

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

Form Appr	oved
OMB No.	2120-0020

For FAA Use Only

Office Identification

Administration

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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

Unit Make Model Serial No. AIRFRAME (As described in Item 1 above) POWERPLANT PROPELLER APPLIANCE Type Manufacturer 6. Conformity Statement A. Agency's Name and Address B. Kind of Agency C. Certificate Mechanic Perigin Certificated Mechanic Certificated Mechanic Certificated Mechanic Describing Annufacturer 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 heretore accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herin is true and correct Date Signature of Authorized Individual 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 prescrif Administrator of the Federal Aviation Administration and is APPROVED REJECTED BY FAA FIt Standards Manufacturer Inspection Approved by Transport Canada Airworthiness Group FAA Designee Repair Station Canada Airworthiness Group Date of Approval or Rejection Certificate or Signature of Authorized Individual	101	Cacii suc	ii violatioii (Occi		or reactal Aviatio	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1 100	0).						
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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.)
Additional Sheets Are Attached

Paperwork Reduction Act Statement: The reason for collecting this information is to track major maintenance performed on aircraft. The collected information is used as part of the aircraft's historical file. The public reporting burden for this collection of information is estimated to average 30 minutes per response. Responses are mandated by 14 CFR Part 43. Collected information becomes part of the public record and no confidentiality is required. An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection is 2120-0020.

Electronic Version (Adobe)