

 U.S. Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>		Form Approved OMB No.2120-0020 For FAA Use Only Office Identification			
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).							
<b>1. Aircraft</b>		Make Piper	Model PA-44-180				
		Serial No. 4496-146	Nationality and Registration Mark N570ER				
<b>2. Owner</b>		Name (As shown on registration certificate) BCC Equipment Leasing		Address (As shown on registration certificate) 3780 Kilroy Airport Way Ste 750 Long Beach, CA. 90806-2460			
<b>3. For FAA Use Only</b> The <del>signature</del> /date identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, section 43.7. <i>W. Reyes</i> <i>09-04-03</i> FAA INSPECTOR      SDL-FSDO WP-07      DATE							
<b>4. Unit Identification</b>				<b>5. Type</b>			
Unit	Make	Model	Serial No.	Repair	Alteration		
AIRFRAME	(As described in item 1 above)				X		
POWERPLANT							
PROPELLER							
APPLIANCE	Type						
	Manufacturer						
<b>6. Conformity Statement</b>							
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.			
Embry-Riddle Aeronautical University 3700 Willow Creek Road Prescott, AZ. 86301		U.S. Certificated Mechanic		BF8R0320			
		Foreign Certificated Mechanic					
		X				Certificated Repair Station	
						Manufacturer	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.							
Date		Signature of Authorized Individual					
9-9-03		<i>W. Reyes</i>					
<b>7. Approval for Return To Service</b>							
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is:							
		<input checked="" type="checkbox"/> APPROVED		<input type="checkbox"/> REJECTED			
BY	FAA Ftl. Standards Inspector	Manufacturer	Inspection Authorization				
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group				
Date of Approval or Rejection		Certificate or Designation No.		Signature of Authorized Individual			
9-9-03		BF8R0320		<i>W. Reyes</i>			

**NOTICE**

*Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.*

**8. Description of Work Accomplished**

*(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

- A. Removed the existing landing lights from the nose cone.
- B. The following equipment and components were installed:
  - 1. Two XeVision XV36SL-1-14 Light Kits
  - 2. Two LoneStar Aviation Corp Eliminator Filters
  - 3. Two XV-36-SL Bulbs
- C. The installation was performed using "Installation and Operation Instructions" supplied with the XV36SL-1-14 Kit and LoneStar Aviation, Corp Eliminator Filter Installation Drawing # LS10003-06, Rev. 1
- D. The light ballasts and noise filters are mounted on a 6"x10.5"x .063" 2024T3 aluminum plate, using appropriate MS hardware and spacers as needed and mounted on the left side of the nose bay floor at station 28.9 using Piper Factory installed nutplates.
- E. The light bulbs are installed in the original mounts in the nose cone.
- F. Power for the lights comes from the existing wiring for the original landing lights.
- G. The system was installed with reference to AC 43.13-1B, Chapter 11, Sections 1,3,4,5,6,8,9,10,11,15 and 17.
- H. Instructions for Continuous Airworthiness are to inspect for chafing, condition of wiring and evidence of overheating of the components. This will be done in conjunction with the existing Progressive Inspection Program for inspection of the landing light system.
- I. Operational tests checked good.
- J. Radio interference checks were completed and no interference was found
- K. Aircraft weight and balance has been calculated and updated.

\*\*\*\*\* NOTHING FOLLOWS \*\*\*\*\*

Additional Sheets Are Attached