


1. Approving Civil Aviation Authority/Country: FAA/UNITED STATES	2. <b>AUTHORIZED RELEASE CERTIFICATE</b> FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number: 03.19.19.07.56.21
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4. Organization Name and Address: Lamar Technologies, LLC 14900 40 <sup>th</sup> Ave. NE, Marysville, WA 98271 (PQ2242NM)			
6. Item:	7. Description:	8. Part Number:	9. Quantity:
1.	Solenoid Contactor - Starter	STS-S24	1 Ea.
			10. Serial Number: 80R95901 thru 80R95932
			11. Status/Work: New

12. Remarks:  
**AIRWORTHINESS APPROVAL**

13a. Certifies the items identified above were manufactured in conformity to: <input checked="" type="checkbox"/> Approved design data and are in condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.	14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input 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:  Allan T. Saldecki	14b. Authorized Signature:  14c. Approval/Certificate No.:
13c. Approval/Authorization No.: PQ2242NM	14d. Name (Typed or Printed): 19/Mar/2019
13e. Date (dd/mm/yyyy): 19/Mar/2019	14e. Date (dd/mm/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.