

HONEYWELL INC.

IC-600

HARDWARE PN: 7017000-80■■■

FULL PART NUMBER WITH 3 DIGIT SW VERSION (■■■)
INDICATED ON SOFTWARE NAMEPLATE

SER NO. 94080325

WT 14.6 LB

DO-160C ENV CAT. [A2F2]YBC(LPYMNB)XXXXXX
ZZAZAVZLXX

HARDWARE
MOD

				F					
M	N	P		S	T	U	V	W	Y

7021039-68 REV-

BUS. & COMMUTER AVN SYS DIV

PHOENIX AZ USA

MOD		AC		AE	AF		AH	AJ	AK	AL
	AM	AN	AP	AR	AS	AT	AU	AV	AW	AZ

Moisture Barrier Treated
Refer to E.B. 7020465

1. Approving Civil Aviation Authority/Country FAA/UNITED STATES	2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG	3. Form Tracking Number: C4VSA0001001001
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4. Organization Name and Address: Duncan Aviation/3701 Aviation Road/Lincoln, NE 68524 JGVR194F			5. Work Order/Contract/Invoice Number: C4VSA		
6. Item: 1	7. Description: INTEGRATED AVIONICS COMPUTER	8. Part Number: 7017000-80162	9. Quantity: 1	10. Serial Number: 94080325	11. Status/Work: Repaired

12. Remarks:

Discrepancy: Inoperative. Evaluate and quote for repair.

Preliminary Findings: Bench checked and duplicated the discrepancy. Found burnt components and traces causing the unit to be inop. Also found the AP/YD disconnect circuit is defective. Inspected and found discolored capacitor on the A1 power supply that needs to be replaced.

Corrective Actions: Disassembled, cleaned and inspected. Troubleshoot and replaced burnt components and repaired traces causing the unit to be inop. Replaced defective components in the AP/YD disconnect circuit. Replaced discolored capacitor on the A1 power supply. Reassembled and painted. Function tested the unit per HONEYWELL IC-500/HG-200 Display Guidance Computer and IC-600/IC-615/IC-1080 Integrated Avionics Computer Component Maintenance Manual with Illustrated Parts List, Revision 10, dated 04/28/2021.

Incoming mods: A,B,C,D,E,G,H,J,K,L,R,Z,AA,AB,AD,AG
Incoming SW: N/A
Outgoing mods: A,B,C,D,E,G,H,J,K,L,R,Z,AA,AB,AD,AG
Outgoing SW: N/A

Duncan Aviation certifies that the work specified in Blocks 11 and 12 was performed IAW EASA part 145, and with respect to that work, the aircraft component is considered ready for release to service under EASA approval number EASA.145.4392. All EASA/FAA Airworthiness Directives are the responsibility of the installer.
No current U.S. Airworthiness Directives apply.
All current EASA AD's have been researched, none apply.

This document constitutes a signed copy of the work order
Approval for return to service
See attached parts list

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 regulations 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: <i>Rodney Walther</i>	DUNCAN QI 286
13d. Name (Type or Printed):	13e. Date (dd/mm/yyyy):	14d. Name (Type or Printed): Rodney Walther	14c. Approval/Certificate No.: JGVR194F
			14e. Date (dd/mm/yyyy): 18 Apr 2025

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.