



Completion and Disposition of
FAA form 337, & Field Approvals



US. Department
of Transportation

**Federal Aviation
Administration**

Completion and Disposition of FAA form 337, & Field Approvals



Introduction

- ★ **FAA Form 337`s, & when to complete them**
- 🕒 **Procedures for completion & disposition**
- 🕒 **Use of acceptable and/or approved Data**
- 🕒 **Major Alterations**
- 🕒 **Applying for a Field Approval- MAJOR ALTERATIONS**

REFERENCE MATERIAL

- ☎ AC 43.9-1E, INSTRUCTIONS FOR COMPLETING
FAA FORM 337
- ☎ FAR PART 43 APPENDIX “A” Par. (a)
- ☎ FAR PART 43 APPENDIX “B”
- ☎ FAA ORDER 8300.10, (FIELD APPROVALS)
- ☎ FSAW 98-03 - FSAW 98-18
- ☎ LAACO & AWP-200 WORKING AGREEMENT
GUIDANCE FOR FIELD APPROVALS
- ☎ AC 65-19G, INSPECTION AUTHORIZATION
KNOWLEDGE TEST GUIDE

HANDOUT MATERIAL

- **AC 43.9-1E, INSTRUCTIONS FOR COMPLETING FAA FORM 337**
- ↓ **EXCERPT FROM FAA ORDER 8300.10, (FIELD APPROVALS)**
- ↓ **FSAW 98-03 & FSAW 98-18**
- **EXAMPLE OF COMPLETED 337**
- **COPY OF THIS PRESENTATION**



TEST !

THERE WILL BE A SERIES OF VERBAL QUESTIONS

**Hopefully at the end of this presentation
you will better understand the use and
disposition of FAA form 337`s, and
when, and how you need to apply for a
field approval.**

Block 8

The Back side

This is the hard Part, or at least it seems to be for SOME mechanics and repair stations

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 nationality and registration mark and date work completed.)



Additional Sheets Are Attached

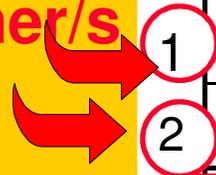
Instructions fo completing “FAA Form 337”

BLOCK 1 & 2

AIRCRAFT and Registered Owner Information

- **VERIFY INFORMATION IS COMPLETE AND ACCURATE .**
- The Current AIRCRAFT REGISTRATION WILL PROVIDE THE REQUIRED INFORMATION.
- **LAST NAME USUALLY APPEARS FIRST FOR PRIVATE OWNERS.**

Blocks 1 & 2 Aircraft Information Registered Owner/s



The Required
information
will be found
On THE
CURRENT
Aircraft
Registration
Certificate

| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | Form Approved OMB No. 2120-0020 For FAA Use Only | |
|--|---|--------------------------------|--|--|--------------------|
| US Department of Transportation Federal Aviation Administration | | | | Office Identification | |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9 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 | 170 |
| | Serial No. | 18454 | | Nationality and Registration Mark | N4122V |
| 2. Owner | Name (As shown on registration certificate) | | | Address (As shown on registration certificate) | |
| | FARKLE, FRED B. | | | 597 4th street Rooster town, CA. 12345 | |
| 4. Unit Identification | | | | | |
| Unit | Make | Model | Serial No. | 5. Type | |
| AIRFRAME | ~~~~~ (As described in Item 1 above) ~~~~~ | | | Repair | Alteration |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | Type | | | | |
| | Manufacturer | | | | |
| 6. Conformity Statement | | | | | |
| A. Agency's Name and Address | | | B. Kind of Agency | | C. Certificate No. |
| | | | <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> 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 | | | 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 prescribed by the Administrator of the Federal Aviation Administration and is <input type="checkbox"/> APPROVED <input type="checkbox"/> 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 | | Certificate or Designation No. | Signature of Authorized Individual | | |

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
CERTIFICATE OF AIRCRAFT REGISTRATION

**This Certificate
must be in the air-
craft when operated.**

NATIONALITY AND
REGISTRATION MARKS

→ **N**

4122V

AIRCRAFT
SERIAL NO

→ **18454**

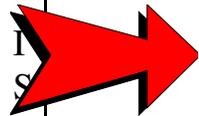
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT



CESSNA



170



FARKLE, FRED B.

597 4TH STREET

ROOSTER TOWN, CA 12345

I
S
S
U
E
D

T
O

INDIVIDUAL

This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.

It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the convention on International Civil Aviation dated December 7, 1944, and with the Federal Aviation Act of 1958, and regulations issued thereunder.

DATE OF ISSUE

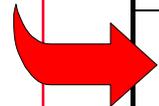
APRIL 03, 1978

Foghorn Leghorn
Administrator



BLOCK 3 FAA USE ONLY

**WHEN FIELD
APPROVAL IS
REQUIRED**



|  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 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 | | Model | | |
| | Serial No. | | Nationality and Registration Mark | | |
| 2. Owner | Name (As shown on registration certificate) | | | Address (As shown on registration certificate) | |
| | 3 For FAA Use Only | | | | |
| FAA Stamp Here | | | | | |
| 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 | | | B. Kind of Agency | | C. Certificate No. |
| | | | U.S. Certified Mechanic | | |
| | | | Foreign Certified Mechanic | | |
| | | | Certificated 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 | | | 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 prescribed by the Administrator of the Federal Aviation Administration and is <input type="checkbox"/> APPROVED <input type="checkbox"/> 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 | | Certificate or Designation No. | Signature of Authorized Individual | | |

QUESTION # 1

*How many different types of
Field approvals are there ?*

- One hundred ?
- Two hundred ?
- Only Three ?
- Forty ?
- I don't Know



QUESTION # 1

*How many different types of
Field approval are there ?*

- **There are 3 Types of field approvals.**

**#1 Approval by Examination of Data Only
- One Aircraft Only:**

3. For FAA Use Only

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

04/22/98

Joe B. Cool

Date

**Signature
of FAA Inspector**

SAC-FSDO

#2 Approval by physical Inspection Demonstration, Testing, etc...,

3. For FAA Use Only

The Alteration (or repair) identified herein complies with applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7

04/22/98

Joe B. Cool

Date

Signature
of FAA Inspector

SAC-FSDO

of The Data and Aircraft

- One Aircraft Only:

#3 Approval by Examination of Data Only

3. For FAA Use Only

The Alteration identified herein complies with applicable airworthiness requirements and is approved for duplication on identical aircraft, make, model, and altered configuration by the original modifier.

04/22/98

Joe B. Cool

Date

Signature
of FAA Inspector

SAC-FSDO

Duplication on Identical Aircraft

Multiple Field Approval

Block 4 Unit Identification

EXAMPLE

Installation of a different model Engine or Prop on an aircraft would be an Airframe Alteration

Reference the block for the unit being repaired or altered

| 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 | | |
|--|---|--|--|--|---|------------|--|
| INSTRUCTIONS: Print or type all entries. See FAR 43.9 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 | | | | Model | | |
| | Serial No. | | | | Nationality and Registration Mark | | |
| 2. Owner | Name (As shown on registration certificate) | | | Address (As shown on registration certificate) | | | |
| | | | | | | | |
| 3. For FAA Use Only | | | | | | | |
| 4. Unit Identification | | | | | | | |
| | Unit | Make | Model | Serial No. | 5. Type | | |
| | | | | | Repair | Alteration | |
| | 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 No. | | |
| | | | <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> 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 | | | 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 prescribed by the Administrator of the Federal Aviation Administration and is <input type="checkbox"/> APPROVED <input type="checkbox"/> 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 | | Certificate or Designation No. | Signature of Authorized Individual | | | | |
| | | | | | | | |

BLOCK 4

 STC NUMBER WILL REFERENCE
THE UNIT BEING ALTERED

● **EXAMPLE**

 STC. SA1234SW (AAIRFRAME STC)

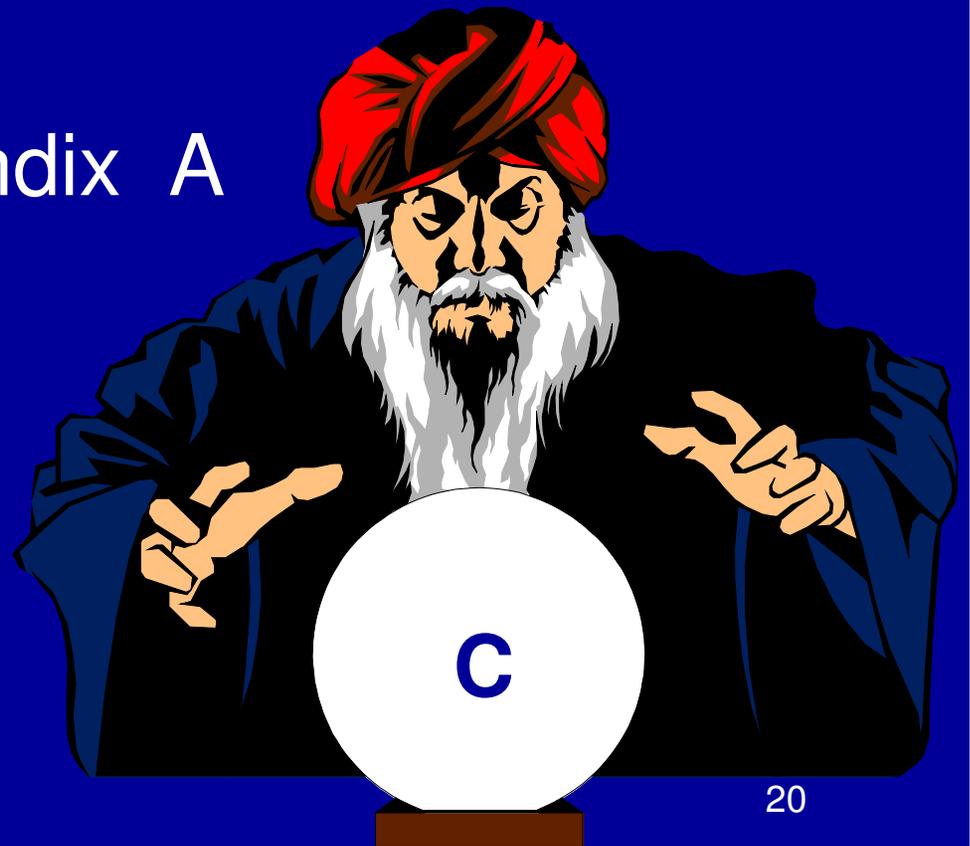
 STC. SE1234NM (EENGINE STC)

 STC. SP1234AL (PPROPELLER
STC)

Question #2

Major Repairs and Alterations are defined in - - -

- A. Websters Dictionary
- B. The Bible
- C. FAR 43 Appendix A
- D. FAR 43.13
- E. I'm not sure



Question #2

Major Repairs and Alterations are defined in - - -

- **C. FAR 43 Appendix A**

- **MAJOR REPAIRS AND ALTERATIONS ARE DEFINED IN FAR PART 43 APPENDIX A.**
- **PAR (a) MAJOR ALTERATIONS**
- **PAR (b) MAJOR REPAIRS**

BLOCK 5 USED FOR MAJOR REPAIR, ALTERATION OR BOTH

- Repair and Alteration blocks may both be checked if the unit being **repaired** is also **altered** at the same time, by STC, or Field Approval
- **Example**
- Piper J3 wing was **repaired** and recovered with Stits Poly Fiber per an **STC**

| 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 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 | Model | | Nationality and Registration Mark | | |
| | Serial No. | | | | | |
| 2. Owner | Name (As shown on registration certificate) | | Address (As shown on registration certificate) | | | |
| | | | | | | |
| 3. For FAA Use Only | | | | | | |
| 4. Unit Identification | | | | | | |
| | Unit | Make | Model | Serial No. | 5 Type | |
| | AIRFRAME | ~~~~~ (As described in Item 1 above) ~~~~~ | | | Repair | Alteration |
| | POWERPLANT | | | | | |
| | PROPELLER | | | | | |
| | APPLIANCE | Type | | | | |
| | | Manufacturer | | | | |
| 6. Conformity Statement | | | | | | |
| A. Agency's Name and Address | | | B. Kind of Agency | | C. Certificate No. | |
| | | | U.S. Certified Mechanic | | | |
| | | | Foreign Certified Mechanic | | | |
| | | | Certificated 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 | | | 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 prescribed by the Administrator of the Federal Aviation Administration and is <input type="checkbox"/> APPROVED <input type="checkbox"/> 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 | | Certificate or Designation No. | Signature of Authorized Individual | | | |

Block 6 Conformity Statement A

Agency's Name and
address,

Mechanics name and
permanent mailing
address

MANUFACTURER'S AND
REPAIR STATIONS NAME
AND ADDRESS UNDER
WHICH BUSINESS IS
DONE

| US Department of Transportation Federal Aviation Administration | | | | Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification | |
|--|---|-------------------------------------|---|---|-------------------------|
| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | | |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9 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 | | Model | | |
| | Serial No. | | Nationality and Registration Mark | | |
| 2. Owner | Name (As shown on registration certificate) | | Address (As shown on registration certificate) | | |
| | 3. For FAA Use Only | | | | |
| 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 | | | B. Kind of Agency | | C. Certificate No. |
| ART FARKLE 594 SIXTH AVE. ANYTOWN, USA 12345 | | | <input checked="" type="checkbox"/> U.S. Certified Mechanic | | A&P 12345678 |
| | | | <input type="checkbox"/> Foreign Certified Mechanic | | |
| | | | <input type="checkbox"/> Certificated Repair Station | | |
| | | | <input type="checkbox"/> 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 | | Signature of Authorized Individual | | | |
| MAY 16, 1998 | | <i>Art Farkle</i> ART FARKLE | | | |
| 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 <input type="checkbox"/> APPROVED <input type="checkbox"/> 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 | | Certificate or Designation No. | Signature of Authorized Individual | | |

Block 6 Conformity Statement B

B Kind of Agency,
CHECK THE
APPROPRIATE BOX
TO INDICATE
CERTIFICATED
MECHANIC OR TYPE
ORGANIZATION
THAT PERFORMED
THE WORK, SUCH
AS REPAIR STATION

|  US Department of Transportation Federal Aviation Administration | | | | Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification | |
|--|---|--------------------------------|---|---|--------------------|
| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | | |
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| 1. Aircraft | Make | | Model | | |
| | Serial No. | | Nationality and Registration Mark | | |
| 2. Owner | Name (As shown on registration certificate) | | | Address (As shown on registration certificate) | |
| | 3. For FAA Use Only | | | | |
| 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 | | | B. Kind of Agency | | C. Certificate No. |
| Art Farkle someplace, USA 12345 | | | <input checked="" type="checkbox"/> U.S. Certified Mechanic | | A&P 123456789 |
| | | | <input type="checkbox"/> Foreign Certified Mechanic | | |
| | | | <input type="checkbox"/> Certificated Repair Station | | |
| | | | <input type="checkbox"/> 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 | | | Signature of Authorized Individual | | |
| 7. Approval for Return to Service | | | | | |
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| 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 | | Certificate or Designation No. | Signature of Authorized Individual | | |

Block 6 Conformity Statement

C

C Certificate Number & ratings held

- MECHANICS - CERTIFICATE NUMBER
- REPAIR STATION - AIR AGENCY CERTIFICATE NUMBER **AND RATING(S)**
- MANUFACTURERS - TYPE PRODUCTION OR STC NUMBER
- MANUFACTURERS OF TSO APPLIANCES SHOULD ENTER TSO NUMBER OF THE APPLIANCE ALTERED

|  MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification | |
|--|---|--------------------------------|---|--|--------------------------|
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| Unit | Make | Model | Serial No. | Repair | Alteration |
| AIRFRAME | ~~~~~ (As described in Item 1 above) ~~~~~ | | | | |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | Type | | | | |
| | Manufacturer | | | | |
| A. Agency's Name and Address | | | 6 Conformity Statement | | C Certificate No. |
| Art Farkle address | | | <input checked="" type="checkbox"/> U.S. Certified Mechanic | | A&P 123456789 |
| | | | <input type="checkbox"/> Foreign Certified Mechanic | | |
| | | | <input type="checkbox"/> Certified Repair Station | | |
| | | | <input type="checkbox"/> 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. | | | | | |
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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 <input type="checkbox"/> APPROVED <input type="checkbox"/> 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 | | Certificate or Designation No. | Signature of Authorized Individual | | |

Block 6 Conformity Statement

D

D THIS SPACE IS USED TO CERTIFY THAT THE REPAIR OR ALTERATION WAS MADE IN ACCORDANCE WITH THE FARs

CERTIFICATED ENTITY: ENTER **DATE** WORK COMPLETED AND **SIGNATURE** & **Print Your Name**

REPAIR STATIONS: MAY AUTHORIZE PERSONS IN THEIR EMPLOY TO DATE AND SIGN THE CONFORMITY STATEMENT

|  US Department of Transportation Federal Aviation Administration | | | | Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification | |
|--|---|--------------------------------|--|---|-------------------------------------|
| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | | |
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| | Serial No. | | Nationality and Registration Mark | | |
| 2. Owner | Name (As shown on registration certificate) | | | Address (As shown on registration certificate) | |
| | 3. For FAA Use Only | | | | |
| 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 Art Farkle address | | | | | |
| | | | B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer | | C. Certificate No. A&P 123456789 |
| 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 MAY 16, 1998 | | | Signature of Authorized Individual Art Farkle Art Farkle | | |
| 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 <input type="checkbox"/> APPROVED <input type="checkbox"/> 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 | | Certificate or Designation No. | Signature of Authorized Individual | | |

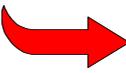
Block 7

APPROVAL FOR RETURN TO SERVICE

-  REMEMBER THE APPROVED AND REJECTED BOXES.
-  CHECK APPROVING AUTHORITY
-  ENTER CERTIFICATE NUMBER AS IT APPEARS ON ENTITIES CERTIFICATE

Block 7 Approval for Return to Service

**APPROVED OR
REJECTED
APPROVING
AUTHORITY, IA,
REPAIR STATION,
OR WHATEVER
DATE, CERTIFICATE
NUMBER, AND
SIGNATURE OF
AUTHORIZED
INDIVIDUAL**



|  US Department of Transportation Federal Aviation Administration | | | | Form Approved OMB No. 2120-0020 For FAA Use Only | |
|--|---|--------------------------------|---|--|--------------------|
| MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance) | | | | | |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9 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 | | Model | | |
| | Serial No. | | Nationality and Registration Mark | | |
| 2. Owner | Name (As shown on registration certificate) | | | Address (As shown on registration certificate) | |
| | 3. For FAA Use Only | | | | |
| 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 | | | B. Kind of Agency | | C. Certificate No. |
| | | | <input type="checkbox"/> U.S. Certified Mechanic | | |
| | | | <input type="checkbox"/> Foreign Certified Mechanic | | |
| | | | <input type="checkbox"/> Certificated Repair Station | | |
| | | | <input type="checkbox"/> 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 | | | 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 prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | | | |
| BY | FAA Flt. Standards Inspector | Manufacturer | Inspection Authorization | | Other (Specify) |
| | FAA Designee | Repair Station | Person Approved by Transport Canada Airworthiness Group | | |
| Date of Approval or Rejection | | Certificate or Designation No. | Signature of Authorized Individual | | |
| MAY 16, 1998 | | IA 123456789 | Foghorn Leghorn Foghorn Leghorn | | |

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 nationality and registration mark and date work completed.)

1.

**CONCISE, AND LEGIBLE STATEMENT
DESCRIBING THE WORK
ACCOMPLISHED.**

2.

**DESCRIPTION OF THE REPAIR OR
ALTERATION, RELATIVE TO THE
AIRCRAFT OR COMPONENT.**

3.

**IDENTIFY AND DESCRIBE THE
APPROVED
DATA USED AS THE BASIS FOR
APPROVING THE MAJOR REPAIR OR
ALTERATION
FOR RETURN TO SERVICE.**

**STC, FIELD APPROVAL,
SERVICE MANUAL,
AC 43.13-1B etc.**

ICA? →

Additional Sheets Are Attached

AC 43.13-1B

ARE YOU
USING IT?

BLOCK 8 INFORMATION

- IF ADDITIONAL SHEETS ARE ATTACHED IDENTIFY THEM WITH;
- AIRCRAFT REGISTRATION `N` NUMBER
- Date Work Completed
- Aircraft Total Time (Recommended)

- **DIAGRAMS AND DRAWINGS MAY BE INCLUDED IF REQUIRED TO ADEQUATELY EXPLAIN LOCATION AND DETAILS OF THE REPAIR OR ALTERATION**
- **REMEMBER TO CHECK THE BOX on Bottom OF BLOCK 8 IF ADDITIONAL SHEETS ARE ATTACHED**

REMEMBER !!

- The description should be in sufficient detail to permit a person unfamiliar with the work to understand what was done, and the **methods** and **procedures** used in doing it.

**DISPOSITION OF 337 AFTER REPAIR OR
ALTERATION OF COMPONENTS
NOT CURRENTLY INSTALLED ON AIRCRAFT**

**ENGINES, PROPELLERS,
SPARE PARTS, OR
COMPONENTS**

REPAIR AND ALTERATION OF COMPONENTS/ ENGINE, PROPS, etc..

- COMPLETE APPROVAL PORTION IN DUPLICATE, LEAVING BLOCKS 1 & 2 BLANK -----

ATTACH 2 COPIES TO PART OR COMPONENT UNTIL IT IS INSTALLED ON AN AIRCRAFT

|  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 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 | 1 | Make | Model | | | |
| | | Serial No. | Nationality and Registration Mark | | | |
| 2. Owner | 2 | Name (As shown on registration certificate) | | Address (As shown on registration certificate) | | |
| | 3. For FAA Use Only | | | | | |
| 4. Unit Identification | | | | 5. Type | | |
| Unit | Make | Model | Serial No. | Repair | Alteration | |
| AIRFRAME | ----- (As described in Item 1 above) ----- | | | | | |
| POWERPLANT | | | | | | |
| PROPELLER | | | | | | |
| APPLIANCE | Type | 110 | | X | | |
| | Manufacturer | 765432A | | | | |
| ESCORT | | NARCO | | | | |
| 6. Conformity Statement | | | | | | |
| A. Agency's Name and Address | | | B. Kind of Agency | | C. Certificate No. | |
| RADIO FIXERS INC.. ANYTOWN, USA. 12345 | | | <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer | | RFI321R RADIO CLASS 1 | |
| | | | 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 | Signature of Authorized Individual | | |
| | MAY 16, 1998 | | Foghorn Leghorn Foghorn Leghorn | | | |
| 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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED | | | | | | |
| BY | FAA Fit. Standards Inspector | Manufacturer | Inspection Authorization | | Other (Specify) | |
| | FAA Designee | <input checked="" type="checkbox"/> Repair Station | Person Approved by Transport Canada Airworthiness Group | | | |
| Date of Approval or Rejection | | Certificate or Designation No. | Signature of Authorized Individual | | | |
| May 17, 1998 | | RFI123R | Bull Durham Bull Durham | | | |

REQUIREMENTS OF INSTALLER

- COMPLETE BLOCKS 1 & 2 OF BOTH ORIGINALS. (See Aircraft Registration)

**MAKE AN ENTRY IN THE AIRCRAFT
RECORDS MAKING REFERENCE TO
THE FAA FORM 337**

**GIVE SIGNED *ORIGINAL 337* TO THE OWNER
AND FORWARD A *COPY TO THE FAA* FSDO IN
THE AREA WHERE THE INSTALLER IS
OPERATING**

REMEMBER TO COMPLETE LOG BOOK ENTRY and FAA FORM 337

- ✉ LOG BOOK ENTRY IS REQUIRED WITH 337
- ✉ 337 is to provide aircraft owners and operators with a record of major repairs or alterations indicating details and approval.
- ✉ To provide permanent record for FAA in Oklahoma City
- ✉ Copy may be retrieved at a later date for a small fee



DISPOSITION AFTER COMPLETION

 1 SIGNED ORIGINAL TO
OWNER/OPERATOR

 1 COPY TO FAA FSDO WITHIN 48
HOURS

EXTENDED RANGE FUEL TANKS INSTALLED IN PASSENGER OR BAGGAGE COMPARTMENT

-  FAA FORM 337 AT LEAST IN TRIPLICATE.
-  1 SIGNED *ORIGINAL* TO THE OWNER
-  1 COPY ABOARD THE AIRCRAFT, (FAR 91.417)
-  1 COPY TO FAA

APPROVED DATA

APPROVED DATA

- TC DATA SHEETS
- AIRCRAFT SPECS
- STC's
- AD's
- APPLIANCE
MANUFACTURER'S
MANUALS
- **(excluding
installation
instructions)**
- MANUFACTURER'S
APPROVED DATA
(DOA)
- DER APPROVAL,
FAA FORM 8110-3
- DAS APPROVED
DATA

AC 65-19G

APPROVED DATA CONTINUED

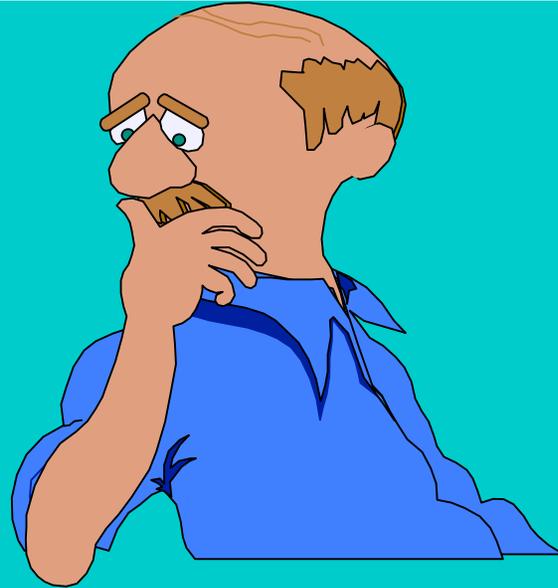
- **AC43.13-1B: (Aircraft Inspection and Repair section), may be used directly as approved data without further approval ONLY when there is no manufacturer repair or maintenance instructions that address the repair and the user has determined *that it is:....***

- **APPROPRIATE TO THE PRODUCT BEING REPAIRED ; i.e.. (aircraft) Piper J3C-65 etc.**
- **DIRECTLY APPLICABLE TO THE REPAIR BEING MADE**
- **NOT CONTRARY TO MANUFACTURERS DATA**
- **APPROVAL APPLIES ONLY TO REPAIRS,**
- **NOT *Alterations***

ACCEPTABLE DATA

ACCEPTABLE DATA

- **INSTALLATION INSTRUCTIONS**
- **MAINTENANCE MANUALS**
- **ADVISORY CIRCULARS**
- **SERVICE BULLETINS**
- **SERVICE INSTRUCTIONS**
- **SERVICE LETTERS**



WHAT IS A MAJOR ALTERATION ?

**How and When do I Apply for a Field
Approval ?**

**FAR Part I,
“MAJOR ALTERATION”
(DEFINITION)**

- **“Major Alteration” means an alteration not listed in the aircraft, aircraft engine, or propeller specifications -**

“Major Alteration” cont.

- 1. That might appreciably affect weight, balance, structural strength, performance, Powerplant operation, flight characteristics, or other qualities affecting airworthiness; or**

“Major Alteration” cont.

2. That is not done according to accepted practices or cannot be done by elementary operations.

“Major Alteration” cont.

- Major alterations are to be recorded on **FAA form 337**. (FAR 43 Appendix B)
- Give the signed **original** of that form to the **aircraft owner**.
- Forward a copy of that form to the local FSDO within **48 HOURS** after the approval for return to service.
- **Don't forget the Log Book Entry**

Field Approval

What is it ?

How do I apply for a Field Approval ?



What is a field Approval ?

- *(7) Field approval:* An approval by an authorized Airworthiness Aviation Safety Inspector
- (ASI) of a major repair or major alteration that is accomplished by one or more of the following, as appropriate:
 - * Examination of data only - one aircraft
 - · Physical inspection, demonstration, testing, etc. - one aircraft
 - · Examination of data only - duplication on identical aircraft

FAA Order 8300.10

What is Needed

- (8) Data: Information that supports and/or describes the alteration or repair,-including the following:
 - Drawings, sketches, and/or photographs
 - Stress analysis
 - Service Bulletins
 - Engineering Orders
 - Operating limitations

to
substantiate major repairs/major alterations, derived from
the following:

- **Type Certificate Data Sheets**
- **Supplemental Type Certificate (STC)** data, provided that it specifically applies to the item being repaired/altere d & Airworthiness Directives (AD)
- Airframe, engine, and propeller manufacturer's "**FAA-approved**" **maintenance manuals** or instructions
- **Appliance manufacturer's manuals** or instruction, unless specifically not approved by the Administrator or resulting, in an alteration to the airframe, engine, and/or propeller

Approved data cont.

- **FAA Form 337**, Major Repair or Alteration, when the specified data has been previously approved and will be used as a ***basis*** for a **field approval**
- • **CAA Form 337**, dated prior to 10/1/55
- * **FAA Form 337**, used to approve multiple usage only, by the original modifier

Apply for Field Approval

- **FAA ORDER 8300.10 Chapter 1, section 1. Perform Field Approval of Major Repairs and Major Alterations**
- **LAACO & AWP-200 WORKING AGREEMENT**
 - **GUIDANCE FOR FIELD APPROVALS**

REMEMBER !

FIELD APPROVALS ARE NORMALLY USED FOR
MAJOR ALTERATIONS

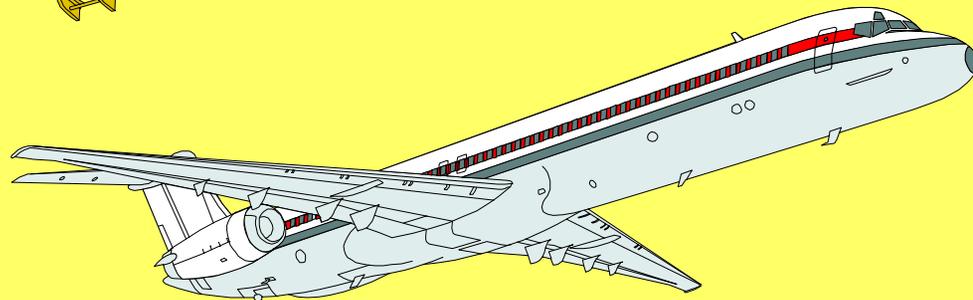
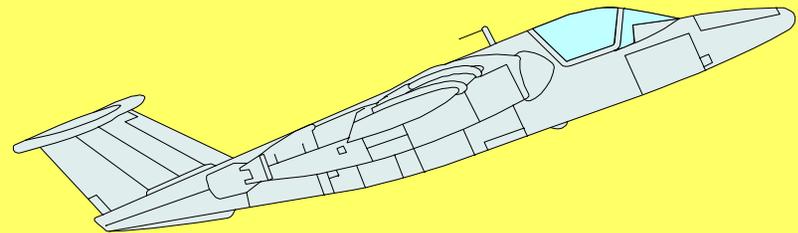
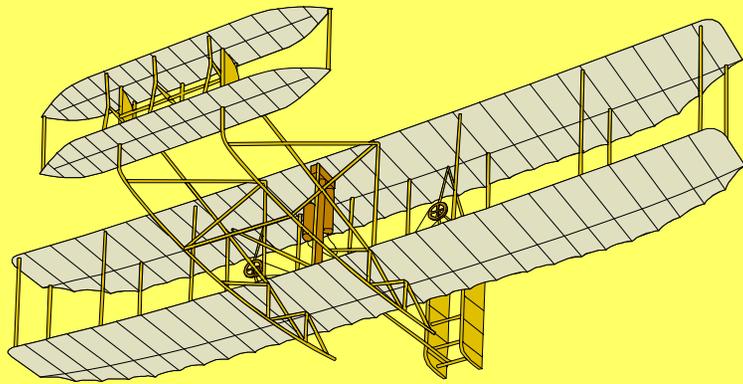
- ★ REQUIRES THE SAME DATA AS AN STC
- ★ NOT REQUIRING DETAILED ENGINEERING ANALYSIS
- ★ NORMALLY FOR ONE PRODUCT ONLY; BY SERIAL NO....
- ★ MAY REQUIRE ENGINEERING APPROVAL or ASSISTANCE
- ⊕ WILL IT REQUIRE A FLIGHT MANUAL SUPPLEMENT ?
- ⊕ WILL AIRCRAFT REQUIRE A FLIGHT TEST ?

YOUR RESPONSIBILITIES

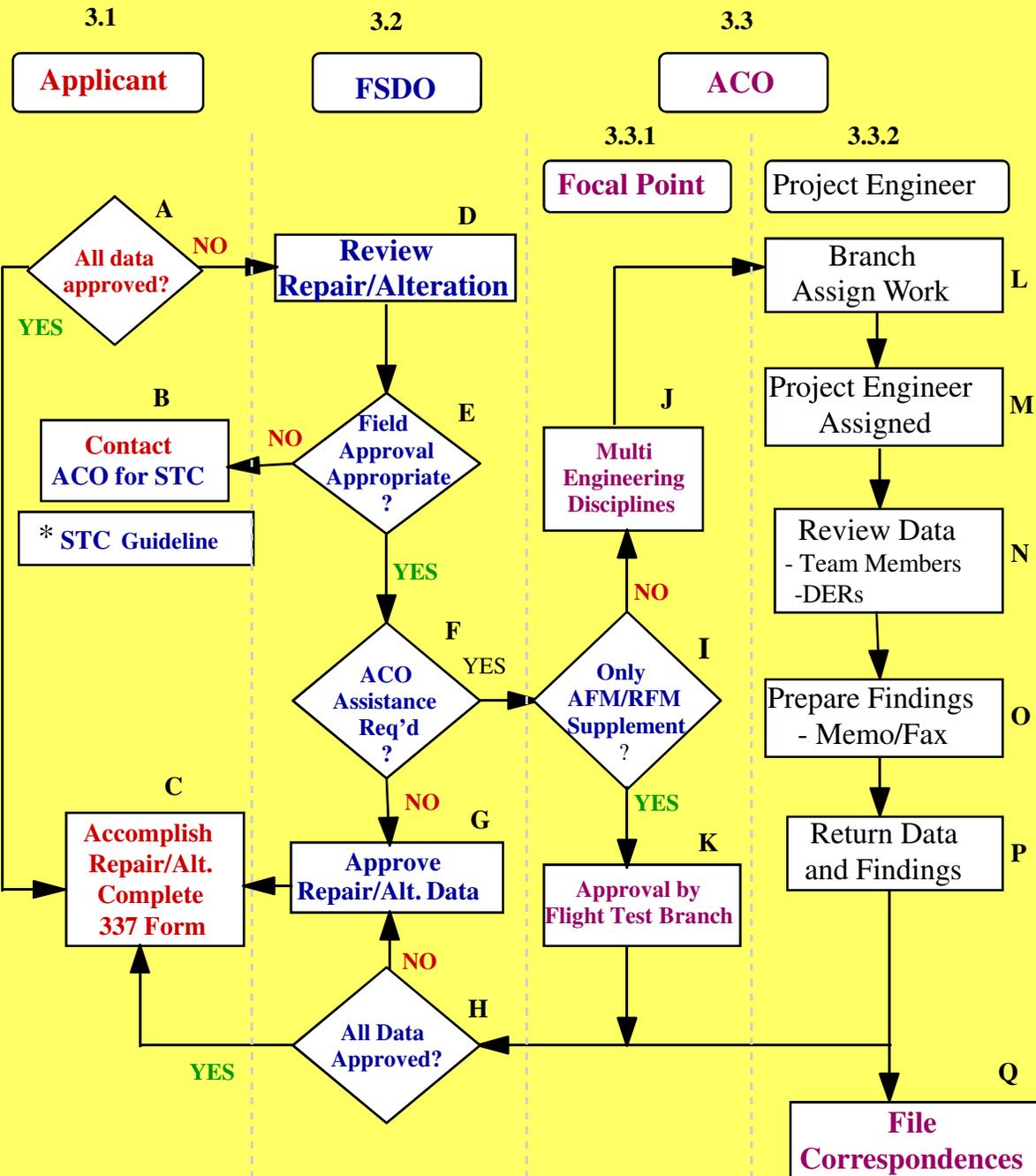
- ★ **CONTACT FSDO PRIOR TO INCORPORATING A MAJOR CHANGE**
- 🕒 **COORDINATE WITH AIRCRAFT OWNER AND FAA**
- 🕒 **DETERMINE IF ALL DATA IS APPROVED**
- 🕒 **SUBMIT YOUR PROPOSAL AND DATA TO FSDO FOR EVALUATION**
- 🕒 **WAIT FOR APPROVAL BY ASI BEFORE CONTINUING**
- 🕒 **YOU MAY NEED TO SUBMIT ADDITIONAL INFORMATION**

LAACO & AWP-200 WORKING AGREEMENT

Guidance for Field Approvals
of a Major Repair/Alteration



3.0 Field Approval Process



REMEMBER !!

**THE ASI MUST FOLLOW GUIDANCE OF
FAA ORDER 8300.10
Change 10, Chapter 1**

**Aviation Safety Inspector guidance to perform Field
Approval of Major Repairs and
Major Alterations**

***Contrary to popular belief,
Inspectors do have limitations***

FSAW 98-03

- **FLIGHT STANDARDS AIRWORTHINESS BULLETIN**
- **To ensure that Instructions for Continued Airworthiness are provided for Major Alterations Approved Under the Field Approval Process**
EFFECTIVE DATE: 01-30-98
- **INSTRUCTIONS MUST BE INCLUDED ON FAA FORM 337**

HBAW 98-18

- FAA ORDER 8300.10
- Flight Standards Handbook Bulletin
For Airworthiness (HBAW)

 **Checklist** for Instructions for Continued
Airworthiness for Major Alterations
Approved Under the Field Approval Process

• **EFFECTIVE DATE:** 10-07-98

DATA IS IN YOUR HANDOUT

HBAW 98-18

- **Checklist contains 16 items**

- **Instructions for Continued**

Airworthiness for Major Alterations

Approved Under the Field Approval Process

Applicable Procedures must be attached to - FAA Form 337

Summary

- How to complete FAA form 337
- APPROVED and ACCEPTABLE DATA
- MAJOR ALTERATIONS
- APPLYING FOR A FIELD APPROVAL
- YOUR Responsibilities
- NEW item... HBAW 98-18 ICA



US. Department
of Transportation

**Federal Aviation
Administration**