


**Transport Canada Approved Flight Manual Supplement  
For**

**INDIVIDUAL REAR SEATS  
(SPLIT BENCH SEAT)**

This Supplement must be attached to the Transport Canada Approved Airplane Flight Manual when the airplane is equipped with Individual Rear Seats in accordance with Found Aircraft Canada drawings N74 Issue 3 (Fabric Upholstery) or N141 Issue 1 (Leather Upholstery) or later approved revisions.

The information contained herein supplements or supersedes the basic flight manual, airplane markings and/or placards only in those areas listed herein.

For Limitations, Procedures, and Performance information not contained in this Supplement, consult the airplane markings and placards and/or basic Airplane Flight Manual, (P/N: FAC2-M300 or FAC2-M400).

Approved: 

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**P/N M400-S07**

### LOG OF REVISIONS

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## **SECTION 1 GENERAL**

### **INTRODUCTION**

This supplemental manual is applicable to those Found Aircraft Canada FBA-2C1 or FBA-2C2 aircraft equipped with Individual Rear Seats (Split Bench Seat). It provides information and limitations not included in the basic Transport Canada approved markings and placards, and/or Airplane Flight Manuals P/N: FAC2-M300 or FAC2-M400.

The rear cabin area of the airplane is modified to accept three identical seats as shown in Figure 1. When arranged three abreast they form a three passenger bench seat. Each seat is equipped with a 4-point seat belt harness. They can be moved individually fore and aft by up to ten inches and installed in any combination of one, two, or three seats. The seats are designed for quick conversion between passenger and cargo configuration. The modification to the aircraft includes the addition of seat tracks and cable/lanyards to which the shoulder belts are attached.

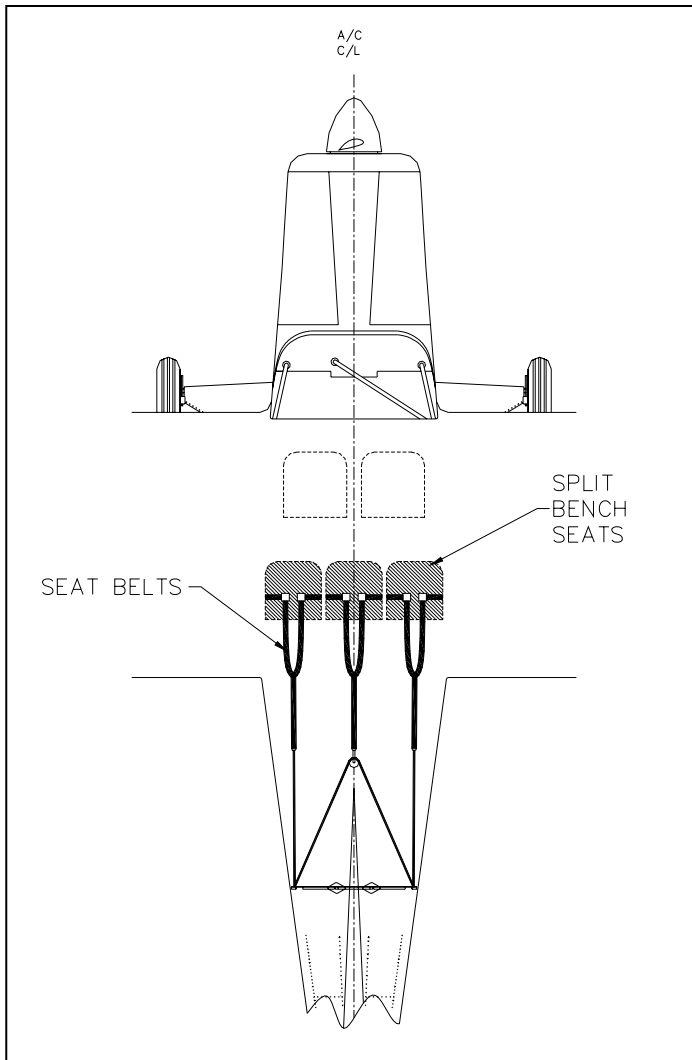


Figure 1 Individual Rear Seats (Split Bench Seat) and Seat Belt Arrangement

## **SECTION 2 LIMITATIONS**

UNCHANGED

See Section 6 for allowable seat positions.

## **SECTION 3 EMERGENCY PROCEDURES**

UNCHANGED

## **SECTION 4**

### **NORMAL PROCEDURES**

#### **NOTE**

These items supplement the FBA-2C1 and/or FBA-2C2 normal procedures. Be sure to follow the FBA-2C1 and/or FBA-2C2 procedures in Flight Manuals P/N FAC2-M300 or P/N FAC2-M400 except as noted below.

### **NORMAL PROCEDURES CHECKLISTS**

#### **PREFLIGHT INSPECTION**

##### **CABIN**

1. Individual Rear Seats Flight Manual Supplement should be available in the airplane.
2. Individual Rear Seat Attachment..... Ensure seats are locked in tracks
3. Individual Rear Seat System..... Ensure shoulder belts are attached to cables/lanyards.

#### **NOTE**

Limitations on allowed seat positioning must be observed. See Section 6 for details on allowable seat positions.



## **AMPLIFIED NORMAL PROCEDURES**

### **PREFLIGHT INSPECTION (AMPLIFIED)**

In addition to the normal pre-flight inspections, the installation of each seat (passenger seat) and the related seat belt harness should be checked for proper set up and security.

#### **1. SEAT ATTACHMENT**

All four feet must be completely inserted into the seat track, and each locking device must be engaged so as to secure the foot in position. See Section 6 for allowable seat positions.

#### **2. SEAT BELT (SHOULDER) HARNESS ATTACHMENT**

Each seat is equipped with a 4-point seat belt harness. The shoulder harness attachment for each seat is shown in Figure 2. Each shoulder harness is equipped with a quick release end fitting that must be secured properly to the corresponding cable/lanyard end fitting. The shoulder harness for the center seat attaches to a pulley bracket assembly as shown in Figure 4. The outer seat shoulder harness attaches to the cable/lanyard end attachment depicted in Figure 5. The seat belt attachment cables (lanyards) are connected to the fuselage via two lugs mounted on the top longerons of the aft fuselage indicated by two solid circles in Figure 3.

#### **WARNING**

IMPROPERLY INSTALLED SEATS AND SEAT BELT HARNESES PUT PASSENGERS AT INCREASED RISK IN THE EVENT OF AN EMERGENCY LANDING. INSPECT SEAT AND SEAT BELT HARNESS INSTALLATION CAREFULLY.

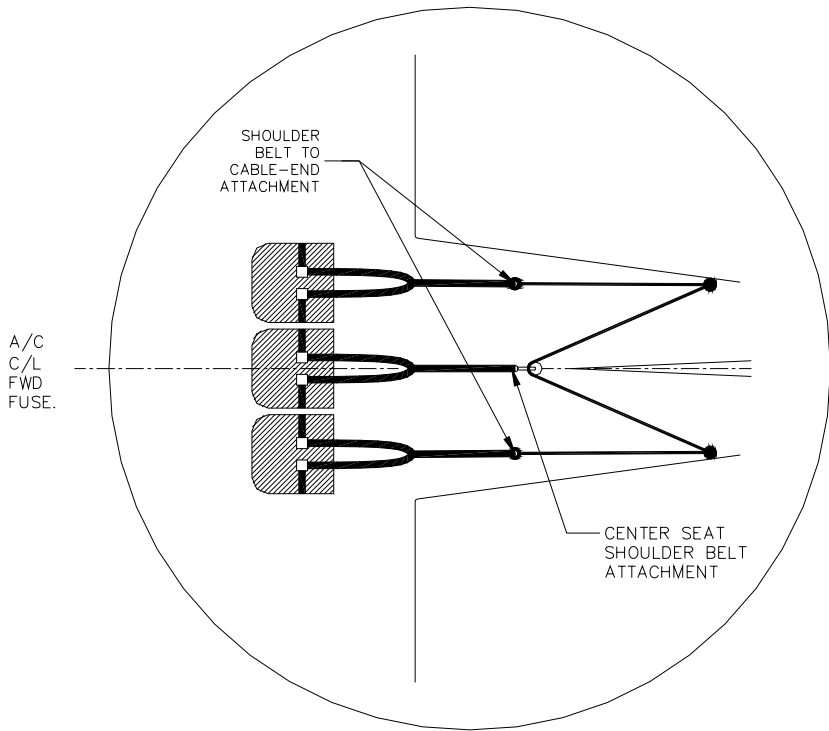


Figure 2 Shoulder Harness Attachment Arrangement - Top View

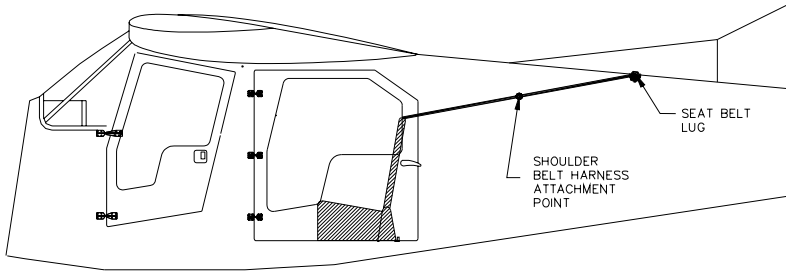


Figure 3 Shoulder Harness Attachment Arrangement – Side View

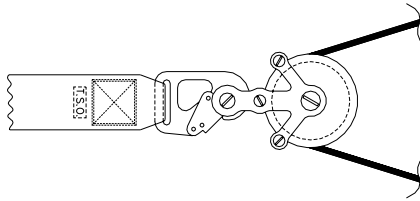


Figure 4 Center Seat Shoulder Harness Attachment

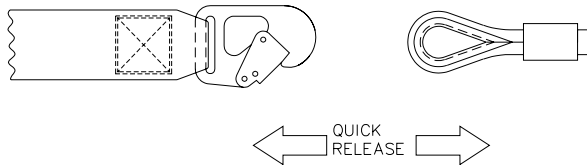


Figure 5 Side Seat Shoulder Harness Attachment

## **SECTION 5 PERFORMANCE**

UNCHANGED

## **SECTION 6 WEIGHT AND BALANCE**

### **AIRCRAFT BASIC EMPTY WEIGHT AND BALANCE**

The aircraft equipped with a Individual Rear Seats must be loaded in accordance with the limitations in Section 2 of the Transport Canada approved Airplane Flight Manual. These are shown as an aircraft weight/moment envelope or an aircraft weight versus c.g. locations chart in Section 6 of the basic Airplane Flight Manual.

#### **WARNING**

IT IS THE RESPONSIBILITY OF THE AIRPLANE OWNER AND PILOT TO INSURE THAT THE AIRPLANE IS LOADED PROPERLY. LIMITATIONS ON SEAT POSITIONING MUST BE FOLLOWED.

## ALLOWABLE SEAT POSITIONS

The Individual Rear Seats are approved for the 11 positions shown below. The zero position in Figure 6 is the most aft position on the rail.

The seats are to be installed facing **forward** only.

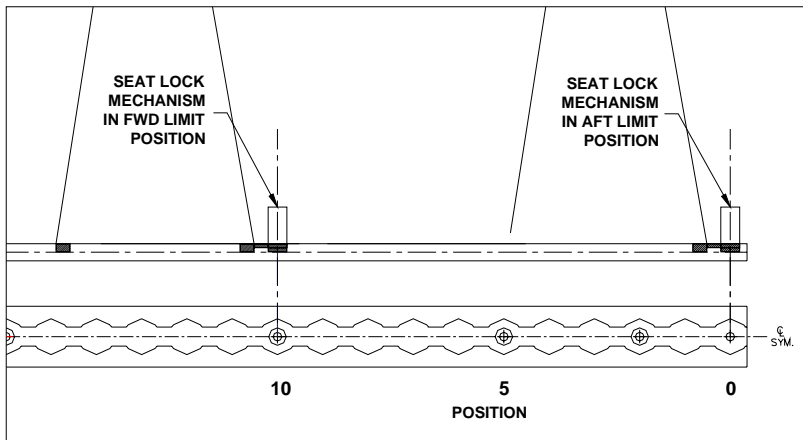


Figure 6 Seat Position Range

**WEIGHT AND MOMENTS OF INSTALLED SEAT(S)**

The weight of one seat assembly, including restraint system and upholstery is 13.4 lbs. The weight, arm, and moment for a single installed seat without passenger are shown below:

<b>POSITION</b>	<b>WT. (LBS)</b>	<b>ARM (IN.)</b>	<b>MOMENT/1000 (LB-IN)</b>
0	13.4 LBS	71	1.0
1		70	0.9
2		69	0.9
3		68	0.9
4		67	0.9
5		66	0.9
6		65	0.9
7		64	0.9
8		63	0.8
9		62	0.8
10		61	0.8

Weights and moments of installed seats are added to the weight and moment of the empty airplane weight (without passenger seats). C.G. of the empty airplane with passenger seats can be obtained by dividing total moment by total weight.

**Note**

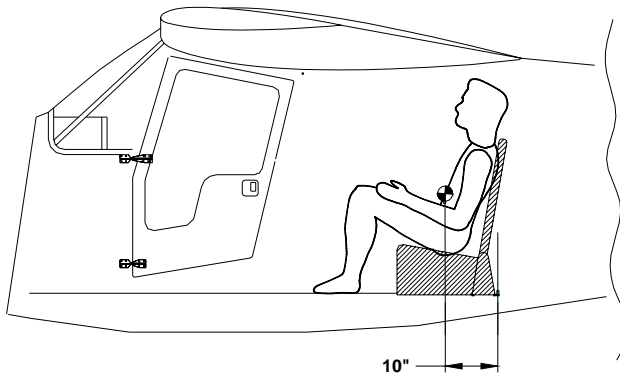
Seats may be used in any arrangement of one, two or three seats, as long as the individual seats are positioned in accordance with this section.

Seats that are stowed for cargo or combined operations are treated as cargo in accordance with the basic Airplane Flight Manual.

## PASSENGER LOADING, WEIGHT & BALANCE

Following is a typical passenger loading table for a passenger weight of 175 lbs and 13.4 lbs seat. Actual passenger weight must be used for actual weight and balance calculation. Centers of gravity of the Passenger and seat locations are shown in the figure.

POSITION	WT. (LBS)	ARM (IN.)	MOMENT/1000 (LB-IN)
0	PASSENGER (175 LBS) & SEAT (13.4 LBS) = 188 LBS	66	12.4
1		65	12.2
2		64	12.1
3		63	11.9
4		62	11.7
5		61	11.5
6		60	11.3
7		59	11.1
8		58	10.9
9		57	10.7
10		56	10.6



AVERAGE CG LOCATION FOR  
PASSENGER AND SEAT  
MOST FWD : ARM 56"  
MOST AFT : ARM 66"

Figure 7 Center of Gravity of Passenger and Seat

Following is a typical passenger loading table for a passenger weight of 175 lbs. Actual passenger weight must be used for actual weight and balance calculation.

<b>POSITION</b>	<b>WT. (LBS)</b>	<b>ARM (IN.)</b>	<b>MOMENT/1000 (LB-IN)</b>
0	PASSENGER = 175 LBS	66	11.6
1		65	11.4
2		64	11.2
3		63	11.0
4		62	10.9
5		61	10.7
6		60	10.5
7		59	10.3
8		58	10.2
9		57	10.0
10		56	9.8