

NOTICE

N 8300.122

6/21/06

Cancellation
Date: 6/21/07

**SUBJ: USE OF MANUFACTURER'S REPAIR OR SERVICE DATA AS
FAA-APPROVED DATA FOR MAJOR REPAIRS FOR AIRCRAFT ISSUED A
TYPE CERTIFICATE PRIOR TO JANUARY 1, 1980**

1. PURPOSE. This notice provides information to aviation safety inspectors (ASI) concerning the ability to use a manufacturer's repair or service data as FAA-approved data for major repairs on airplanes by authorized persons.

2. DISTRIBUTION. This notice is distributed to the division level in the Flight Standards Service in Washington headquarters; to the branch level in the regional Flight Standards Divisions; to the Flight Standards District Offices; and to the Regulatory Standards Division at the Mike Monroney Aeronautical Center. This notice is also distributed electronically to the division level in the Flight Standards Service in Washington headquarters and to all regional Flight Standards divisions and district offices. This information is also available on the Federal Aviation Administration's (FAA) Web site at:
http://www.faa.gov/library/manuals/examiners_inspectors/8300/notices/.

3. BACKGROUND.

a. Title 14 of the Code of Federal Regulations (14 CFR) part 43, section 43.13(a) states that, "Each person performing maintenance, alteration, or preventive maintenance on an aircraft, engine, propeller, or appliance shall use the methods, techniques, and practices prescribed in the current manufacturer's maintenance manual or Instructions for Continued Airworthiness prepared by its manufacturer, or other methods, techniques, or practices acceptable to the Administrator, except as noted in section 43.16." FAA inspectors are prepared to answer questions that may arise in this regard. Persons engaged in the inspection and repair of civil aircraft should be familiar with 14 CFR part 43, Maintenance, Preventive Maintenance, Rebuilding, and Alteration; and 14 CFR part 65, subparts A, D, and E of Certification: Airmen other than flight crewmembers, and the applicable airworthiness requirements under which the aircraft was type certificated (TC).

b. Advisory Circular (AC) 43.13-1B, Acceptable Methods, Techniques, and Practices-- Aircraft Inspection and Repair, contains methods, techniques, and practices acceptable to the Administrator for the inspection and repair of non-pressurized areas of civil aircraft, only when there are no manufacturer repair or maintenance instructions. This data generally pertains to minor repairs. The repairs identified in AC 43.13-1B may also be used as a basis for FAA

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approval for major repairs. The repair data may also be used as approved data, and the AC chapter, page, and paragraph listed in block 8 of FAA Form 337, Major Repairs and Alterations, when:

- (1) The user has determined that it is appropriate to the product being repaired.
- (2) It is directly applicable to the repair being made.
- (3) It is not contrary to manufacturer's data.

c. Service and repair data provided by small airplane manufacturers, although, in most cases, not specifically approved, has provided for continued airworthiness of their product. Service experience in using this data when performing major repairs to non-pressurized airplanes that are 12,500 pounds or less maximum certificated takeoff weight, and were originally TC'd before January 1, 1980, has proven to be very reliable if followed and not deviated from.

4. ACTION. In recognition of the reliable service experience provided when using the original manufacturer's data for small airplanes, authorized persons may use service and repair data in accordance with existing regulations, as approved data for major repairs on non-pressurized areas of airplanes that are 12,500 pounds or less maximum certificated takeoff weight, and were originally TC'd before January 1, 1980 provided the requirements listed in Table 1 below are followed. Follow-on TC'd of the same model airplane, or a derivative thereof (may be assigned a later TC date), is considered to meet this criteria. When the data is used in this manner, the AC chapter, page and paragraph or manufacturer's data (with page, paragraph, etc.) must be referred to in block 8 of FAA Form 337.

TABLE 1.

	DATA THAT MAY BE USED	PROVIDED THE FOLLOWING CONDITIONS ARE MET
MANUFACTURER'S REPAIR DATA EXISTS FOR THE SPECIFIC REPAIR BEING ACCOMPLISHED	Manufacturer's repair or maintenance instructions	The repair is appropriate to the product being repaired
		The data is directly applicable to the make and model airplane on which the repair is made
		The specific repair that is needed for the airplane will not deviate in any way from the manufacturer's repair or maintenance instructions
MANUFACTURER'S REPAIR DATA DOESN'T EXIST <u>OR</u> MANUFACTURER'S REPAIR DATA DOESN'T EXIST FOR THE SPECIFIC REPAIR BEING ACCOMPLISHED	AC 43.13-1B	The repair is appropriate to the product being repaired
		The data is not contrary to any other data available from the manufacturer (or design approval holder)
		The repair does not affect pressurized areas of the airplane (areas affected by pressure loads)

5. INQUIRIES. This notice was developed jointly by the Aircraft Maintenance Division, AFS-300, and the Aircraft Certification Division, AIR-100. All questions or comments should be directed to AFS-340 at (202) 267-3546.

6. DISPOSITION. This notice will be incorporated into the next revision of Order 8300.10, Airworthiness Inspector's Handbook, volume 2, chapter 1, section 1, and AC 43.13-1B.

Original Signed by
Carol Giles for
James J. Ballough
Director, Flight Standards Service