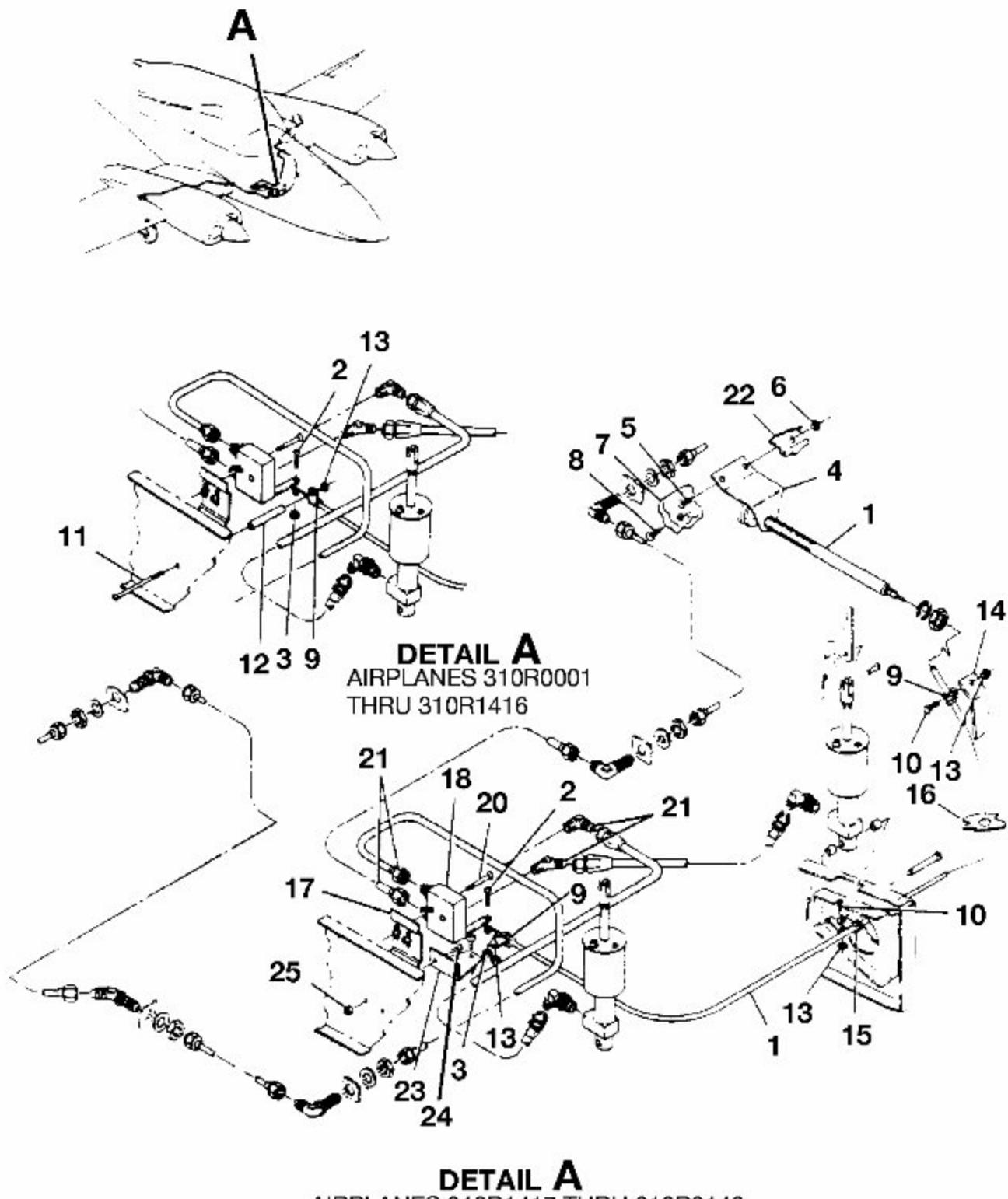


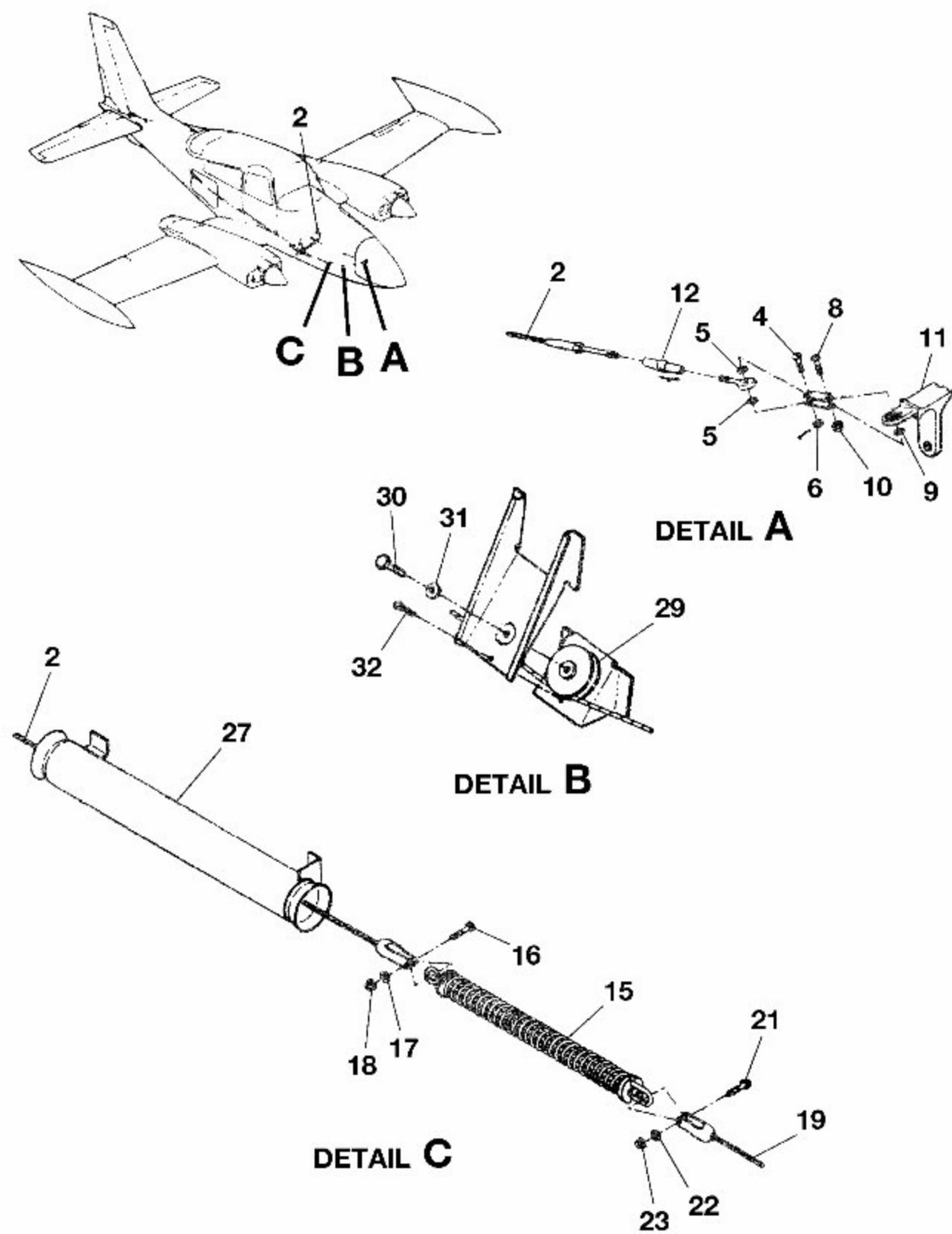
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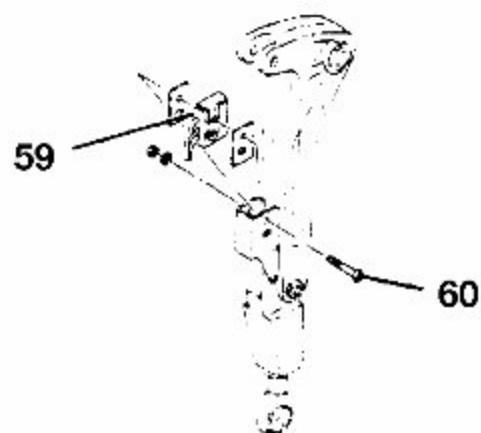
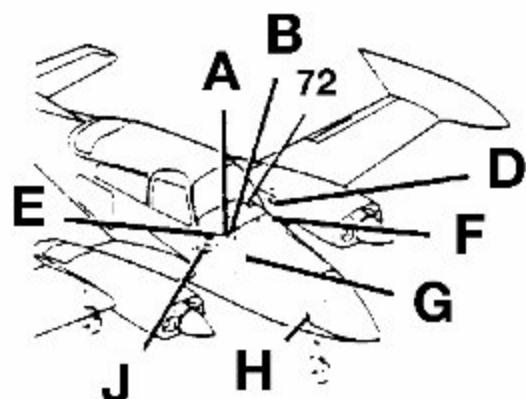
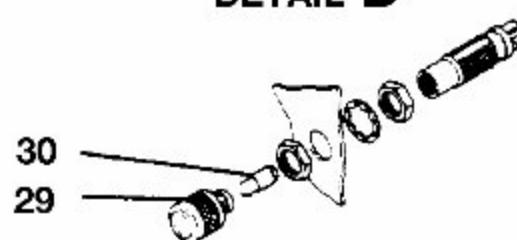
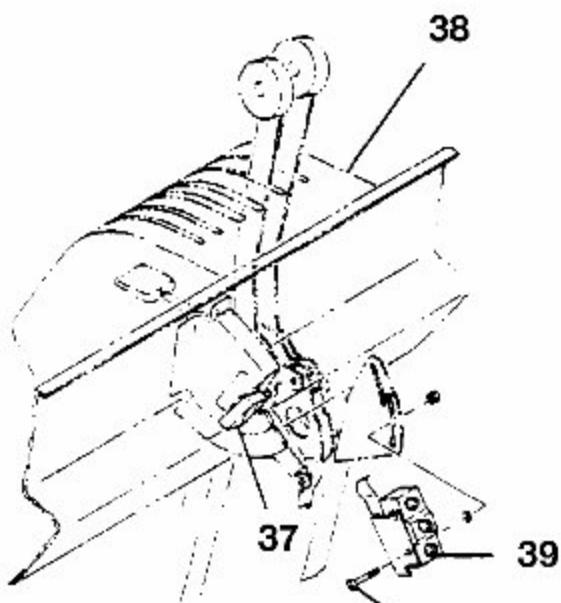


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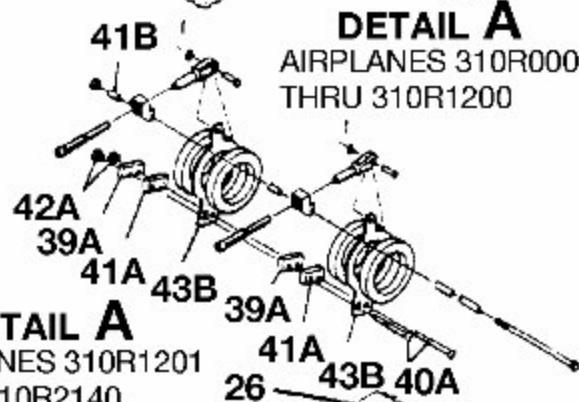




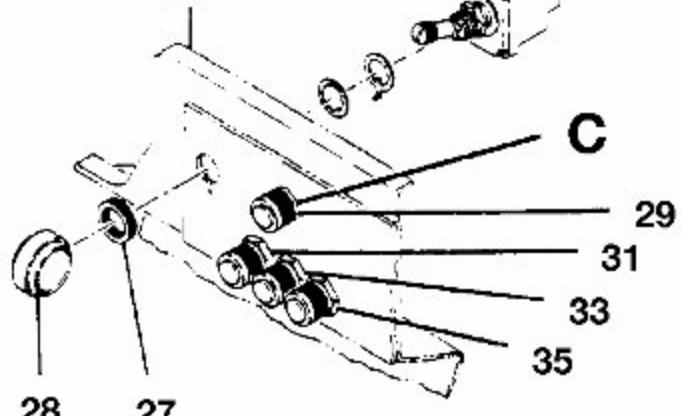


**DETAIL D****DETAIL C****DETAIL A**

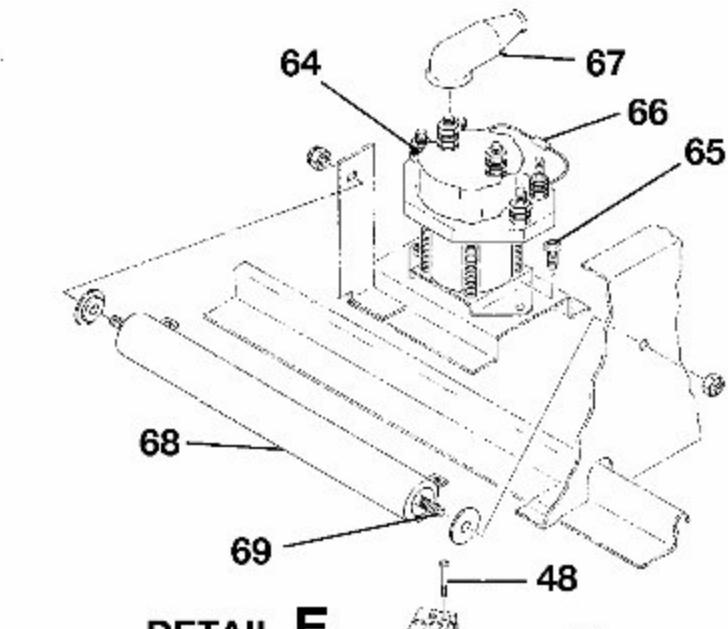
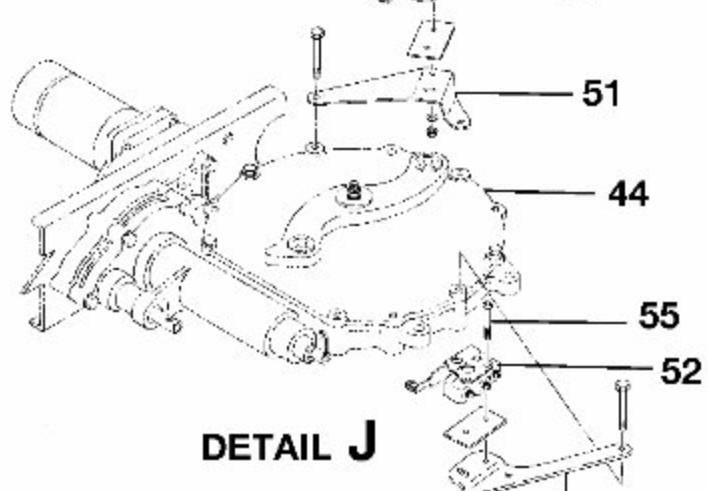
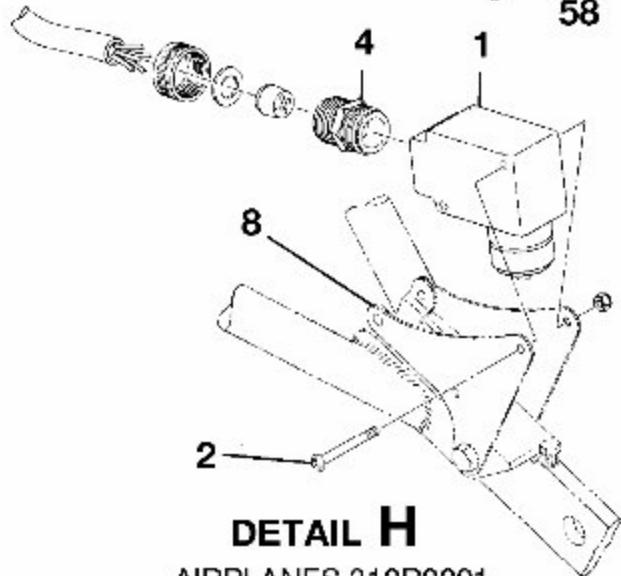
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**DETAIL A**

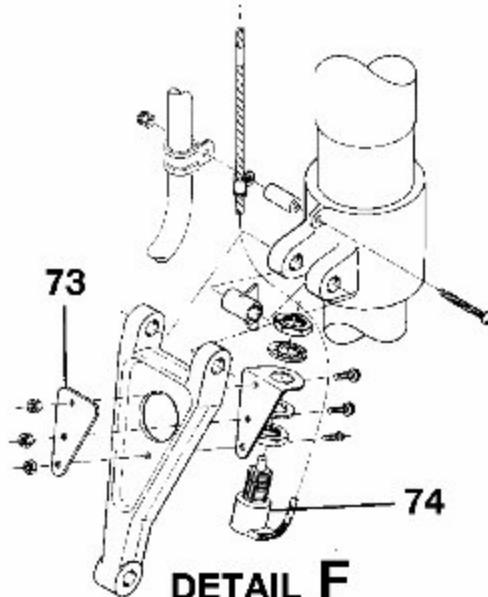
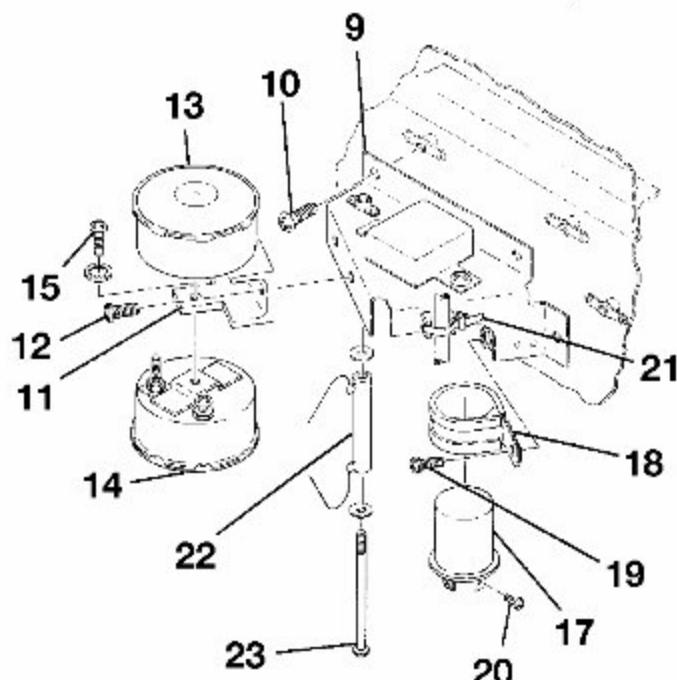
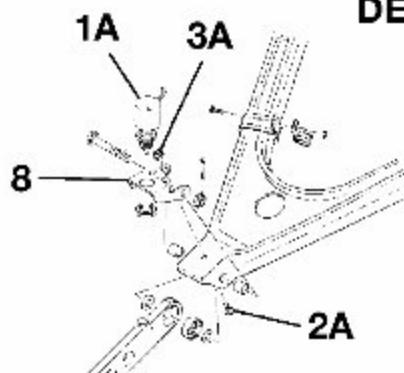
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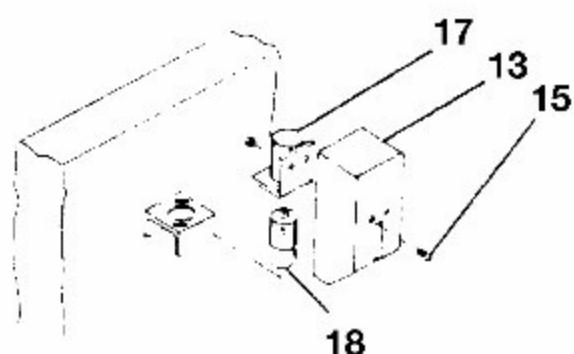
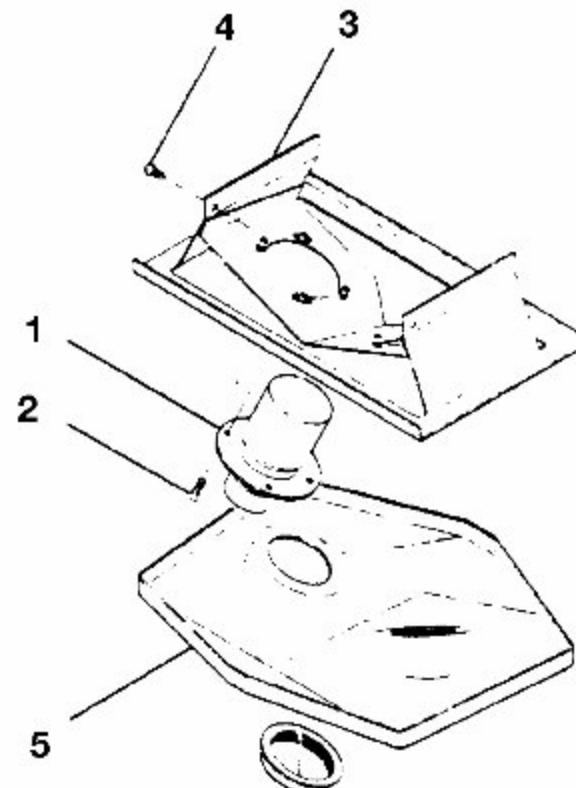
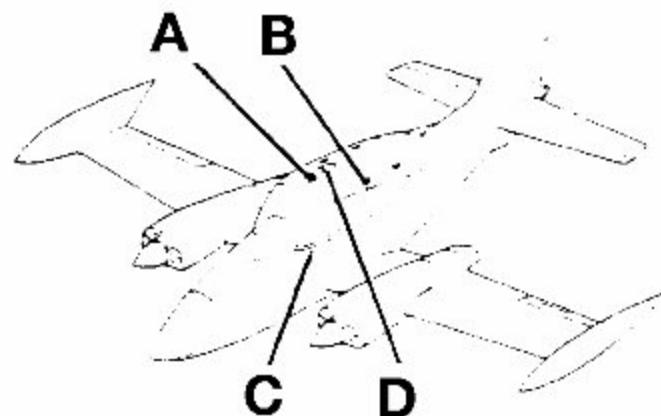
**DETAIL E****DETAIL J****DETAIL H**

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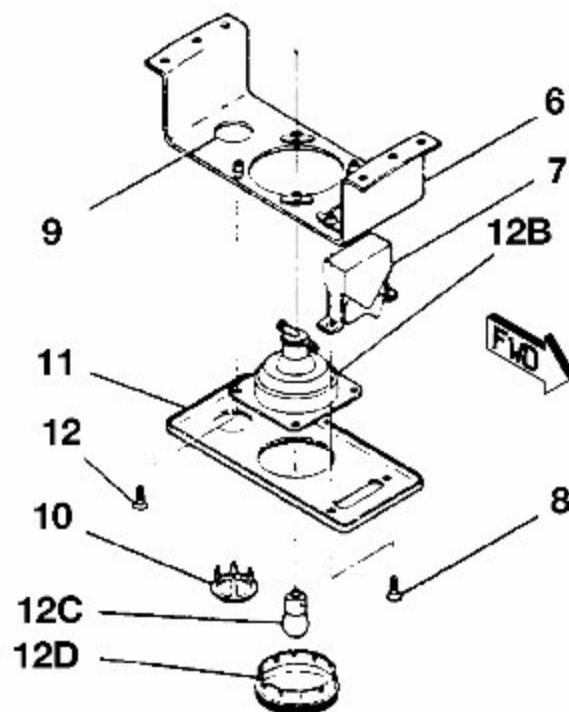
**DETAIL F****DETAIL G****DETAIL H**

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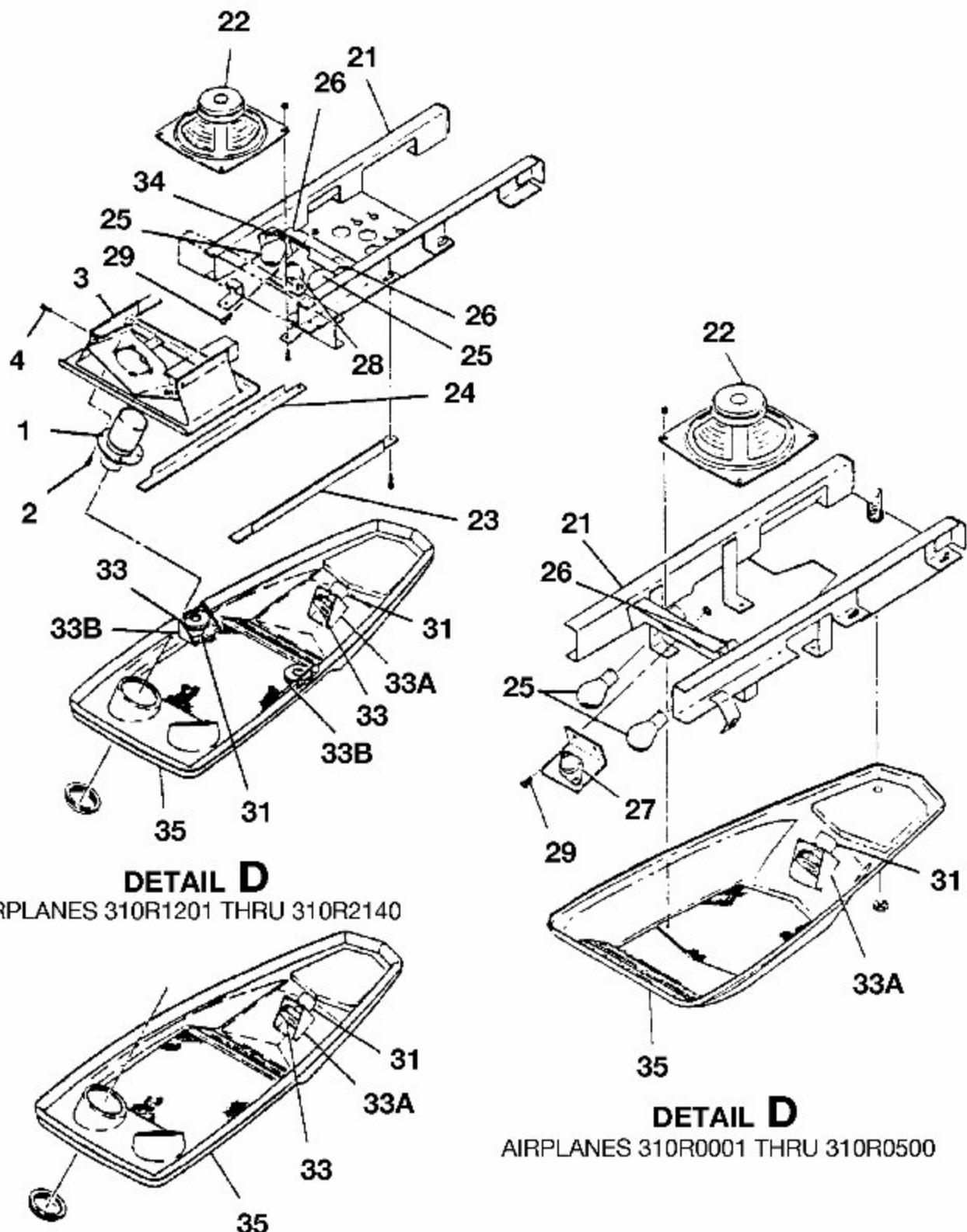
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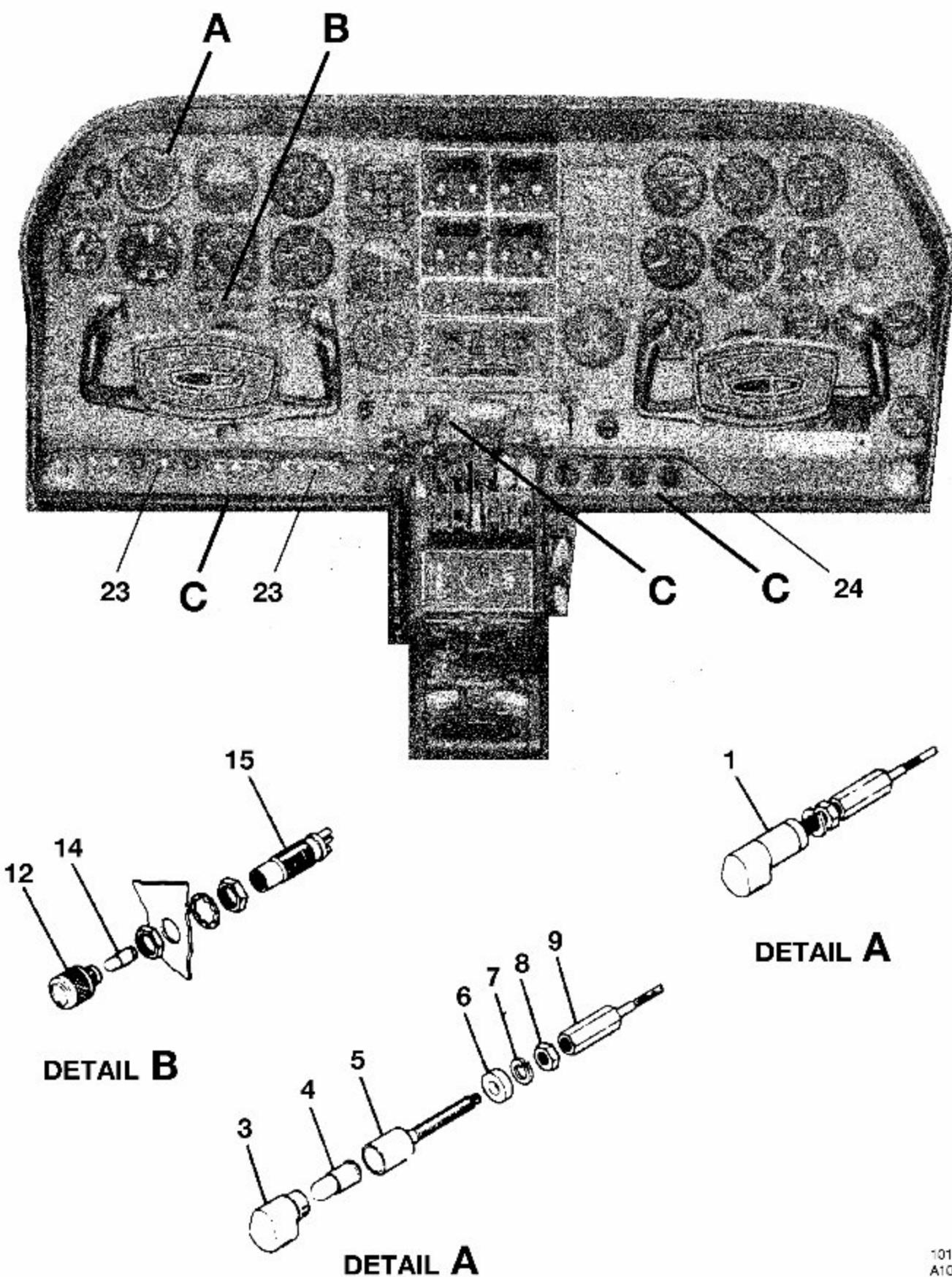
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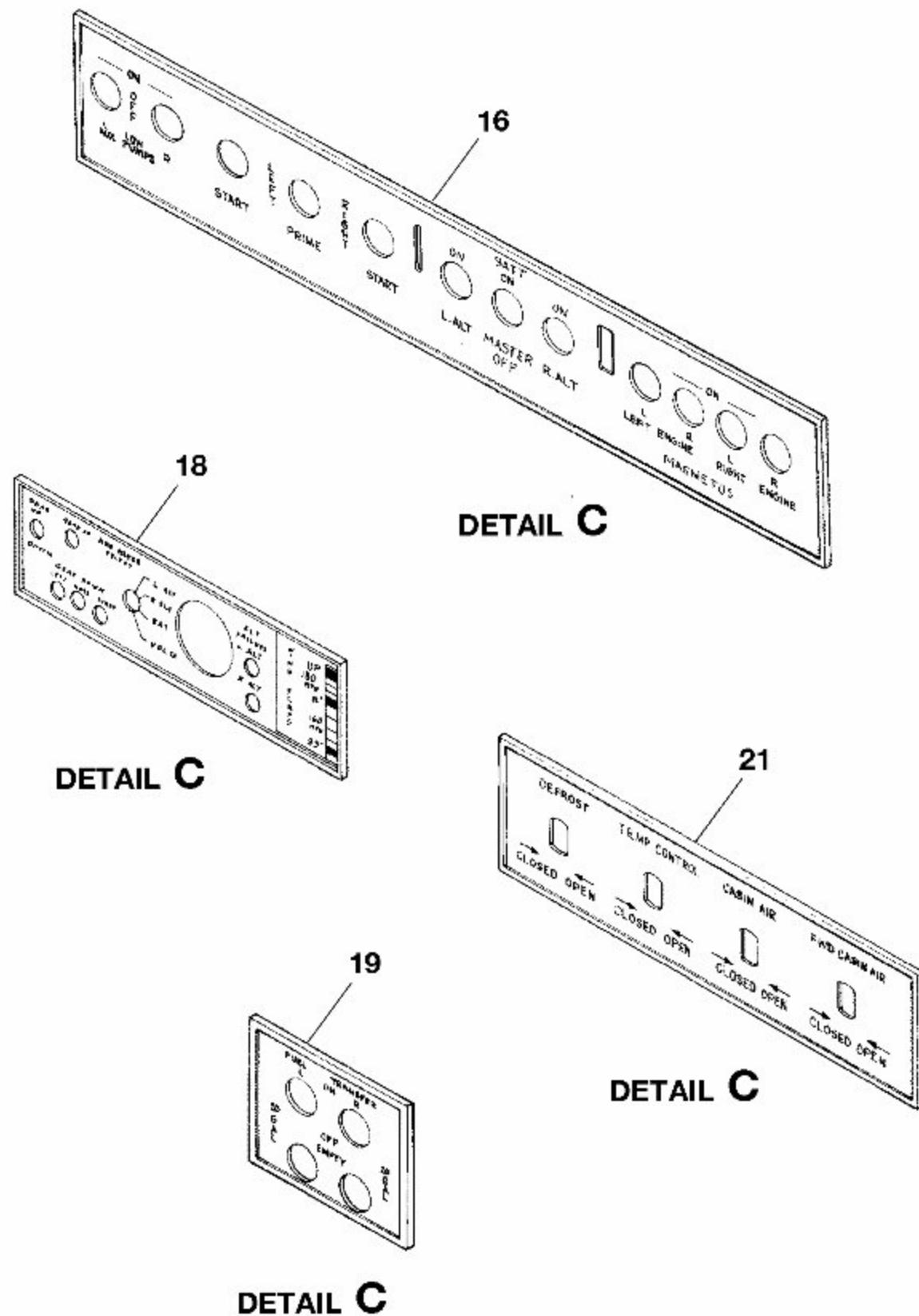
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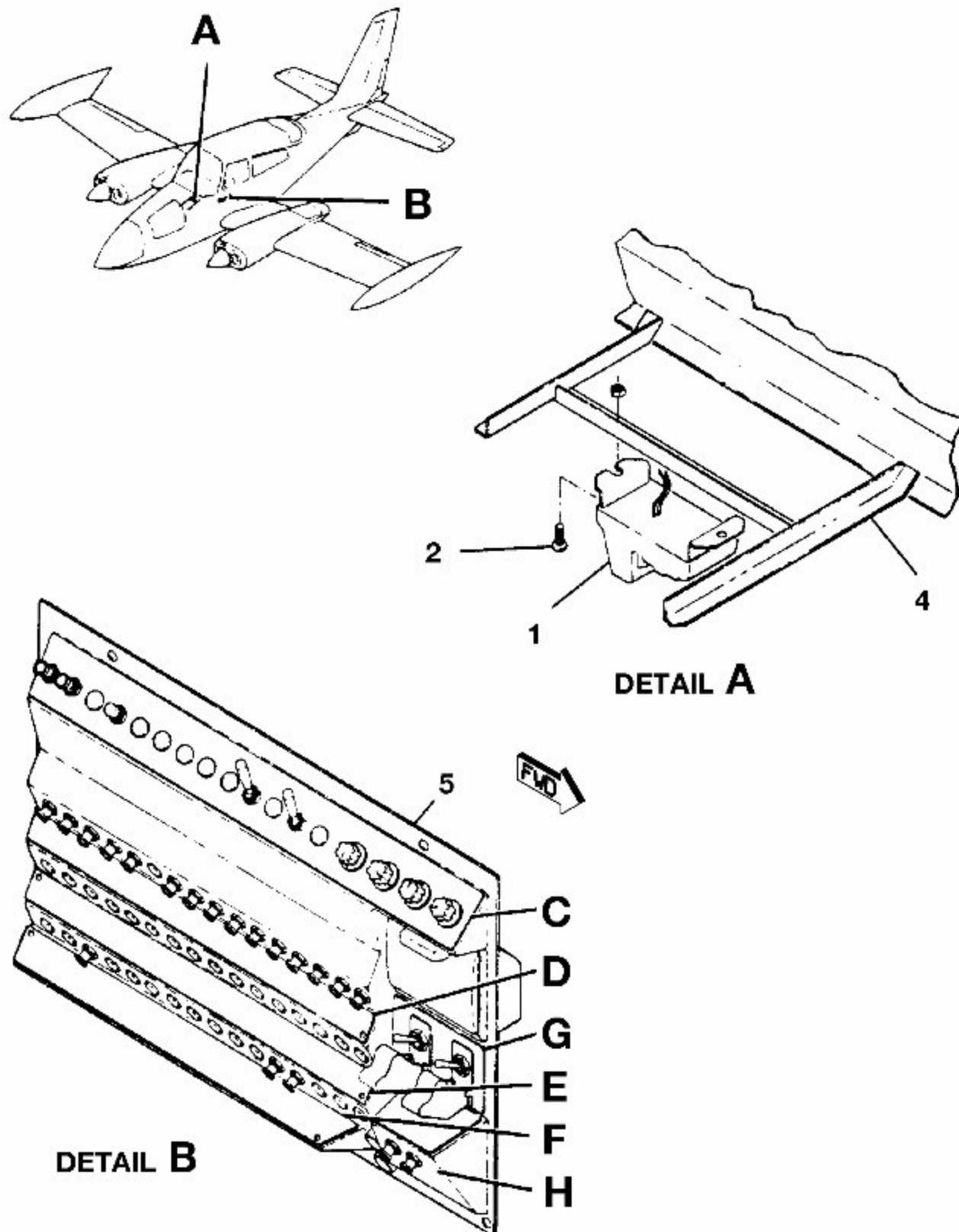


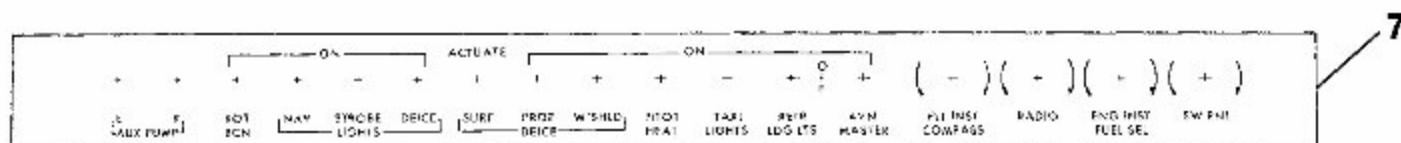
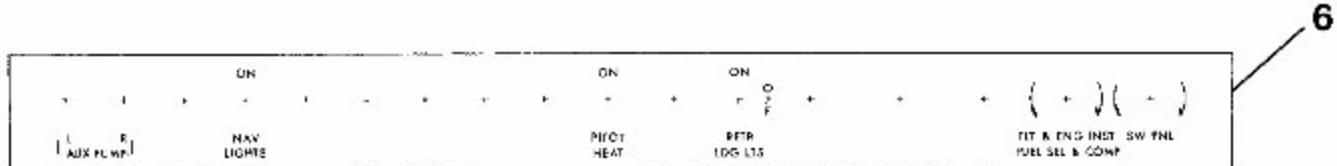
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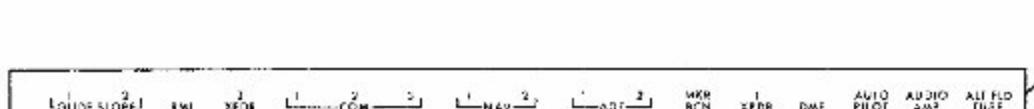




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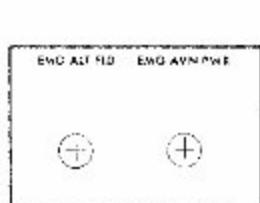
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DETAIL E



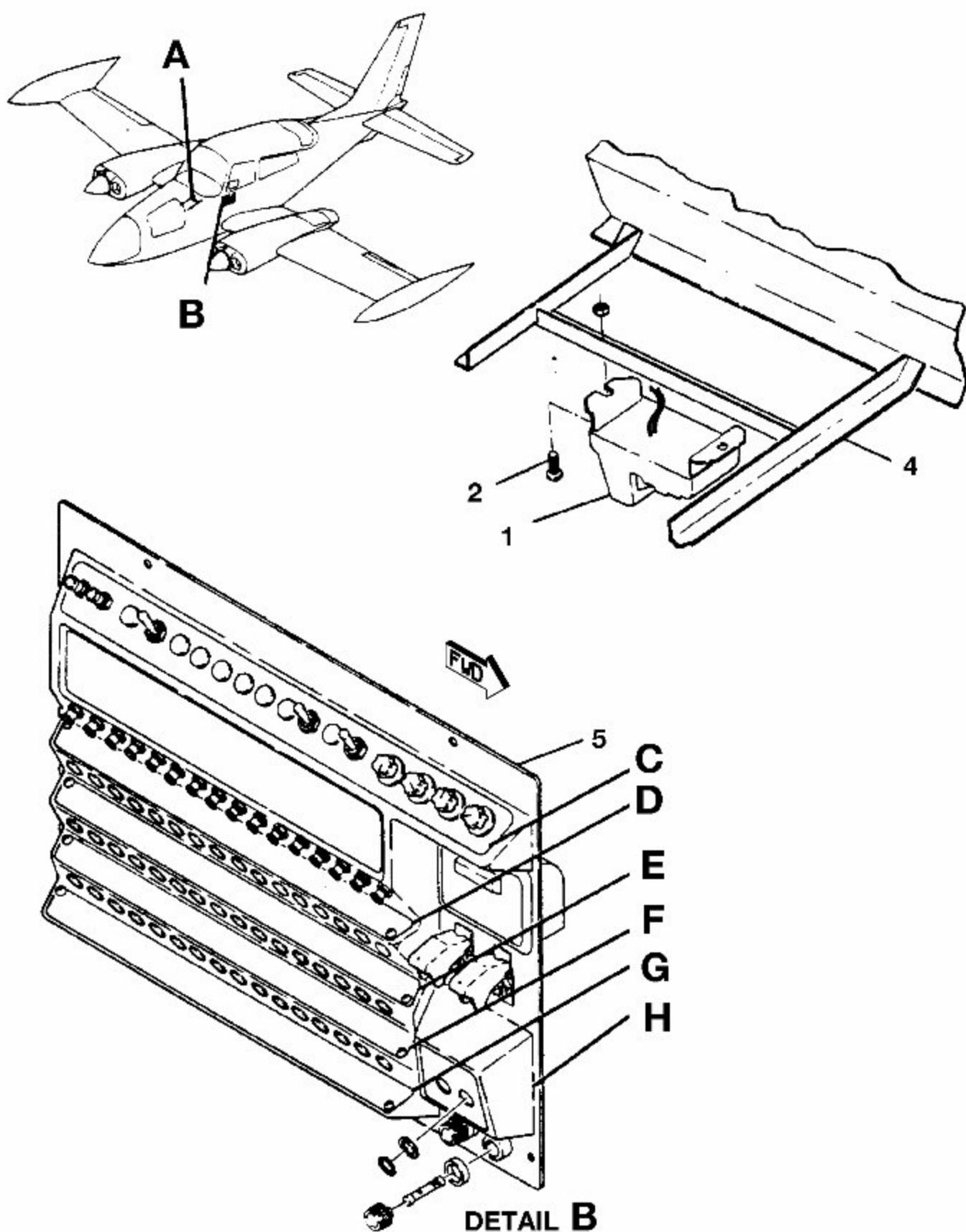
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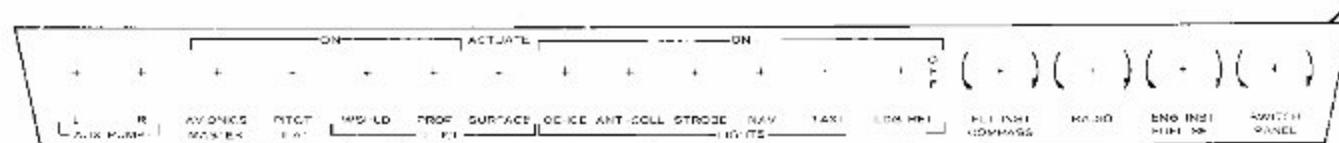
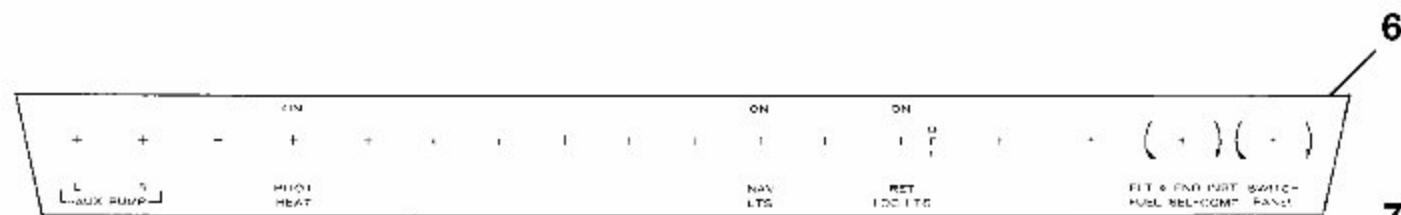
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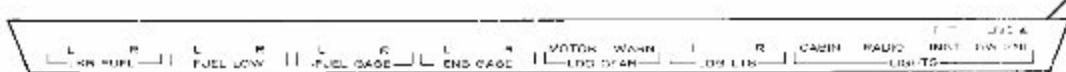
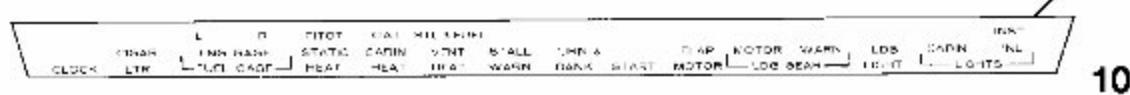
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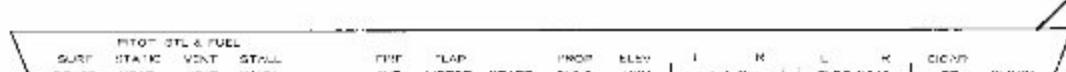
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DETAIL C



DETAIL D



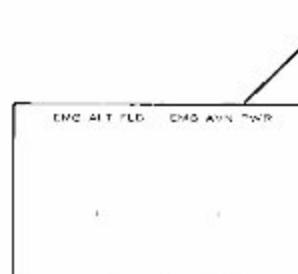
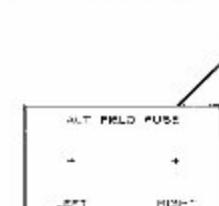
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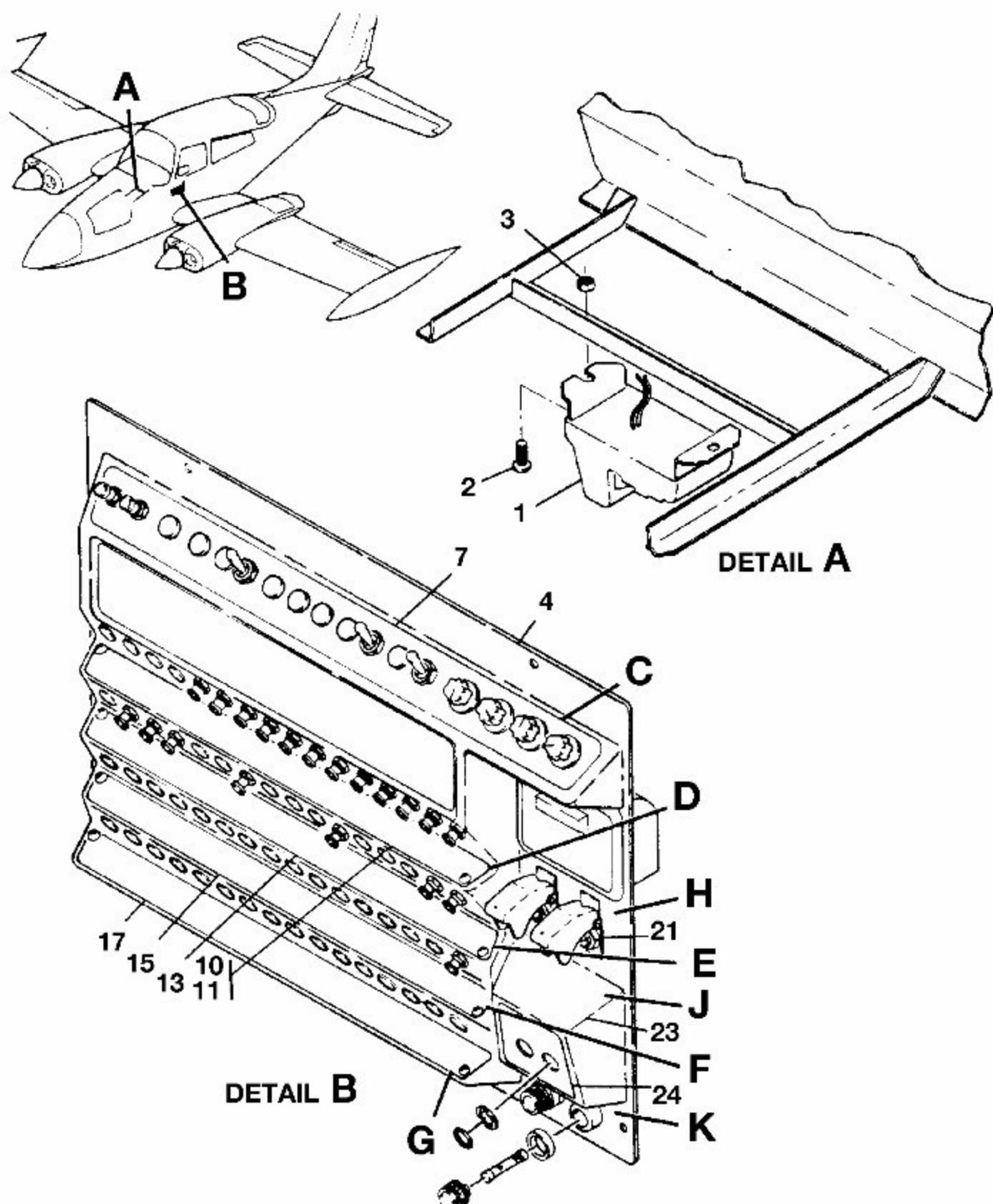
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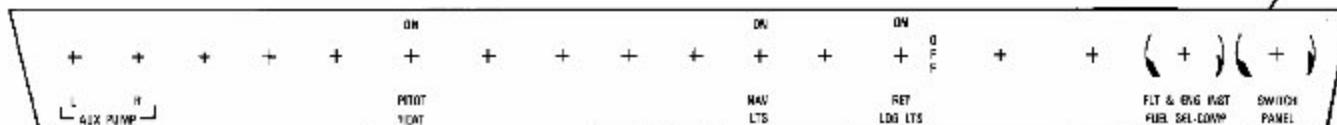


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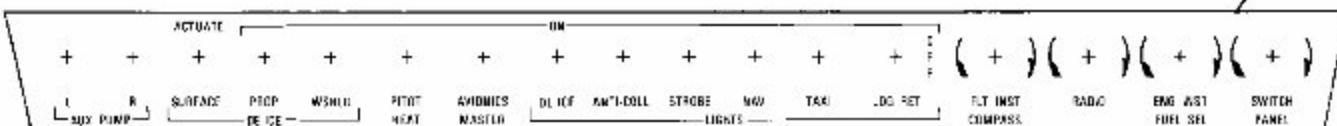
DETAIL H

DETAIL H

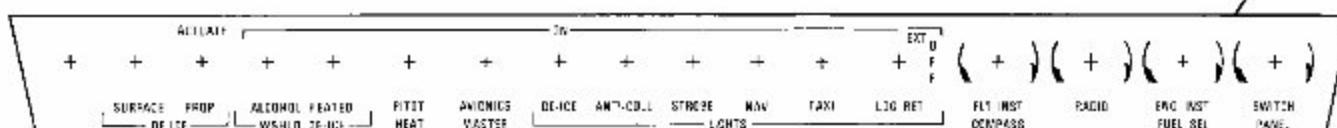




DETAIL C
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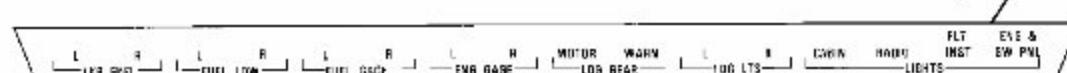
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DETAIL C
AIRPLANES 310R1801 THRU 310R2140

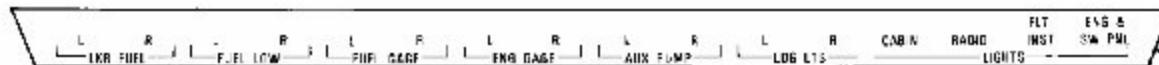


DETAIL D
STANDARD



DETAIL D
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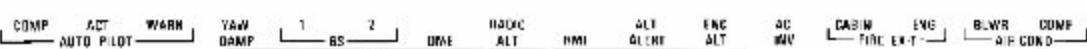
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AIRPLANES 310R1801 THRU 310R2140



DETAIL E

12

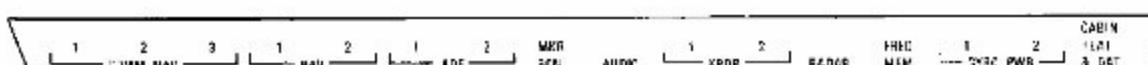
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DETAIL E

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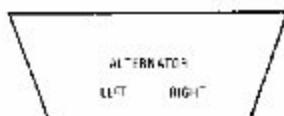
DETAIL F

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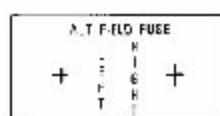


DETAIL G

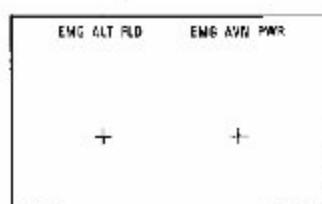
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DETAIL K



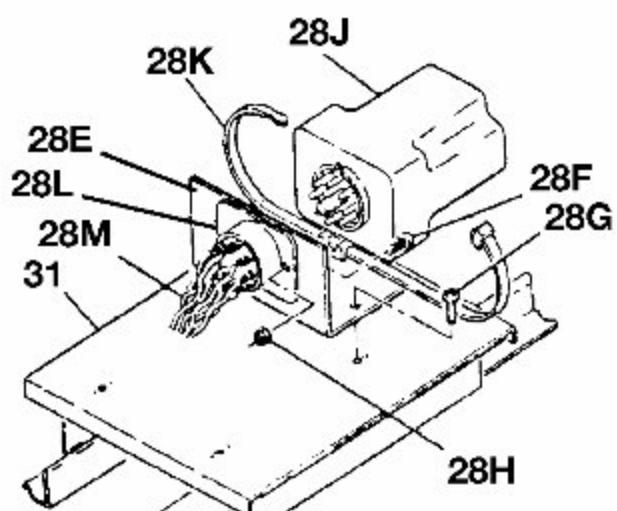
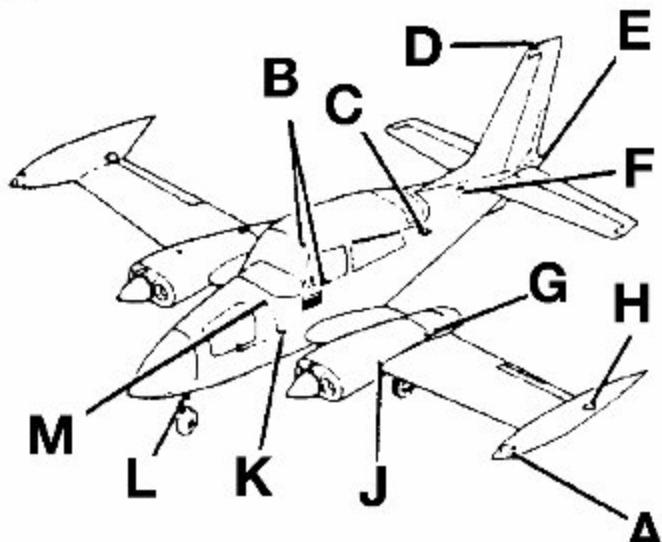
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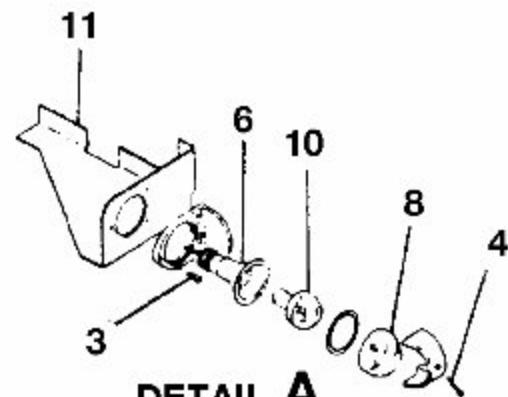
DETAIL H

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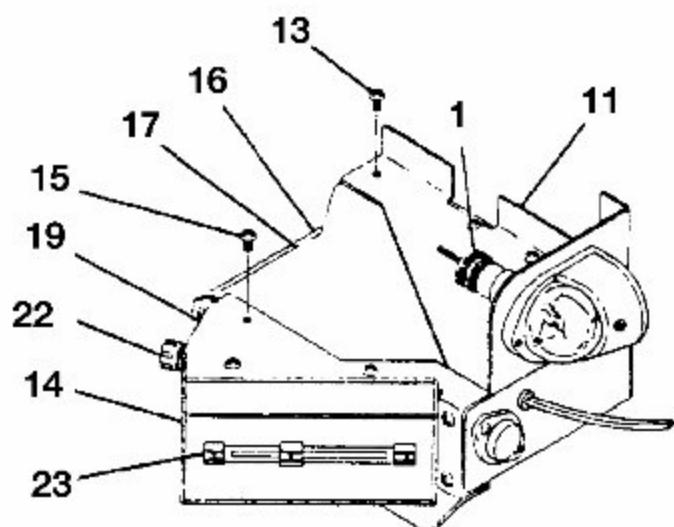
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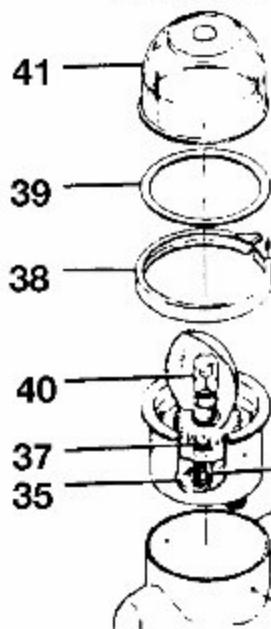
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AIRPLANES 310R1201 THRU 310R2140



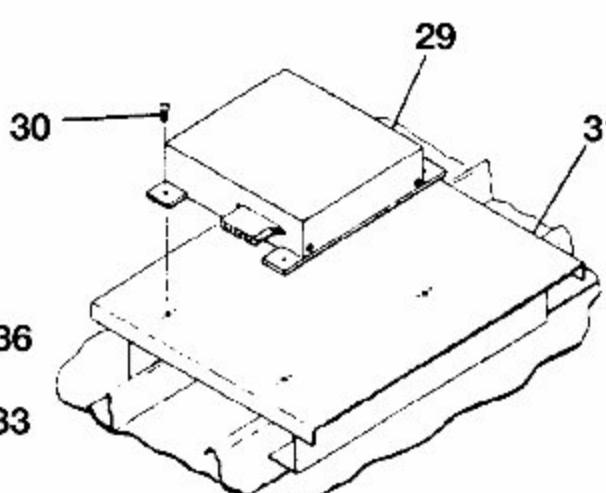
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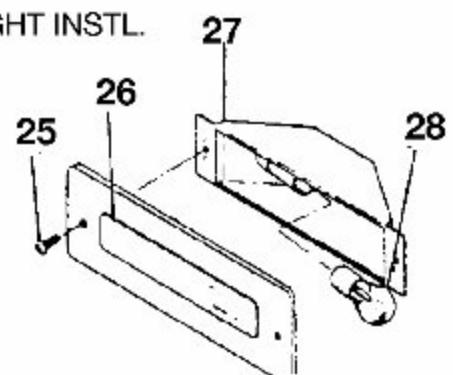
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STROBE LIGHT INSTL.



DETAIL D

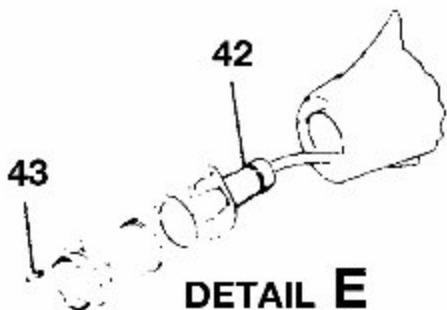


DETAIL C

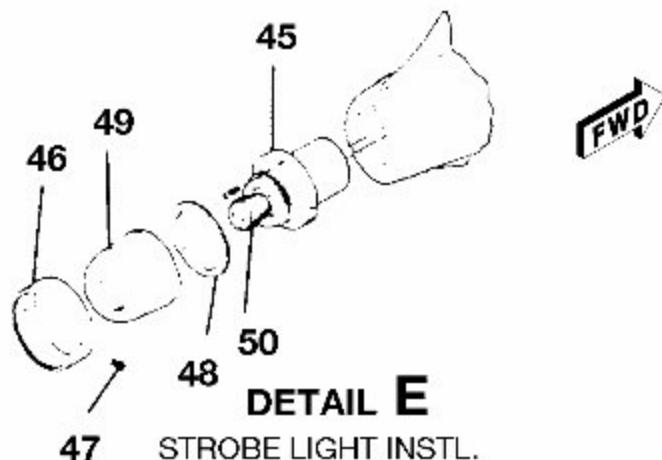


DETAIL B

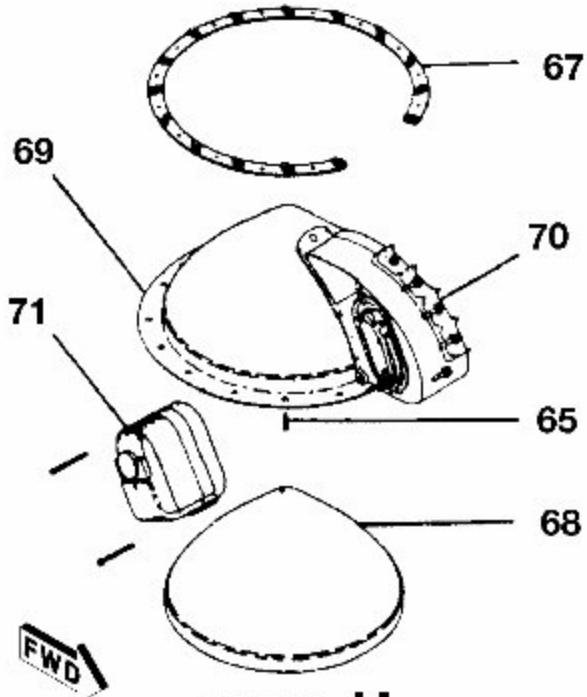
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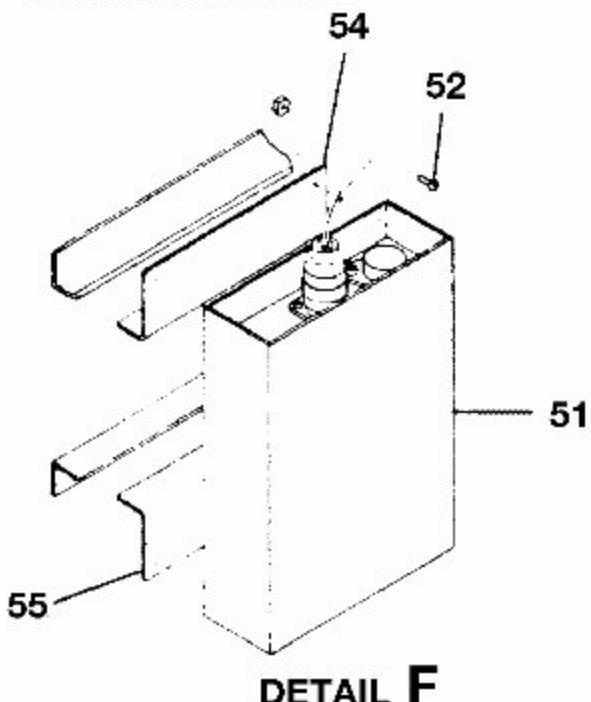
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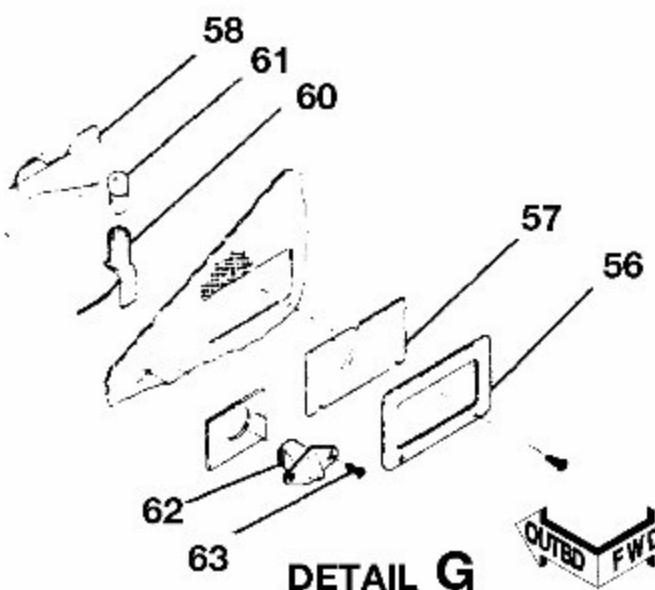
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STROBE LIGHT INSTL.



DETAIL H

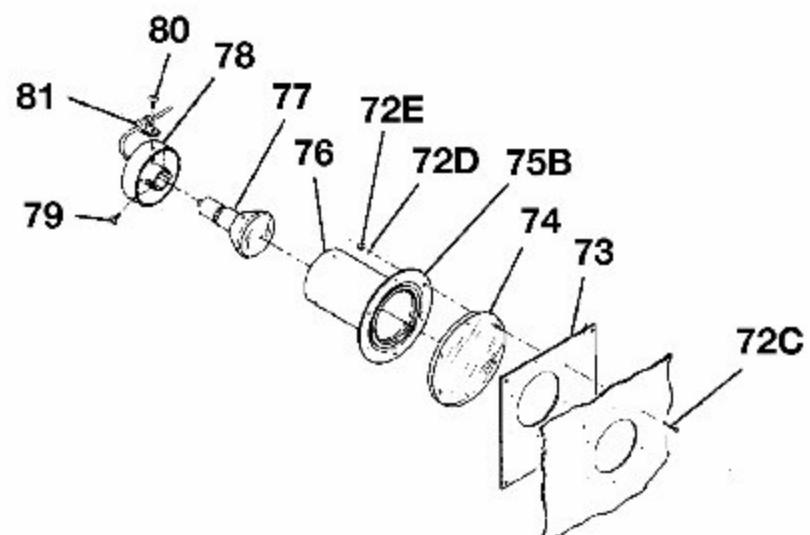
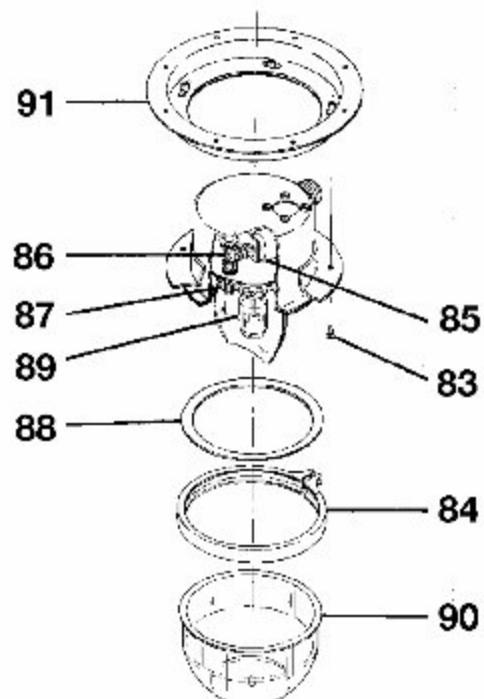
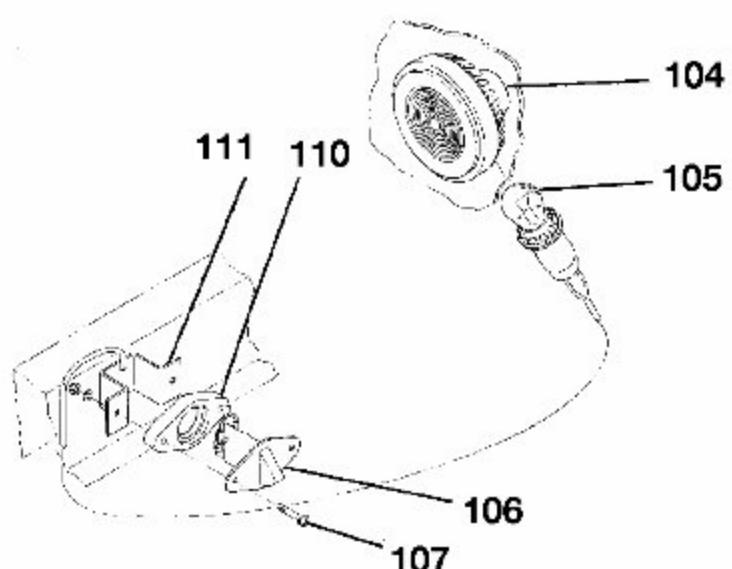
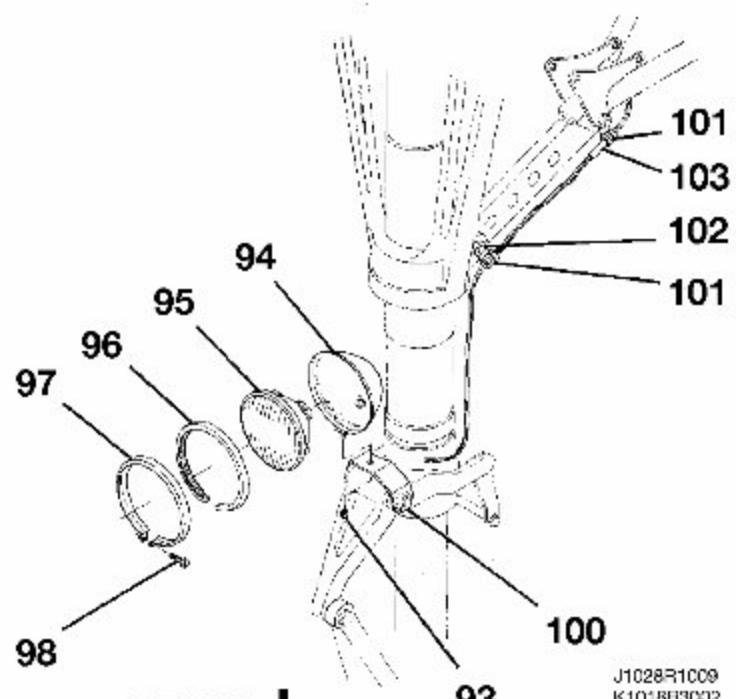


DETAIL F



DETAIL G

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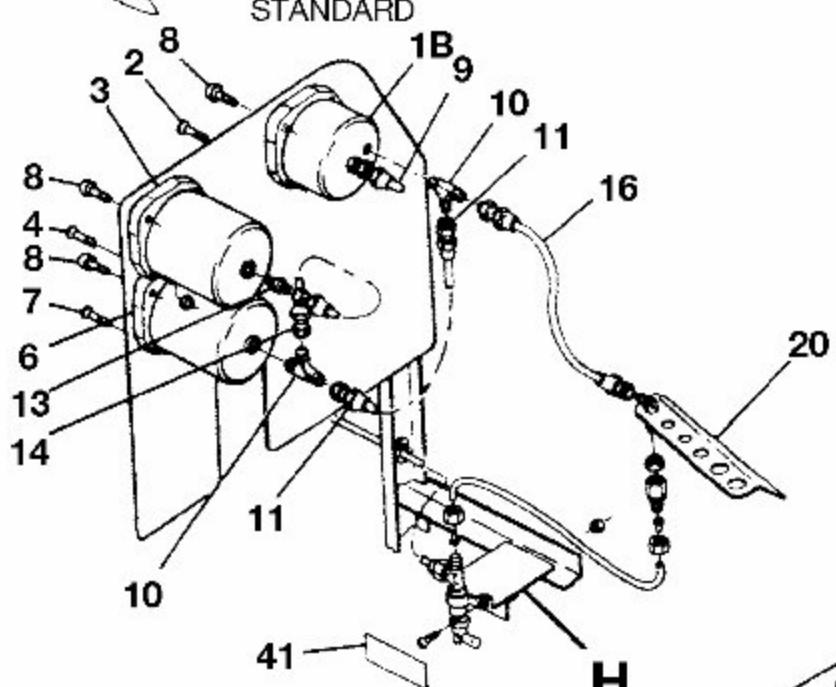
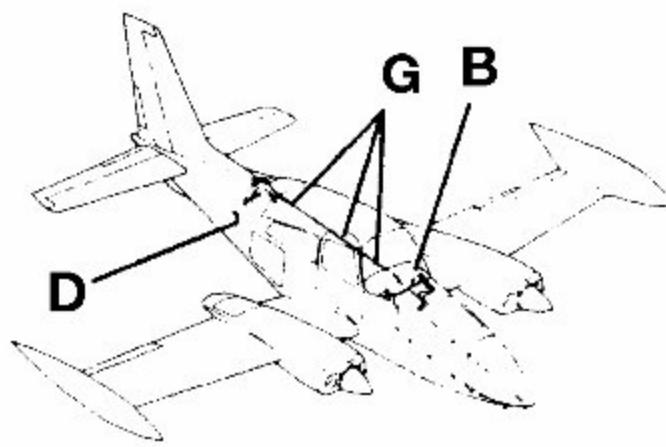
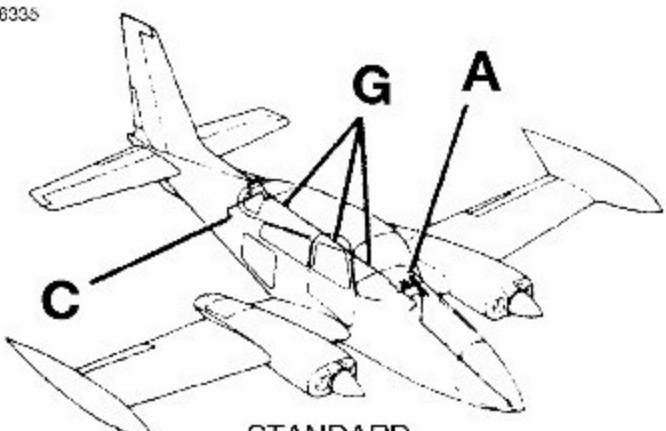
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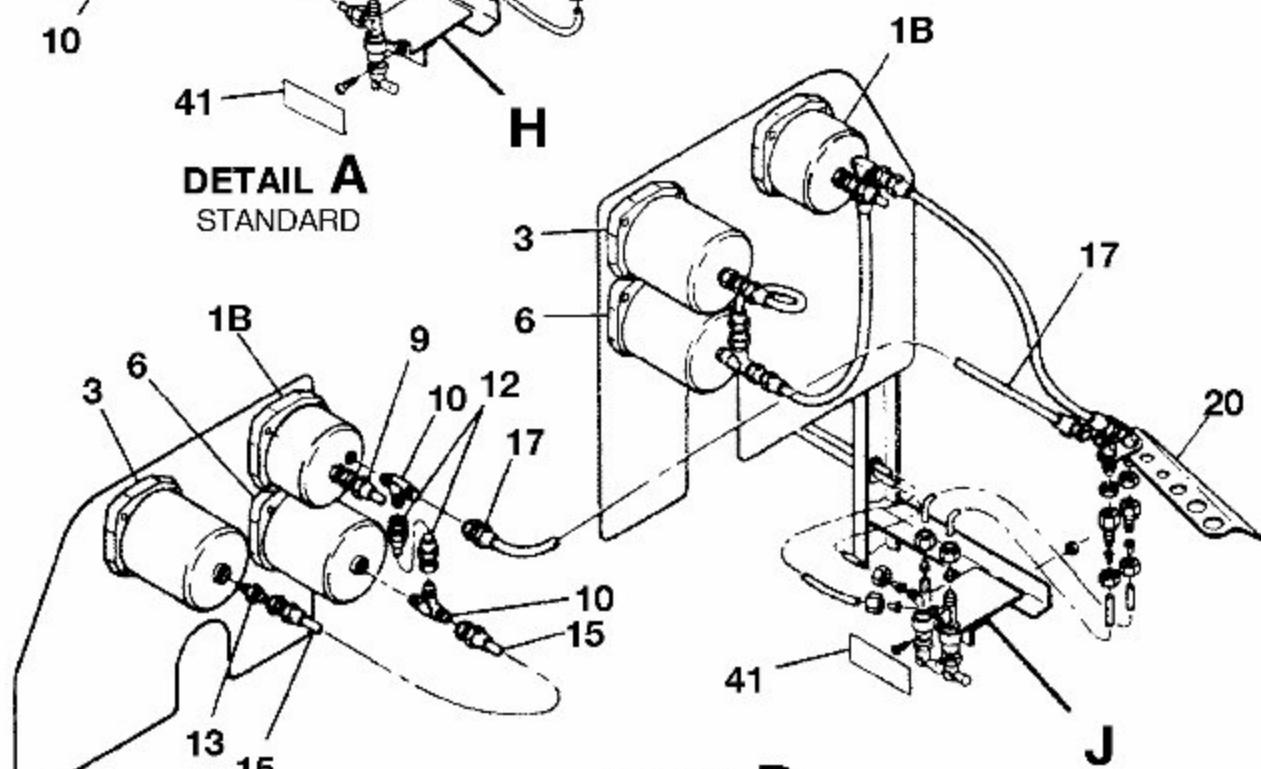
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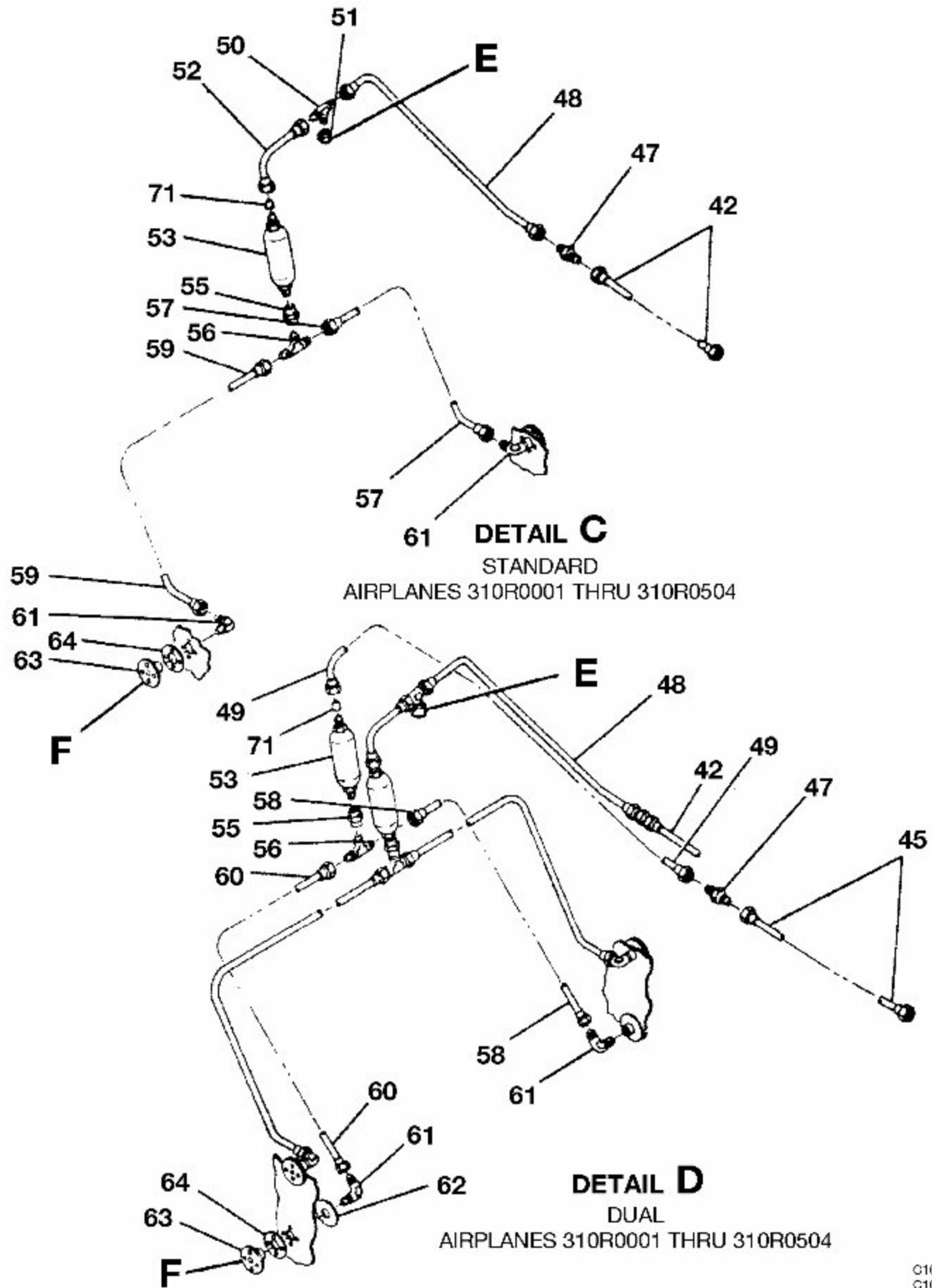


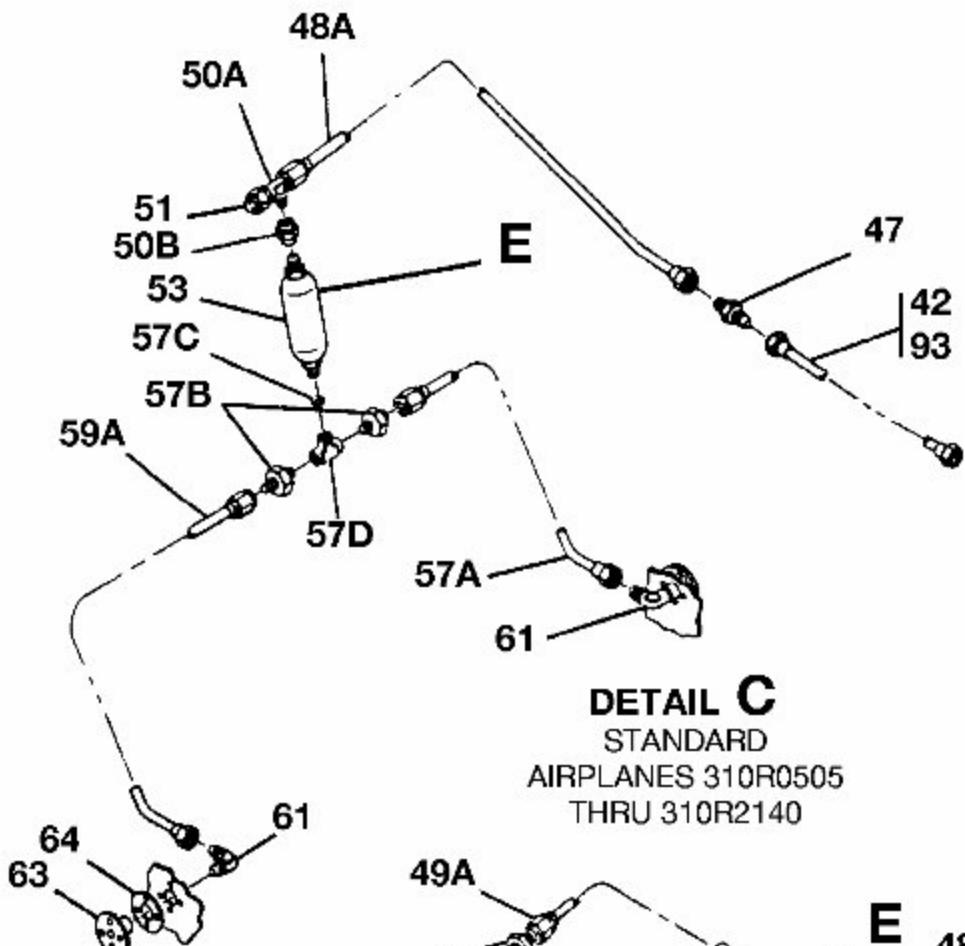
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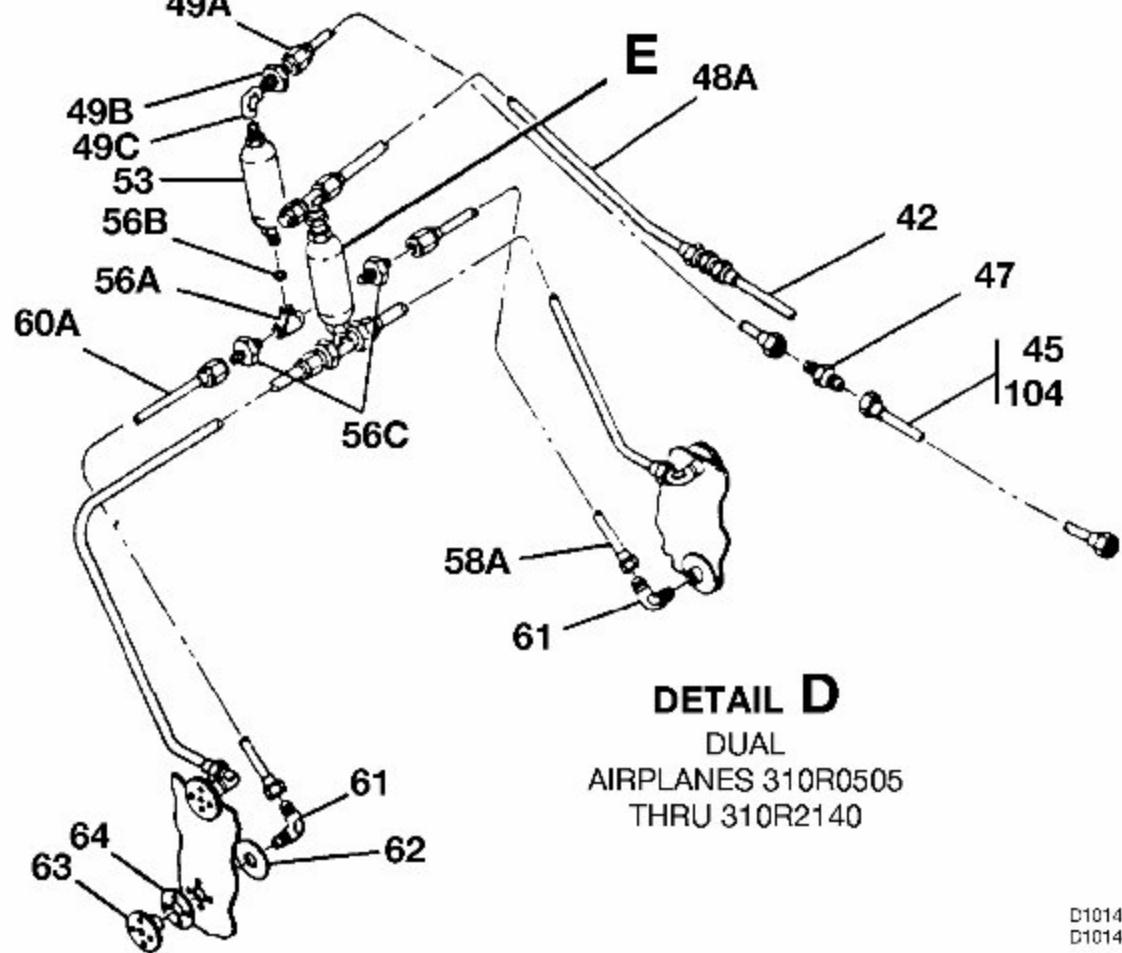
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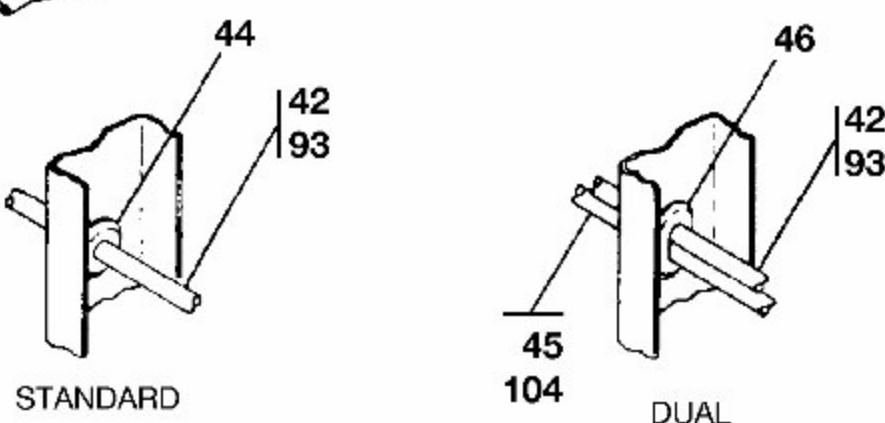
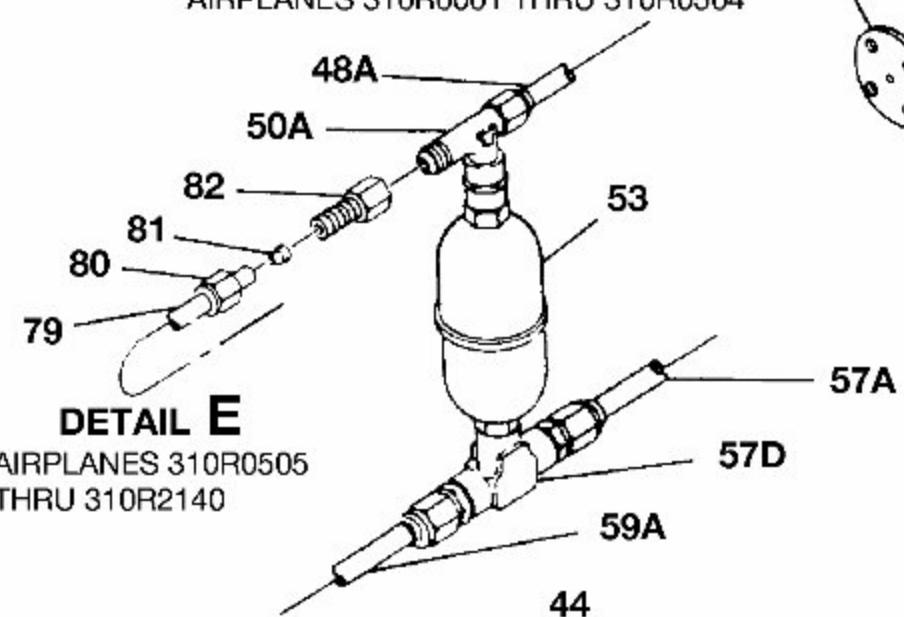
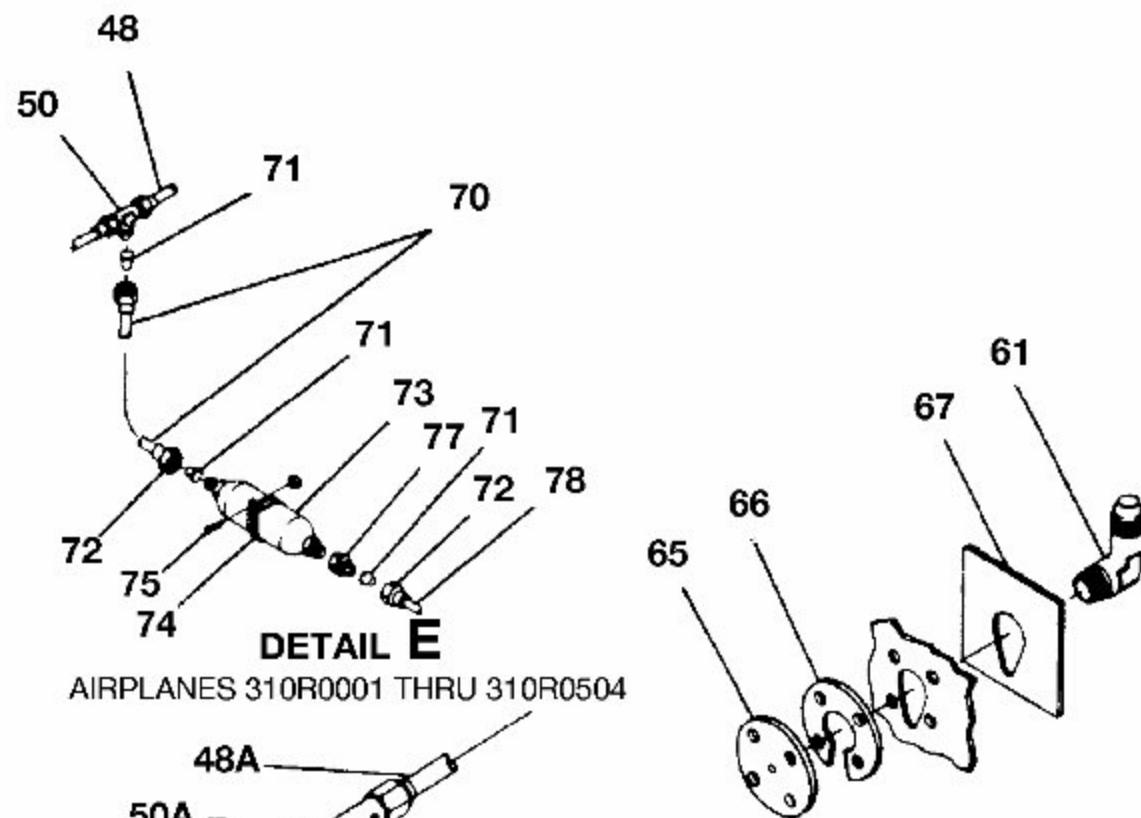




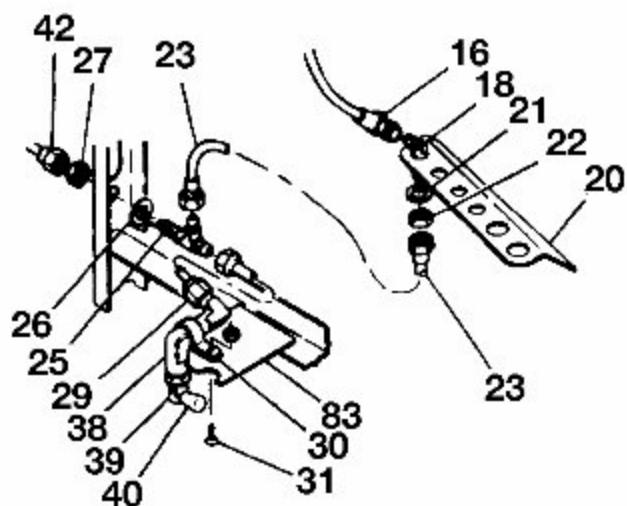
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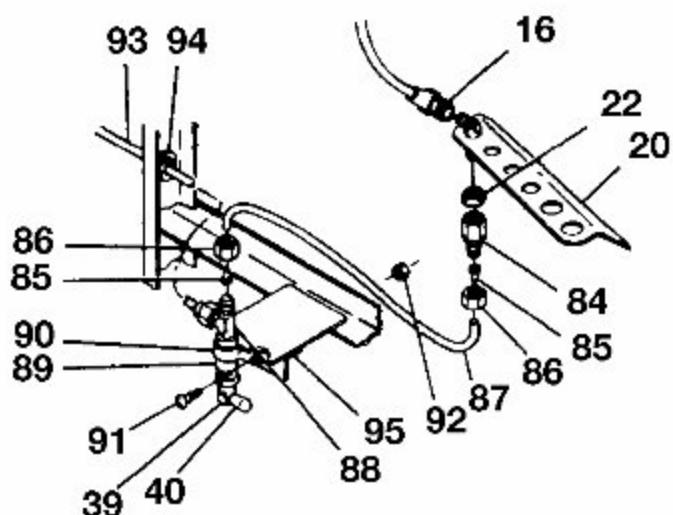
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**DETAIL G**

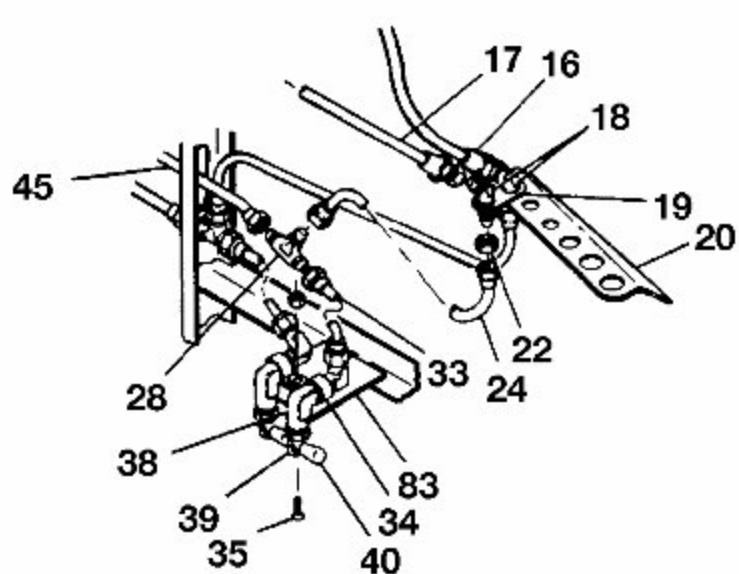
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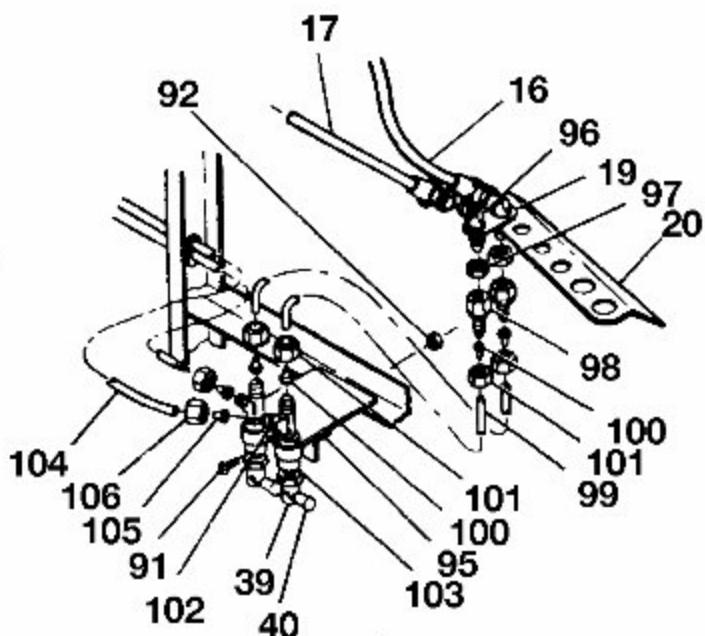
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DETAIL H
STANDARD
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THRU 310R2140

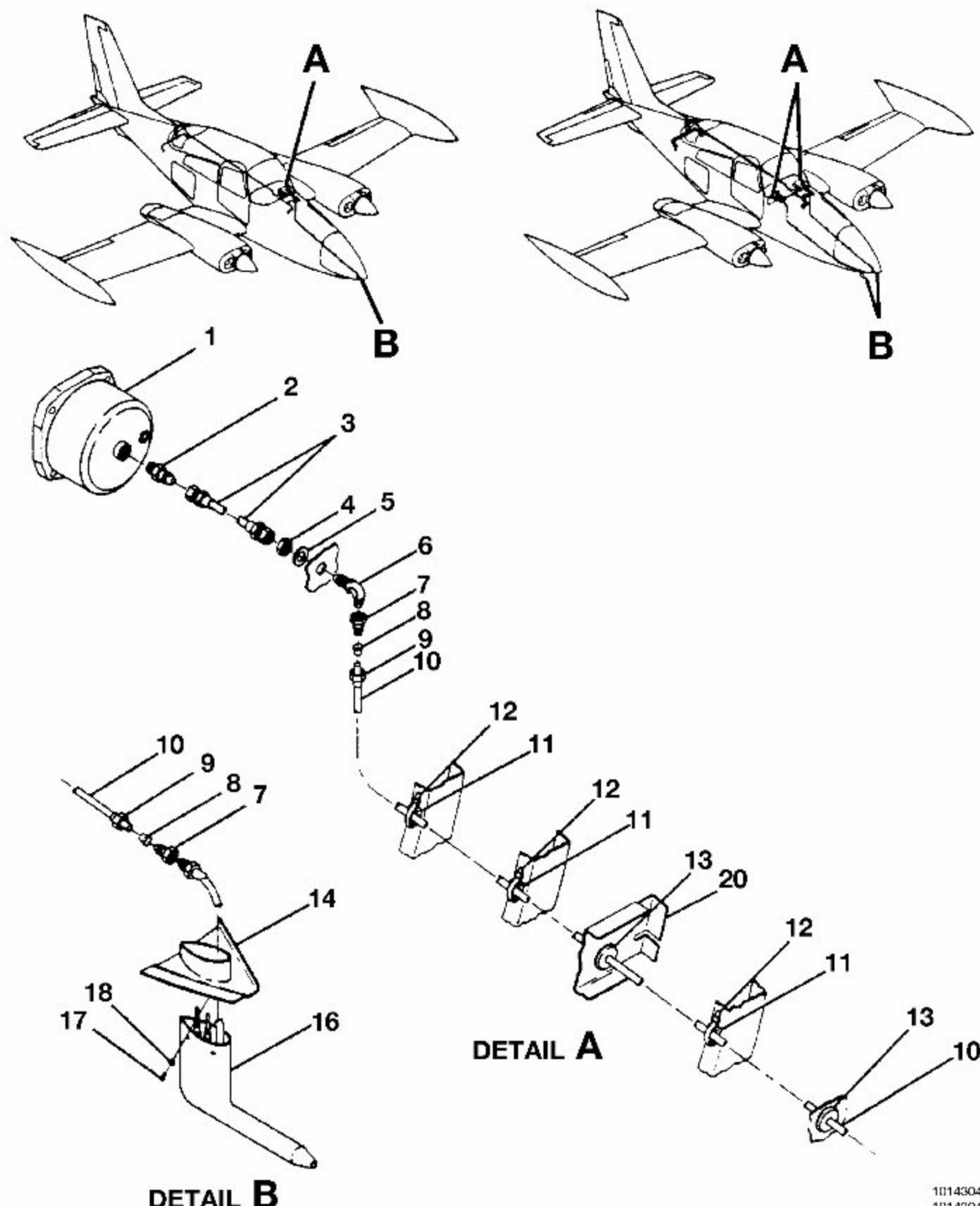


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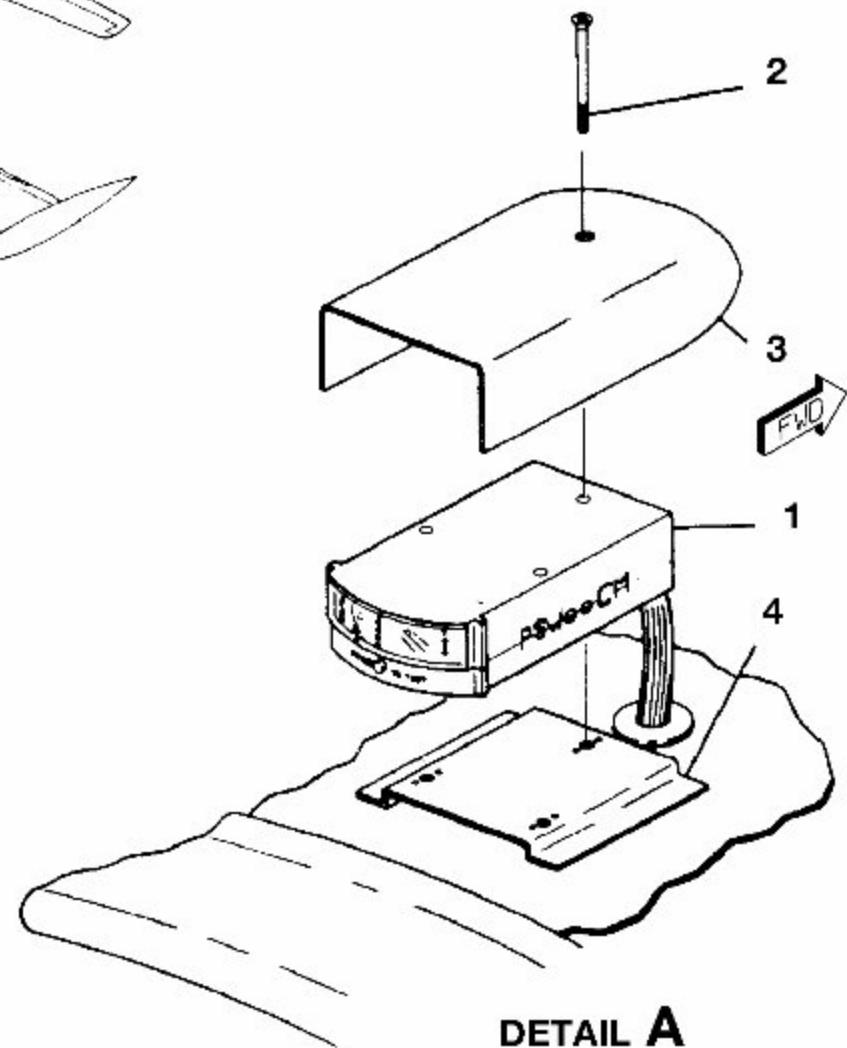
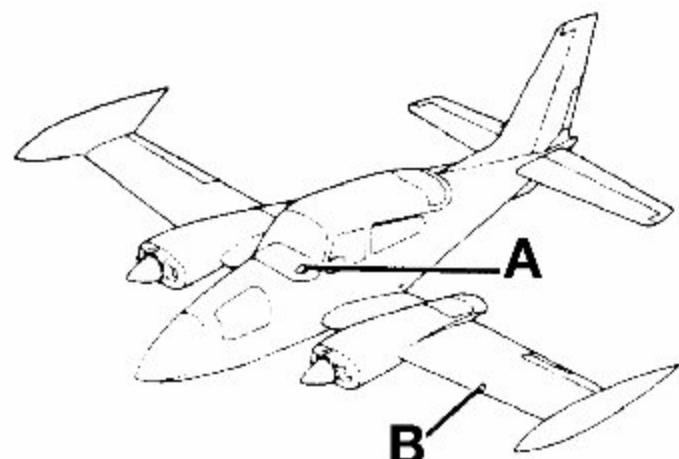
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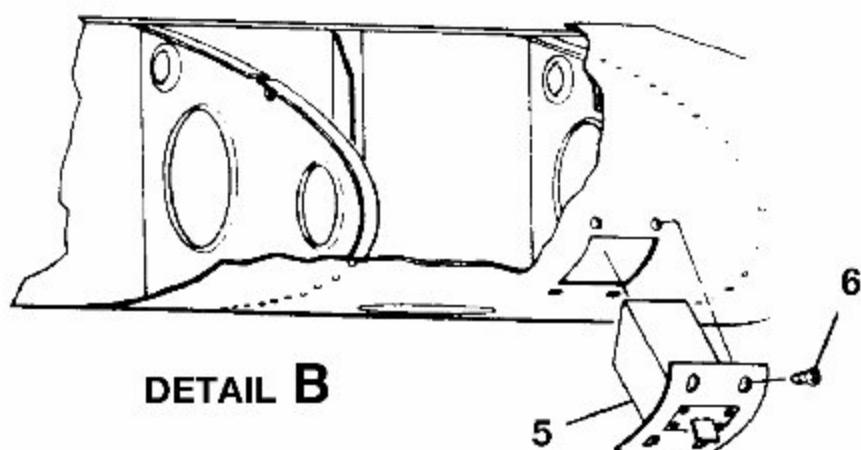


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DETAIL A



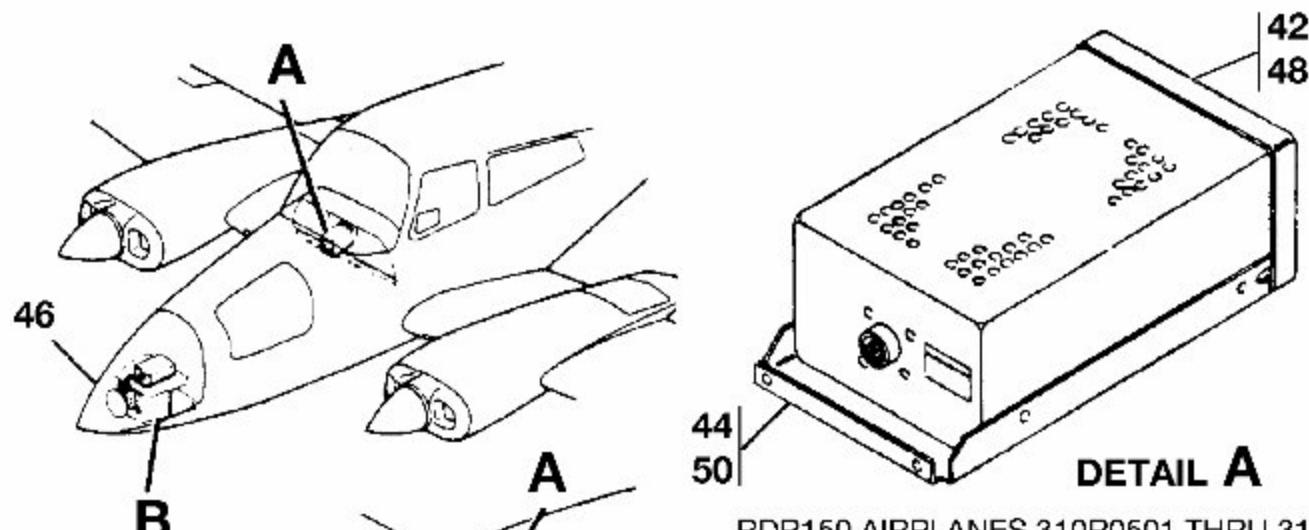
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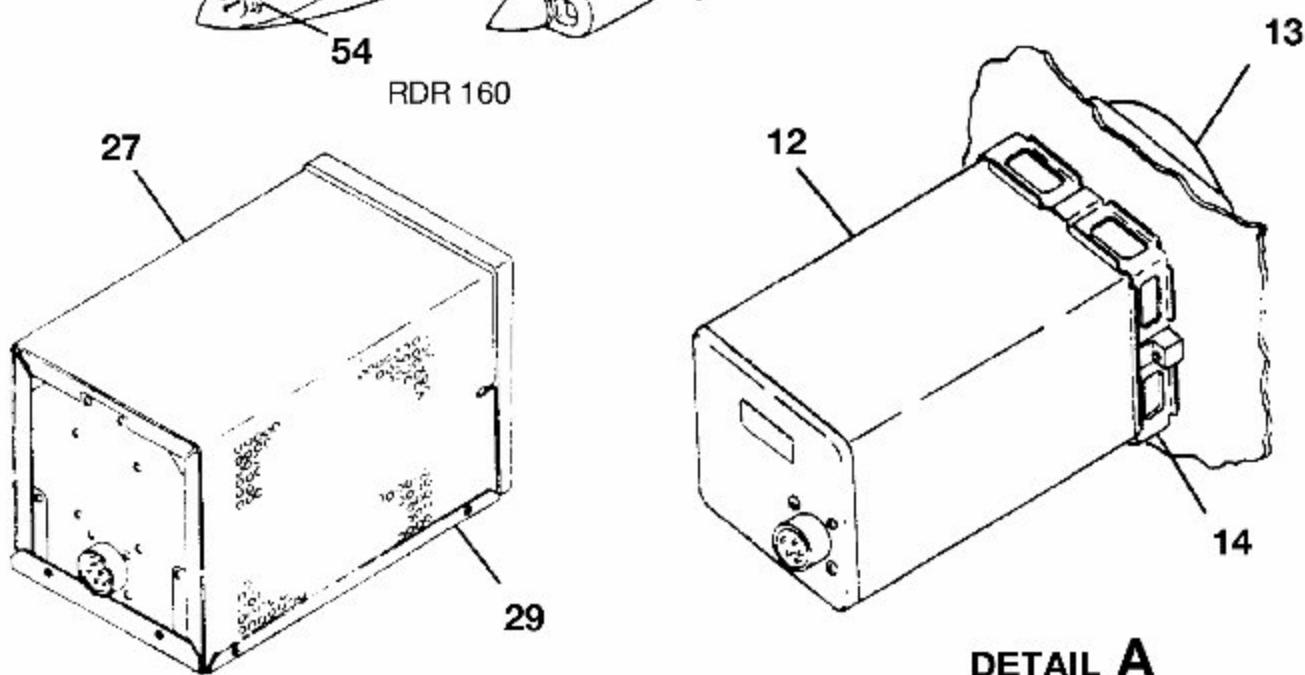
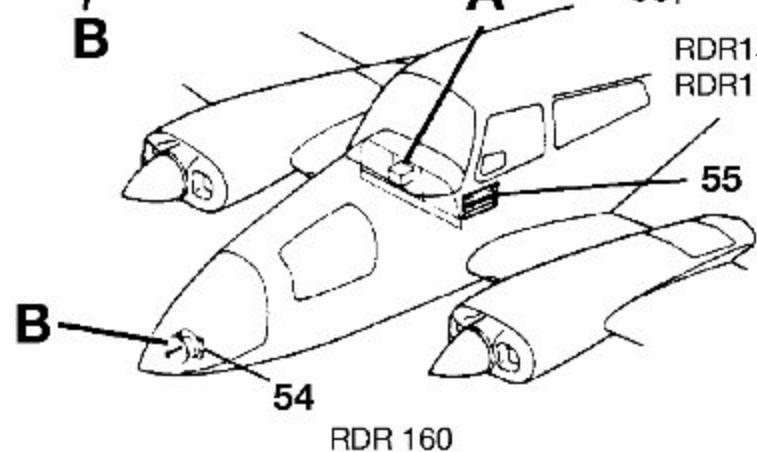
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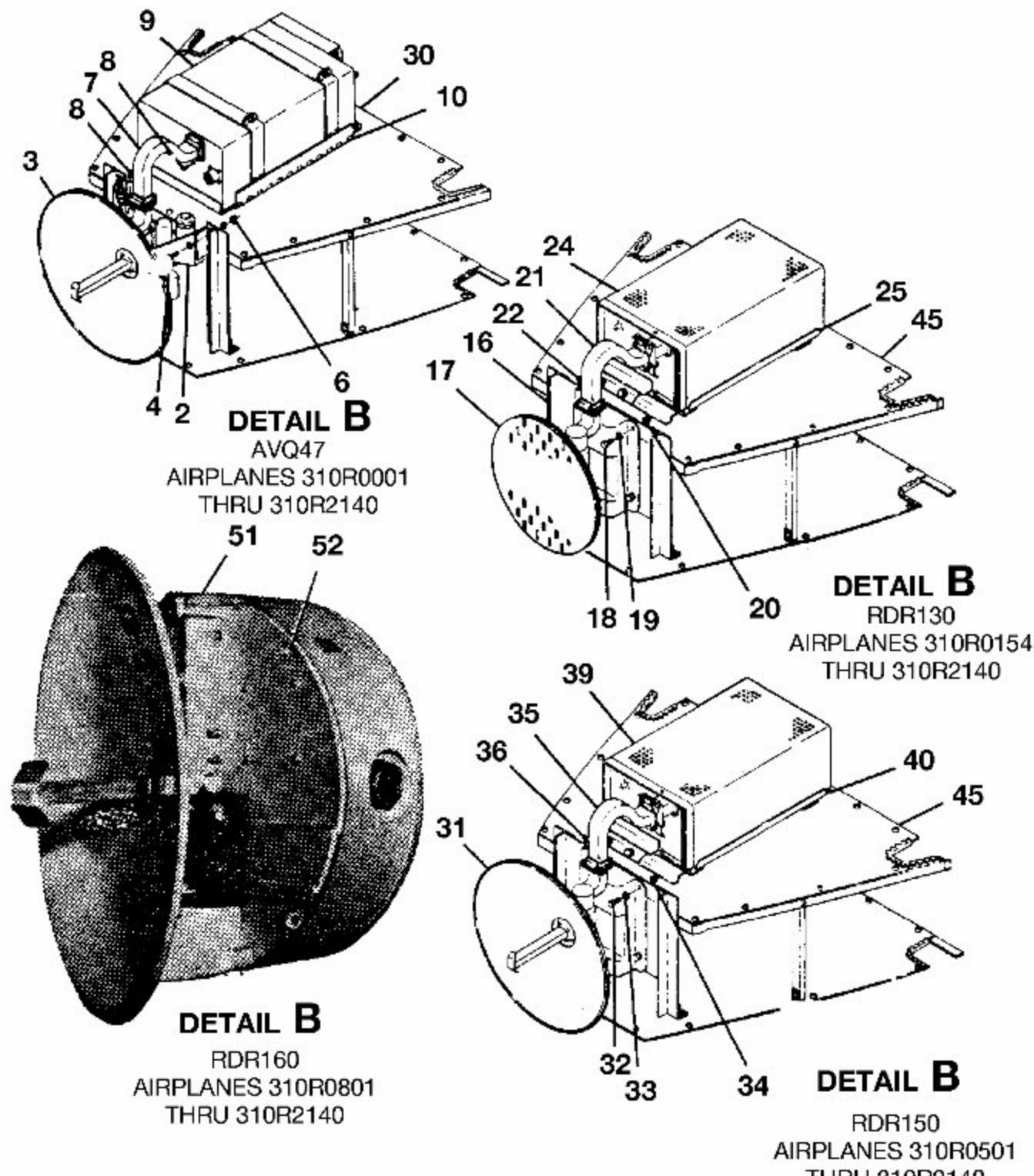
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DETAIL A
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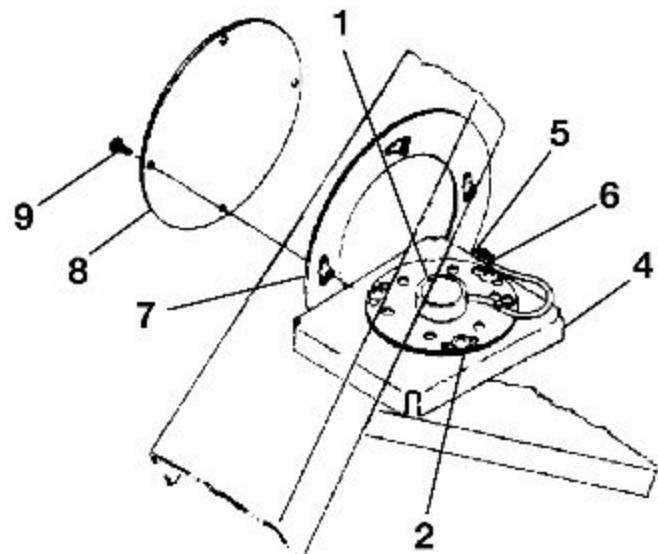
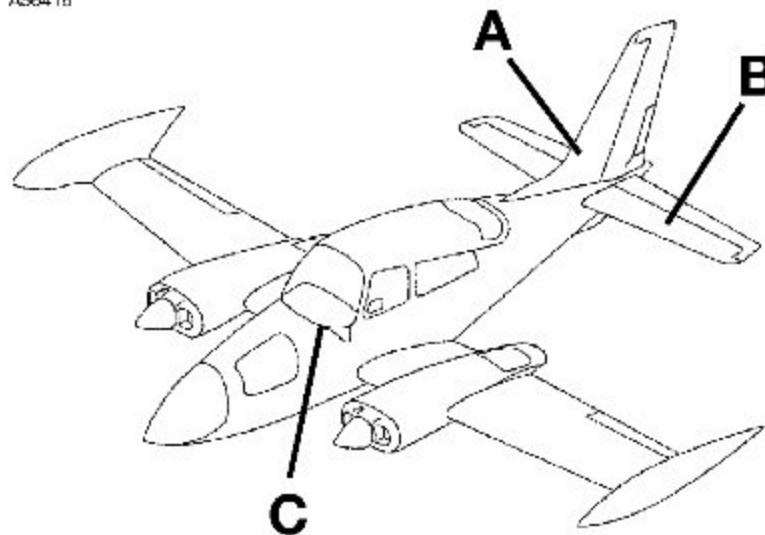
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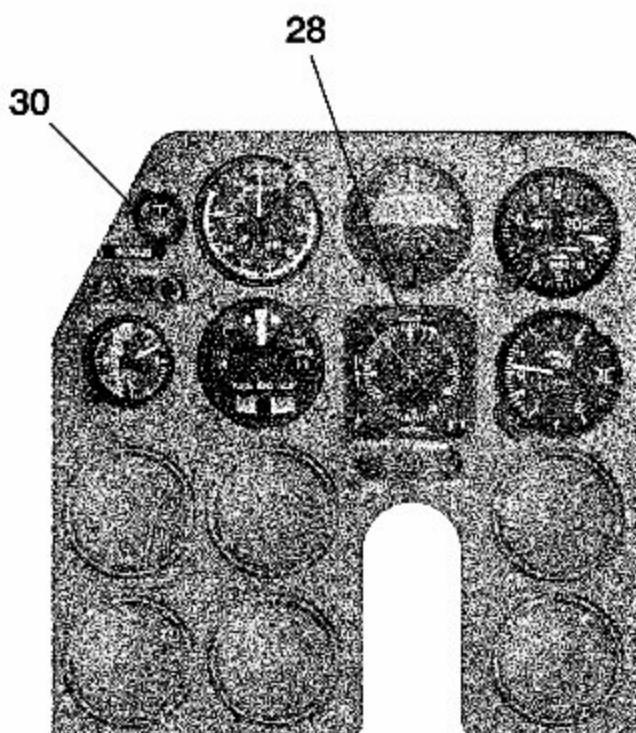
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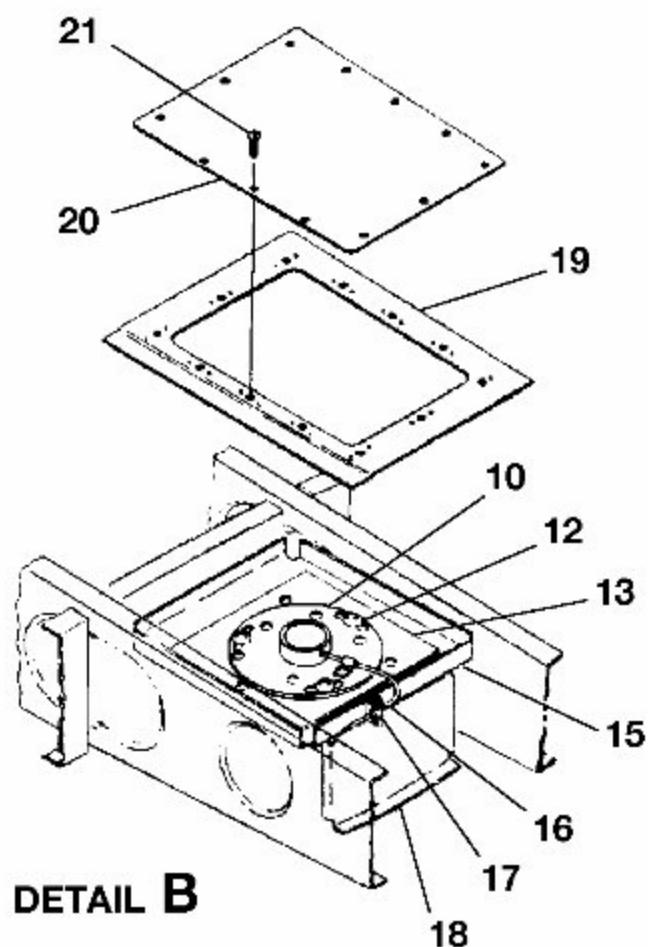
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DETAIL A



DETAIL C

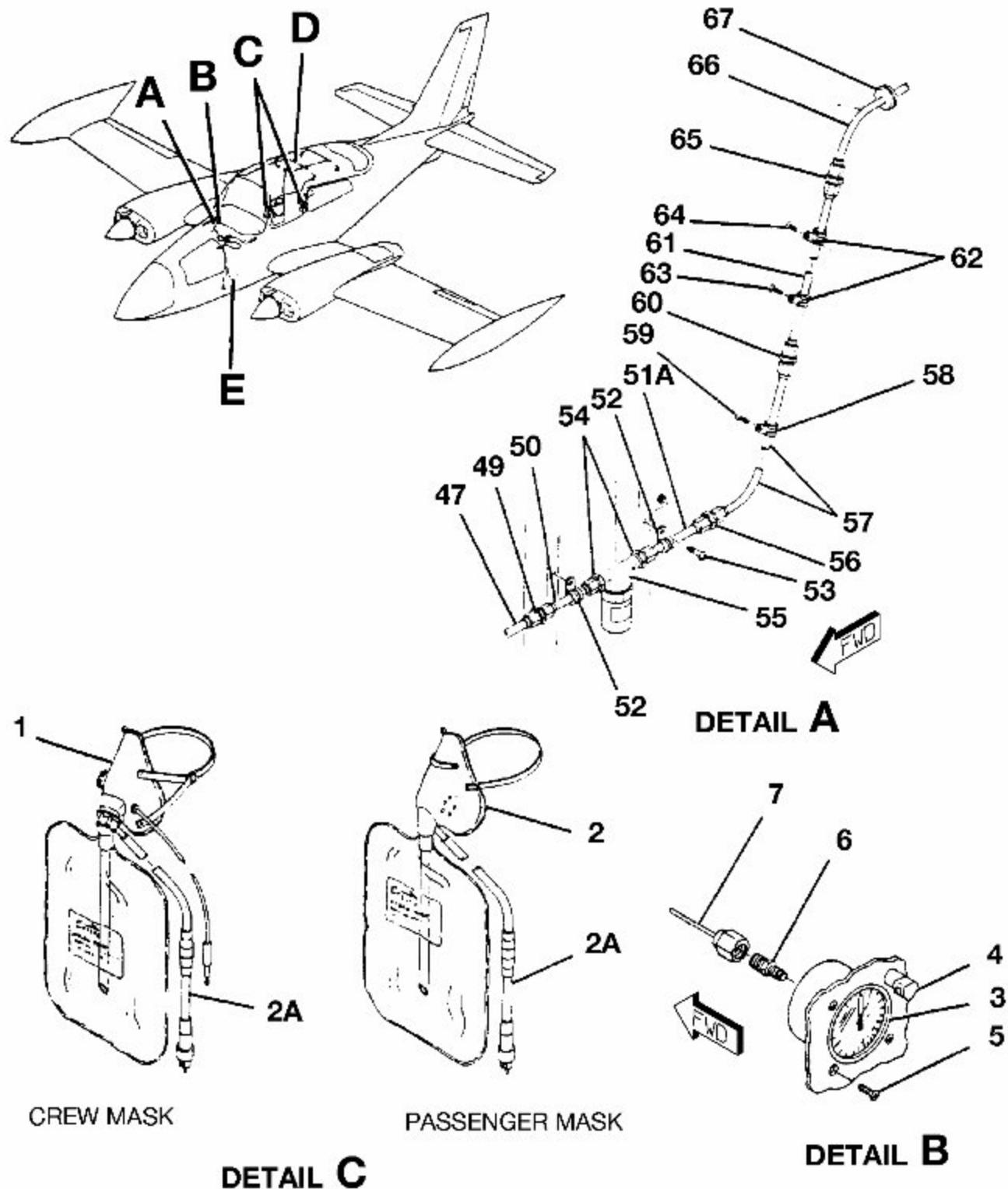


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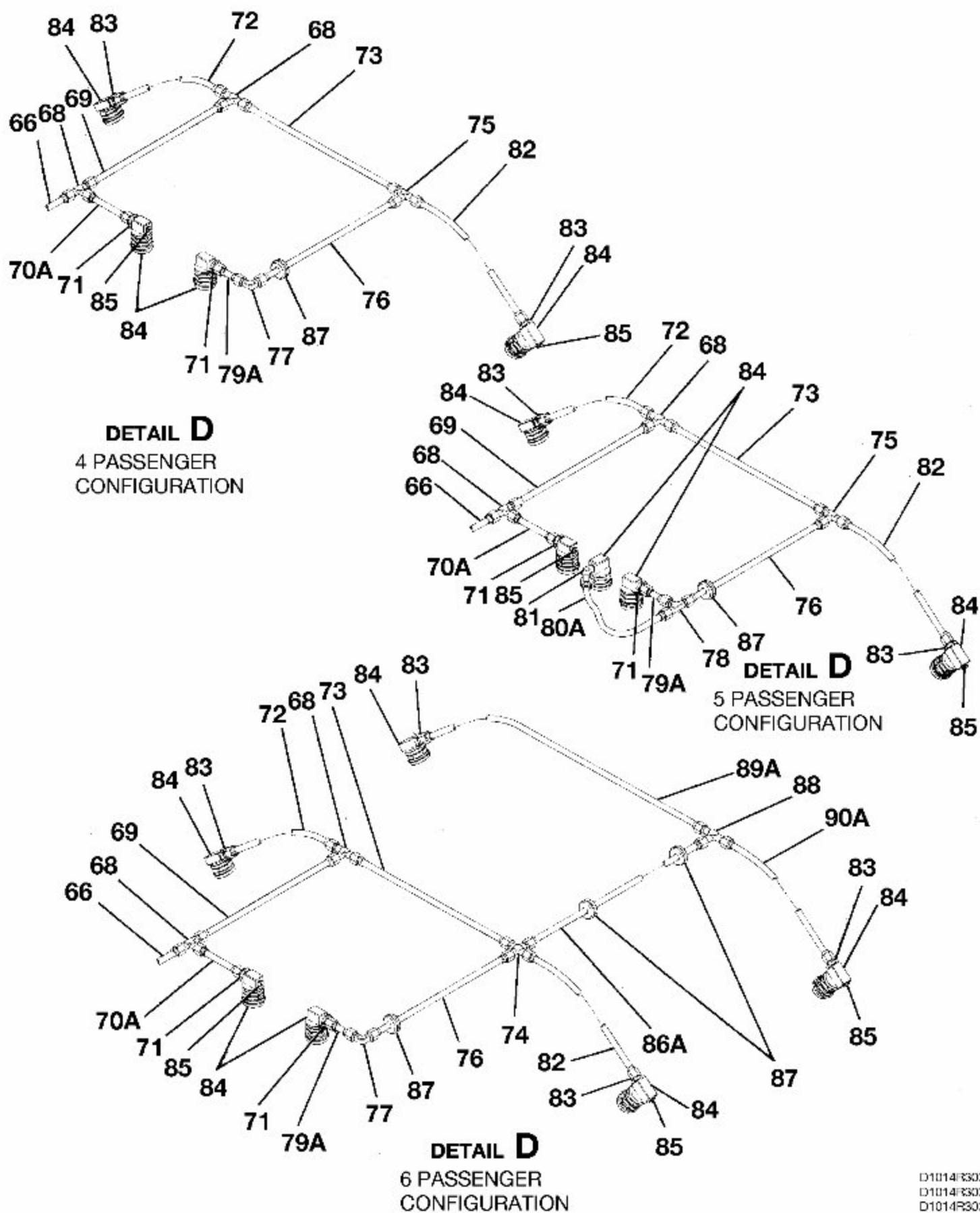
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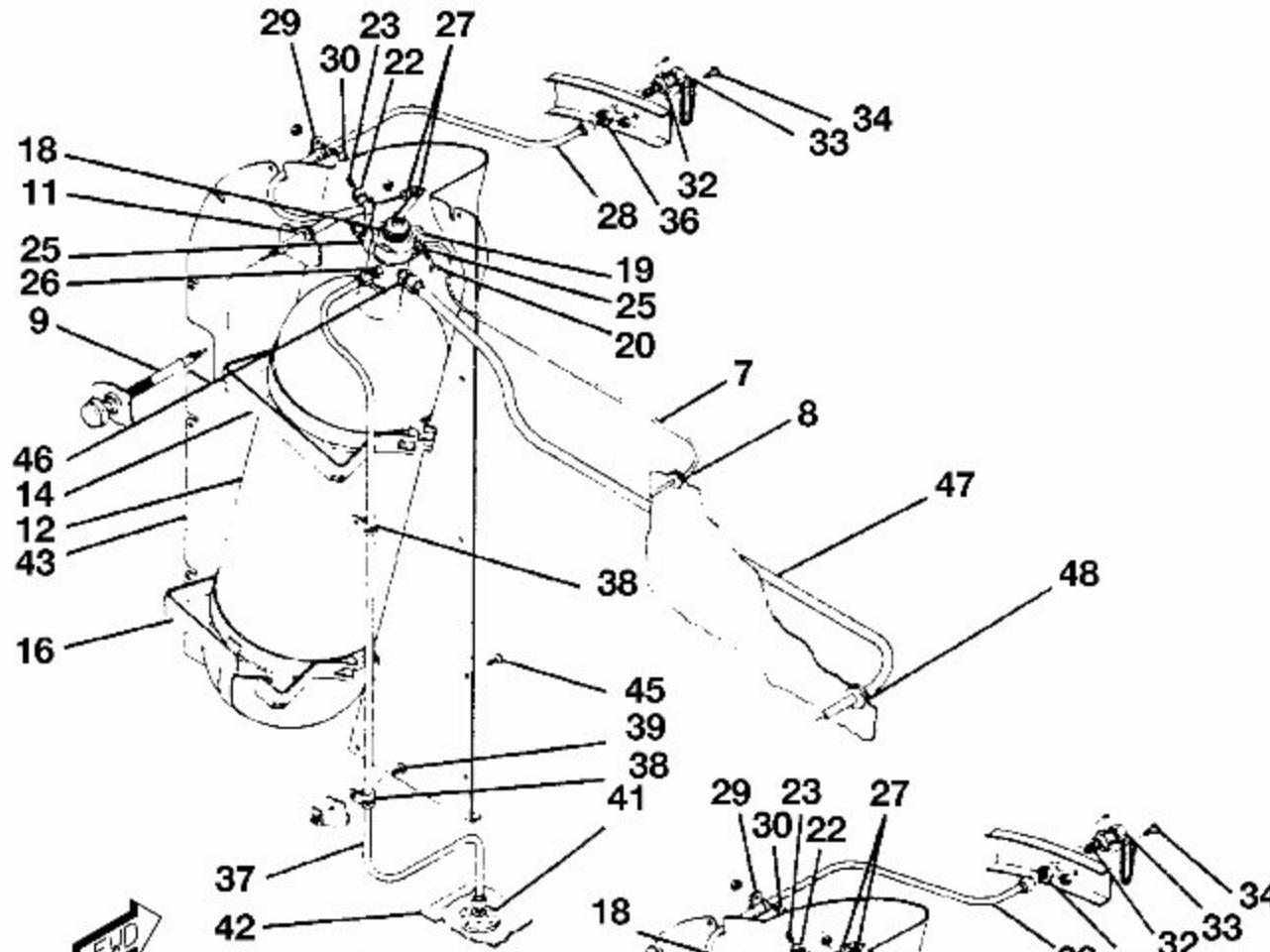
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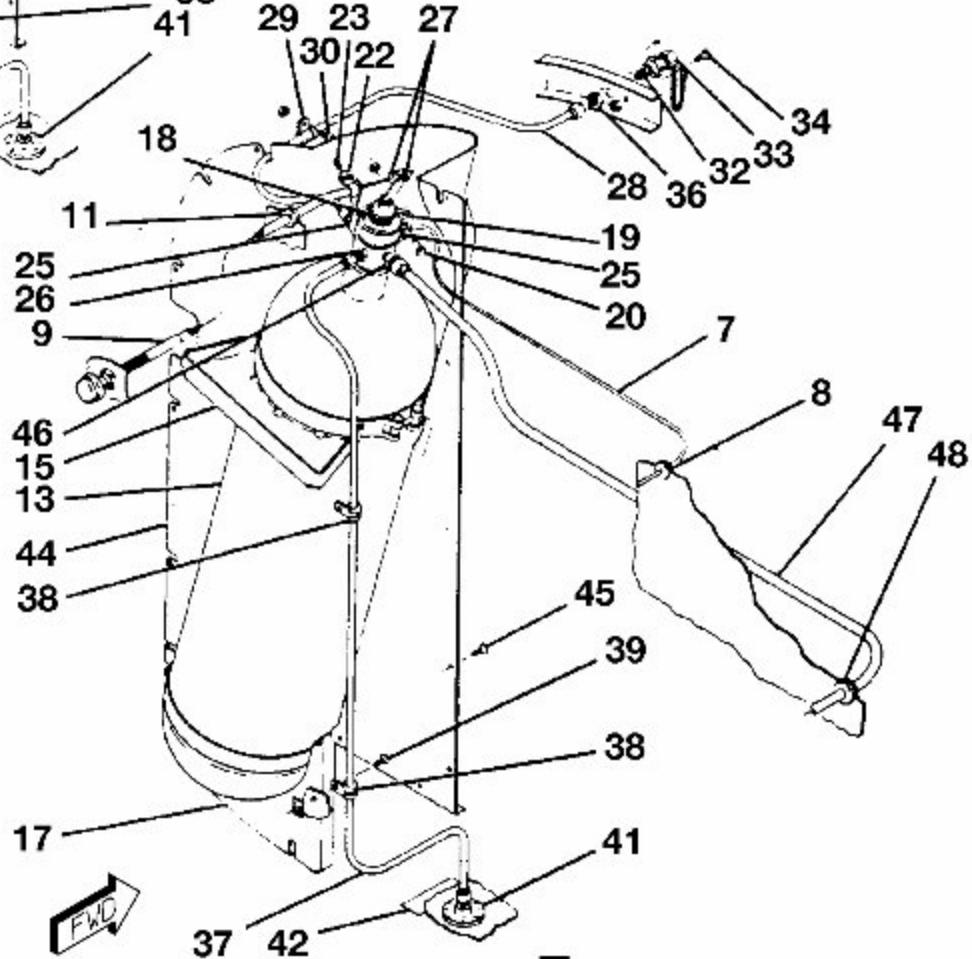
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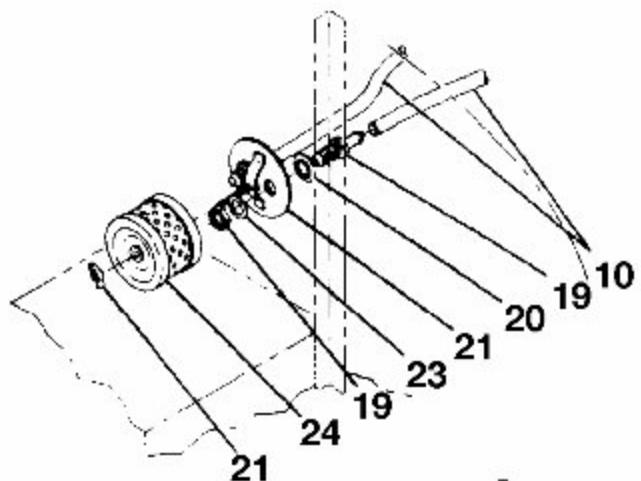
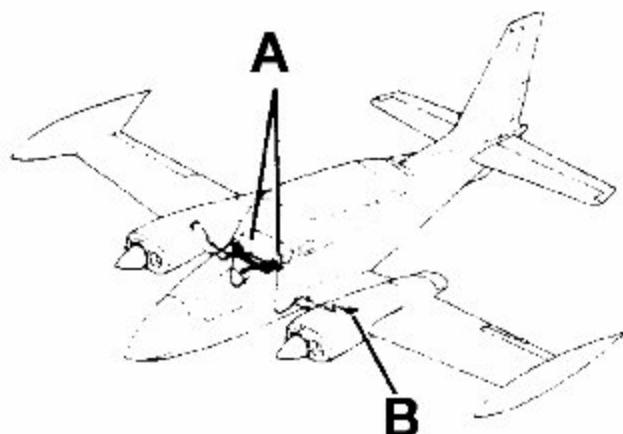


DETAIL E
48.3 CUBIC FEET



DETAIL E
76.6 CUBIC FEET

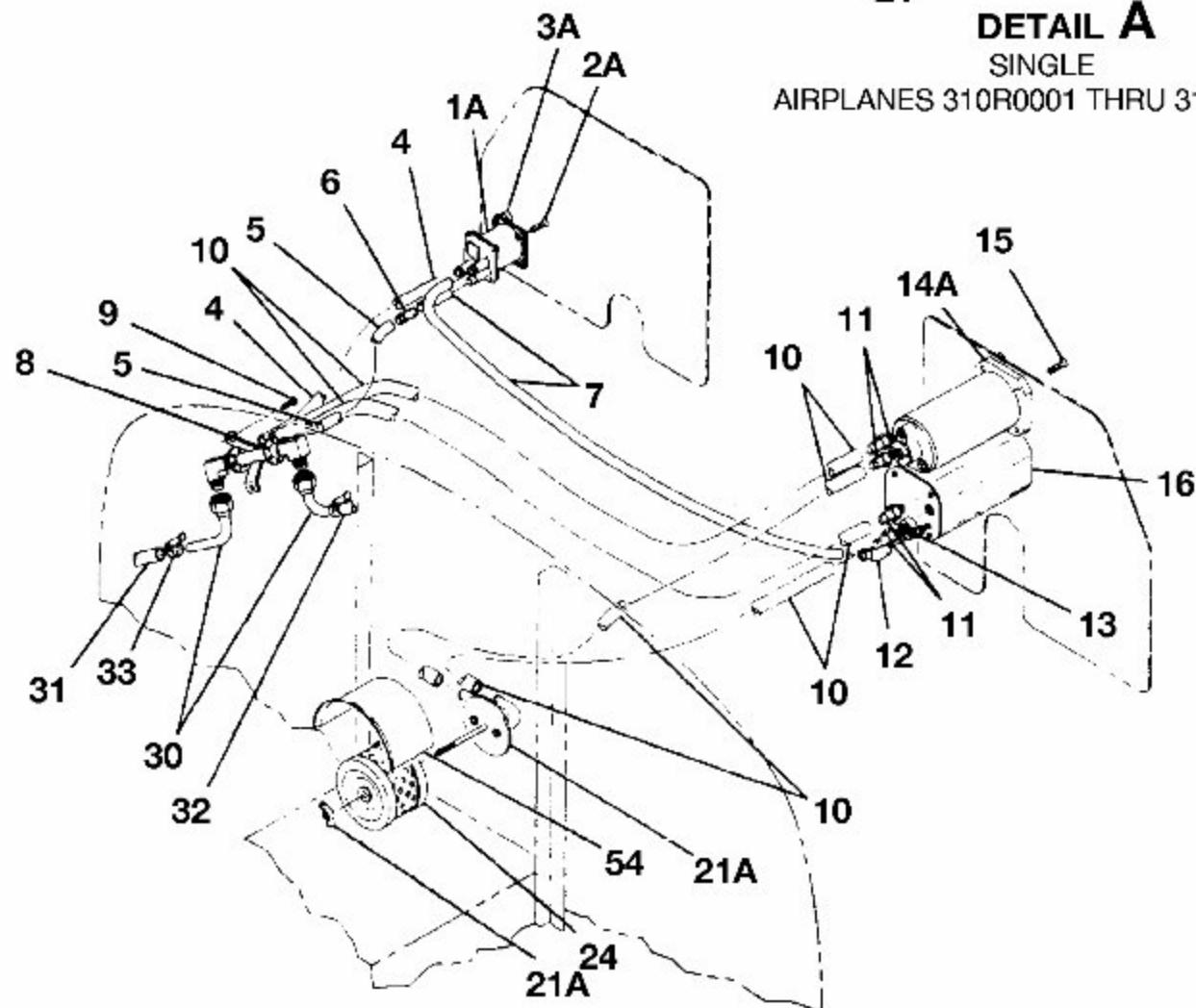
37



DETAIL A

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AIRPLANES 310R0001 THRU 310R0500

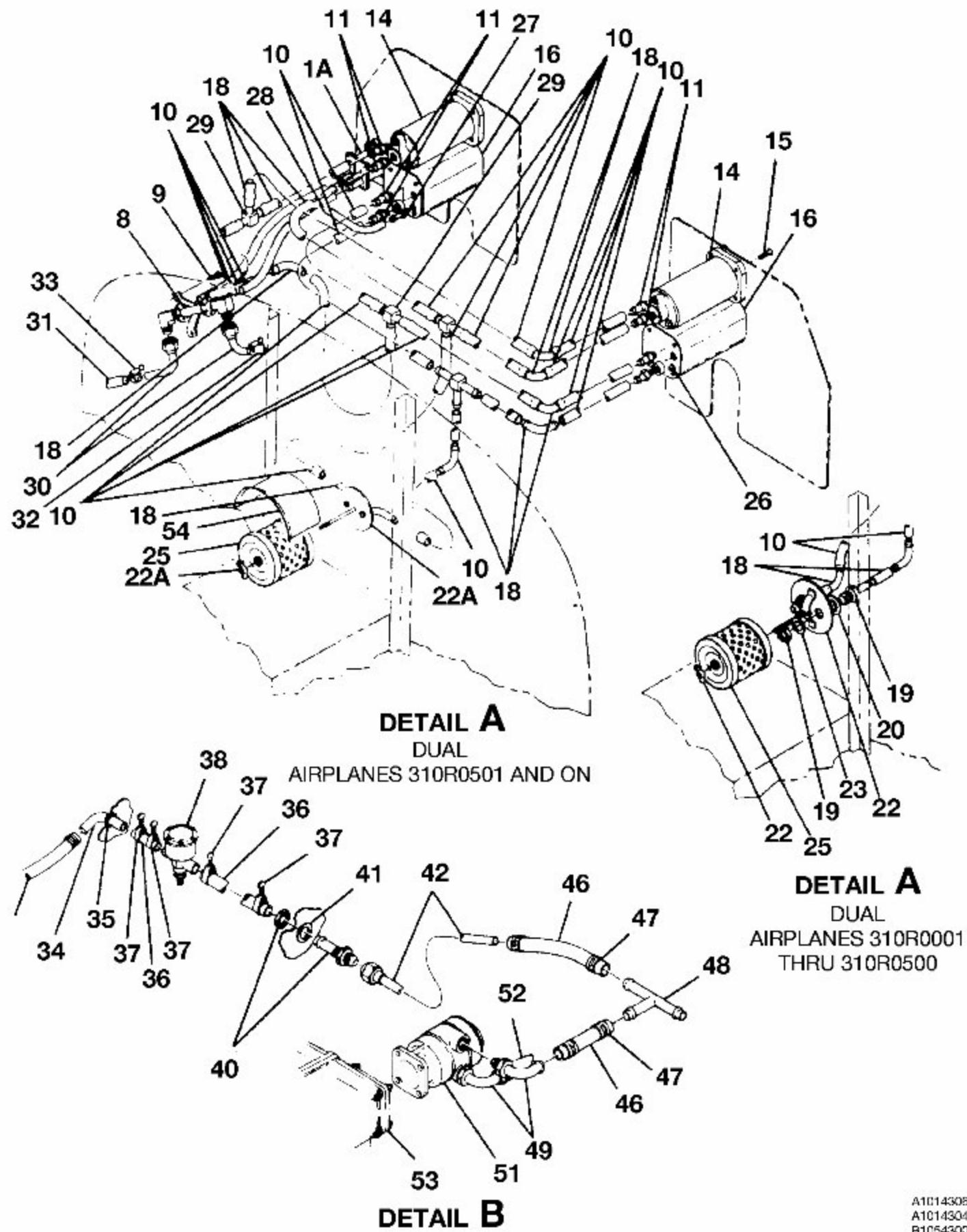


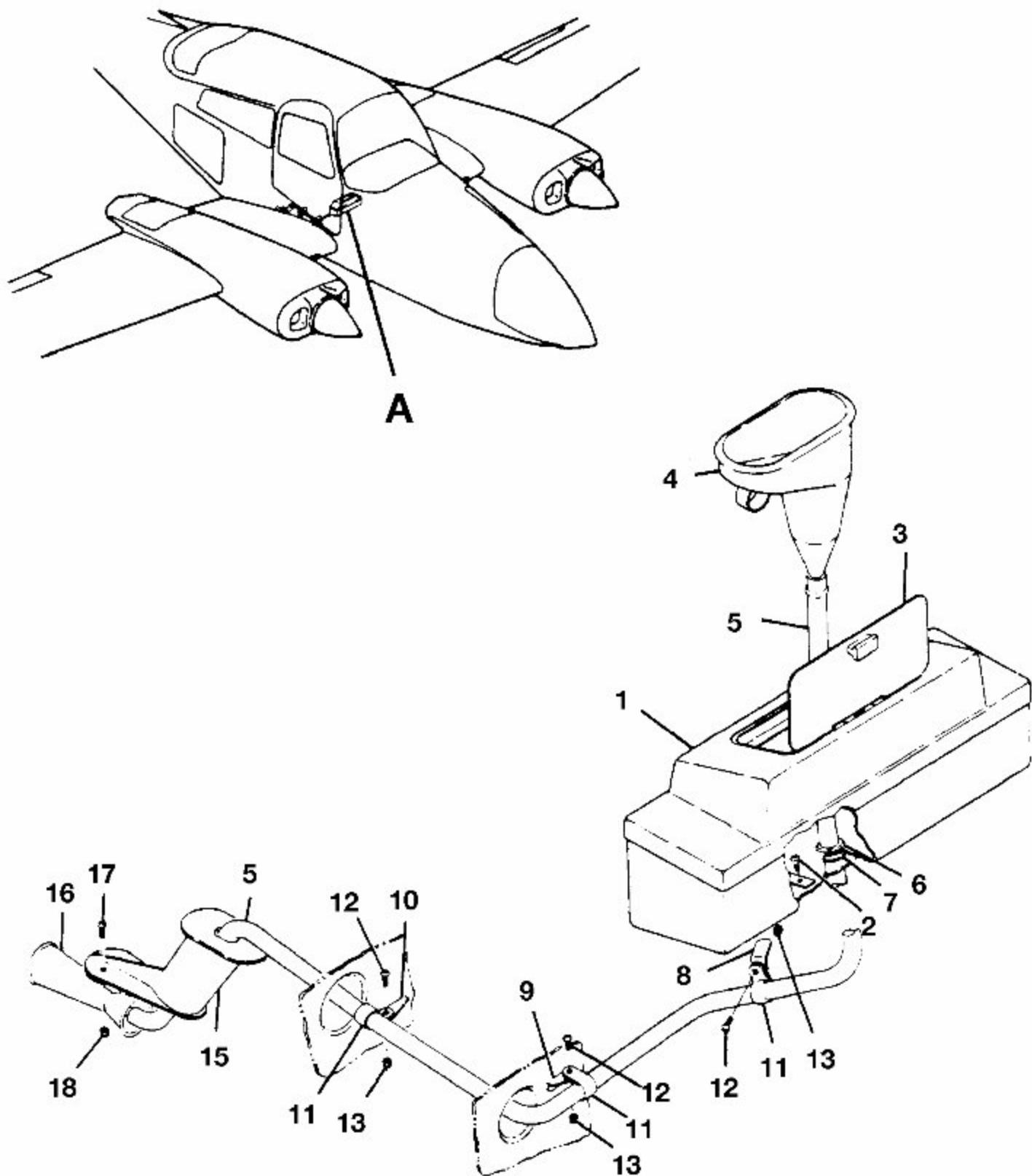
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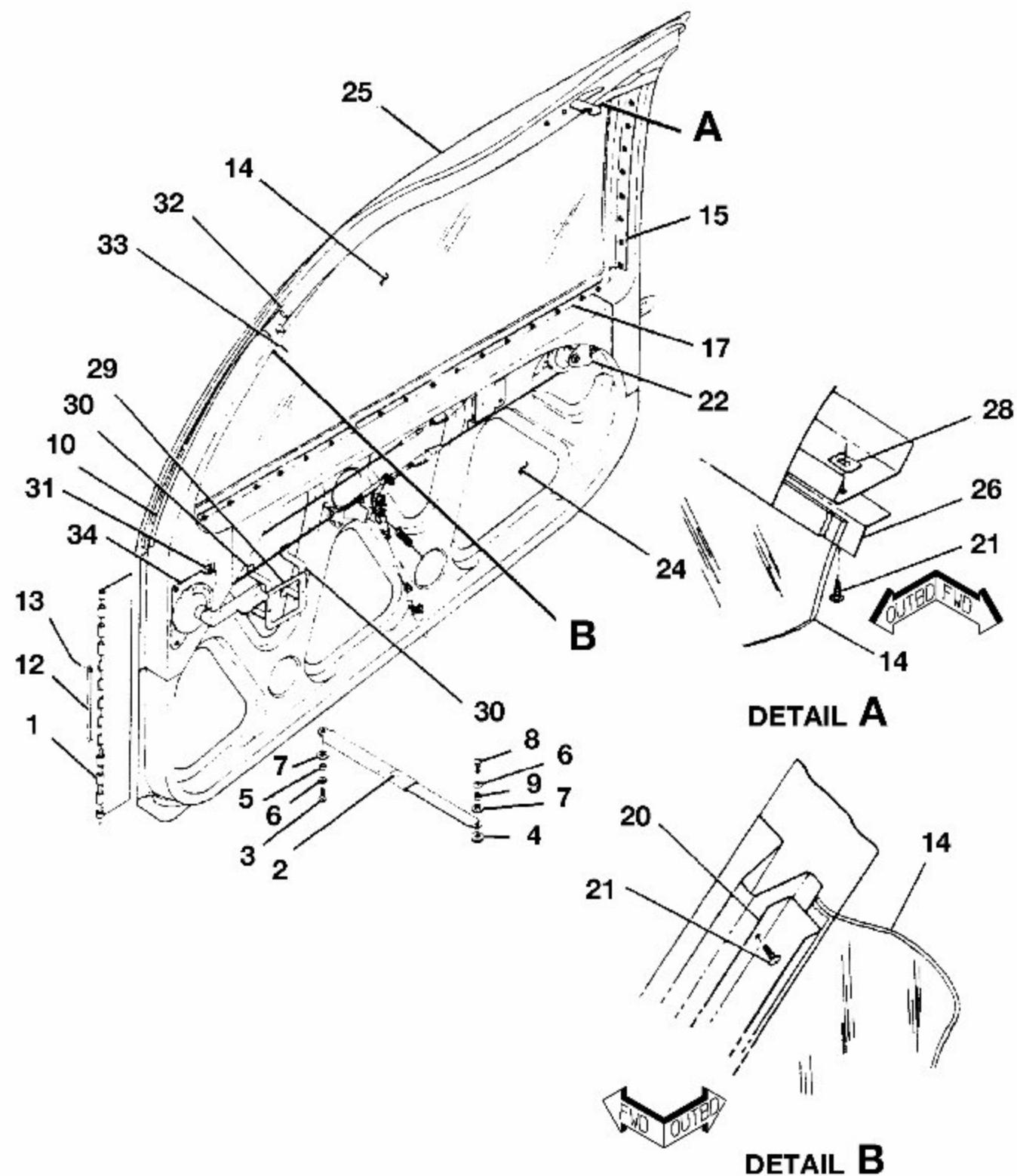
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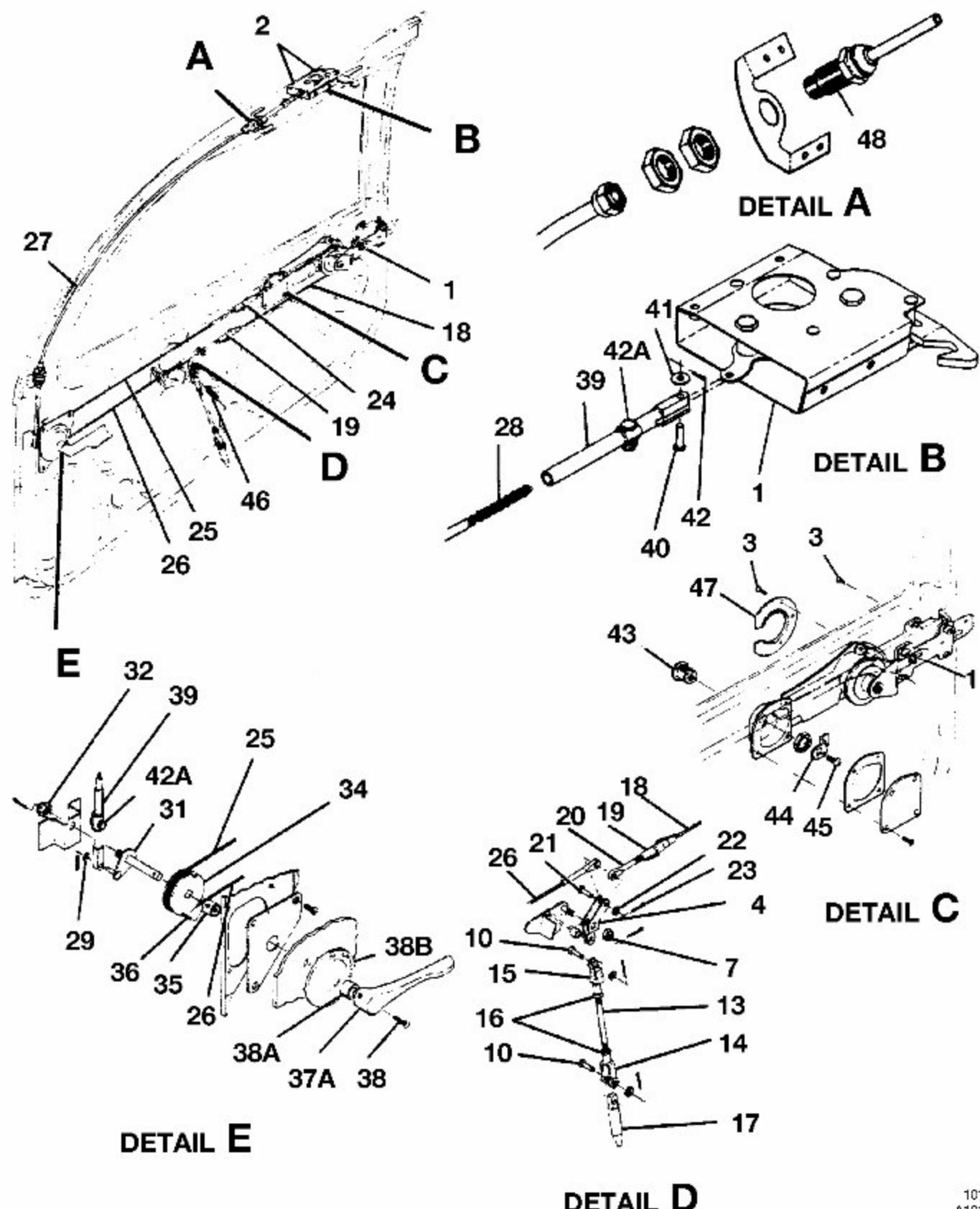
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THRU 310R2140

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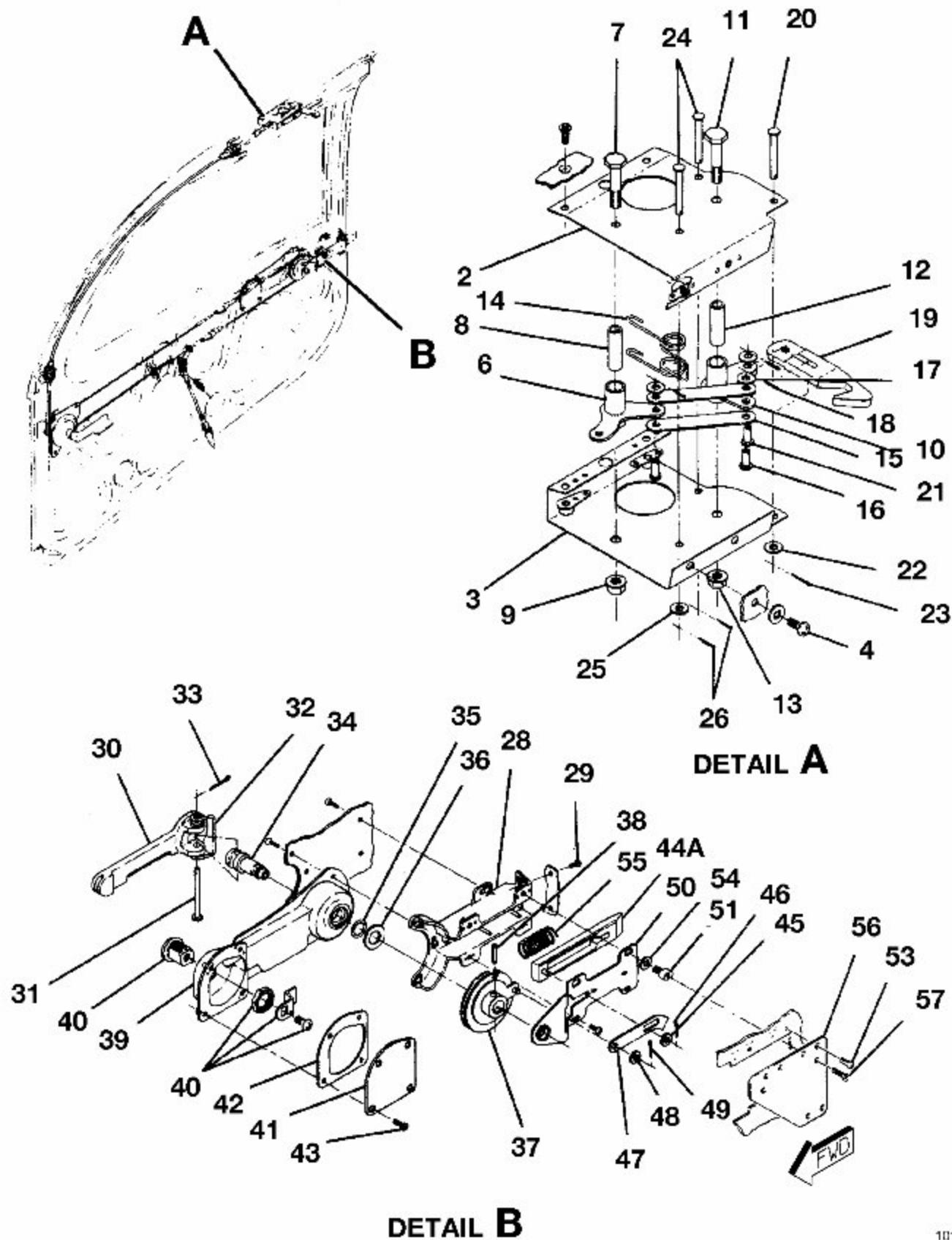


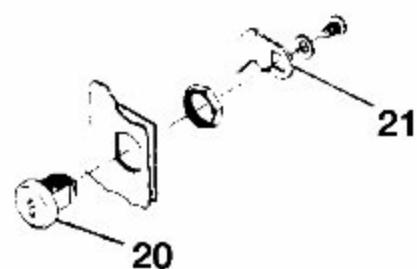
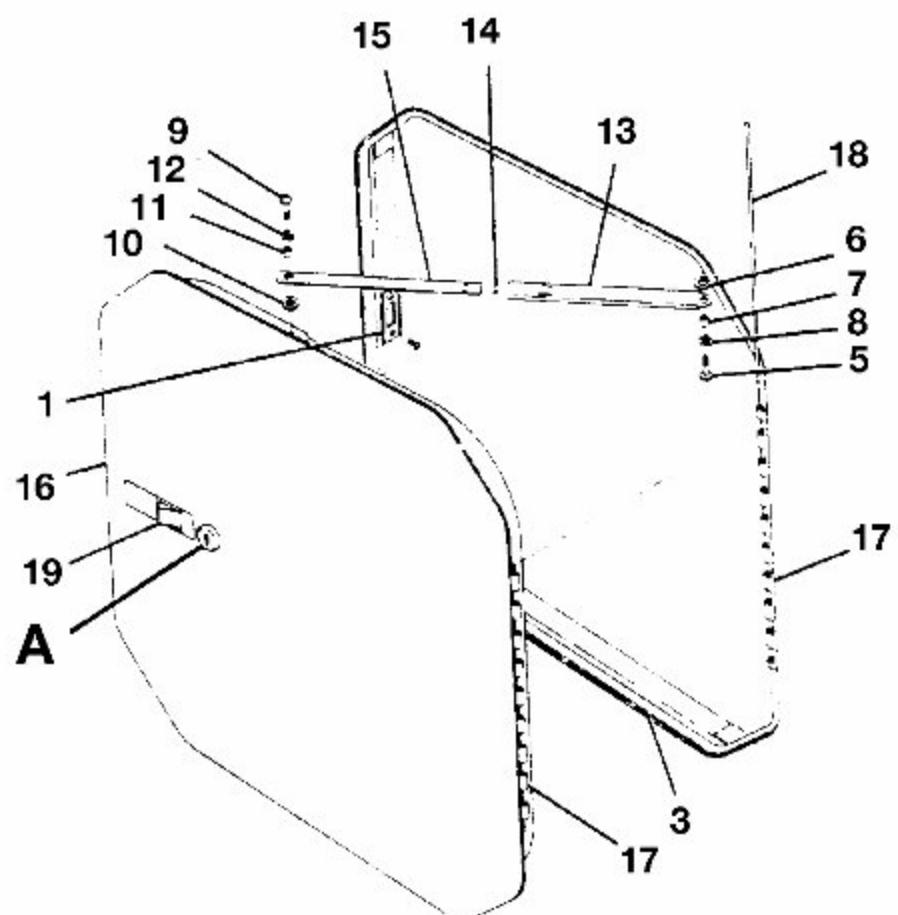




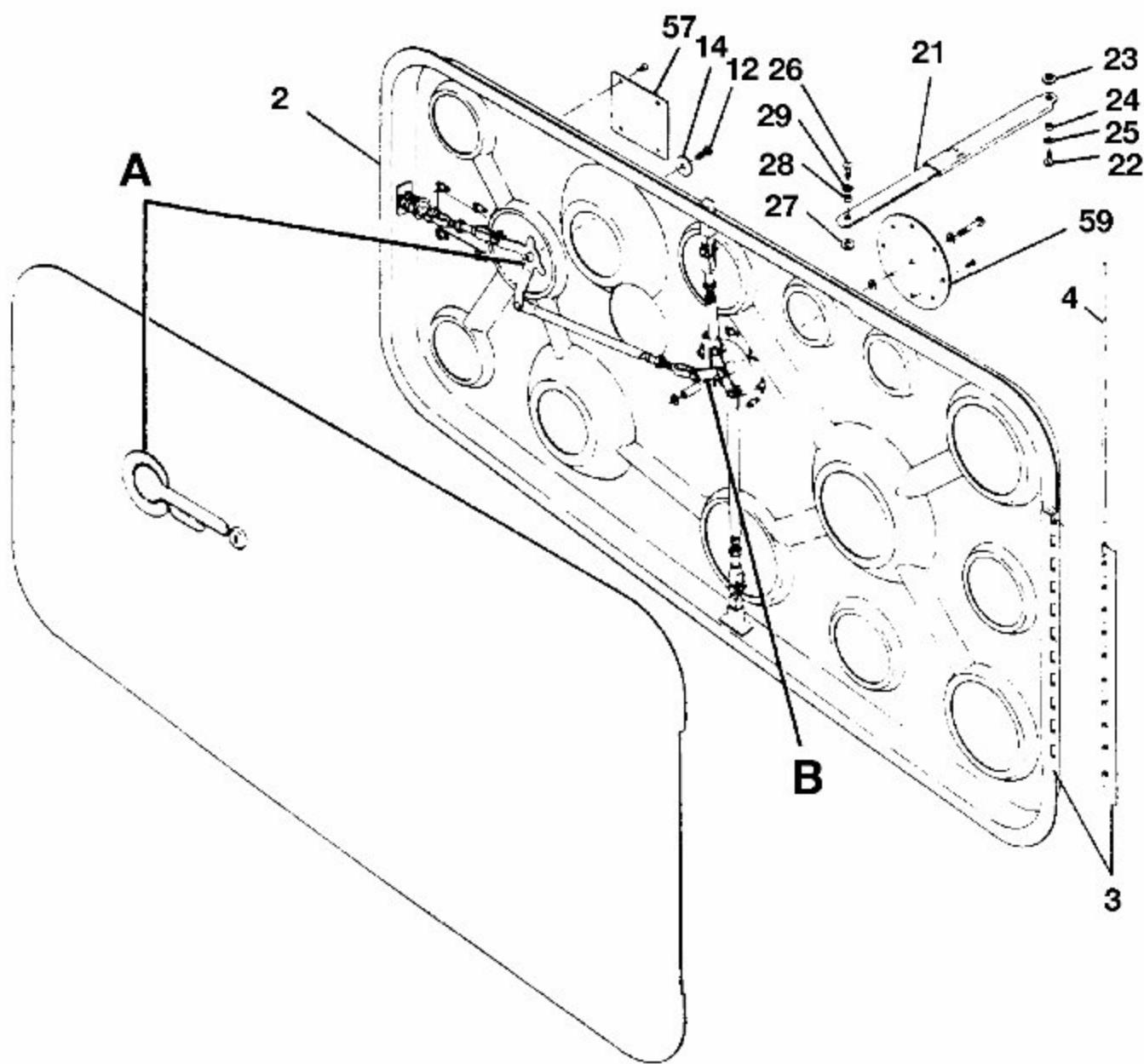


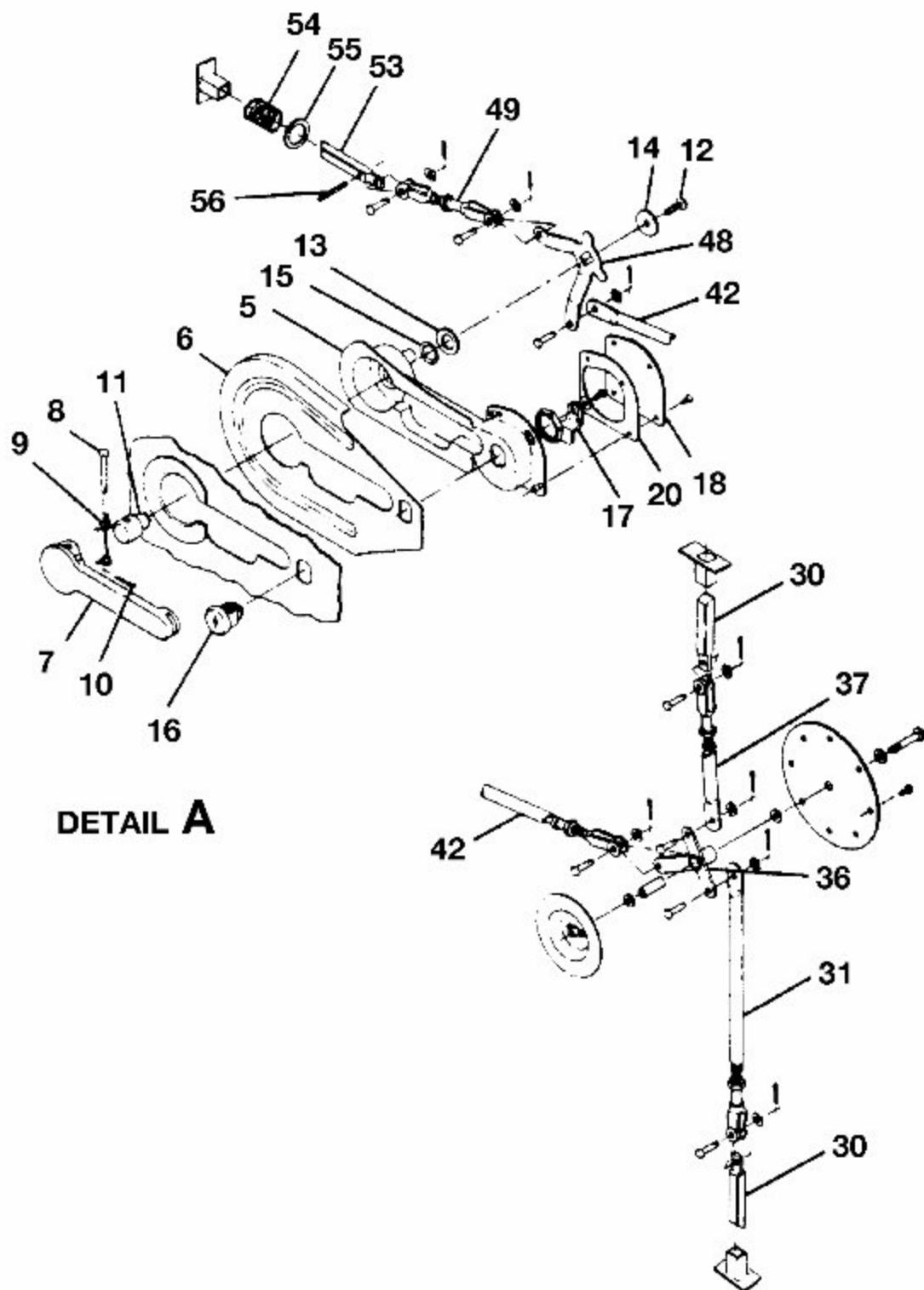
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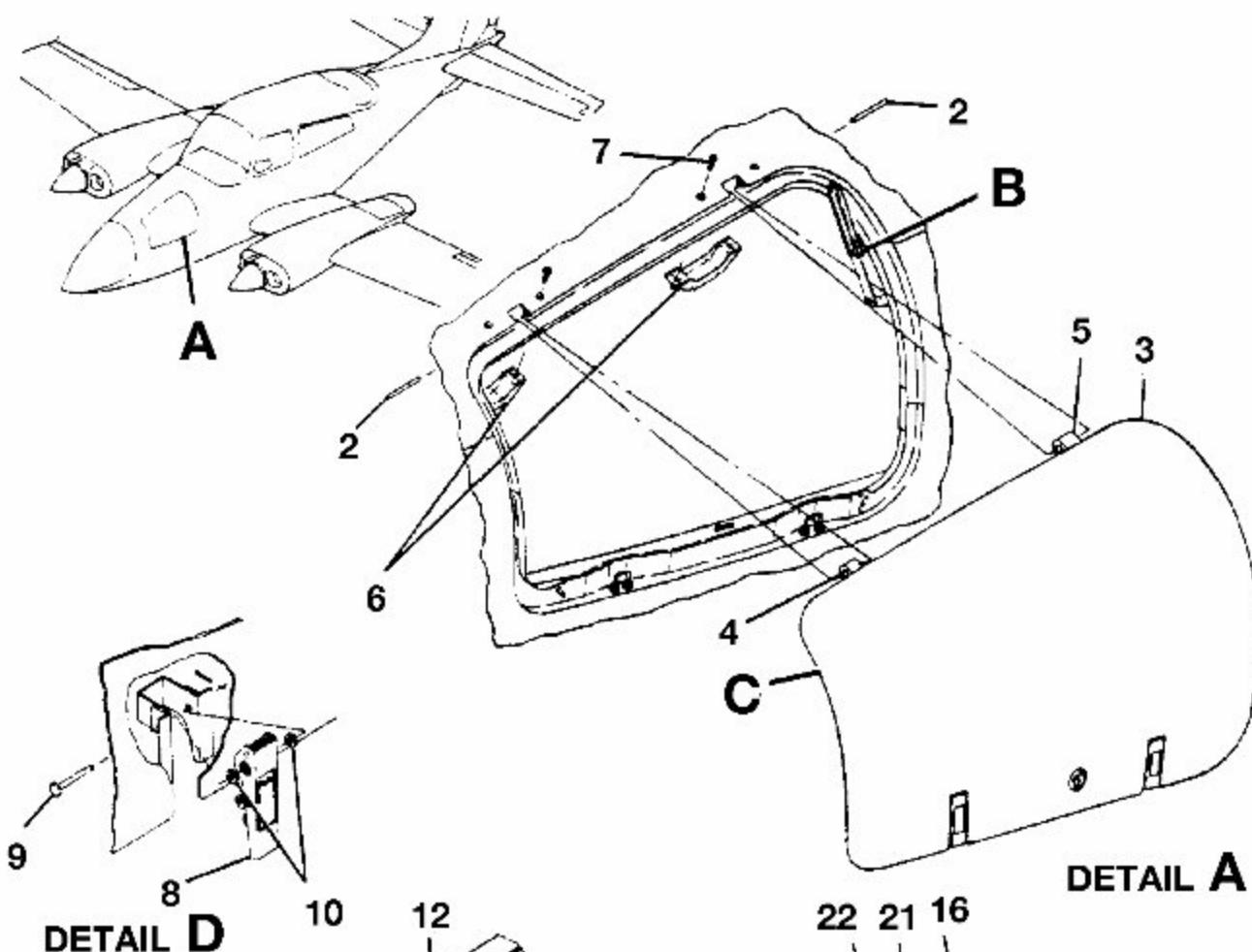


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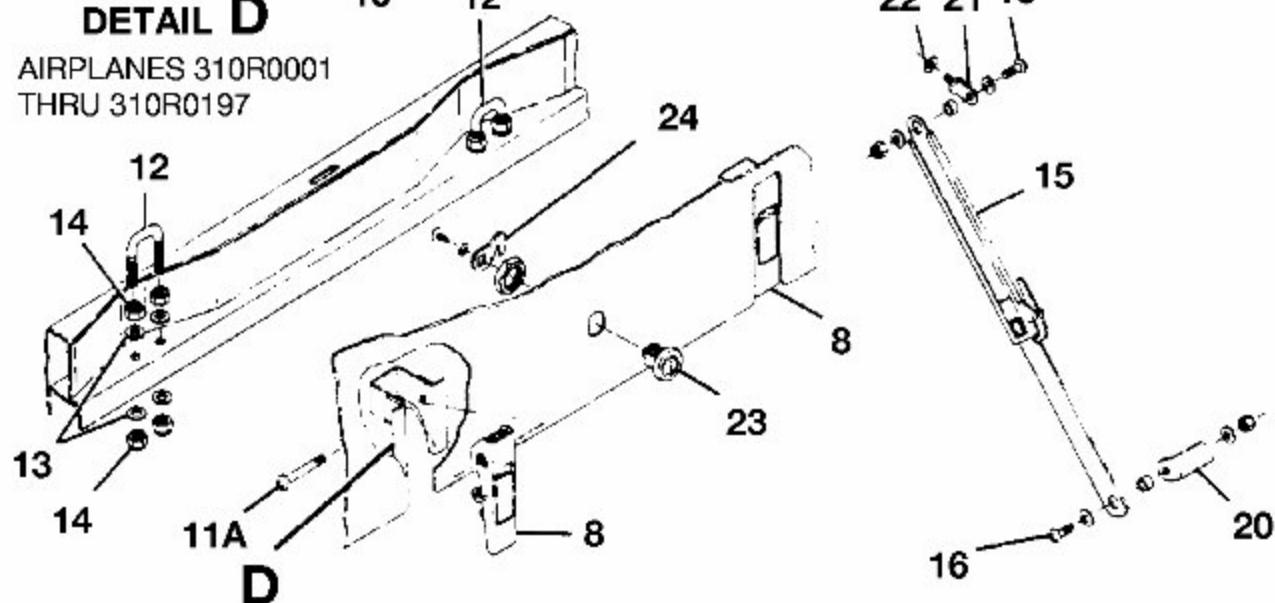




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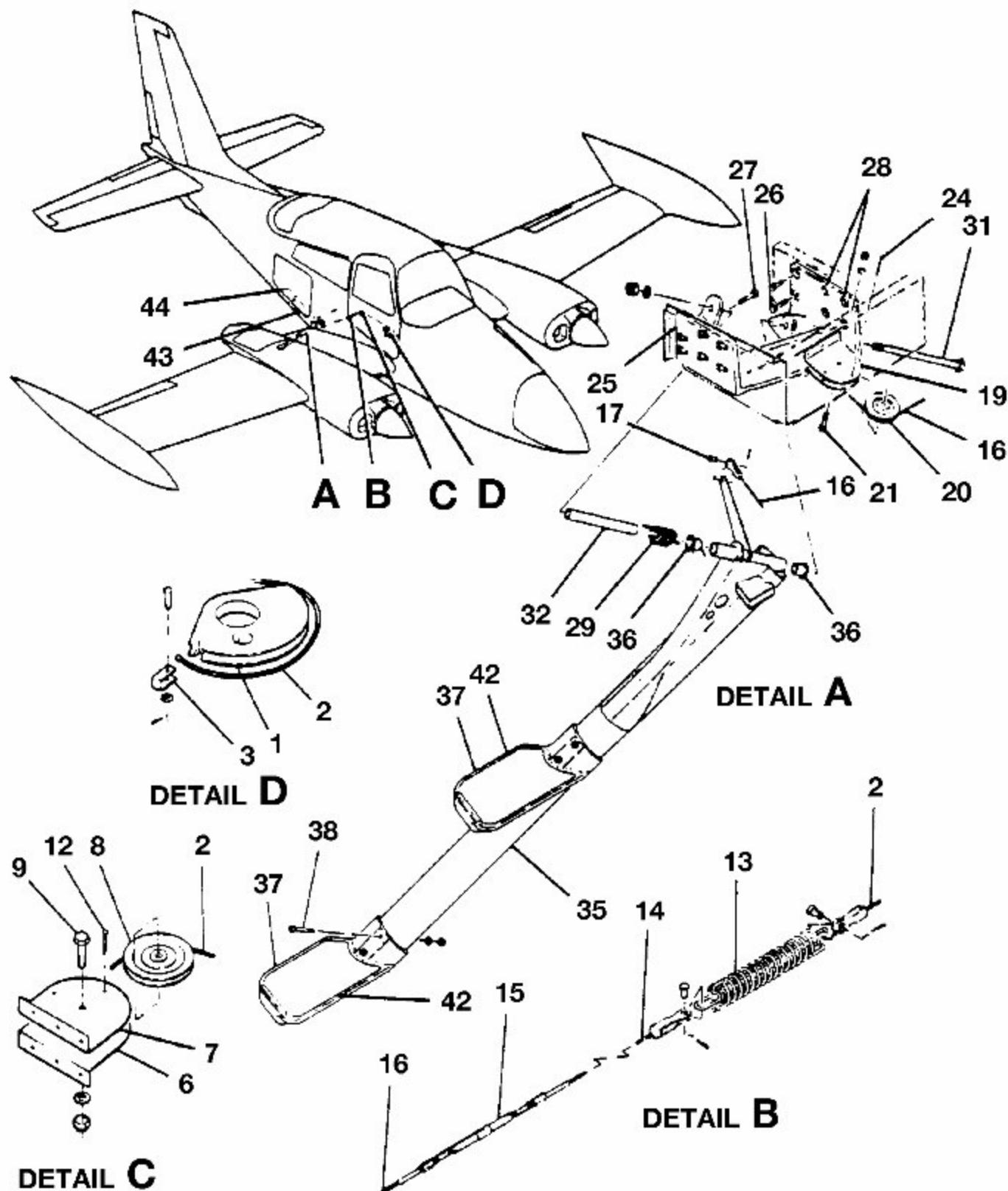


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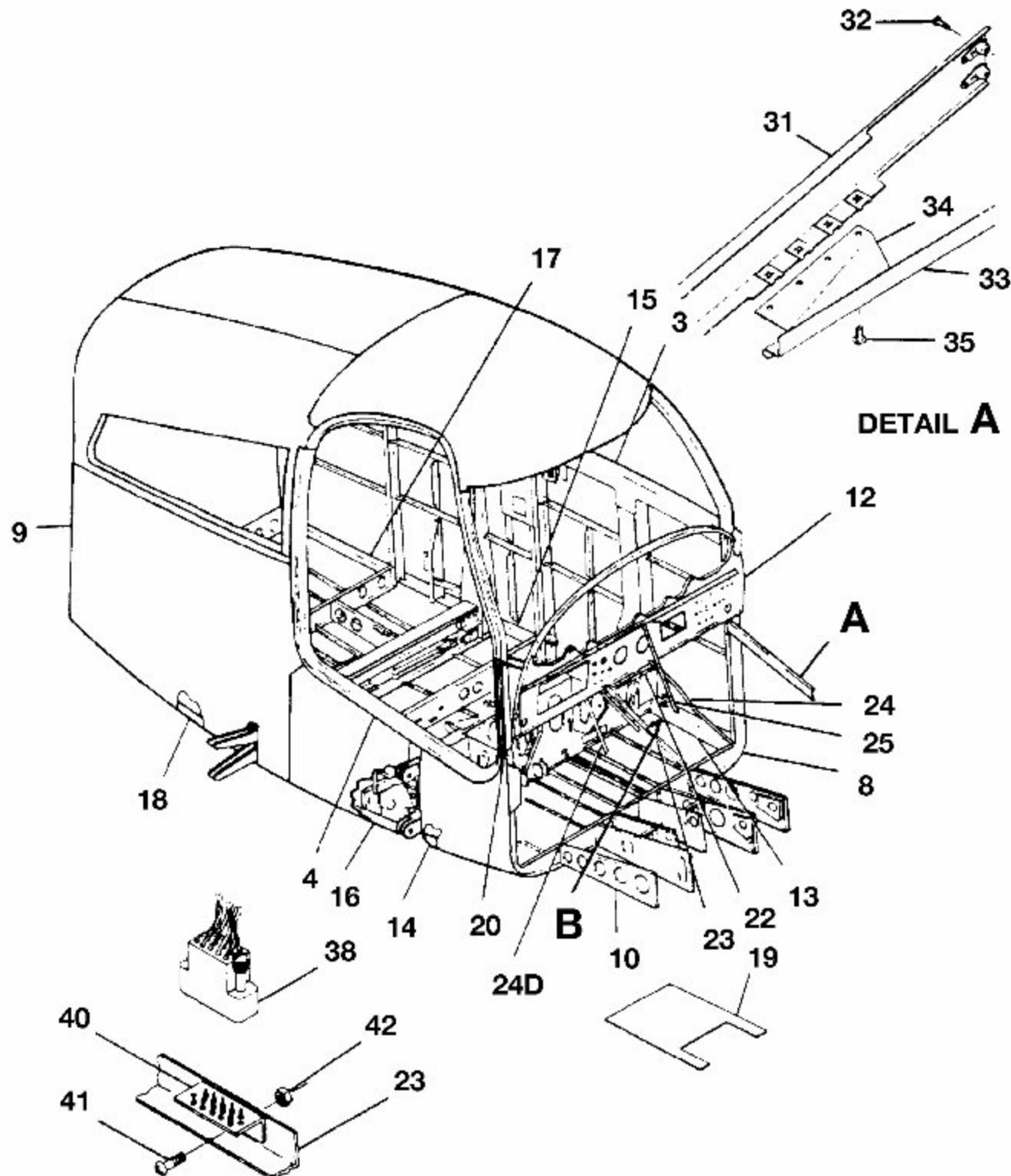


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THRU 310R2140

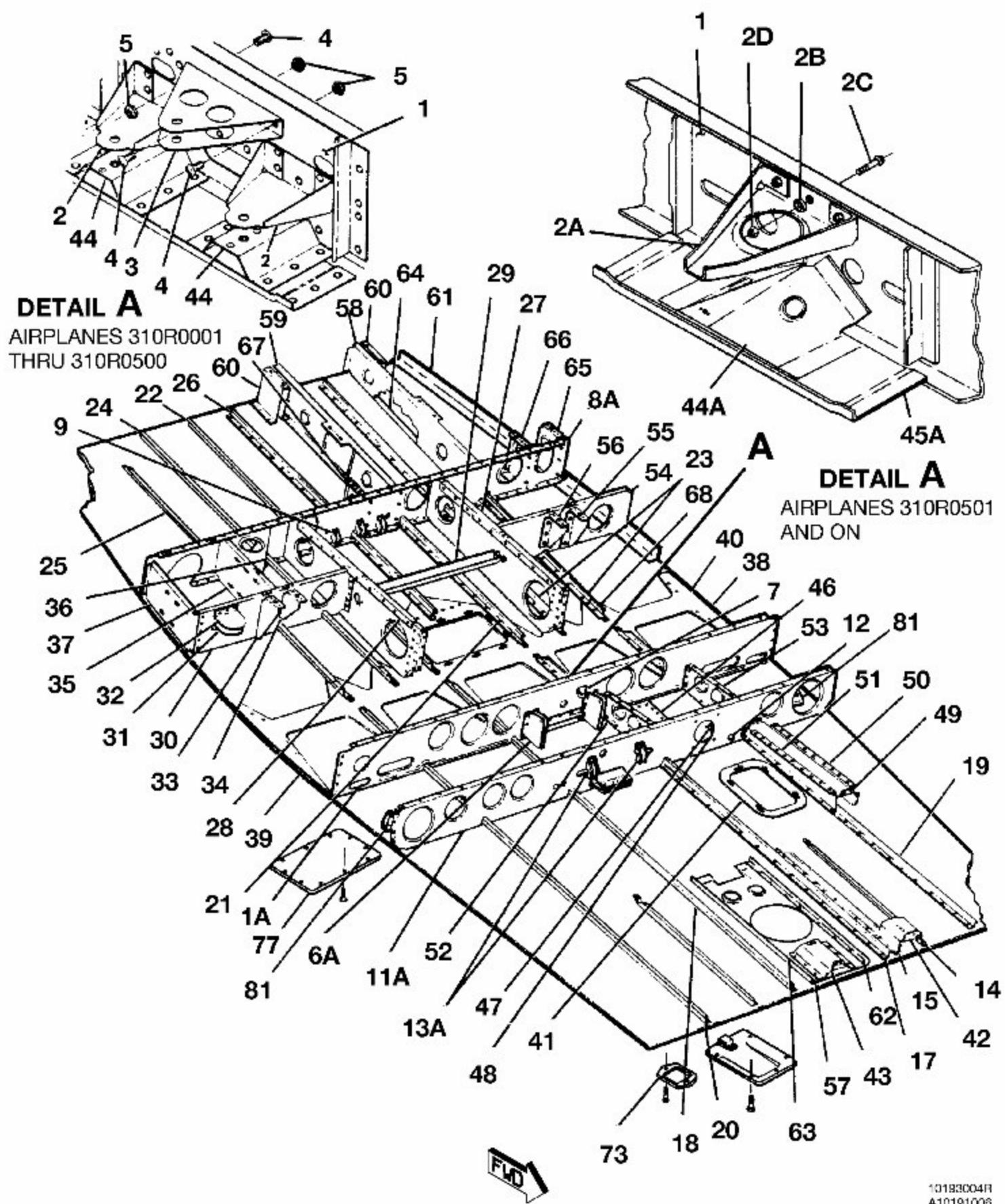
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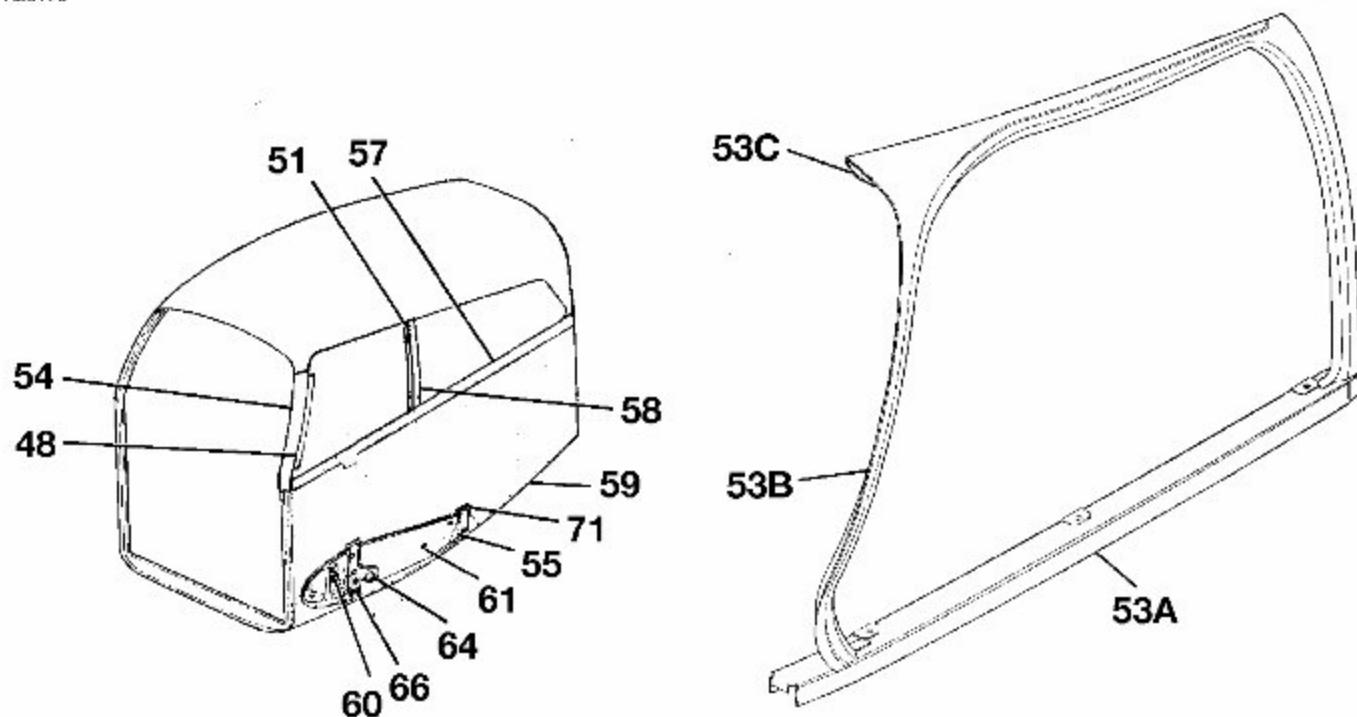
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**DETAIL B**

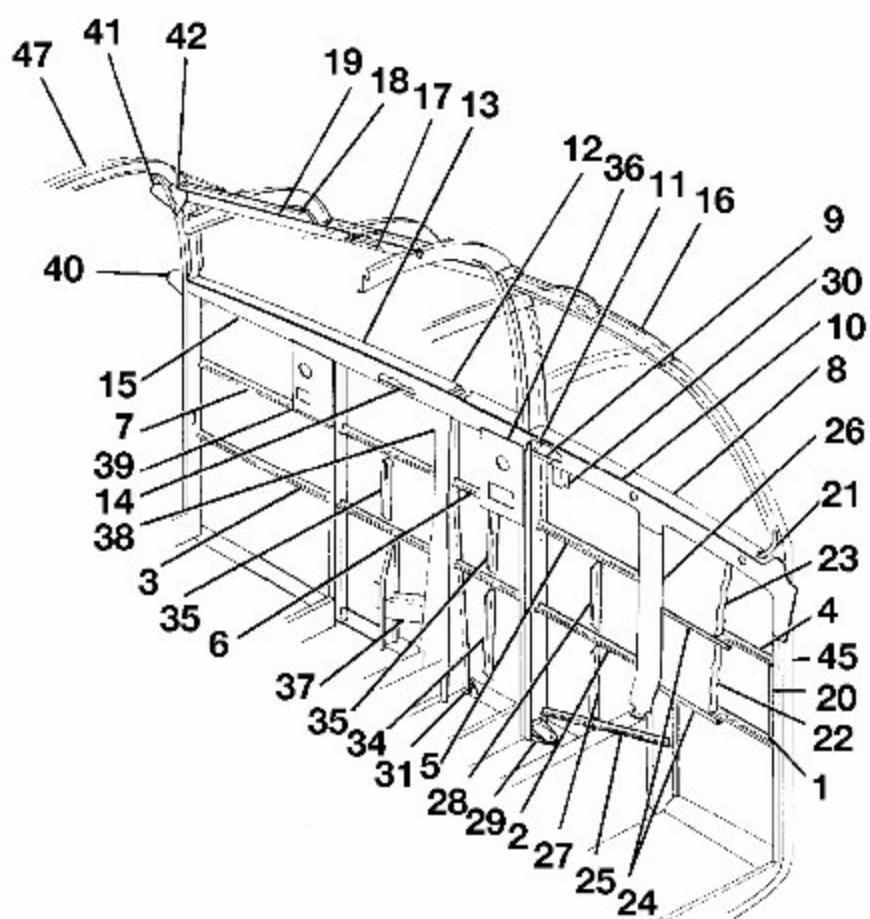
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THRU 310T2140



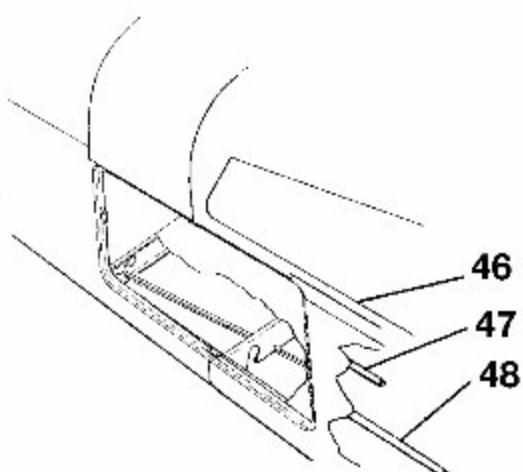
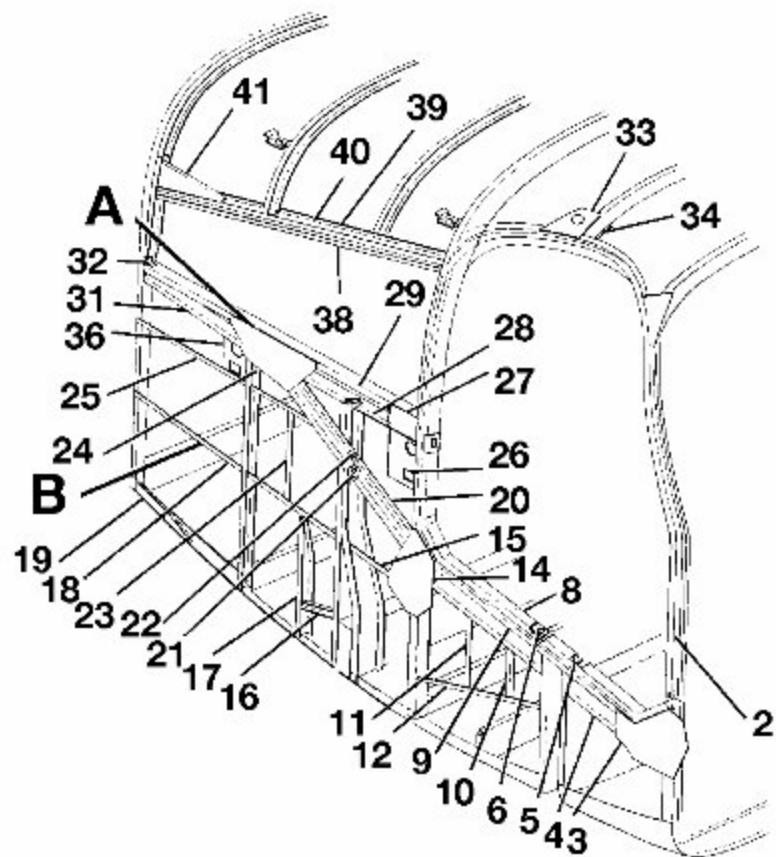
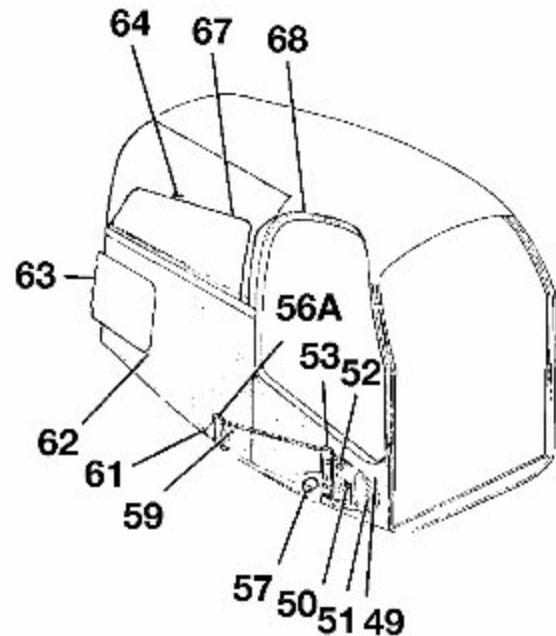
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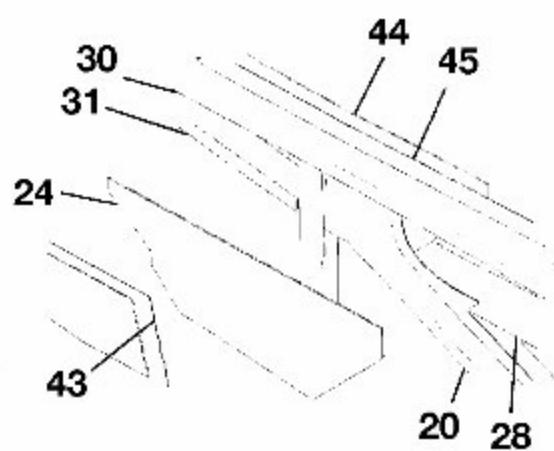
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1011R3006

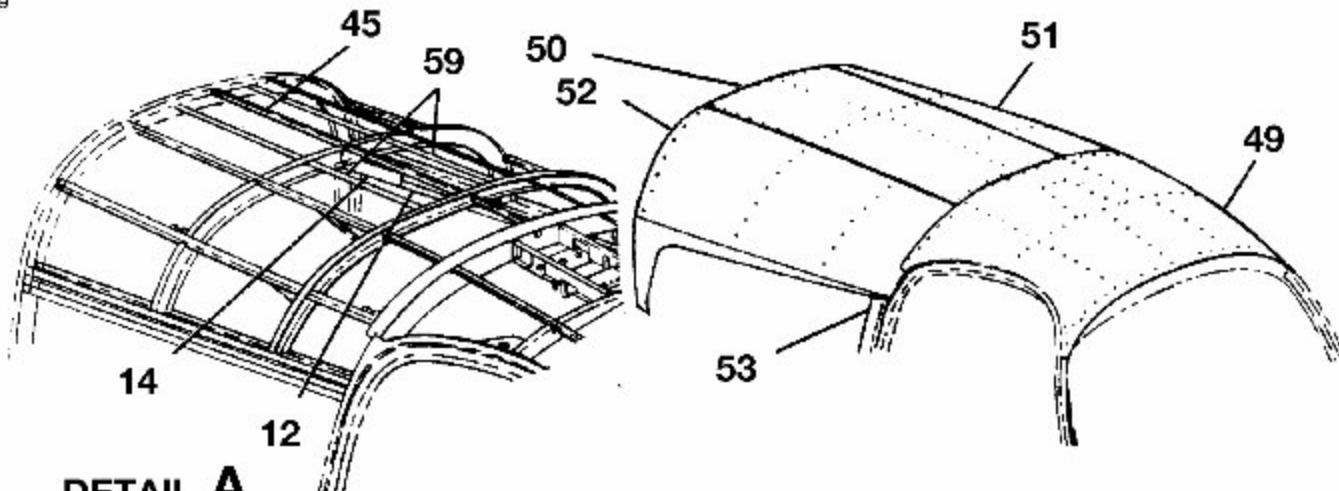


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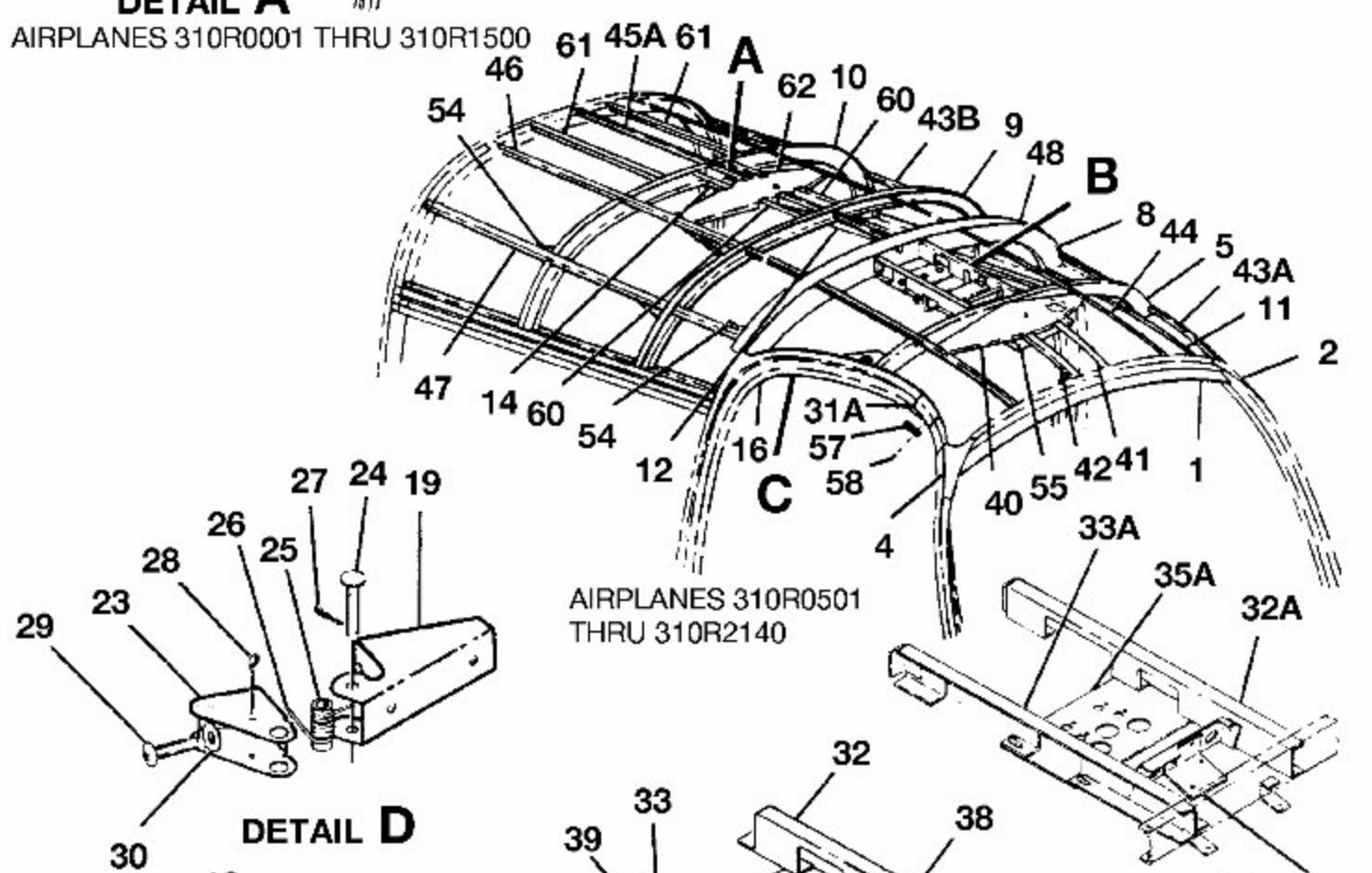
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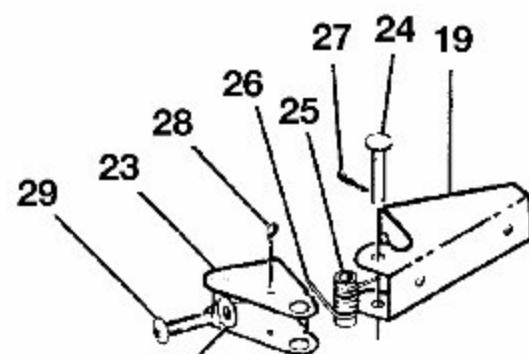


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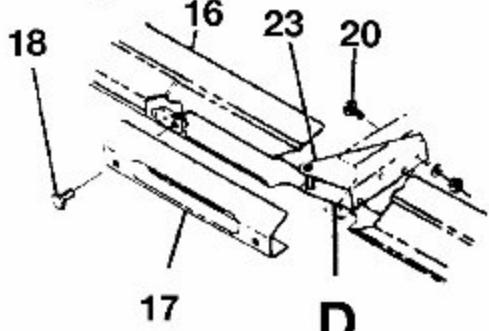
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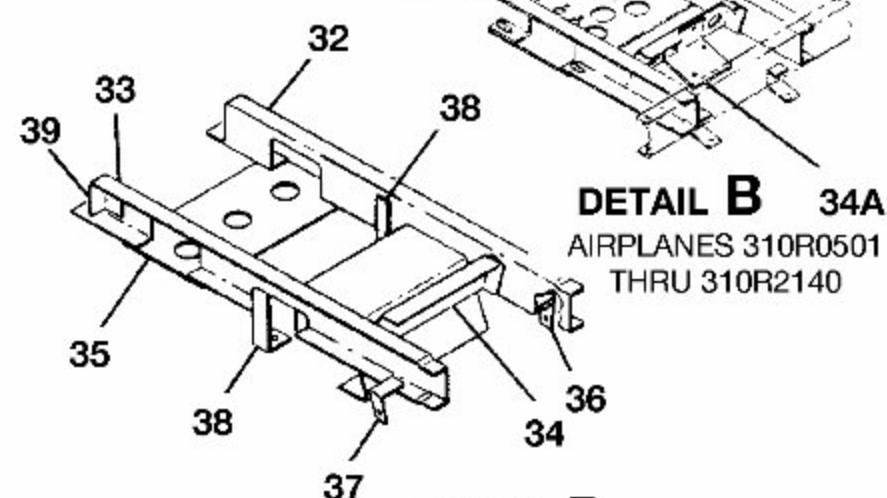
AIRPLANES 310R0501
THRU 310R2140



DETAIL D



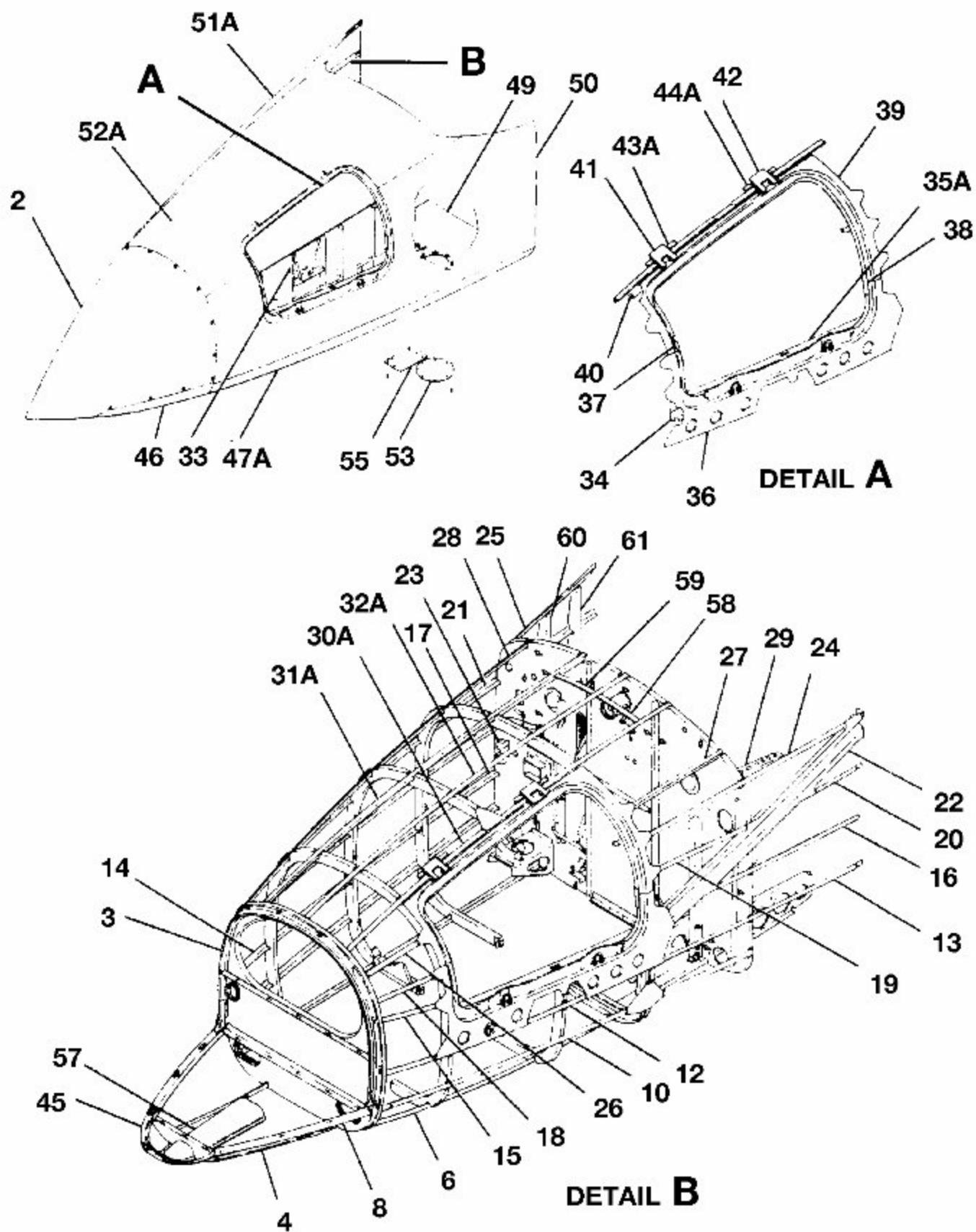
DETAIL C

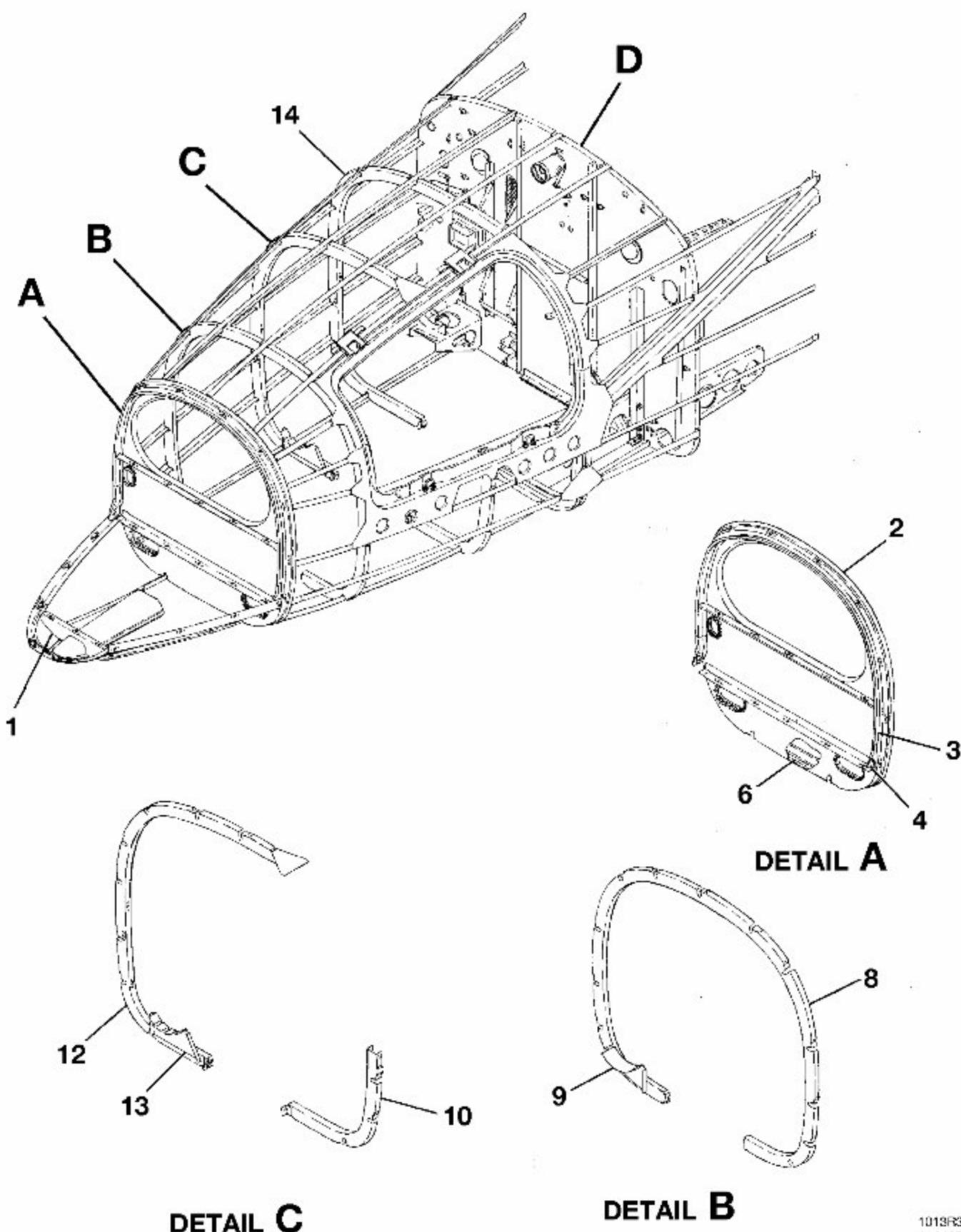


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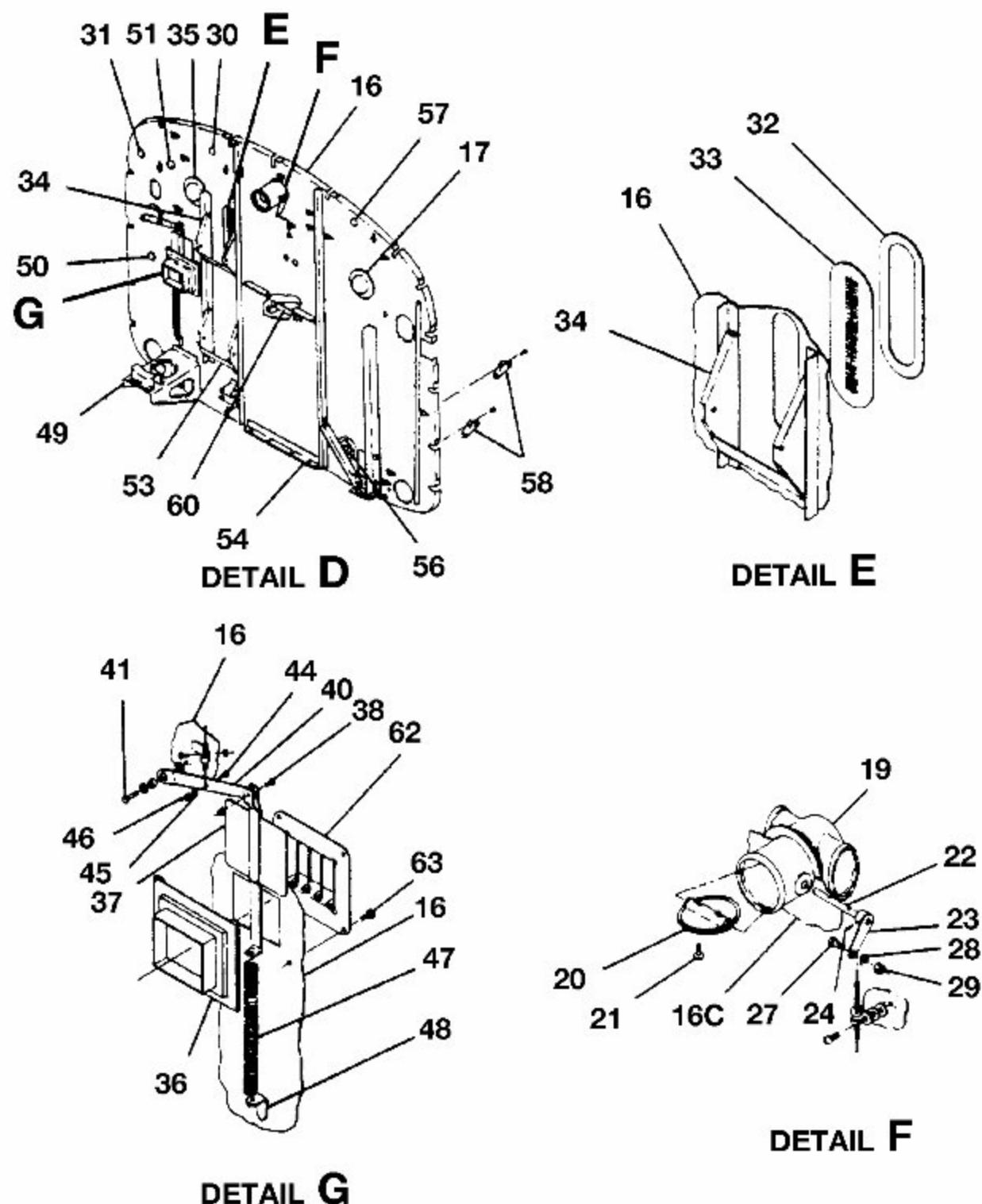
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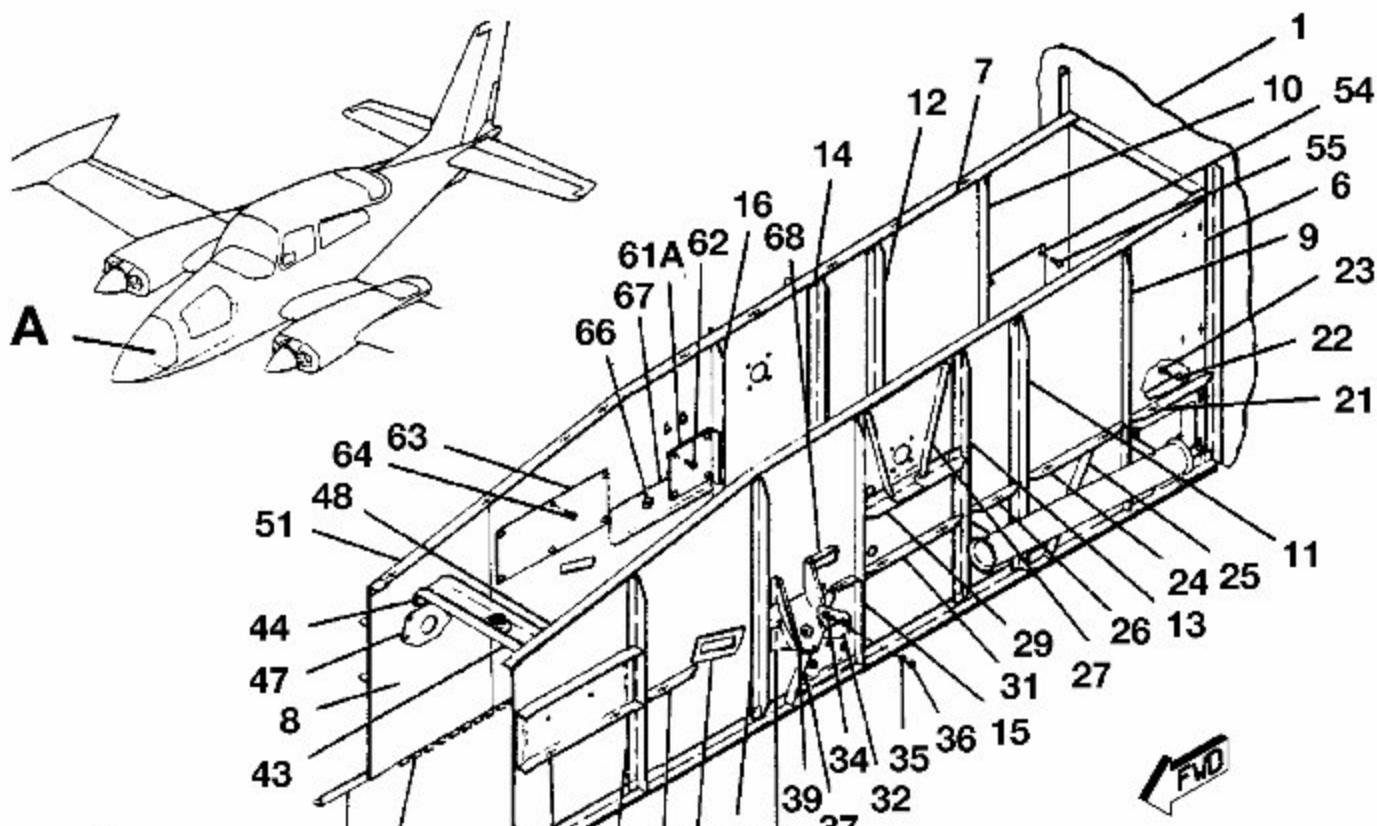




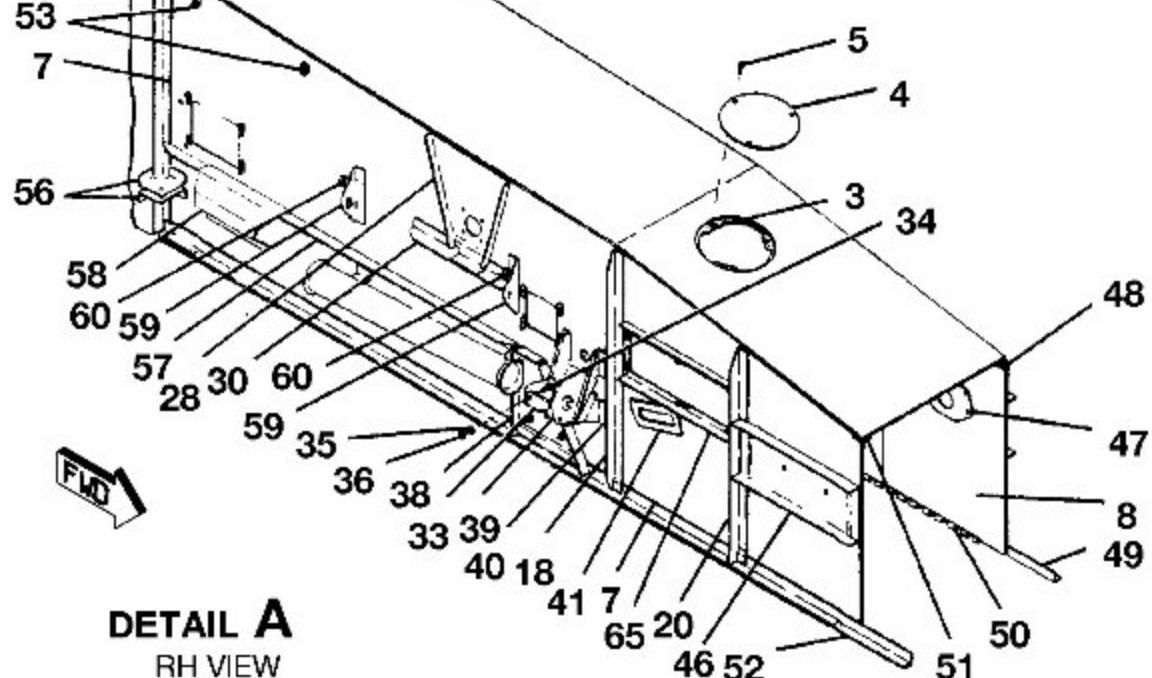
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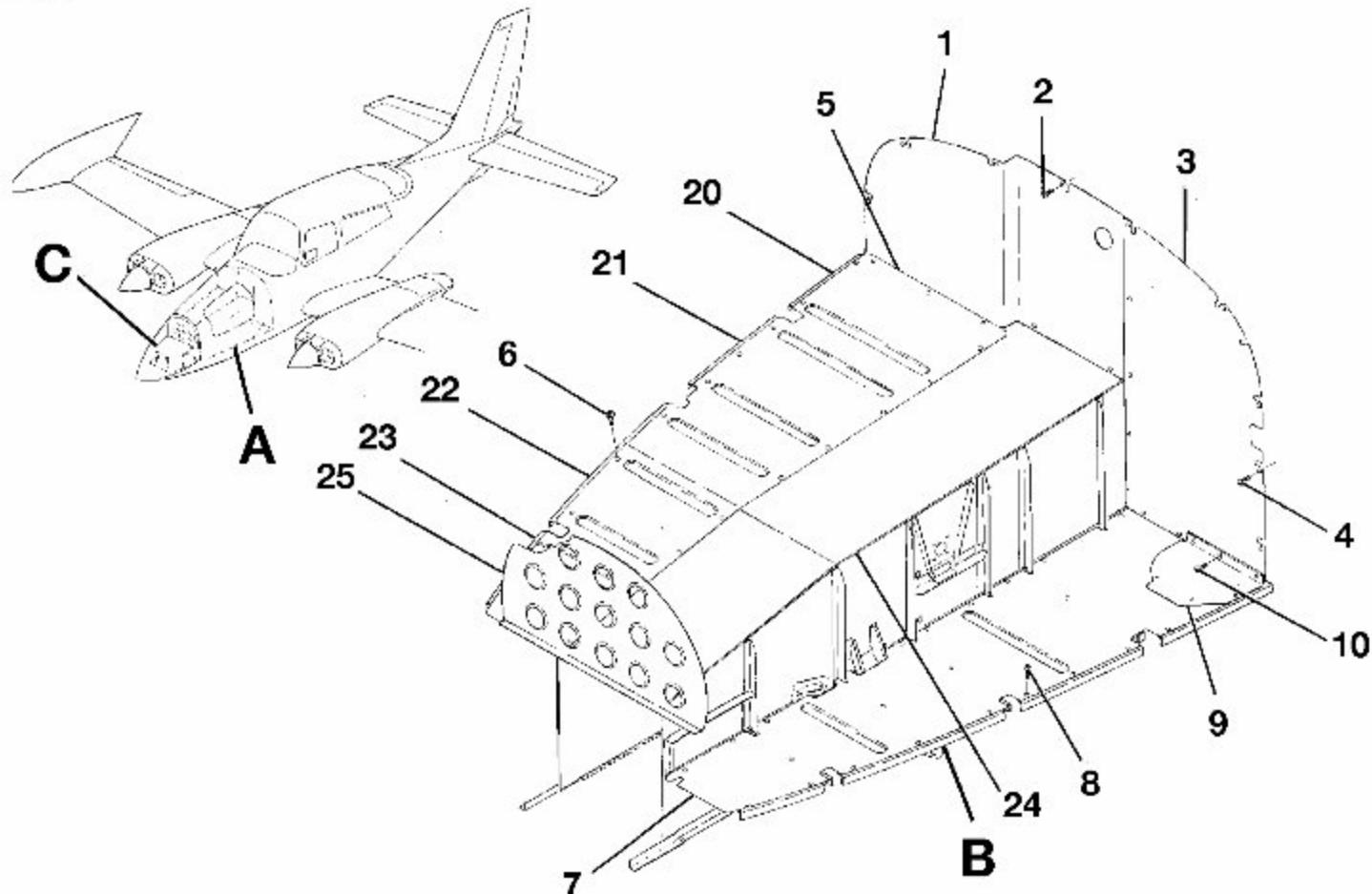


DETAIL A
LH VIEW

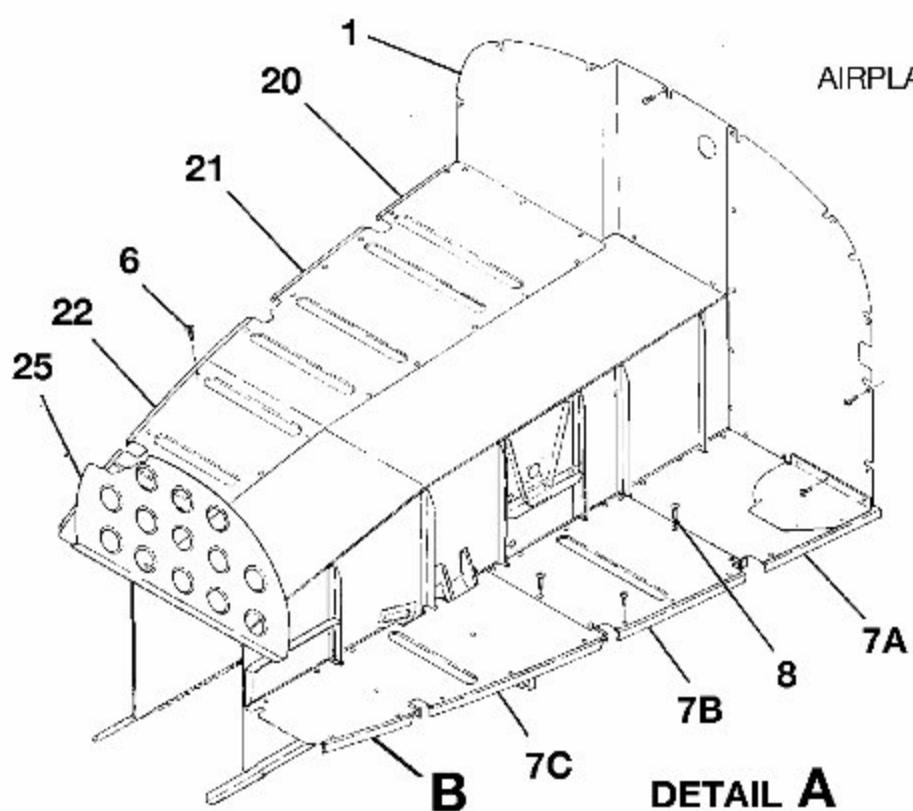


DETAIL A
RH VIEW

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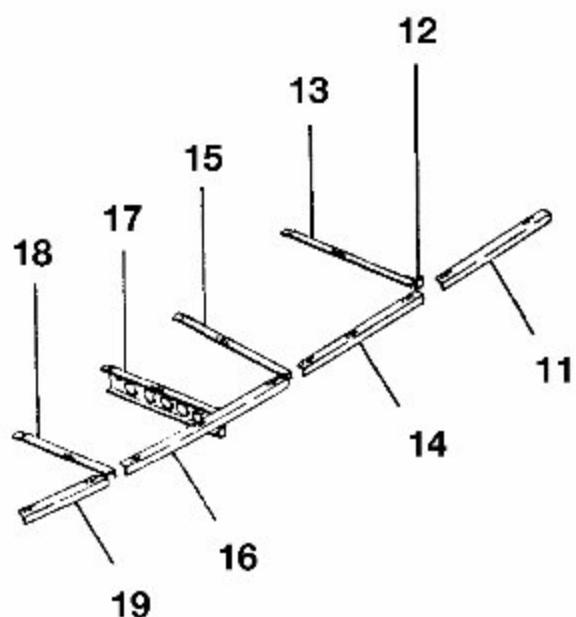
**DETAIL A**

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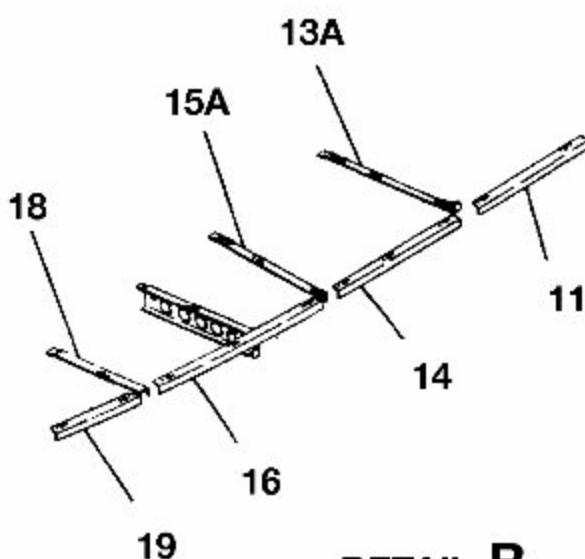
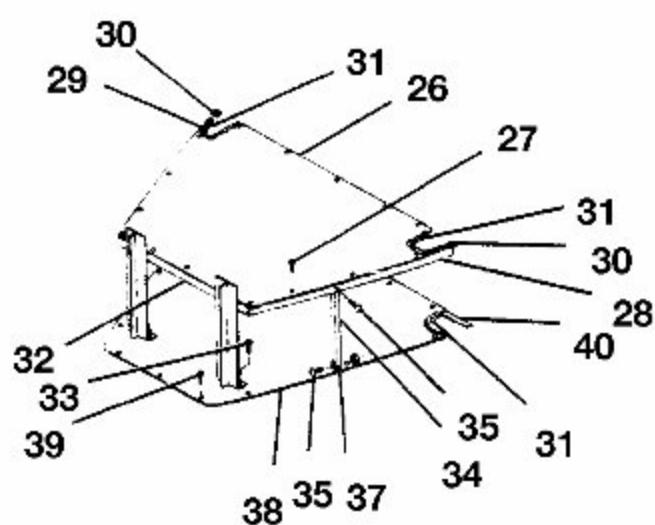
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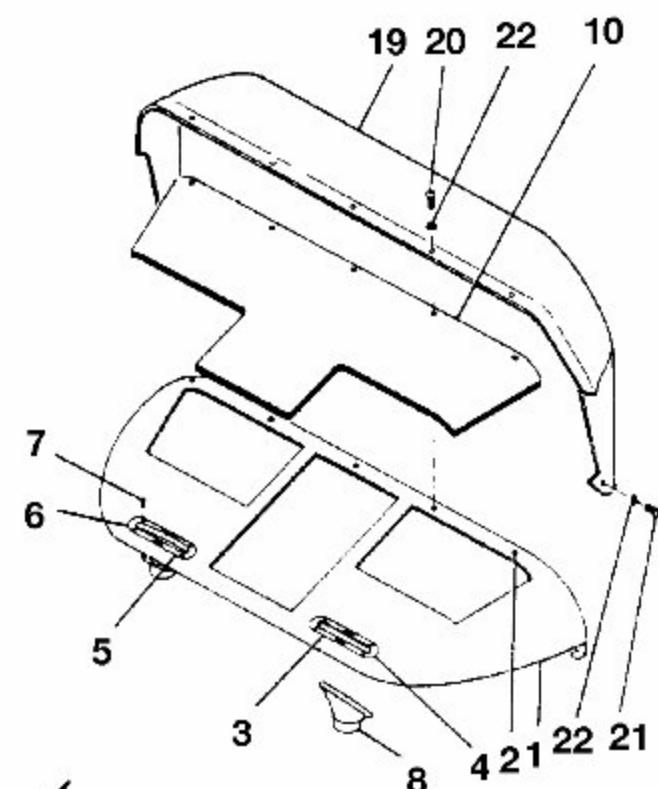
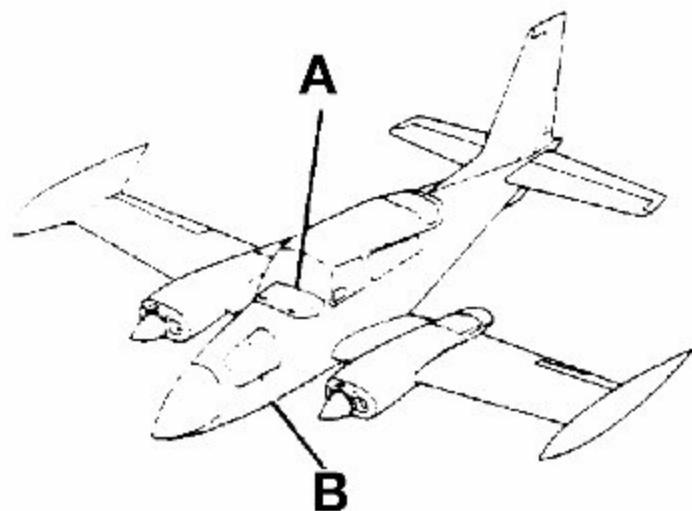
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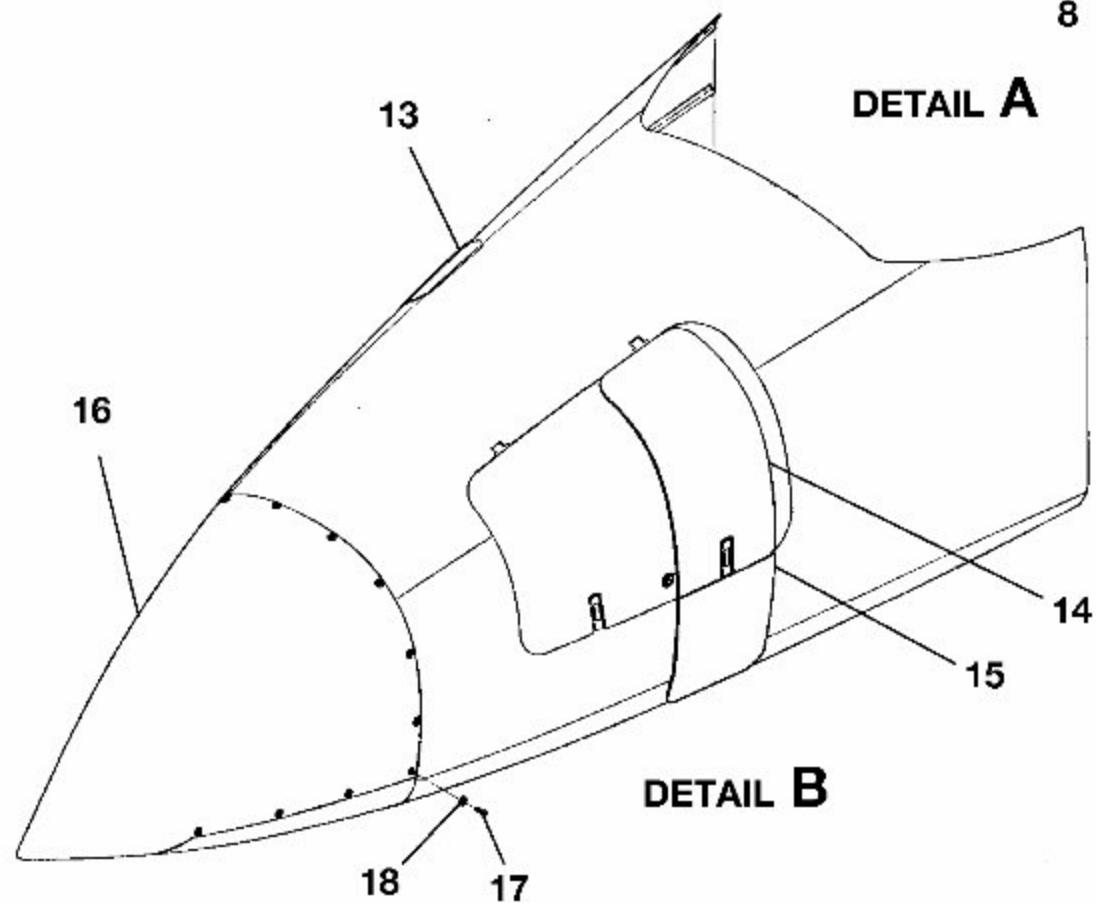
**DETAIL B**

AIRPLANES 310R0001 THRU 310R0500

**DETAIL B**AIRPLANES 310R0501
THRU 310R2140**DETAIL C**B10133005
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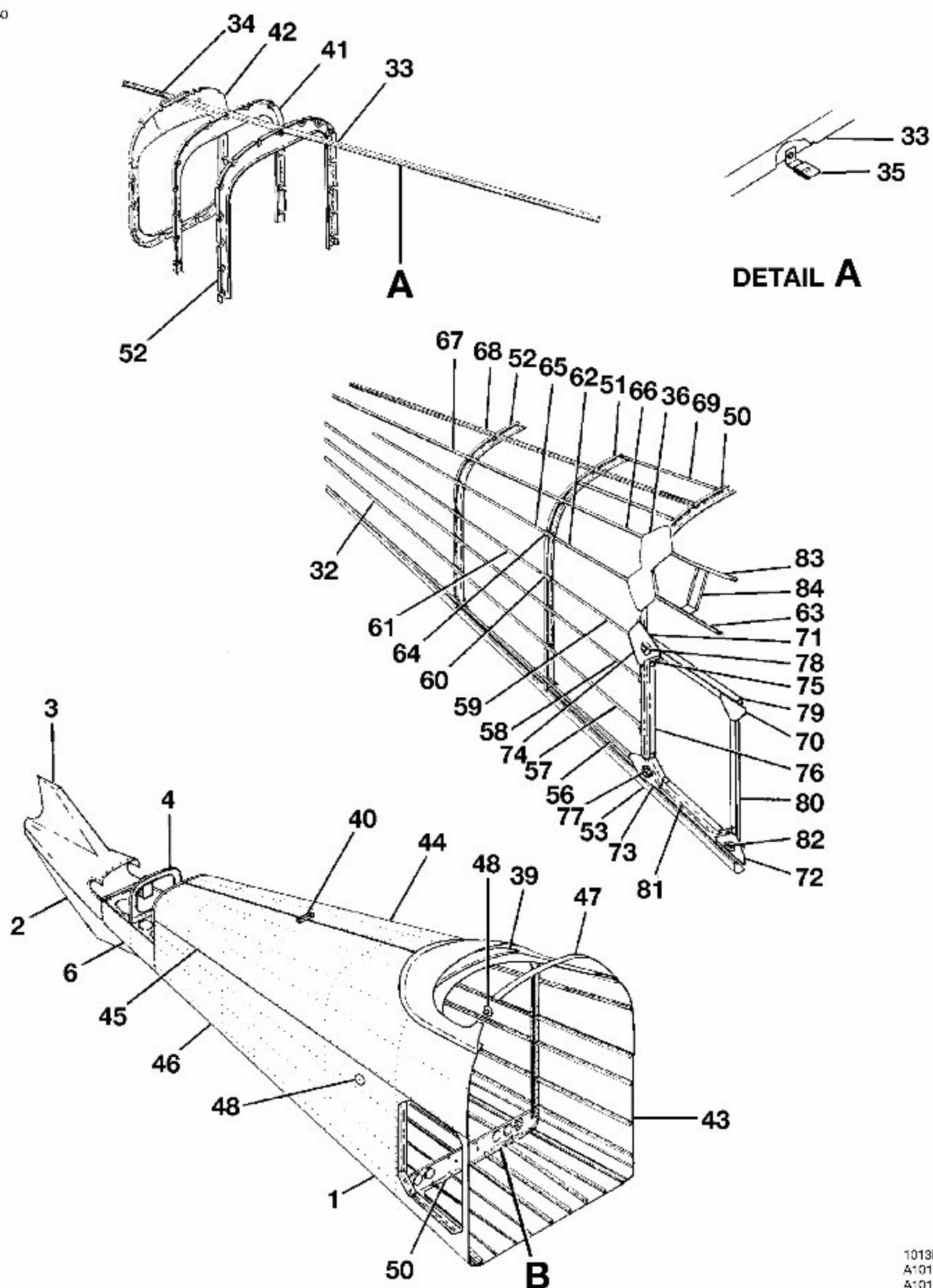


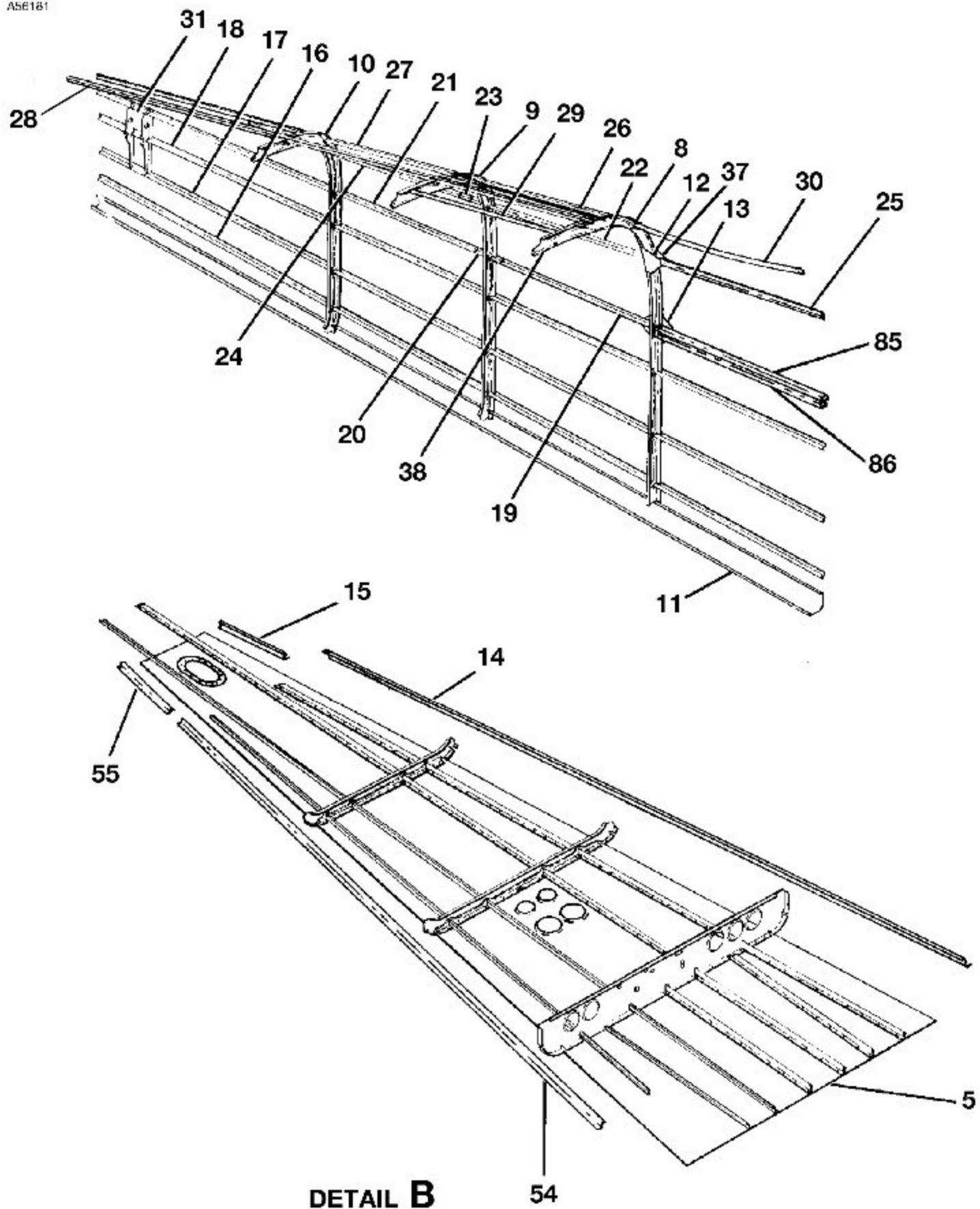
DETAIL A

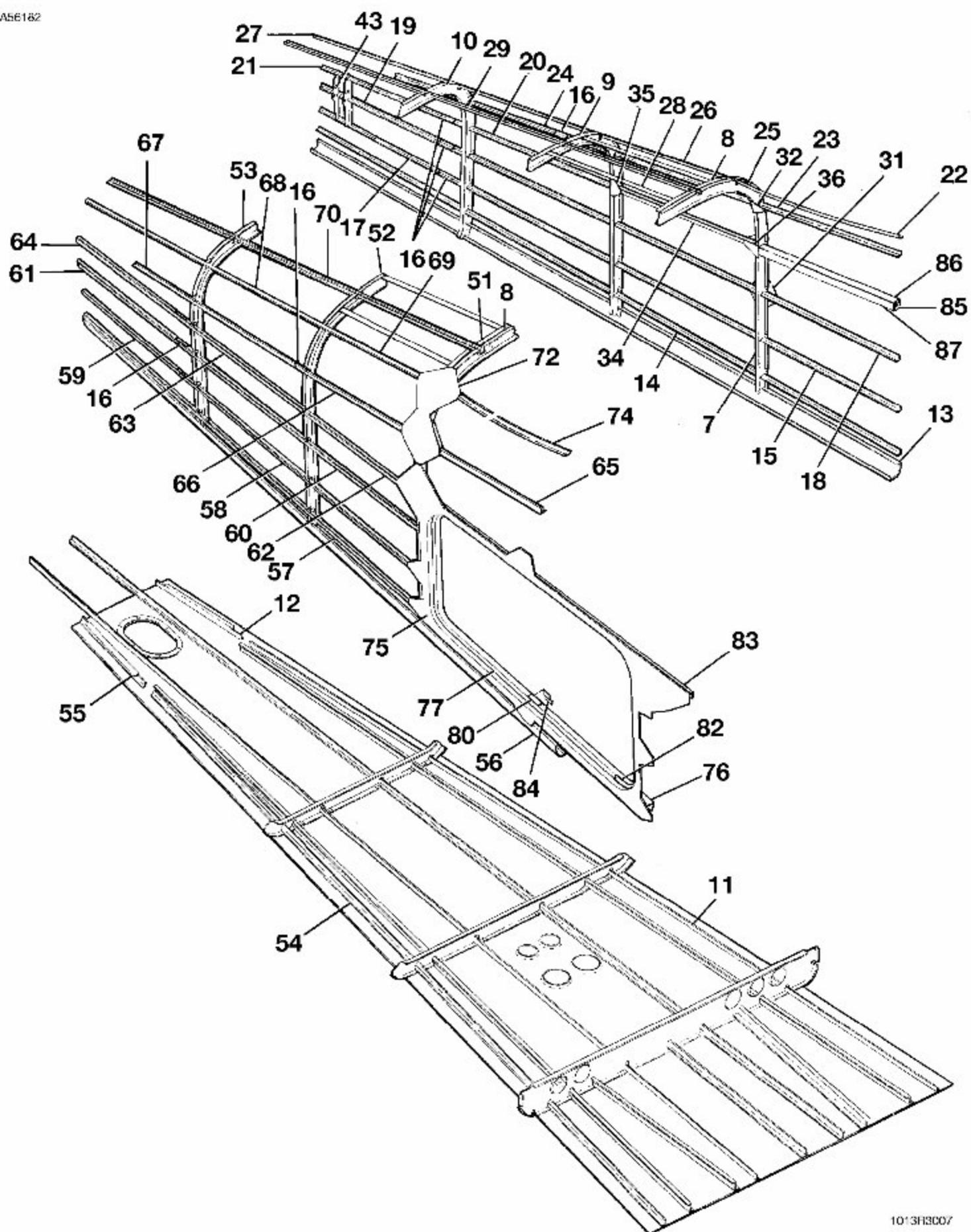


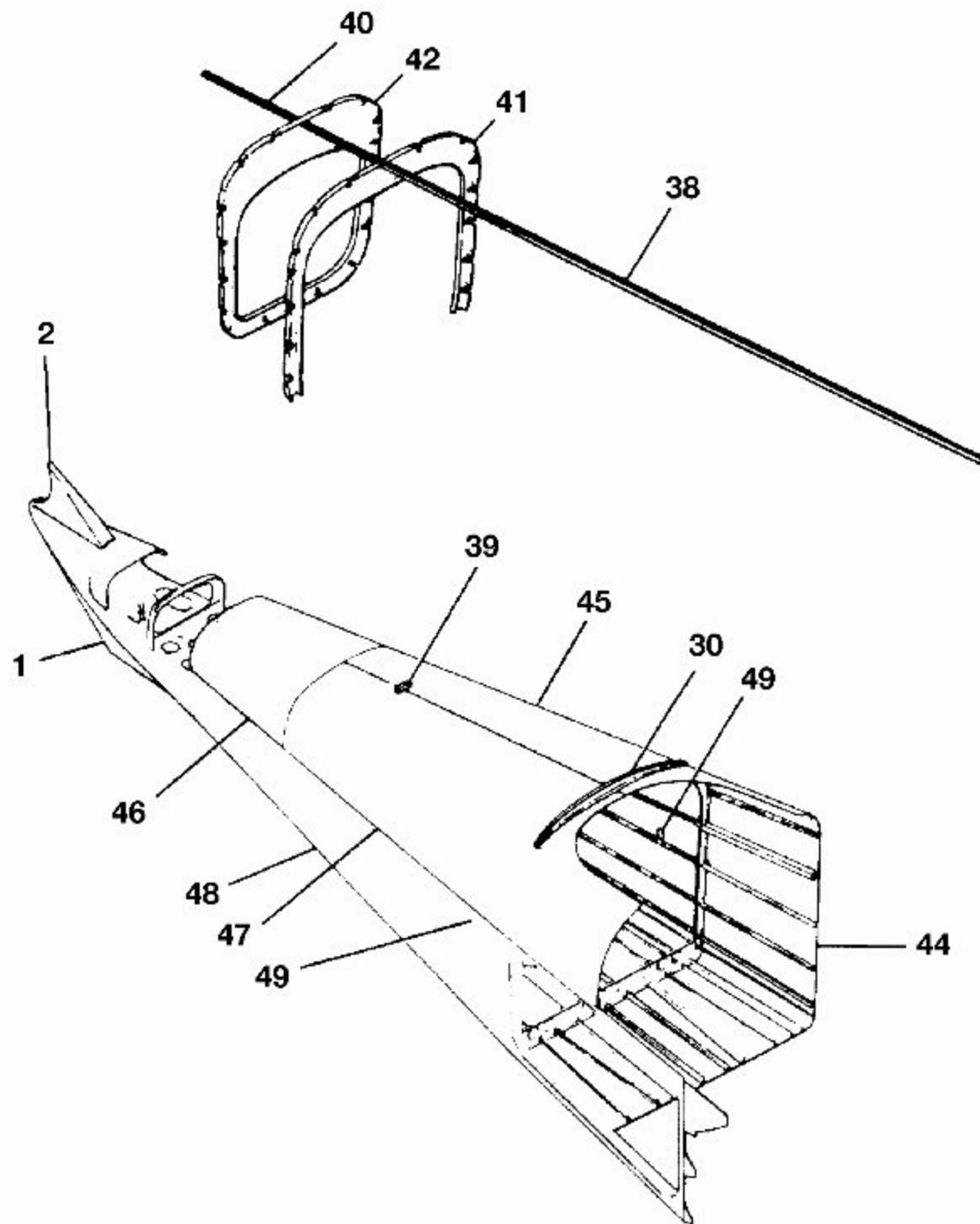
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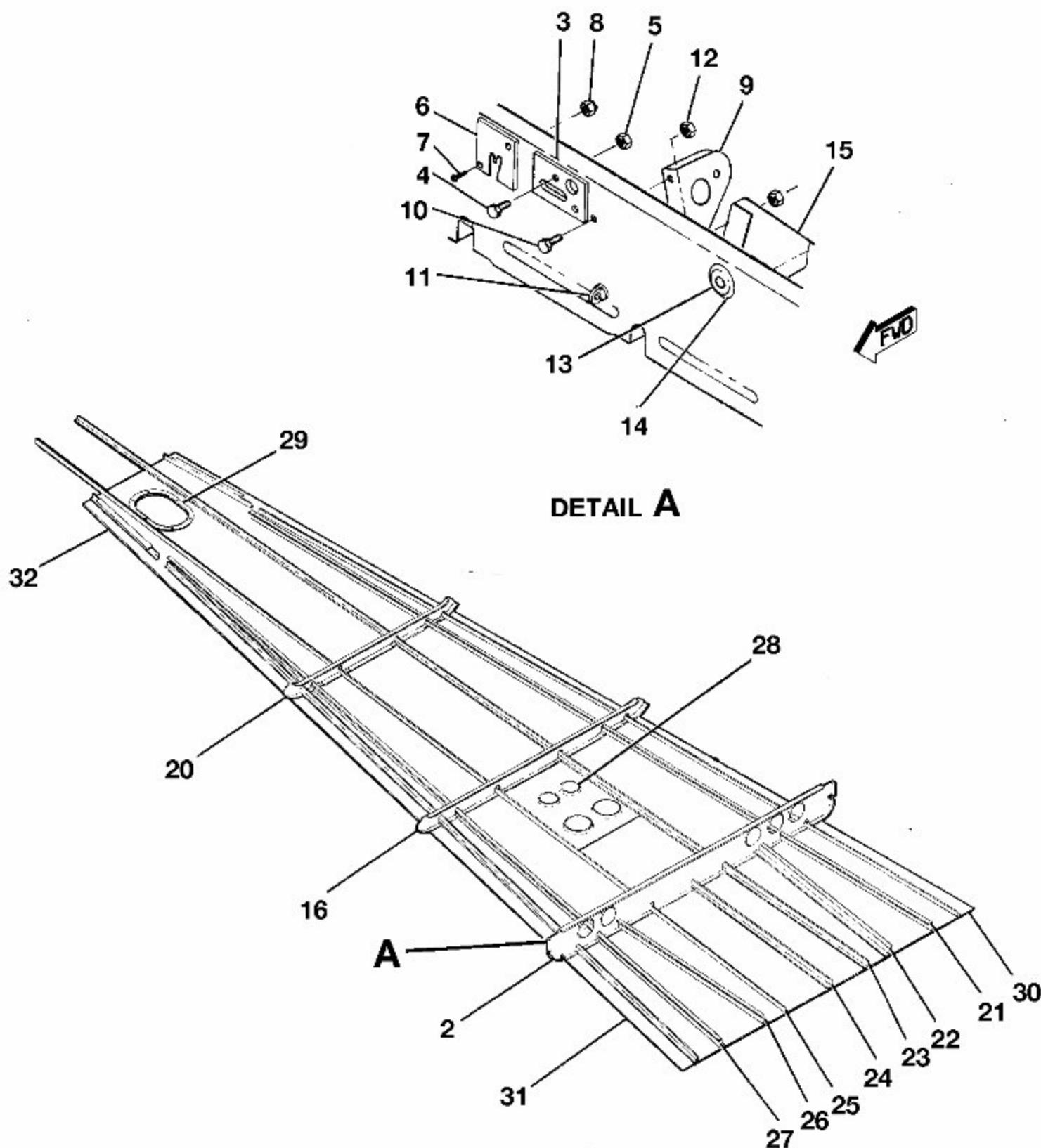
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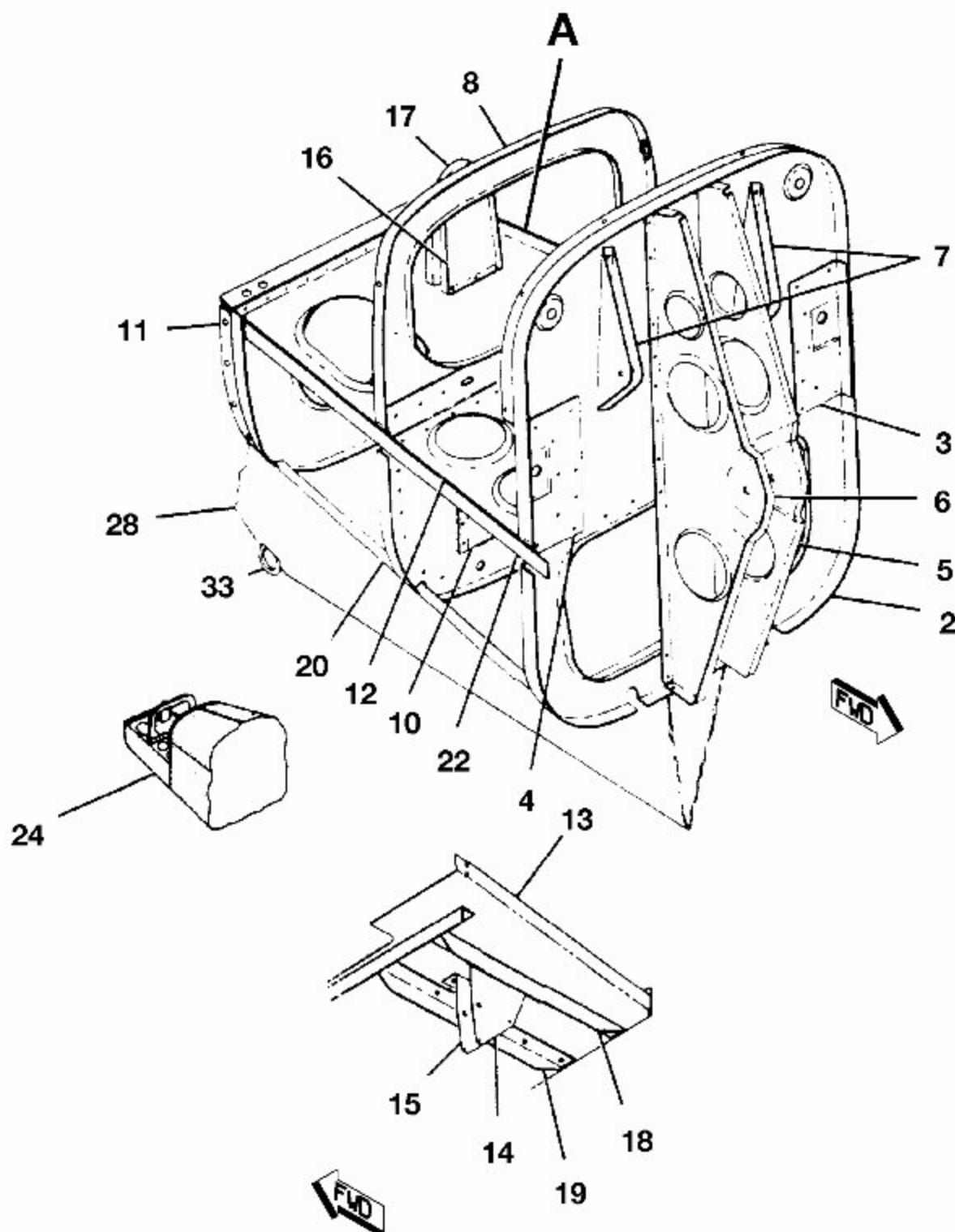




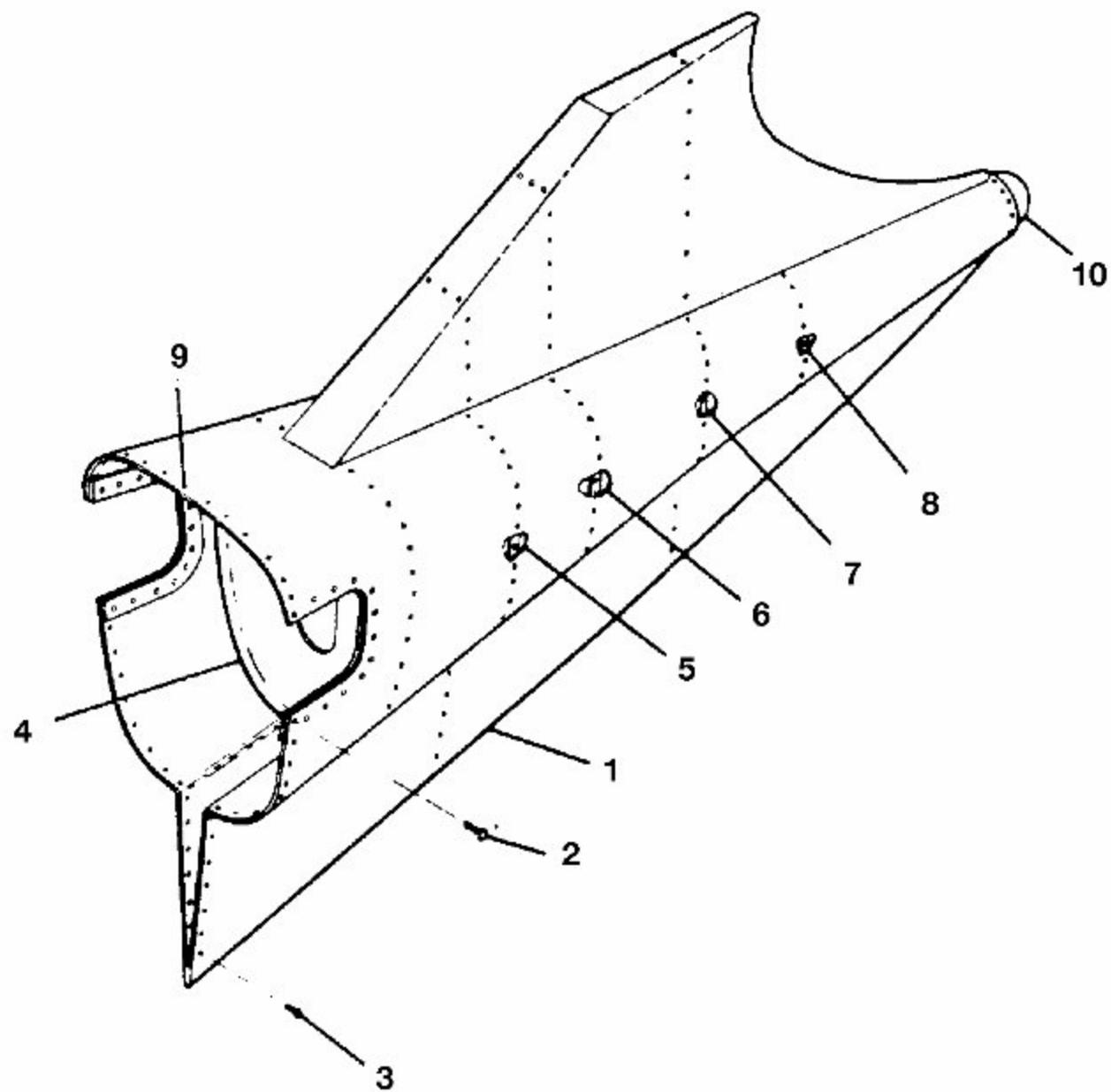


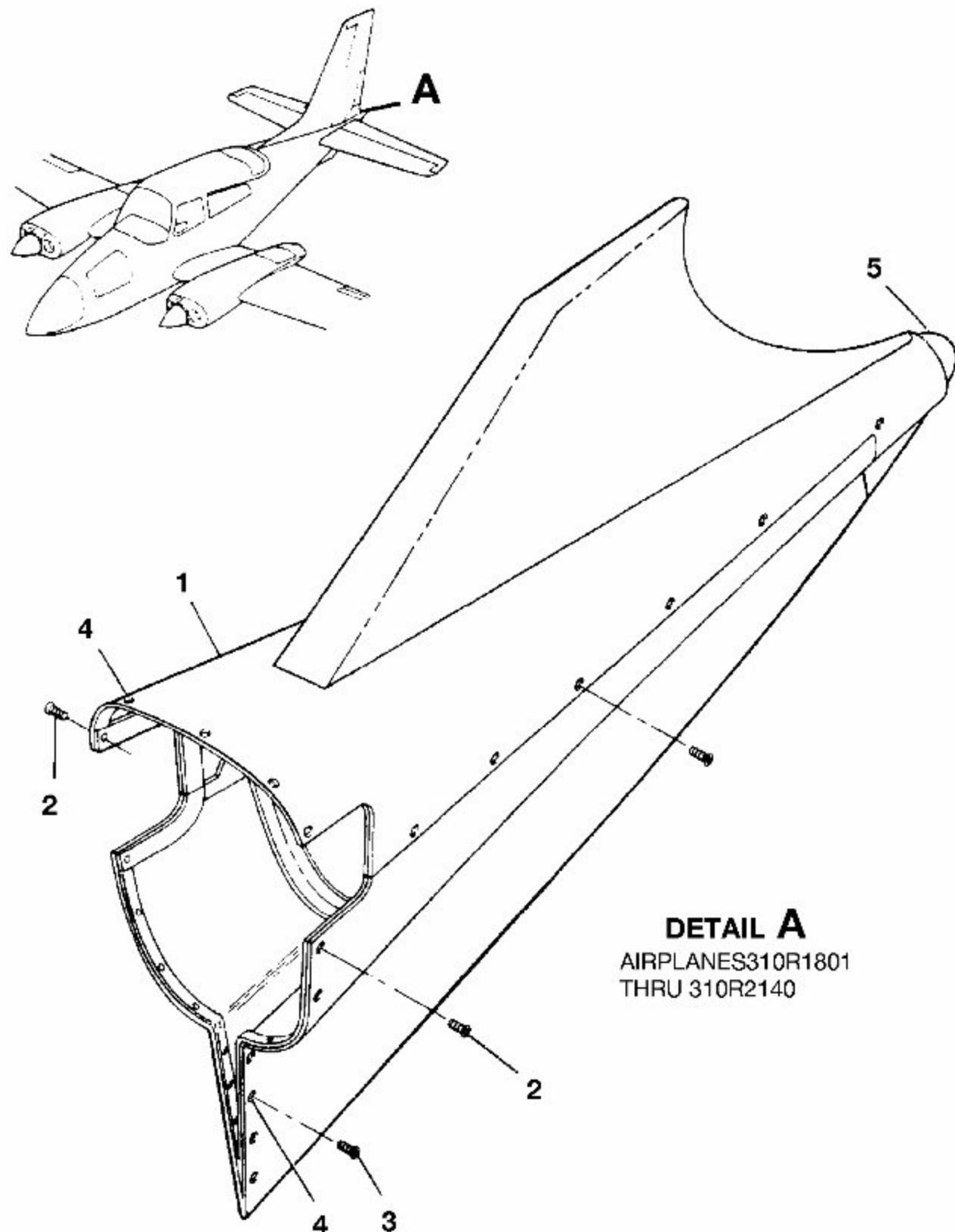




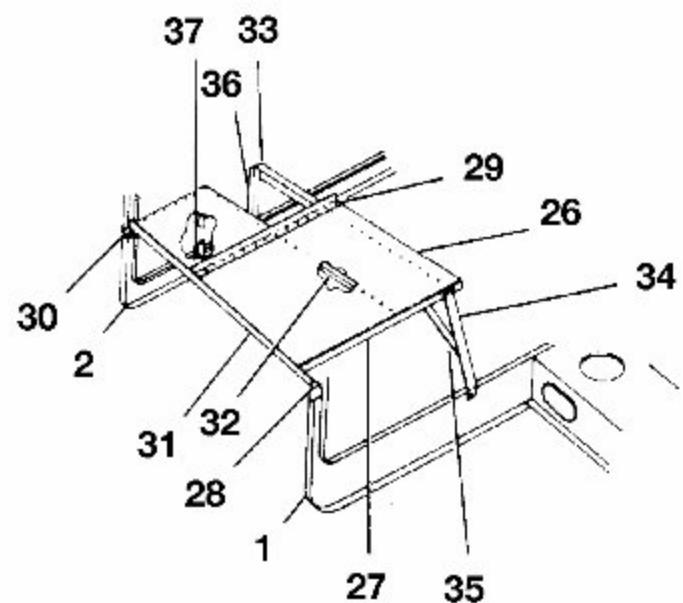
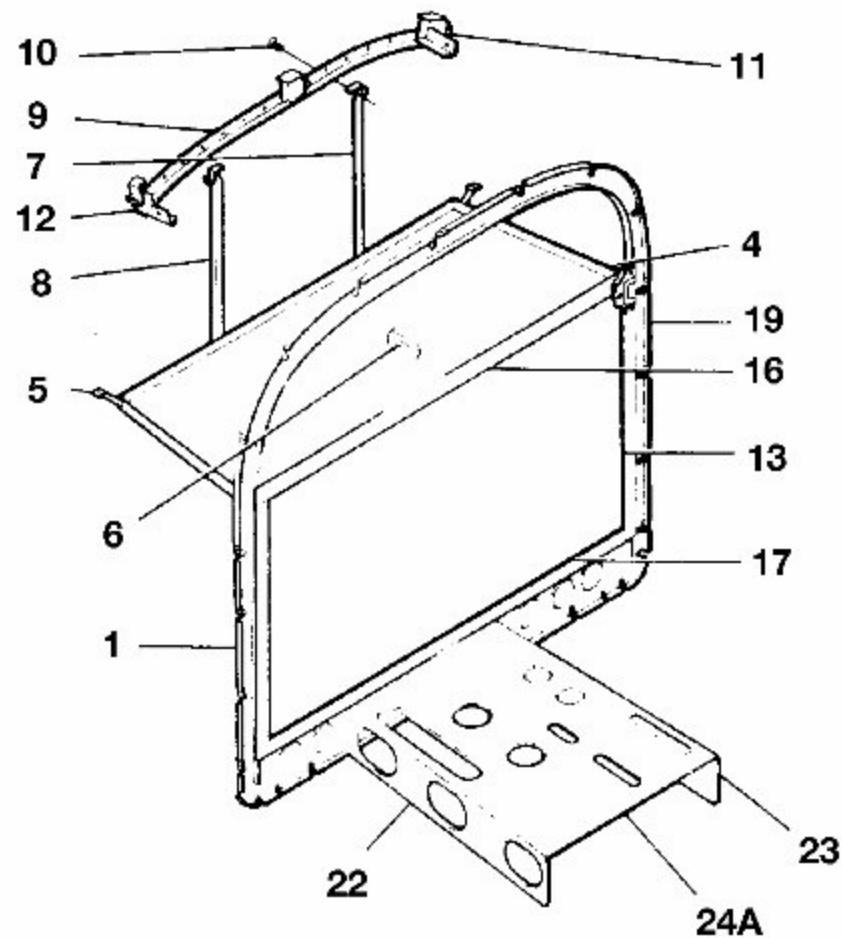


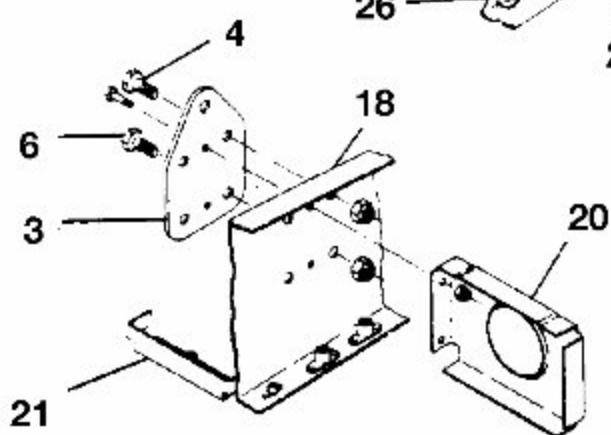
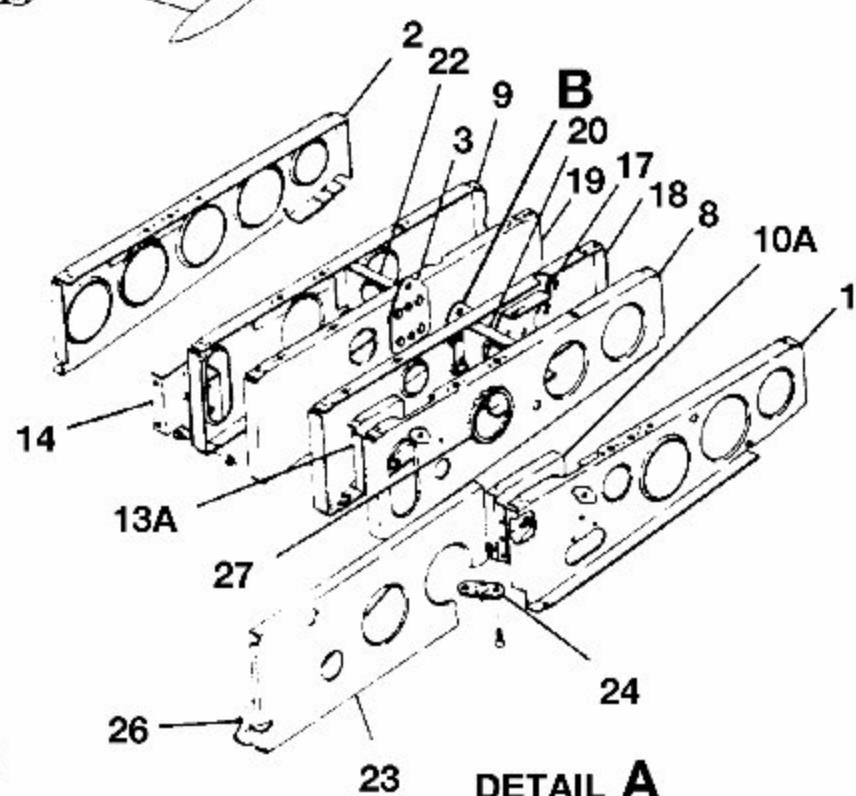
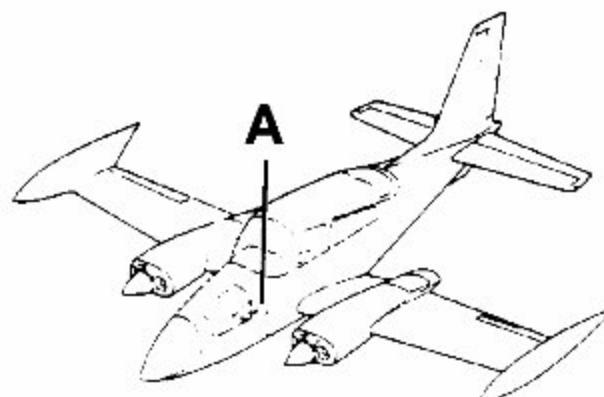
DETAIL A



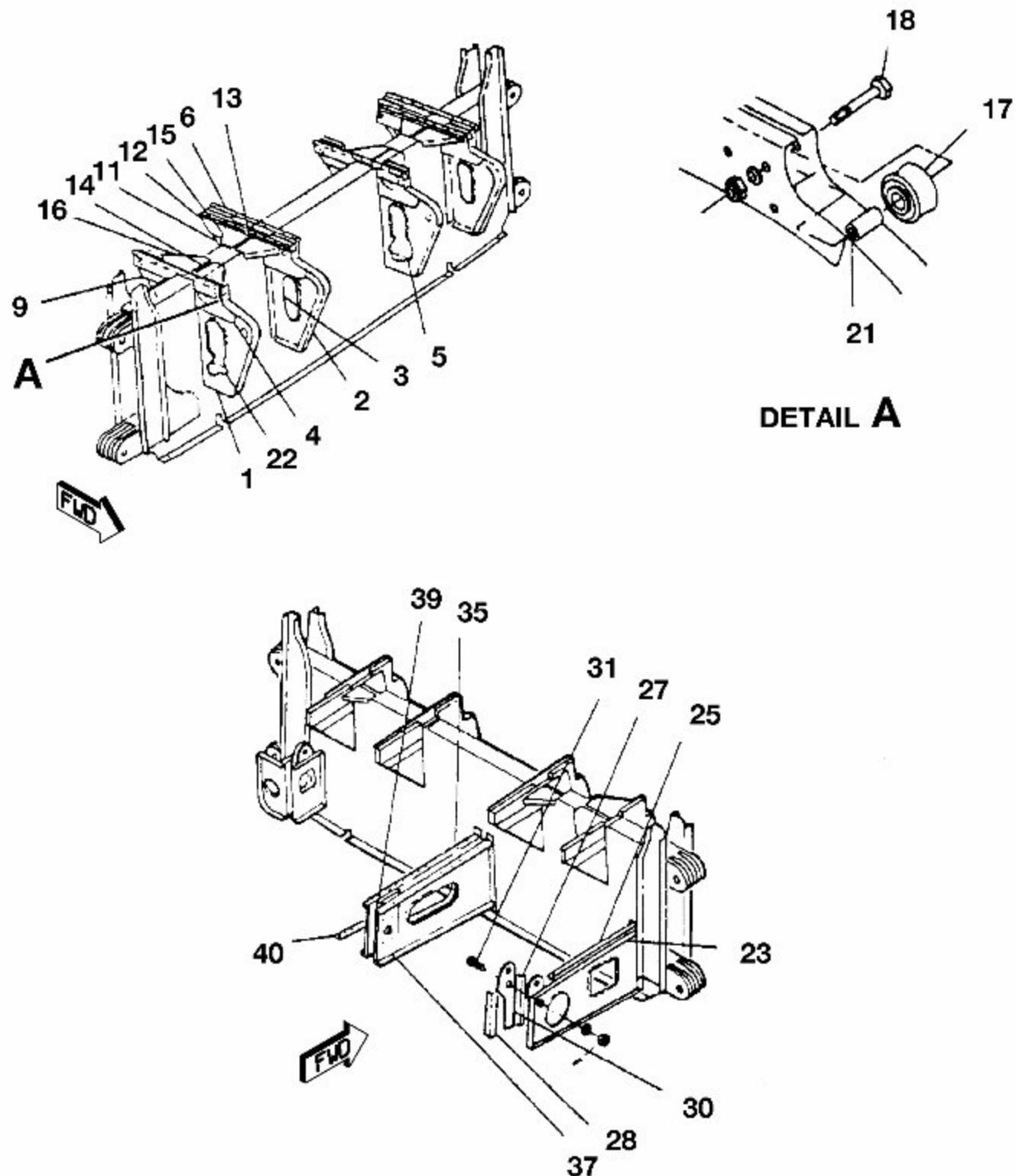


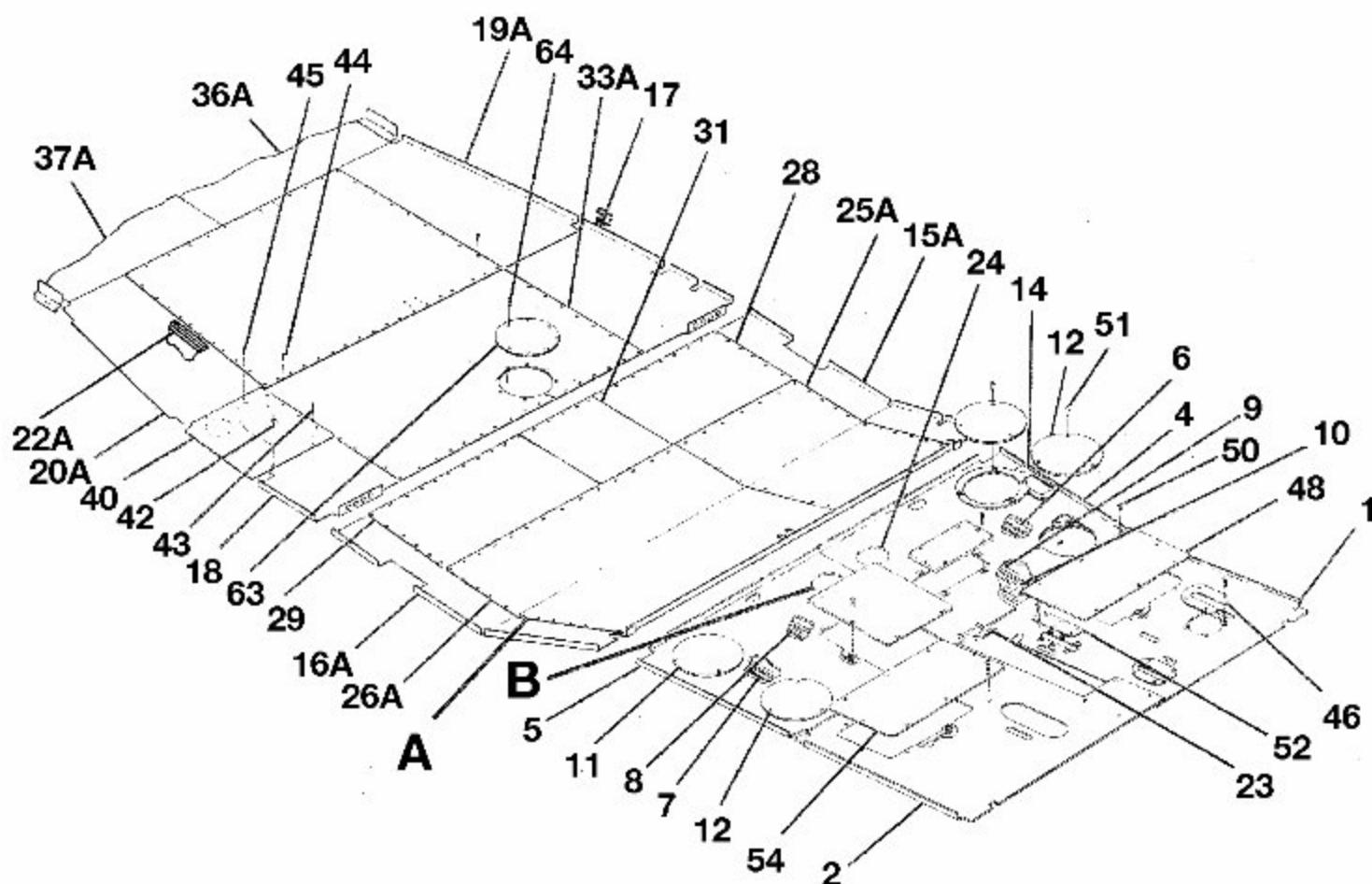
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THRU 310R2140



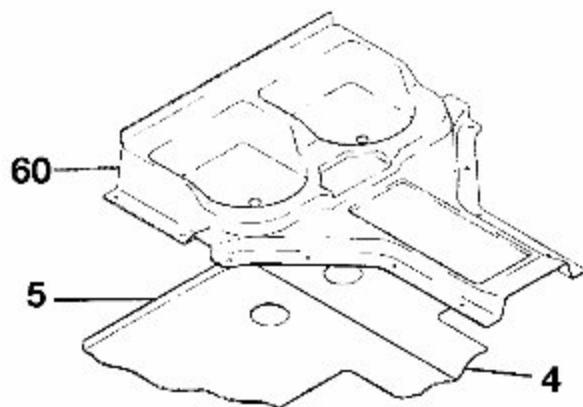


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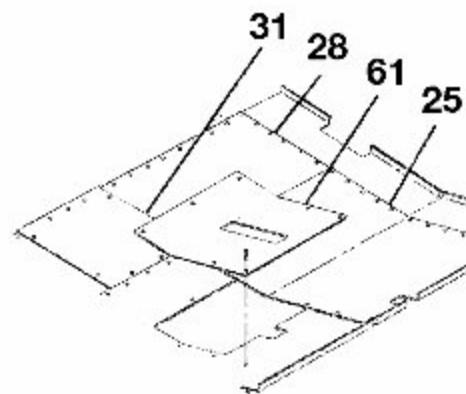




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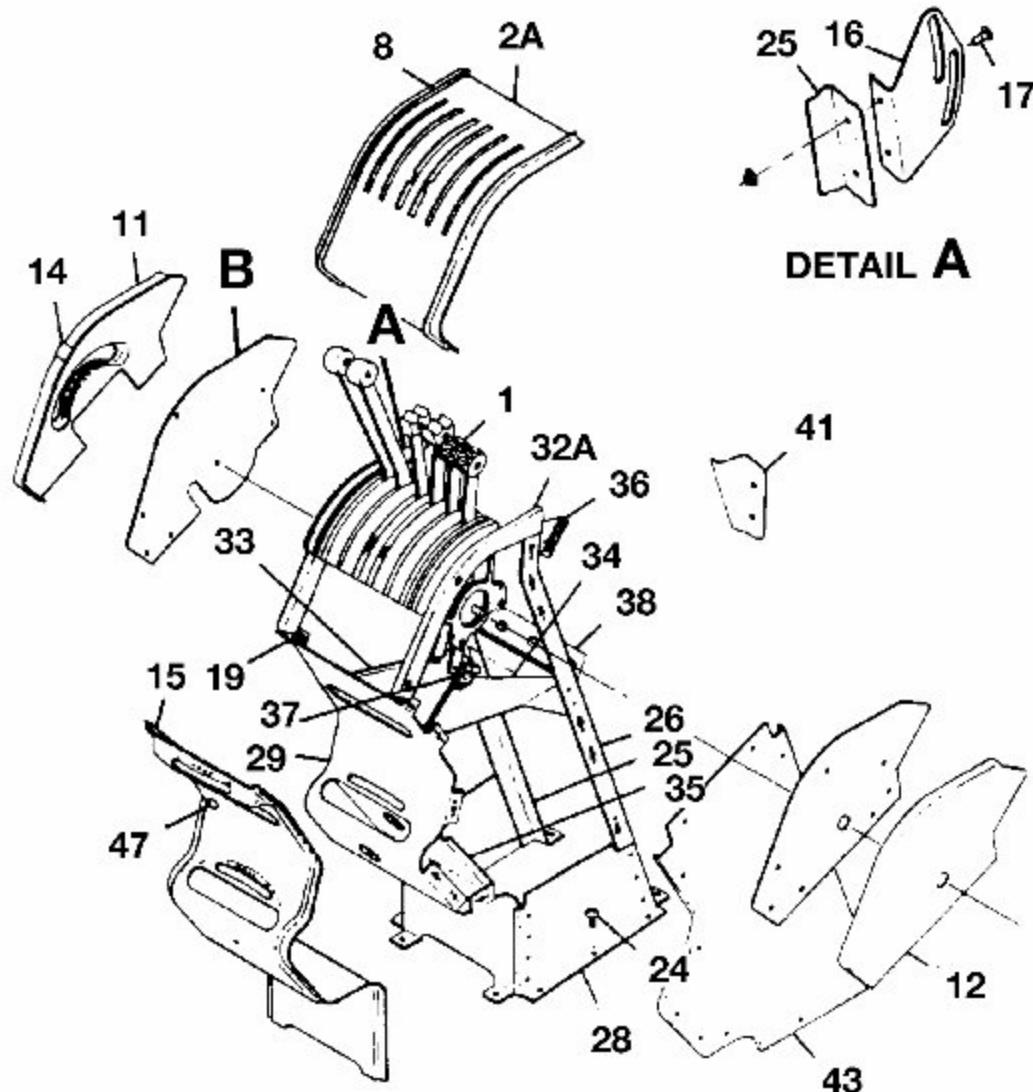


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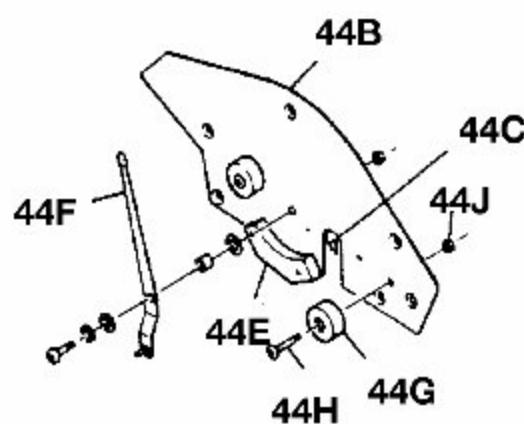


DETAIL A

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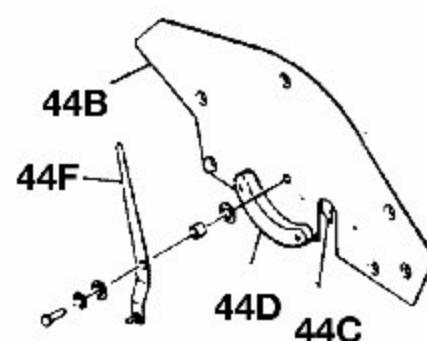


DETAIL A



DETAIL B

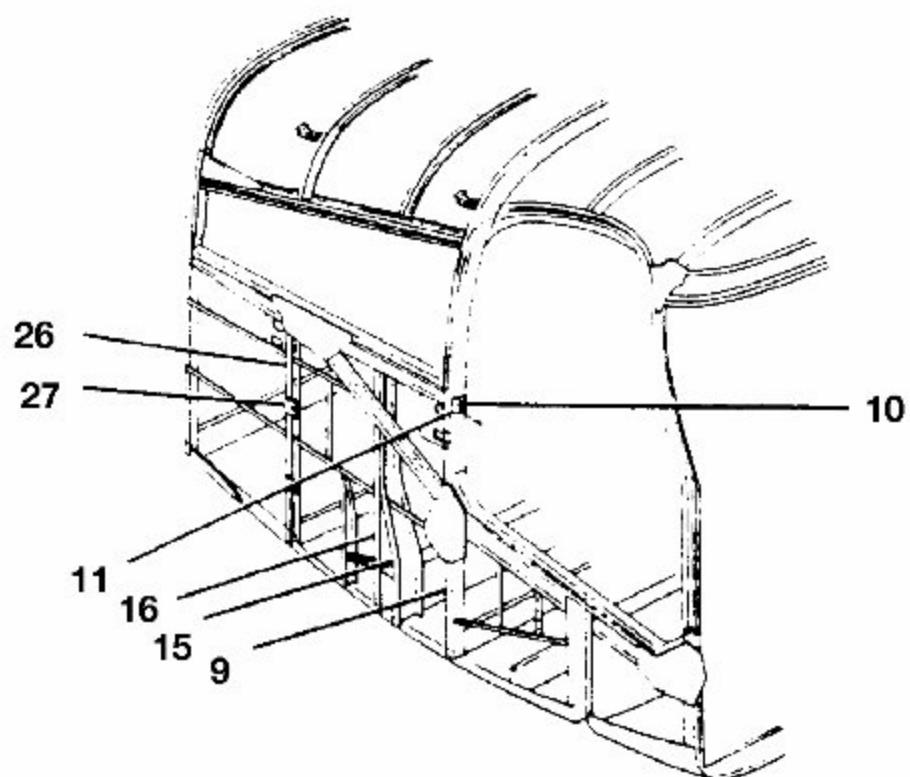
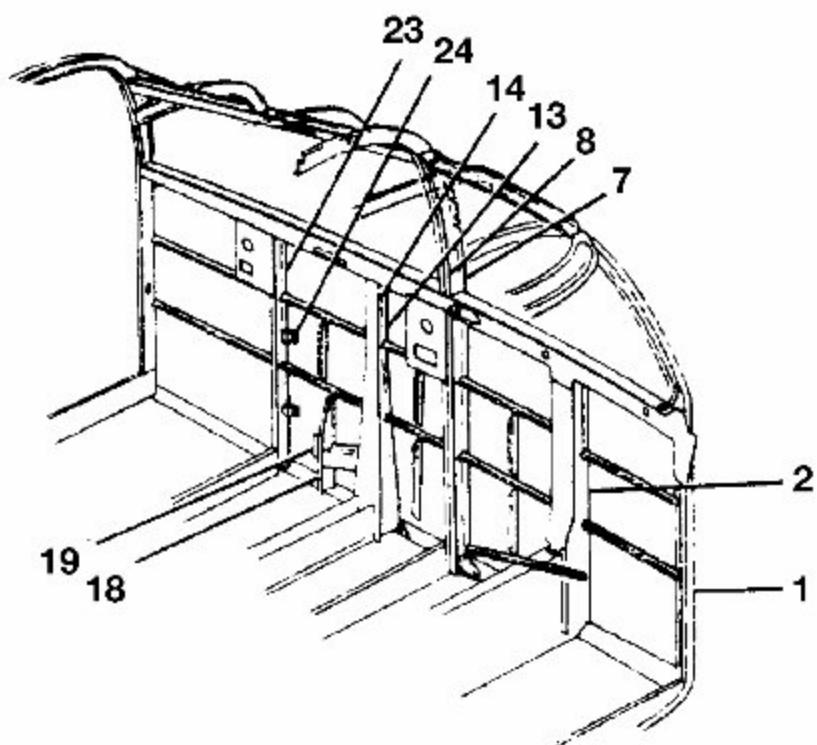
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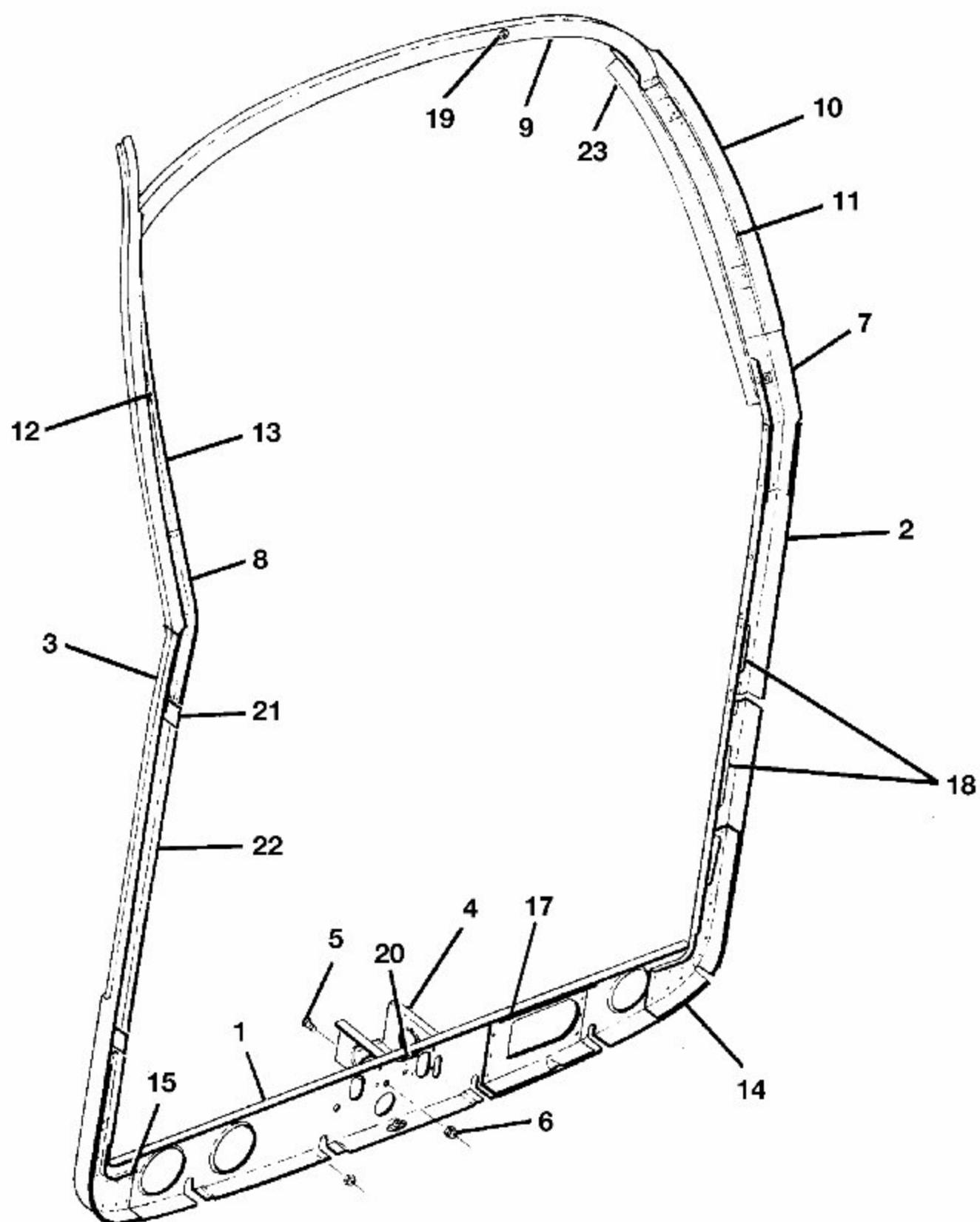


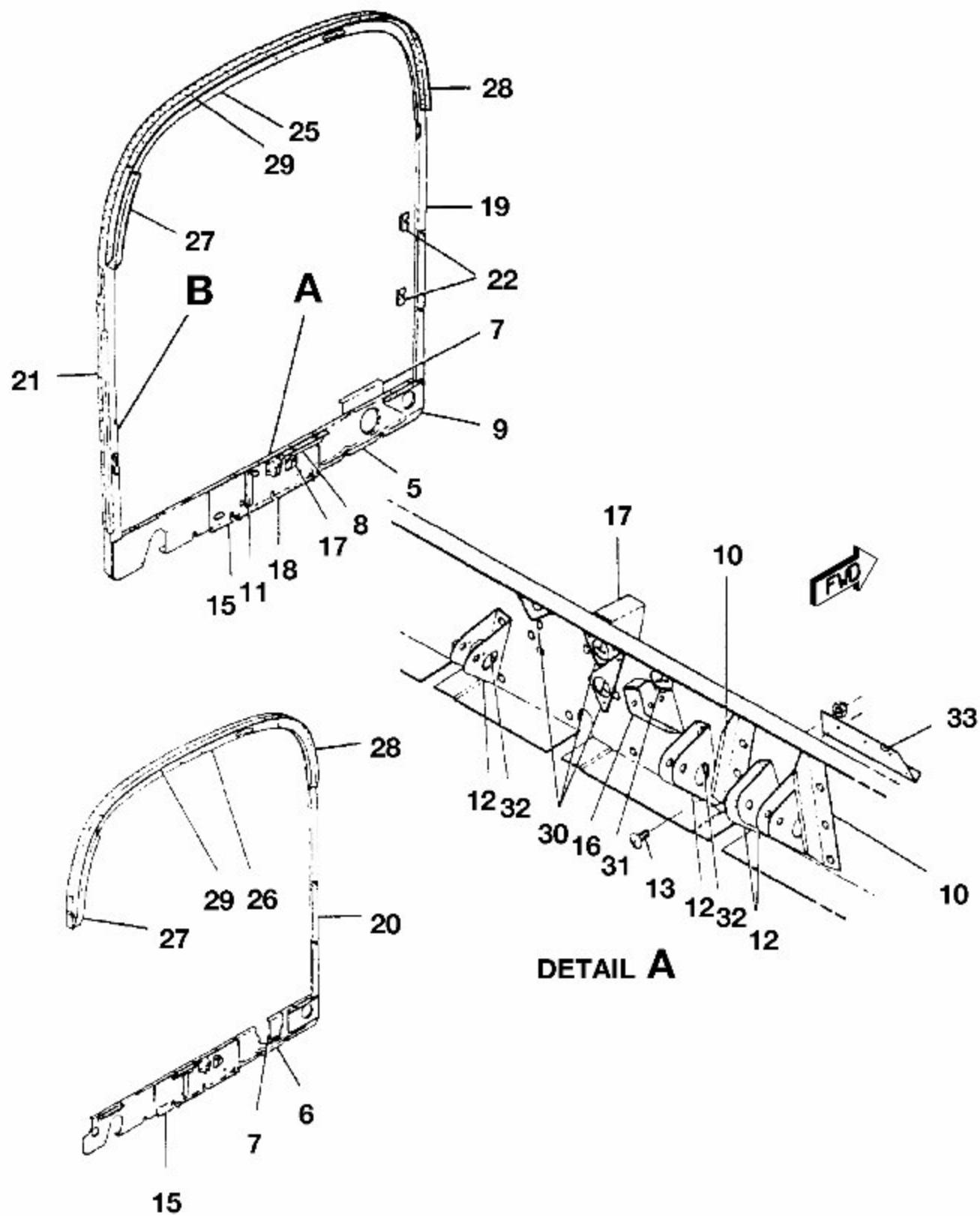
DETAIL B

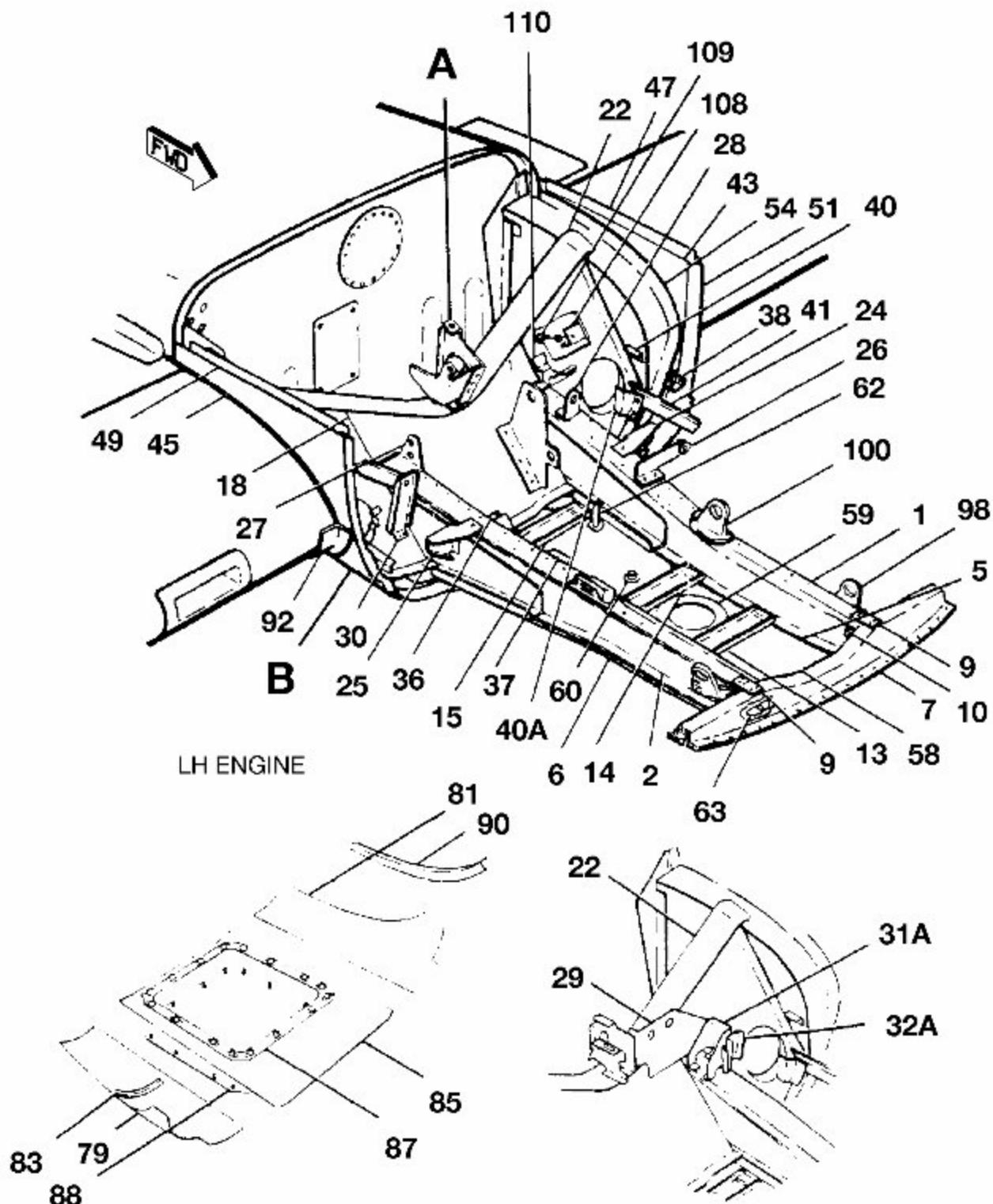
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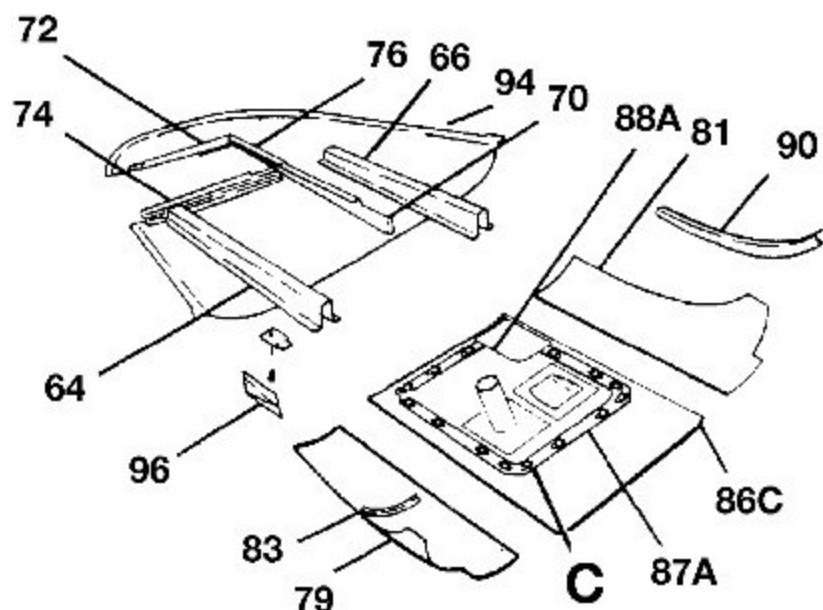




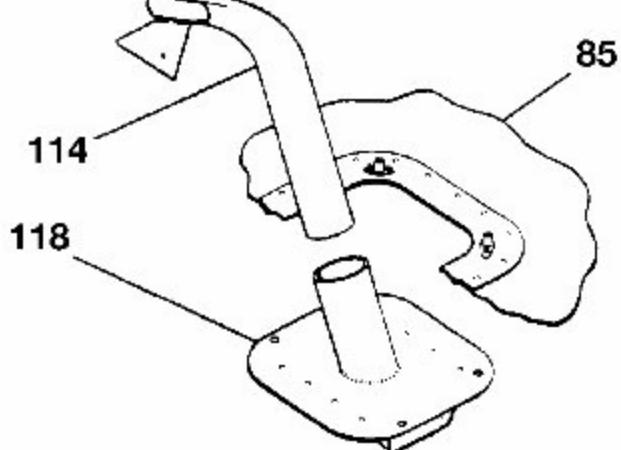
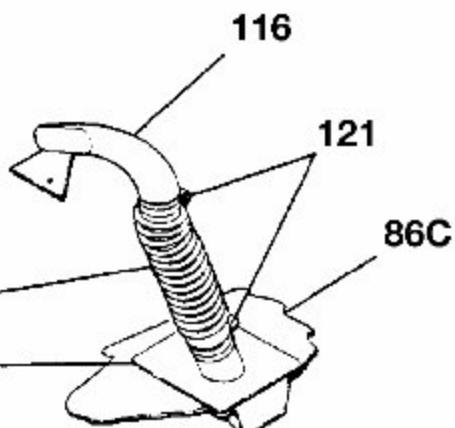
DETAIL B
AIRPLANES 310R0001 THRU 310R0500

DETAIL A
RH ENGINE

10204004R
A10541012
B10541013



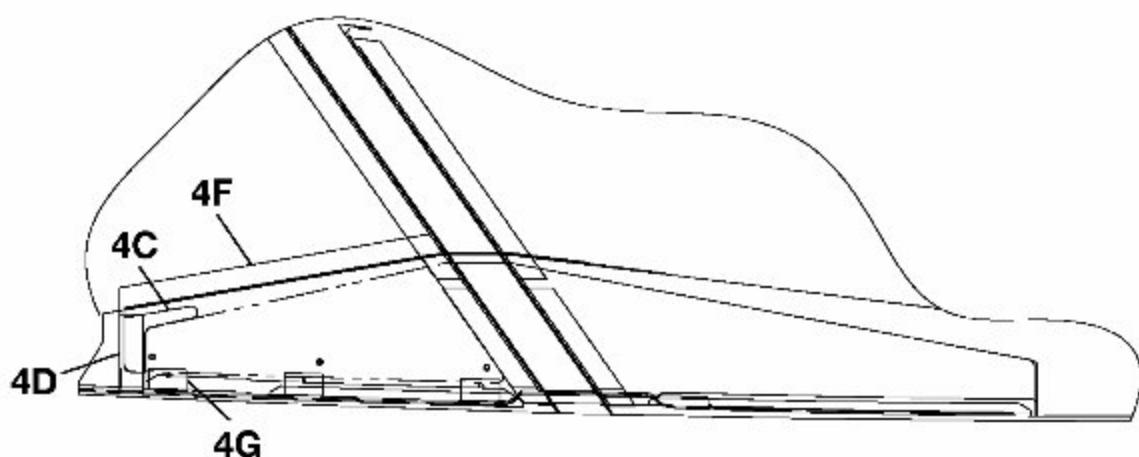
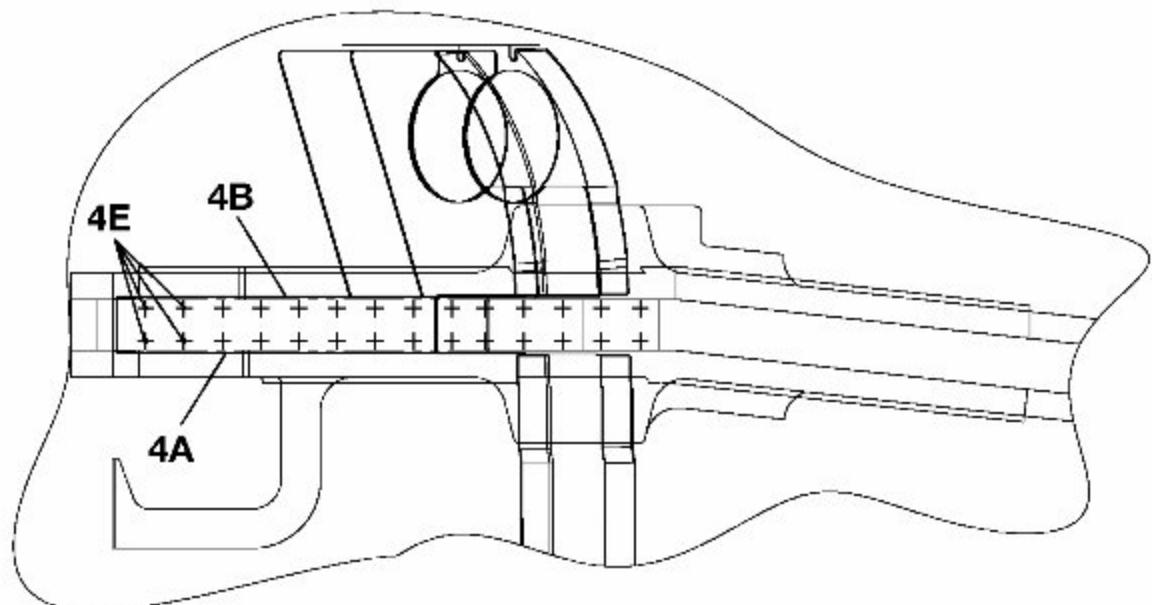
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AIRPLANES 310R0501
THRU 310R2140



DETAIL C
AIRPLANES 310R0501
THRU 310R2140

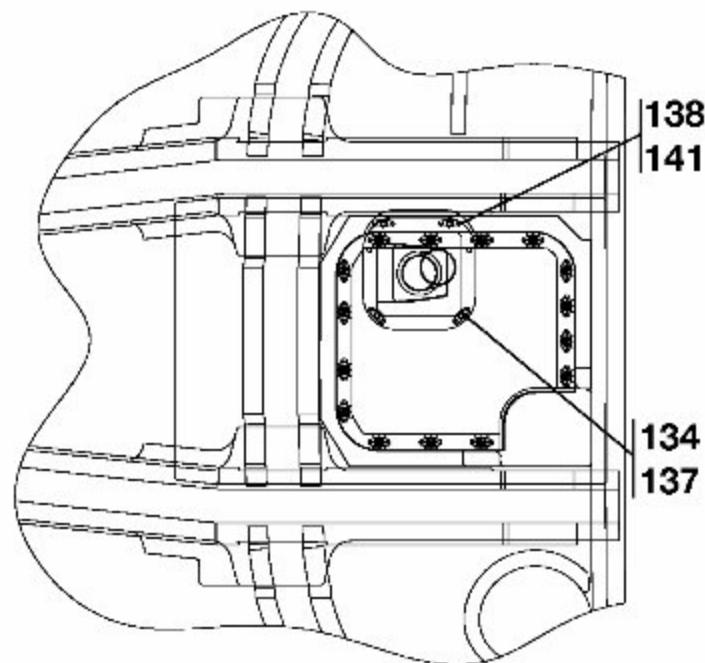
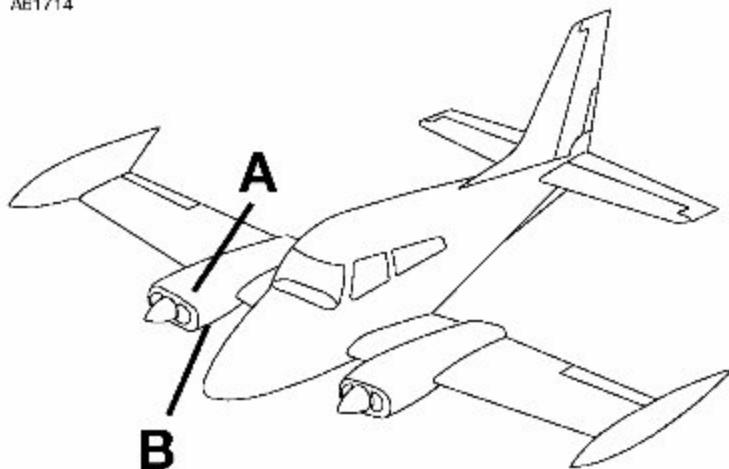
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A61713



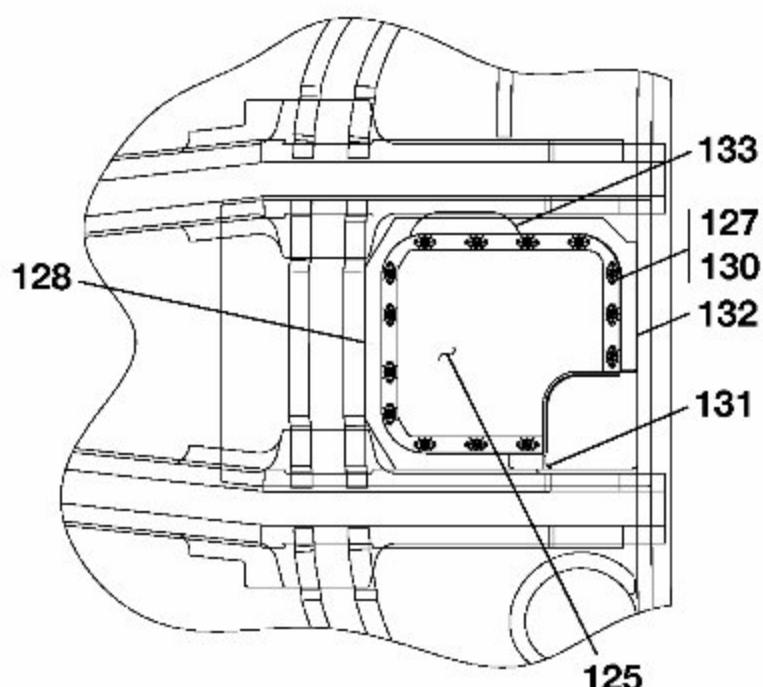
DETAIL A
AIRPLANES INCORPORATING MEB99-7

1010T1001
A1054T1017



DETAIL A

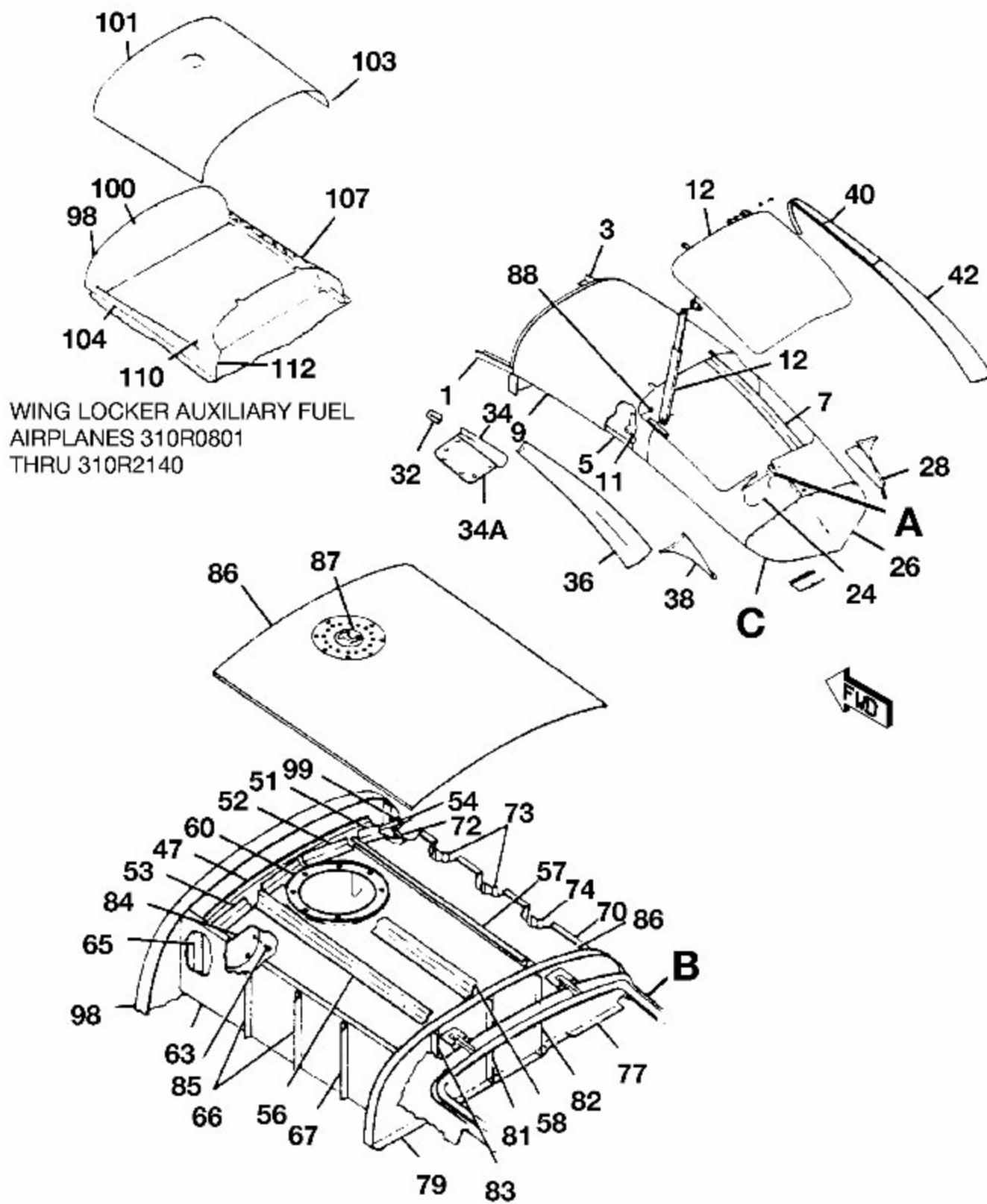
VIEW LOOKING UP AT ACCESS DOOR
AIRPLANES INCORPORATING MEB99-6



DETAIL B

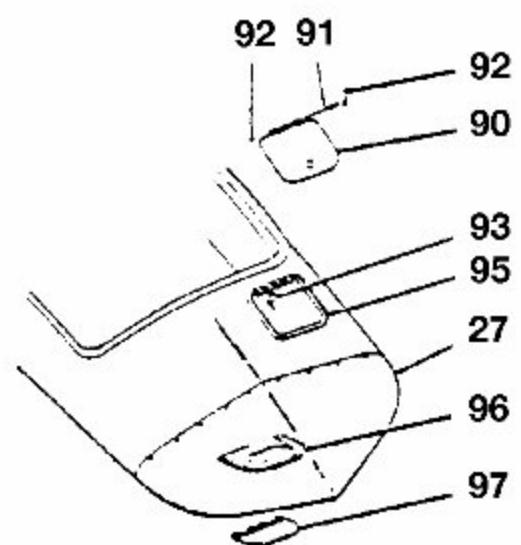
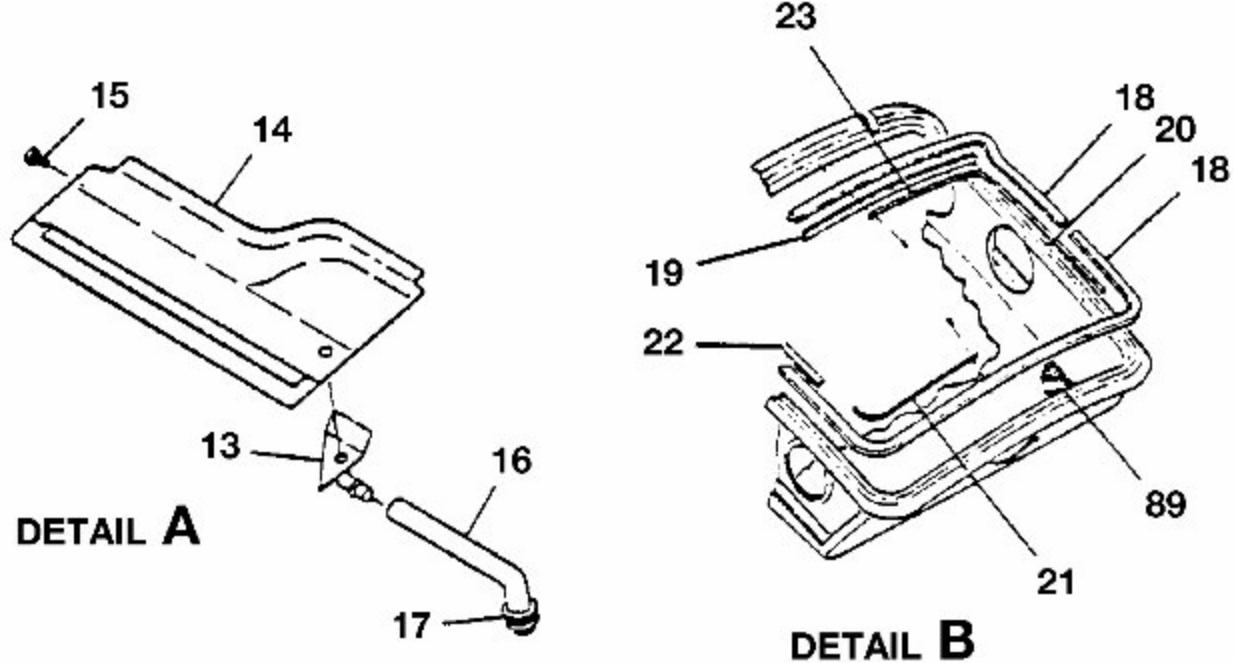
VIEW LOOKING UP AT LOWER NACELLE SKIN
AIRPLANES INCORPORATING MEB99-6

101CT1001
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B1054T1018

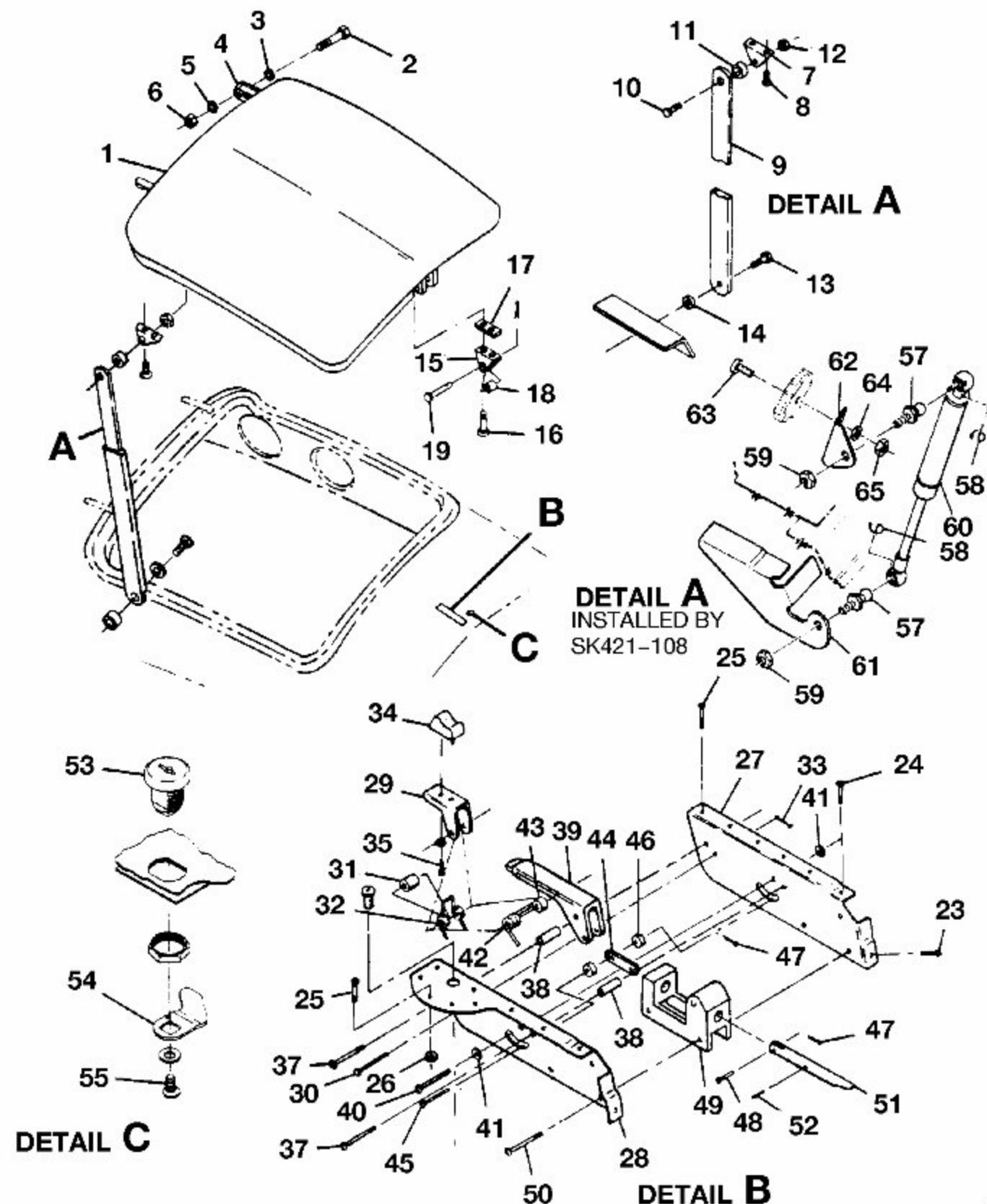


WING LOCKER AUXILIARY FUEL
AIRPLANES 310R0801 THRU 310R2140

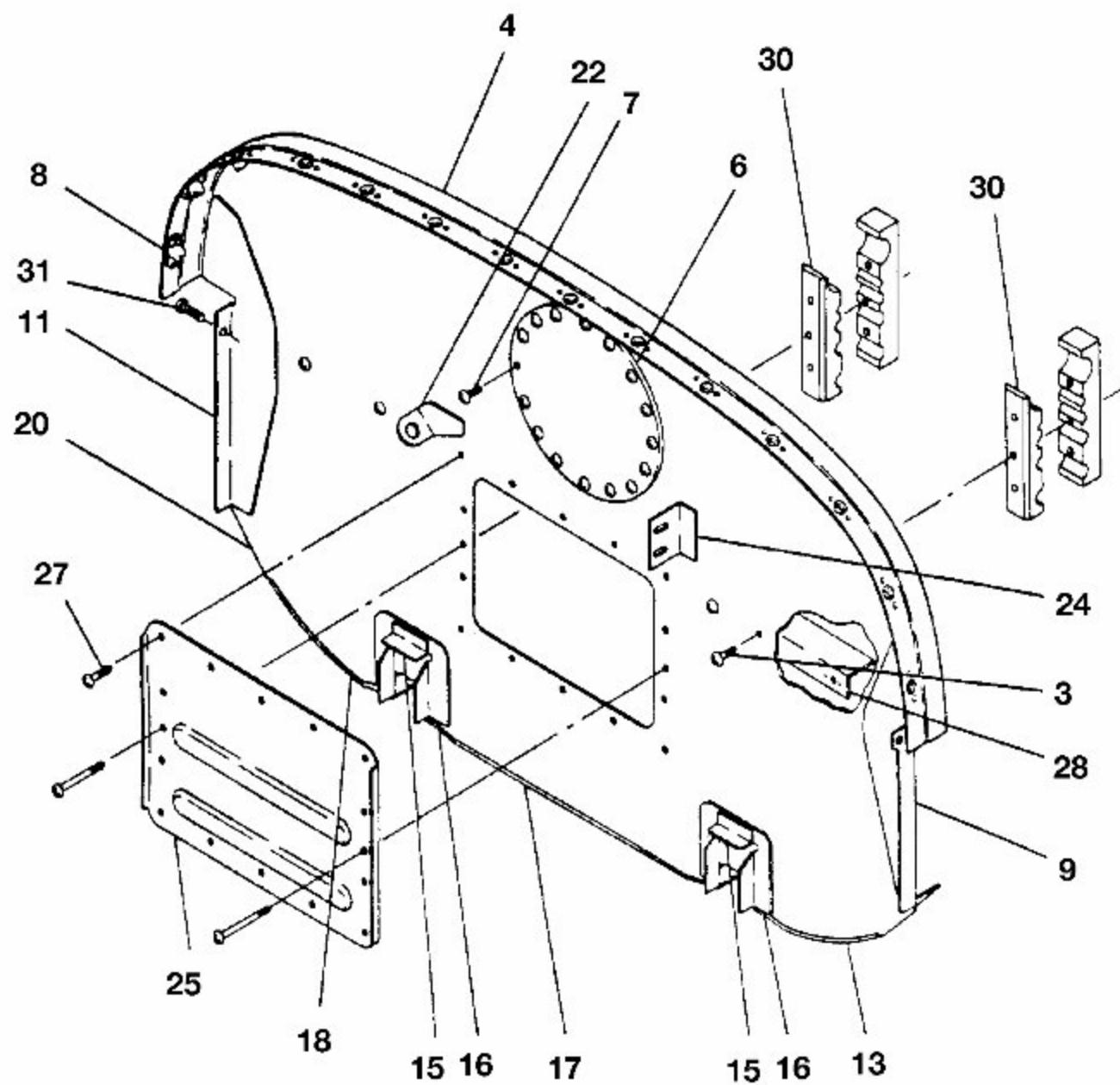
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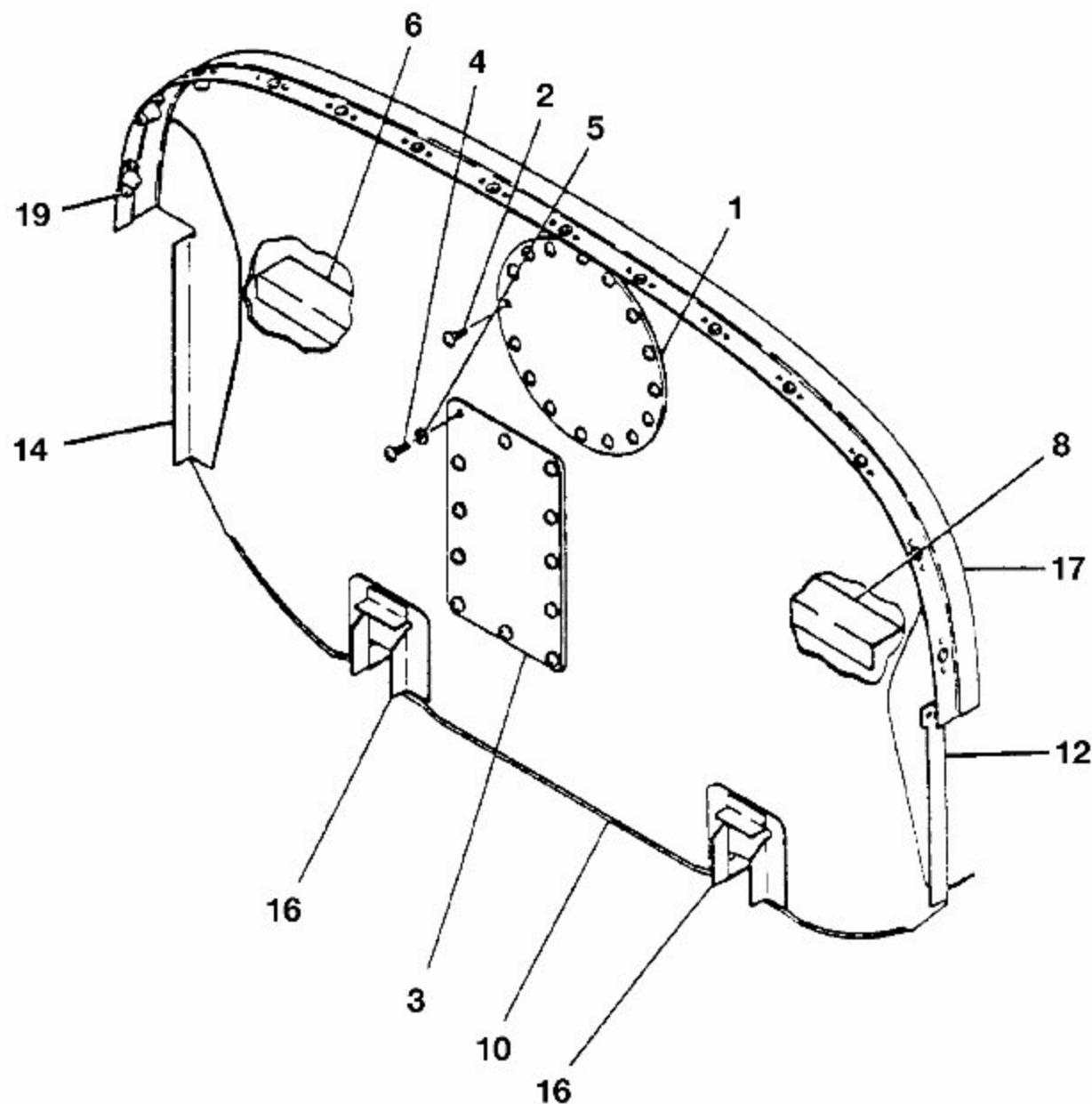


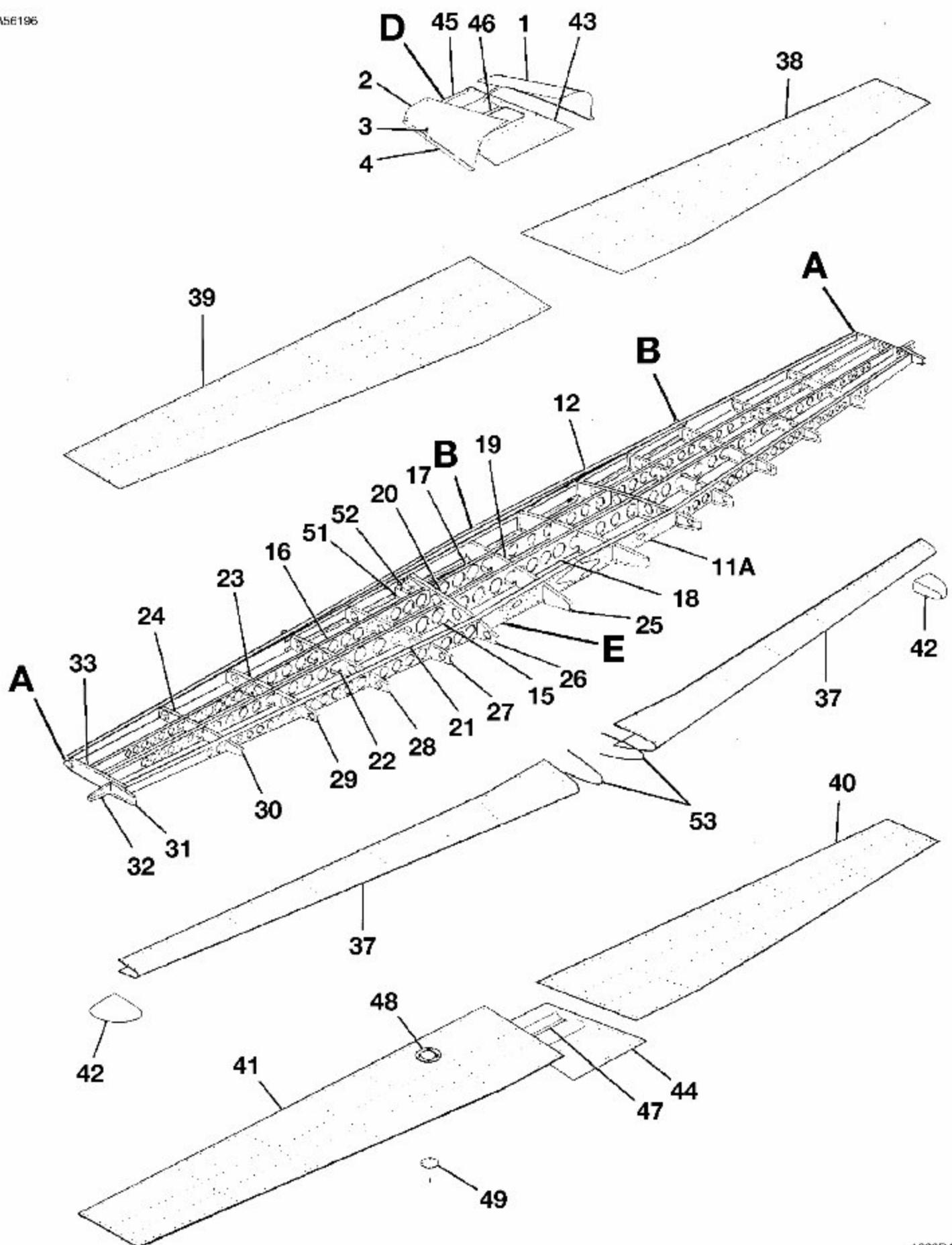
DETAIL C

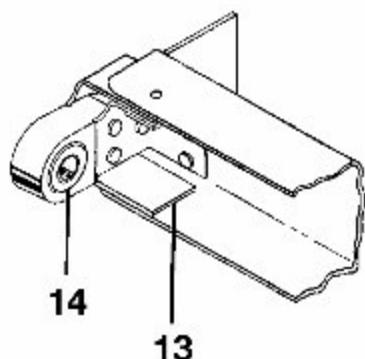
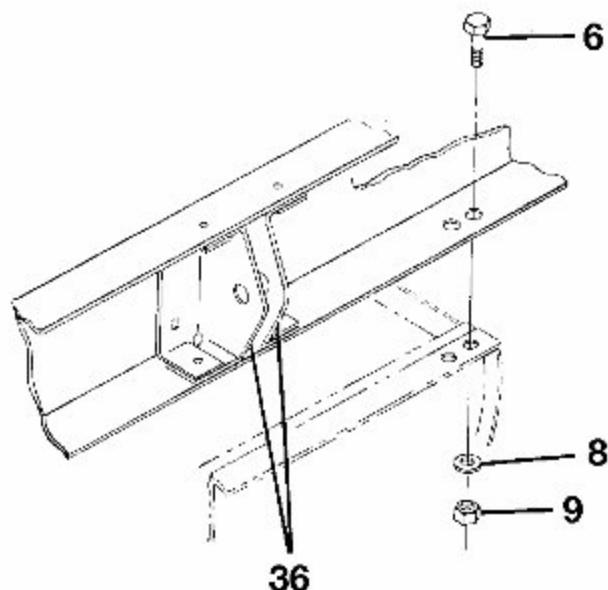
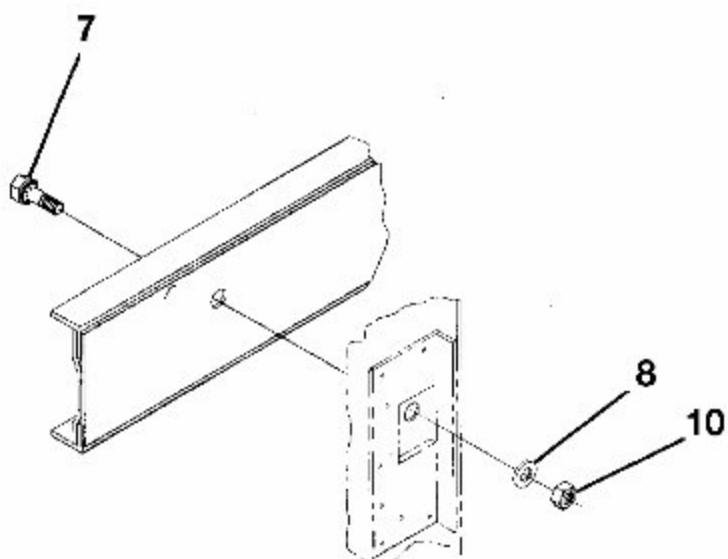
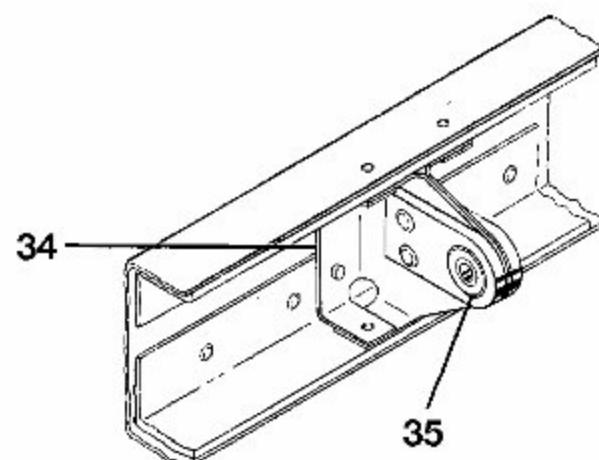
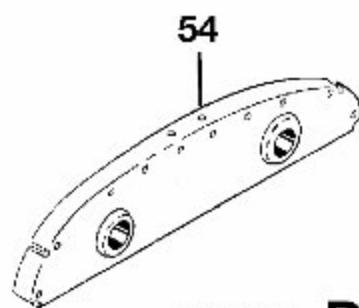


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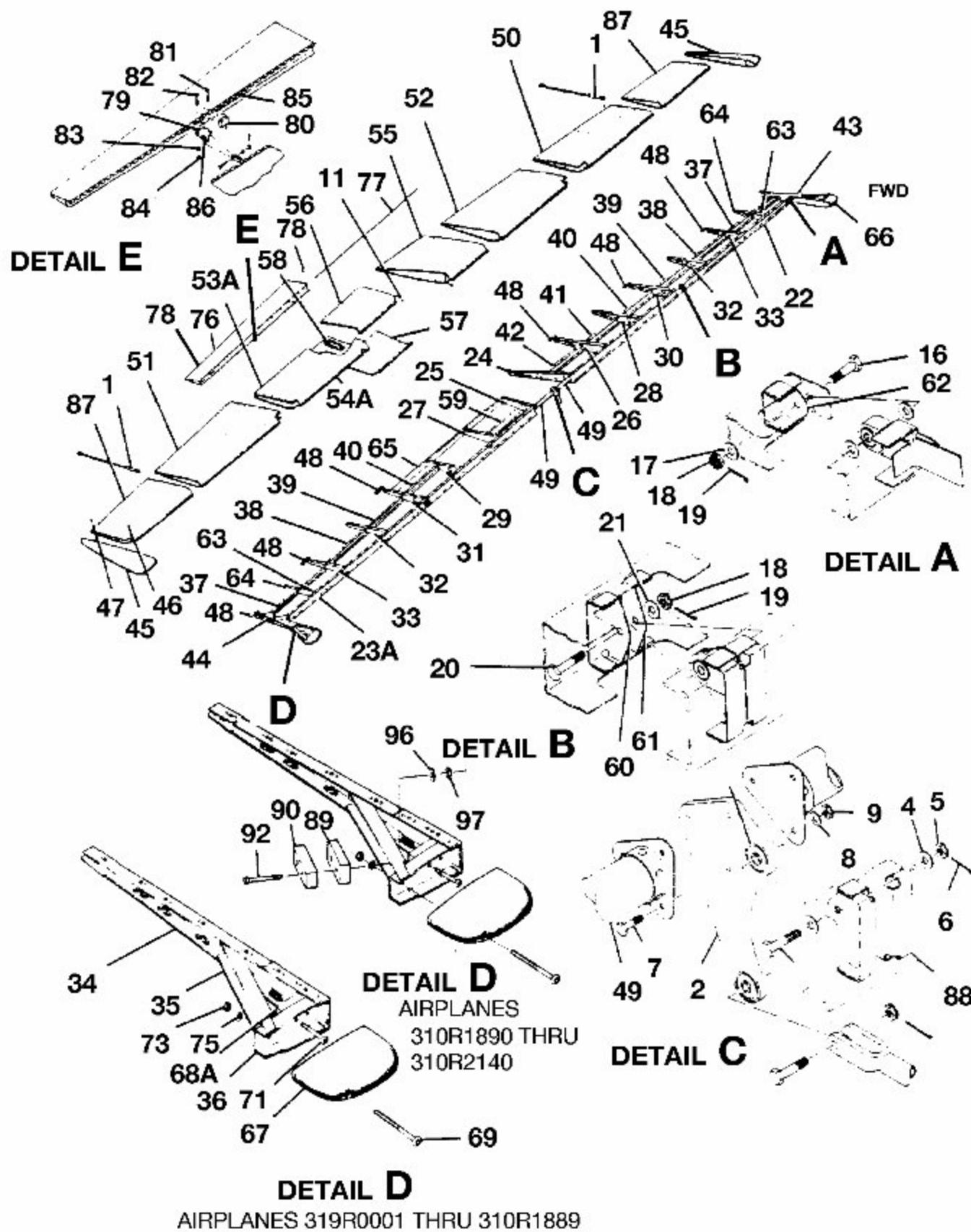


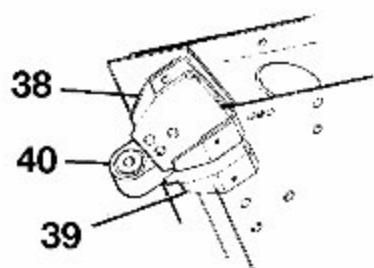
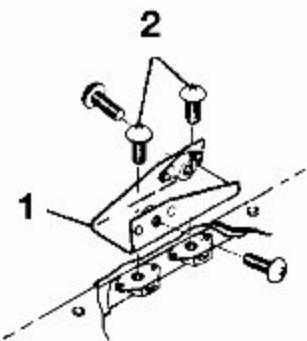
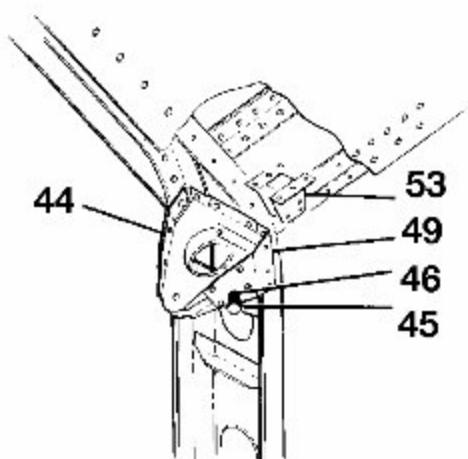
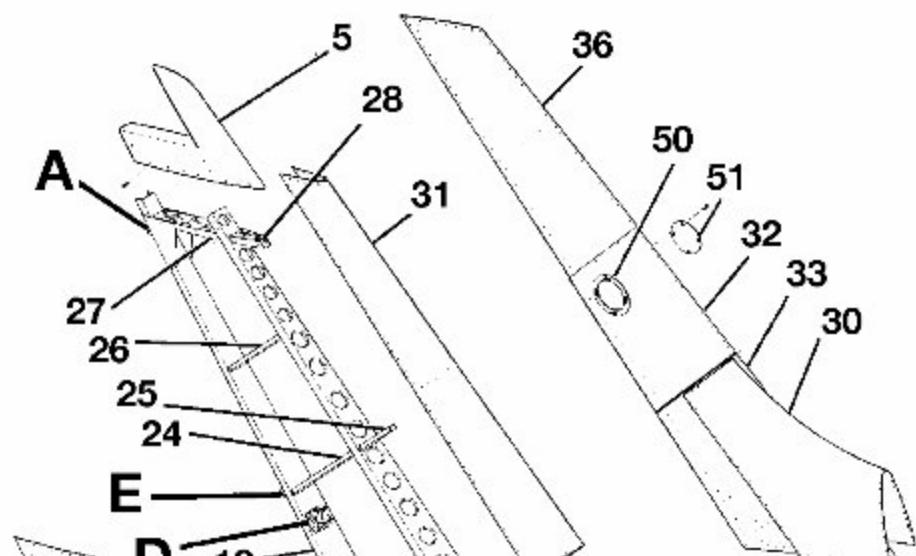
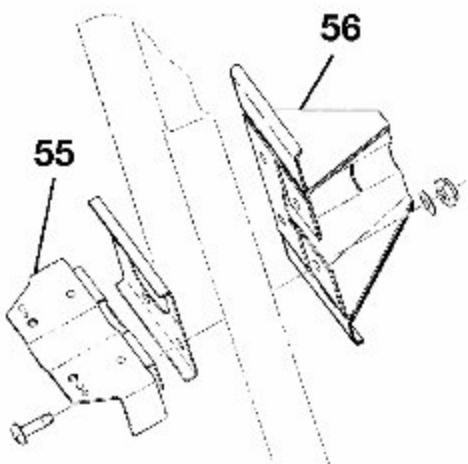
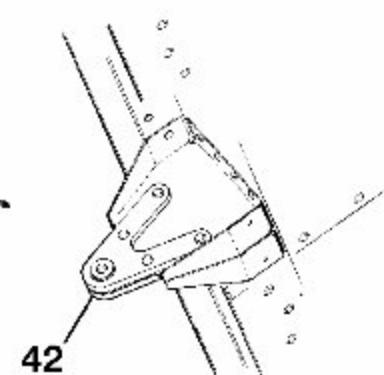
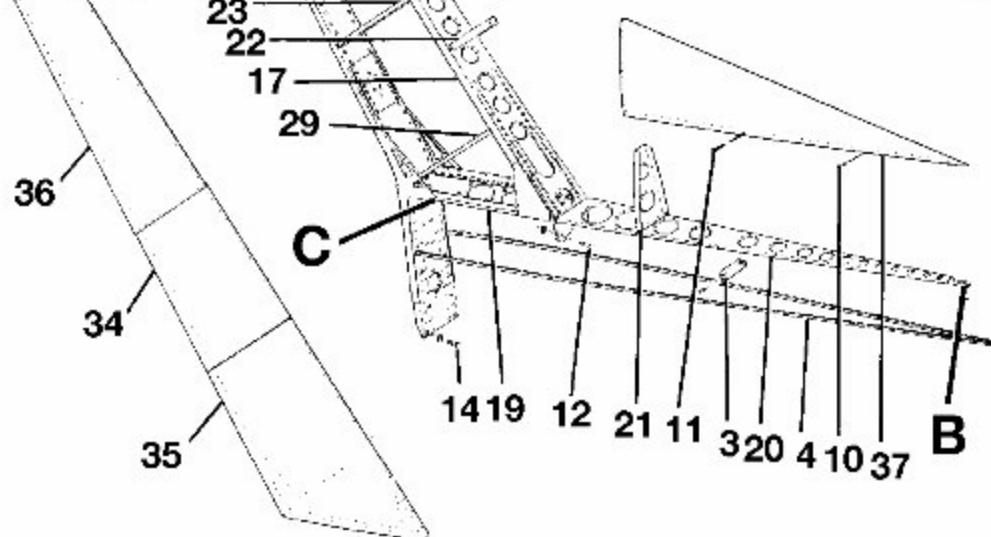




**DETAIL A****DETAIL B****DETAIL E****DETAIL C****DETAIL D**

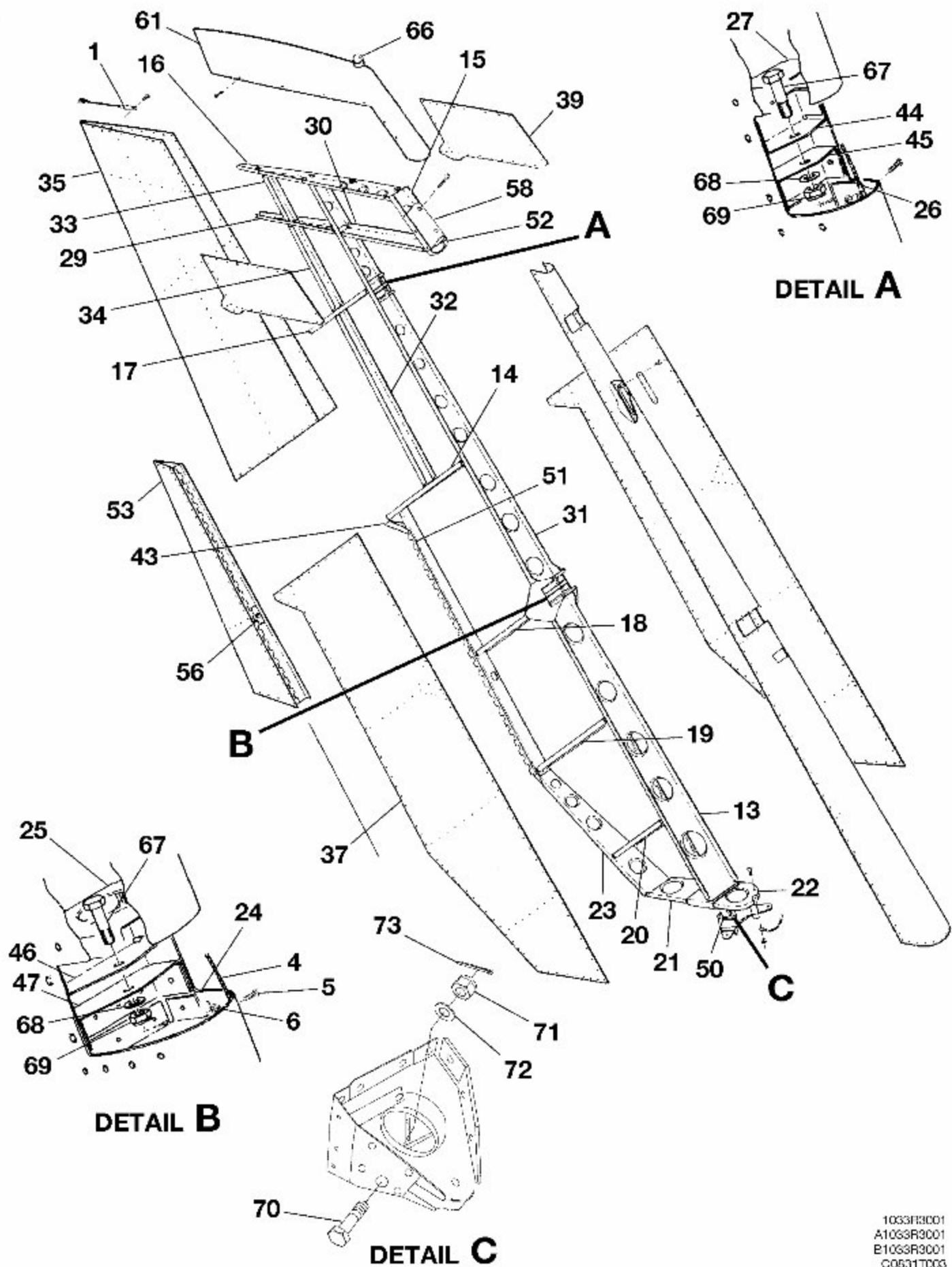
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E1032R2001



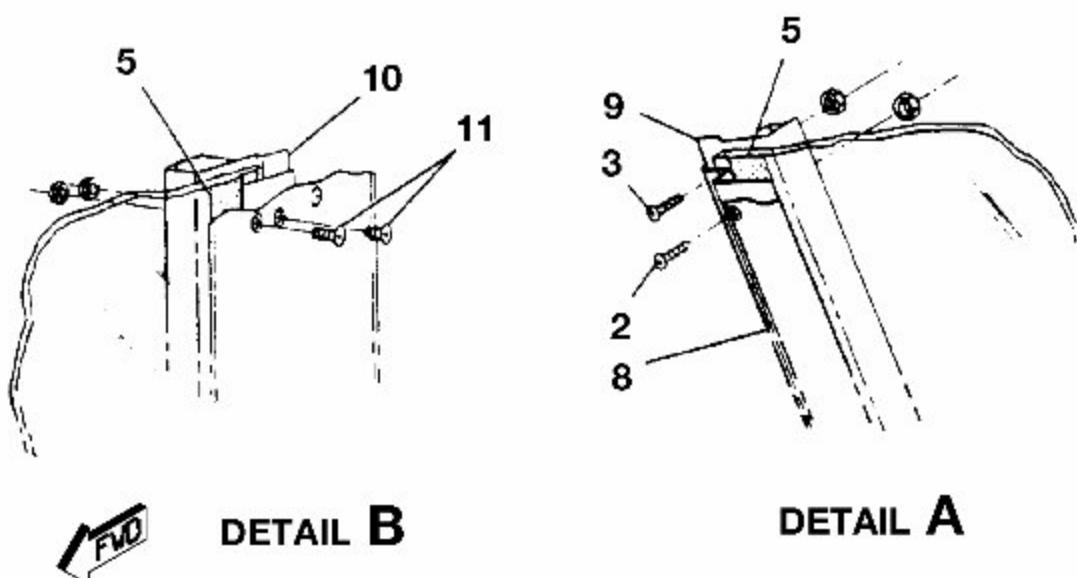
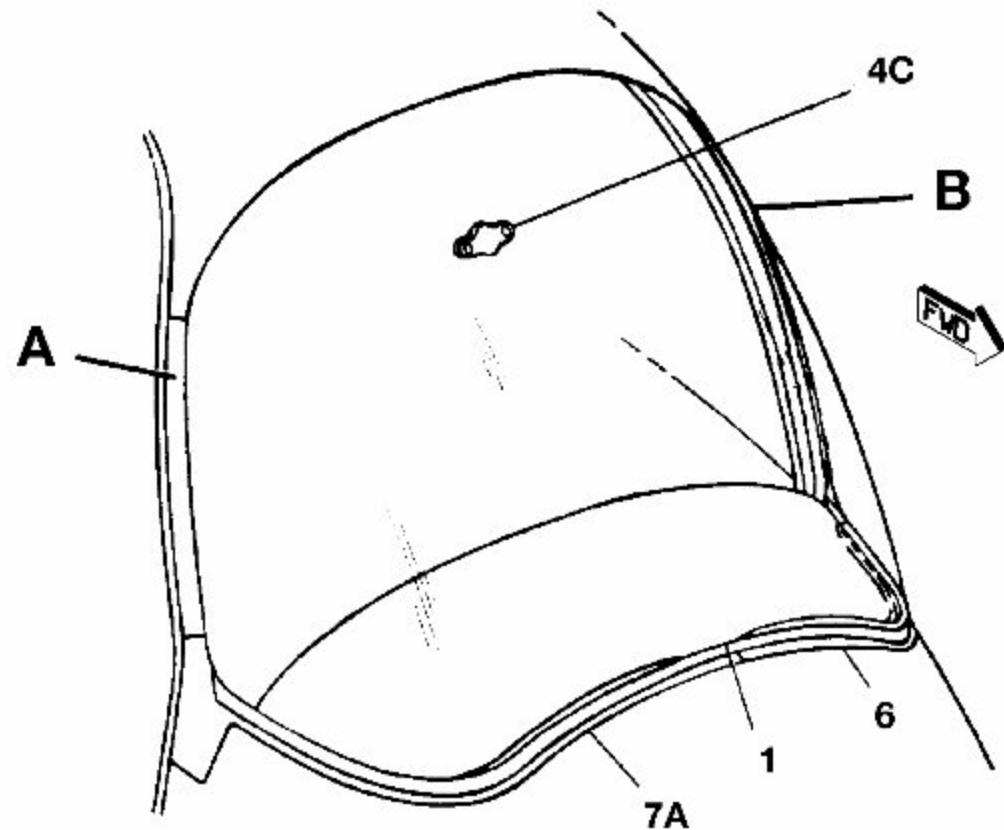
**DETAIL A****DETAIL B****DETAIL C****E****D****DETAIL D****DETAIL E**

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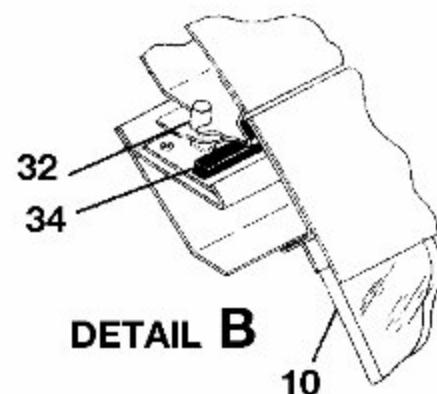
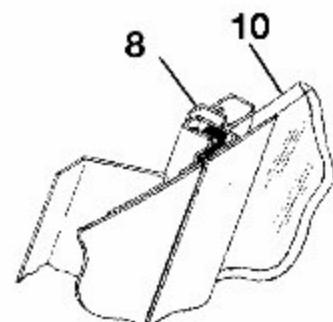
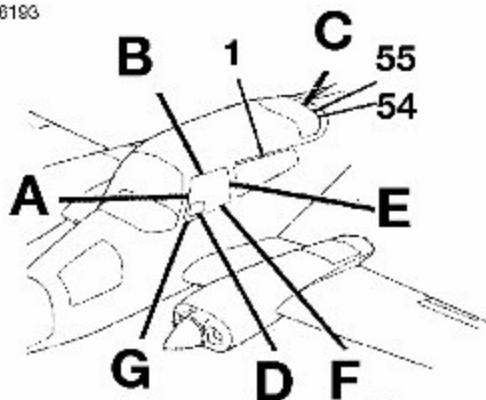
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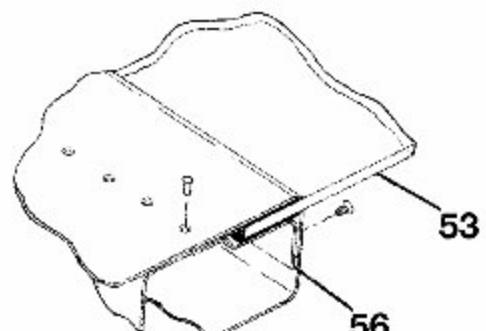
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C0531T003



A5618G



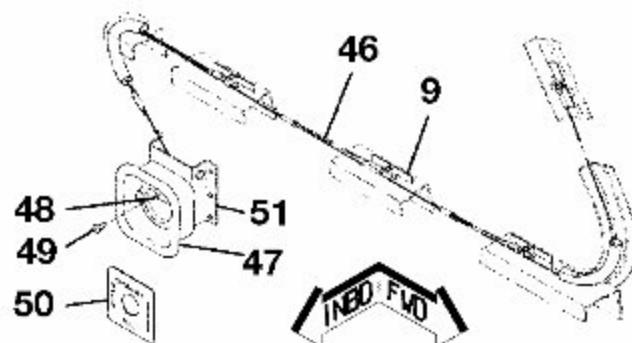
DETAIL A



DETAIL C

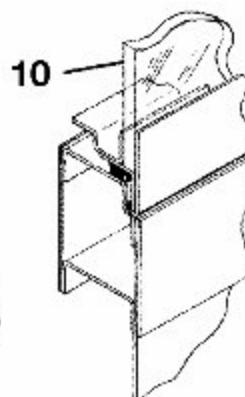


DETAIL A
AIRPLANES
310R0801 THRU
310R2140

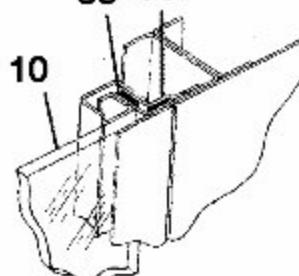


DETAIL G

AIRPLANES 310R0001 THRU 310R0800

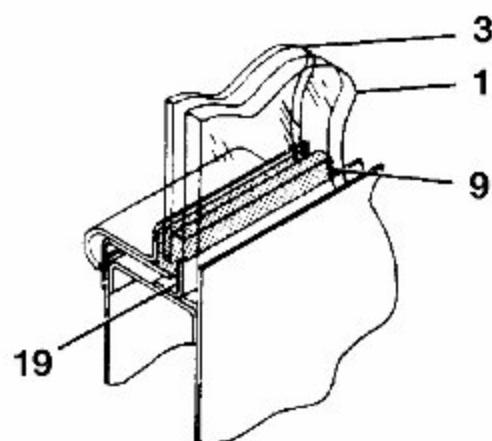
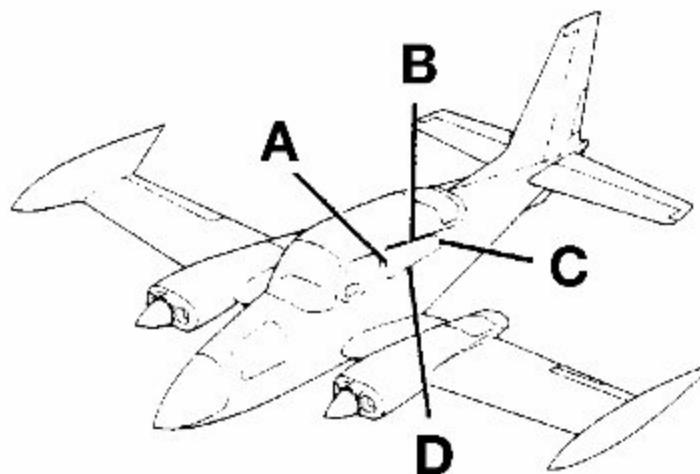


DETAIL F

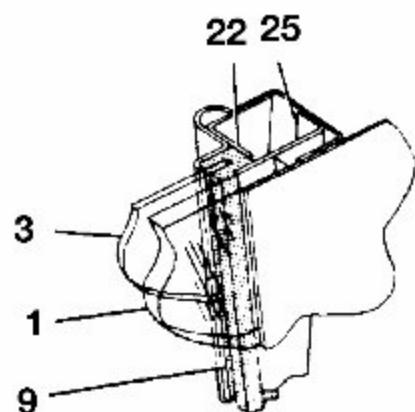


DETAIL E

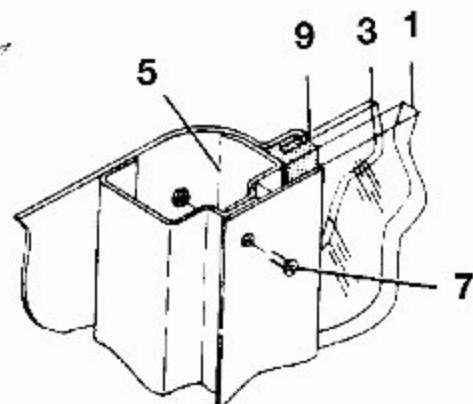
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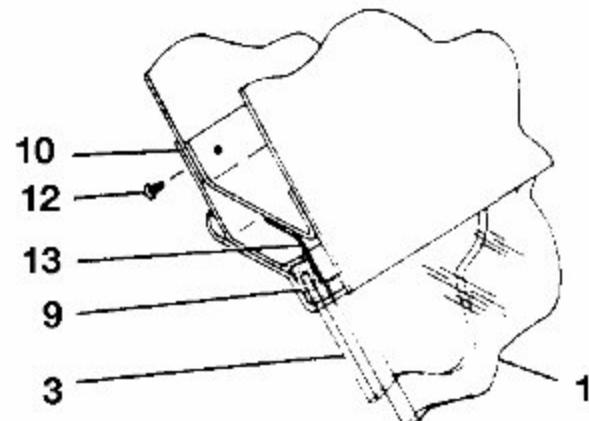
DETAIL D



DETAIL C

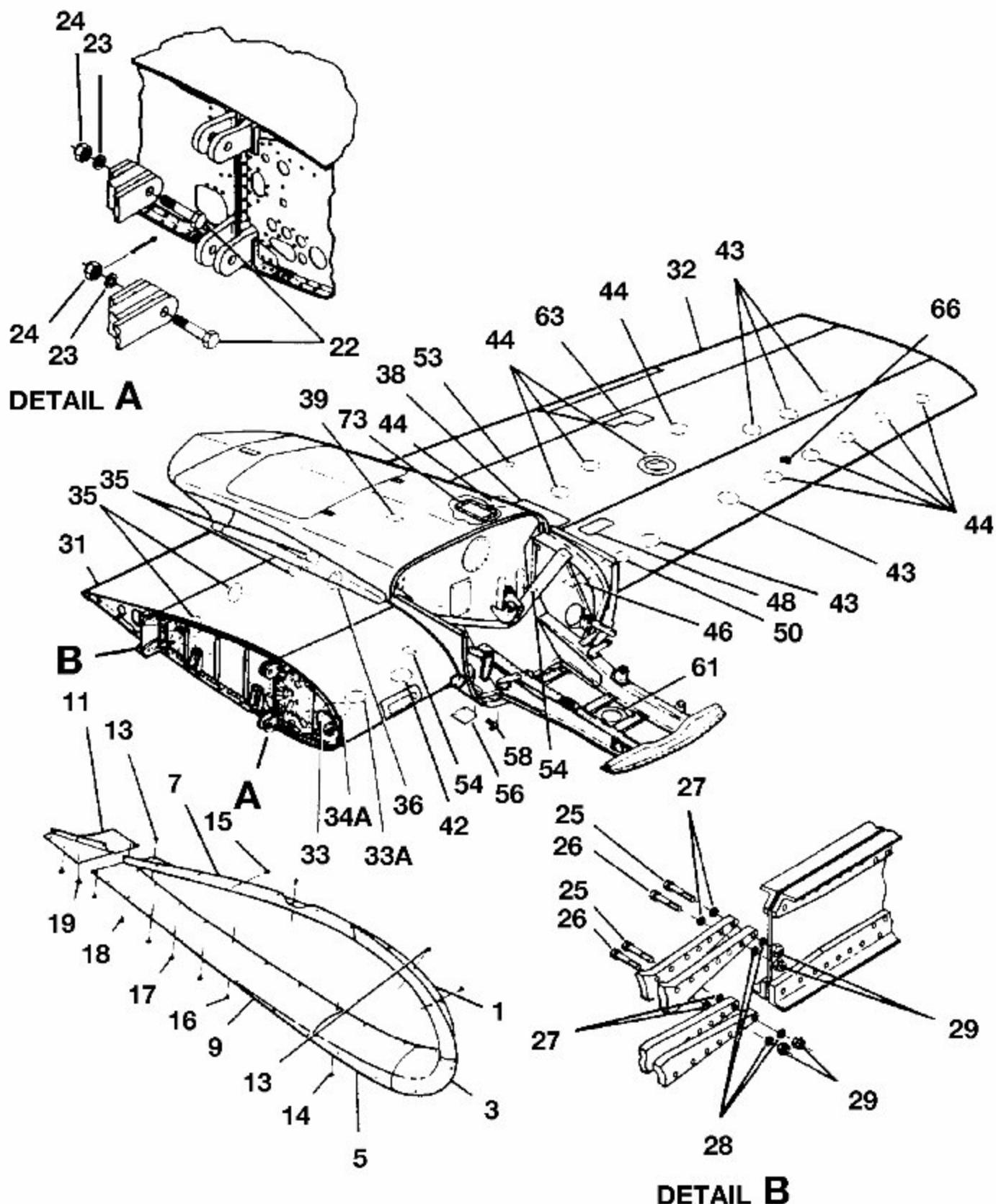


DETAIL A



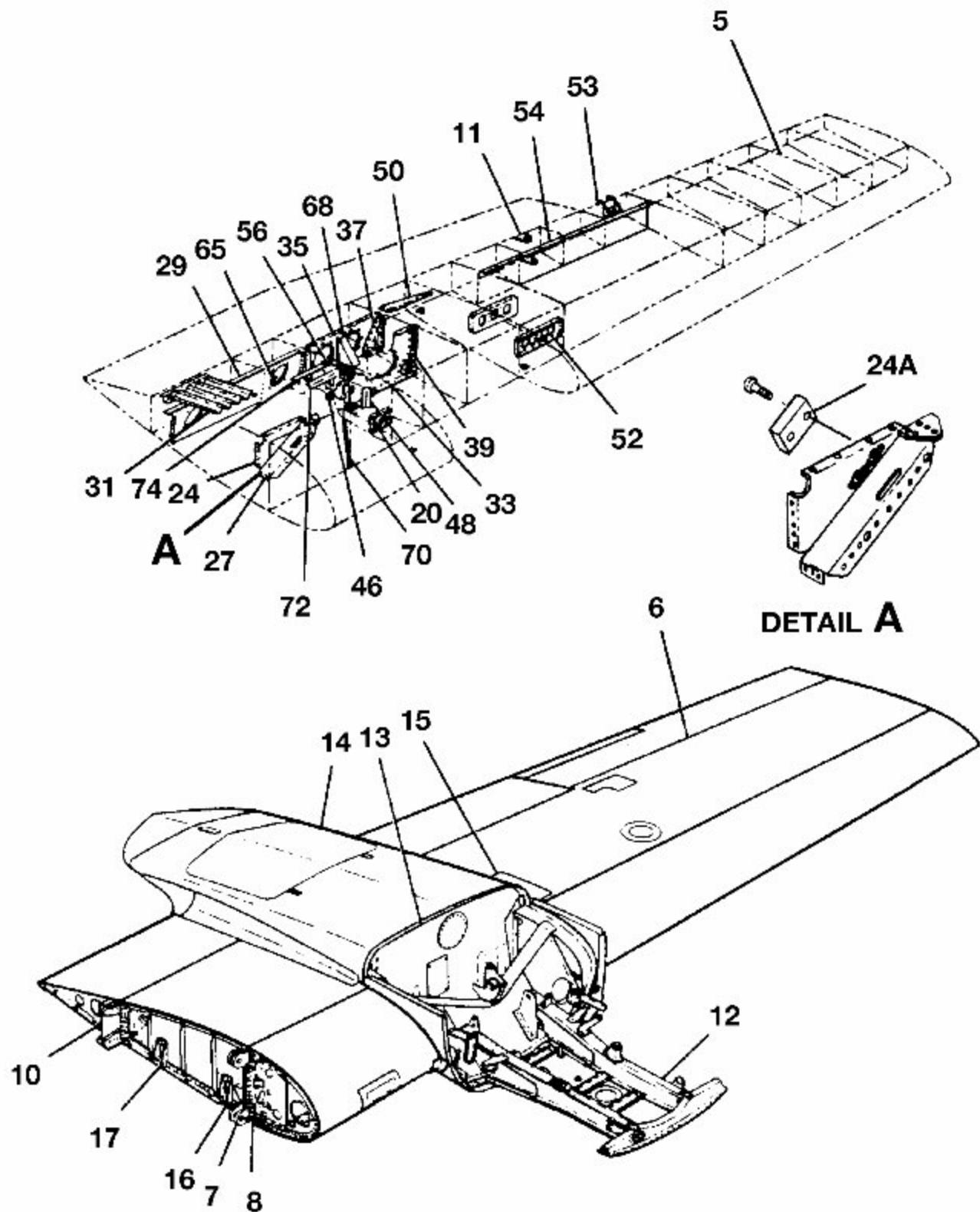
DETAIL B

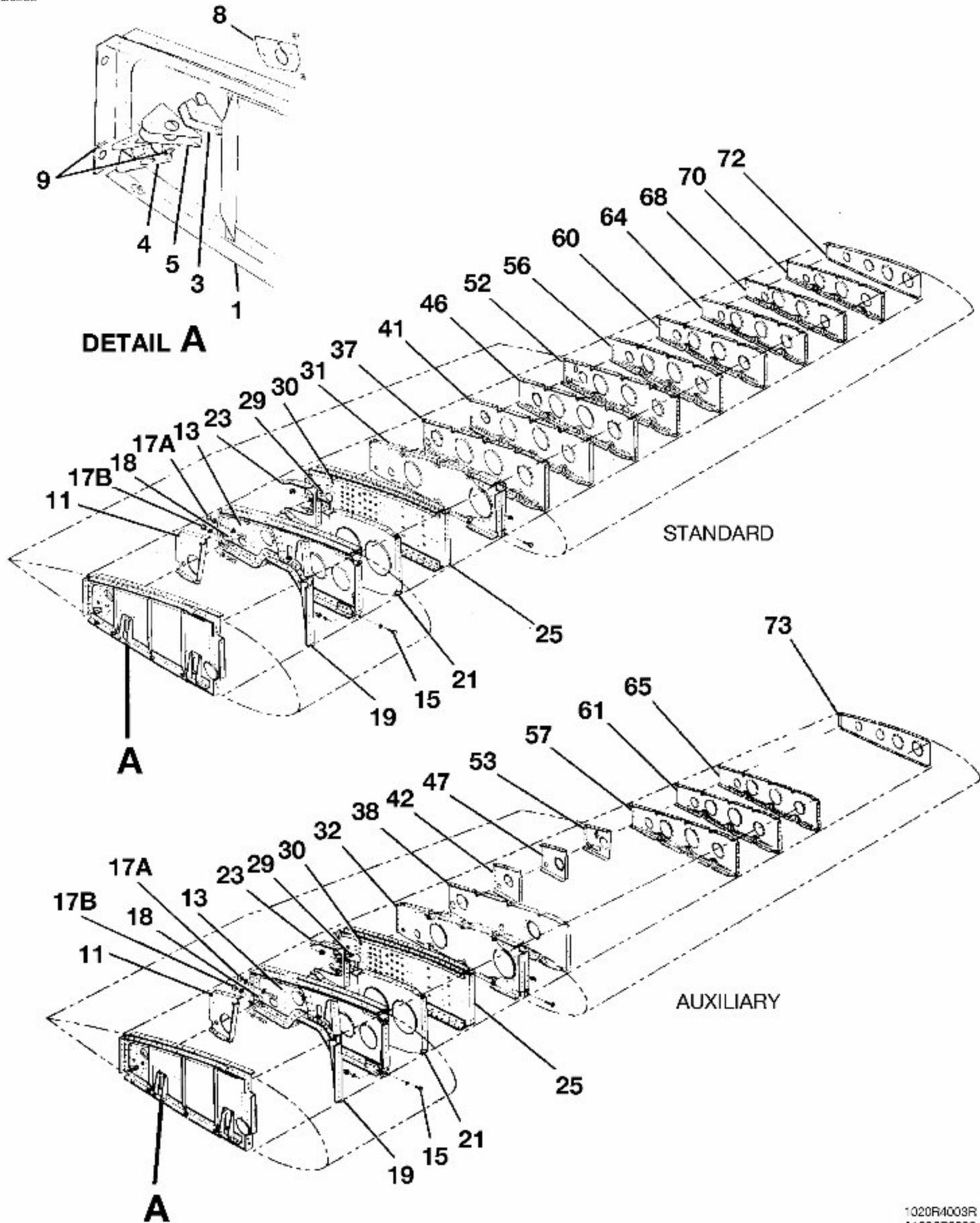
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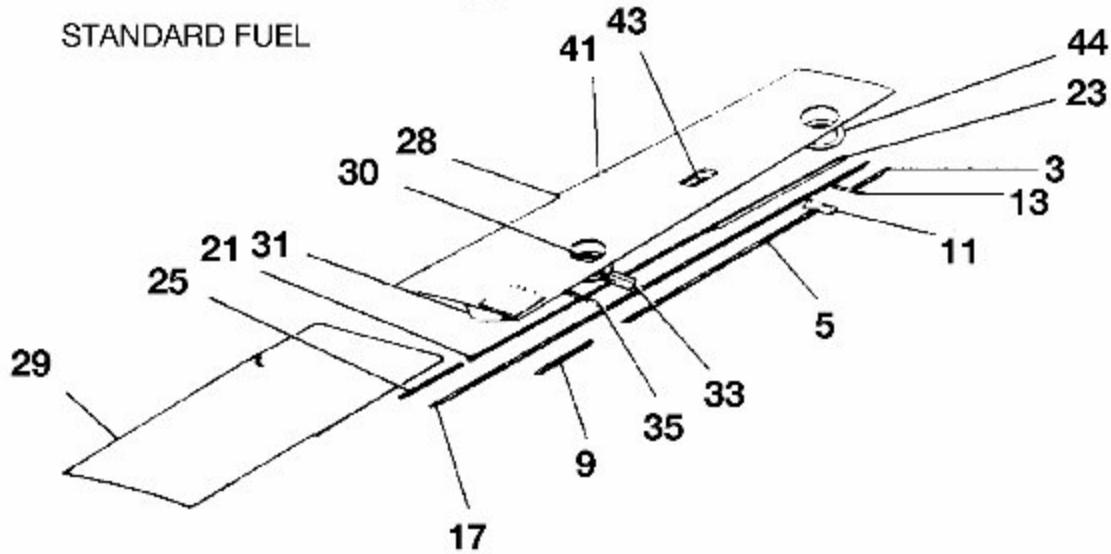
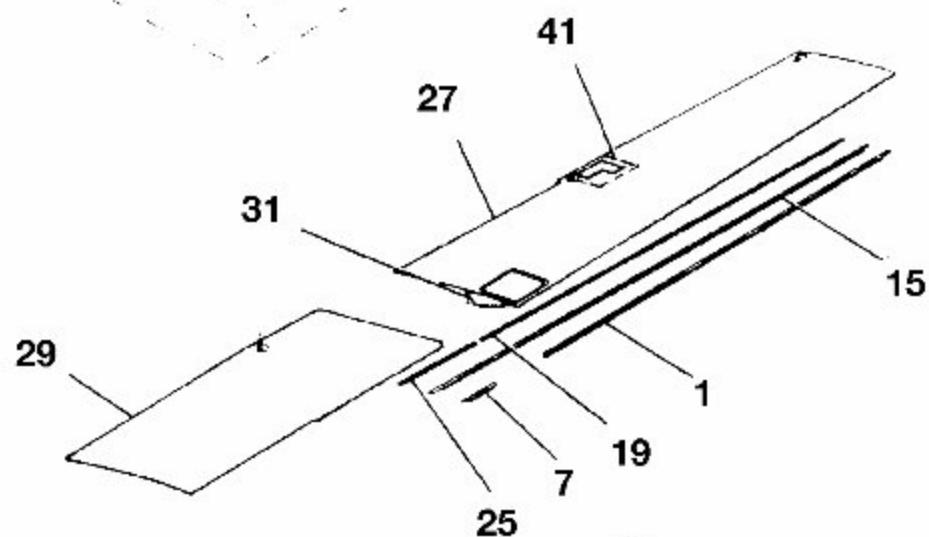
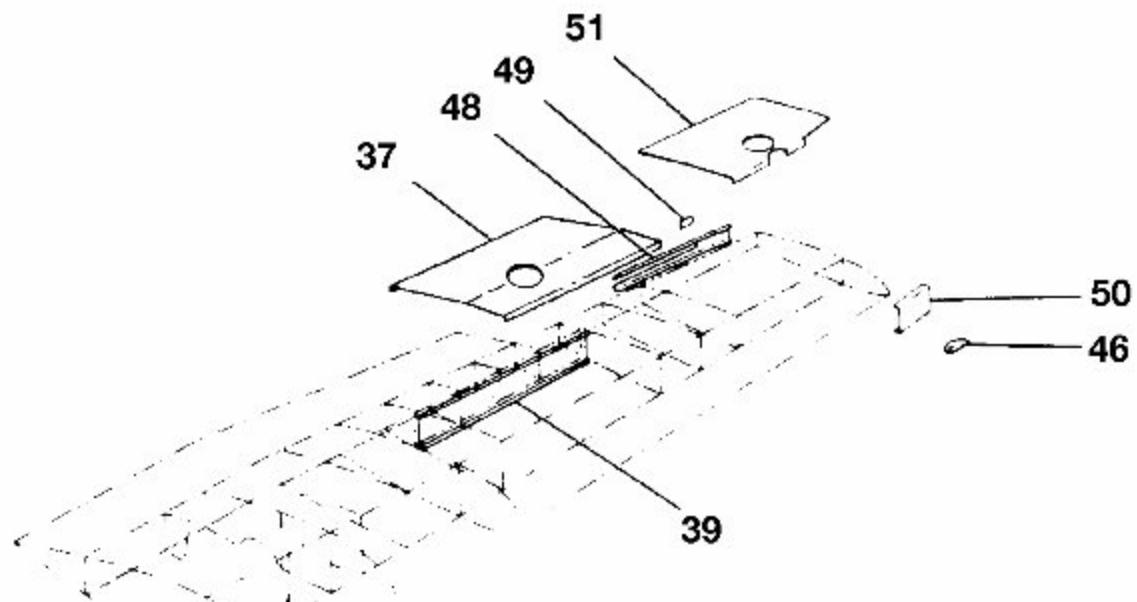


DETAIL B

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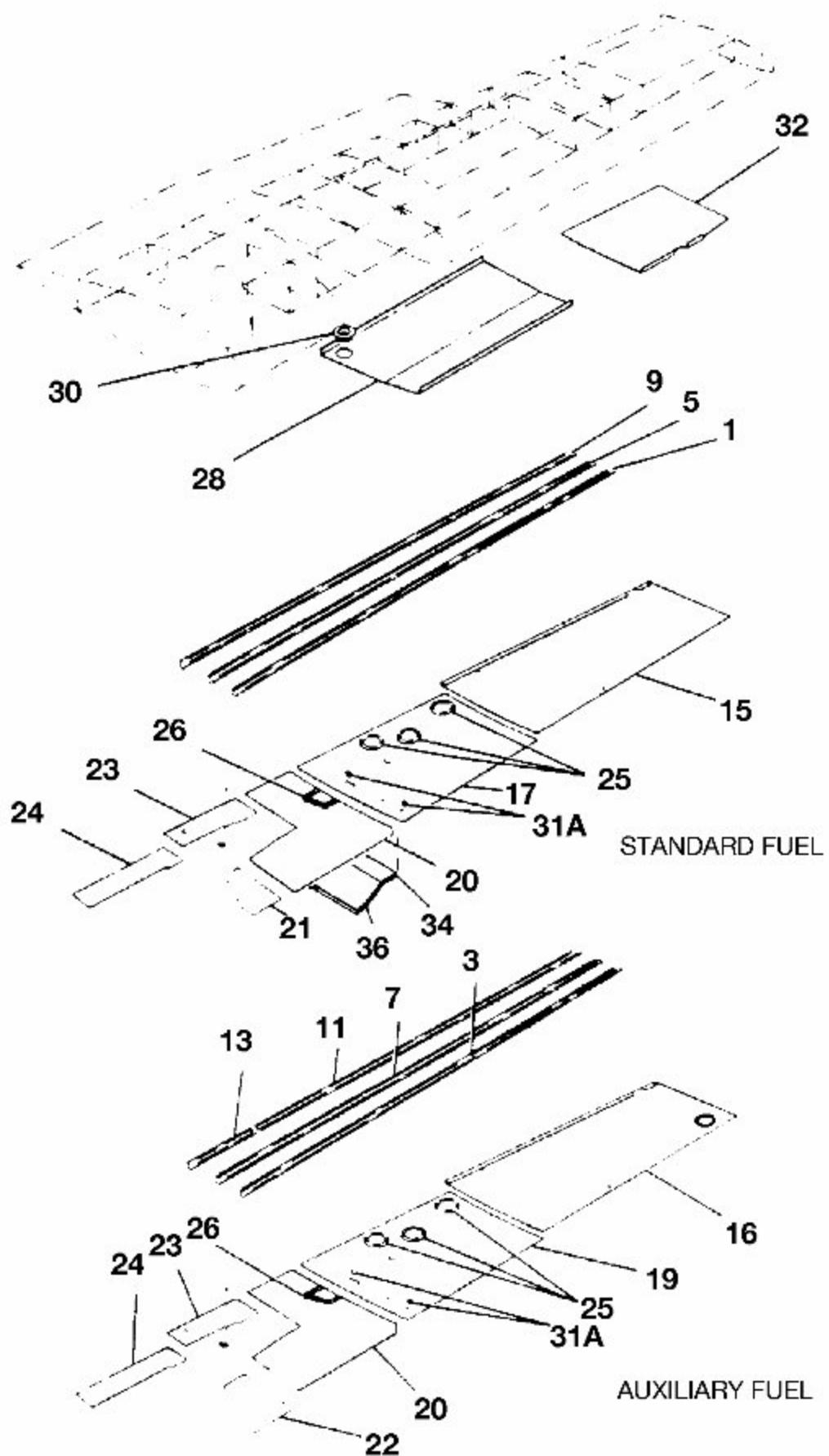


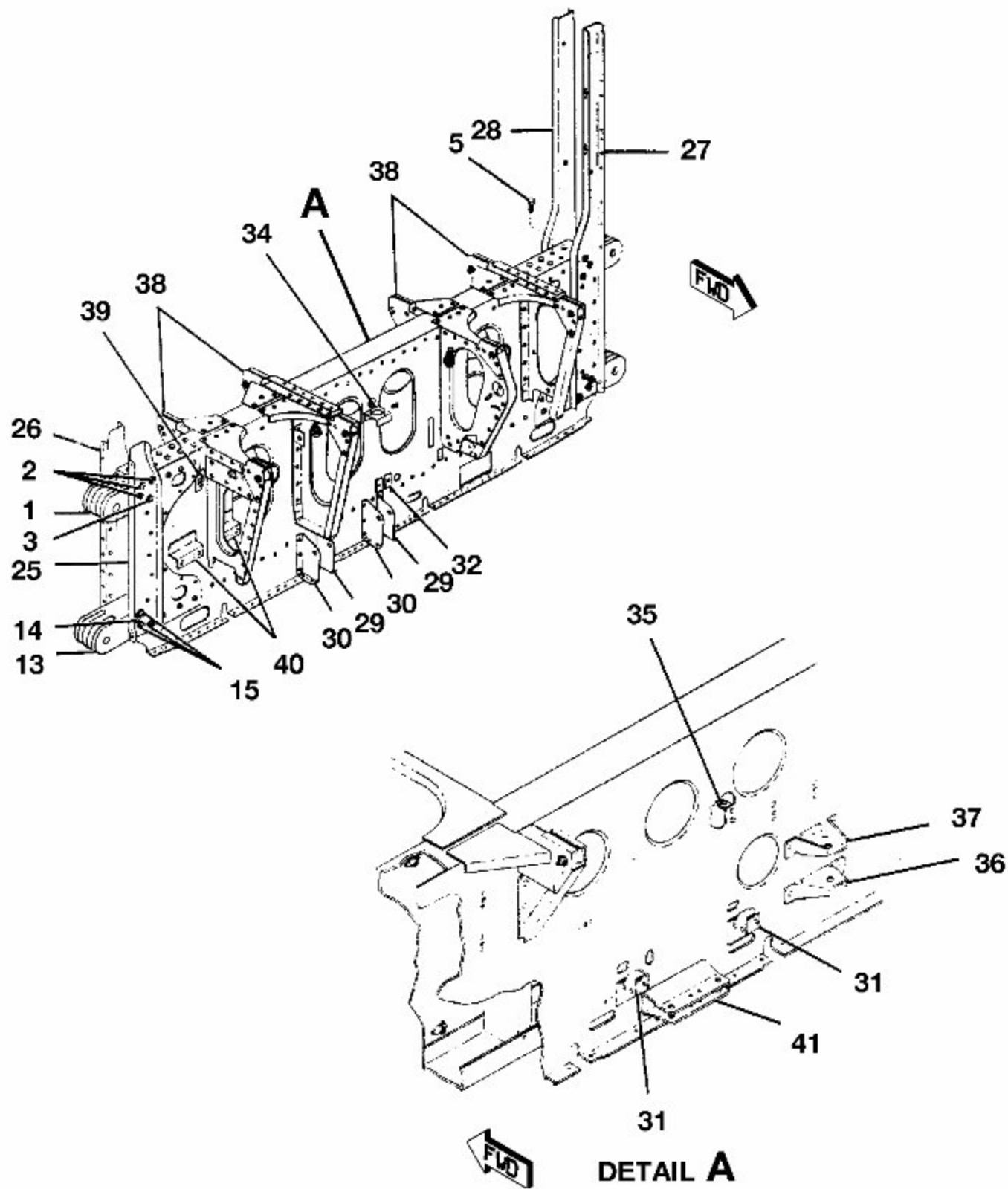




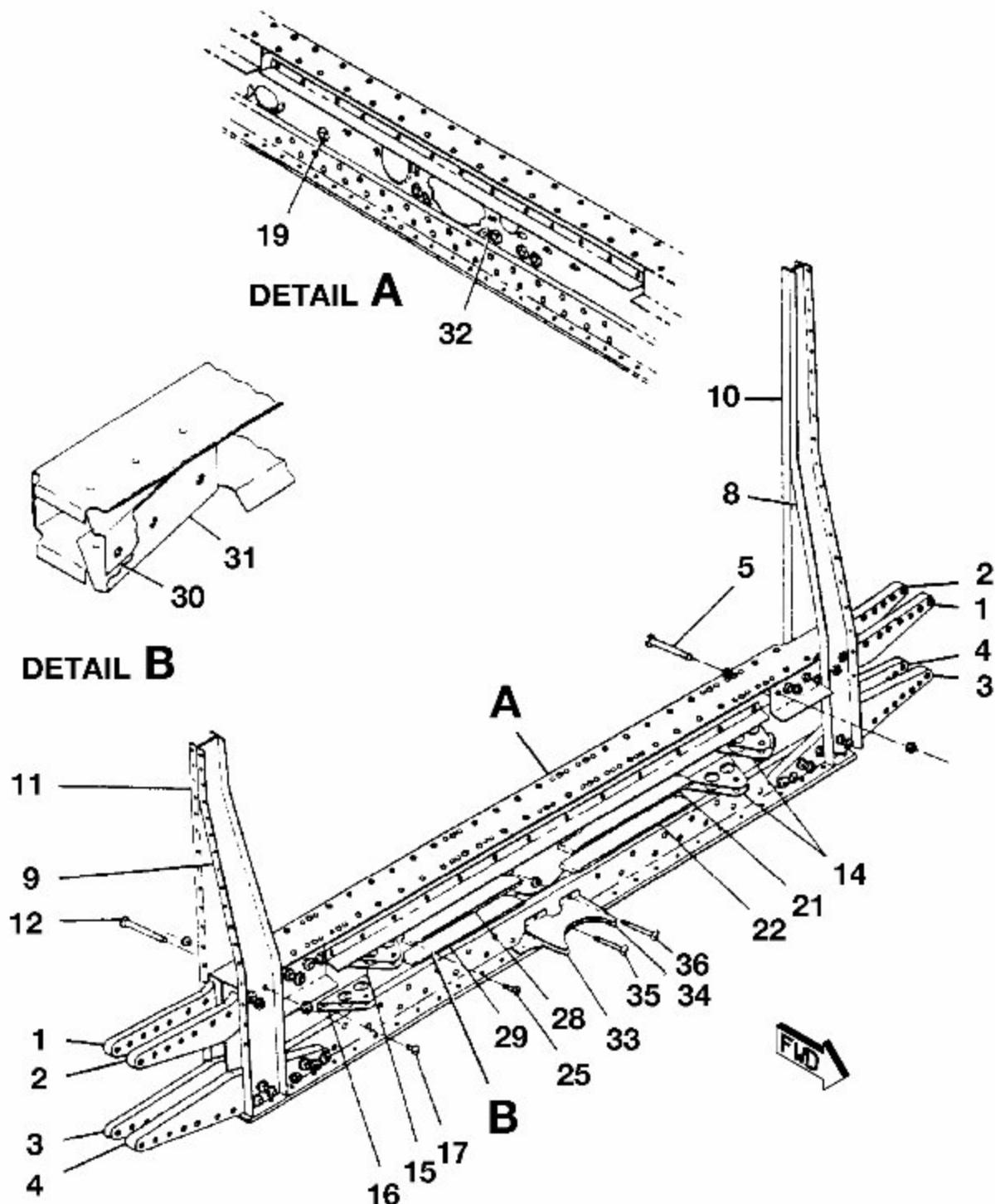
AUXILIARY FUEL

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52223002R

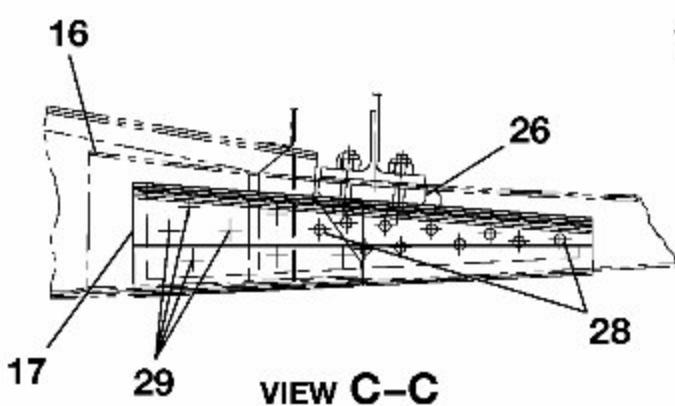
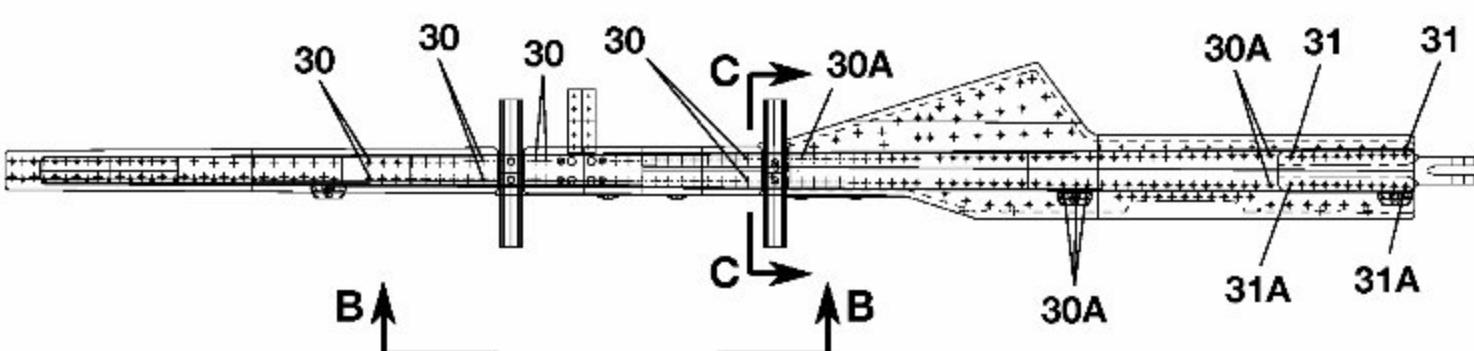
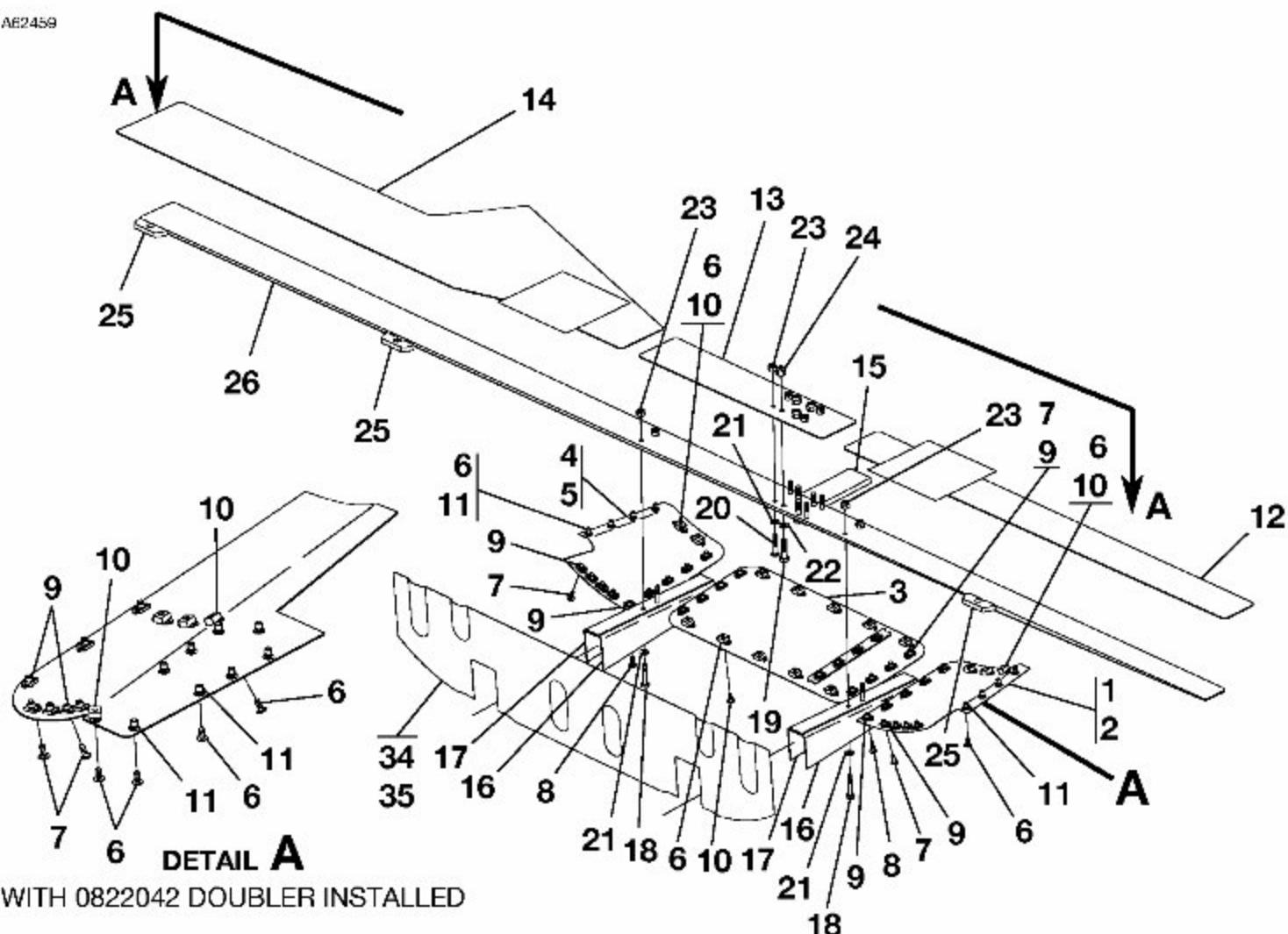




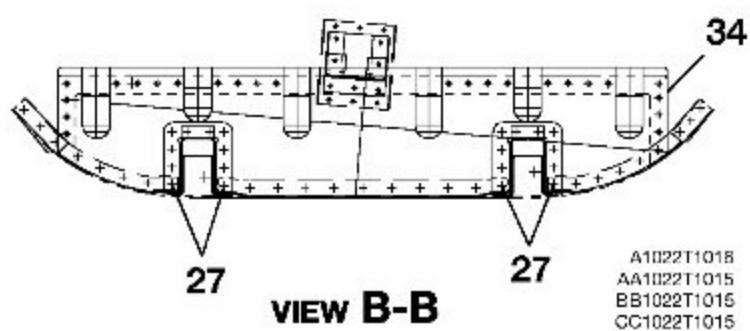
DETAIL A



A62459

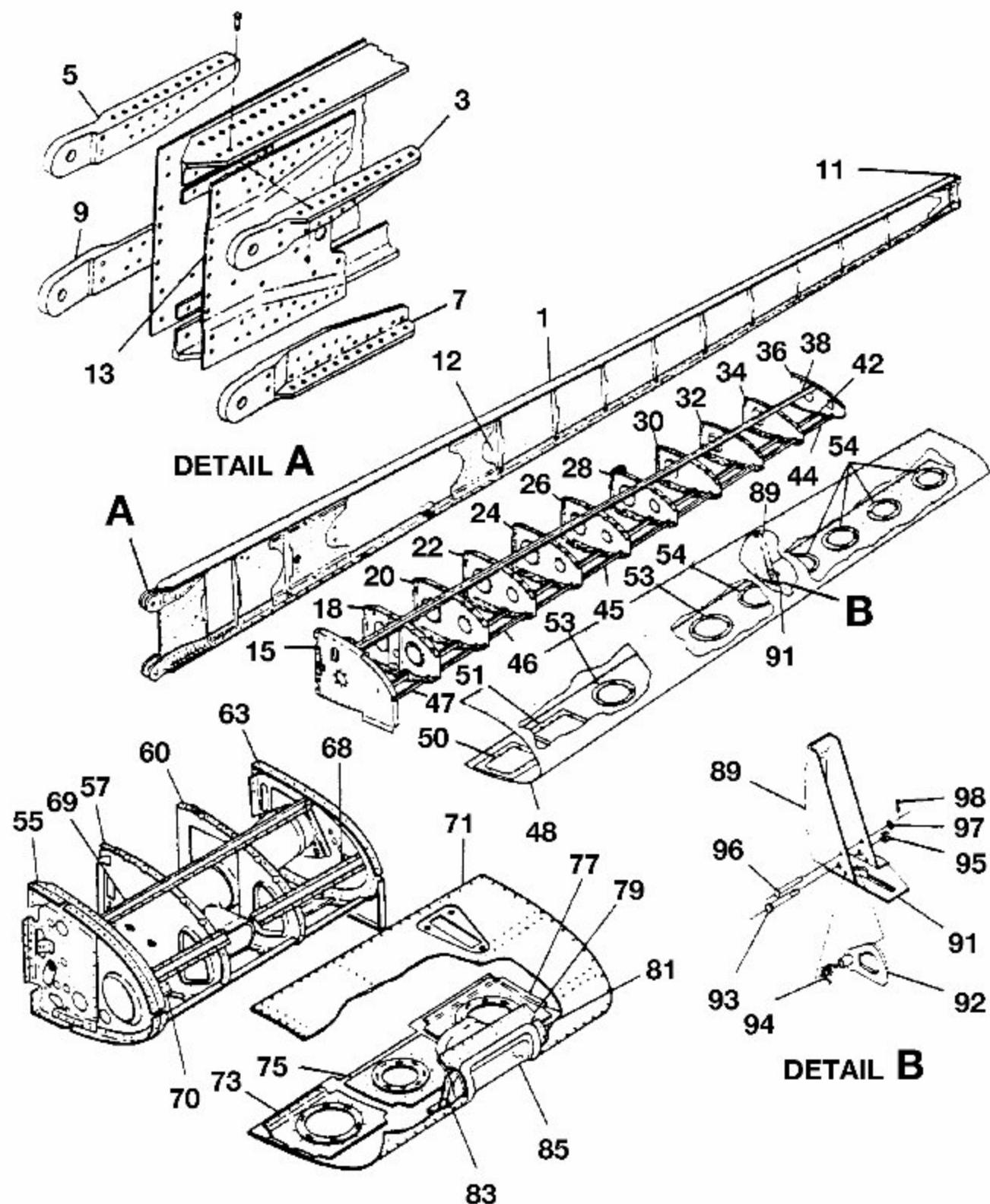


VIEW A-A

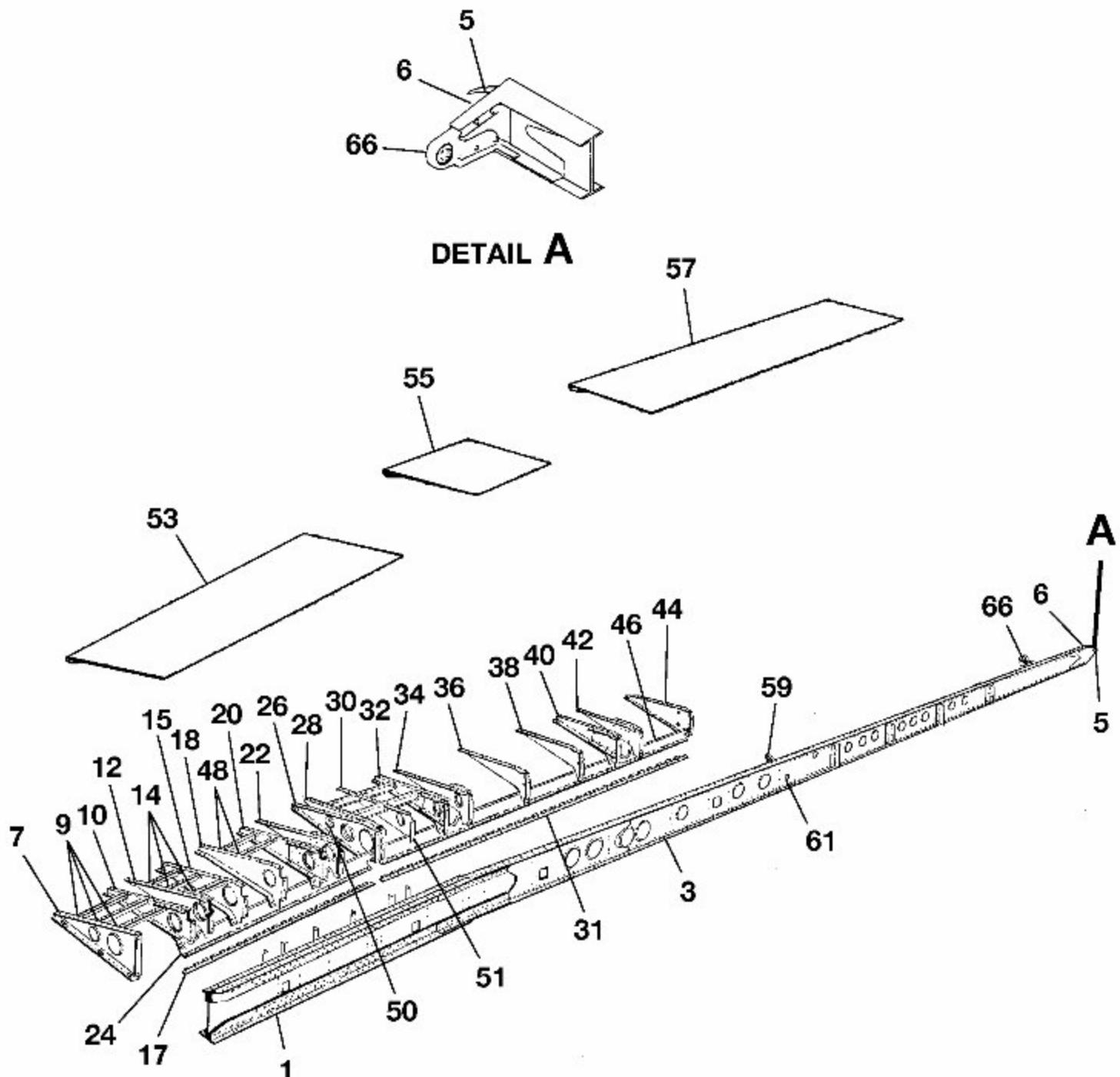


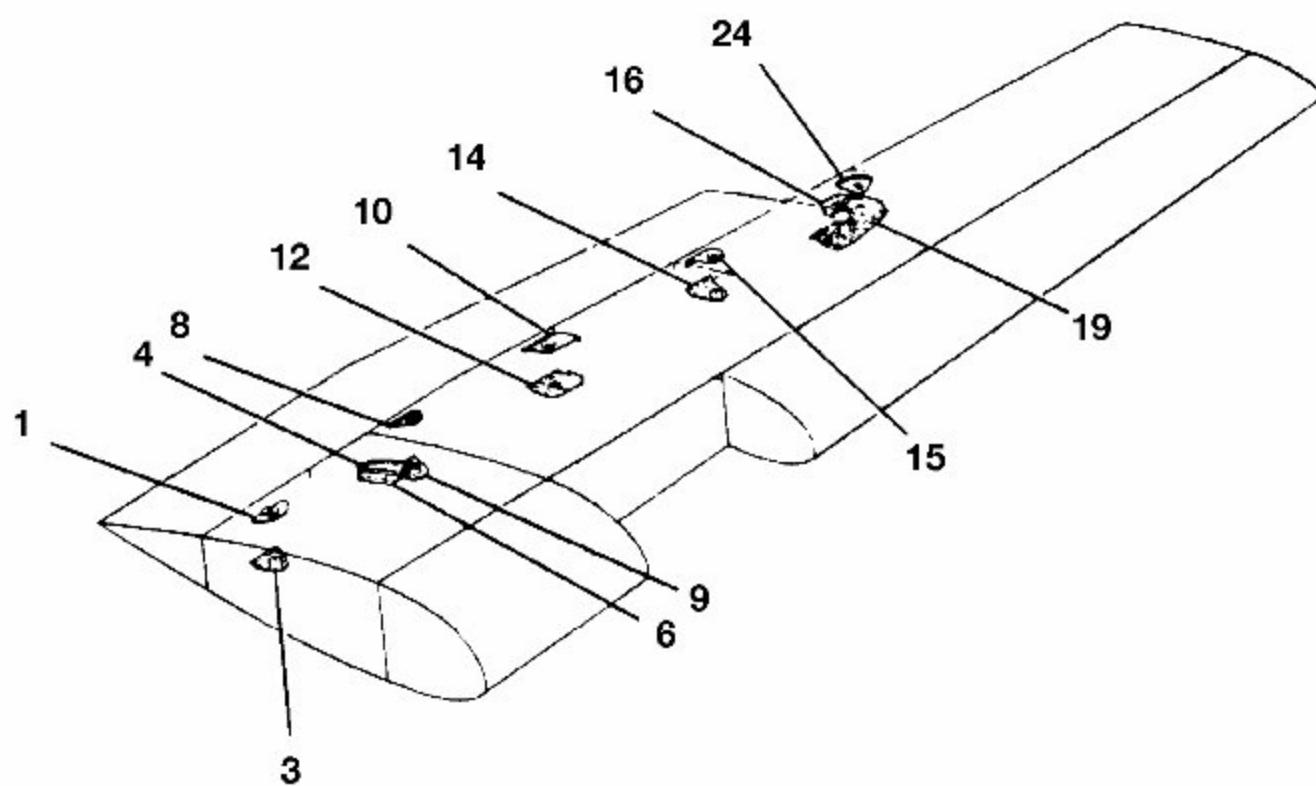
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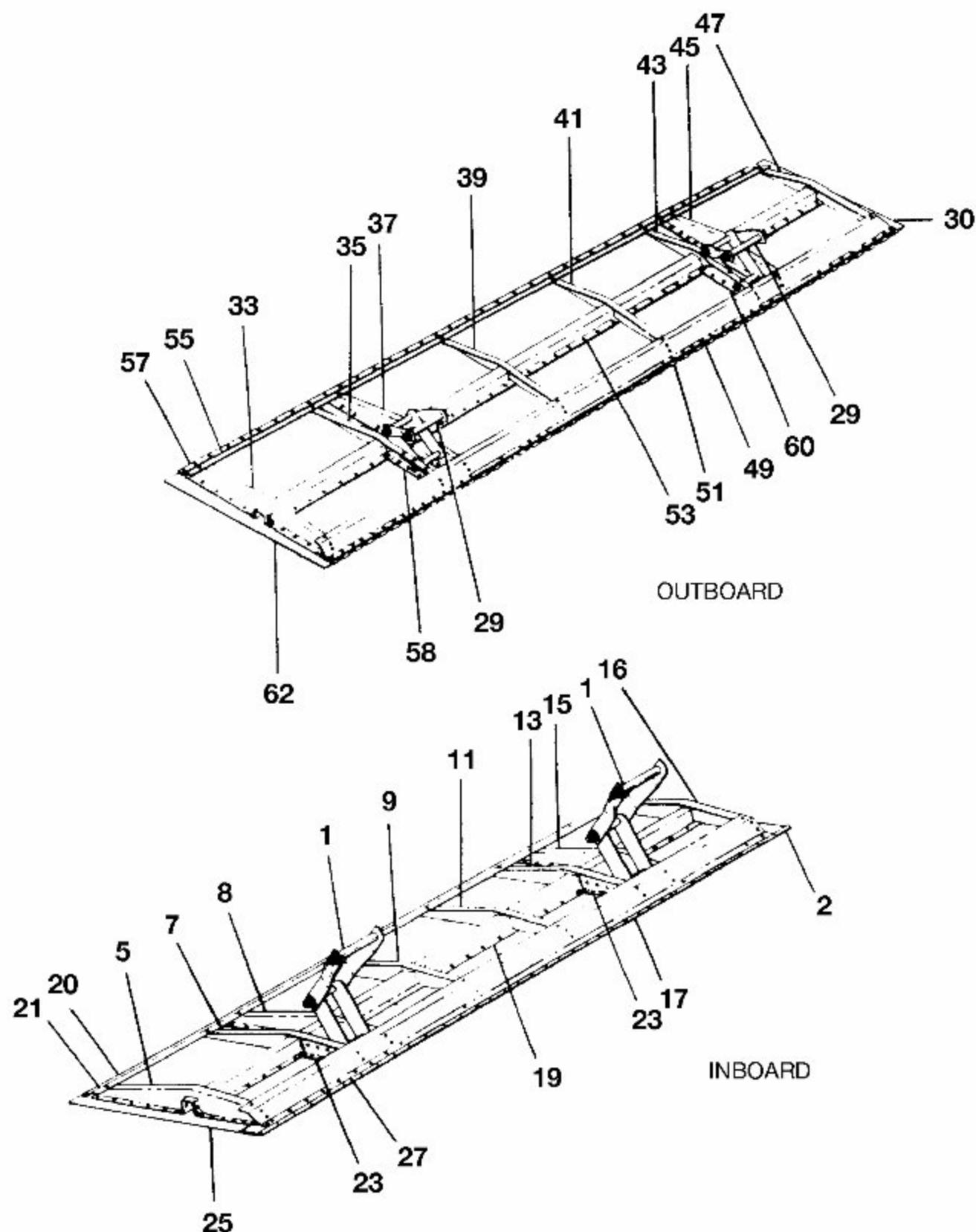
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CC1022T1015

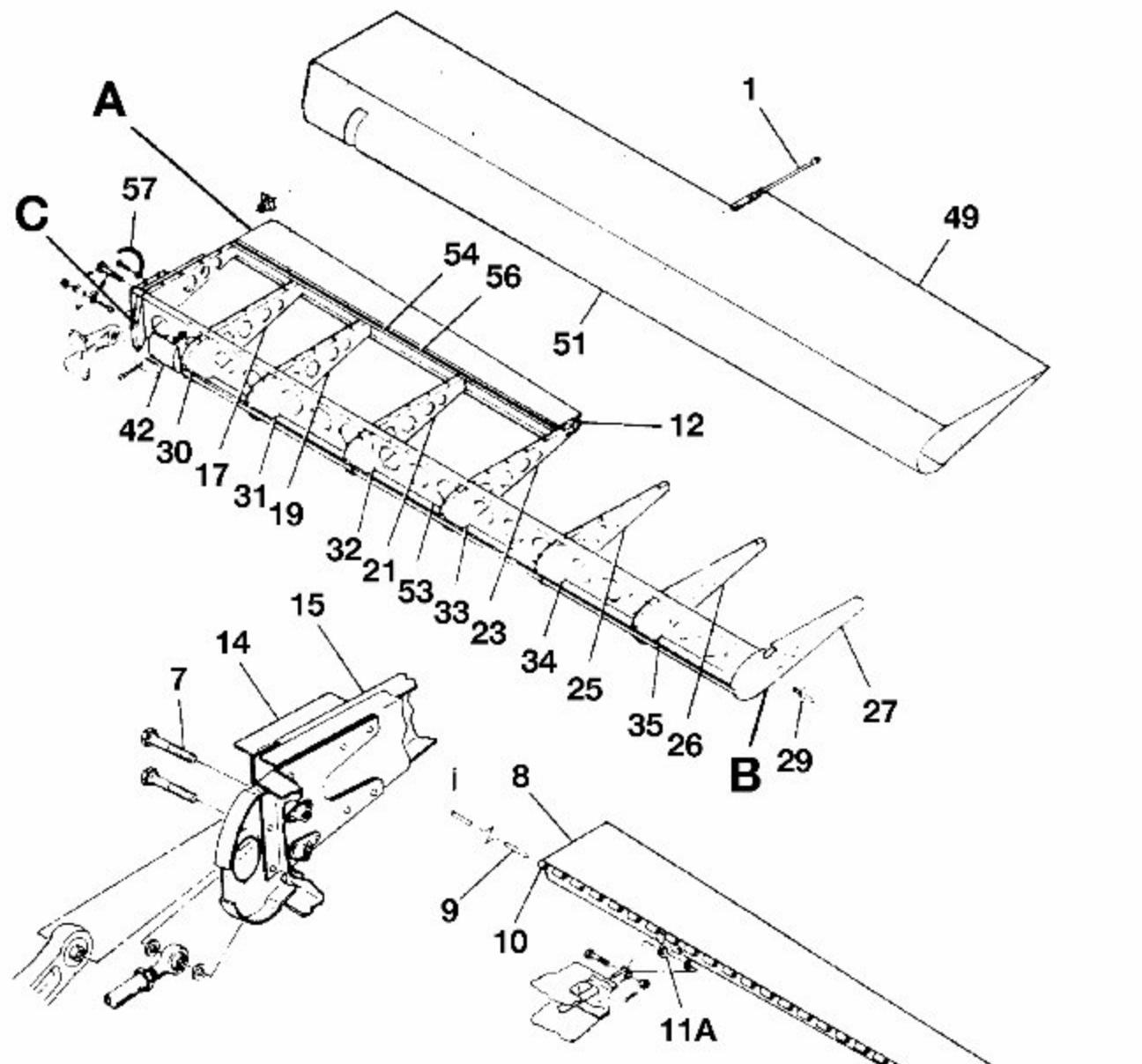


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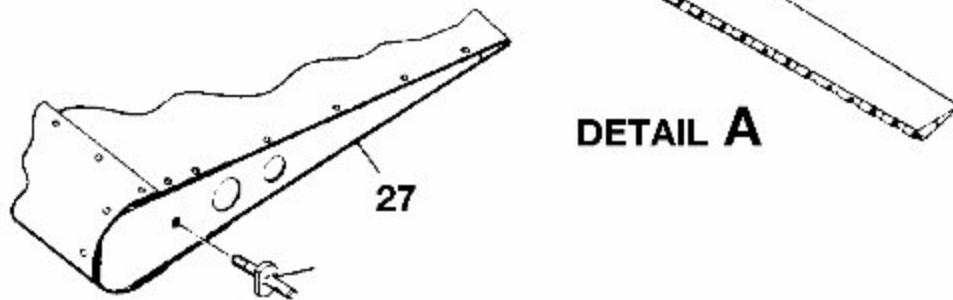








DETAIL C

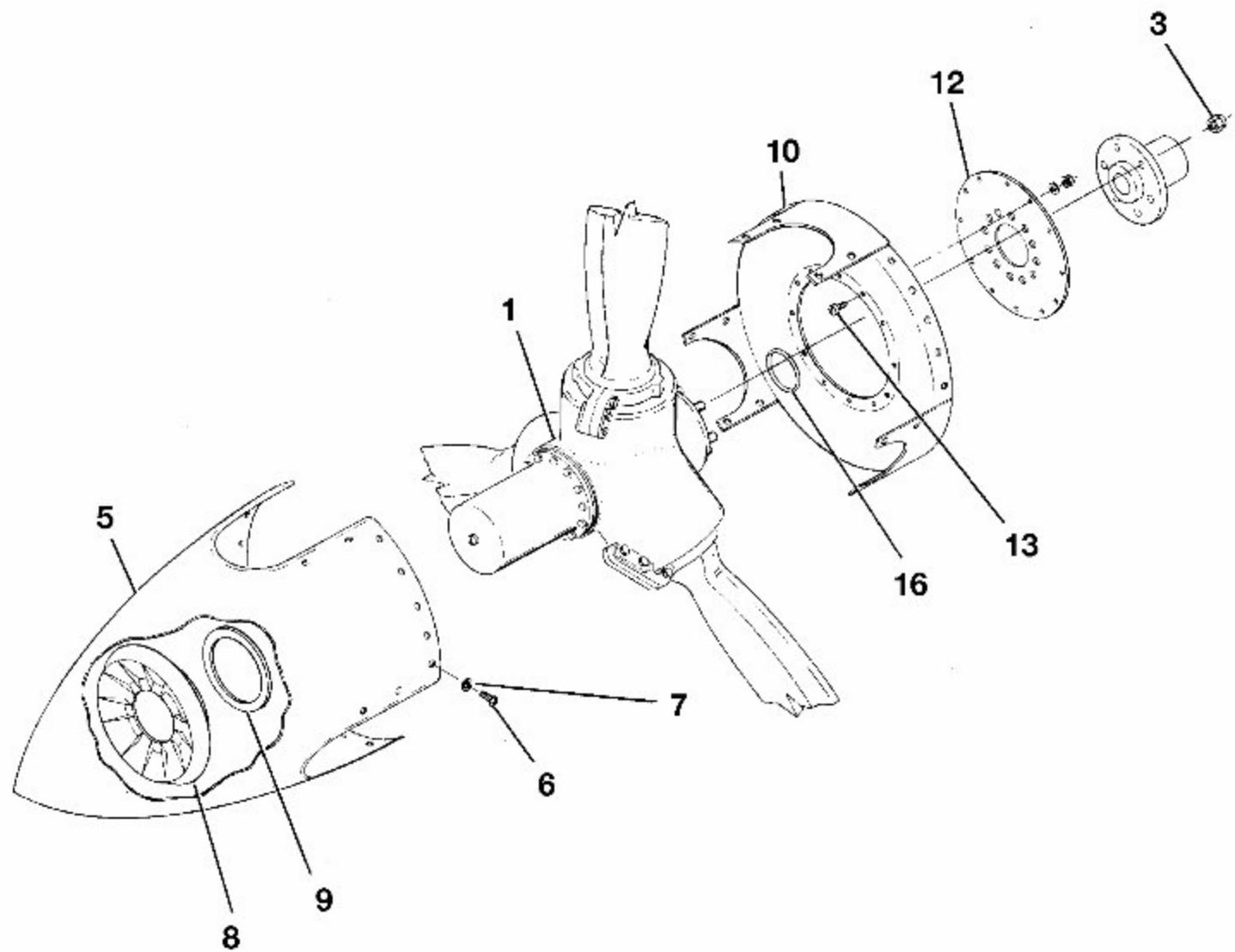


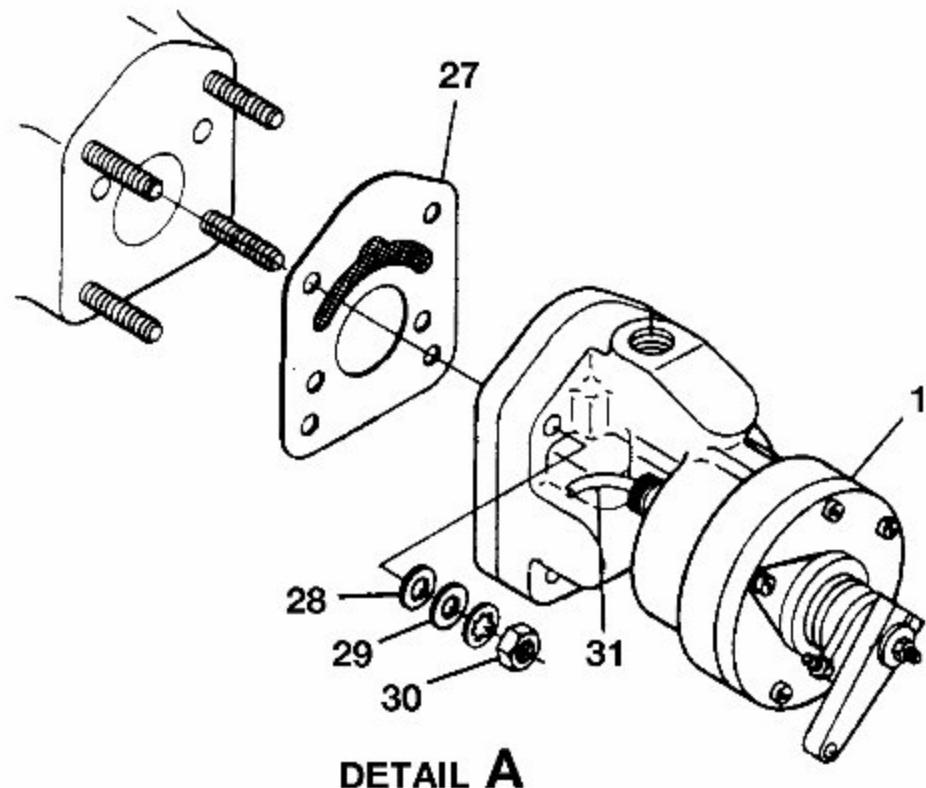
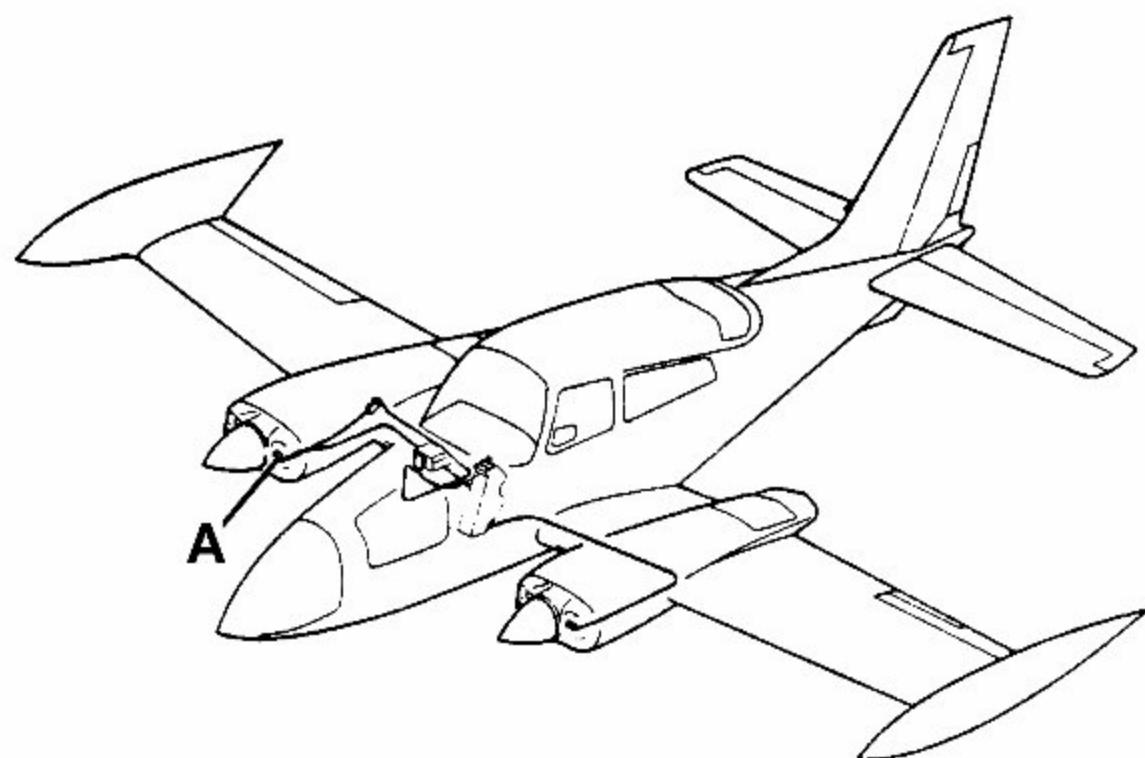
DETAIL A

DETAIL B

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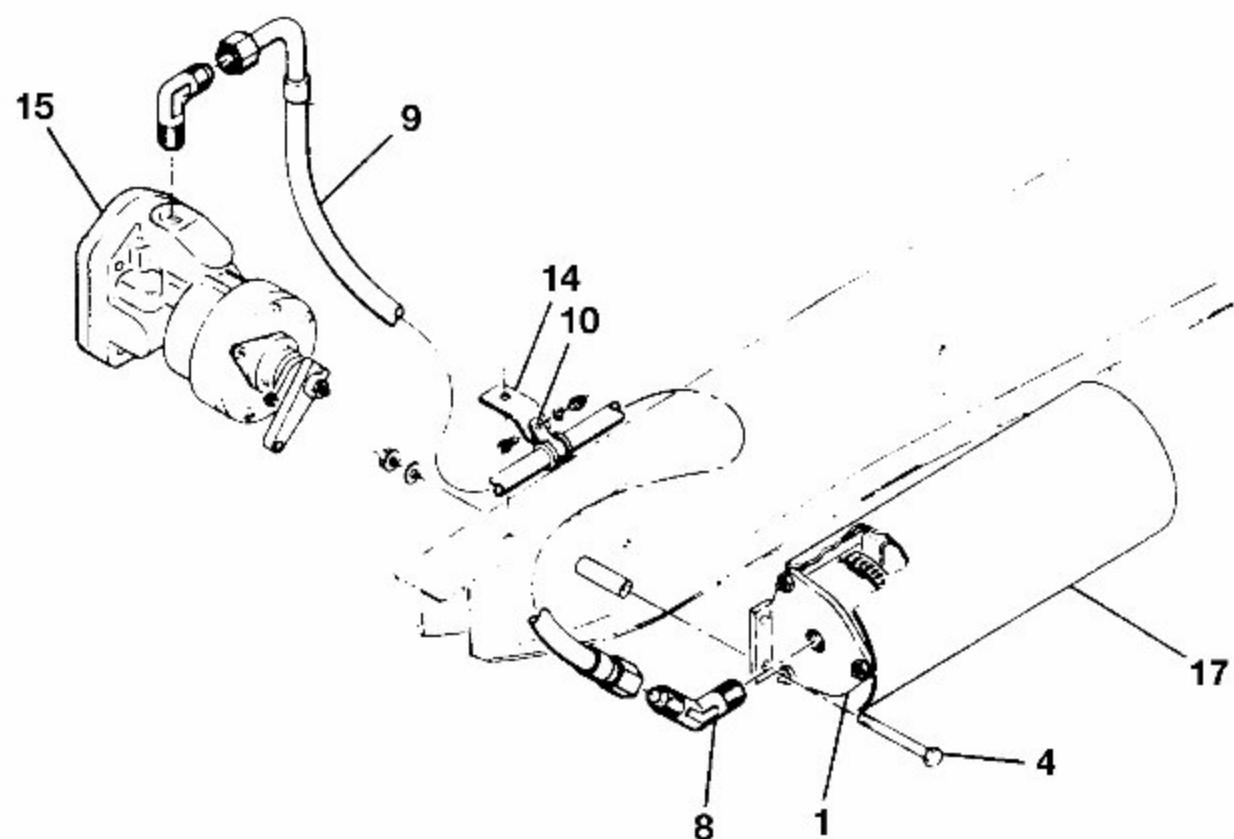
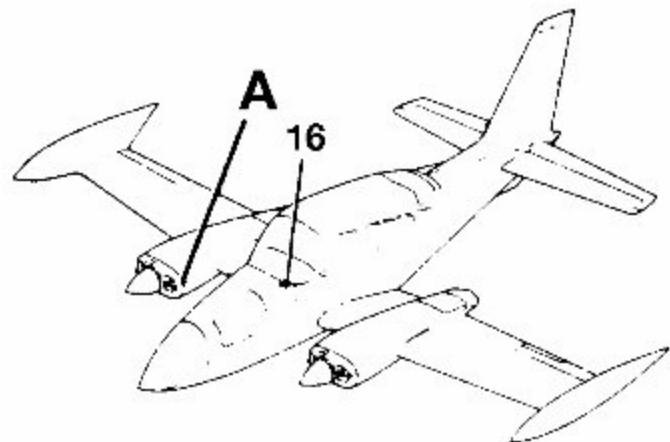
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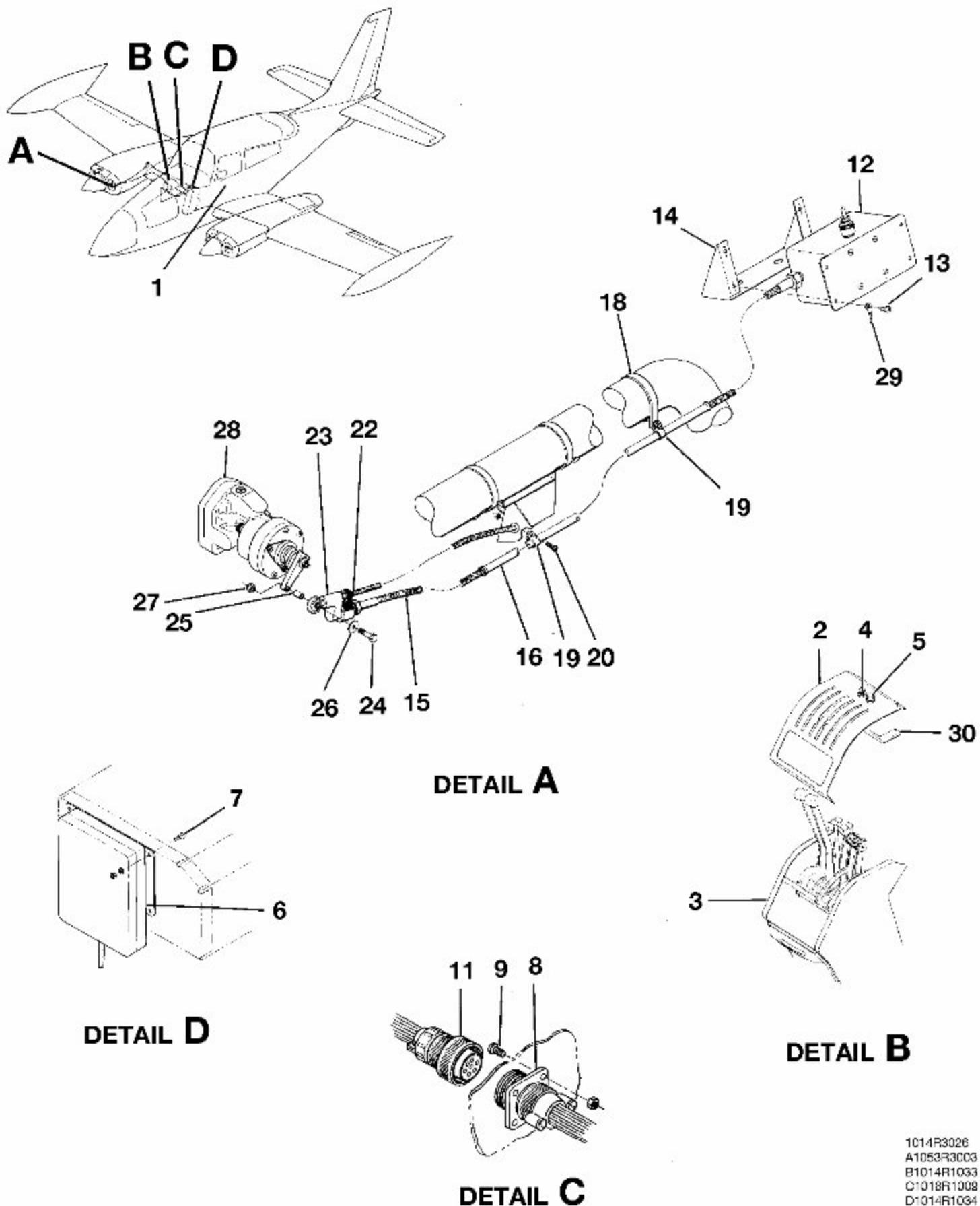
DETAIL A

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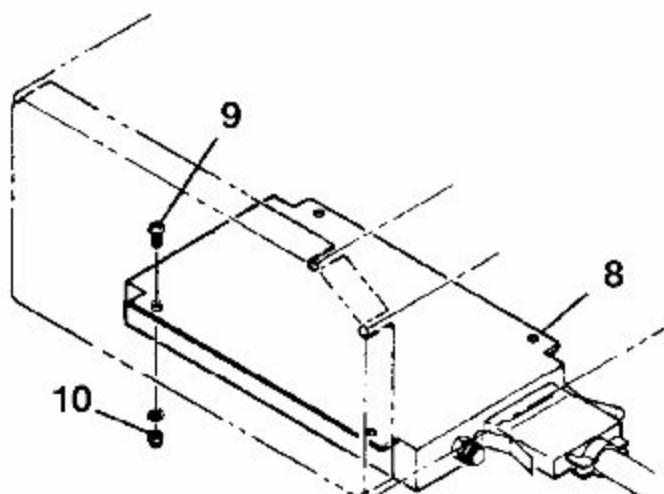
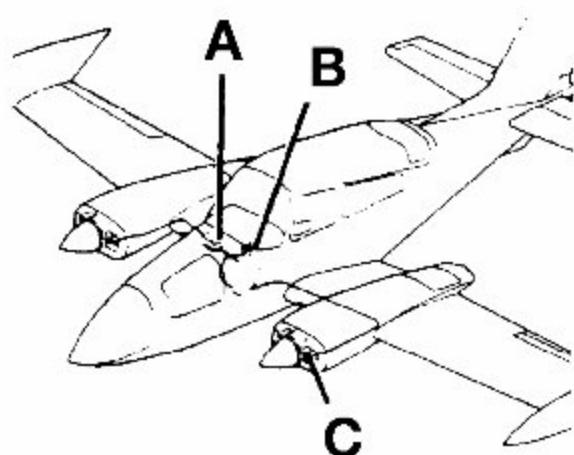
DETAIL A

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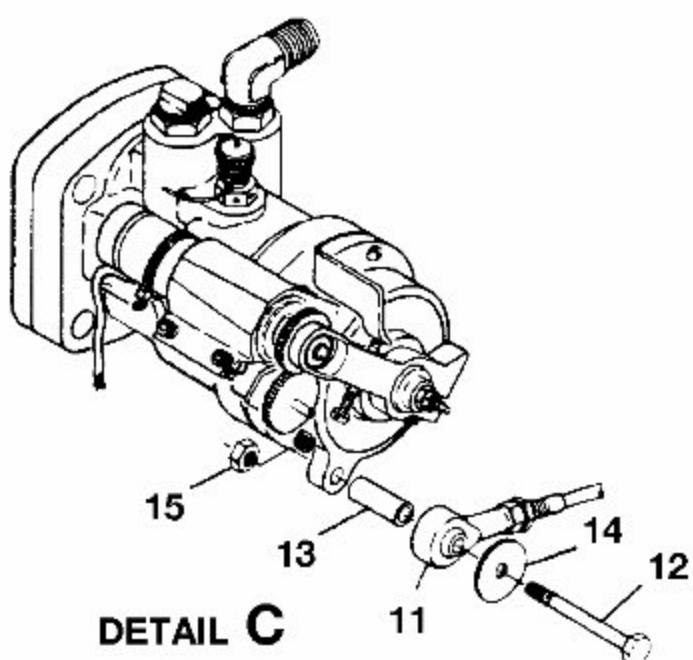


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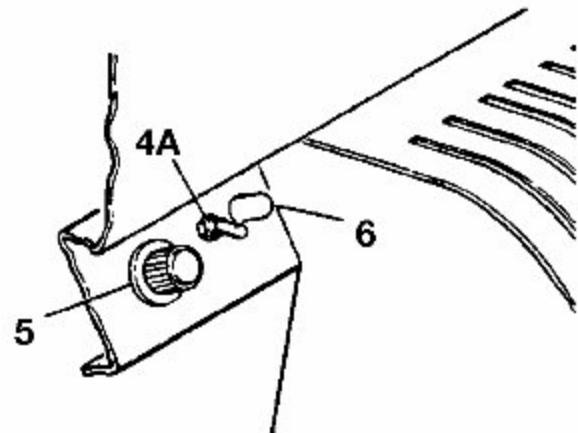
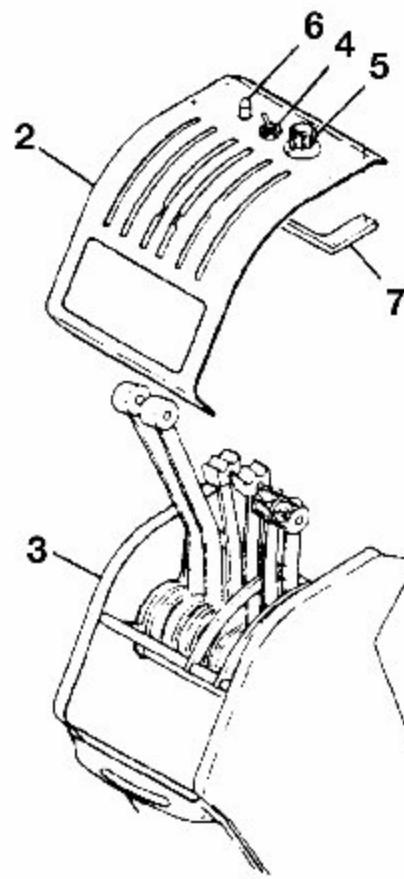
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DETAIL A



DETAIL C



DETAIL B

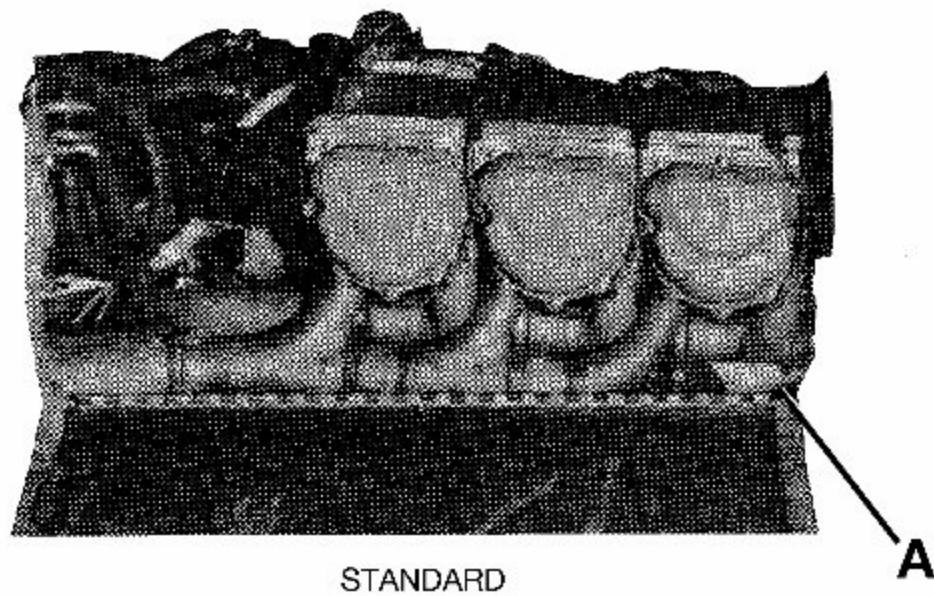
AIRPLANES 310R0501 THRU 310R0800

DETAIL B

AIRPLANES 310R0801THRU 310R2140

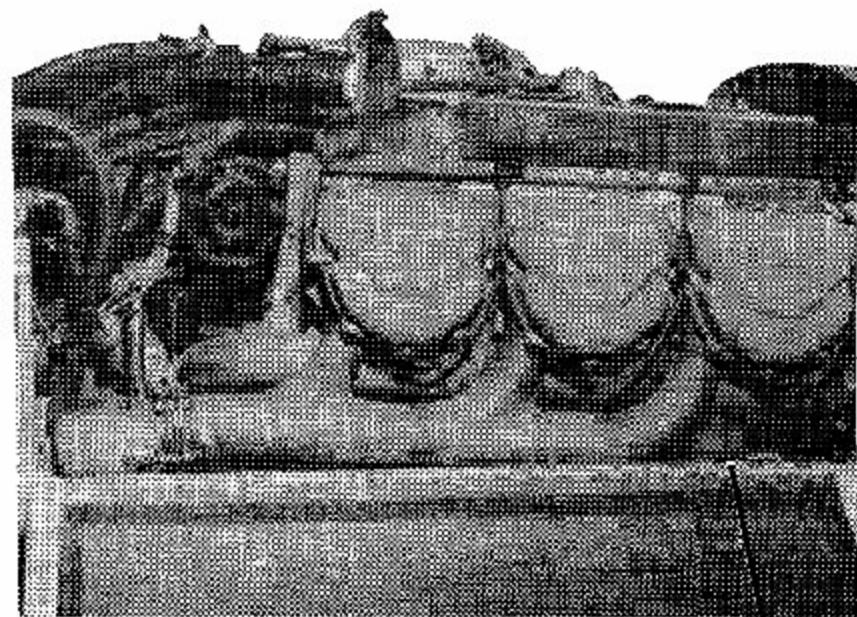
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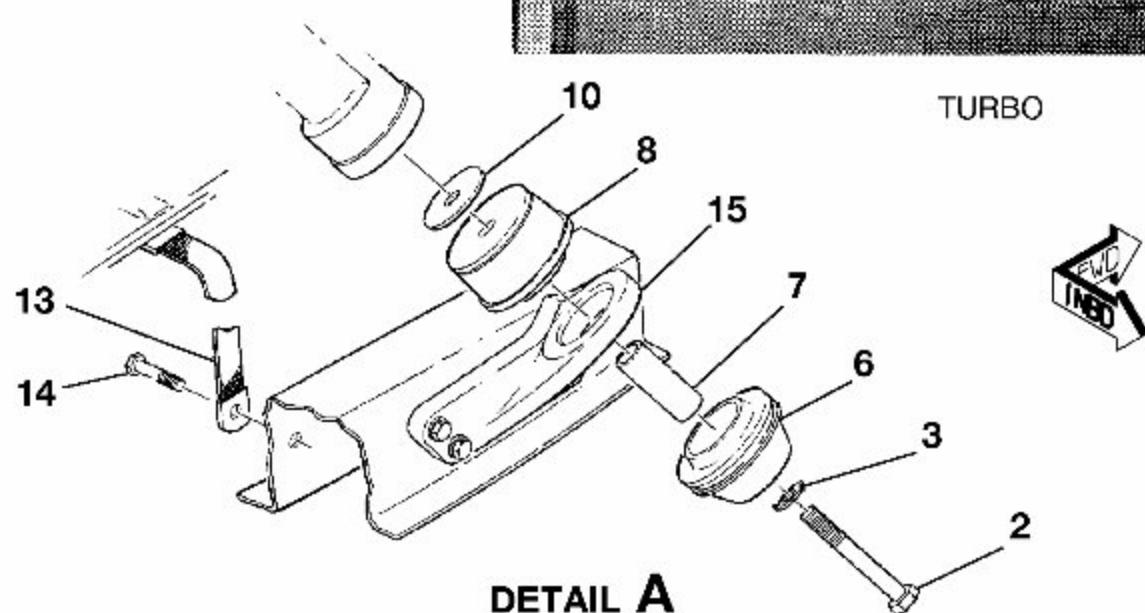
STANDARD

A



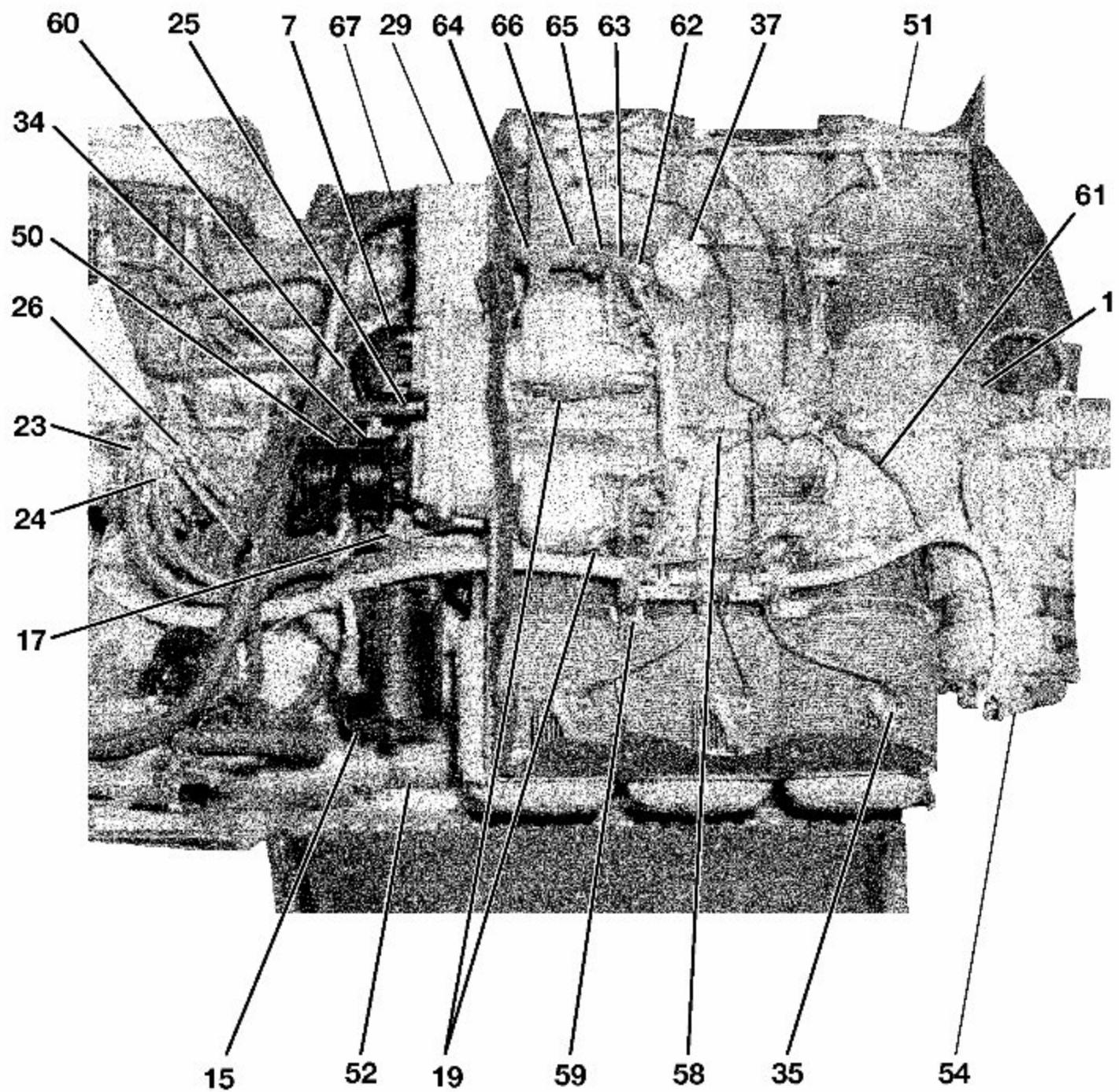
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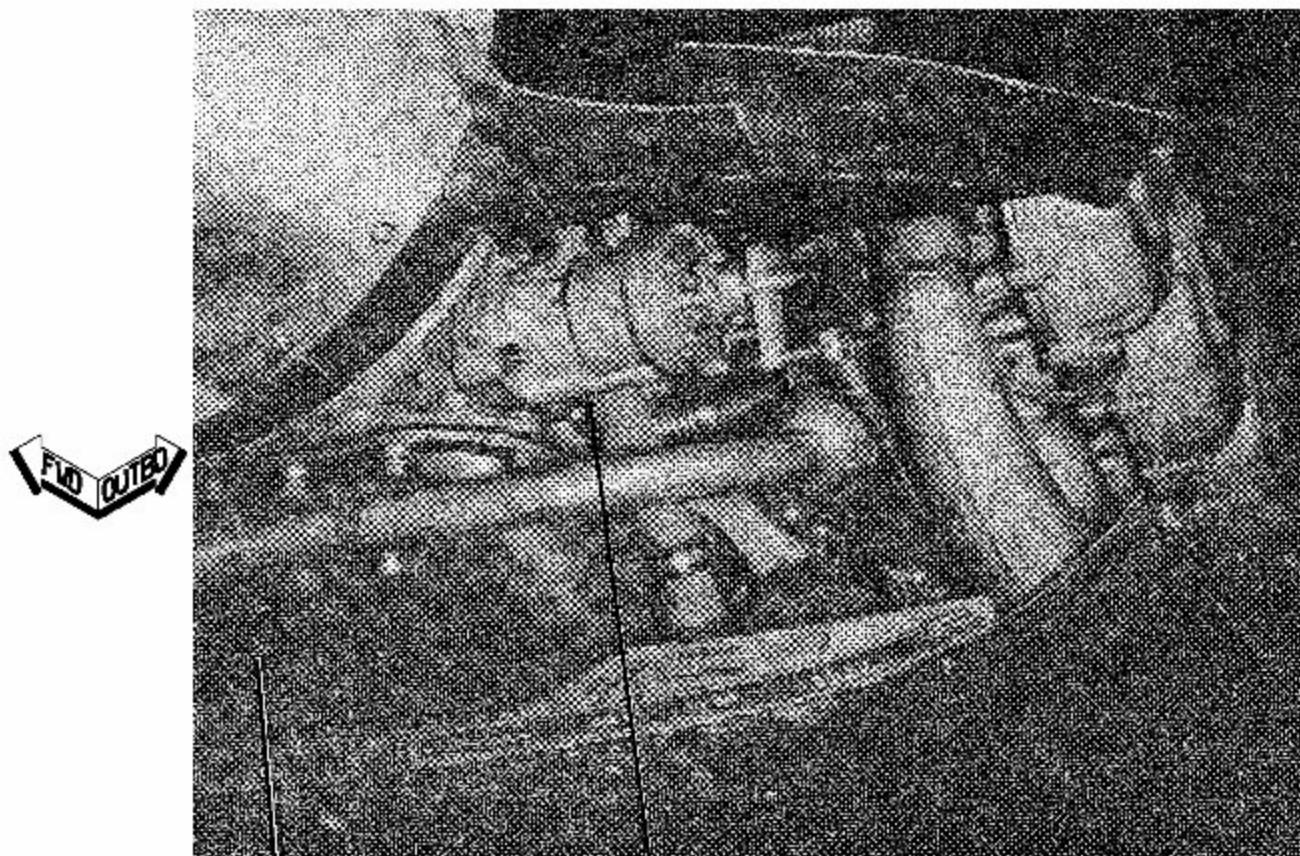
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DETAIL A

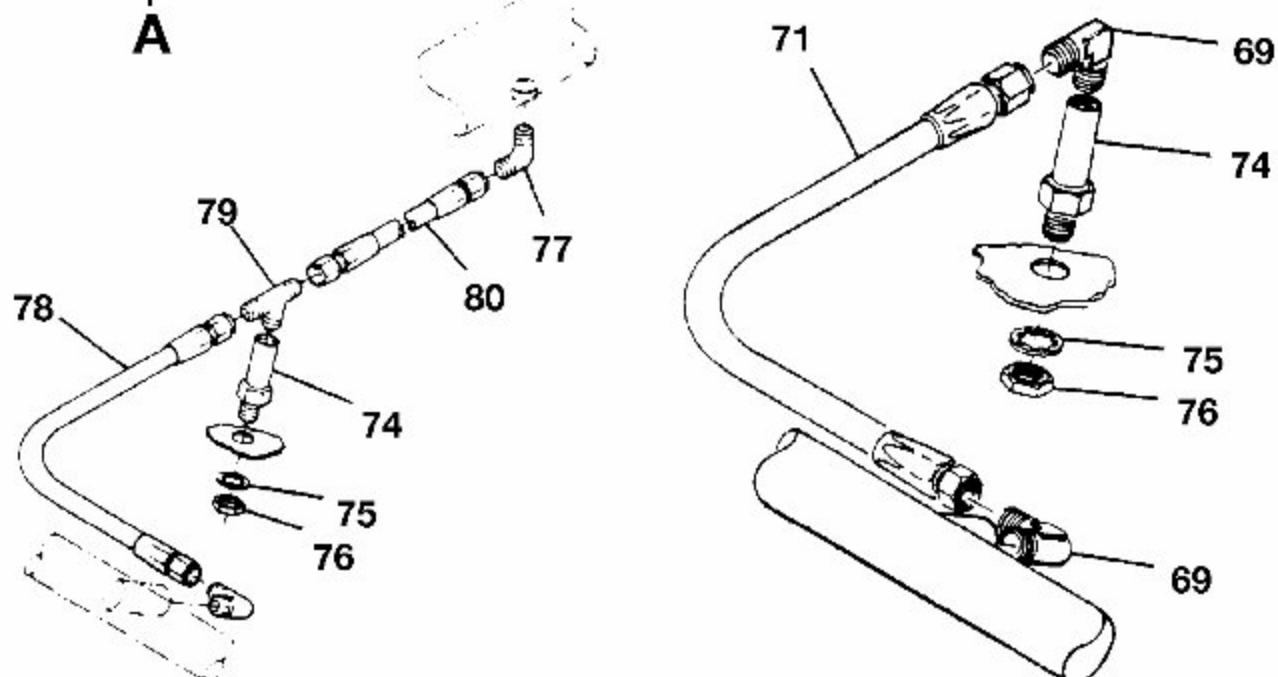
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A1051R1003





A

49

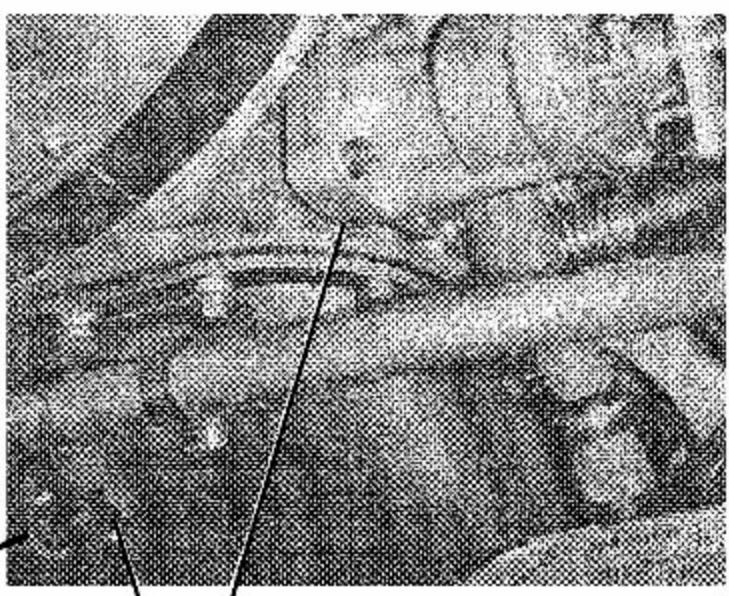
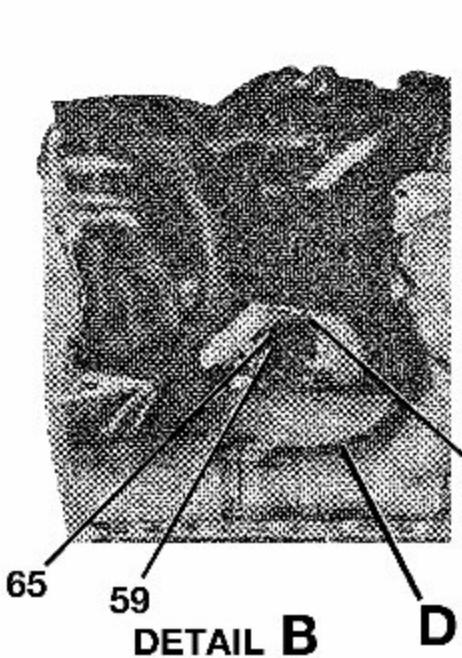
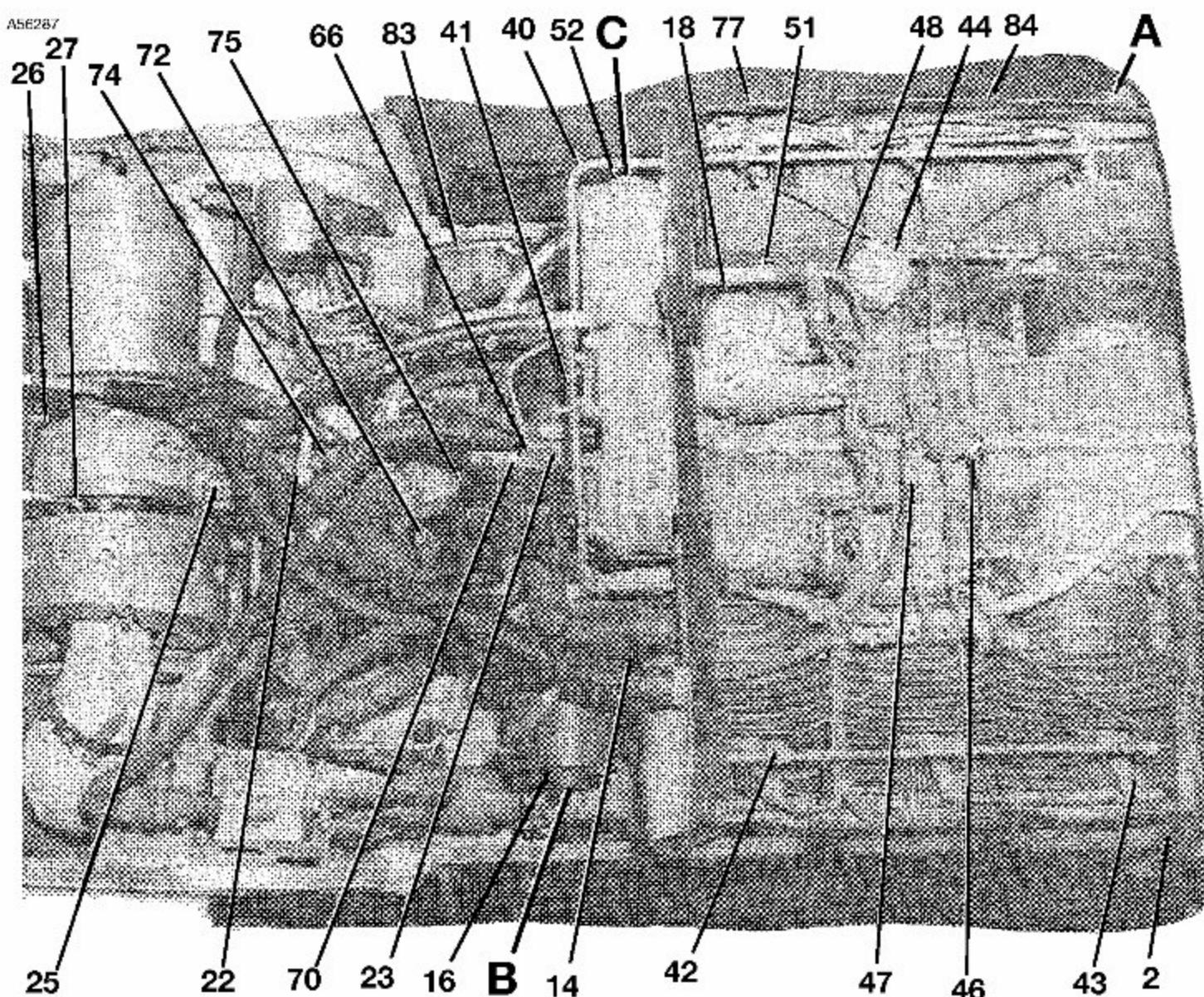
**DETAIL A**

AIRPLANES 310R2123 THRU 310R2140

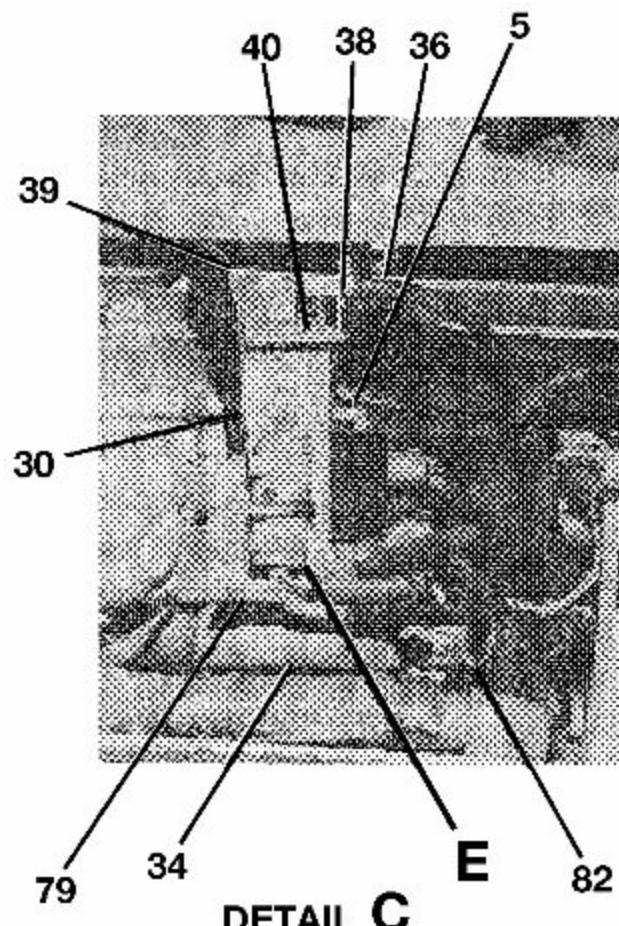
DETAIL A

AIRPLANES 310R0001 THRU 310R2122

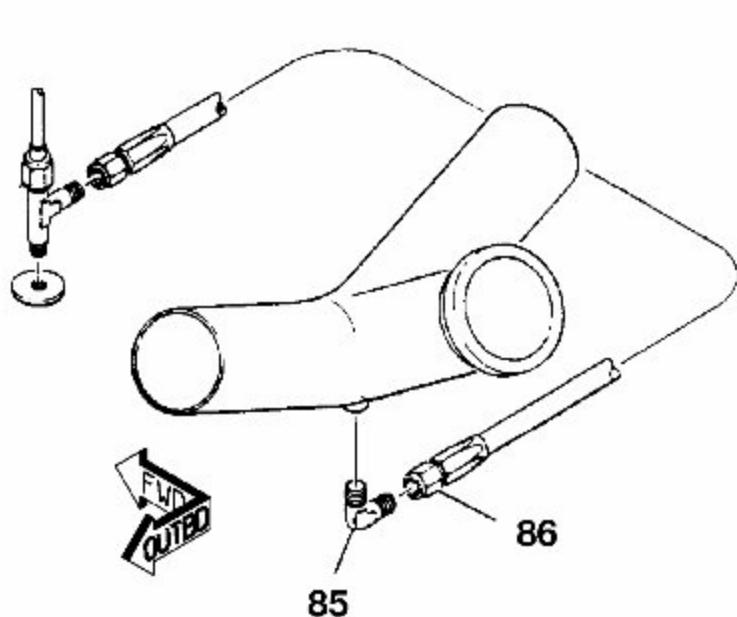
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B1050P6009



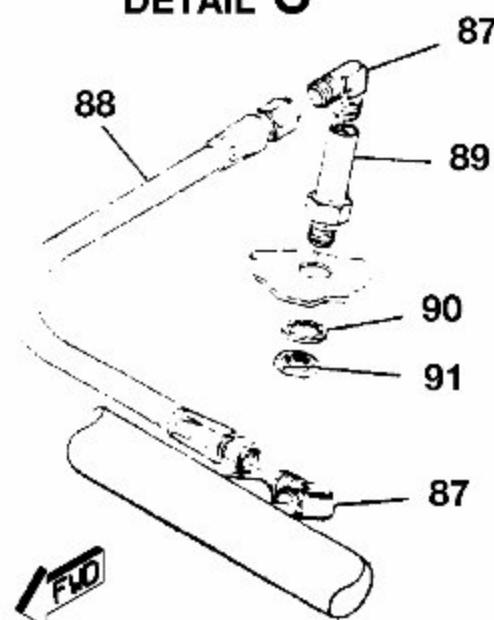
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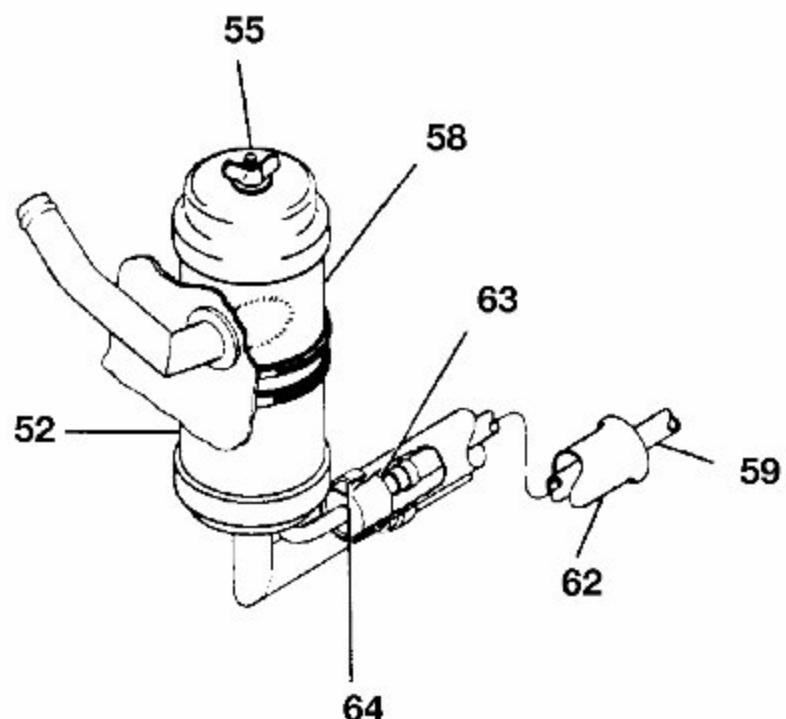
DETAIL C



DETAIL D

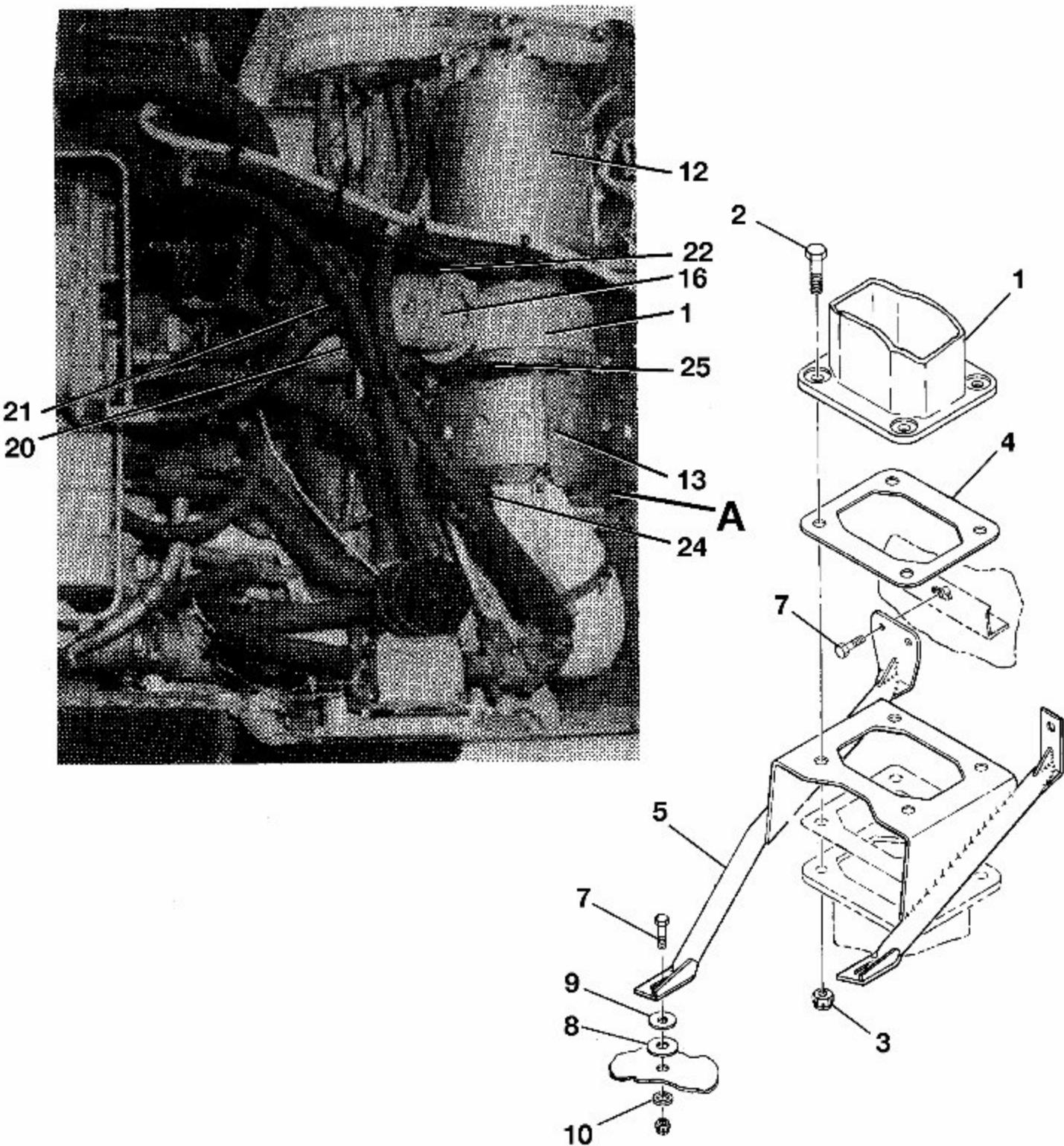


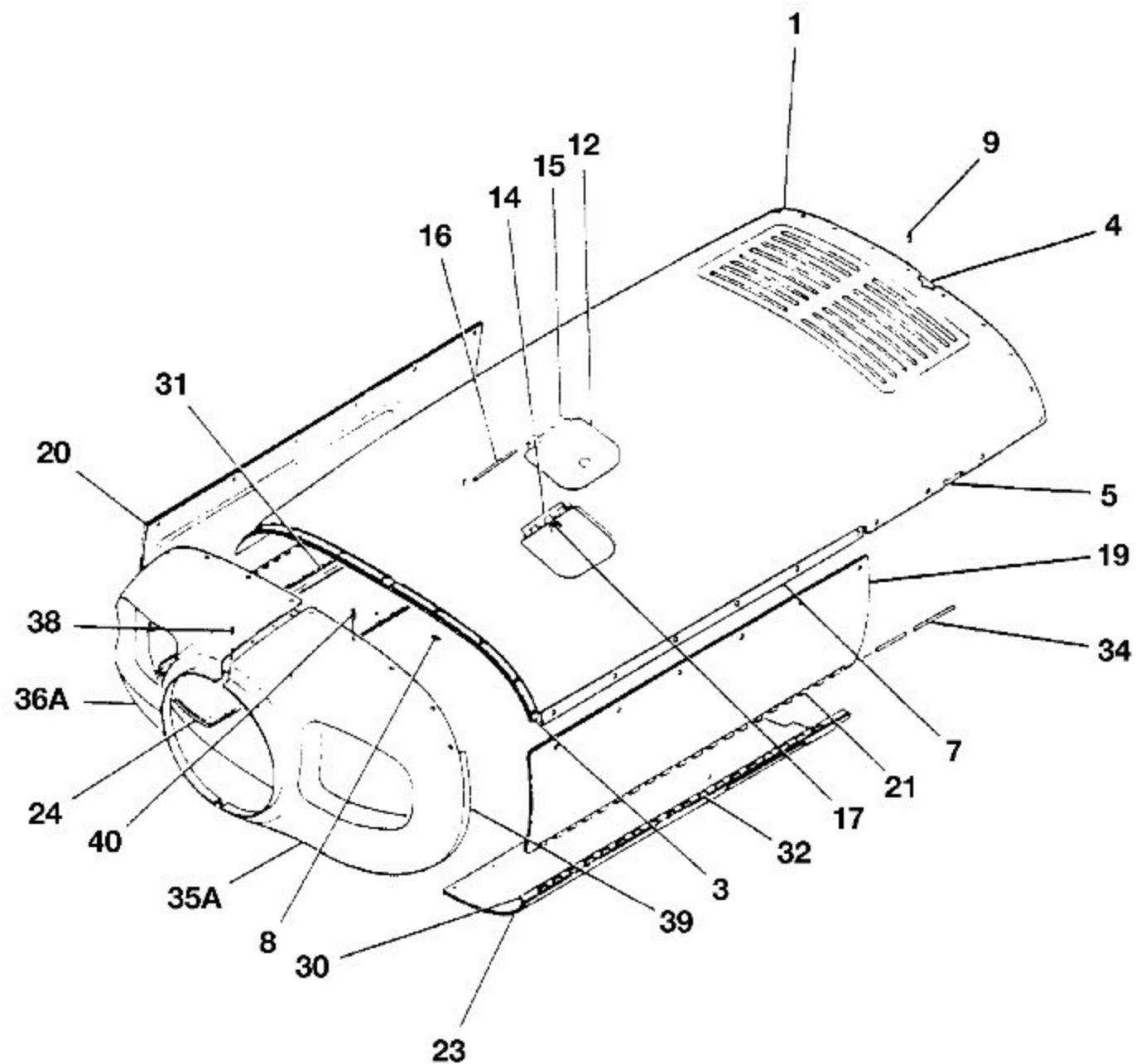
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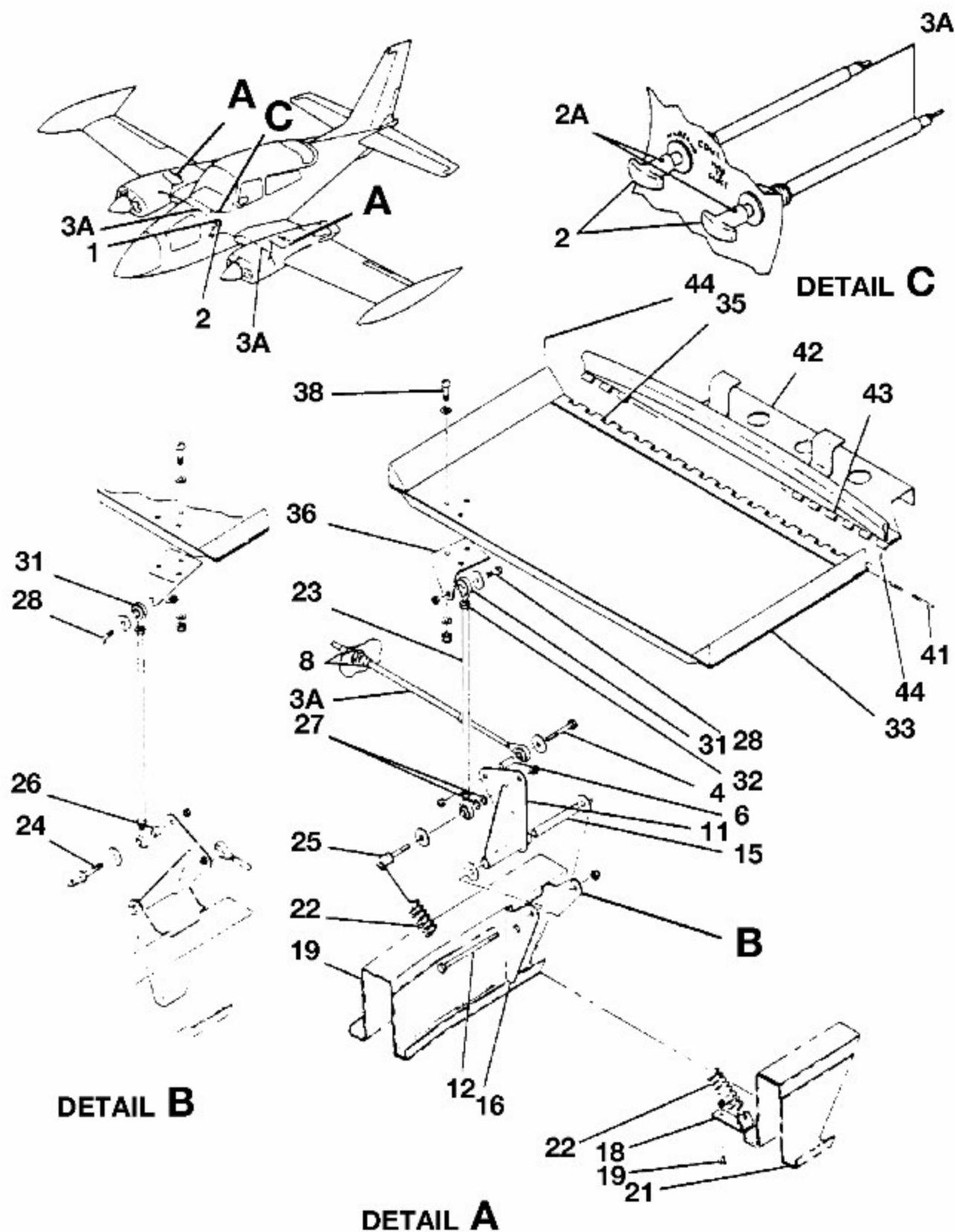


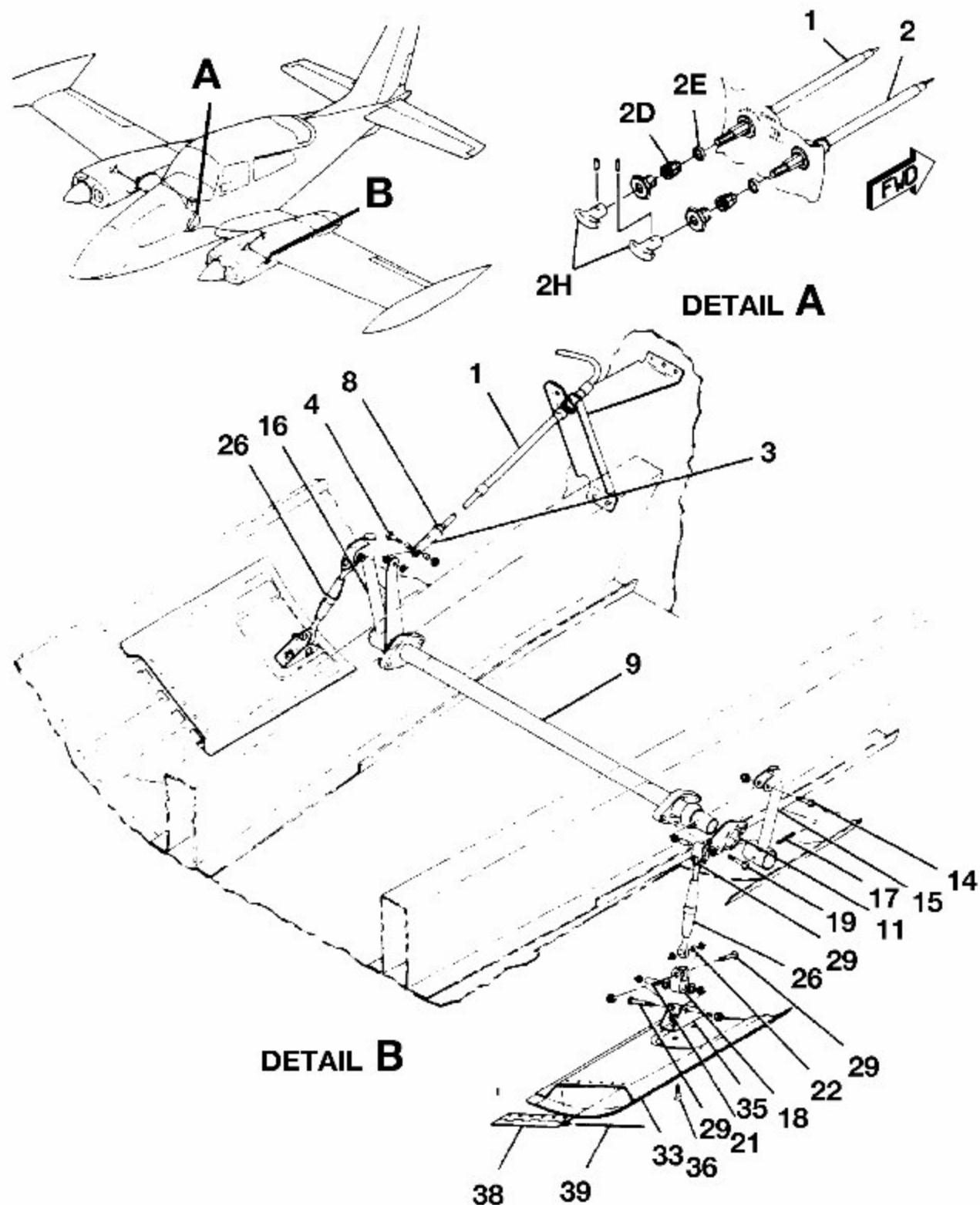
DETAIL E

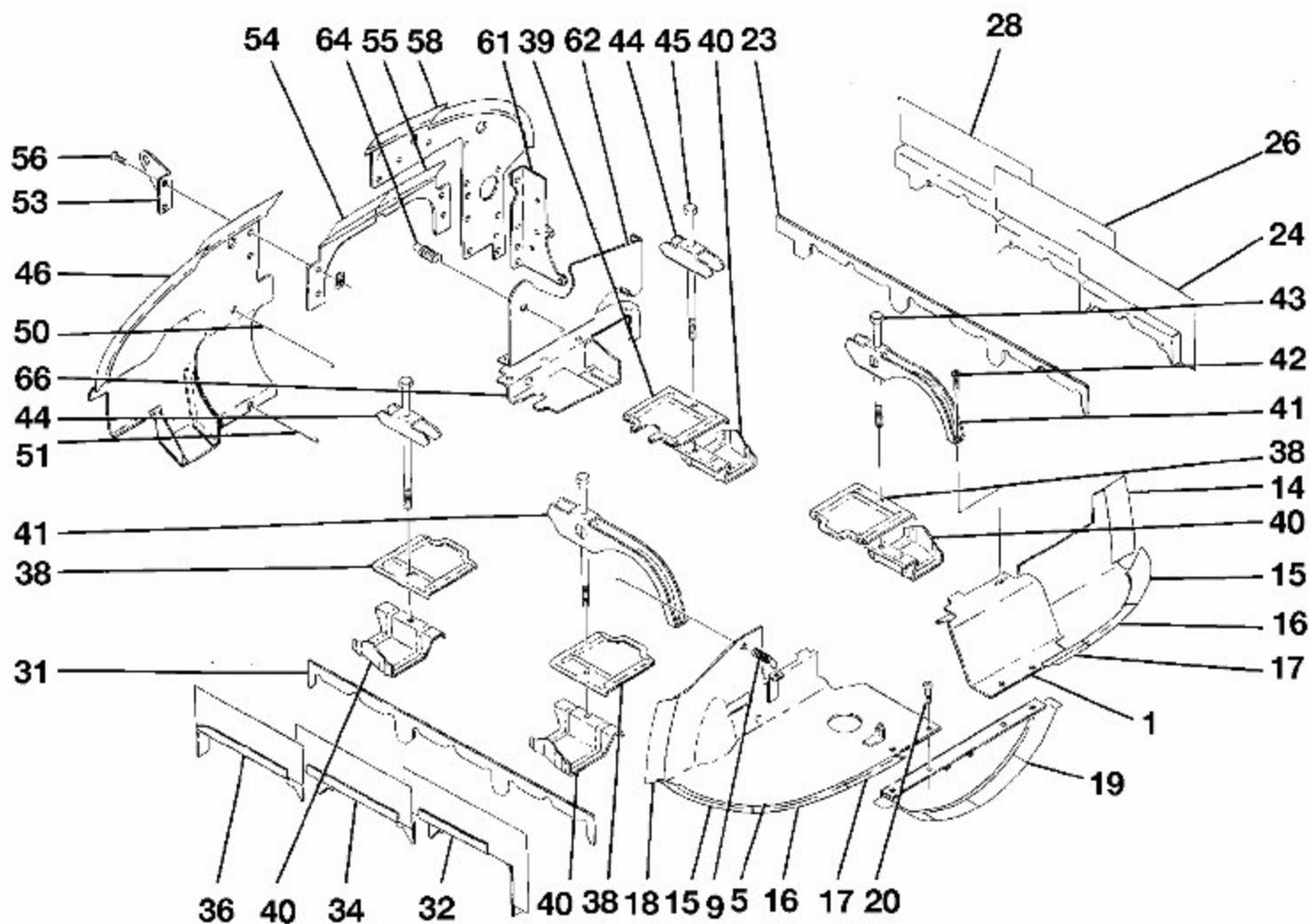
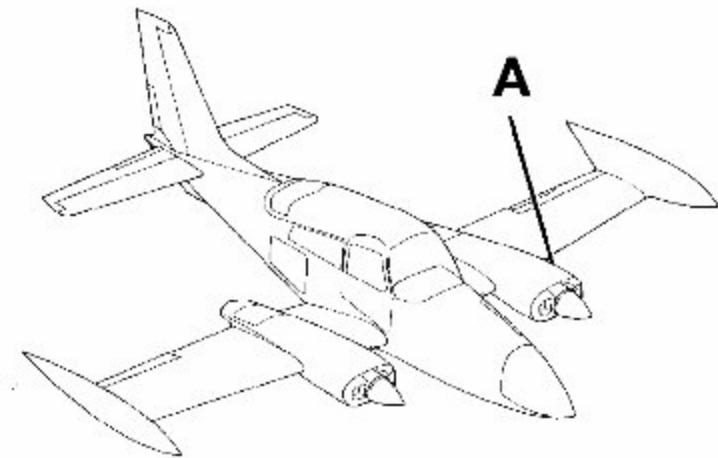
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**DETAIL A**



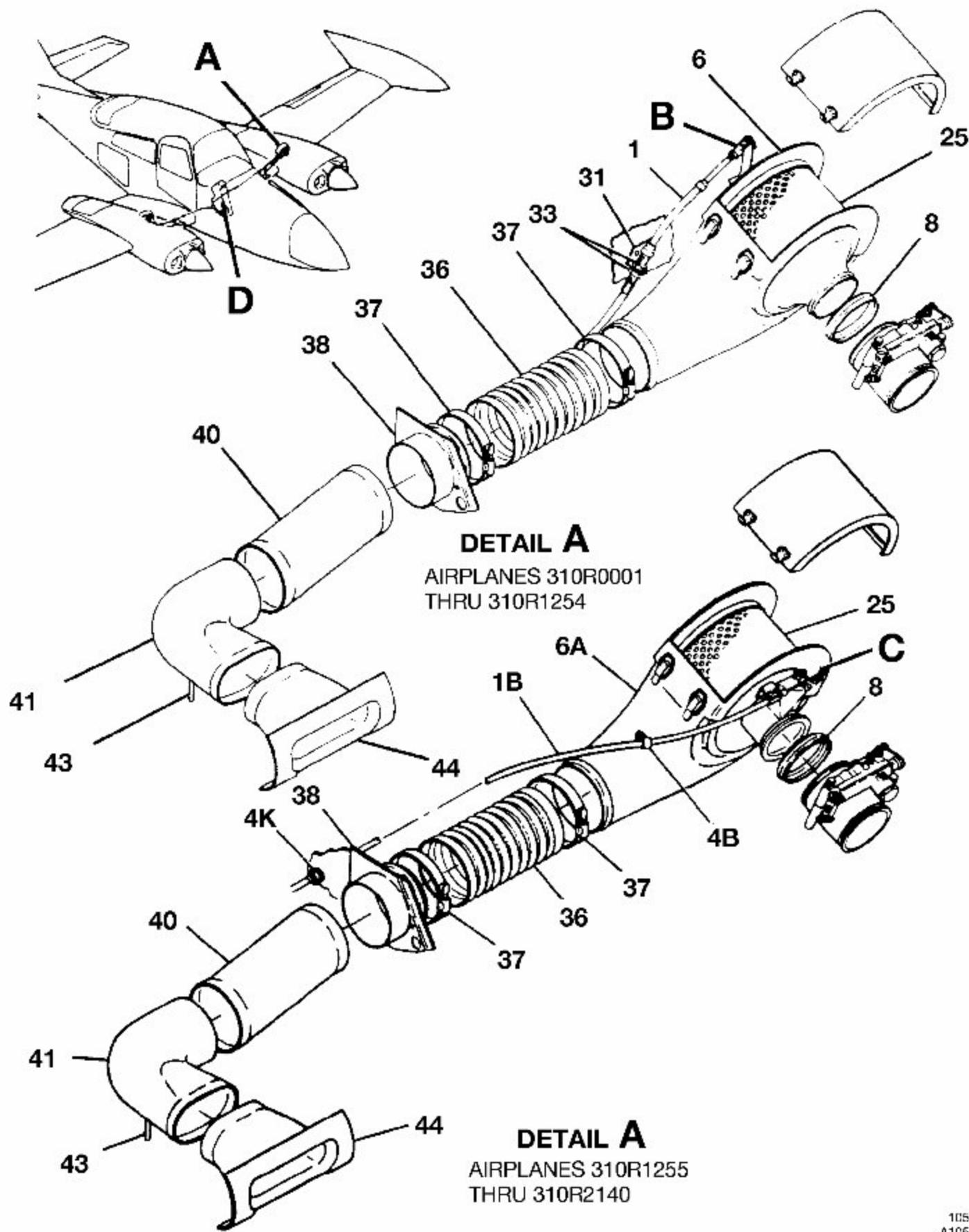


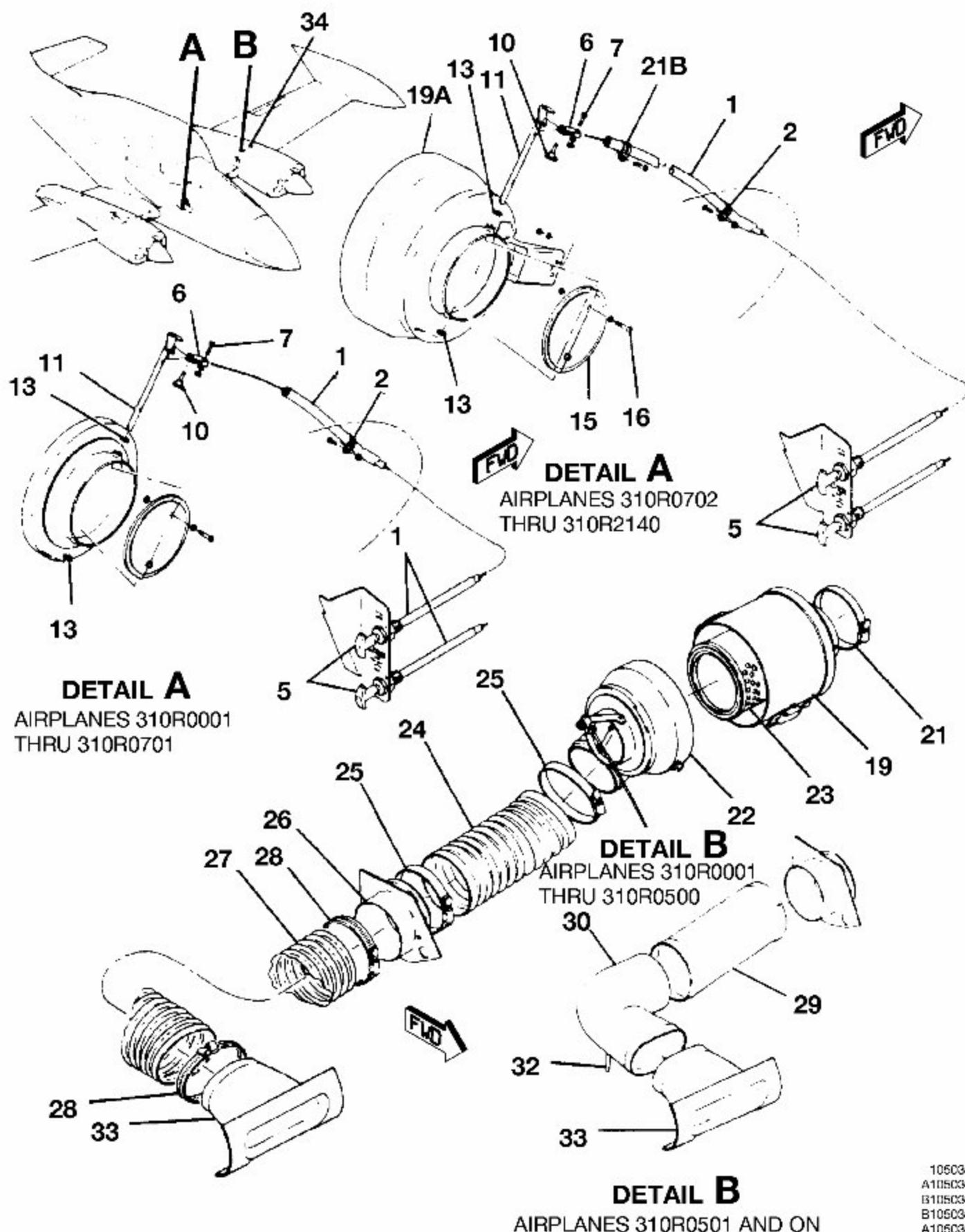




DETAIL A

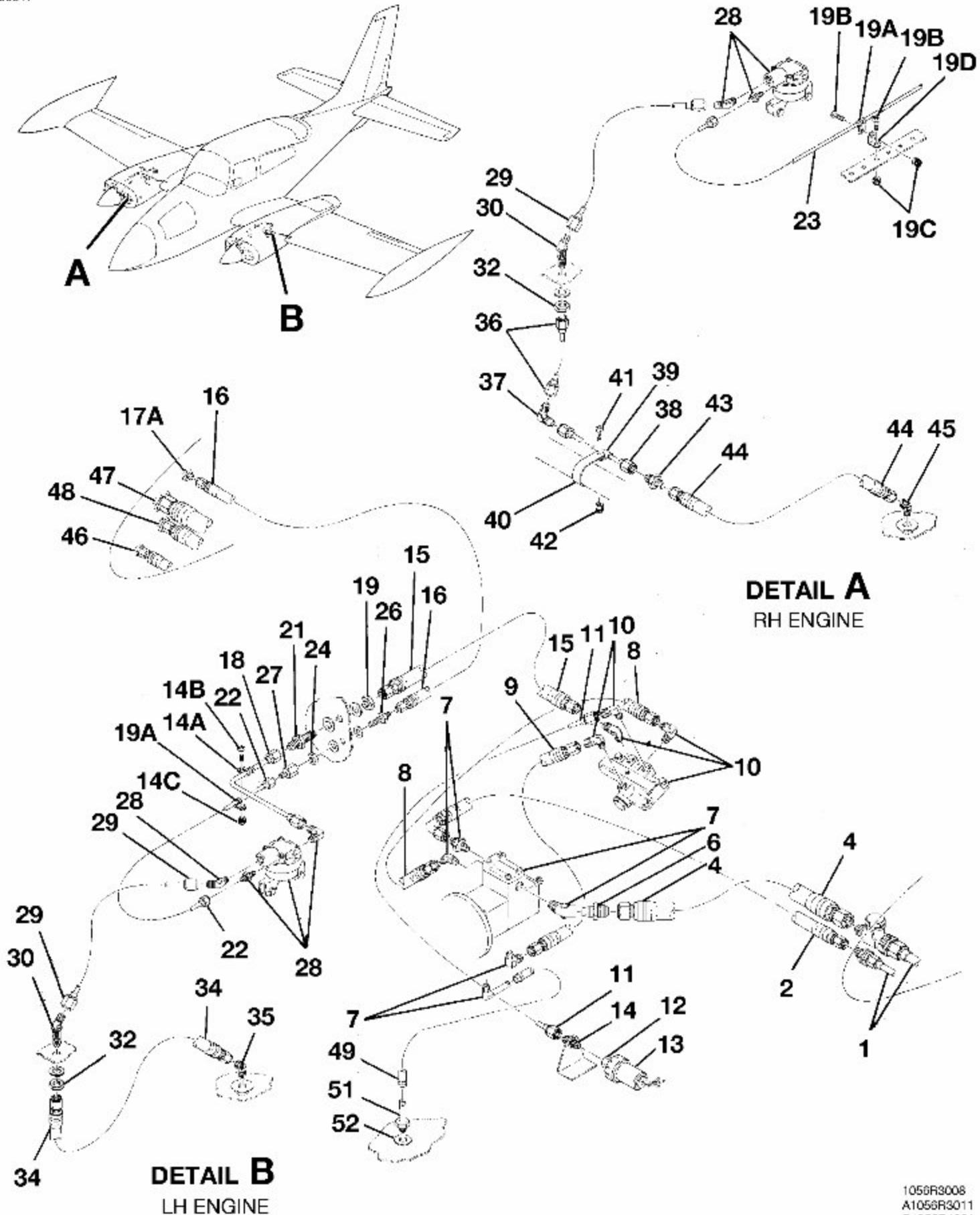
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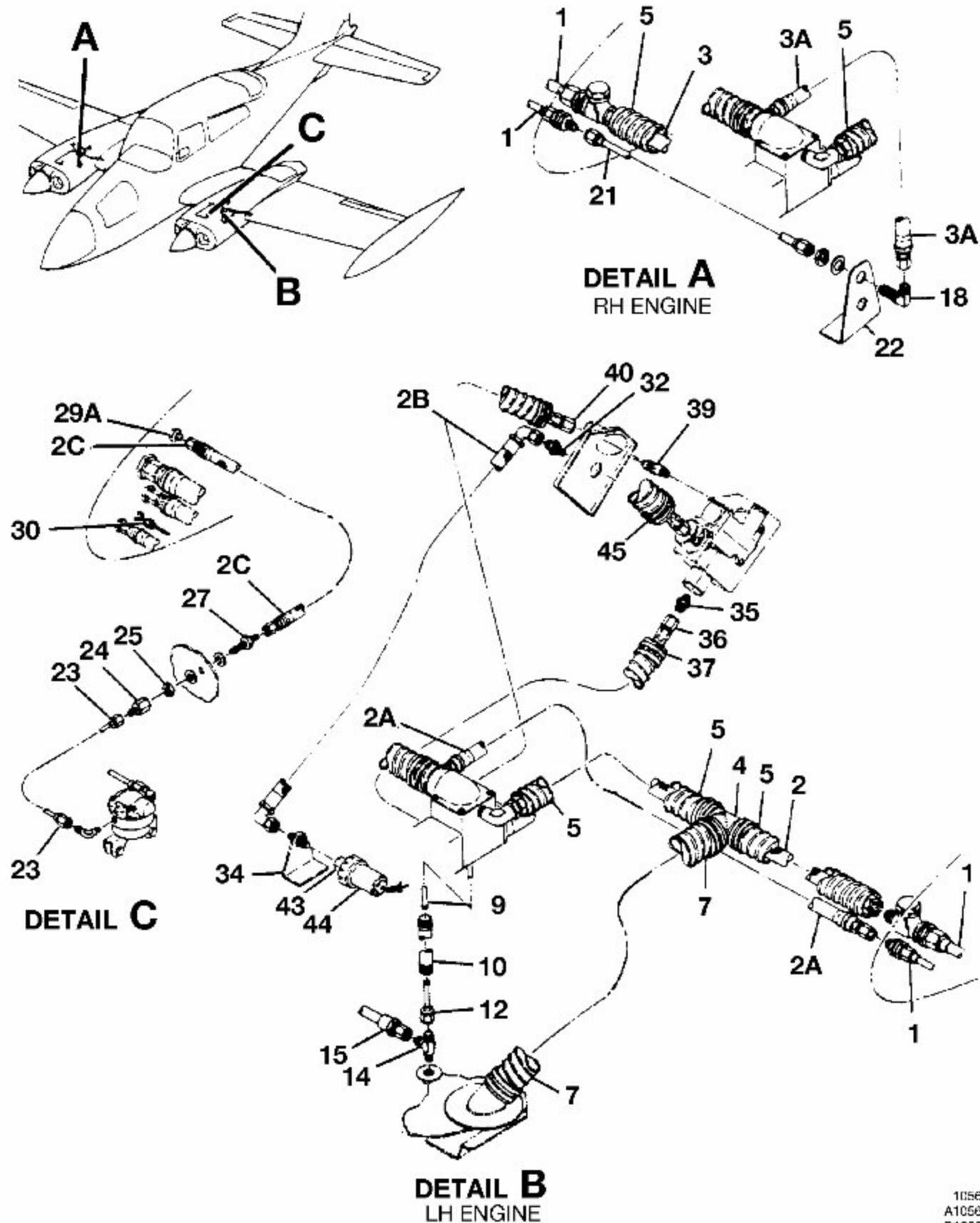


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A10503011

73

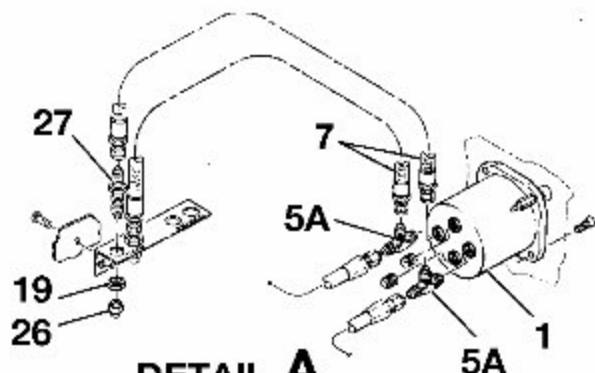
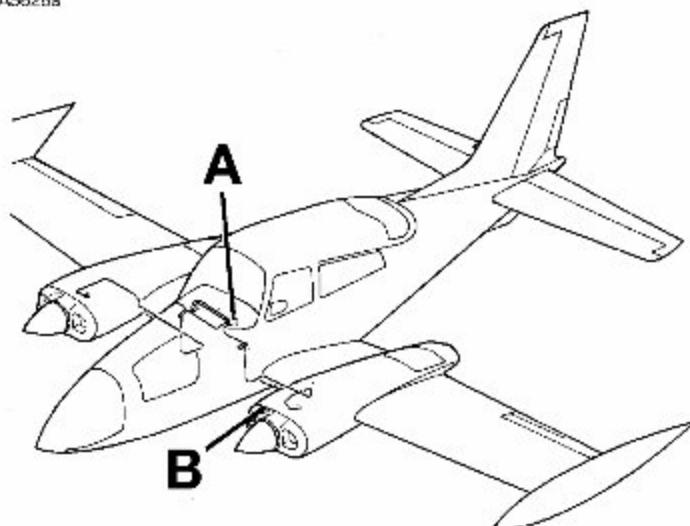


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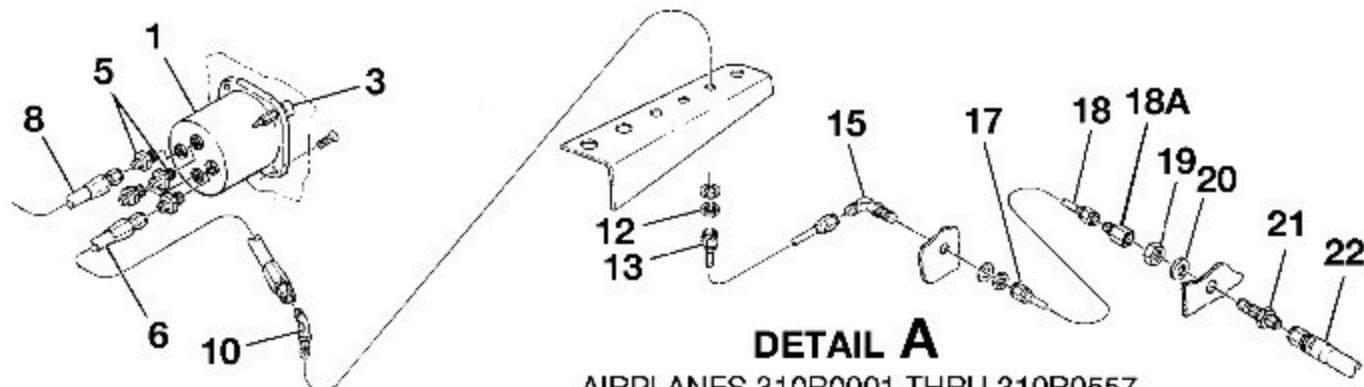
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A562B9



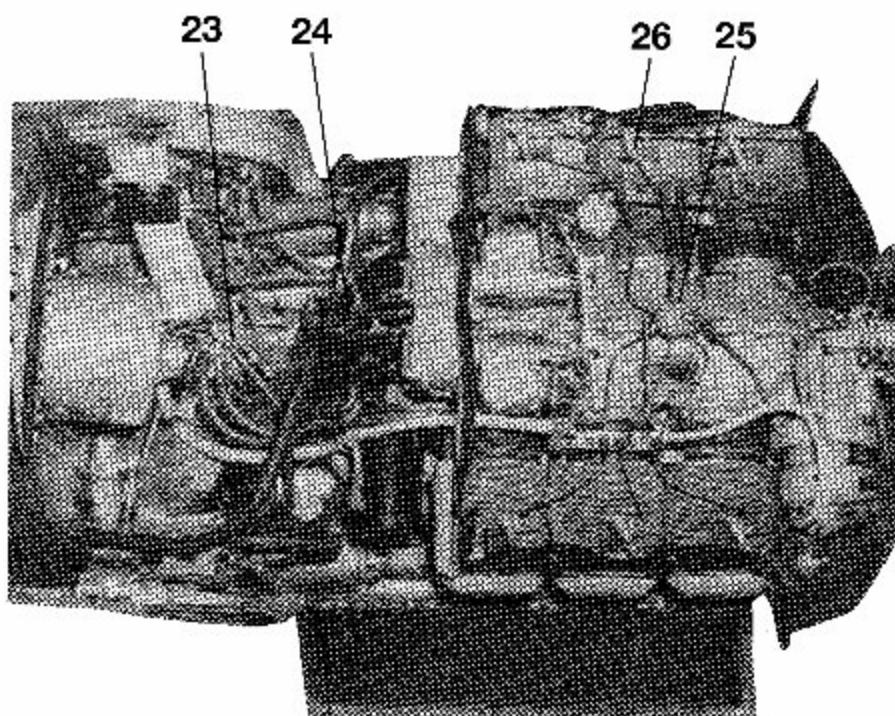
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AIRPLANES 310R0558 THRU 310R2140



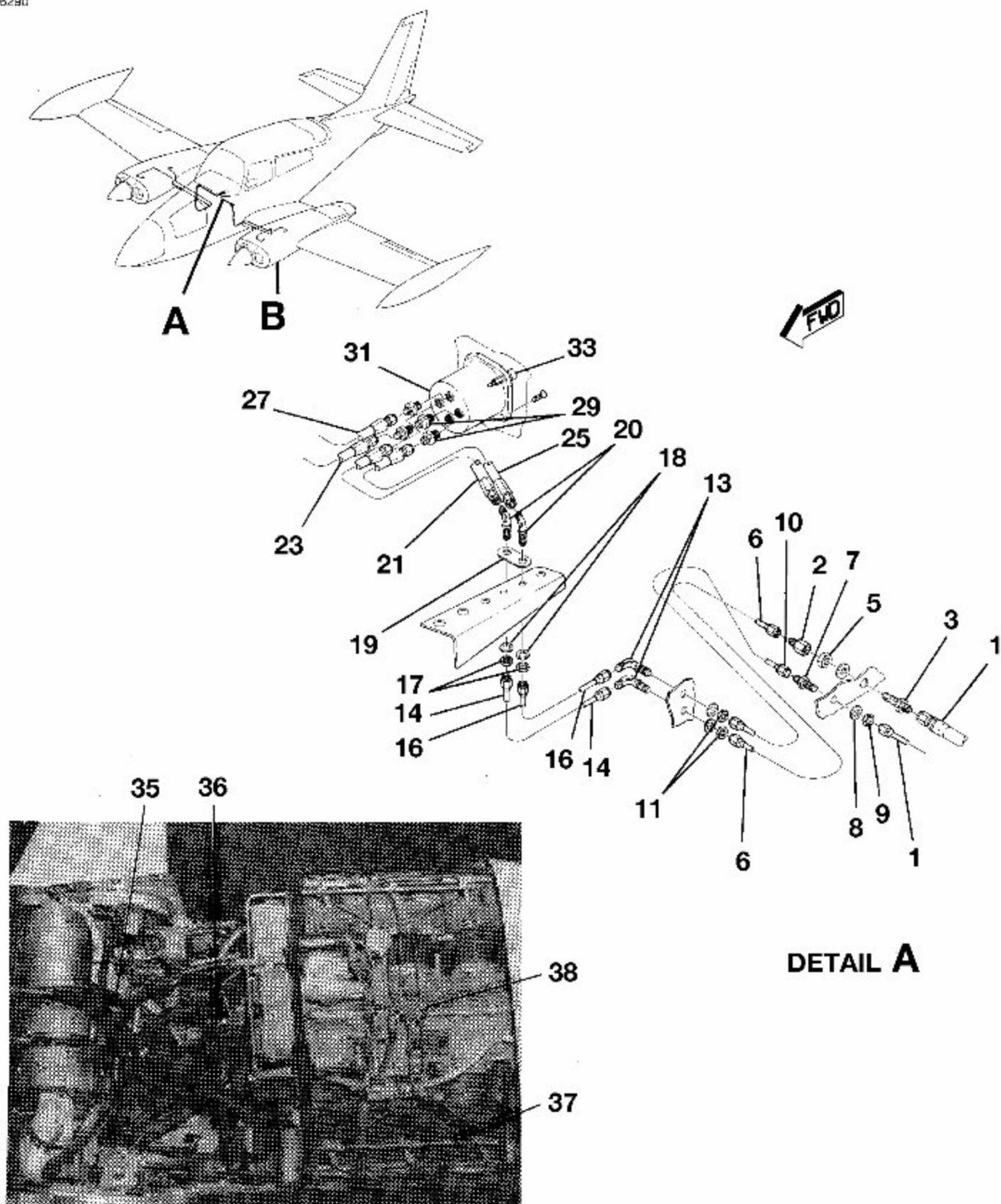
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AIRPLANES 310R0001 THRU 310R0557



DETAIL B

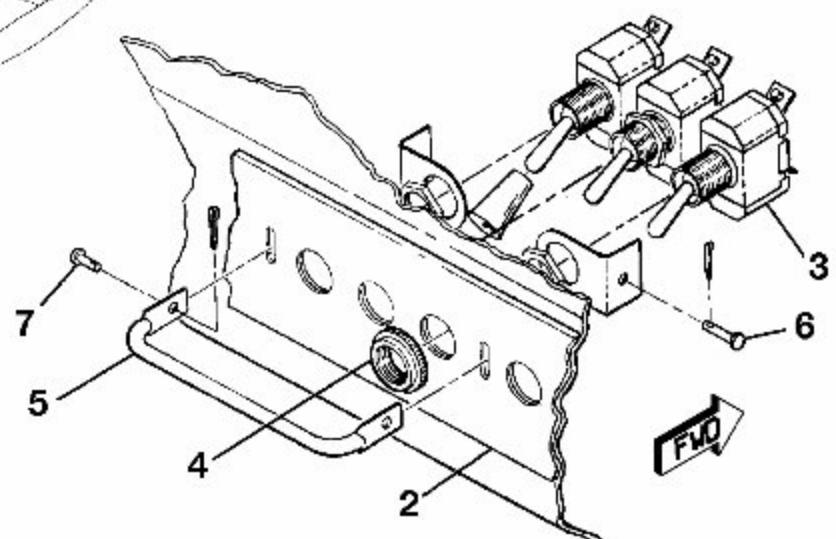
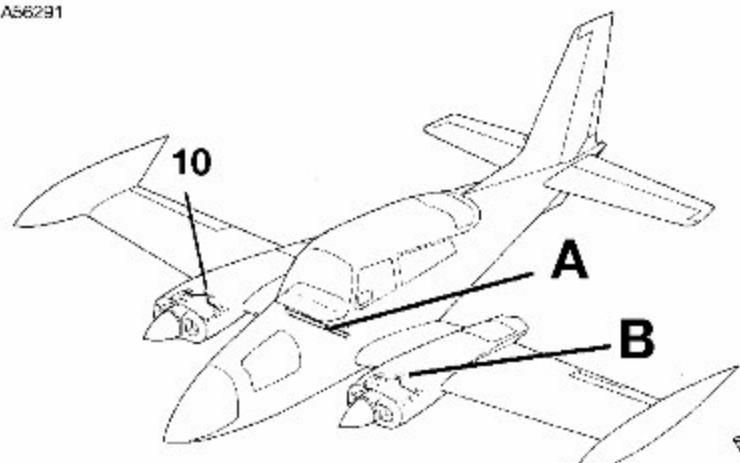
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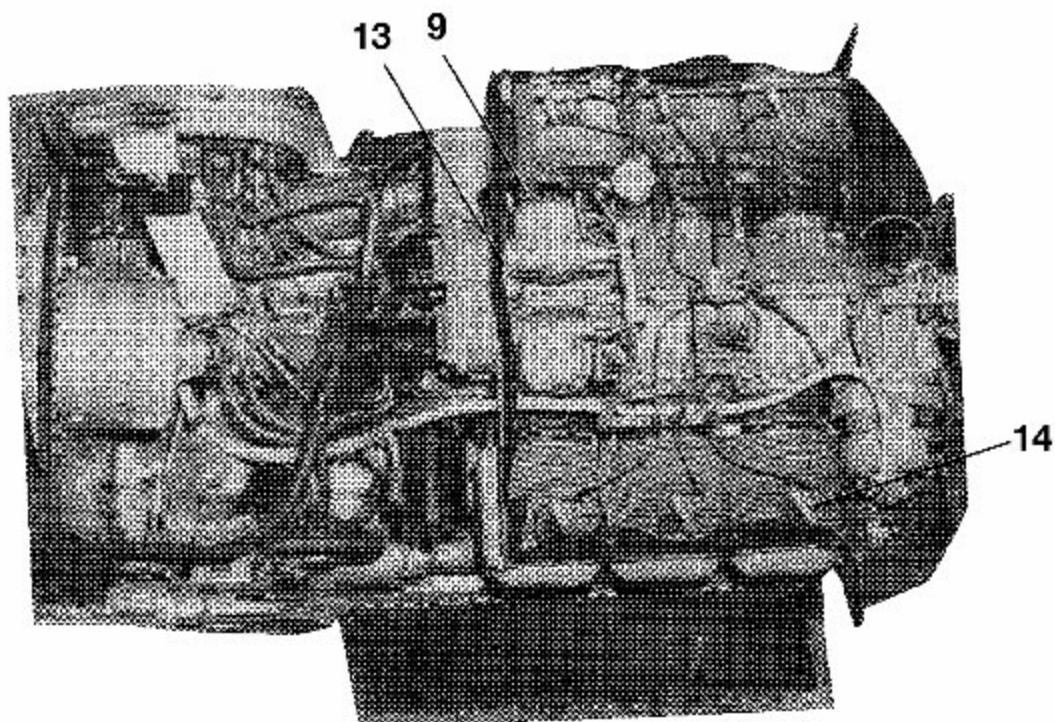
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74

A56291



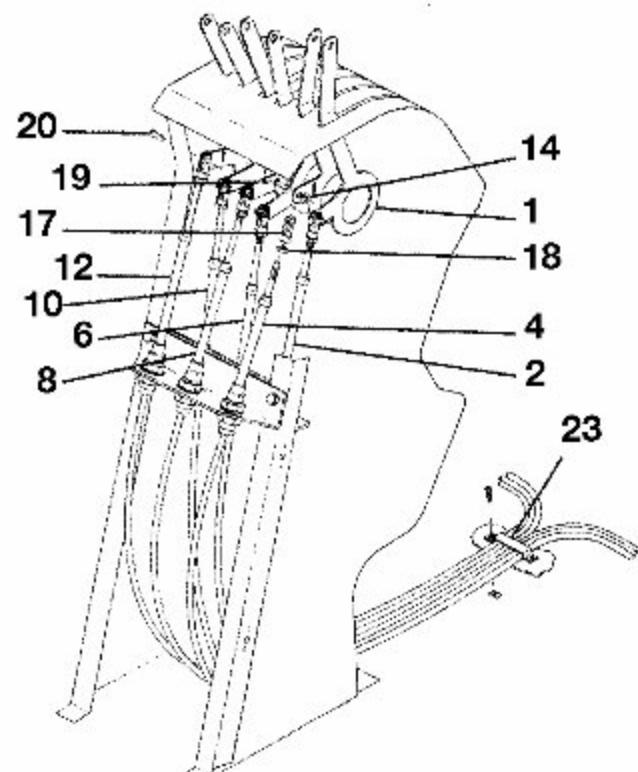
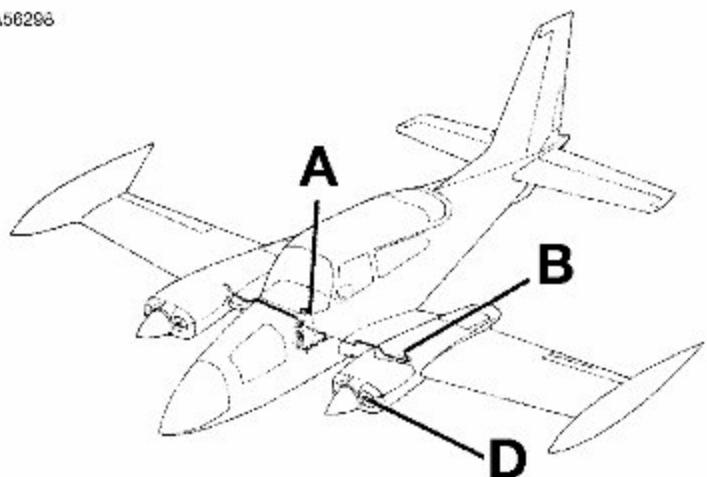
DETAIL A



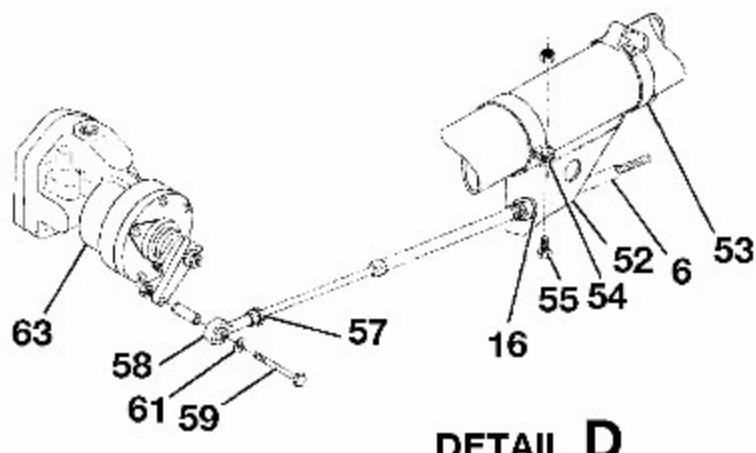
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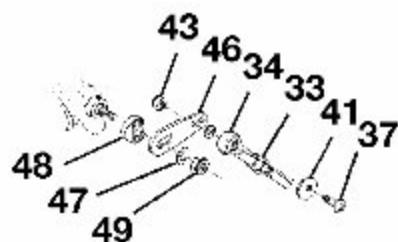
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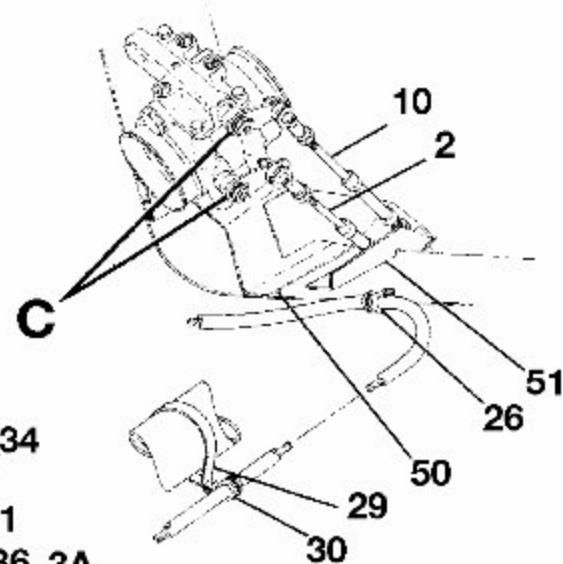
DETAIL A



DETAIL D



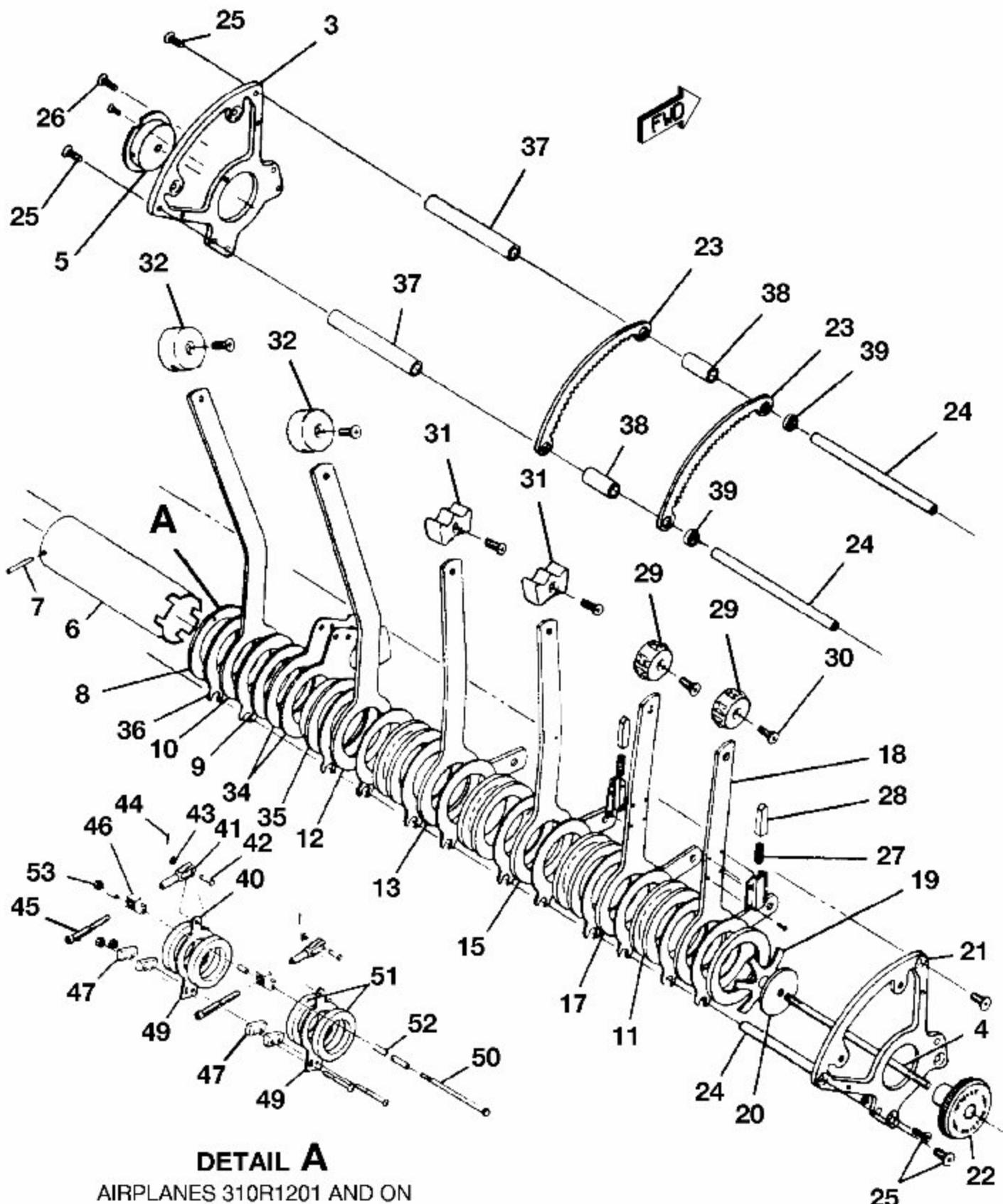
DETAIL C



DETAIL B
STANDARD 310

DETAIL B
TURBOCHARGED 310

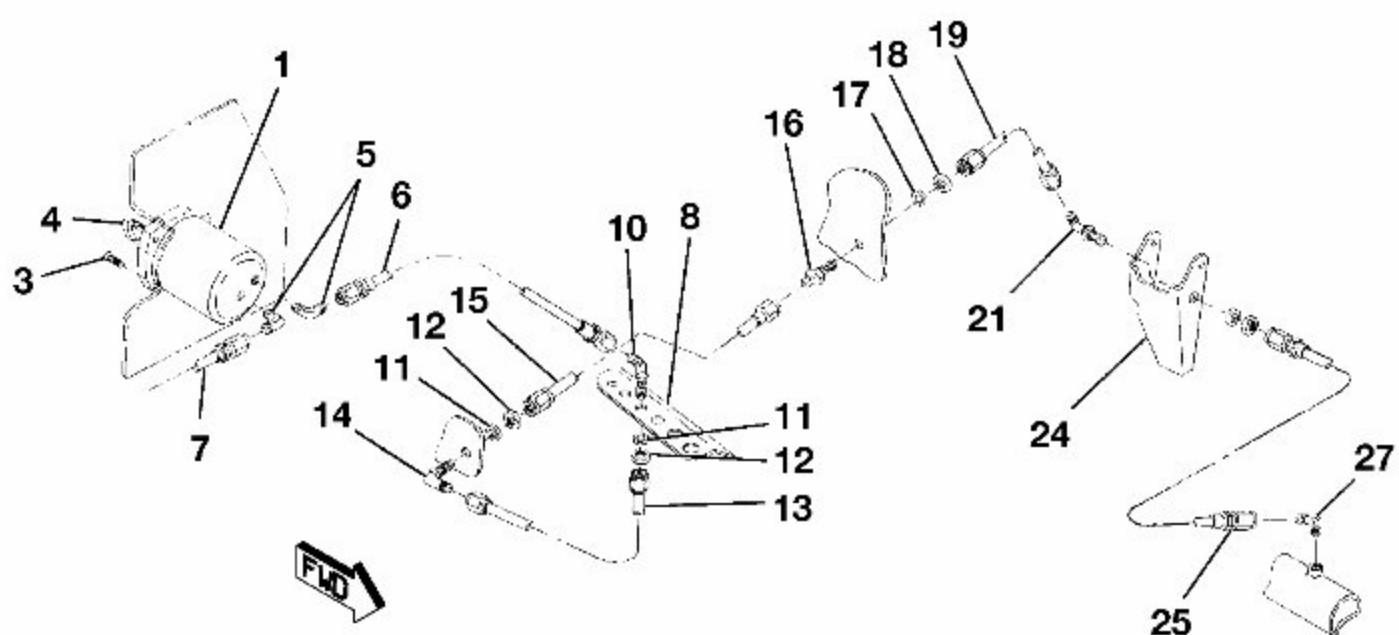
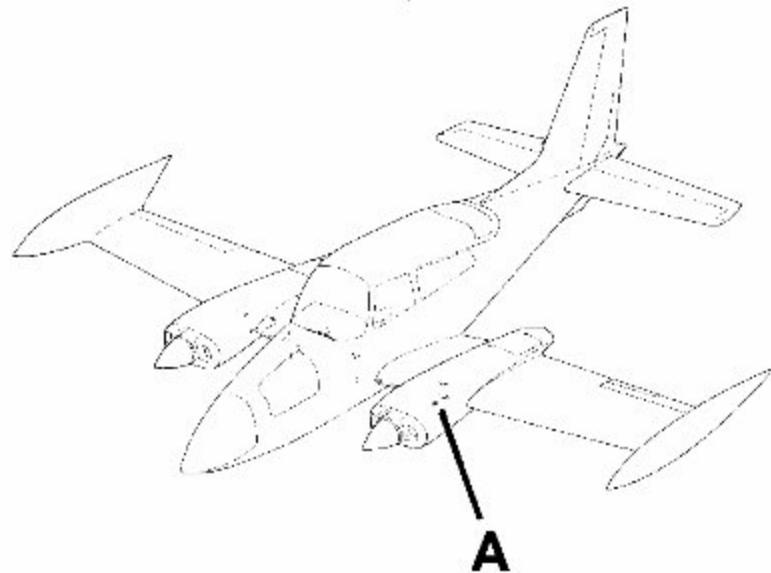
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B1056P3010
C1056P3010
D1055P2000



DETAIL A

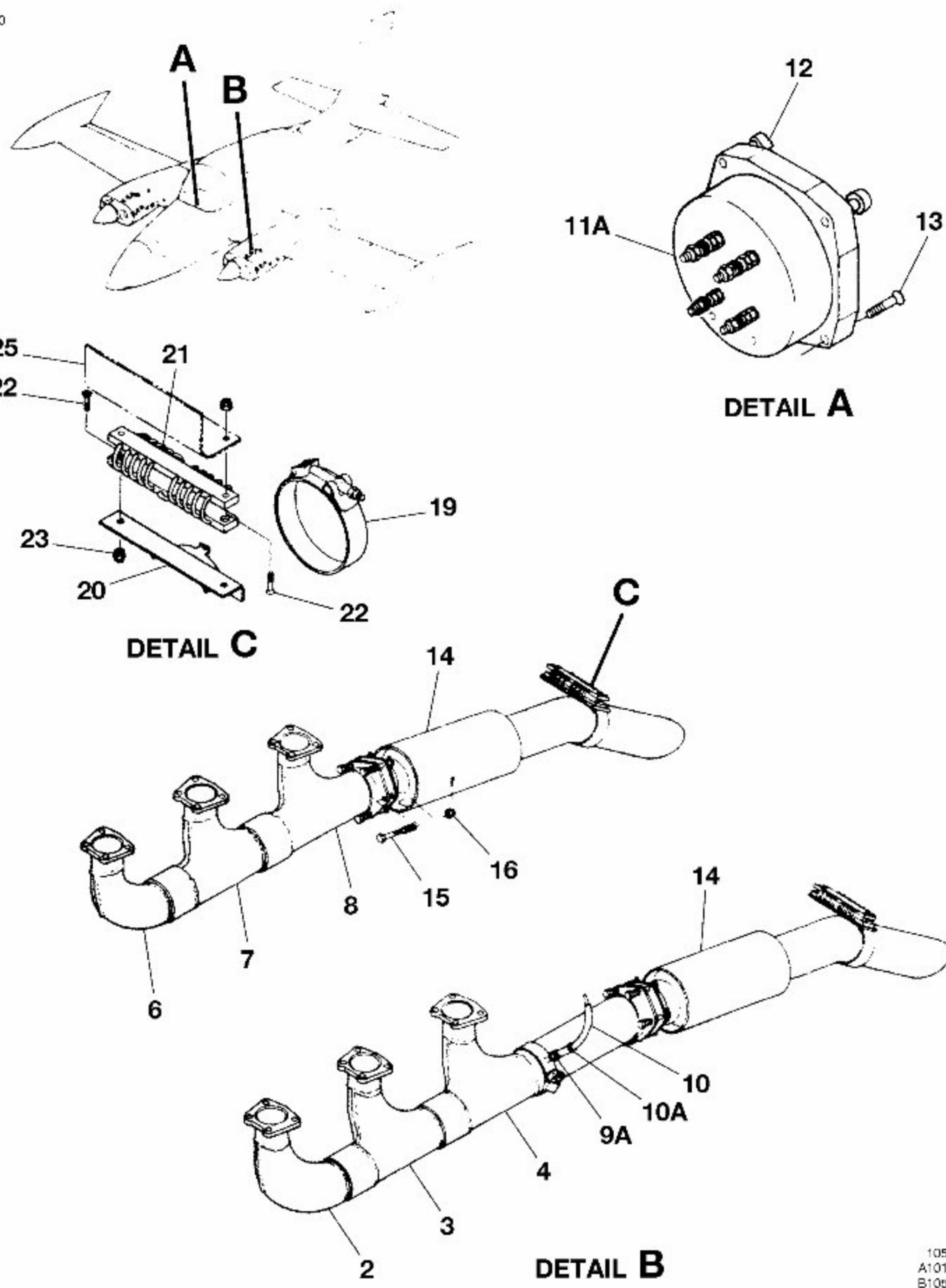
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10613021
A14612001

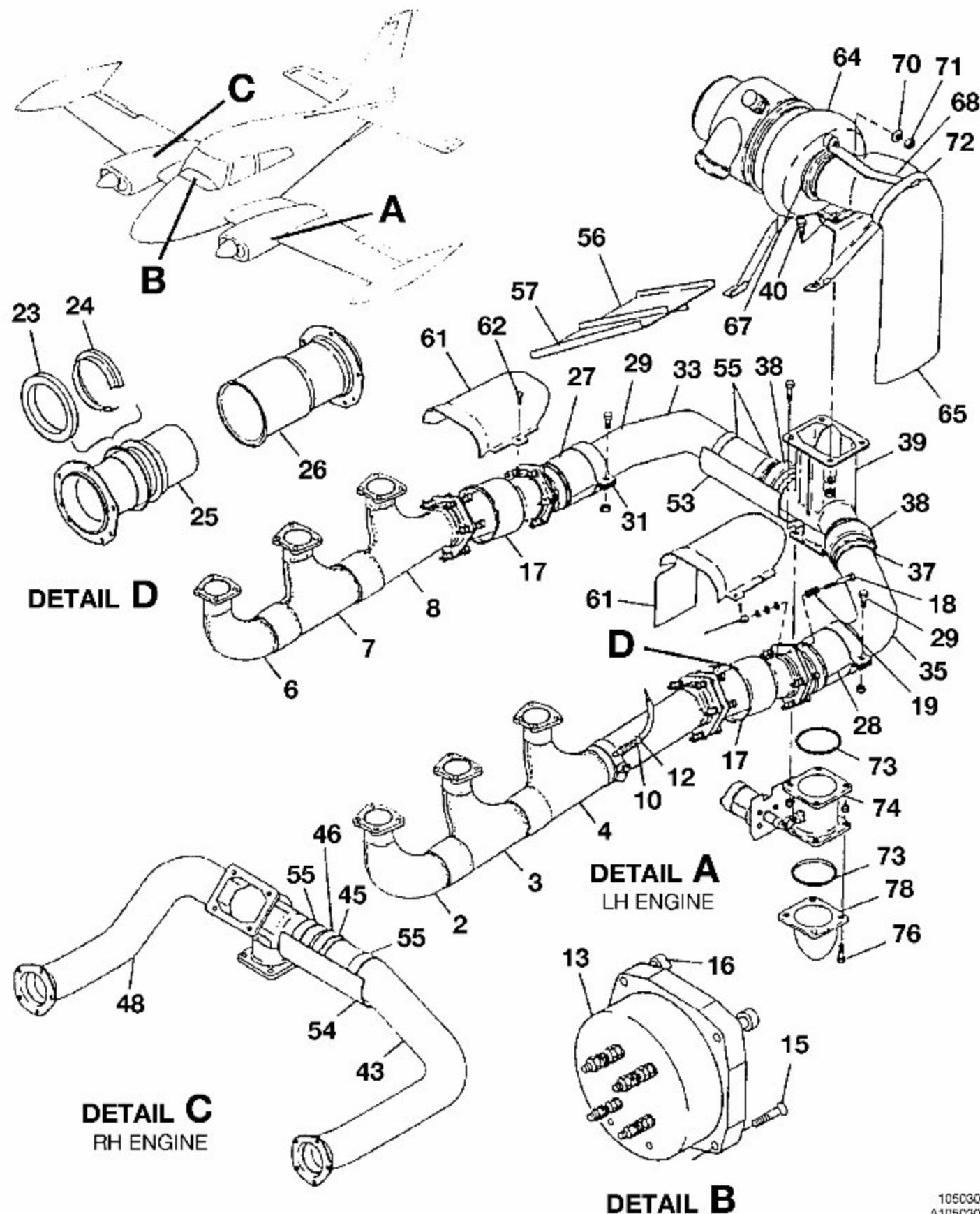


DETAIL A

A56300

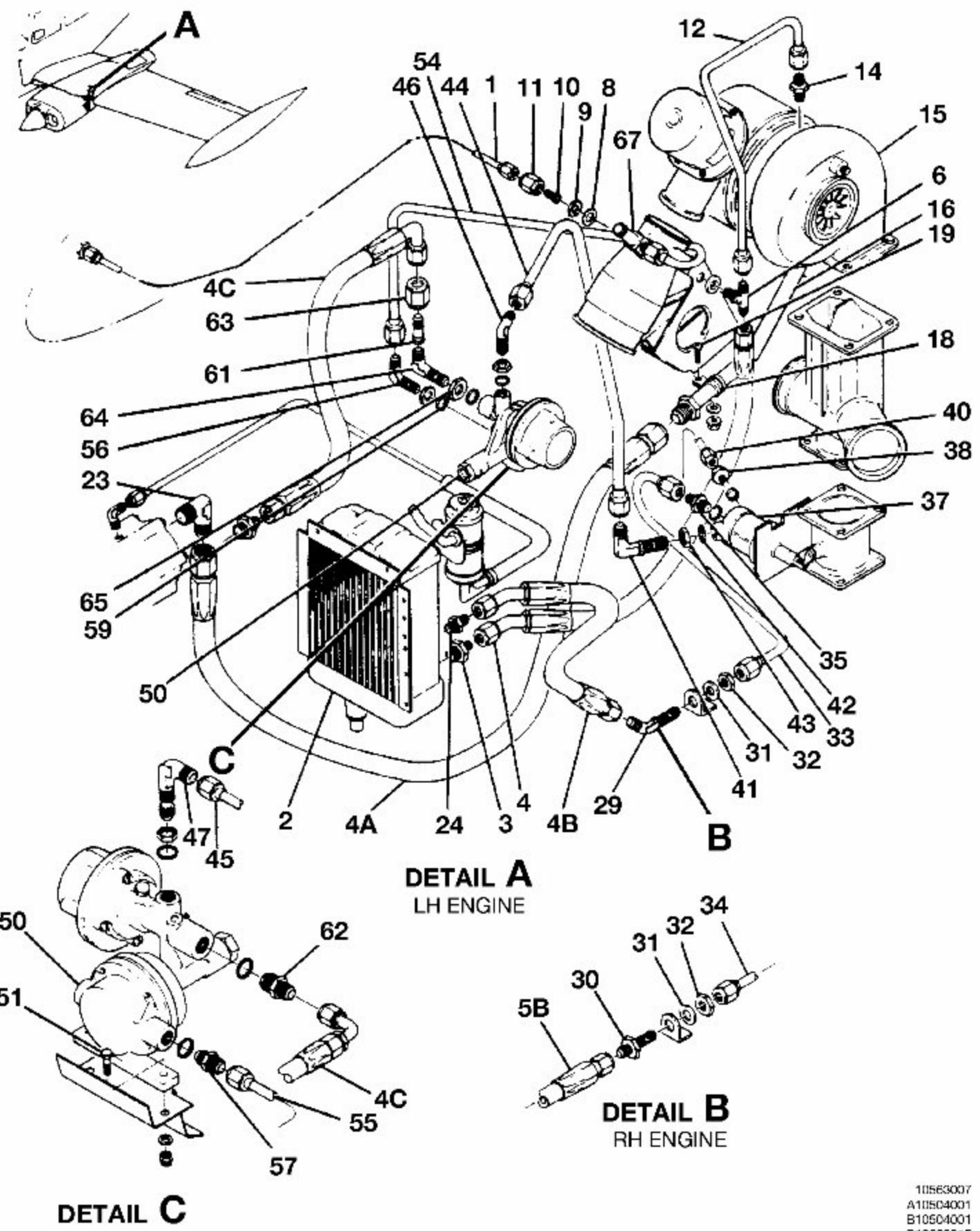


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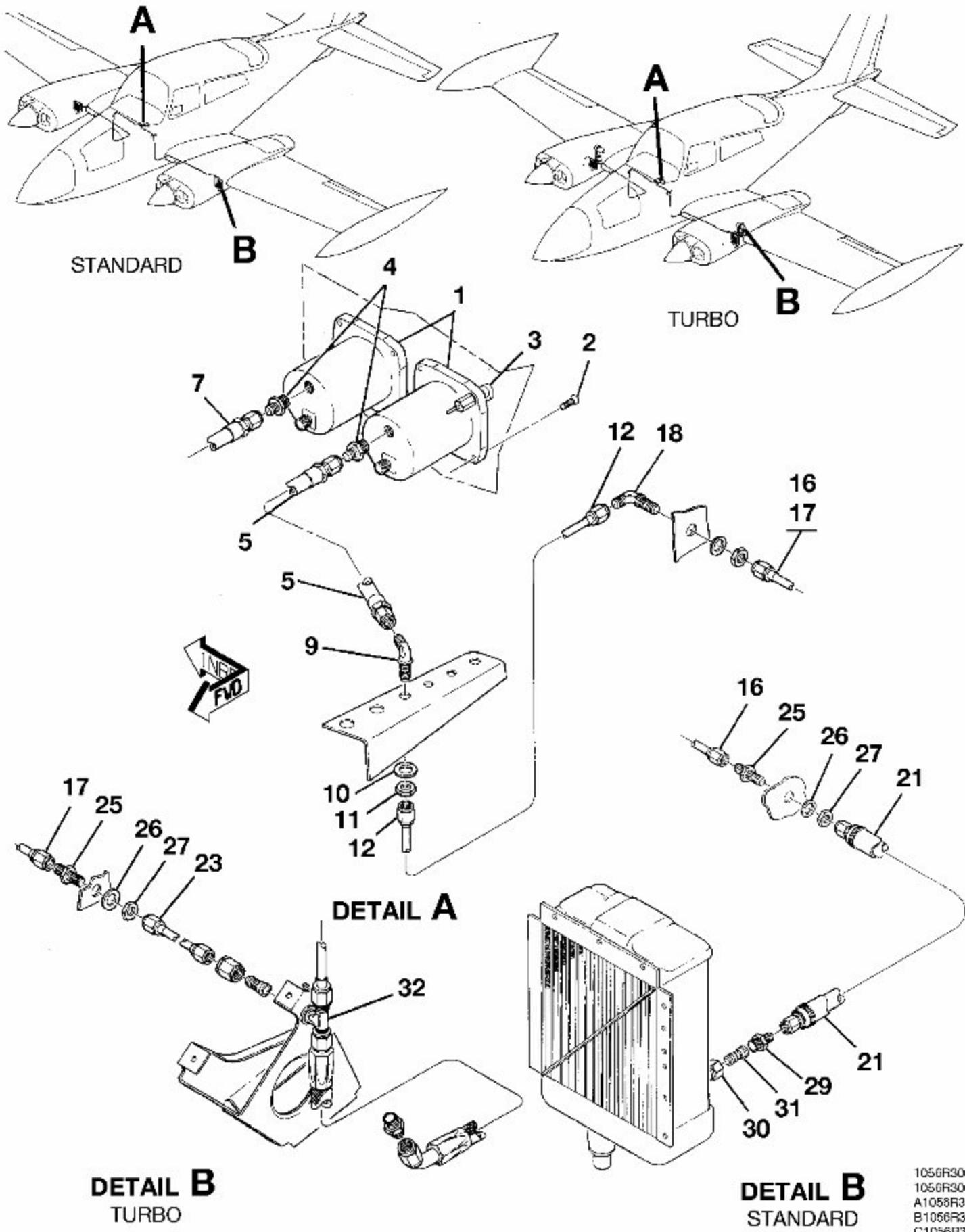
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C10502003
D10501007

79



10563007
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C10503015

A56292

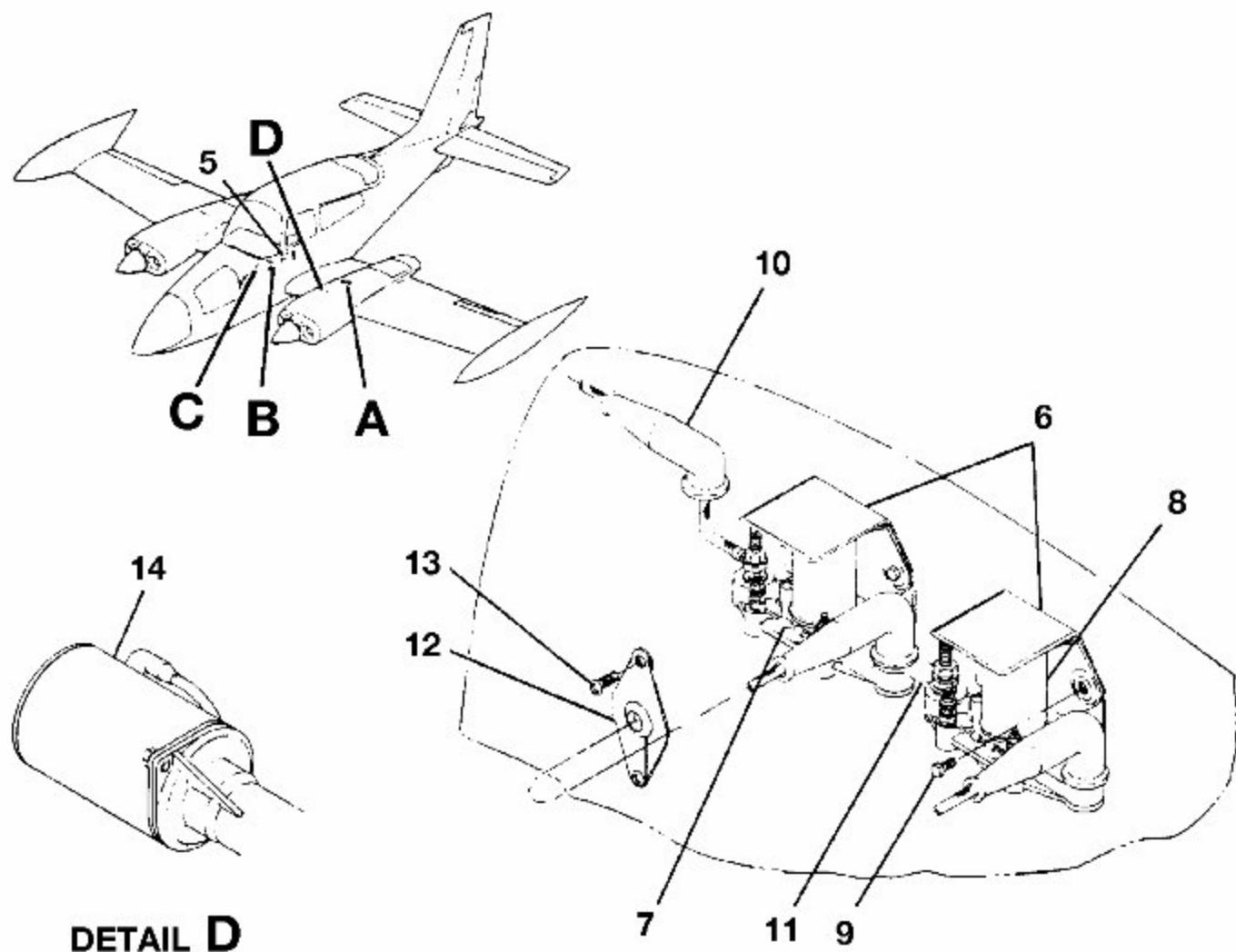
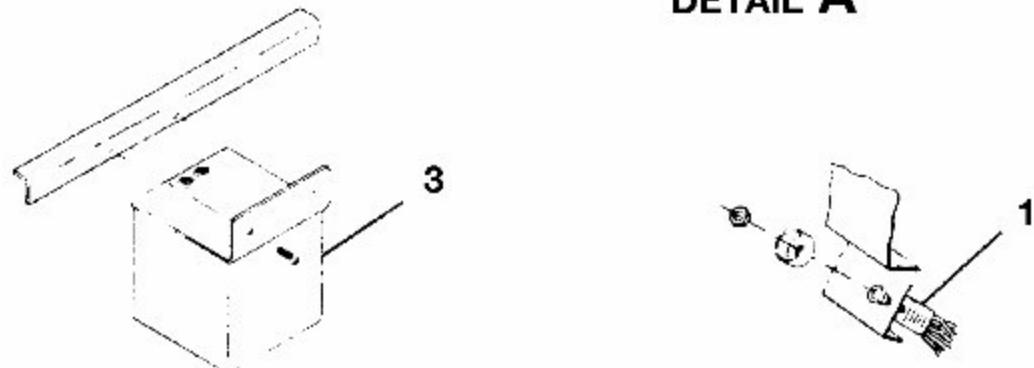


1056R3004
1056R3006
A1056R3005
B1056R3005
C1056R3004

DETAIL B
STANDARD

DETAIL B
TURBO

80

**DETAIL A****DETAIL C****DETAIL B**

10583001
A10582002
B10181015
C10581001
D10581002
