



US 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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make COMMANDER AIRCRAFT	Model 114TC
	Serial No. 20005	Nationality and Registration Mark N595TC
2. Owner	Name (As shown on registration certificate) HALPERIN NORMAN S	Address (As shown on registration certificate) 10600 SEPULVEDA BLVD STE 101 MISSION HILLS, CALIFORNIA 91345-1951

3. For FAA Use Only

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.
BRUCE ALLAN BELL	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	519805262
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input 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 05-24-2003	Signature of Authorized Individual <i>Bruce Allan Bell 5-24-2003</i>
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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 Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 05-24-2003		Certificate or Designation No. 519805262	Signature of Authorized Individual <i>Bruce Allan Bell 5-24-2003</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.)

Remove factory installed hub caps and install LoPresti Speed Merchants hub caps per Master Drawing List Report No. 36 Rev. D STC SA01224AT. END.

☒ Additional Sheets Are Attached

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020	
U.S. Department of Transportation Federal Aviation Administration				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 1958)					
1. Aircraft	Make Commander Aircraft Company	Model 114TC			
	Serial No. 20005	Nationality and Registration Mark N595TC			
2. Owner	Name (As shown on registration certificate) HALPERIN, NORMAN S		Address (As shown on registration certificate) 10600 SEPULVEDA BLVD STE 101 MISSION HILLS CALIFORNIA 91345-1951		
3. For FAA Use Only					
4. Unit Identification					5. Type
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				
POWERPLANT	Textron Lycoming	TIO-540-AG1A	L-9629-61A		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address Bell Aviation Service Bruce Allan Bell 21309 Lakeshore drive #20 California City, California. 93505		B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer		C. Certificate No. 519805262 A&P I.A.	
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 10-30-2004		Signature of Authorized Individual Bruce Allan Bell <i>Bruce Allan Bell 10/30/2004</i>			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 10-30-2004		Certificate or Designation No. 519805262 A&P I.A.		Signature of Authorized Individual Bruce Allan Bell <i>Bruce Allan Bell 10/30/2004</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.)

Removed 6 Textron Lycoming fuel nozzles p/n LW18854 and installed General Aviation Modifications, Inc. TurboGAMIjector Kit No. GLT20 S/N 13083 STC No. SE09445SC per turboGAMIjector Installation Procedure, No. IP-98-002, Revision D, Dated August 11, 1998. No change in weight and balance. **END**

☐ Additional Sheets Are Attached

 U.S. Department of Transportation Federal Aviation Administration		MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 11/30/2007	Electronic Tracking Number
		For FAA Use Only			

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U. S. C. §46301(a))

1. Aircraft	Nationality and Registration Mark N595TC	Serial No. 20005	
	Make COMMANDER	Model 114TC	Series

2. Owner	Name (As shown on registration certificate) Neal Clayton	Address (As shown on registration certificate) 228 Maple Street Hahnville, LA 70057 USA
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3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	<div style="font-size: x-small;">Type</div> <div style="font-size: x-small;">Manufacturer</div>		

6. Conformity Statement

A. Agency's Name and Address Robert W. Woodruff 3203 Kingsbury Drive McKinney, TX 75069 USA	B. Kind of Agency <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 60%;"><input checked="" type="checkbox"/> U. S. Certified Mechanic</td> <td style="width: 40%;">Manufacturer</td> </tr> <tr> <td><input type="checkbox"/> Foreign Certified Mechanic</td> <td>C. Certificate No.</td> </tr> <tr> <td><input type="checkbox"/> Certified Repair Station</td> <td>4555239063</td> </tr> <tr> <td><input type="checkbox"/> Certified Maintenance Organization</td> <td>Robert W. Woodruff</td> </tr> </table>	<input checked="" type="checkbox"/> U. S. Certified Mechanic	Manufacturer	<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.	<input type="checkbox"/> Certified Repair Station	4555239063	<input type="checkbox"/> Certified Maintenance Organization	Robert W. Woodruff
<input checked="" type="checkbox"/> U. S. Certified Mechanic	Manufacturer								
<input type="checkbox"/> Foreign Certified Mechanic	C. Certificate No.								
<input type="checkbox"/> Certified Repair Station	4555239063								
<input type="checkbox"/> Certified Maintenance Organization	Robert W. Woodruff								

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B	<input type="checkbox"/>	Signature/Date of Authorized Individual <div style="text-align: right;">Robert W. Woodruff</div>	20-June-2014
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 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	Maintenance Organization
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization
		Other (Specify)	

Certificate or Designation No. 455239063	Signature/Date of Authorized Individual <div style="text-align: right;">Robert W. Woodruff</div>	20-June-2014
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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.)

N595TC

Jun-19-2014

Nationality and Registration Mark

Date

1. Removed the following equipment:

King KI-525A HSI P/N 066-3046-01
King KG-102A DG P/N 060-0015-00
King KMT-112 P/N 071-1052-00
King KA-51A Slaving Switch P/N 071-1053-04
King KLN 90B GPS P/N 066-04031-2121
King KX 155 Nav/Com P/N 069-1024-39
King KR 87 ADF P/N 066-1072-04
King KI 208 VOR/LOC Indicator P/N 066-3056-00
King KI 227 ADF Indicator P/N 066-3063-00
King KA 44B ADF Antenna P/N 071-1234-00
S-Tec ST 360 Altitude Pre-Selector P/N 0140
Mid Continent MD41-328 ACU
Comant CI401-7 GPS Antenna
Comant CI 106
DME Antenna P/N 071-1174-00
AT420000 Clock
VSI P/N 7000
Flightcom 403 Intercom

2. Installed the following equipment:

Aspen EFD 1000 P/N 910-00001-001
Aspen MFD 1000 P/N 910-00001-002
Aspen MFD 500 P/N 910-00001-003
Aspen RSM P/N 910-00003-001
Aspen RSM P/N 910-00003-002
Aspen ACU P/N 910-00004-001
Aspen EBB 58 Emergency Battery P/N 413-00002-001
Garmin GNS 430W P/N 011-01060-00
Garmin GA 35 GPS Antenna P/N 013-00235-00
PS Engineering PMA 8000B Audio Panel P/N 050-890-0202
King KT 74 Transponder P/N 89000007-002001
Comant CI 105 Transponder Antenna
APS4A Altitude Pre-Selector P/N AS02-ALTPIB-41

3. Aspen Evolution 2500 System installation was done as per STC SA10822SC. Garmin GNS 430W installation was done as per STC SA01933LA-D.

All equipment installed as per Manufacturer's Instructions and in accordance with AC 43.13-1B/2B. The following manuals were used for reference: Aspen Avionics EFD 1000 Installation Manual 900-00003-001 Rev AT, March 2014, Garmin GNS 430W Installation Manual P/N 190-00356-02 Rev K, January 2014, PS Engineering PMA 8000B Installation Manual P/N 200-890-0101 Rev 4, April 2012, and King KT 74 Installation Manual P/N D201308000037 Rev 0, November 2013.

4. Aspen Evolution 2500 system is interfaced to the Garmin GNS-430W, King KX-155, APS4A Altitude Pre-Selector, and S-Tec 55X Autopilot.

5. Recomputed Weight and Balance and entered into aircraft records.

6. All wiring meets requirements of AC 43.13-1B chapter 11. Wiring was routed and secured as per AC 43.13-1B chapter 11. Circuit protection was used as per AC 43.13-1B chapter 11. Electrical load does not exceed limits as per AC 43.13-1B chapter 11. Wiring also meets requirements of AC 43.13-2B chapter 2. All installed equipment was checked for EMI interference as per AC 43.13-1B chapter 11. All effected systems were tested accordingly to show compliance with 14 CFR 23.1301.

7. The following circuit protection was used for this installation; The Aspen EFD 1000 PFD was installed on the main bus with a 7.5 AMP circuit breaker, the EFD 1000 MFD was installed on the main bus with a 7.5 AMP circuit breaker, and the EFD 500 MFD was installed on the main bus

☐ ADDITIONAL SHEETS ARE ATTACHED

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.)

N595TC

Jun-19-2014

Nationality and Registration Mark

Date

with a 7.5 circuit breaker. The Aspen ACU was installed on the avionics bus with a 2 AMP circuit breaker, the GNS 430W Com was installed on the avionics bus with a 5 AMP circuit breaker, the GNS 430W GPS was installed on the avionics bus with a 5 AMP circuit breaker, the PMA 8000B was installed on the avionics bus using a 5 AMP circuit breaker, and the King KT 74 was installed on the avionics bus using a 3 AMP circuit breaker.

8. FAA Approved flight manual supplement for the Aspen EFD 1000 p/n 900-00008-001 Rev S, September 20, 2011 has been provided to the aircraft owner/operator and must be on board the aircraft for this installation. FAA Approved flight manual supplement for the Garmin GNS 430W P/N 190-00356-03 Rev B, July 9, 2009 has been provided to the owner/operator and must be on board the aircraft for this installation.

9. Continued Airworthiness for this installation should be performed as per attached Instructions for Continued Airworthiness P/N 900-00012-001 Rev T for the Aspen EFD 1000, and P/N 190-00356-65 Rev C, February 2013 for the Garmin GNS 430W. Continued Airworthiness for the KT 74 should be performed as per the KT 74 Installation Manual P/N D201308000037 Rev 0, November 2013, and Continued Airworthiness for the PMA 8000B should be performed as per the PMA 8000B Installation manual P/N 200-890-0101 Rev 4, April 2012. Copies have been provided to the aircraft owner/operator for inclusion into the aircraft maintenance records.

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☐ ADDITIONAL SHEETS ARE ATTACHED

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.)

N595TC

Jun-19-2014

Nationality and Registration Mark

Date

1. Removed the following equipment:

King KI-525A HSI P/N 066-3046-01
King KG-102A DG P/N 060-0015-00
King KMT-112 P/N 071-1052-00
King KA-51A Slaving Switch P/N 071-1053-04
King KLN 90B GPS P/N 066-04031-2121
King KX 155 Nav/Com P/N 069-1024-39
King KR 87 ADF P/N 066-1072-04
King KI 208 VOR/LOC Indicator P/N 066-3056-00
King KI 227 ADF Indicator P/N 066-3063-00
King KA 44B ADF Antenna P/N 071-1234-00
S-Tec ST 360 Altitude Pre-Selector P/N 0140
Mid Continent MD41-328 ACU
Comant CI401-7 GPS Antenna
Comant CI 106
DME Antenna P/N 071-1174-00
AT420000 Clock
VSI P/N 7000
Flightcom 403 Intercom

2. Installed the following equipment:

Aspen EFD 1000 P/N 910-00001-001
Aspen MFD 1000 P/N 910-00001-002
Aspen MFD 500 P/N 910-00001-003
Aspen RSM P/N 910-00003-001
Aspen RSM P/N 910-00003-002
Aspen ACU P/N 910-00004-001
Aspen EBB 58 Emergency Battery P/N 413-00002-001
Garmin GNS 430W P/N 011-01060-00
Garmin GA 35 GPS Antenna P/N 013-00235-00
PS Engineering PMA 8000B Audio Panel P/N 050-890-0202
King KT 74 Transponder P/N 89000007-002001
Comant CI 105 Transponder Antenna
APS4A Altitude Pre-Selector P/N AS02-ALTPIB-41

3. Aspen Evolution 2500 System installation was done as per STC SA10822SC. Garmin GNS 430W installation was done as per STC SA01933LA-D.

All equipment installed as per Manufacturer's Instructions and in accordance with AC 43.13-1B/2B. The following manuals were used for reference: Aspen Avionics EFD 1000 Installation Manual 900-00003-001 Rev AT, March 2014, Garmin GNS 430W Installation Manual P/N 190-00356-02 Rev K, January 2014, PS Engineering PMA 8000B Installation Manual P/N 200-890-0101 Rev 4, April 2012, and King KT 74 Installation Manual P/N D201308000037 Rev 0, November 2013.

4. Aspen Evolution 2500 system is interfaced to the Garmin GNS-430W, King KX-155, APS4A Altitude Pre-Selector, and S-Tec 55X Autopilot.

5. Recomputed Weight and Balance and entered into aircraft records.

6. All wiring meets requirements of AC 43.13-1B chapter 11. Wiring was routed and secured as per AC 43.13-1B chapter 11. Circuit protection was used as per AC 43.13-1B chapter 11. Electrical load does not exceed limits as per AC 43.13-1B chapter 11. Wiring also meets requirements of AC 43.13-2B chapter 2. All installed equipment was checked for EMI interference as per AC 43.13-1B chapter 11. All effected systems were tested accordingly to show compliance with 14 CFR 23.1301.

7. The following circuit protection was used for this installation; The Aspen EFD 1000 PFD was installed on the main bus with a 7.5 AMP circuit breaker, the EFD 1000 MFD was installed on the main bus with a 7.5 AMP circuit breaker, and the EFD 500 MFD was installed on the main bus

☐ ADDITIONAL SHEETS ARE ATTACHED

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.)

N595TC

Jun-20-2014

Nationality and Registration Mark

Date

1. Removed the following equipment:

All Rockwell Commander original engine instrumentation

2. Installed the following equipment:

JP Instruments EDM 930 Engine Monitor System

3. JPI EDM 930 Engine Monitor System installation was done as per STC SA01435SE. All equipment installed as per Manufacturer's Instructions and in accordance with AC 43.13-1B/2B. The following manuals were used for reference: JPI EDM 930 Installation Manual P/N 908 Rev. I, February 24, 2014.

4. The following circuit protection was used for this installation; The following items were installed on the main power bus located on the CoPilot's sub panel: 5 AMP circuit breaker.

5. All wiring meets requirements of AC 43.13-1B chapter 11. Wiring was routed and secured as per AC 43.13-1B chapter 11. Circuit protection was used as per AC 43.13-1B chapter 11. Electrical load does not exceed limits as per AC 43.13-1B chapter 11. Wiring also meets requirements of AC 43.13-2B chapter 2. All installed equipment was checked for EMI interference as per AC 43.13-1B chapter 11. All effected systems were tested accordingly to show compliance with 14 CFR 23.1301.

6. Weight and Balance has been computed and entered into POH and aircraft records.

7. FAA Approved flight manual supplement for the JPI EDM 930 P/N 930-0001 Rev C, December 10, 2004 has been provided to the aircraft owner/operator and must be on board the aircraft for this installation.

8. Continued Airworthiness for this installation should be performed as per attached Instructions for Continued Airworthiness P/N 905-01 Rev D, July 15, 2012 for the JPI EDM 930 System. Copies have been provided to the aircraft owner/operator for inclusion into the aircraft maintenance records.

9. The aircraft/appliance identified above was repaired in accordance with current Federal Aviation Agency Regulations and is hereby approved for return to service with respect to work performed.

-----END-----

☐ ADDITIONAL SHEETS ARE ATTACHED



US Department
of Transportation
Federal Aviation
Administration

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

OMB No. 2120-0020
Exp 5/31/2018

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark USA N595TC	Serial No. 20005
	Make COMMANDER AIRCRAFT CO.	Model 114TC
2. Owner	Name (As shown on registration certificate) CLAYTON, ROBERT, NEAL	Address (As shown on registration certificate) Address 104 SAN MATEO CT City ALLEN State TX Zip 75013-3679 Country USA

3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements
and is approved for the above described aircraft subject to a conformity
inspection by a person authorized in FAR 43, Section 43.7.

Supervisor
Aviation Safety Inspector ACE-FSDO-19
Date 7/19/2016

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	COMMANDER AIRCRAFT CO.	(As described in Item 1 above)	20005
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name ANDREAS M. MONTGOMERY		<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer
Address 195 COUNTY ROAD		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City ATHENS State TN		<input type="checkbox"/> Certificated Repair Station	3450751
Zip 37303 Country USA		<input type="checkbox"/> Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>[Signature]</i> 7/19/2016
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
Certificate or Designation No. 3450751		Signature/Date of Authorized Individual <i>[Signature]</i> 7/19/2016		

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.)

USA

N595TC

Nationality and Registration Mark

Date

INSTALLED ROCKY TOP LEASING, INC. FW15001 AIR-CONDITIONER SYSTEM IN ACCORDANCE WITH THE FOLLOWING APPROVED DATA:

LIBERTY PARTNERS, INC. REPORT LP-ER 1055 DATED 01/14/2016. ALL DATA APPROVED BY THOMAS W. McTIGUE, STRUCTURAL DER ON 01/18/2016. FAA FORM 8110-3 ATTACHED.

DRAWING RTL 114TC-20005 REV (I/R) DATED 12/18/2015. DATA APPROVED BY PAUL L. SMITH, ELECTRICAL DER ON 01/17/2016. FAA FORM 8110-3 ATTACHED.

THE FOLLOWING FAA/PMA FORT WORTH AIRWORKS COMPONENTS WERE INSTALLED AFT OF THE BAGGAGE COMPARTMENT: COMPRESSOR ASSEMBLY P/N CMP-100HD INSTALLED AT FS 193.0. CONDENSER AND FAN ASSEMBLY P/N FWA3415 INSTALLED AT FS 188.0. EVAPORATOR FAN ASSEMBLY P/N FWA13408 IS INSTALLED AT FS 180.5.

FC802-6 AND FC802-8 REFRIGERANT HOSE INSTALLED BETWEEN CONDENSER AND EVAPORATOR. FC802-10 LOW PRESSURE REFRIGERANT HOSE INSTALLED BETWEEN EVAPORATOR AND COMPRESSOR SUCTION. EVACUATE SYSTEM TO 28" AND LEAK CHECK FOR 60 MINUTES AS PER APPROVED DATA AS REQUIRED. CHARGED WITH 1.5 POUNDS OF R-134A REFRIGERANT AND CHECKED THE ENTIRE SYSTEM FOR PROPER OPERATION. COMPLIED WITH ALL OPERATIONAL CHECKS AS REQUIRED. COMPLETED WEIGHT AND BALANCE ADJUSTMENT. COMPLETED MAINTENANCE RECORD ENTRY. INSERTED A SUPPLEMENT TO POH AND CONFIRMED THAT THE AC OPERATION WAS IN ACCORDANCE WITH THE POH SUPPLEMENT.

INSTALLED CIRCUIT PROTECTION (CIRCUIT BREAKERS) PER INSTRUCTIONS. INSTALLED CONTROL PANEL P/N CTL-100D ON INSTRUMENT PANEL AND PLACARDED AS REQUIRED.

ICA DOCUMENT NUMBER FW9800C206MM REVISION (B) DATED 11/1/2002 HAS BEEN INCLUDED WITH THIS FAA FORM 337 THAT PERTAINS TO THIS OPERATION AND PROVIDED THE OWNER. "APPROVED" WIRING DIAGRAM # RTL 114TC-20005 DATED 12/18/2015 IS ALSO INCLUDED IN THE ICA.

☒ Additional Sheets Are Attached