



U.S. Department  
of Transportation  
Federal Aviation  
Administration

## MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

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).

1. Aircraft	Make Piper	Model PA-44-180
	Serial No. 4496-148	Nationality and Registration Mark N572ER
2. Owner	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

### 3. For FAA Use Only

3. For FAA Use Only
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4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	————— (As described in item 1 above) —————				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

### 6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Embry-Riddle Aeronautical University 3700 Willow Creek Road Prescott, AZ. 86301	<input type="checkbox"/> U.S. Certificated Mechanic	BF8R0320
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> 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
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### 7. Approval for Return To Service

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  APPROVED  REJECTED

BY	FAA Flt. Standards Inspector		Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No. BF8R0320		Signature of Authorized Individual	

## 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