	**S.A.G.A EURL** C/O Gaston ULRIC 15 Lotissement Les Vallons Route de Balata 97234 FORT DE FRANCE SIRET 482 569 613 00011	**BON DE LANCEMENT ET EXÉCUTION N° 3-2019** IMMATRICULATION : **F-GATD** DATE : 04/02/2019

ORGANISME D'ENTRETIEN

Nom : ATIS N° d'agrément : FR.145.566
Dirigeant responsable : GUINOT Françoise

SITUATION DE L'APPAREIL AU COURS DES TRAVAUX

	MARQUE	TYPE	N° DE SÉRIE	HT	H depuis Rév.	Pot. Resta
Cellule	PIPER	PA 28-181	28 78 90138	9831.5		
Moteur	LYCOMING	O360 A4M	L-30677-36AC	4437,0	1112.0	
Hélice	SENSENICH	76EM8S5-0-62	100294K	2937.0	955.3	

Heures depuis dernière visite : 48.7
Heures jusqu'à prochaine visite : 0.3

Nature des travaux	VISA	
	Lancement	Exécuti
-VP 50H - Appliquer CN 2017-14-04		

TRAVAUX SUPPLÉMENTAIRES	VIS/

Programme d'entretien

PE EASA + PIPER

Avion : PA28-181 Immat. :F-GATD DT n° 19-009

Outillages / Instruments

Désignation	Marque	P/N	S/N	Date de fin de validité
torque wrench		2502mrmh-1/2	31260417	octobre-19
torque wrench		m2r100f	1529	octobre-19
poignee de gonlage		IIIair	140476778	sept-19

Matériels

P/N	Description	Qté
DIVERS	HUILE GRAISSE HYDRAULIQUE	AS REQUIRED

Données d'Entretien

Réf.	Description	Révision	Date	Conformité
60297/12	O360 operator's manual	Ed2 rev7	déc-09	
761-679	PA28 MM	CR94731	juil-14	
SPRM590	Sensenich field repair specs	N/A	N/A	
Divers	collection SB,SI,SL cellule/moteur/hélice			

Disponibilité installations et personnel

Disponibilité hangar	N° Emplacement / Ligne	Dispo hangar	Durée prévue
OUI	3	1j	3j
Disponibilité technicien	Nombre	Dispo personnel	Durée prévue
OUI	1	8 HH	8 HH
Disponibilité équipements (1 compresseur; 4 escabots; 1 plateforme (profondeur); 2 visseuses; 3 caisses mécanicien; 1 cylinder wrench set; 4 établis; 3 étagères roulantes)			OUI

Rappel: les techniciens sont responsable d'éxecuter les tâches critiques durant les périodes où ils sont les plus alertes !!

ATIS PLA Ed3 Amdt0

Dossier de Travaux N°

19-009

Propriétaire / Exploitant :

S.A.G.A Eurl

Aéronef / Equipement :

Type / P/N	S/N	Immat.
PA28-181	28-7890138	F-GATD

Documents fournis par le client :

- ☑ Bon de commande
- ☑ Programme d'Entretien
- ☑ Grilles d'émargement
- ☑ CN/AD/SB
- ☐ Autre :

.....

.....

Date :

6 février 2019

Zone Aviation Générale - Aéroport Martinique A. Césaire - 97232 LE LAMENTIN
Tél : 0596 52 49 05 - Fax : 0596 38 14 75 - Email : meca@atisfwi.com

DT N° 19-009

Liste des pages

Référence	Nom du document	Nbre pages
ATIS DT 0	Page de garde	1
ATIS DT 1	Liste des pages	1
ATIS DT 2	Bon de lancement des travaux	2
ATIS DT 3	Liste des pièces remplacées	1
ATIS DT 4	Travaux commandés / découverts	3
ATIS DT 5	Travaux reportés ou à suivre	1
ATIS DT 6	Récapitulatif Dossier de Travaux	1
CRS	Certificat de Remise en Service	1
OE	Ordre d'Exécution	0
ATIS RECAP	Récapitulatif des taches effectuées	0

DT N° 19-009 **Bon de Lancement de Travaux**

Programme d'Entretien

Edition :	EASA + PIPER	Révision :	0	Date :	.2019
Réf. approbation :	0				

Aéronef / Equipement

Type / P/N : PA28-181	S/N :	28-7890138	Immat. :	F-GATD
Heures totales :		9831.5		h:mn
Heures depuis ❑GV / ❑ RG :		N/A		h:mn
GMP 1 : ❑Heures totales / ❑ Heures depuis RG		4437	1112	h:mn
GMP 2 : ❑Heures totales / ❑ Heures depuis RG		N/A	N/A	h:mn
Hélice 1 : ❑Heures totales / ❑ Heures depuis RG		2937	955	h:mn
Hélice 2 : ❑Heures totales / ❑ Heures depuis RG		N/A	N/A	h:mn
Atterrissages :		N/A		ATT

Travaux Programmés

VP50H

Application CN/AD/SB

N-2017-14-04

DT N° 19-009 **Bon de Lancement de Travaux**

Equipements à potentiel

Nil

Travaux supplémentaires

Nil

Le Responsable Entretien
M Rouffignac Bernard

COMPONENT HISTORY

ALL DOCUMENTS

WO: 9788

Ref.	Date / Case#	Origin / Destination	Component / Batch	Aircraft FH FC
M.OUT 3121 # 1 Y/ref	05/02/19 5180	ATIS ATIS	P/N ATIS-MECA S/N ATIS2976 main-d-oeuvre	Qty. 8,5 Bar.code 2432 Condition NEW
M.OUT 3122 # 1 Y/ref	06/02/19 5181	ATIS ATIS	P/N IIIAIR S/N 140476778 Poignée de Gonflage Wika	Qty. 1 Bar.code 250 Condition NEW
M.OUT 3122 # 2 Y/ref	06/02/19 5182	ATIS ATIS	P/N 2502MRMH-1/2 S/N 0312606417 Torque Wrench	Qty. 1 Bar.code 10 Condition INS/REP
M.OUT 3122 # 3 Y/ref	06/02/19 5183	ATIS ATIS	P/N M2R100F S/N 1529 Click Torque Wrench	Qty. 1 Bar.code 14 Condition INS/REP
M.OUT 3122 # 4 Y/ref	06/02/19 5184	ATIS ATIS	P/N AEROD100 S/N 110448 ENGINE OIL	Qty. 8 Bar.code 2433 Condition NEW (1)
M.OUT 3122 # 5 Y/ref	06/02/19 5185	ATIS ATIS	P/N 06E19769-1-00 S/N ATIS-PO2220 GASKET	Qty. 1 Bar.code 2434 Condition NEW (2)
M.OUT 3122 # 6 Y/ref	06/02/19 5186	ATIS ATIS	P/N AA48110-2 S/N ATIS-PO2222 OIL FILTER	Qty. 1 Bar.code 2435 Condition NEW (3)
M.OUT 3122 # 7 Y/ref	06/02/19 5187	ATIS ATIS	P/N UREM40E S/N ATIS-BR790 SPARK PLUG	Qty. 1 Bar.code 2436 Condition NEW (4)
M.OUT 3122 # 8 Y/ref	06/02/19 5188	ATIS ATIS	P/N 638873 S/N 124948 FILTER, AIR	Qty. 1 Bar.code 2437 Condition NEW (5)
M.OUT 3122 # 9 Y/ref	06/02/19 5189	ATIS ATIS	P/N MS21045L3 S/N 20558-1 NUT LOCKING	Qty. 2 Bar.code 2438 Condition NEW (6)
M.OUT 3124 # 1 Y/ref	06/02/19 5192	ATIS ATIS	P/N 16A48 S/N CPO1006564 GASKET, FUEL INLET	Qty. 1 Bar.code 2441 Condition NEW (7)

END OF REPORT

DT N° 19-009 **Travaux Commandés** VP50H | F-GATD

Application CN/AD/SB **06/02/19**

N° OPS	Tâches à effectuer	Chef	Exec.	Cont.
1	N-2017-14-04		RFC	
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

Observations : *(noter le n° de l'item correspondant) 1/N2017-14-04 vérifiée RAS*

DT N° 19-009 **Travaux Commandés** VP50H | F-GATD

Equipements à potentiel

N° OPS	Tâches à effectuer	CRIT	Exec.	Cont.
1	Nil		NRE	
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

Observations : (noter le n° de l'item correspondant)

Travaux supplémentaires

N° OPS	Tâches à effectuer	CRIT	Exec.	Cont.
1	Nil			
2				
3				
4				
5				
6				
7				
8				
9				
10				

Observations : *(noter le n° de l'item correspondant)*

DT N° 19-009 **Travaux Découverts** VP50H | F-GATD

06/02/19

N° OPS	Tâches à effectuer	CRIT.	Exec.	Cont.
1	remplacè 1 bougie cyl N°1 bas		NRE	
2	filtre à air moteur remplacé		NRE	
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

Observations : *(noter le n° de l'item correspondant)*
1/1 bougie cyl N°1 remplacée 2/ filtre à air moteur remplacé

Visa et acceptation Client des Travaux Demandés		Visa Responsable Entretien
Date : 06/02/2019 Heure UTC : 12H00		

DT N° 19-009

Travaux Reportés ou à suivre
06/02/19

VP50H	F-GATD

N°	Item	Cause du report	Visite report	Temps M.O.	P/N à commander	Réf. CF
1	Nil					
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						

Visa Contrôle :

Visa et acceptation client :

Date : **Heure UTC :**

DT N° 19-009 **Récapitulatif Dossier de Travaux**

Date :	06/02/19	Type de Travaux :	VP50H

Aéronef / Equipement

Type / P/N :	PA28-181	S/N :	28-7890138	Immat. :	F-GATD

En signant ci-après, le technicien atteste : sa participation aux taches, qu'il a controlé que tout son outillage est présent dans sa caisse à l'issue de la maintenance et que toutes les trappes déposées ont été reposées

Exécutants :			Contrôleurs :		
Nom	Visa	Signature	Nom	Visa	Signature
Noré L	NRE		ROUFFIGNAC B.		

Outillage utilisé

P/N	S/N	Péremption	Restitution
Tu cou	K0476778	Sept 19	ok
2502MRMH e/2	0312606417	oct 19	ok
M2R 100 F	1529	oct 19	ok

Réception Visa :

Clôture Visa :

1. Approving competent Authority / Country Autorité / Pays compétent	2.	3. Form tracking number N° de repère du formulaire
DIRECTION GENERALE DE L'AVIATION CIVILE France	**AIRCRAFT CERTIFICATE OF RELEASE TO SERVICE Certificat d'approbation pour remise en service aéronef**	19-009

4. Approved Organisation name and address / Nom et adresse de l'Organisme Agréé	5. Work Order / Contract / Invoice Bon de commande / Contrat / Facture
Air Tourisme Instruction Services - Zone Aviation Générale - Aéroport Martinique Aimé Césaire - 97232 LE LAMENTIN - Martinique (F.W.I.)	SAGA 3-2019

6. Model / Type	7. Registration Immatriculation	8. A/C Serial number Numéro de série aéronef	9. Engines Serial Number / N° de série des moteurs	10. APU Serial number N° de série du Groupe Aux.	11. Operator / Exploitant
PA28-181	F-GATD	28-7890138	Moteur #1 : L-30677-36AC Moteur #2 : N/A	N/A	S.A.G.A Eurl

12. Status - Work performed / Etat - Travaux effectués : Type visite : VP50H | Autres travaux : NIL

CN/AD/SB appliqués :
N-2017-14-04

Tâches kardex :
Nil

Autres travaux :
remplacè 1 bougie cyl N°1 bas ; Remplacé filtre à air moteur

13. Remarks / Remarques :
Travaux reportés ou à suivre :
Nil

14. Approved maintenance programme / Programme d'entretien approuvé Issue / Edition / Revision / Date	15. Work pack reference / Réf. du dossier de visite	16. Date of performance / Date des travaux Beginning / Début / End / Fin	17. Aircraft flying hours Heures de vol	18. Aircraft cycles Cycles
PE EASA	19-009	06/02/19 — 06/02/19	9831.5	N/A

19. Part 145.A.50 Release to Service / Approbation pour Remise en Service selon la Partie 145.A.50
Certifies that unless otherwise specified in block 13, the work identified in block 12 and described in block 13, was accomplished in accordance with PART 145 and in respect to that work the aircraft is considered ready for release to service
Certifie que, sauf indication contraire spécifiée en case 13, les travaux identifiés en case 12 et décrits en case 13 ont été rélaisés conformément à la PARTIE 145 et qu'au vu de ces travaux, l'aéronef est considéré prêt à la remise en service.

☐ subject to the satisfactory performance of the test flight
sous réserve de l'exécution satisfaisante du vol de contrôle

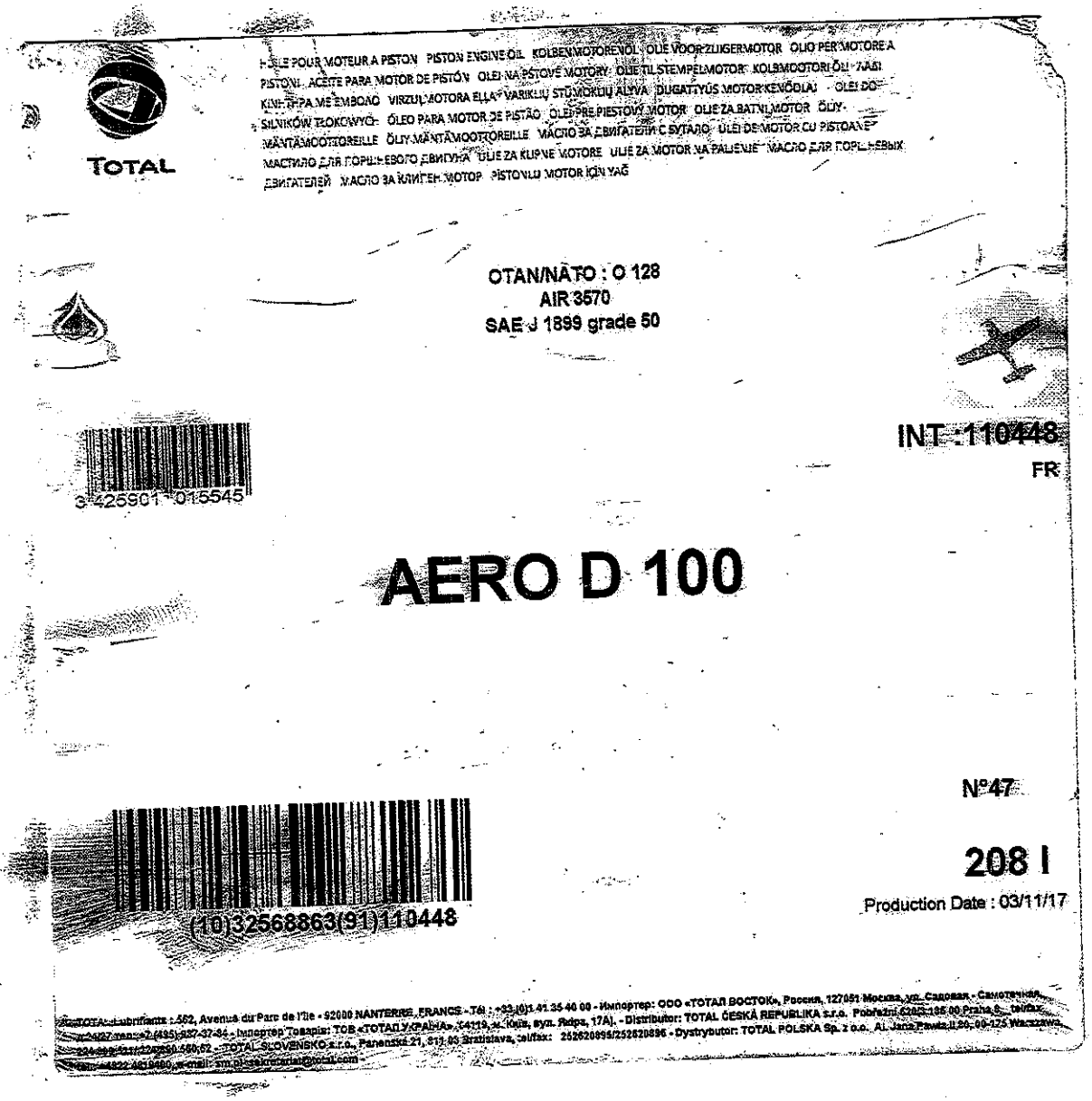
☐ for ferry flight and under the conditions in conformity with document of approval associated with this ferry flight ref :
pour vol de convoyage technique et dans les conditions conformes au document d'apporbation associé à ce vol de convoyage réf :

20. Authorized Signature / Signature	21. Certificate / Approval Ref. N° N° de certificat / d'agrément	22. Name / Nom	23. Date (dd/mm/yy) / UTC time Date (jj/mm/aa) / heure UTC	24. Location / Lieu
RFC ATIS 05-01 FR.145.566	FR.145.566	Rouffignac Bernard	06/02/2019 17H30	TFFF

FORM ATIS CRS ED. 1 REV. 3 mai 2011

N°	Points à vérifier	Contrôleur
1	Toutes les opérations d'entretien commandées par le client et les actions correctives en résultant ont bien été exécutées conformément aux déclarations signées	Visa contrôle
2	Toutes les opérations d'entretien y compris les réparations, ont bien été exécutées selon les procédures spécifiées dans le MOE et selon les données constructeur approuvées applicables à l'aéronef et à jour	Visa contrôle
3	Tous les outillages/ équipements /pièces ou matériels étrangers ont été retirés et tous les panneaux déposés ont bien été reposés	Visa contrôle
4	Toutes les modifications ont bien été effectuées, vérifiées et testées selon de la documentation approuvée par le constructeur et l'autorité d'immatriculation de l'aéronef.	Visa contrôle
5	Tous les travaux reportés ont bien été justifiés, n'affectent pas la navigabilité de l'aéronef et ont bien été acceptés par le client (présence d'une liste récapitulative)	Visa contrôle
6	Les modifications affectant les limitations ou les informations contenues dans les documents de navigabilité sont connues de l'exploitant pour qu'il puisse mettre à jour sa documentation technique. (ex : nouvelle fiche de pesée)	Visa contrôle
7	Toutes les CN et AD demandées sur le bon de commande des travaux ont bien été appliquées dans les limites imposées (heures, cycles ou dates mentionnées sur les ordres d'exécution)	Visa contrôle
8	Toutes les grilles d'émargement et ordres d'exécution ouverts font bien l'objet d'une fermeture: date et visa de l'exécutant sur le bordereau de signatures et sur les cartes et ordres d'exécution.	Visa contrôle
9	Tous les travaux supplémentaires découverts en visite sont : - soit clôturés sur la liste des travaux découverts en visite - soit mis en liste des travaux reportés	Visa contrôle
10	Toutes les tâches soumises à contrôle sont visées par un contrôleur	Visa contrôle
11	Tous les équipements installés sur avion sont munis d'une EASA Form one ou équivalent (documents conformes à PI 005) et les tests fonctionnels après installation ont été exécutés et enregistrés	Visa contrôle
12	La cabine a été inspectée pour en vérifier la conformité avec le plan d'armement	Visa contrôle
13	Si la visite est fractionnée, vérifier que la butée maximale heure visite avion + la tolérance ne sera pas atteinte avant la fin de la dernière fraction	Visa contrôle
14	Si l'APRS peut être prononcée, en base, le faire sur le certificat d'APRS avec report sur le CRM ou carnet de route avion. Immédiatement après signature mais avant la remise en ligne de l'avion transmettre une copie du certificat d'APRS + la liste des travaux reportés à l'exploitant. Si l'APRS est prononcée en piste, le faire directement sur CRM (avec réponse à chaque item traité ou report signalé dans le cadre réservé à cet effet) ou carnet de route. **Une copie du CRM est archivée avec le dossier de visite**	Visa contrôle

Photocopie effectuée le 06/02/2019
au titre d'un délotissement de 8 pièce(s)
sur un total de 208 pièces
par NEE de la société ATIS



1. Approving Civil Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/UNITED STATES	AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG	7364935376 0906181804

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Aviall Services Inc. 2750 Regent Blvd DFW Airport, TX 75261	2220

6. Item:	7. Description:	8. Part Number	9. Quantity:	10. Serial Number:	11. Status/Work:
1	GASKET-ANNULAR - 1.000 ID	06E19769-1.00	50	N/A:	NEW

Photocopie effectuée le 06/08/2019
au titre d'un délotissement de 1 pièce(s)
sur un total de 50 pièces
par [illegible] de la société ATIS

12. Remarks:

ME
BRA
1804

The products/article(s) shipped under this approval were produced by LYCOMING ENGINES

13a. Certifies the items identified above were manufactured in conformity to:
- [X] Approved design data and are in a condition for safe operation.
- [ ] Non-approved design data specified in Block 12.

14a. [ ] 14 CFR 43.9 Return to Service [ ] Other regulation specified in Block 12
Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.:
	278953503		
13d. Name (Typed or Printed): HARRY GAMMONS	13e. Date (dd/mmm/yyyy) 06 Sep 2018	14d. Name (Typed or Printed):	14e. Date (dd/mmm/yyyy):

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

1. Approving Civil Aviation Authority/Country: FAA / UNITED STATES	2.	3. Form Tracking Number:
	AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG	005490
4. Organization Name and Address:	Aero Accessories LLC. - 1240 Springwood Church Road - Gibsonville NC 27249 FAA-PMA PQ1206CE YV4R688M	5. Work Order/Contract/Invoice Number: P.O.# P414038 Page 1 of 2

6. Item	7. Description	8. Part Number	9. Quantity	10.Serial Number	11. Status / Work
1	See Block 12	See Block 12	See Block 12	N/A or See Block 12	NEW

12. Remarks

AIRWORTHINESS APPROVAL - ARTICLE
PMA PARTS LISTED ARE NOT CRITICAL COMPONENTS.

Quantity	Description	Part Number	Serial #
12	SIX PACK OIL FILTERS 3/4 MALE SHORT	AA48110-2 (6 PACK)	2-D
28	SIX PACK OIL FILTERS 3/4 MALE SHORT	AA48110-2 (6 PACK)	2-C
15	SIX PACK OIL FILTER 3/4 FEM SHORT	AA48108-2 (6 PACK)	1-S
5	SIX PACK OIL FILTER 3/4 FEM SHORT	AA48108-2 (6 PACK)	1-T
300	OIL FILTER 3/4 MALE SHORT	AA48110-2	2-D
150	OIL FILTER 3/4 FEMALE SHORT	AA48108-2	1-S
100	OIL FILTER 3/4 FEMALE LONG	AA48109	1-O
50	5/8-24 THREAD MASSIVE ELECTRODE	UREM37BY	00AQ
100	5/8-24 THREAD MASSIVE ELECTRODE	UREM40E	00D5
400	5/8-24 THREAD MASSIVE ELECTRODE	UREM38E	00GS
100	3/4-20 THREAD MASSIVE ELECTRODE	URHB32E	00DO

Photocopie effectuée le 06/09/2019
au titre d'un délotissement de 1 pièce(s)
sur un total de 12 pièces
par NLC de la société ATIS

13a. Certifies the items identified above were manufactured in conformity to:	14a. ☐ 14 CFR 43.9 Return To Service ☒ Other Regulation Specified in Block 12
☒ Approved design data and are in condition for safe operation. ☐ Non-approved design data specified in Block 12	Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12 was accomplished in accordance with Title 14, Cde of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.
13b. Authorized Signature: Tayler W Phillips	13c. Approval / Authorization No. : 047586858
13d. Name (Typed or Printed): Tayler W. Phillips	13e.Date (dd/mmm/yyyy): 23/Jul/2018
14b. Authorized Signature:	14c. Approval / Authorization No.:
14d. Name (Typed or Printed):	14e.Date (dd/mmm/yyyy):

It is important to understand that the existence of this document alone does not automatically constitue authority to install the aircraft engin/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Bllock1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the Country specified n Block 1.

Statement in Blocks 13a and 14a do not constituee installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

Southern Cross Aviation www.scross.com I461342 1048341 P/N AA48110-2 Item 1 Qty 12 Ctr# 459123 Ctrld 4

****** CERTIFIED TRUE COPY ******

(3)

1. Approving Civil Aviation Authority/Country: FAA / UNITED STATES	2.	3. Form Tracking Number: 037917

AUTHORIZED RELEASE CERTIFICATE

FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

(4)

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Aero Accessories, Inc. - 1240 Springwood Church Road - Gibsonville NC 27249 FAA-PMA PQ1206CE	PO# 64092MS Page # 1 of 1

6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11 Status / Work:
1	5/8-24 THREAD MASSIVE ELECTRODE	UREM40E	60	N/A or see Block 12	NEW

12. Remarks

AIRWORTHINESS APPROVAL - ARTICLE

Photocopie effectuée le 06/02/2010
au titre d'un délotissement de 1 pièce(s)
sur un total de 60 pièces
par Nle de la société ATIS

13a. Certifies the items identified above were manufactured in conformity to:	14a. [ ] 14 CFR 43.9 Return to Service [ ] Other Regulation Specified in Block 12
[X] Approved design data and are in condition for safe operation. [ ] Non-approved design data specified in Block 12	Certifies that unless otherwise specified in Block 12, the work identified in Block 11 was performed in accordance with the regulations listed in Block 14a and is returned to service.
13b. Timothy Henderson	13c. Approval / Authorization No.: 251363134
13d. Name (Typed or Printed): Timothy Henderson	13e. Date (dd/mmm/yyyy): 31/May/2016

User / Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/ installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specifed in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

Aero Accessories Inc.
1240 Springwood Avenue
Gibsonville, NC 27249

Shipping List 037917

Customer No 000001
Sales Order Shipper

Ship to :SAYWELL INTERNATIONAL
3700 NORTH 29TH AVE
UNIT 101
HOLLYWOOD FL 33020
UNITED STATES

Sold to :SAYWELL INTERNATIONAL
3700 NORTH 29TH AVE
UNIT 101
HOLLYWOOD FL 33020
UNITED STATES

Ship Date	Customer PO	# of Boxes	Weight	Ship VIA	Bill of Lading	F O B
05/31/2016	64092MS	0	0.0000	UPS GROUND		

Item	Fac / Part / Rev / Description / Details	Order Quantity	Ship Quantity
000001	UREM40E **Sales Order 026209-00** Item 001 5/8-24 THREAD MASSIVE ELECTRODE Rev C U/M EA Lot/SN(s) 4464 Qty 60	60.00000	60.00000

Tracking# 1z2295290371608533
8130-3 FORM REQUIRED
SHIP UPS GROUND #376015
DO NOT INSURE

CUSTOMS COPY

1. Approving Civil Aviation Authority/Country:	2.	3. FAA Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG	RH060517-2

4. Organization Name and Address:

Purolator Facet Inc.
8439 Triad Drive
Greensboro, N.C 27409-9621 (PQ1207CB)

5. Work Order/Contract/Invoice Number: 45583804

6. Item:	7. Description:	Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	Filter Element	638873	500	N/A	NEW

12. Remarks: MFG DATE: 05/17
CURE DATE: N/A
SHELF LIFE: 10 Years
LOT NO: 124948(309), 124950(191)

APPROVED REPLACEMENT FOR: Piper P/N: PS60007-2 (460-632)

AIRWORTHINESS APPROVAL
This PMA part is not a critical component

Photocopie effectuée le 06/08/2019
au titre d'un délotissement de 1 pièce(s)
sur un total de 800 pièces
par NRe de la société ATIS

ATIS OE
FR.145.566
DDU

13a. Certifies the items identified above were manufactured in conformity to:	14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.	Certifies that unless otherwise specified in block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.:
Richard W. Horne	453295304		
13d. Name (Typed or Printed):	**13e. Date (dd/mmm/yyyy):**	**14d. Name (Typed or Printed):**	**14e. Date (dd/mmm/yyyy):**
RICHARD W. HORNE	05/Jun/2017		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

(5)

McFarlane Aviation, Inc.
696 E 1700 Road
Baldwin City, KS 66006

785-594-2741
785-594-3922 Fax
www.mcfarlaneaviation.com
Sales@mcfarlaneaviation.com

McFarlane Aviation Products

Certificate of Conformance

Date:	12/18/2014
McFarlane Aviation Invoice Number:	217506
Customer Purchase Order No.	cf447

Supporting documentation for materials utilized during production, adherence to established processing procedures, and in-process and final inspections are on file and available for review

These records will be maintained for 10 years minimum as per the McFarlane Quality Assurance Manual and Federal Aviation Regulation 14 CFR Part 21.137(k).

Parts that are distributed by McFarlane Aviation Products are traceable to the original manufacturing company or a distributor of the original manufacturing company. Records of this traceability are maintained and available upon request.

Photocopie effectuée le 06/02/2015
au titre d'un délotissement de 2 pièce(s)
sur un total de 10000 pièces
par NAE de la société ATIS

Dana Yarnell
Quality Manager

Standardized C of C

Revision A

6

Invoice

McFarlane Aviation, Inc.
696 E. 1700 Road
Baldwin City, KS 66006

www.mcfarlaneaviation.com
sales@mcfarlaneaviation.com
800.544.8594 785.594.2741 785.594.3922 Fax

Invoice Number: 0217506-IN
Invoice Date: 12/18/2014
Order Number: 0126703
Order Date: 12/3/2014
Salesperson: Seth Todd
Customer Number: ATIS723

Sold To: ATIS MAINTENANCE
ZONE AVIATION GENERALE
AEROPORT MARTINIQUE
AIME CESAIRE LE LAMENTIN
FRENCH WEST INDIES, 97232
Martinique

Ship To: ATIS MAINTENANCE
ZONE AVIATION GENERALE
AEROPORT MARTINIQUE
AIME CESAIRE LE LAMENTIN
FRENCH WEST INDIES, 97232
Martinique

Confirm To: NICOLAS Pkg. Tracking Number: 772305812140;

Thank you! Your business is important to us!

Customer P.O.	Ship VIA	F.O.B.	Terms	Email
CF447	FEDEX INT P	BALDWIN CITY	M/C VISA DISC.	alls.meca@gmail.com

Paid in full w/ CC ending in: 8840

Part Number	Description	Unit	Ordered	Shipped	Back Ordered	Retail Price	Price	Amou
13889	BRG CONE CL 2 CODE 629 FAA-PMA	EACH	3.000	3.000	0.000	50.50	36.36	109.0
	Lot Number: PO20335-2 3.000							
APS66-06200	BRAKE LINING	EACH	20.000	20.000	0.000	19.50	10.98	219.6
	Lot Number: PO20168-3 20.000							
APS66-06500	BRAKE LINING	EACH	20.000	20.000	0.000	21.75	11.79	235.8
	Lot Number: PO19954-2 20.000							
NAS1149F0363P	WASHER, 3/16", Steel, .063	HUND	2.000	2.000	0.000	4.00	3.20	6.4
	Lot Number: PO20175-1 2.000							
NAS1149F0332P	WASHER, 3/16", Steel, .032	HUND	2.000	2.000	0.000	3.00	2.40	4.8
	Lot Number: PO15332-1 2.000							
MS21045L3	NUT, Locking, 450F, 10-32	EACH	100.000	100.000	0.000	14.35	0.41	41.0
	Lot Number: PO20558-1 100.000							
NAS1149C0332R	WASHER, 3/16", SS, .032	HUND	2.000	2.000	0.000	4.00	3.20	6.4
	Lot Number: PO19795-2 2.000							
NAS1149C0363R	WASHER, 3/16", SS, .063	HUND	2.000	2.000	0.000	5.00	4.00	8.0
	Lot Number: PO19548-3 2.000							
P5000	VALVE, Oil Drain, 1/2"-14 NPT	EACH	2.000	2.000	0.000	100.80	83.16	166.3
	Lot Number: PO20474-1 2.000							
102-00007	CHT PROBE BAYONET THERMISTOR	EACH	1.000	1.000	0.000	443.00	326.18	326.
	Lot Number: PO20167-1 1.000							
86253	CHT PROBE BAYONET STYLE TYPE K	EACH	1.000	.000	1.000			
28202								

BON ETAT
BR 644
du 23/12/2014
ATIS GE F
E62

Péremption:

Rayon: D1
Aéronef:

S/N:
Désignation: Nut

N° Doc. lib.: COC IN217506

P/N fournisseur:

P/N IPC: MS21045L3

REMIT TO:
ALIGN AEROSPACE
PO BOX 842078
DALLAS, TX 75284-2078

ALIGN AEROSPACE
301 EAST STEPHENS ST., STE 150
CHATSWORTH, CA 91311
Phn: 18187277800 Fax: 18187271054

****
* P A C K I N G *
****

Container....01470103
Invoice No...IXX00SGF
Ship Date....06/04/12

SOLD TO
BIL010 -000
BILD INDUSTRIES, INC.
800 CLEARWATER LOOP
POST FALLS, ID 83854

SHIP TO
001
BILD INDUSTRIES, INC.
800 CLEARWATER LOOP
POST FALLS, ID 83854

P.O. #: 79359
OUR SALE # SXX00B78
TERMS: NET 30 DAYS

SHIP MODE: FEDEX GROUND
NO. CARTONS: 6
F.O.B.:SHIP POINT ShpBr:TO

QUANTITY ORDERED	U/M	QUANTITY SHIPPED	BALANCE DUE	PART NO. & DESCRIPTION	UNIT PRICE	TOTAL
25,000	EA	25,000	0	MS21045L3 DESC: NUT This line item is in compliance with DFARS Clause 252.225 Alternate I Preference for Domestic Specialty Metals. SchB: 7318.16.0000 Cust Line: 001 LOT V5201 QTY: 24,275 MANF: SPS TECHNOLOGIE CAGE: REV:1 Country of Origin: UNITED STATES OF AMERICA TEST: DFAR - FULL CERTIFIC LOT V5201 QTY: 725 MANF: SPS TECHNOLOGIE CAGE: REV:1 Country of Origin: UNITED STATES OF AMERICA TEST: DFAR - FULL CERTIFIC		

Total Weight --------> .000 T O T A L ----------> -------

This document is shown in US DOLLAR
The commodities sold by Align must be exported from the United States in accordance with U.S. export laws and regulations. Diversion contrary to U.S. law is prohibited

We hereby certify that these goods were produced in compliance with all applicable requirements of section 6,7 and 12 of the fair labor standards act as amended, and of regulations and orders of the United States Department of Labor issued under section 14 thereof.
all claims for error, shortage, or damage must be made within 7 days of receipt. Returns must have a return material authorization number issued by Align Aerospace affixed to returned containers. Our liability is limited to replacing the material or refunding the invoice value of the material sold.
Products in this shipment did not come into contact with mercury or mercury compounds while in possession of Align Aerospace.

CERTIFICATE OF CONFORMANCE

The manufacturer has represented products furnished in this shipment as conforming to applicable drawings and specifications. Required supporting evidence is available at Align Aerospace or source of purchase upon request, subject to a fee.

DIRECTOR OF QUALITY Suzy Ojeda

Suzy Ojeda

1. Approving National Aviation Authority/Country:	2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG	3. Form Tracking Number:
FAA/UNITED STATES		AV0612749351 9597399

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Aviall Services Inc. 2750 Regent Blvd Dallas, TX 75261	CPO1006564

6. Item:	7. Description:	8. Part Number	9. Eligibility:*	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1	GASKET-FUEL INLET STRAINER	16-A48	N/A	20	N/A	NEW

Photocopie effectuée le 06/09/2019
au titre d'un délotissement de 1 pièce(s)
sur un total de 20 pièces
par NDE de la société ATIS

13. Remarks:

ME
GOD
0837

ATIS OE
FR.145.566
RFC

THIS PMA PART IS NOT A CRITICAL COMPONENT
Export Airworthiness approval
No special import requirements for MARTINIQUE stated at time of issuance.
The products/article(s) shipped under this approval were produced by MARVEL-SCHEBLER AIRCRAFT CARBURETORS, LL

14. Certifies the items identified above were manufactured in conformity to:
[X] Approved design data and are in a condition for safe operation.
[ ] Non-approved design data specified in Block 13.

19. [ ] 14 CFR 43.9 Return to Service [ ] Other regulation specified in Block 13
Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature	16. Approval/Authorization No.:	20. Authorized Signature:	21. Approval/Certificate No.:
Mirza I. Baig	DART-832627-SW		
17. Name (Typed or Printed): MIRZA I. BAIG	18. Date (m/d/y): Jul 04, 2012	22. Name (Typed or Printed):	23. Date (m/d/y):

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1. Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

WD-9788 F. GAID DT 19-089
Inspecté par NRE
RAS.

2017-14-04 Piper Aircraft, Inc.: Amendment 39-18948; Docket No. FAA-2016-9254; Directorate Identifier 2015-CE-030-AD.

(a) Effective Date

This AD is effective August 15, 2017.

(b) Affected ADs

This AD replaces AD 95-26-13, Amendment 39-9472 (60 FR 67321, December 29, 1995) ("AD 95-26-13").

(c) Applicability

This AD applies to Piper Aircraft, Inc. Models PA-28-140, PA-28-150, PA-28-151, PA-28-161, PA-28-160, PA-28-180, PA-28-181, PA-28-235, PA-28-236, PA-28R-180, PA-28R-200, PA-28R-201, PA-28S-160, PA-28S-180, PA-32-260, PA-32-300, PA-32-301, PA-32-301T, PA-32R-300, PA-32R-301 (SP), PA-32R-301 (HP), PA-32R-301T, PA-32RT-300, PA-32RT-300T, and PA-32S-300 airplanes, all serial numbers, that are:

(1) Equipped with one or more oil cooler hose assemblies that do not meet technical standard order C53a (TSO-C53a), Type D requirements; and

(2) Certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 79, Engine Oil.

(e) Unsafe Condition

AD 95-26-13 was prompted by numerous incidents/accidents caused by rupture or failure of the oil cooler hose assemblies. This AD action was prompted by requests to clarify the intent of AD 95-26-13. We are issuing this AD to prevent rupture or failure of the oil cooler hose assemblies, which could result in engine stoppage with consequent loss of control.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done. You may review the flow chart found in appendix 1 to assist you in complying with the actions of this AD.

(g) Inspection Procedures for an Oil Cooler Mounted AT or AFT of the Rear of the Engine

NRE For any oil cooler hose assemblies that do not meet TSO-C53a, Type D requirements: Within the next 100 hours time-in-service (TIS) after February 5, 1996 (the effective date retained from AD 95-26-13), and repetitively thereafter at intervals not to exceed 100 hours TIS, inspect the fire sleeve of

each oil cooler hose assembly for soaked oil, a brownish or whitish color, and any evidence of brittleness or deterioration as a result of heat or oil seepage. See figure 1 to paragraphs (g) and (h) of this AD for additional information.

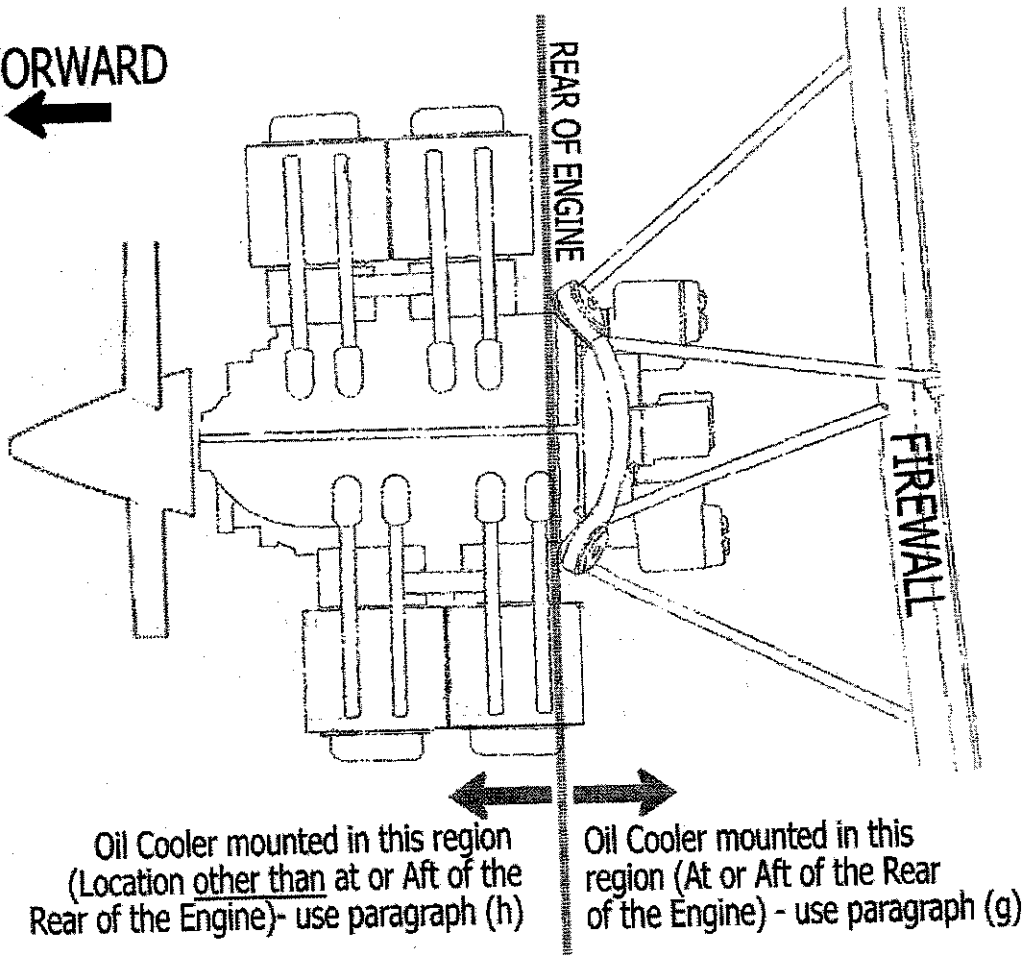


Figure 1 to paragraphs (g) and (h) of this AD: Oil cooler

Note 1 to paragraphs (g) and (h)(1) of this AD: Although not required by this AD, the FAA recommends that an oil cooler hose assembly flexibility test be done at 100-hour TIS intervals by gently lifting each oil cooler hose assembly in several places along its bottom surface, ideally at the center of an arc. If the oil cooler hose assembly moves slightly, either from side-to-side or upward, then some flexibility remains. If the oil cooler hose assembly appears hardened or inflexible, replacement is recommended.

(h) Inspection Procedures for an Oil Cooler Mounted in a Location Other Than AT or AFT of the Rear of the Engine

(1) For any oil cooler hose assemblies that do not meet TSO-C53a, Type D requirements: Within the next 100 hours TIS after February 5, 1996 (the effective date retained from AD 95-26-13), and repetitively thereafter at intervals not to exceed 100 hours TIS, inspect the fire sleeve of each oil cooler hose assembly for soaked oil, a brownish or whitish color, and any evidence of brittleness or deterioration as a result of heat or oil seepage. See figure 1 to paragraphs (g) and (h) of this AD for additional information.

(2) For any oil cooler hose assemblies that do not meet TSO-C53a, Type D requirements: Within the next 100 hours TIS after February 5, 1996 (the effective date retained from AD 95-26-13) and repetitively thereafter at intervals not to exceed 100 hours TIS, inspect the oil cooler hose assemblies

to ensure the installation conditions in paragraphs (h)(2)(i) through (iii) of this AD are met. See figure 1 to paragraphs (g) and (h) of this AD for additional information. If the conditions listed in paragraphs (h)(2)(i) through (iii) of this AD are not met, before further flight, make any necessary adjustments. See figure 2 to paragraph (h)(2) of this AD for additional information.

(i) The oil cooler hose assemblies pass underneath and behind the electrical ground cable and in front of the lower of the two engine mounts.

(ii) The oil cooler hose assemblies are secured to the engine mount strut and a clearance of at least 2 inches exists between the oil cooler hose assemblies and the exhaust stack.

(iii) Oil cooler hose assemblies with a minimum outer diameter of 0.75 inch are installed with a bend radius of at least 6.5 inches.

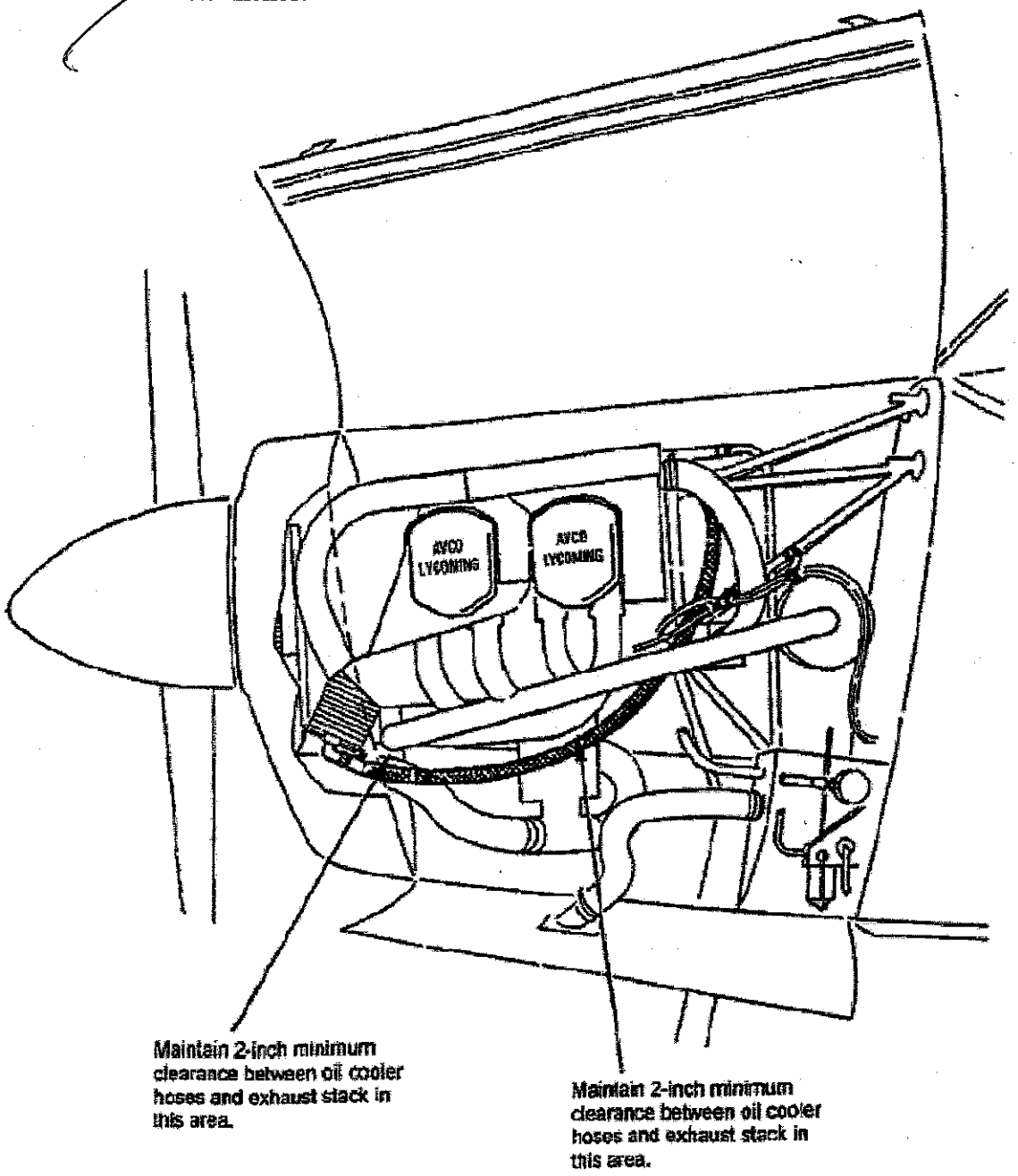


Figure 2 to paragraph (h)(2) of this AD: Acceptable clearances

(i) Corrective Actions

(1) If any of the conditions described in paragraph (g) or (h)(1) of this AD are found on an oil cooler hose assembly during the inspection required in paragraph (g) or (h)(1) of this AD, as applicable, before further flight, replace the oil cooler hose assembly with a serviceable new or used TSO-C53a Type D oil cooler hose assembly or TSO-C53a Type C oil cooler hose assembly. If a used TSO-C53a Type C oil cooler hose assembly is installed, it must have documented hours TIS.

Note 2 to paragraphs (i)(1) and (j) of this AD: If only one of the two oil cooler hose assemblies requires replacement, the FAA recommends replacing both of the oil cooler hose assemblies to simplify tracking the hours TIS of the assemblies.

(2) If a newly installed oil cooler hose assembly is a TSO-C53a Type C oil cooler hose assembly and it is mounted in a location other than at or aft of the rear of the engine, then replacement of the oil cooler hose assembly must meet the conditions listed in paragraphs (h)(2)(i) through (iii) of this AD.

(3) If compliance with paragraphs (i)(1) and (i)(2) of this AD results in both oil cooler hose assemblies of an airplane meeting TSO-C53a Type D requirements, then the requirements of this AD are terminated for the airplane.

(j) Life Limit of TSO-C53a Type C Oil Cooler Hose Assemblies

(1) When a TSO-C53a Type C oil cooler hose assembly accumulates 8 years or 1,000 hours TIS, whichever occurs first, replace the oil cooler hose assembly with a serviceable new or used TSO-C53a Type D oil cooler hose assembly or TSO-C53a Type C oil cooler hose assembly. If a used TSO-C53a Type C oil cooler hose assembly is installed, it must have documented hours TIS. If the newly installed oil cooler is a TSO-C53a Type C oil cooler hose assembly and it is mounted in a location other than at or aft of the rear of the engine the installation must meet the conditions listed in paragraphs (h)(2)(i) through (iii) of this AD.

(2) You may at any time before a TSO-C53a Type C oil cooler hose assembly exceeds the life limit in paragraph (j)(1) of this AD, replace a TSO-C53a Type C oil cooler hose assembly with a TSO-C53a Type D oil cooler hose assembly.

(3) If compliance with paragraphs (j)(1) or (j)(2) of this AD results in both oil cooler hose assemblies of an airplane meeting TSO-C53a Type D requirements, then the requirements of this AD are terminated for the airplane.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (k) of this AD.

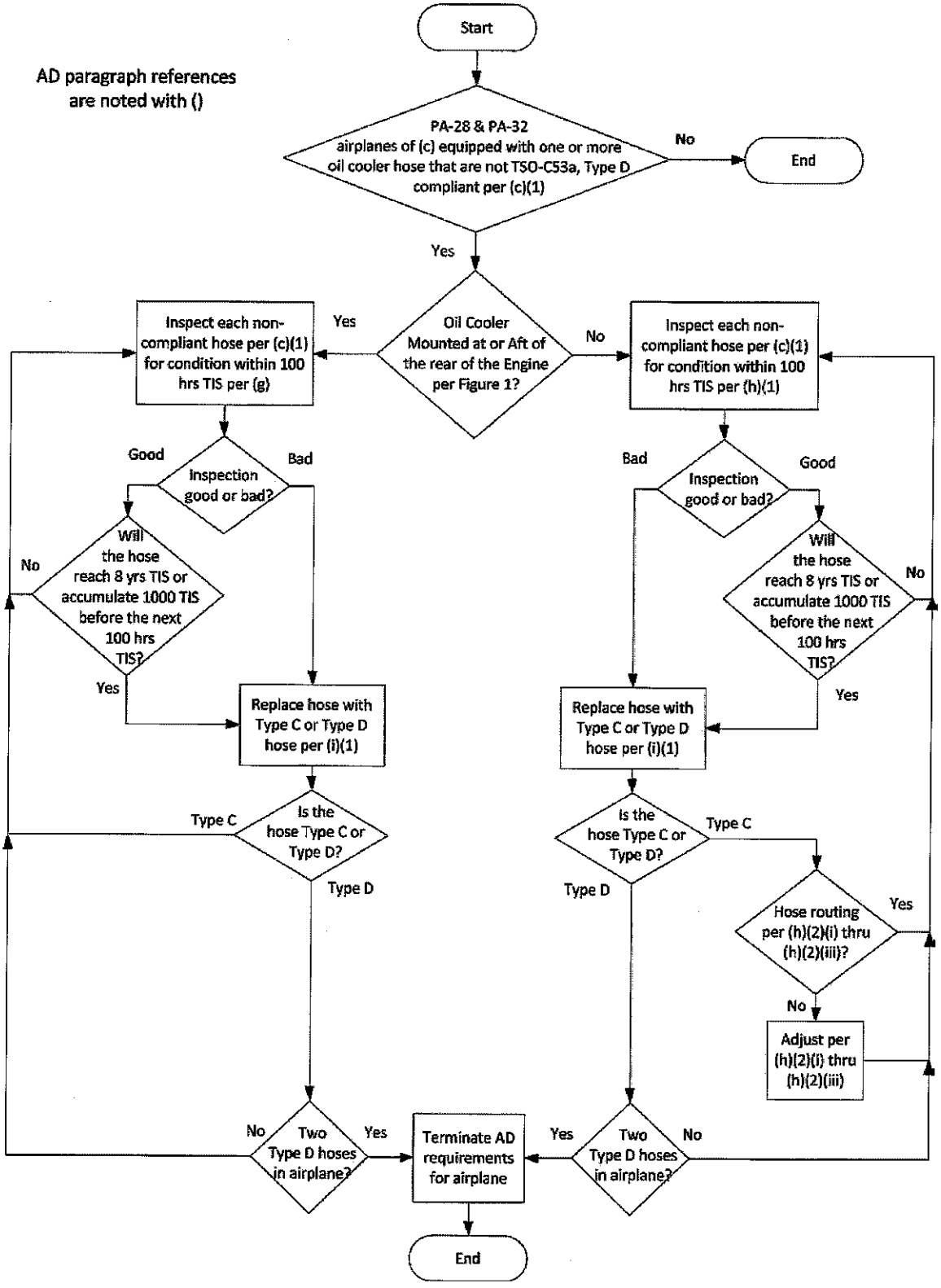
(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) AMOCs approved for AD 95-26-13 (60 FR 67321, December 29, 1995) are not approved as AMOCs for the corresponding provisions of this AD.

(l) Related Information

For more information about this AD, contact Gary Wechsler, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474-5575; fax: (404) 474-5606; email: gary.wechsler@faa.gov.

Appendix 1 to AD 2017-14-04



Issued in Kansas City, Missouri, on June 29, 2017.

Pat Mullen,

Acting Manager, Small Airplane Directorate,

Aircraft Certification Service.

CHAPTER

5

TIME LIMITS AND MAINTENANCE CHECKS

1A21

CHAPTER 5 - TIME LIMITS/MAINTENANCE CHECKS

TABLE OF CONTENTS/EFFECTIVITY

GENERAL

This chapter provides instructions for conducting inspections. Inspections are described in inspection requirements and preflight checks. Repair or replacement instructions for unserviceable components are in the section covering the applicable aircraft system.

— WARNING —

Ground magneto primary circuit before performing any engine work.

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TIME LIMITS

A. INSPECTION REQUIREMENTS

Required inspection procedures are listed in periodic inspections. Inspection procedure is divided as follows: Propeller, Engine, Cabin, Fuselage and Empennage, Wing, Landing Gear, Float Group, Operational Inspection, and General. The first column in each group lists the inspection or procedure to be performed. The second column is divided into four columns indicating required inspection intervals of 50 hours, 100 hours, 500 hours, and 1000 hours. Inspection or operation is required each inspection interval as indicated by a circle (O). Refer to the applicable section in this manual for part access or part removal instructions. Use forms (Piper Part no. 230 1039) furnished by the Piper Factory Service Department, available through Piper dealers or distributors for inspections

B. PREFLIGHT CHECKS

Perform a thorough preflight and walk-around check in addition to inspection intervals in Periodic Inspections. Pilot or mechanic must include preflight check as normal procedure necessary for safe aircraft operation. Refer to Pilot's Operating Handbook for items that must be checked.

C. OVER LIMITS INSPECTION

Check appropriate manufacturer's instructions if aircraft components have exceeded maximum operational limits.

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SCHEDULED MAINTENANCE CHECKS

PERIODIC INSPECTIONS

— NOTE —

Refer to Notes 1, 2, 3, and 4 before performing inspections.)

NATURE OF INSPECTION	Inspection time (hrs)			
	[redacted]	100	500	1000
A. PROPELLER GROUP				
1. Inspect spinner and back plate	[redacted]	O	O	O
2. Inspect blades for nicks and cracks.	[redacted]	O	O	O
3. Inspect for grease and oil leaks	[redacted]	O	O	O
4. Lubricate propeller. Refer to chapter 12.)	[redacted]	O	O	O
5. Inspect spinner mounting brackets.		O	O	O
6. Inspect propeller mounting bolts and safety. Check torque, if safety is broken		O	O	O
7. Inspect hub parts for cracks and corrosion		O	O	O
8. Inspect complete propeller and spinner assembly for security, chafing, cracks, deterioration, wear, and proper installation.		O	O	O
9. Recondition propeller. (See Note 5.)				
B. ENGINE GROUP.				
— WARNING — ***Ground magneto primary circuit prior to beginning any engine work.***				
— NOTE — ***Read note 6 prior to beginning this inspection group.***				
1. Remove engine cowling. Inspect for damage	[redacted]	O	O	O
2. Clean and inspect cowling for cracks, distortion, and loose or missing fasteners		O	O	O
3. Drain oil sump. (See Note 7.)	[redacted]	O	O	O
4. Clean suction oil strainer at oil change. Inspect strainer for foreign particles.	[redacted]	O	O	O
5. Clean pressure oil strainer or change full flow (cartridge type) oil filter element. Check strainer or element for foreign particles	[redacted]	O	O	O
6. Inspect oil temperature sender unit for leaks and security		O	O	O
7. Inspect oil lines and fitting for leaks, security, chafing, dents, and cracks. (See Note 8.)	[redacted]	O	O	O
8. Clean and inspect oil radiator cooling fins		O	O	O
9. Remove and flush oil radiator			O	O
10. Fill engine with oil per lubrication chart. (Refer to chapter 12.)	[redacted]	O	O	O

SCHEDULED MAINTENANCE CHECKS (continued)

PERIODIC INSPECTIONS (continued)

— NOTE —

Refer to Notes 1, 2, 3, and 4 before performing inspections.)

NATURE OF INSPECTION	Inspection time (hrs)				
	50	100	500	1000	
B. ENGINE GROUP (continued)					
— CAUTION — *Use caution not to contaminate vacuum pump with cleaning fluid. (Refer to latest revision Lycoming Service Instruction No. 1221.)*					
11. Clean engine.		O	O	O	
12. Inspect condition of spark plugs (clean and adjust gap as required, adjust per latest revision Lycoming Service Instruction no. 1042.		O	O	O	
— NOTE — *If fouling of spark plugs are apparent, rotate bottom plugs to upper plugs.*					
13. Inspect spark plug cable leads and ceramics for corrosion and deposits	O	O	O	O	NOE
14. Check cylinder compression. (Reference: AC 43.13-1A.)		O	O	O	
15. Inspect cylinders for cracked or broken fins. (See Note 9.)		O	O	O	
16. Inspect rocker box covers for evidence of oil leaks. If found, replace gasket; tighten cover screws to a torque of 50 inch-pounds. (See Notes 10.)	O	O	O	O	NOE
17. Inspect ignition harness and insulators for high tension leakage and continuity		O	O	O	
18. Inspect magneto points for condition and proper clearance		O	O	O	
19. Inspect magneto for oil leakage		O	O	O	
20. Inspect breaker felts for proper lubrication.		O	O	O	
21. Inspect distributor block for cracks, burned areas, corrosion, and height of contact springs			O	O	
22. Check magnetos to engine timing		O	O	O	
23. Overhaul or replace magnetos. (See Note 11.)					
24. Remove air filter and tap gently to remove dirt particles Replace as required	O	O	O	O	NOE
25. Drain carburetor and clean inlet line fuel strainer.	O	O	O	O	NOE
26. Inspect condition of carburetor heat air door and box. (See Note 12.)	O	O	O	O	NOE
27. Inspect vent lines for evidence of fuel or oil seepage	O	O	O	O	NOE
28. Inspect intake seals for leaks and clamps for tightness.	O	O	O	O	NOE
29. Inspect all air inlet duct hoses. (Replace as per latest revision Piper Service Bulletin No. 356.)	O	O	O	O	NOE
30. Inspect flexible fuel lines condition		O	O	O	

Item 13 : ceramic bougie du bas cylindre 1 cassée → Remplacée bougie remplacée

Item 24 : Air filter HS + nylstop HS

SCHEDULED MAINTENANCE CHECKS (continued)

PERIODIC INSPECTIONS (continued)

— NOTE —

Refer to Notes 1, 2, 3, and 4 before performing inspections.)

NATURE OF INSPECTION	Inspection time (hrs)			
	50	100	500	1000
B. ENGINE GROUP (continued)				
31. Replace flexible fuel lines. (See Note 8.)				O
32. Inspect fuel system for leaks	O	O	O	O
33. Clean electric fuel pump screen and check operation.	O	O	O	O
34. Overhaul or replace engine driven and electric fuel pumps. (See Note 11.)				
35. Remove and clean fuel filter bowl and screen Clean at least every 90 days	O	O	O	O
36. Inspect vacuum pump and lines		O	O	O
37. Overhaul or replace vacuum pump. (See Note 11.)				
38. Inspect throttle, carburetor heat, mixture, and propeller governor controls for security, travel, and operating conditions.		O	O	O
39. Inspect exhaust stacks, connections, and gaskets. Replace gaskets as required. (Refer to chapter 78.)		O	O	O
40. Inspect muffler, heat exchanger and baffles. (Refer to latest revision of Piper Service Bulletin 879 and chapter 78.)		O	O	O
— NOTE — ***It is recommended that all airplanes be fitted with a new muffler at or before 1000 hour period of muffler use.***				
41. Inspect breather tube for obstructions and security.		O	O	O
42. Inspect crankcase for cracks, leaks, and security of seam bolts		O	O	O
43. Inspect engine mounts for cracks and loose mountings.		O	O	O
44. Inspect all engine baffles.		O	O	O
45. Inspect all wiring connected to the engine or accessories	O	O	O	O
46. Inspect rubber engine mount bushings for deterioration. Replace as required		O	O	O
47. Inspect firewall seals		O	O	O
48. Inspect alternator drive belt condition and tension		O	O	O
49. Lubricate alternator idler pulley (if installed) per lubrication chart. ***DO NOT lubricate if sealed bearings are installed.***		O	O	O
50. Inspect condition of alternator and starter, and related electrical connections		O	O	O
51. Inspect security of alternator mounting		O	O	O
52. Inspect air conditioning compressor oil level. (See Note 13.)		O	O	O
53. Inspect compressor belt condition and tension. (90 to 100 lb.)		O	O	O
54. Inspect compressor clutch security and wiring. (See Note 14.)		O	O	O
55. Inspect security of compressor mounting		O	O	O
56. Check fluid in brake reservoir. Fill as required.	O	O	O	O

SCHEDULED MAINTENANCE CHECKS (continued)

PERIODIC INSPECTIONS (continued)

— NOTE —

Refer to Notes 1, 2, 3, and 4 before performing inspections.)

NATURE OF INSPECTION	Inspection time (hrs)				
	50	100	500	1000	
B. ENGINE GROUP (continued)					
57. Lubricate all controls. (Refer to chapter 12.)		O	O	O	
58. Overhaul or replace propeller governor. (See Note 11.)					
59. Complete engine overhaul or replace with factory rebuilt. (Refer to latest revision of Textron Lycoming Service Letter 201.)					
60. Install engine cowl	O	O	O	O	NRE
C. CABIN GROUP					
1. Inspect cabin entrance, doors, and windows for damage and operation.		O	O	O	
2. Inspect window sealants for cracks and deterioration. Reseal if necessary		O	O	O	
3. Inspect upholstery for tears		O	O	O	
4. Inspect seats, seat belts, security brackets, and bolts		O	O	O	
5. Check trim operation. (See Note 15.)		O	O	O	
6. Inspect rudder pedals		O	O	O	
7. Inspect parking brake and brake handle for operation and cylinder leaks.		O	O	O	
8. Inspect control wheels, column, pulleys, and cables for condition. (See Note 16.)		O	O	O	
9. Inspect flap control cable attachment bolt. (Refer to latest revision of Piper Service Bulletin 965.)		O	O	O	
10. Inspect landing, navigation, cabin, and instrument lights.	O	O	O	O	NRE
11. Inspect instruments, lines, and attachments		O	O	O	
12. Inspect gyro operated instruments and electric turn and bank. (Overhaul or replace as required.)		O	O	O	
13. Replace central air filter		O	O	O	
14. Clean or replace vacuum regulator filter.		O	O	O	
15. Inspect altimeter. Calibrate altimeter system per FAR 91._____ if appropriate		O	O	O	
16. Check fuel selector valve operation		O	O	O	
17. Inspect condition of heater controls and ducts.		O	O	O	
18. Inspect air vents condition and operation		O	O	O	
19. Inspect condition of air conditioning ducts.		O	O	O	
20. Remove and clean air conditioning evaporator filter		O	O	O	
D. FUSELAGE AND EMPENNAGE GROUP					
1. Remove inspection plates and panels		O	O	O	

SCHEDULED MAINTENANCE CHECKS (continued)

PERIODIC INSPECTIONS (continued)

— NOTE —

Refer to Notes 1, 2, 3, and 4 before performing inspections.)

NATURE OF INSPECTION	Inspection time (hrs)				
	50	100	500	1000	
D. FUSELAGE AND EMPENNAGE GROUP (continued)					
2. Inspect baggage door, latch, and hinges		O	O	O	
3a. Archer II - Inspect battery, box, cables, and securing straps. Inspect at least every 30 days. Flush box as required and fill battery per box instructions	O	O	O	O	N/E
3b. Archer III - Inspect battery condition and security. Clean and recharge acid recovery (vent) jar. (Refer to Chapter 24)	O	O	O	O	N/A
4. Inspect electronic installation		O	O	O	
5. Inspect bulkheads and stringers for damage		O	O	O	
6. Inspect antenna mounts and electric wiring		O	O	O	
7. Inspect air conditioning system for Freon leaks. (See Note 13.)		O	O	O	
8. Inspect Freon level in sight gauge of receiver-dehydrator. (Refer to chapter 21 and see Note 13.)	O	O	O	O	N/A
9. Inspect air conditioning condenser air scoop rigging. (See Note 23)	O	O	O	O	N/A
10. Inspect fuel lines, valves, and gauges for damage and operation		O	O	O	
11. Clean screen in fuel pumps		O	O	O	
12. Inspect security of all lines		O	O	O	
13. Inspect vertical fin and rudder surfaces for damage		O	O	O	
14. Inspect rudder hinges, horn, and attachments for damage and operation		O	O	O	
15. Inspect rudder control stops. Verify stops are not loose an locknuts are tight		O	O	O	
16. Inspect vertical fin attachments		O	O	O	
17. Inspect rudder hinge bolts for excess wear. Replace as required.		O	O	O	
18. Inspect stabilator surfaces for damage		O	O	O	
19. Inspect stabilator, tab hinges, horn, and attachments for damage and operation		O	O	O	
20. Inspect stabilator control stops, verify stops are not loose and locknuts are tight		O	O	O	
21. Inspect stabilator attachments. (See latest Piper Service Bulletin 856.)		O	O	O	
22. Inspect stabilator and tab hinge bolts and bearings for excess wear. Replace as required		O	O	O	
23. Inspect stabilator trim mechanism		O	O	O	
24. Inspect aileron, rudder, stabilator primary control cables, and stabilator trim cables, turnbuckles, guides, and pulleys for safety, damage, and operation. (See Note 16.)		O	O	O	
25. Use a tensiometer to inspect all cable tensions. (See Note 17.)		O	O	O	
26. Clean and lubricate stabilator trim drum screw		O	O	O	
27. Clean and lubricate all exterior needle bearings		O	O	O	
28. Lubricate per lubrication chart. (Refer to chapter 12.)	O	O	O	O	N/E
29. Inspect anti-collision light for security and operation		O	O	O	
30. Inspect security of autopilot bridle cable clamps. (See Note 18.)		O	O	O	

SCHEDULED MAINTENANCE CHECKS (continued)

PERIODIC INSPECTIONS (continued)

— NOTE —

Refer to Notes 1, 2, 3, and 4 before performing inspections.)

NATURE OF INSPECTION	Inspection time (hrs)				
	50	100	500	1000	
D. FUSELAGE AND EMPENNAGE GROUP (continued)					
31. Inspect all air ducts, electrical leads, lines, radio antenna leads, and attaching parts for security, routing, chafing, deterioration, wear, and proper,installation.....		O	O	O	
32. Inspect ELT installation, battery and antenna condition. (See the latest revision Piper Service Letter no. 820.).....		O	O	O	
34. Install inspection plates and panels.....		O	O	O	
E. WING GROUP					
1. Remove inspection plates and fairings.....		O	O	O	
2. Inspect surfaces and tips for damage, loose rivets, and condition of walk-way.....		O	O	O	
3. Inspect tip light shield for cracks, bonds, corrosion, or other damage.....		O	O	O	
4. Inspect aileron hinges and attachments.		O	O	O	
5. Inspect aileron control stops, verify stops are not loose and locknuts are tight.		O	O	O	
6. Inspect aileron cables, pulleys, and bellcranks for damage and operation. (See Note 16.).....		O	O	O	
7. Inspect flaps and attachments for damage and operation.....		O	O	O	
8. Inspect condition of bolts used with hinges. Replace as required.....		O	O	O	
9. Lubricate per lubrication chart. (Refer to chapter 12.).....	O	O	O	O	NOE
10. Inspect wing attachment bolts and brackets.		O	O	O	
11. Inspect wing fore and aft attach fittings for security, corrosion and condition. See to note 25.).....		O	O	O	
12. Inspect fuel tanks and lines for leaks and water. (See Note 23.).....		O	O	O	
13. Fuel tanks marked for capacity.....		O	O	O	
14. Fuel tanks marked for minimum octane rating.....		O	O	O	
15. Inspect fuel cell vents. (See Note 20.).....		O	O	O	
16. Inspect all air ducts, electrical leads, lines, and attaching parts for security, routing, chafing, deterioration, wear, and proper installation.....		O	O	O	
17.Install inspection plates and fairings.....		O	O	O	
F. LANDING GEAR GROUP					
1. Inspect oleo struts for proper extension. Check fluid level as required.....	O	O	O	O	NOE
2. Inspect nose gear steering control and travel.....		O	O	O	
3. Inspect wheels for alignment.....		O	O	O	

SCHEDULED MAINTENANCE CHECKS (continued)

PERIODIC INSPECTIONS (continued)

— NOTE —

Refer to Notes 1, 2, 3, and 4 before performing inspections.)

NATURE OF INSPECTION	Inspection time (hrs)			
	50	100	500	1000
F. LANDING GEAR GROUP (continued)				
4. Put airplane on jacks		O	O	O
5. Inspect tires for cuts, uneven or excessive wear, and slippage		O	O	O
6. Remove wheels, clean, check, and repack bearings		O	O	O
7. Inspect wheels for cracks, corrosion, and broken bolts		O	O	O
8. Inspect tire pressure	O	O	O	O
9. Inspect brake lining and disc for condition and wear		O	O	O
10. Inspect brake backing plates for condition and wear		O	O	O
11. Inspect brake lines.		O	O	O
12. Inspect shimmy dampener.		O	O	O
13. Inspect gear forks for damage		O	O	O
14. Insect Archer II cast main landing gear oleo housing torque ling attach lugs for cracks. (Refer to chapter 32 and see note 26)		O	O	O
15. Inspect oleo struts for fluid leaks and scoring		O	O	O
16. Inspect gear struts and mounting bolts for condition and security.		O	O	O
17. Inspect torque links for cracks, bolts for condition and security. (Serial No's. 28-7690001 thru 28-7890231 refer to latest Piper Service Letter 842.)		O	O	O
18. Check torque link assembly for excessive side play		O	O	O
19. Inspect all hydraulic lines, electrical leads, and attaching parts for security, routing, chafing, deterioration, wear, and proper installation		O	O	O
20. Lubricate per lubrication chart. (Refer to chapter 12.)	O	O	O	O
21. Remove airplane from jacks		O	O	O
G. FLOAT GROUP (Applicable to float equipped Archer I and Archer II only)				
1. Inspect float attachment fittings		O	O	O
2. Inspect floats for damage		O	O	O
3. Inspect pulleys and cables (see Note 16)		O	O	O
H. OPERATIONAL INSPECTION				
1. Check fuel pump and fuel tank selector	O	O	O	O
2. Check fuel quantity, pressure and flow readings	O	O	O	O
3. Check oil pressure and temperature	O	O	O	O
4. Check alternator output	O	O	O	O

SCHEDULED MAINTENANCE CHECKS (continued)

PERIODIC INSPECTIONS (continued)

— NOTE —

Refer to Notes 1, 2, 3, and 4 before performing inspections.)

NATURE OF INSPECTION	Inspection time (hrs)			
	50	100	500	1000
H. OPERATIONAL INSPECTION (continued)				
5. Check manifold pressure	O	O	O	O
6. Check carburetor air	O	O	O	O
7. Check parking brake	O	O	O	O
8. Check operation of auxiliary vacuum pump system, if installed. (See note 21.)	O	O	O	O
9. Check vacuum gauge	O	O	O	O
10. Check gyros for noise and roughness	O	O	O	O
11. Check cabin heater operation	O	O	O	O
12. Check magneto switch operation	O	O	O	O
13. Check magneto rpm variation	O	O	O	O
14. Check throttle and mixture operation. (See latest revision Piper Service Bulletin No. 448.)	O	O	O	O
15. Check propeller smoothness	O	O	O	O
16. Perform maximum power static rpm check per Chapter 71	O	O	O	O
17. Check engine idle.	O	O	O	O
18. Check electronic equipment operation.	O	O	O	O
19. Check air conditioner compressor clutch operation.	O	O	O	O
20. Check air conditioner condenser scoop operation	O	O	O	O
21. Check operation of autopilot, including automatic pitch trim, and manual electric trim (if installed). (Refer to note 22.)	O	O	O	O
I. GENERAL				
1. Verify aircraft conforms to FAA Specifications	O	O	O	O
2. Comply with all latest revision FAA Airworthiness Directives	O	O	O	O
3. Comply with all latest revision Manufacturers Service Bulletins and Letters	O	O	O	O
4. Check for proper flight manual	O	O	O	O
5. Verify aircraft papers in proper order	O	O	O	O

SCHEDULED MAINTENANCE CHECKS (continued)

PERIODIC INSPECTIONS (continued)

NOTES

1. Refer to last card of Piper parts price list Aerofiche, for a check list of current revision dates to Piper inspection reports and manuals.
2. All inspections or operations are required each inspection interval as indicated by a (O). Both the annual and 100 hour inspections are complete aircraft inspections, identical in scope. The 500 and 1000 hour inspections are extensions of the annual or 100 hour inspection and require more detailed aircraft examination, overhaul, or replacement of major components. Inspections must be by FAA authorized persons.
3. Piper Service Bulletins are of special importance and Piper considers compliance mandatory.
4. Piper Service Letters are product improvements and service hints pertaining to aircraft servicing, and require careful attention.
5. Recommended flight time between reconditioning of Sensenich fixed-pitch metal propellers is 1000 hours, if propeller has no prior damage. Reconditioning is removal of fatigued surface metal and accumulated small nicks too numerous to repair individually. Contact a Sensenich factory approved repair station. (Refer to latest revision of Sensenich Service Letter no. 80-1.)
6. Power plant inspections are based on the engine manufacturer's operator's manual. Changes to the engine manufacturer's operator's manual will supersede or supplement inspections outlined lined in this report. Refer to latest revision of Textron Lycoming Service Letter No. 114
7. Intervals between oil changes can be increased as much as 100 percent on engines equipped with full flow cartridge type oil filters, if element is replaced each 50 hours of operation. Refer to latest revision Lycoming Service Bulletin 480 for additional information.
8. Replace engine compartment flexible hoses (fuel, oil, etc.) every 1000 hours, 8 years or at engine TBO, whichever comes first. Refer to latest revision of Textron Lycoming Service Bulletin 240 and latest revision of Textron Lycoming Service Letter L201B.
9. Check cylinders for evidence of excessive heat (look for burned paint on cylinders. This condition indicates internal cylinder damage and, if found, its cause must be found and corrected before aircraft returns to service.

   Heavy discoloration and appearance of seepage at cylinder head and barrel attachment area is usually due to emission of thread lubricant used during barrel assembly at the factory, or by slight gas leakage stopping after cylinder is in service awhile. This condition is not harmful to engine performance and operation. If leakage exceeds these condition, replace cylinder.
10. At every 400 hours of engine operation, remove rocker box covers and check for freedom of valve rockers when valves are closed. Look for evidence of abnormal wear or broken parts in area of valve tips, valve keeper, springs, and spring seat. If wear is found, remove the cylinder and all components (including piston and connecting rod assembly) and inspect for further damage. Replace any parts not conforming to limits in latest revision for Textron Lycoming Service Table of Limits SSPO 1776.
11. Replace (or overhaul, if applicable) at engine overhaul or 5 years, whichever comes first. (For engine overhaul, refer to latest revision of Textron Lycoming Service Bulletin 240 and Service Letter L201).

SCHEDULED MAINTENANCE CHECKS (continued)

PERIODIC INSPECTIONS (continued)

NOTES (continued)

12. Check throttle body attaching screws for tightness. Tighten screws to a torque of 40 to 50 inch-pounds.
13. Compressor oil level should not be checked unless a Freon leak has occurred, requiring an addition of Freon to the system. ***CAUTION: Environmental regulations may require special equipment and procedures be utilized when charging air conditioning system with Freon.***
14. Clean any traces of oil from clutch surface.
15. If airplane has electric trim system refer to latest revision Piper Service Bulletin no. 556.
16. Examine cables for broken strands by wiping the cable with a cloth along the entire length of the cable. Visually inspect the cable thoroughly for damage not detected by the cloth. Replace damaged or frayed cables. Refer to Chapter 27 and the latest edition of FAA Advisory Circular 43.13-1A, Paragraph 198.
17. Maintain cable tensions specified in chapter 27.
18. Check security and condition of autopilot servo bridle cables, clamps, and sheer pin per latest revision of Piper Service Letter No. 695.
19. Replace flexible fuel tank supply hose at engine overhaul.
20. Replace fuel tank vent line flexible connections as required, but no later than 1000 hours time-in-service.
21. The Airborne auxiliary vacuum pump/motor assembly (4A3-1) must be removed from service and replaced at 500 hours operating time as indicated on the elapsed time indicator, or at 10 years of installed time in the aircraft, whichever comes first.
22. Refer to Flight Manual Supplement for preflight and flight check for intended function in all modes.
23. Pressure check all fluid hoses in fuselage and wing areas after 10 years time-in-service. Visually check for leaks. Hoses that pass inspection may remain in service and checked thereafter each five years time-in-service.
24. Replace compressor belt each 1000 hours time-in-service, or 3 years, whichever comes first.
25. Inspect area around fore and aft attach fittings for evidence of wet interior insulation. Replace as necessary.
26. On Archer II airplanes used for training, and utilizing cast main gear cylinder housings, inspect the housing radii at the torque link attach lugs for cracks after the first 2000 hours time-in-service. Thereafter, the inspection must be performed each 100 time-in-service. Replacing the cast housings with a forged housings (Piper p/n 65490-0) will eliminate the need for this inspection.

— NOTE —

Obtain printed copies of the 100 Hour/Annual Inspection Report from Piper Service Sales, as Piper Part Number 230 1039.

PROGRESSIVE INSPECTION

The progressive continuous inspection was designed to permit the best aircraft utilization by scheduling inspections through use of a planned inspection schedule. The programmed inspection schedule has been prepared in manual form available from Piper Service Sales - as Piper Part no. 761 497. Refer to last card Piper Parts Price List - Aerofiche (revision check list) for latest revision of inspection manual.

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UNSCHEDULED MAINTENANCE CHECKS

SPECIAL INSPECTIONS AS REQUIRED, UPON CONDITION

Special inspections supplement scheduled inspections (outlined in the Periodic Inspections), and include inspections required at intervals not compatible with airframe operating time or inspection intervals. Typical of this type are:

— CAUTION —

Any of the following items resulting in airframe, engine mount, or wing damage will require compliance with the latest revision of SB 886.

1. Inspections required due to special conditions or incidents requiring immediate inspection before further safe flight.
2. Hard or Overweight Landing. Inspection must be performed after a known rough landing or when landing while aircraft is known to exceed design landing weight. Check following areas and items:
   a. Wings - for wrinkled skins, loose, or missing rivets.
   b. Fuel leaks around fuel tanks.
   c. Wing spar webs, bulkheads, wing and fuselage stringers, and skins for any overstress or damage.
   d. Check alignment to eliminate any doubt of damage.
3. Severe Turbulence Inspection. The same items and locations must be checked as per Hard or Overweight Landings. The following must be checked:
   a. Top and bottom fuselage skins for loose or missing rivets and wrinkled skins.
   b. Empennage skins and attachments.
4. Engine overspeed, sudden stoppage, loss of oil, over temperature, and lightning strike: Check with Textron Lycoming for necessary corrective repair or replacement.

— END —