



Comprehensive Guide

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Presentation of Socata Aircraft



The History of the Socata Aircraft Company and Accomplishments



October 10, 1911, Leon MORANE and Raymond SAULNIER privately founded the company MORANE SAULNIER, the beginning of today's SOCATA. From humble beginnings, they were able to set new world speed record, by breaking the 100km/hr mark and obtaining the world speed record of 108 km/h in their Bleriot.

In 1912, MORANE SAULNIER changed aviation history; by introducing the monoplane. This design improved performance and cost effectiveness over the industry design favorite, the biplane.

In 1913, Roland GARROS became the first to cross the Mediterranean Sea in a MORANE H type. It took 7 hours and 53 minutes.

In April 1914, Raymond SAULNIER took out a patent for a machine gun through-the-propeller firing system, giving birth to the first fighter aircraft. The first fighter squadrons in history were equipped with MORANE-SAULNIER aircraft.

In 1930, the MS 230 was incorporated into the French Air Force. In 1935, the MS 406 became the first aircraft fitted with a sliding and releasable canopy.

In 1941, MORANE-SAULNIER's design office relocated in Tarbes, France. After replacing the former tenant, a company called Dewoitine, the roots became set for the SOCATA plant of today.

In 1949, MS 733 ALCYON rolled out and started a legacy which would last for more than 30 years. In January 1953, it evolved into the twinjet MS 755 FLEURET. By 1954, the design had developed to become the MS 760 PARIS, the first four-seat jet in the world. The Paris also became the first jet aircraft used as a military transport unit, and remained in service until 1997.

In 1959, the general aviation market was in full expansion. The MS 880 RALLYE, as a response to demand, came into production. The 90 horsepower aircraft could seat 2 to 3 people, and it was the first aircraft to incorporate automated leading edge slats. Over a twenty-year period, the MS 880 RALLYE design was the first general aviation aircraft to sell more than 3,500 units in 65 countries.

At the end of **1962**, MORANE SAULNIER came under management of the company SUD-AVIATION. Under new management, MORANE SAULNIER officially becomes SOCATA, in July 25, 1966, incorporating the knowledge and tradition at the time of 55 years.

Today, the production center in Tarbes covers a span of 16.5 acres (66.000-m²). The SOCATA manufacturing plant incorporates a large 137.5 acres (55 hectares) area.

SOCATA TODAY

SOCATA currently is a 100%-owned subsidiary of AEROSPATIALE MATRA, and has two production objectives: General Aviation and sub-contracting.

General Aviation: SOCATA designs, manufactures, and markets a complete range of general aviation aircraft. SOCATA aircraft are utilized for private use, corporate missions and transport, as well as training for civilian and military pilots.

Sub-contracting: SOCATA knowledge and experience is employed by major aeronautic prime contractors such as: AEROSPATIALE, DASSAULT, LOCKHEED, HISPANOSUIZA, and AIR FRANCE. Aeronautical programs contracting SOCATA insight include: AIRBUS (including the A 340-600 project), MYSTERE, FALCON, ATR, LOCKHEED C 130, and the CFM 56. In the helicopter industry, SOCATA know how is incorporated in the SUPER PUMA, DAUPHIN, and the ECUREUIL. SOCATA uses the most up to date methods of production, and are considered leaders in manufacturing of composite technology. The factory employs modern techniques in the manufacturing process, and has updated the machinery used to perform these tasks to the most modern and advanced available

AEROSPATIALE designed and built the first Supersonic Airliner the Concord. In fact components of the fuselage for the Concord were manufactured in Tarbes at the SOCATA factory.

The labor force employed in the manufacturing process in Tarbes are proud of their heritage. Many employees are second and third generation employees of SOCATA, and this European craftsmanship is evident in the final product. All employees have undergone rigorous training in the areas of their expertise, and are governed by the extremely high standard of the French DGAC, which is the regulatory body overseeing General Aviation Certification in France.

SOCATA, being a subsidiary of AEROSPATIALE MATRA, is one of the largest Aerospace Companies in the world. This gives SOCATA access to product development techniques that can only be afforded by manufacturers of Transport Category of aircraft.

Presentation of the TB-20/21GT



The Trinidad TB-20 and TB21

The TB 20 Trinidad and the TB 21 TRINIDAD TC, share the following benefits and characteristics:

AIRFRAME

The airframes are built from alloy panels, which form a sturdy monocoque structure. The whole metallic structure integrates components such as:



A main wing spar, milled from one piece of alloy, that gives it a remarkable structural strength and makes, and makes it easy to maintain



Controls (aileron, rudder, and elevator) operated by push rods as opposed to cables, eliminating needs for frequent settings and adjustments. Rods are easily maintained and not as susceptible to seasonal climate changes, like cables. This ensures the aircraft a predictable behavior and handling.

A gear designed to absorb rough shocks during landings. Moreover, its high simplicity facilitates checks and maintenance.

The corrosion proof consists of three successive treatments. The base includes an alodine coat and epoxy zinc chromate as primer coat, and two acrylic polyurethane coat components for gloss and finishing. The first two coats are laid individually on each part of the airframe before assembly.

ENGINE AND PROPELLER

The TB 20 TRINIDAD and TB 21 Turbo are powered by the time-proven LYCOMING IO 540 and TIO 540 respectively. With a TBO of 2, 000 hours, these engines are used to power a wide range of general aviation aircraft in the world today.



AVIONICS

Socata Aircraft are fitted with BENDIX KING Silver Crown radio avionics package. The avionics suite includes the KMD-550 IHAS system. The KMD-550 will interface with KDR-510 providing data link capability, as well as provide an onboard TIS (Traffic Information System). One of the excellent enhancements that come standard with the KMD-550 is topographical Shading. The standard instrument package includes the King KFC-225 digital autopilot with the KI-256 Flight Director. This autopilot is the new generation auto pilot from Bendix King, that has altitude pre select built in, and has other features such as a voice command.



INTERIOR

All TB aircraft cockpits offer:

- A modern and functionally laid out cockpit.
- A large variety of optional equipment allows a great flexibility in matching specific individual requirements. These include the installation of dual instruments facing the co-pilot, instructor, or friend just there for the ride.
- A clear ergonomic presentation of the instruments allow that allows the pilot to scan critical instruments with ease. This is done by placing all engine instruments, radios, and navigation equipment and switches in a professional layout that is easy to scan and administer.
- Controls functionally positioned on an airline-like central console, providing an easy management of engine and fuel operations, as well as a layout for easy access to the secondary flight control systems: flaps, gear, electrical, etc.
- A large cabin: the widest in its category, up to 2 inches wider than the Saratoga, and 9 inches wider than the Mooney.
- The large cabin, with the increased headroom in the TB-20/21GT gives the passengers the impression of being in a large plane. The windows in the aircraft are large providing for excellent visibility. This feature is not only a feature enjoyed by the passengers, but also provides the pilot maximum visibility, an important feature in busy airspace.
- The front seats are ergonomically designed to provide maximum comfort on long flights. The seats are contoured and fit the pilot very well. The seats are adjustable providing adequate forward and aft movement for even the tallest of pilots.
- Entry to the plane is through 2 Gull Wing doors, providing an easy egress in and out of the plane.
- The Trinidad TB-20/21 have one of the largest floor areas of any of the aircraft in its class, 23.7 sq. ft. (2.1 m²). The back seats are easily removed to change the back area into cargo configuration should the need arise. The baggage compartment is also easily accessible from the rear seats.
- All seats have fresh air vents, and the environmental system on the plane enables the pilot to ensure that his passengers are always comfortable.
- The high wing loading on the aircraft provides for excellent rough air penetration, resulting in a smoother ride than our competitors with lower wing loadings.

Exterior:

Two gull wing doors allow entrance to the aircraft from both sides. Unique in design, they combine efficiency with a distinct European look.

The wing is a cantilever type, constant chord low wing. In turns, visibility remains excellent, allowing for comfortable operation in traffic patterns. While on the ground, visibility remains excellent for taxi operations, as well as takeoffs and landings. During preflight checks, it makes inspection of the wing surface and fuel quantity an easy task.

Tank caps are fitted with a safety lock. A fuel quantity measuring scale is labeled inside the tanks and is readable through the fuel filler port, allowing the pilot to fuel more accurately according to weight and balance calculations.

The baggage compartment is roomy and spacious. A tow bar is provided in the baggage compartment; along with a fuel sampler and an extra oil supply, which are stored in a convenient shelf inside the storage compartment.

AERODYNAMICS

The TB aircraft feature the RA 16-3C3-wing profile. This profile demonstrates excellent aerodynamic characteristics, at both high and low speeds, combining excellent lift and cruise characteristics.

The high wing capabilities of the TB 20 and TB21 (loading of 24.1 lbs. per sq. ft.) contribute to the aircraft's stability. This is advantageous to pilots when assuming a slow flight configuration, as well as in turbulent conditions, as demonstrated in a 25-knot crosswind landing.

LANDING GEAR

Except for fixed gear models, the landing gear of the Trinidad feature a nose gear as well as main gears equipped with trailing link landing gear system. These characteristics enhance passenger's comfort and are instrumental in smooth landings.

MAINTENANCE

The Trinidad line has been designed to keep maintenance to a minimum. Fewer parts and advanced design allow for superior product support. The Trinidad Series of aircraft have a lower component count than any of their competitors; this means fewer parts to break, less down time and lower operating costs.

Mechanics enjoy working on the Trinidad for a number of reasons; - the engine compartment is easily accessible, there are an abundance of access panels on the aircraft to ensure easy access for maintenance, the instrument panel of the aircraft can be easily tilted, making access to the instruments located in the rear section simple and easy. They also like the fact that the components used on the Trinidad are all of superior quality available from leading and internationally known aviation product suppliers, adding to the overall reliability of the aircraft.

Avionics technicians like the fact that there are two large removable access panels in front of the windshield to allow quick access to the avionics compartment.

There is an extensive network of Distributors worldwide. SOCATA and its distributors are committed to ensuring that SOCATA owners enjoy the best support possible for their products, and to this end are deploying more product support people into the field, and opening more authorized Service Centers as required.

FLIGHT SAFETY

Safety is the priority at SOCATA. The Trinidad has been designed to ensure a flight safety standard that aircraft users demand and expect:

- The wing profile provides positive controllability at low speeds and gentle stall characteristics.
- Excellent visibility on the ground and in flight,
- Excellent stability in turbulence, due to the high wing loading, which is the highest in this category of aircraft, creating a safe and comfortable instrument flight platform.
- Mild pitch changes associated with changes in power settings and flaps positioning, essential for safe instrument approach flying.
- A certification for 25-knot crosswind component landings, allowing for operations on shorter, and infamously windy airfields.
- An Annunciator panel allowing a quick and easy identification of equipment or pilot error.
- Dual controls providing flight accessibility to both pilots.

The Trinidad large gull wing door design provides an easy escape, and kick out emergency exits at the rear seats allow for a quick emergency evacuation.

The Trinidad meets all the FAR Part 23 regulations, including amendments 1 through 16. These regulations were designed with safety in mind.

The size of the cabin allows the fitting of a life raft, as well as life jackets. An extinguisher is also available as an option.



RELIABILITY

The Trinidad's design integrates the latest innovations in construction technology. These innovations result in lower maintenance costs by better reliability on the components, and lowering the labor input cost.

The choice of modern materials, renowned for their high reliability, guarantees the airframe a long life, with limited maintenance constraints.

EFFICIENCY

- Engineered to criteria like simplicity, performance, and comfort, the Trinidad has again raised the standard on the competition. No other aircraft can match their comfort.
- The ergonomic cabin configuration is designed for the purpose of simplifying the pilot's workload.
- Designed to have low operating costs, the TB aircraft are the most cost-efficient aircraft currently flying.
- The in-flight characteristics of its high loaded wing are similar to much larger aircraft.

TRINIDAD TECHNICAL SPECIFICATIONS (TB 20/rB 21 TC)

ENGINE

Manufacturer:	Lycoming
Type:	I0 540 C4 D5D/TI0 540 AB1 AD 6 cylinders
Power rating:	250 BHP at 2, 575 RPM
Recommended TBO:	2, 000 hours

PROPELLER

Manufacturer:	Hartzell
Type:	HG C2YK 1 BF / F7666 A-2 constant speed
Blades:	Optional, 2 and 3 blade available
Diameter:	Max.: 80 in (2.03 m) - Min.: 78 in (1.98 m)

FUEL

Type:	100 LL Grade Aviation Fuel (Blue) or 100 formerly 100/1 30 Grade Aviation Fuel	
(Green)		
Total tank capacity:	88.8	US gal (336 L)
Total capacity each tank:	44.4	US gal (168 L)
Usable fuel:	86.2	US gal (326 L)

LUBRICANT

Total capacity:	13.3	US quarts (12.6 L)
Max. Oil consumption:	0.8	quarts per hour

DIMENSIONS

Overall length:	25.26 ft (7.70 m)
Overall height:	9.91 ft (3.02 m)
Wing span:	32.05 ft (9.77 m)
Wing area:	128.1 sq.ft
Cabin width:	4.20 ft (1.28 m)
Cabin length:	8.30 ft (2.53 m)
Cabin height:	3.67 ft (1.12 m)
Cabin height:	4.10 ft (1.25 m)
Baggage space width:	2.95 ft (0.90 m)
Baggage space length:	2.03 ft (0.62 m)
Baggage space height:	3.45 ft (1.05 m)
Cabin entry width:	2.30 ft (0.70 m)
Cabin entry height:	

LOADING

Average empty weight:	1,764/ 1860 lbs. (800/844 kg)
Max. take-off weight:	3,086 lbs. (1,400 kg)
Max. landing weight:	3,086 lbs. (1,400 kg)
Max. useful load:	1,323 lbs/ 1,226 lbs (600/ 556 kg)
Max. luggage weight:	143 lbs. (65 kg)

PERFORMANCES

Maximum speed - 8, 500 ft:	163 KTAS (186 KTAS at 25,000' TB21)
Economical cruising speed:	157 KTAS (169 in TB21)
Max. speed flaps extended:	95 KCAS
Stalling speed (Landing +flaps ext.):	59 KCAS
Rate of Climb (max. weight –sea level):	1200'/ 1126' per minute
Climb to 8,000 feet:	9 min. / 15 min to 15,000 at ISA
Service Ceiling:	20,000' (TB20), 25,000' (TB21)
Take-off distance over 50' obstacle (Max Gross):	2,150'/ 1,953'
Landing over 50' obstacle (Max Gross):	1,750'/ 1,770'
Max. Range:	1,108/ 1,110 NM (2,053/ 2,056 km.)
Demonstrated Crosswind Component:	25 Knots



TB 20 Trinidad US Definition & Option List

Airframe

Metal structure and skin paneling
 Complete protection treatment
 Electrically operated flaps
 Retractable gear with electro- hydraulic
 Control
 Hydraulic disc brakes
 2 lockable cabin doors
 1 lockable baggage hold access door
 Retracting footsteps
 3 Tie-down attachments
 3 Jacking points
 Tow bar
 Complete painting
 3 Navigation lights
 2 Landing and taxiing lights

Electrical Equipment

Battery 24 V/10 Ah
 Alternator 28 V/70 A
 Regulator with over-voltage relay
 Circuit breakers
 Electrical power receptacle, external (APU) *
 Strobe Light, wing-tips *
 VHF-VOR feeder
 Two rigid VHF antenna with fairings *

Fuel Equipment

2 wing fuel tanks
 Tank draining glass
 Electrical pump
 Fuel drains
 Fuel selector with filter and decanting tank
 Fuel Flow Shadin, digital connected to GPS *

Powerplant

Engine: Lycoming IO 540 C4 D5D 6 cylinders
 Dynafocal suspension
 HARTZELL constant speed propeller
 De-icing System, Propeller (TKS) *
 Spinner
 Electric starter
 Oil cooler
 Oil quick drain
 Air filter, engine, reinforced *
 Exhaust system
 Vacuum pump capability
 Radio shielding
 Water trap filter on fuel circuit

Instrument Panel

Antiglare integral instrument panel
 Avionics panel, Raised *
 Instrument panel lighting
 Airspeed indicator (TAS)
 Sensitive altimeter
 Rate of climb indicator
 Electronic tachometer with hour meter
 Combined manifold pressure/fuel flow indicator
 Stall warning indicator
 Warning lights
 Compass
 Oil pressure indicator
 Oil temperature indicator
 Fuel quantity indicator (2)
 Voltmeter
 Ammeter *
 Vacuum circuit warning light *
 Gear position indicator
 Landing Gear Hydraulic Pump Warning Light *
 Fuel Low Level Warning *

Cabin Fittings

Carpeted floor and woven velvet upholstery
 Sound proofing
 Cabin heating and windscreen demisting
 4 individual cabin air vents
 Individual lights (3)
 Cabin light connected to left door operation
 2 Sun visors
 Deluxe genuine leather option: includes adjustable and reclinable front seats with 3-point reel-type belts and adjustable head-rests & lumbar support *
 Deluxe genuine leather w/head-rest & Exec. Rear seats with two 3-point reel-type Belts *
 Side arm rests for front and rear seats
 Ashtrays
 Cigarette lighter
 Chronometer on Yoke, Digital *
 Map bags
 Map light on RH and LH control wheels *
 Flight manual storage compartment
 Baggage hold equipped with strap and pegs for clothes and spare oil container storage
 Protection for Pitot head and static pressure Antennas
 Rear seat forced ventilation *

Controls

Dual control by wheels with locking system
 Central control console including:
 - switches
 - Pre-selection electric flaps control
 - Throttle control
 - Propeller control
 - Mixture control
 - Trim pitch control
 - Rudder trim control
 Landing gear control
 Steer able front wheel
 Foot brake on the left & right *
 Parking brake
 Alternate air

Basic Navigation Package *

Artificial horizon *
 Artificial horizon, Standby, electrical on RH *
 Directional gyro with vacuum pump *
 Electrical turn and bank indicator with flag *
 Dual indicator EGT-CHT *
 Outside thermometer *
 COM/NAV capability (loud speaker, jacks, control on wheels, radio master switch, microphone)

Operational Complement *

Heated Pitot head *
 Emergency static vent *
 Elements for VFR or IFR classification *
 Tinted windows and windscreen *
 Window on LH transparent door panel *

Radio Navigation *

KING SILVER CROWN equipment including:
 - Stereo Audio control panel PMA 7000/M-S with Music input and with marker *
 - VHF/VOR/ILS 1 KX 165.25 with KCS 55A *
 - VHF 2 / VOR / LOC 2 KX 155.39 with KI 203 VOR/LOC indicator *
 - DME KN 62A *
 - KR 87 ADF with KI 227.01 slaved indicator *
 - Transponder KT 76A with KEA 130A encoding altimeter*
 - IHAS 550 with components
 - HSI KCS 55A, ADI *
 - 2 axis autopilot KFC 150 with Flight Director and altitude pre-selector KAS 297B *
 Emergency Locator Transmitter *

GPS Navigation Equipment *

GPS KLN 90B with switching to the HSI display unit *

North American Delivery Package *

Fire Extinguisher, Parking Protection Kit
 Two Bose series 10 headsets (ANR) *
 Ferry Flight, FAA filings and Registration, custom « N » number selection *

TB20 GT and TB21 GT Option List

(options available on request to Socata Aircraft)

Instruments (left Hand)

Electrical Artificial Horizon	\$2,713.00
Radio Magnetic Indicator KA 229	\$4,257.00
Avidyne FSD (CPU display CD Rom Charts Lightning Navigator)	\$19 050.00

Instruments (Right Hand)

Airspeed Indicator	\$411.00
Insight GEM 610	\$2,950.00
Avionics Innovation CD Player	\$1,850.00

Weather Avoidance Equipment

WX 900 Stormscope weather mapping system	\$4,500.00
WX 500 Stormscope for the Avidyne FSD	\$5,995.00
WX 950 Stormscope weather mapping system	\$6,995.00
WX 1000+ Stormscope weather mapping system	\$11,585.00
BF Goodrich Skywatch (requires WX 1000+)	\$26,000.00
Complete TKS de-ice system	\$38,947.00

Interior Equipment

Deluxe genuine leather w/head-rest & Exec. rear seat option	\$3,104.00
Center armrest for rear seat	\$103.00
Executive rear seat w/armrest glove compartment & headrest	\$320.00
Keith Air Conditioning System	\$20,500.00

Miscellaneous

Vacuum System standby electrical	\$3,390.00
Cabin cover (exterior) for environmental protection	\$315.00
Custom paint scheme	\$6,000.00
Oxygen system (74.9 cu. Ft.) W/ pilot microphone	\$8,197.00
Mask and 3 passenger masks. Masks for TB21 only.	

* Some items on the option list may be specific to the US market and require an STC or form 337 to install.

Direct operating costs**TB 20 TRINIDAD (ESTIMATED)**

These direct operating costs are based upon the average flight fuel consumption rate of 14.0 Gph, and an altitude of 6,000 ft. These figures are estimates only, and may vary according to the individual operator. Labor rate and other expenses are computed on a cost basis, not including allowance for overhead and insurance.

1) Fuel	\$26.60
2) Oil & Filters	\$4.40
3) Annual/ 100 hr inspection	<u>\$16.00</u>
Hourly cost of operation:	\$47.00
4) Engine	8.83
5) Propeller	.66
6) Avionics	.67
7) Major Interval Inspections	<u>\$8.67</u>
Hourly cost of reserves:	\$18.83
<u>Total Hourly Costs:</u>	<u>\$65.83</u>

EXPLANATION OF DIRECT OPERATING COSTS

- 1) Cost computed at a consumption rate of 14.0 Gph @ \$1.90 per gallon.
- 2) Oil: Includes oil and filter change every 50 hours. Oil cost \$4.00 per quart, filter estimate at \$20.00, two hour labors at \$40.00 per hour. Includes consumption of one quart every 3 hours.
- 3) Annual/100 hour inspection: Estimated 20 hours labor at \$40.00 per hour. Includes four hours labor for discrepancies, with a parts allowance of \$800.
- 4) Engine Reserves: Lycoming 10-540 C4 D5D recommended TBO is 2,000 hours. Overhaul exchange with a one-year warranty on parts and labor plus accessories is \$16,500. Removal and installation cost is \$1000.00 (25 hours labor @ \$40.00 per hour). Shipping allowance is \$150.00.
- 5) Prop reserves: Hartzell prop recommended TBO is 2,000 hours. Manufacturer's overhaul cost is \$1,057 plus 3 hours removal and installation at \$40.00 per hour. Shipping allowance is \$150.00.
- 6) Avionics reserves: Estimated at five hours labor at \$40.00 per hour, and \$.67 per hour for parts.
- 7) Major Interval Inspection reserves: Estimated at \$2.00 per flight hour for labor and \$6.67 per flight hour for parts.

THESE FIGURES COME FROM A NORTH AMERICAN OPERATOR AND ARE NOT CONTRACTUAL.

TB 21 TC TRINIDAD TC (ESTIMATED)

These direct operating costs are based upon the following flight conditions: 17,000 ft., 65% power, 2400 RPM, leaned to 15.0 Gph fuel burn but not to exceed max TIT of 1650°. These figures are estimates only, and may vary according to the individual operator. Labor rate and other expenses computed on a cost basis, not including allowances for overhead and insurance.

1) Fuel	\$28.50
2) Oil	\$4.40
3) Annual/100 hr inspection	<u>\$18.00</u>
Hourly operational costs:	\$50.90
4) Engine	\$12.08
5) Propeller	.66
6) Avionics	.67
7) Major Interval Inspections	<u>\$8.67</u>
Hourly cost of reserves:	\$22.08
Total hourly cost:	<u>\$72.98</u>

EXPLANATION OF DIRECT OPERATING COSTS

- 1) Fuel Consumption: Cost computed at a consumption rate of 15.0 Gph (65% power) © \$1.90 per gallon.
- 2) Oil Consumption: Includes oil and filter change every 50 hours. Oil cost \$4.00 per quart, filter \$20.00, two hours labor © \$40.00 per hour. Includes consumption of one quart per 3.0 hours.
- 3) Annual/100 hour inspection: Estimated 20 hours labor @ \$40.00 per hour. Includes four hours labor for discrepancies and a parts allowance of \$1000.00.
- 4) Engine Reserves: Lycoming TIO-540-AB1AD recommended TBO is 2,000 hours. Overhaul exchange with a one-year warranty on parts and labor plus accessories is \$23,000. Removal and installation cost is \$1000.00 (25 hours labor © \$40.00 per Hour). Shipping allowance is \$150.00.
- 5) Prop reserves: Hartzell prop recommended TBO is 2,000 hours. Manufacturer's overhaul cost is \$1,057 plus 3 hours removal and installation © \$40.00 per hour. Shipping allowance is \$150.00.
- 6) Avionics reserves: \$.67 per flight hour for certification, repair and replacement.
- 7) Major Interval Inspection reserves: Estimated at \$2.00 per flight hour for labor and \$6.67 per flight hour for parts.

THESE FIGURES ARE FROM A NORTH AMERICAN OPERATORS AND ARE NOT CONTRACTUAL.

Your Contacts at Socata Aircraft

Telephone Directory

	<u>Phone Number</u>	<u>Fax Number</u>
Secretary/ Receptionist	(954) 893-1400	(954) 893-1402
Toll Free Fax	(800) 999-1110	

Executive Office

Ste'phane Bernard	(954) 893-1410	(954) 893-5292
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Sales and Marketing

Nicolas Chabbert	(954) 893-1414	(954) 964-0805
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Parts Department

Andrew Claverie	(954) 893-1160	(954) 964-4141
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Avex- Socata Distributor

Terry Winson (President)	(805) 389-1188	(805) 389-3323
Michel Adam de Villiers (sales)	(805) 389-1188	

Socata Aircraft
North Perry Airport
7501 Pembroke Road
Pembroke Pines, Fl. 33023

Phone: (800) 893-1400
Fax: (800) 964-0805