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

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

4. Unit Identification

<table>
<thead>
<tr>
<th>Unit</th>
<th>Make</th>
<th>Model</th>
<th>Serial No.</th>
<th>Repair</th>
<th>Alteration</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRFRAME</td>
<td></td>
<td>(As described in item 1 above)</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>POWERPLANT</td>
<td></td>
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<tr>
<td>PROPELLER</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>APPLIANCE</td>
<td>Type</td>
<td>Manufacturer</td>
<td></td>
<td></td>
<td></td>
</tr>
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</table>

5. Type

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<thead>
<tr>
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<th>Make</th>
<th>Model</th>
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<tbody>
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<td>Piper</td>
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<tr>
<td>APPLIANCE</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

6. Conformity Statement

A. Agency's Name and Address
   Embry-Riddle Aeronautical University
   3700 Willow Creek Road
   Prescott, AZ 86301

B. Kind of Agency
   U.S. Certificated Mechanic
   Foreign Certificated Mechanic
   X Certificated Repair Station
   Manufacturer

C. Certificate No.
   BF8R0320

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: [ ]

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
<table>
<thead>
<tr>
<th>FAA Ft. Standards Inspector</th>
<th>Manufacturer</th>
<th>Inspection Authorization</th>
<th>Other (Specify)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FAA Designee</td>
<td>X Repair Station</td>
<td>Person Approved by Transport Canada Airworthiness Group</td>
<td></td>
</tr>
<tr>
<td>Date of Approval or Rejection</td>
<td>Certificate or Designation No.</td>
<td>Signature of Authorized Individual</td>
<td></td>
</tr>
</tbody>
</table>

[ ] APPROVED [ ] REJECTED

Date of Approval or Rejection: [ ]
Signature of Authorized Individual: [ ]

FAA Form 337 (12-88)
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.

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NOTHING FOLLOWS******************************************************************