

1. Approving Civil Aviation Authority/Country: FAA/UNITED STATES		2. Form Tracking Number: WO1070017	
3. Form Tracking Number: WO1070017			
4. Organization Name and Address: Barfield, Inc. 4101 NW 29th Street MIAMI, FL, 33142 Repair Station No: XBIR995K			
5. Work Order/Contract/Invoice Number: W1-1811119-1	6. Item	7. Description:	8. Part Number:
	1	HYDRO MECHANICAL BRAKE ASSEMBLY	FE159-5-007
	9. Quantity:	10. Serial Number:	11. Status/Work:
	1.00	157	TESTED
12. Remarks: UNIT TESTED I/AW TECHNICAL DATA LISTED BELOW: TYPE: CMM PUB: 61-30-01 REV: 17 DATE: 8/29/2019 T.S.B.R. = 0.00 F/H TESTED PER R.I.T 455 VERSION 09 THIS FAA FORM 8130-3 CORRECTS THE ERROR(S) IN BLOCK 12 OF THE FAA FORM 8130-3 WO1070017 DATED 24/JAN/2020 AND DOES NOT COVER CONFORMITY/CONDITION/RELEASE TO SERVICE. Refer to teardown report for details of work accomplished Barfield Certifies that the work specified in Block 11/12 was carried out in accordance with EASA Part 145 and in respect to that work the component is considered ready for release to service under EASA Part 145 Approval Number: EASA.145.4239 Incoming Amtdt/Mod Level: D/13,14,15 Outgoing Amtdt/Mod Level: D/13,14,15 TSN: UNK TSR: 0 TSO: 0 CSN: UNK CSR: 0 CSO: 0			
13a. Certifies the items identified above were manufactured in conformity to: <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" type="checkbox"/> Other regulation specified in Block 12 <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12			
13b. Authorized Signature:		13c. Approval/Authorization No.:	
		XBIR995K	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):	
VICTOR JACQUES		21/Feb/2020	
14a. Authorized Signature:			
14b. Name (Typed or Printed):		14c. Approval/Certificate No.:	
VICTOR JACQUES		XBIR995K	
14d. Name (Typed or Printed):		14e. Date (dd/mm/yyyy):	
VICTOR JACQUES		21/Feb/2020	
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. Statement 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.			