

<b>EASA Form 123 – Standard Change / Standard Repair (SC/SR) embodiment record</b>		<b>1. SC/SR number(s):</b> CS-SC102a
<b>2. SC/SR title &amp; description:</b> Installation of DC power supply systems (PSS) for portable electronic devices (PED)		
<b>3. Applicability:</b> Cessna 172 with S/N 172 and registration marking G-DEMO		
<b>4. List of parts (Part-No/Description/Qty):</b>		
<i>Charge<sup>2</sup></i>	2 Port USB charger	1
<b>5. Operational limitations/affected aircraft manual. Copies of these manuals are provided to the aircraft owner:</b> None		
<b>6. Documents used for the development and embodiment of this SC/SR:</b> * Harkwood Services Ltd C20A-M User Manual Rev 1.0 * JP-Avionics MOD-133 "Installation of Charge2 or Charge4 USB Charger on CS-23 aircraft"  * – Copies of the documents marked with an asterisk are handed to the aircraft owner.		
<b>7. Instructions for continuing airworthiness. Copies of these manuals are provided to the aircraft owner:</b> Maintenance is on condition only.		
<b>8. Other information:</b> ELA load analyses performed, results attached to this Form.		
<b>9a: ( X ) This SC complies with the criteria established in 21A.90B(a) and with chapter CS-SC102a of Certification Specifications CS-STAN.</b>		
<b>9b: ( ) This SC complies with the criteria established in 21A.90B(a) and with chapter(s) ..... of Certification Specifications CS-STAN.</b>		
<b>10: Date of SC/SR embodiment:</b>	<b>11. Identification data and signature for the person responsible for the embodiment of the SC/SR:</b>	
<b>12. Signature of the aircraft owner. This signature attests that all relevant documentation is handed over from the organisation to the aircraft owner, and therefore, the latter becomes aware of any impact or limitations on operations or additional continuing airworthiness requirements which may apply to the aircraft due to the embodiment of the change/repair.</b>		