



U.S. Department of  
Transportation  
Federal Aviation  
Administration

## MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958)

<b>1. Aircraft</b>	Make Cessna	Model 172N
	Serial No. 17269876	Nationality and Registration Mark N738CR
<b>2. Owner</b>	Name (As shown on registration certificate) BBK Aviation INC.	Address (As shown on registration certificate) 50 Clifwood DR. Huntington, NY 11743-2103

The alteration identified herein complied with the applicable airworthiness requirements and is approved only for the aircraft described aircraft subject to conformity inspection by a person authorized in FAR 43.7.

**3. For FAA Use Only**

02/21/2006 *[Signature]*  
Date FAA Inspector EA-FSDO-11

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~(As described in item 1 above)~~~~~			<input type="checkbox"/>	<input checked="" type="checkbox"/>
POWERPLANT				<input type="checkbox"/>	<input type="checkbox"/>
PROPELLER				<input type="checkbox"/>	<input type="checkbox"/>
APPLIANCE	Type			<input type="checkbox"/>	<input type="checkbox"/>
	Manufacturer			<input type="checkbox"/>	<input type="checkbox"/>

**6. Conformity Statement**

A. Agency's Name and Address Michael Tarascio 864 Schroeter Ave Franklin Square, NY 11010	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. A-20-0001001
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 02/02/2006	Signature of Authorized Individual <i>[Signature]</i>
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**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	<input type="checkbox"/> FAA Fit Standards Inspector	<input type="checkbox"/> Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	<input type="checkbox"/> FAA Designee	<input type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 3/08/2006	Certificate or Designation No. A-20-0001001	Signature of Authorized Individual <i>[Signature]</i> Michael Tarascio
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### NOTICE

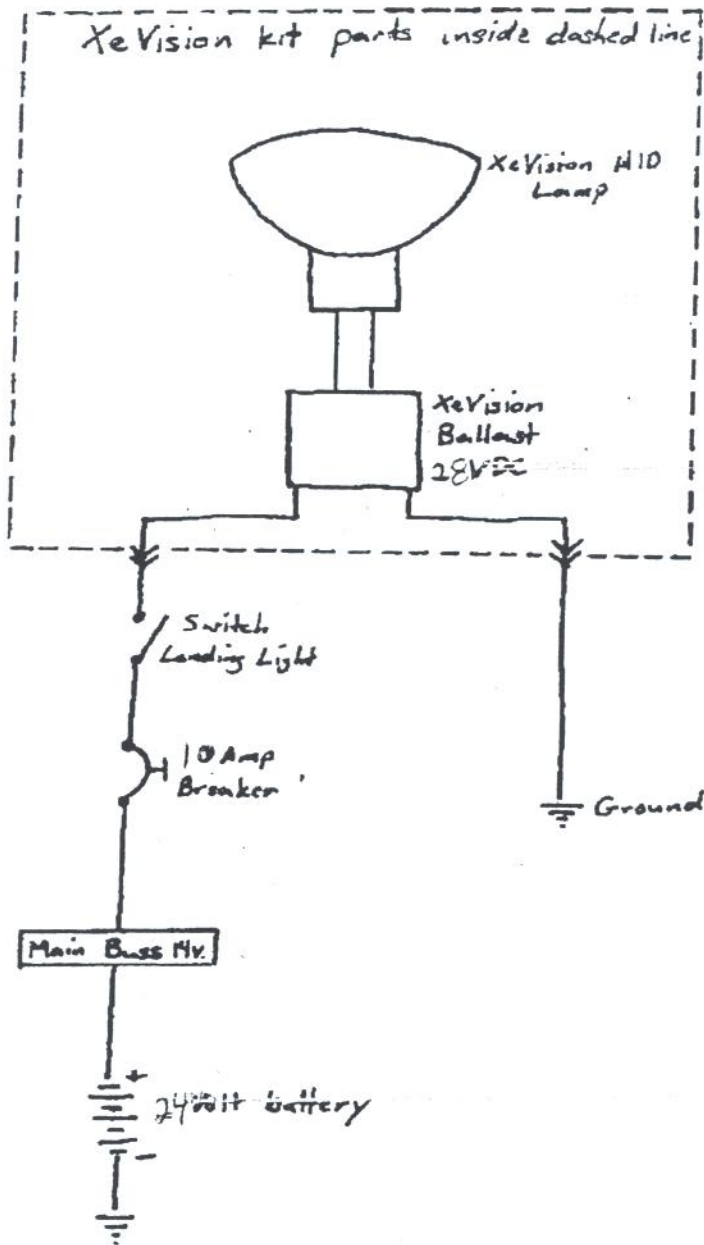
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

#### 8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N738CR Ser# 17269876

The Landing light circuit breaker will be the existing circuit breaker if 10/15/20 amp values for a 14 volt electrical system or 5/7.5/10 amp for 28 volt system. The minimum recommended breaker size is 10 amps for 14 volt systems or 5 amps for 28 volt systems. The minimum breaker sizes were selected to cover the initial inrush currents.



Additional Sheets Are Attached