



US 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
ASDFSD015

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 of 1958).

1. Aircraft	Make CESSNA	Model 172M
	Serial No. 17264811	Nationality and Registration Mark N67801
2. Owner	Name (As shown on registration certificate) TAMPA AVIATION CLUB, INC.	Address (As shown on registration certificate) TAMPA, FL

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

Date **APR 10 1996**

FAA Inspector **[Signature]**

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address FLIGHT CONTROL SERVICES ST PETERSBURG, FL	B. Kind of Agency	C. Certificate No. 0FHR414L
	☐ U.S. Certificated Mechanic	
	☒ Foreign Certificated Mechanic	
	☐ Certified Repair Station	
	☐ Manufacturer	

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 04/02/96	Signature of Authorized Individual [Signature]
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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	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	☒ Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 4/13/96	Certificate or Designation No. 0FHR414L	Signature of Authorized Individual [Signature]
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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.)

AVIONICS INSTALLATION (PAGE 1 OF 1)

THE FOLLOWING IS A DESCRIPTION OF ITEMS INSTALLED IN THE AIRCRAFT LISTED ON THE REVERSE OF THIS DOCUMENT (BLOCK 1). ALL WORK CONFORMS TO ACCEPTABLE METHODS USING PREVIOUSLY APPROVED DATA PROVIDED BY THE FEDERAL AVIATION ADMINISTRATION, AND THE MANUFACTURER.

PANEL MOUNTED GPS FOR VFR ONLY

EQUIPMENT INSTALLED→

GARMIN GNC-250 GPS/COM SYSTEM INTERFACED TO
EXISTING AUDIO SYSTEM.

1. INSTALLATION

INSTALLATION WAS ACCOMPLISHED USING APPROVED MATERIAL SUPPLIED AS A KIT PROVIDED BY THE MANUFACTURER. ADDITIONAL MATERIAL SUPPLIED BY THIS AGENCY. A WIRING HARNESS WAS FABRICATED AND INSTALLED/INTERFACED IN AIRCRAFT USING FACTORY PROCEDURES AS OUTLINED IN THE INSTALLATION MANUAL. EQUIPMENT WAS FIRMLY MOUNTED AND BONDED TO AIRFRAME. GPS ANTENNA WAS MOUNTED ABOVE COCKPIT WITH COAX RUN TO GPS UNIT. SEPARATE COM ANTENNA INTERFACED THROUGH COAX RUN TO COM ANTENNA INPUT ON UNIT. AUDIO INTERFACED TO AIRCRAFT SYSTEMS.

2. INSPECTION

THIS EQUIPMENT WAS BENCH AND GROUND TESTED IN AIRCRAFT, AND FOUND NOT TO BE A SOURCE OF OBJECTIONABLE ELECTROMAGNETIC INTERFERENCE. FUNCTION TESTING CONFIRMS PROPER AND SAFE OPERATION IN ACCORDANCE WITH THE MANUFACTURERS SPECIFICATIONS. SAFETY OF MOUNTING AND CLEARANCE FROM ALL MOVABLE CONTROL LINKAGES AND CABLES, OF THIS EQUIPMENT AND WIRING INTERFACE, WERE FOUND TO CONFORM WITH THE AIRFRAME MANUFACTURERS SPECIFICATIONS. A SURVEY OF THIS AIRCRAFT'S ELECTRICAL POWER GENERATION CAPABILITY SHOWS SYSTEM DEMAND WILL NOT EXCEED 70% OF RATED OUTPUT. (PART 23.1351).

3. APPROVAL

GPS APPROVAL GUIDELINES AC 20-138 AND NOTICE 8110.48 WERE USED IN ACCORD WITH FAA POLICY ON PREVIOUSLY APPROVED DATA. INSTALLATION CONFORMS WITH ARTICLES IN AC 43.13 1A CHAPTER 5 SECTION 1. CHAPTER 11 SECTIONS 1, 2, 3, 4, 5, 6, 7. CHAPTER 13 PARAGRAPHS 659 & 662. CHAPTER 15 SECTIONS 1, 2, 4, 5, 6. AND AC 43.13 2A CHAPTER 1 PARAGRAPHS 4, 5, 6, 9, 10, 11, 12. CHAPTER 2 PARAGRAPHS 21-27. A PLACARD STATING "GPS APPROVED FOR VFR ONLY" HAS BEEN MOUNTED IN CLEAR VIEW OF THE PILOT/FLIGHT CREW.

4. RETURN TO SERVICE

AIRCRAFT WEIGHT AND BALANCE HAS BEEN RECOMPUTED AND ENTERED AS A PERMANENT RECORD IN THE PROPER SECTION OF THE FLIGHT MANUAL. THE EQUIPMENT LIST HAS BEEN UPDATED IN THE STYLE FOR THIS AIRFRAME. A LOGBOOK ENTRY HAS BEEN MADE. AIRCRAFT HAS BEEN RETURNED TO SERVICE.

END

☐ Additional Sheets Are Attached.