


1. Approving Civil Aviation Authority/Country:  <b>FAA/UNITED STATES</b>	2.  <b>AUTHORIZED RELEASE CERTIFICATE</b> FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG	3. Form Tracking Number:  Invoice # 1234
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4. Organization Name and Address:   <b>Aircraft Inspection &amp; Management, LLC.</b> 2481 W. Poppy Avenue, Tucson, Arizona 85705 Office (520) 399-6489 Fax (520) 579-8855 <b>CRS # 8AIR305B</b>	5. Work order/Contract/Invoice Number:  WO # 01-02-03-04R
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6. Item:	7. Description:	8. Part Number:	9. Quantity	10. Serial Number:	11. Status/Work:
1	Engine	V2527-A5	1	123456	Tested

12. Remarks:

Monitored tests #8 Vibration Survey and #11 High Power Assurance IAW Customer-provided A320 AMM Ch. 71-00-00 revision date Feb 1, 2016 revision #63. All parameters within limits. See run sheet for details.

Accomplished Borescope Inspection (LPC 1.5 & 2.5; HPC 3-12; Stage 6-11 Stator Path Coating; Hot Section (Bulkhead Segment & Deflector, Fuel Spray Nozzles, Inner/Outer Combustion Liners Segments, HPT NGV's), HPT 1 Blades, HPT 1 observable Duct Segments, HPT 2 Blades, HPT 2 observable Duct Segments, LPT observable NGV's, LPT Stages 3 & 7) IAW Customer-provided A320 AMM Chapter 72-00-00 revision date Feb 1, 2016 revision #63. All findings determined to be within serviceable limits. See borescope report for details.

All AD's determined to be in compliance per V2500 Engine S/N 123456 AD Compliance List dated 08 Jan 2016. All LLP's determined to have life remaining per V2500 Engine S/N 123456 LLP Status dated 01 Jan 2016.

TT: 12345:67 & TC: 12345

Please note:

- Engine preparation/open/close was accomplished by Customer.
- No C-Check data available. Operator required to accomplish all C-Check requirements prior to return to service.
- Original documents given to Customer. All supporting documents kept on file at AIM, LLC. under work order 01-02-03-04R.
- Operator to perform all tasks associated with Maintenance accomplished IAW AMM prior to returning engine to service.
- Serviceability is based on work scope accomplished. Any discrepancies discovered or caused during but not limited to Engine Removal/Installation, Open/Close, Transport/Storage must be corrected IAW the applicable AMM or EM prior to return to service.

"Certifies that the work in block 11/12 was carried out in accordance with 14CFR Part 43.9 and Part 145 and with respect to that work the aircraft component is approved for return to service under EASA Approval Certificate Number: EASA 145.6258"

13a. Certifies the items identified above were manufactured in conformity to:  <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.	14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" type="checkbox"/> 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.:  8AIR305B
13d. Name (Typed or Printed):	13e. Date (dd/mmm/yyyy):	14d. Name (Typed or Printed):  Inspector	14e. Date (dd/mmm/yyyy):  17 Feb 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 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.**

**SAMPLE**