

CIVIL AVIATION REGULATIONS

PART 5—AIRWORTHINESS

FEDERATED STATES OF MICRONESIA

2001

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5.7 GENERAL

5.7.1.3 APPLICABILITY

- (a) This regulation prescribes the requirements for—
 - (1) Certification of aircraft and aeronautical components
 - (2) Issuance of a Certificate of Airworthiness and other certifications for aeronautical products;
 - (3) Continued airworthiness of aircraft and aeronautical components;
 - (4) Rebuilding and modifications of aircraft and aeronautical components;
 - (5) Maintenance and preventive maintenance of aircraft and aeronautical components;
 - (6) Aircraft inspection requirements
 - (7) Air operator aircraft maintenance and inspection requirements.

5.7.1.4 DEFINITIONS

- (a) For the purpose of Part 5, the following definitions shall apply—
 - (1) **Major modification.** Described in IS: 5.1.1.2(a)(3).
 - (2) **Major repair.** Described in IS: 5.1.1.2(a)(4).
 - (3) **Modification.** The alteration of an aircraft/aeronautical product in conformity with an approved standard.
 - (4) **Overhaul.** The restoration of an aircraft/aeronautical product using methods, techniques, and practices acceptable to the Authority, including disassembly, cleaning, and inspection as permitted, repair as necessary, and reassembly; and tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority, which have been developed and documented by the State of Design, holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under a Technical Standard Order (TSO).
 - (5) **Preventive maintenance.** Described in IS: 5.1.1.2(a)(5).
 - (6) **Rebuild.** The restoration of an aircraft/aeronautical product by using methods, techniques, and practices acceptable to the Authority, when it has been disassembled, cleaned, inspected as permitted, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that conform to new part tolerances and limits. This work will be performed by only the manufacturer or an organization approved by the manufacturer, and authorized by the State of Registry.
 - (7) **Required inspection items.** Maintenance items and/or alterations that must be inspected by a qualified and authorized person other than the one performing the work, and include at least those that could result in a failure, malfunction, or defect endangering the safe operation of the aircraft, if not properly performed or if improper parts or materials are used.

- (8) **State of Design.** The Contracting State which approved the original type of certificate and any subsequent supplemental type certificates for an aircraft, or which approved the design of an aeronautical product or appliance.
- (9) **State of Manufacture.** The Contracting State, under whose authority an aircraft was assembled, approved for compliance with the type certificate and all extant supplemental type certificates, test flown and approved operation. The state of manufacture may or may not also be the state of design.
- (10) **State of Registry.** The Contracting State on whose register the aircraft is entered.

ICAO Annex 8: Part 1, Section 1

5.7.1.5 ACRONYMS

- (a) The following acronyms are used in Part 5:
 - (1) AOC – Air Operator Certificate
 - (2) AMO – Approved Maintenance Organization
 - (3) MEL – Minimum Equipment List
 - (4) PIC – Pilot in command
 - (5) TSO – Technical Standard Order

5.8 AIRCRAFT AND COMPONENT ORIGINAL CERTIFICATION

5.8.1.3 APPLICABILITY

- (1) This Subpart describes the procedures and designation of applicable rules for original type certification of aircraft and related aeronautical products.
- (2) The authority will hold this subpart reserved until such time as it has received an application for Type Certificates, Production Certificates or other related approvals.
- (3) Any applicant for a production certificate for any aircraft or aeronautical product thereof for manufacture in FEDERATED STATES OF MICRONESIA shall comply with the type certificates as required by the State of Design for approval.
- (4) At such time as the application for the production is presented the authority will make available suitable regulations or provisions for the issuance of an airworthiness certificate, or airworthiness document as appropriate for the product concerned.

ICAO Annex 8: Part II, Chapter 3: 3.1

ICAO Doc. 9389, Chapter 5: 5.2

14 CFR: 21.171

5.9 SUPPLEMENTAL TYPE CERTIFICATES

5.9.1.3 APPLICABILITY

- (a) This Subpart prescribes procedural requirements for the issue of supplemental type certificates.

5.9.1.4 ISSUANCE OF A SUPPLEMENTAL TYPE CERTIFICATE

Any person who proposes to alter a product by introducing a major change in type design, not great enough to require a new application for a type certificate, shall apply for a Supplemental Type Certificate to the regulatory agency of the State of Design that approved the type certificate for that product, or to the State of Registry of the aircraft provided that the State of Registry has the technical expertise to evaluate the proposed change in accordance with the type design. The applicant shall apply in accordance with the procedures prescribed by that State.

*ICAO Annex 8 : Part II: Chapter 1: 1.3.4
ICAO Doc. 9389, Chapter 5: 5.7
14 CFR: 21.113*

5.10 CERTIFICATES OF AIRWORTHINESS

5.10.1.3 APPLICABILITY

- (a) This Subpart prescribes procedures required for the issue of airworthiness certificates.

ICAO Annex 8: Part II: Chapter 3: 3.1; 3.2.1

5.10.1.4 ELIGIBILITY

- (a) Any registered owner of [FEDERATED STATES OF MICRONESIA] registered aircraft, or agent of the owner, may apply for an airworthiness certificate for that aircraft.
- (b) Each applicant for an airworthiness certificate shall apply in a form and manner acceptable to the Authority.

5.10.1.5 CLASSIFICATIONS OF AIRWORTHINESS CERTIFICATES

- (a) Standard airworthiness certificates will be issued for aircraft in the specific category and model designated by the state of design in the type certificate.
- (b) The authority may issue a special airworthiness certificate in the form of a restricted certificate or special flight permit.

5.10.1.6 AMENDMENT OF AIRWORTHINESS CERTIFICATE

- (a) The authority may amend or modify an airworthiness certificate:
- (1) Upon application from an operator.
 - (2) On its own initiative.

5.10.1.7 TRANSFER OR SURRENDER OF AIRWORTHINESS CERTIFICATE

- (a) An owner shall transfer an airworthiness certificate—
- (1) To the lessee upon lease of an aircraft within or outside FEDERATED STATES OF MICRONESIA.
 - (2) To the buyer upon sale of the aircraft within FEDERATED STATES OF MICRONESIA.
- (b) An owner shall surrender the airworthiness certificate for the aircraft to the issuing authority upon sale of that aircraft outside the FEDERATED STATES OF MICRONESIA.

5.10.1.8 EFFECTIVE DATES OF AIRWORTHINESS CERTIFICATE

- (a) Airworthiness certificates are effective as follows unless sooner surrendered, suspended or revoked, or a special termination date is otherwise established by the authority—
- (1) A special flight is valid for the period of time specified in the permit.
 - (2) A certificate of airworthiness shall be renewed or shall remain valid, subject to the laws of the State of Registry; provided that the State of Registry shall require that the continuing airworthiness of the aircraft shall be determined by a periodical inspection at appropriate intervals having regard to lapse of time and type of service.
- (b) When an aircraft imported for registration in the FEDERATED STATES OF MICRONESIA has a certificate of airworthiness issued by another contracting state, FEDERATED STATES OF MICRONESIA may, as an alternative to issuance of its own certificate of airworthiness, establish validity by suitable authorization to be carried with the former certificate of airworthiness accepting it as the equivalent of a certificate of airworthiness issued by FEDERATED STATES OF MICRONESIA. The validity of the authorization shall not extend beyond the period of validity of the certificate of airworthiness or one year, whichever is less.

ICAO Doc 9760: 5.2.2.1; 5.2.2.2(a)
14 CFR: Part 21.173
FAA Order 8130.2D

5.10.1.9 AIRCRAFT IDENTIFICATION

Each applicant for a certificate of airworthiness shall show that the aircraft has the proper identification plates.

ICAO Doc 9760: 5.2.2.1
FAA Order 8130.2D
ICAO Annex 7: 8
14 CFR: Part 21.182

5.10.1.10 ISSUE OF STANDARD AIRWORTHINESS CERTIFICATES

- (a) The authority will issue a standard airworthiness certificate if--
- (1) The applicant presents evidence to the authority that the aircraft conforms to a type design approved under a type certificate or a supplemental type certificate and to the applicable airworthiness directives of the state of manufacture;
 - (2) The aircraft has been inspected in accordance with the performance rules of this regulation for inspections and found airworthy by persons authorized by the authority to make such determinations within the last 30 calendar days; and
 - (3) The authority finds after an inspection that the aircraft conforms to type design and is in condition for safe operation.
- (b) The authority may validate an airworthiness certificate issued by another contracting state upon registration of the aircraft in the FEDERATED STATES OF MICRONESIA for the period specified in that certificate.

ICAO Annex 8: Part II: Chapter 3: 3.3.1
14 CFR: Part 21; 183; 21.175; 23.3
FAA Order 8130.2D

5.10.1.11 AIRWORTHINESS DIRECTIVES

- (a) Upon registration of an aircraft in FEDERATED STATES OF MICRONESIA, the authority will notify the state of design of the aircraft of the registration in FEDERATED STATES OF MICRONESIA, and request that the authority receives any and all airworthiness directives addressing that aircraft, airframe, aircraft engine, propeller, appliance, or component part.
- (b) Whenever the state of design considers that a condition in an aircraft, airframe, aircraft engine, propeller, appliance, or component part is unsafe as shown by the issuance of an airworthiness directive by that state, the authority will make the requirements of such directives apply to FEDERATED STATES OF MICRONESIA registered civil aircraft of the type identified in the airworthiness directive.
- (c) The authority may identify manufacturer's service bulletins and other sources of data, or develop and prescribe inspections, procedures and limitations, for mandatory compliance pertaining to affected aircraft in FEDERATED STATES OF MICRONESIA.
- (d) No person may operate any FEDERATED STATES OF MICRONESIA registered civil aircraft to which the measures of this subsection apply, except in accordance with the applicable directives.

Chicago Convention: Article 31

ICAO Annex 8: Part II: Chapter 3: 3.2.1; 3.2.3; 3.2.4; 3.2.5; 3.3.1; 3.3.2

ICAO Doc 9760, Chapter 2: 2.1.3(e); Doc 9389, Chapter 6: 6.2

FAA Order 8130.2D

5.10.1.12 COMMERCIAL AIR TRANSPORT

The authority will consider an airworthiness certificate valid for commercial air transport only when accompanied by an evaluation form issued by the authority which identifies the special type of commercial air transport authorized.

5.10.1.13 ISSUANCE OF SPECIAL AIRWORTHINESS CERTIFICATES

- (a) The Authority may issue a Special Airworthiness Certificate to the aircraft that does not qualify for a Standard Certificate of Airworthiness.
- (b) Aircraft holding Special Airworthiness Certificates shall be subject to operating limitations within [FEDERATED STATES OF MICRONESIA] and may not make international flights. The Authority shall issue specific operating limitations for each Special Airworthiness Certificate.
- (c) The authority may issue special flight permits to an aircraft that is capable of safe flight, but unable to meet applicable airworthiness requirements, for the purpose of—
 - (1) Flying to a base where repairs, modifications, or maintenance have been performed;
 - (2) Testing after repairs, modifications, or maintenance have been performed;
 - (3) Delivering or exporting the aircraft;
 - (4) Evacuating aircraft from areas of impending danger; and
 - (5) Operating at weight in excess of the aircraft's maximum certified takeoff weight for flight beyond normal range over water or land areas where adequate landing facilities or

appropriate fuel is not available. The excess weight is limited to additional fuel, fuel-carrying facilities, and navigation equipment necessary for the flight.

- (d) The authority may issue a special flight permit with continuing authorization issued to an aircraft that may not meet applicable airworthiness requirements but are capable of safe flight, for the purposes of flying aircraft to a base where maintenance or alterations are to be performed. The permit issued under this paragraph is an authorization, including conditions and limitations for flight, which is set forth in the AOC Holder's specific operating provisions. This permit under this paragraph may be issued to an AOC Holder certificated under Part 9.
- (e) In the case of special flight permits, the authority shall require a properly executed maintenance endorsement in the aircraft permanent record by a person or organization, authorized in accordance to Part 5, stating that the subject aircraft has been inspected and found to be safe for the intended flight.
- (f) The operator shall obtain all required overflight authorizations from countries to be overflown on flights outside FEDERATED STATES OF MICRONESIA.

5.11 CONTINUED AIRWORTHINESS OF AIRCRAFT AND COMPONENTS

5.11.1.3 APPLICABILITY

This Subpart prescribes rules governing the continued airworthiness of civil aircraft registered in [Federated States of Micronesia] whether operating inside or outside the borders of [Federated States of Micronesia].

5.11.1.4 RESPONSIBILITY

- (a) The owner of an aircraft or, in the case of a leased aircraft, the lessee, shall be responsible for maintaining the aircraft in an airworthy condition by ensuring that—
 - (1) All maintenance, overhaul, alterations and repairs which affect airworthiness are performed as prescribed by the State of Registry;
 - (2) Maintenance personnel make appropriate entries in the aircraft maintenance records certifying that the aircraft is airworthy;
 - (3) The approval for return to service (maintenance release) is completed to the effect that the maintenance work performed has been completed satisfactorily and in accordance with the prescribed methods; and
 - (4) In the event there are open discrepancies, the maintenance release includes a list of the uncorrected maintenance items for which temporary relief of provided in the MEL and these items are made a part of the aircraft permanent record.

*ICAO Annex 6: Part I: Chapter 8: 8.1.1; 8.1.2; 8.1.3; 8.1.5
 ICAO Annex 6, Part II: 8.1.1; 8.1.2; 8.1.3;
 ICAO Annex 6, Part III, Section II: 6.1.1; 6.1.2; 6.1.3; 6.1.3
 ICAO Annex 6, Part III Section III: 6.1.1; 6.1.2; 6.1.3
 14 CFR: 91.403; 91.405; 121.363
 JAR-OPS 1: Subpart M*

5.11.1.5 GENERAL

- (a) No person may perform maintenance, preventive maintenance, or alterations on an aircraft other than as prescribed in this regulation.
- (b) No person may operate an aircraft for which a manufacturer's maintenance manual or instructions for continued airworthiness has been issued that contains an airworthiness limitation section unless the mandatory replacement times, inspection intervals, and related procedures specified in that section or alternative inspection intervals and related procedures set forth in the operations specifications approved under part 9, or in accordance with the inspection program approved under Part 8 have been complied with.
- (c) No person may operate an aircraft, aeronautical product, or accessory to which an Airworthiness Directive applies, issued either by the State of Design, or State of Manufacture and adopted for [Federated States of Micronesia]-registered aircraft by the Authority, or by the State of Registry for aircraft operated within [Federated States of Micronesia], except in accordance with the requirements of that Airworthiness Directive.
- (d) When the Authority determines that an airframe or aeronautical product has exhibited an unsafe condition and that condition is likely to exist or to develop in other products of the same type design, the Authority may issue an Airworthiness Directive prescribing inspections and the conditions and limitations, if any, under which those products may continue to be operated.

ICAO Annex 8, Part II: Chapter 4: 4.2.3(d)(e)(f); 4.2.4

ICAO Doc. 9388: Chapter 3, Section 2: 2.3.3

14 CFR: 39.1, 39.3, 39.7; 43.3, 91.403(c); 121.363

JAR-OPS 1: 1.890

5.11.1.6 REPORTING OF FAILURES, MALFUNCTIONS, AND DEFECTS

- (a) Owners or operators of aircraft over 5,700 kg maximum take-off weight shall report to the Authority any failures, malfunctions, or defects that result in at least the following—
 - (1) Fires during flight and whether the related fire-warning system properly operated;
 - (2) Fires during flight not protected by a related fire-warning system;
 - (3) False fire warning during flight;
 - (4) An engine exhaust system that causes damage during flight to the engine, adjacent structure, equipment, or components;
 - (5) An aircraft component that causes accumulation or circulation of smoke, vapor, or toxic or noxious fumes in the crew compartment or passenger cabin during flight;
 - (6) Engine shutdown during flight because of flameout;
 - (7) Engine shutdown during flight when external damage to the engine or aircraft structure occurs;
 - (8) Engine shutdown during flight due to foreign object ingestion or icing;
 - (9) Shutdown during flight of more than one engine;

- (10) A propeller feathering malfunction or inability of the system to control overspeed during flight;
 - (11) A fuel or fuel-dumping system failure that affects fuel flow or causes hazardous leakage during flight;
 - (12) An unintended landing gear extension or retraction, or opening or closing of landing gear doors during flight;
 - (13) Brake system components failure that result in loss of brake actuating force when the aircraft is in motion on the ground;
 - (14) Aircraft structure that requires major repair;
 - (15) Cracks, permanent deformation, or corrosion of aircraft structure, if more than the maximum acceptable to the manufacturer or the Authority;
 - (16) Aircraft components or systems malfunctions that result in taking emergency actions during flight (except action to shut down an engine);
 - (17) Each interruption to a flight, unscheduled change of aircraft en route, or unscheduled stop or diversion from a route, caused by known or suspected technical difficulties or malfunctions;
 - (18) Any abnormal vibration or buffeting caused by a structural or system malfunction, defect, or failure; and
 - (19) A failure or malfunction of more than one attitude, airspeed, or altitude instrument during a given operation of the aircraft
 - (20) The number of engines removed prematurely because of malfunction, failure or defect, listed by make and model and the aircraft type in which it was installed; and
 - (21) The number of propeller featherings in flight, listed by type of propeller and engine and aircraft on which it was installed.
- (b) Each report required by this Subsection shall—
- (1) Be made within 3 days after determining that the failure, malfunction, or defect required to be reported has occurred; and
 - (2) Include as much of the following information as is available and applicable—
 - (1) Aircraft serial number;
 - (2) When the failure, malfunction, or defect is associated with an article approved under a TSO authorization, the article serial number and model designation, as appropriate;
 - (3) When the failure, malfunction or defect is associated with an engine or propeller, the engine or propeller serial number, as appropriate;
 - (4) Product model;
 - (5) Identification of the part, component, or system involved, including the part number; and
 - (6) Nature of the failure, malfunction or defect.

- (c) The Authority, if it is the Authority of the State of Registry of the aircraft, will submit all such reports upon receipt to the State of Design.
- (d) The Authority, if not the State of Registry of the aircraft, will submit all such reports upon receipt to the State of Registry.

Note: If the State of Design and the State of Manufacture are different countries, ICAO Annex 8, Part 2, Chapter 4: 4.2.1.1(d) requires the State of Design and the State of Manufacture to have a mutual arrangement for the transmission of continuing airworthiness information for appropriate action on the part of each country.

*ICAO Annex 8, Part II: Chapter 4: 4.2.3(e),(f)
ICAO Doc. 9389: Attachment 4A
14 CFR: 121.703*

5.12 AIRCRAFT MAINTENANCE AND INSPECTION REQUIREMENTS

5.12.1.3 APPLICABILITY

- (a) This Subpart prescribes rules governing the maintenance and inspection of any aircraft having a Certificate of Airworthiness issued by [Federated States of Micronesia] or associated aeronautical products.

14 CFR: 43.1

5.12.1.4 PERSONS AUTHORISED TO PERFORM MAINTENANCE, PREVENTIVE MAINTENANCE, AND ALTERATIONS

- (a) The persons authorized to perform maintenance subject to this subpart include--
 - (1) A pilot licensed by the authority;
 - (2) A person performing maintenance under the supervision of an aviation maintenance technician;
 - (3) An aviation maintenance technician;
 - (4) An AOC holder, approved to perform maintenance under an equivalent system; and
 - (5) An AMO.
- (b) This subpart outlines the privileges and limitations of these entities with respect to the extent and type of work they may perform regarding--
 - (1) Maintenance,
 - (2) Preventive maintenance,
 - (3) Modification,
 - (4) Inspection; and
 - (5) Approvals to return to service.

*ICAO Annex 1: 4.2.2.1; 4.2.2.2; 4.2.2.3; 4.2.2.4
ICAO Annex 6, Part I: 8.1.2; 8.1.3*

ICAO Annex 6, Part II: 8.1.2; 8.1.3
ICAO Annex 6, Part III, Section II: 6.1.2; 6.1.3
ICAO Annex 6, Part III, Section III: 6.1.2.; 6.1.3
14 CFR: 43.3; 145.201; 121.369

5.12.1.5 PERSONS AUTHORIZED TO PERFORM MAINTENANCE

- (a) No person may perform any task defined as maintenance on an aircraft or aeronautical products, except as provided in the following—
- (1) A pilot licensed by the authority may perform preventive maintenance on any aircraft owned or operated by that pilot so long as the aircraft is not listed for use by an AOC holder.
 - (2) A person working under the supervision of an aviation maintenance technician, may perform the maintenance, preventive maintenance, and modifications that the supervisory aviation maintenance technician is authorized to perform—
 - (i) If the supervisor personally observes the work being done to the extent necessary to ensure that it is being done properly, and
 - (ii) If the supervisor is readily available, in person, for consultation.
 - (3) A licensed aviation maintenance technician may perform or supervise the maintenance or modification of an aircraft or aeronautical product for which he or she is rated subject to the limitation of Part 2, section 2.4.4 of these regulations.
 - (4) An AMO may perform aircraft maintenance within the limits specified by the authority.
 - (5) The AOC holder may perform aircraft maintenance as specified by the authority.
 - (6) A manufacturer holding an AMO may—
 - (i) Rebuild or alter any aeronautical product manufactured by the manufacturer under the type or production certificates;
 - (ii) Rebuild or alter any aeronautical product manufactured by that manufacturer under a TSO authorization, a Parts manufacturer approval by the state of design, of product and process specification issued by the state of design; and
 - (iii) Perform any inspection required by Part 8 on aircraft it manufacturers, while currently operating under a production certificate or under a currently approved production inspection system for such aircraft.

5.12.1.6 AUTHORISED PERSONNEL TO APPROVE FOR RETURN TO SERVICE

- (a) No person or entity, other than the Authority, may approve an aircraft, airframe, aircraft engine, propeller, appliance, or component part for return to service after it has undergone maintenance, preventive maintenance, rebuilding, or alteration, except as provided in the following:
- (1) A pilot licensed by the Authority may return his or her aircraft to service after performing authorized preventive maintenance.
 - (2) A licensed aviation maintenance technician may approve aircraft and aeronautical products for return to service after he or she has performed, supervised, or inspected its maintenance subject to the limitation of Part 2, Section 2.4.4 of these regulations.

- (3) An AMO may approve aircraft and aeronautical products for return to service as provided in the operations specifications approved by the Authority.
- (4) An AOC holder may approve aircraft and aeronautical products for return to service as specified by the Authority.

ICAO Annex 6, Part I: 8.1.2; 8.1.3
ICAO Annex 6, Part II: 8.1.2; 8.1.3
ICAO Annex 6, Part III, Section II: 6.1.2; 6.1.3
ICAO Annex 6, Part III, Section III: 6.1.2.; 6.1.3
 14 CFR: 43.7; 145.201; 121.369

5.12.1.7 PERSONS AUTHORISED TO PERFORM INSPECTIONS

- (a) No person, other than the Authority, may perform the inspections required by 8.2.1.7 for aircraft and aeronautical products prior to or after it has undergone maintenance, preventive maintenance, rebuilding, or alteration, except as provided in the following:
 - (1) An aviation maintenance technician may conduct the required inspections of aircraft and aeronautical products for which he or she is rated and current.
 - (2) An AMO may perform the required inspections of aircraft and aeronautical products as provided in the operations specifications approved by the Authority.
 - (3) An AOC holder may perform the required inspections of aircraft and aeronautical products in accordance with specifications issued by the Authority.

ICAO Annex 6, Part I: 8.1.2; 8.1.3
ICAO Annex 6, Part II: 8.1.2; 8.1.3
ICAO Annex 6, Part III, Section II: 6.1.2; 6.1.3
ICAO Annex 6, Part III, Section III: 6.1.2.; 6.1.3
 14 CFR: 43.15; 145.213; 121.369

5.12.1.8 PERFORMANCE RULES: MAINTENANCE

- (a) Each person performing maintenance, preventive maintenance, or alteration on an aeronautical product shall use the methods, techniques, and practices prescribed in—
 - (1) The current manufacturer's maintenance manual or instructions for Continued Airworthiness prepared by its manufacturer; and
 - (2) Additional methods, techniques and practices required by the Authority; or methods, techniques and practices designated by the Authority where the manufacturer's documents were not available.
- (b) Each person shall use the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices. If the manufacturer involved recommends special equipment or test apparatus, the person performing maintenance shall use that equipment or apparatus or its equivalent acceptable to the Authority.
- (c) Each person performing maintenance, preventive maintenance, or alteration on an aeronautical product shall do that work in such a manner, and use materials of such a quality, that the condition of the aeronautical product worked on will be at least equal to its original or properly altered condition with regard to aerodynamic function, structural strength, resistance to vibration and deterioration, and other qualities affecting airworthiness.

- (d) The methods, techniques, and practices contained in an AOC holder's maintenance control manual and continuous maintenance program, as approved by the Authority, will constitute an acceptable means of compliance with the requirements of this subsection.

14 CFR: 43.13; 121.369; 145.205

5.12.1.9 PERFORMANCE RULES: INSPECTIONS

- (a) General. Each person performing an inspection required by the Authority shall—
- (1) Perform the inspection so as to determine whether the aircraft, or portion(s) thereof under inspection, meets all applicable airworthiness requirements; and
 - (2) If there is an inspection program required or accepted for the specific aircraft being inspected, perform the inspection in accordance with the instructions and procedures set forth in the inspection program.
- (b) Rotorcraft. [RESERVED]
- (c) Annual and 100-hour inspections.

- (1) Each person performing an annual or 100-hour inspection shall use a checklist while performing the inspection. The checklist may be of the person's own design, one provided by the manufacturer of the equipment being inspected, or one obtained from another source. This checklist shall include the scope and detail of the items prescribed by the Authority.

Implementing standards: See [IS: 5.6.1.7](#) for components to be included in an annual or 100-hour inspection.

- (2) Each person approving a piston-engined aircraft for return to service after an annual or 100-hour inspection shall, before that approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the current manufacturer's recommendations of—
 - (1) Power output (static and idle rpm);
 - (2) Magnetos;
 - (3) Fuel and oil pressure; and
 - (4) Cylinder and oil temperature.
- (3) Each person approving a turbine-engine powered aircraft for return to service after an annual or 100-hour inspection shall, before that approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the current manufacturer's recommendations.

14 CFR: 43.15; 121.369

5.12.1.10 PERFORMANCE RULES: AIRWORTHINESS LIMITATIONS

Each person performing an inspection or other maintenance specified in an airworthiness limitations section of a current manufacturer's maintenance manual, or Instructions for Continued Airworthiness, shall

perform the inspection or other maintenance in accordance with that section, or in accordance with specifications approved by the Authority.

14 CFR: 21.50(b); 43.16; 121.369

5.7 MAINTENANCE RECORDS AND ENTRIES

5.7.1.1 CONTENT, FORM, AND DISPOSITION OF RECORDS FOR MAINTENANCE, PREVENTIVE MAINTENANCE, REBUILDING, AND MODIFICATION OF RECORDS

- (a) Each person who maintains, performs preventive maintenance, rebuilds, or alters an aircraft or life limited parts shall, when the work is performed satisfactorily, make an entry in the maintenance record of that equipment as follows—
- (1) A description (or reference to data acceptable to the Authority) of work performed;
 - (2) Completion date of the work performed;
 - (3) Name, signature, certificate number, and kind of license held by the person approving the work.

Note: The signature constitutes the approval for return to service only for the work performed.

- (b) The person performing the work shall enter records of major repairs and major modifications, and dispose of that form in the manner prescribed by the authority.

Implementing standards: See IS 5.7.1.1 for the maintenance form requirements and a sample major repair and modification form.

- (c) A person working under supervision of an aviation maintenance technician may not perform any inspection required in Part 8 or any inspection performed after a major repair or modification.

ICAO Annex 6: Part I: 8.4.1
 ICAO Annex 6, Part II: 8.2.1
 ICAO Annex 6, Part III, Section II: 6.4.1; 6.8.1
 ICAO Annex 6, Part III, Section III: 6.2.1
 ICAO Annex 6, Part I: 8.4.1
 ICAO Annex 6, Part II: 8.5.1; 8.5.2
 ICAO Annex 6, Part III, Section II: 6.7.1; 6.7.2
 ICAO Annex III, Section III: 6.5.1; 6.5.2
 14 CFR: 43.9, 121.380
 JAR-OPS 1: 1.920

5.7.1.2 RECORDS OF OVERHAUL AND REBUILDING

- (a) No person may approve for return to service any aeronautical product that has undergone maintenance, preventive maintenance, rebuilding, or modification unless—
- (1) The appropriate maintenance record entry has been made;
 - (2) The repair or modification form authorized by or furnished by the authority has been executed in a manner prescribed by the authority;

- (3) If a repair or modification results in any change in the aircraft operating limitations or flight data contained in the approved aircraft flight manual, those operating limitations or flight data are appropriately revised and set forth as prescribed.

ICAO Annex 6, Part I: 8.4.1(c); 8.6
 ICAO Annex 6, Part II: 8.4; 8.2.1(c)
 ICAO Annex 6: Part III: Section II: 6.4.1(c); 6.4
 ICAO Annex 6, Part III, Section III: 6.2.1(c); 6.4
 14 CFR: 43.2

5.7.1.3 APPROVAL FOR RETURN TO SERVICE AFTER MAINTENANCE, PREVENTIVE MAINTENANCE, REBUILDING, OR MODIFICATION

- a) No person may approve for return to service any aeronautical product that has undergone maintenance, preventive maintenance, rebuilding, or modification unless—
- (1) The appropriate maintenance record entry has been made;
 - (2) The repair or modification form authorized by or furnished by the Authority has been executed in a manner prescribed by the Authority;
 - (3) If a repair or modification results in any change in the aircraft operating limitations or flight data contained in the approved aircraft flight manual, those operating limitations or flight data are appropriately revised and set forth as prescribed.

Implementing Standard: See IS 5.7.1.1 for the repair or modification form requirements.

14 CFR: 43.5

5.7.1.4 CONTENT, FORM, AND DISPOSITION OF RECORDS FOR INSPECTIONS

- (a) Maintenance record entries. The person approving or disapproving the return to service of an aeronautical product after any inspection performed in accordance with Part 8, shall make an entry in the maintenance record of that equipment containing the following information—
- (1) Type of inspection and a brief description of the extent of the inspection;
 - (2) Date of the inspection and aircraft or component total time in service;
 - (3) Signature, the license number, and kind of license held by the person approving or disapproving for return to service the aeronautical product;
 - (4) If the aircraft or component is found to be airworthy and approved for return to service, the following or a similarly worded statement— *“I certify that this aircraft/ component has been inspected in accordance with (insert type) inspection and was determined to be in airworthy condition”*;
 - (5) If the aircraft or component is not approved for return to service because of needed maintenance, non-compliance with the applicable specifications, airworthiness directives, or other approved data, the following or a similarly worded statement— *“I certify that this aircraft/component has been inspected in accordance with (insert type) inspection and a list of discrepancies and unairworthy items dated (date) has been provided for the aircraft owner or operator; and*

- (6) If an inspection is conducted under an inspection program provided for in Part 8, the person performing the inspection shall make an entry identifying the inspection program accomplished, and containing a statement that the inspection was performed in accordance with the inspections and procedures for that particular program.
- (b) Listing of discrepancies. The person performing any inspection required in Part 8 who find that the aircraft is not airworthy or does not meet the applicable type certificate data sheet, airworthiness directives or other approved data upon which its airworthiness depends, shall give the owner/operator a signed and dated list of those discrepancies.

ICAO Annex 6, Part I: 8.1.2; 8.1.3

ICAO Annex 6, Part II: 8.1.2; 8.1.3

ICAO Annex 6, Part III, Section II: 6.1.2; 6.1.3

ICAO Annex 6, Part III, Section III: 6.12.; 6.1.3

14 CFR: 43.11

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CIVIL AVIATION REGULATIONS

PART 5—IMPLEMENTING STANDARDS

FEDERATED STATES OF MICRONESIA

2001

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IS: 5.1.1.2 DEFINITIONS**IS: 5.1.1.2(A)(8) MAJOR ALTERATIONS**

- (a) **Airframe Major Alterations.** Major alterations include alterations to the listed aircraft parts, or the listed types of alterations (when not included in the applicable aircraft specifications)—
- (1) Wings.
 - (2) Tail surfaces.
 - (3) Fuselage.
 - (4) Engine mounts.
 - (5) Control system.
 - (6) Landing gear.
 - (7) Hull or floats
 - (8) Elements of an airframe including spars, ribs, fittings, shock absorbers, bracing, cowlings, fairings, and balance weights.
 - (9) Hydraulic and electrical actuating system of components.
 - (10) Rotor blades.
 - (11) Changes to the empty weight or empty balance which result in an increase in the maximum Certified weight or centre of gravity limits of the aircraft.
 - (12) Changes to the basic design of the fuel, oil, cooling, heating, cabin pressurisation, electrical, hydraulic, de-icing, or exhaust systems.
 - (13) Changes to the wing or to fixed or movable control surfaces which affect flutter and vibration characteristics.
- (b) **Powerplant Major Alterations.** Major powerplant alterations, even when not listed in the applicable engine specifications, include—
- (1) Conversion of an aircraft engine from one approved model to another, involving any changes in compression ratio, propeller reduction gear, impeller gear ratios or the substitution of major engine parts which requires extensive rework and testing of the engine.
 - (2) Changes to the engine by replacing aircraft engine structural parts with parts not supplied by the original manufacturer or parts not specifically approved by the Authority.
 - (3) Installation of an accessory which is not approved for the engine.
 - (4) Removal of accessories that are listed as required equipment on the aircraft or engine specification.

- (5) Installation of structural parts other than the type of parts approved for the installation.
 - (6) Conversions of any sort for the purpose of using fuel of a rating or grade other than that listed in the engine specifications.
- (c) **Propeller Major Alterations.** Major propeller alterations, when not authorised in the applicable propeller specifications, include—
- (1) Changes in blade design.
 - (2) Changes in hub design.
 - (3) Changes in the governor or control design.
 - (4) Installation of a propeller governor or feathering system.
 - (5) Installation of propeller de-icing system.
 - (6) Installation of parts not approved for the propeller.
- (d) **Appliance Major Alterations.** Alterations of the basic design not made in accordance with recommendations of the appliance manufacturer or in accordance with applicable Airworthiness Directives are appliance major alterations. In addition, changes in the basic design of radio communication and navigation equipment approved under type certification or other authorisation that have an effect on frequency stability, noise level, sensitivity, selectivity, distortion, spurious radiation, automatic volume control (AVC) characteristics, or ability to meet environmental test conditions and other changes that have an effect on the performance of the equipment are also major alterations.

14 CFR: 43, Appendix A

IS: 5.1.1.2(A)(9) MAJOR REPAIRS (DEFINITION)

- (a) **Airframe Major Repairs.** Repairs to the following parts of an airframe and repairs of the following types, involving the strengthening, reinforcing, splicing, and manufacturing of primary structural members or their replacement, when replacement is by fabrication such as riveting or welding, are airframe major repairs.
- (1) Box beams.
 - (2) Monocoque or semimonocoque wings or control surfaces
 - (3) Wing stringers or chord members
 - (4) Spars.
 - (5) Spar flanges.
 - (6) Members of truss-type beams.
 - (7) Thin sheet webs of beams.
 - (8) Keel and chine members of boat hulls or floats.

- (9) Corrugated sheet compression members which act as flange material of wings or tail surfaces.
 - (10) Wing main ribs and compression members.
 - (11) Wing or tail surface brace struts.
 - (12) Engine mounts.
 - (13) Fuselage longerons.
 - (14) Members of the side truss, horizontal truss, or bulkheads.
 - (15) Main seat support braces and brackets.
 - (16) Landing gear brace struts.
 - (17) Axles.
 - (18) Wheels.
 - (19) Parts of the control system such as control columns, pedals, shafts, brackets, or horns.
 - (20) Repairs involving the substitution of material.
 - (21) The repair of damaged areas in metal or plywood stressed covering exceeding six inches in any direction.
 - (22) The repair of portions of skin sheets by making additional seams.
 - (23) The splicing of skin sheets
 - (24) The repair of three or more adjacent wing or control surface ribs or the leading edge of wings and control surfaces, between such adjacent ribs.
 - (25) Repair of fabric covering involving an area greater than that required to repair two adjacent ribs.
 - (26) Replacement of fabric on fabric covered parts such as wings, fuselages, stabilisers, and control surfaces.
 - (27) Repairing, including rebottoming, of removable or integral fuel tanks and oil tanks.
- (b) **Powerplant Major Repairs.** Repairs of the following parts of an engine and repairs of the following types, are powerplant major repairs—
- (1) Separation or disassembly of a crankcase or crankshaft of a piston engine equipped with an integral supercharger.
 - (2) Separation or disassembly of a crankcase or crankshaft of a piston engine equipped with other than spur-type propeller reduction gearing.
 - (3) Special repairs to structural engine parts by welding, plating, metalising, or other methods.

- (c) **Propeller Major Repairs.** Repairs of the following types to a propeller are propeller major repairs—
- (1) Any repairs to or straightening of steel blades.
 - (2) Repairing or machining of steel hubs.
 - (3) Shortening of blades.
 - (4) Retipping of wood propellers.
 - (5) Replacement of outer laminations on fixed pitch wood propellers.
 - (6) Repairing elongated bolt holes in the hub of fixed pitch wood propellers.
 - (7) Inlay work on wood blades.
 - (8) Repairs to composition blades.
 - (9) Replacement of tip fabric.
 - (10) Replacement of plastic covering.
 - (11) Repair of propeller governors.
 - (12) Overhaul of controllable pitch propellers.
 - (13) Repairs to deep dents, cuts, scars, nicks, etc., and straightening of aluminium blades.
 - (14) The repair or replacement of internal elements of blades.
- (d) **Appliance Major Repairs.** Repairs of the following types to appliances are appliance major repairs—
- (1) Calibration and repair of instruments.
 - (2) Calibration of avionics or computer equipment.
 - (3) Rewinding the field coil of an electrical accessory.
 - (4) Complete disassembly of complex hydraulic power valves.
 - (5) Overhaul of pressure type carburetors, and pressure type fuel, oil, and hydraulic pumps.

14 CFR: 43, Appendix B

IS: 5.1.1.2(A)(11) PREVENTIVE MAINTENANCE (DEFINITION)

- (a) **Preventive Maintenance.** Preventive maintenance is limited to the following work, provided it does not involve complex assembly operations.
- (1) Removal, installation and repair of landing gear tires.
 - (2) Replacing elastic shock absorber cords on landing gear.

- (3) Servicing landing gear shock struts by adding oil, air, or both.
- (4) Servicing landing gear wheel bearings, such as cleaning and greasing.
- (5) Replacing defective safety wiring or cotter keys.
- (6) Lubrication not requiring disassembly other than removal of non-structural items such as cover plates, cowlings, and fairings.
- (7) Making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces.
- (8) Replenishing hydraulic fluid in the hydraulic reservoir.
- (9) Refinishing decorative coating of fuselage, wings, tail group surfaces (excluding balanced control surfaces), fairings, cowling, landing gear, cabin, or cockpit interior when removal or disassembly of any primary structure or operating system is not required.
- (10) Applying preservative or protective material to components where no disassembly of any primary structure or operating system is involved and where such coating is not prohibited or is not contrary to good practices.
- (11) Repairing upholstery and decorative furnishings of the cabin or cockpit when the repairing does not require disassembly of any primary structure or operating system or interfere with an operating system or affect primary structure of the aircraft.
- (12) Making small simple repairs to fairings, non-structural cover plates, cowlings, and small patches and reinforcements not changing the contour so as to interfere with proper airflow.
- (13) Replacing side windows where that work does not interfere with the structure of any operating system such as controls, electrical equipment, etc.
- (14) Replacing safety belts.
- (15) Replacing seats or seat parts with replacement parts approved for the aircraft, not involving disassembly of any primary structure or operating system.
- (16) Troubleshooting and repairing broken circuits in landing light wiring circuits.
- (17) Replacing bulbs, reflectors, and lenses of position and landing lights.
- (18) Replacing wheels and skis where no weight and balance computation is involved.
- (19) Replacing any cowling not requiring removal of the propeller or disconnection of flight controls.
- (20) Replacing or cleaning spark plugs and setting of spark plug gap clearance.
- (21) Replacing any hose connection except hydraulic connections.
- (22) Replacing prefabricated fuel lines.

- (23) Cleaning fuel and oil strainers.
- (24) Replacing and servicing batteries.
- (25) Replacement or adjustment of non-structural fasteners incidental to operations.
- (26) The installation of anti-misfueling devices to reduce the diameter of fuel tank filler openings provided the specific device has been made a part of the aircraft type certificate data by the aircraft manufacturer, the manufacturer has provided appropriately approved instructions acceptable to the Authority for the installation of the specific device, and installation does not involve the disassembly of the existing filler opening.

14 CFR: 43, Appendix C

IS: 5.4.1.5 ISSUANCE OR VALIDATION OF A STANDARD CERTIFICATE OF AIRWORTHINESS

(a) The standard Certificate of Airworthiness issued by the [Authority] shall be as follows.

*	[STATE OF REGISTRY] [ISSUING AUTHORITY]	*
CERTIFICATE OF AIRWORTHINESS		
1. Nationality and registration marks 	2. Manufacturer and manufacturer's designation of aircraft** 	3. Aircraft serial number
4. Categories and/or operation***:.....		
5. This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944 and † in respect of the above-mentioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations. Date of issue Signature †Insert reference to appropriate Airworthiness Code.		
6. ***		

* For use of the State of Registry.
 ** Manufacturer's designation of aircraft should contain the aircraft type and model.
 *** This space is normally used to indicate the certification basis, i.e., certification code, with which the particular aircraft complies and/or its permitted operational category, e.g., commercial air transportation, aerial work, or private.
 **** This space shall be used either for periodic endorsement (giving date of expiry) or for a statement that the aircraft is being maintained under a system of continuous inspection.

Annex 8: Part II, Chapter 3, page II-3-3.

IS: 5.6.1.7 PERFORMANCE RULES: INSPECTIONS

- (a) Each person performing an annual or 100-hour inspection shall, before that inspection, thoroughly clean the aircraft and aircraft engine and remove or open all necessary inspection plates, access doors, fairings, and cowlings.
- (b) Each person performing an annual or 100-hour inspection shall inspect, where applicable, the following components—
 - (1) Fuselage and hull group—
 - (1) Fabric and skin - for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings.
 - (2) Systems and components - for improper installation, apparent defects, and unsatisfactory operation.
 - (3) The cabin and cockpit group.
 - (4) Generally - for uncleanness and loose equipment that might foul the controls.
 - (5) Seats and safety belts - for poor condition and apparent defects.
 - (6) Windows and windshields - for deterioration and breakage.
 - (7) Instruments - for poor condition, mounting, marking, and (where practicable) for improper operation.
 - (8) Flight and engine controls - for improper installation and improper operation.
 - (9) Batteries - for improper installation and improper charge.
 - (10) All systems - for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.
 - (2) Engine and nacelle group—
 - (1) Engine section - for visual evidence of excessive oil, fuel, or hydraulic leaks, and sources of such leaks.
 - (2) Studs and nuts - for improper torquing and obvious defects.
 - (3) Internal engine - for cylinder compression and for metal particles or foreign matter on screens and sump drain plugs. If there is weak cylinder compression, for improper internal condition and improper internal tolerances.
 - (4) Engine mount - for cracks, looseness of mounting, and looseness of engine to mount.
 - (5) Flexible vibration dampeners - for poor condition and deterioration.
 - (6) Engine controls - for defects, improper travel, and improper safetying.
 - (7) Lines, hoses, and clamps - for leaks, improper condition, and looseness.

- (8) Exhaust stacks - for cracks, defects, and improper attachment.
 - (9) Accessories - for apparent defects in security of mounting.
 - (10) All systems - for improper installation, poor general condition, defects, and insecure attachment.
 - (11) Cowling - for cracks and defects.
- (3) Landing gear group—
- (1) All units - for poor condition and insecurity of attachment.
 - (2) Shock absorbing devices - for improper oleo fluid level.
 - (3) Linkage, trusses, and members - for undue or excessive wear, fatigue, and distortion.
 - (4) Retracting and locking mechanism - for improper operation.
 - (5) Hydraulic lines - for leakage.
 - (6) Electrical system - for chafing and improper operation of switches.
 - (7) Wheels - for cracks, defects, and condition of bearings.
 - (8) Tires - for wear and cuts.
 - (9) Brakes - for improper adjustment.
 - (10) Floats and skis - for insecure attachment and obvious or apparent defects.
- (4) Wing and centre section assembly for—
- (1) Poor general condition,
 - (2) Fabric or skin deterioration,
 - (3) Distortion,
 - (4) Evidence of failure, and
 - (5) Insecurity of attachment.
- (5) Complete empennage assembly for—
- (1) Poor general condition,
 - (2) Fabric or skin deterioration,
 - (3) Distortion,
 - (4) Evidence of failure,

- (5) Insecure attachment,
 - (6) Improper component installation, and
 - (7) Improper component operation.
- (6) Propeller group—
- (1) Propeller assembly - for cracks, nicks, binds, and oil leakage,
 - (2) Bolts - for improper torquing and lack of safety,
 - (3) Anti-icing devices - for improper operations and obvious defects, and
 - (4) Control mechanisms - for improper operation, insecure mounting, and restricted travel.
- (7) Avionics/instrument group—
- (1) Avionics/instruments equipment - for improper installation and insecure mounting.
 - (2) Wiring and conduits - for improper routing, insecure mounting, and obvious defects.
 - (3) Bonding and shielding - for improper installation and poor condition.
 - (4) Antenna including trailing antenna - for poor condition, insecure mounting, and improper operation.
- (8) Electronic/electrical group—
- (1) Wiring and conduits - for improper routing, insecure mounting, and obvious defects.
 - (2) Bonding and shielding - for improper installation and poor condition.
 - (3) Each installed miscellaneous item that is not otherwise covered by this listing and/or has instructions for continued airworthiness - for improper installation and improper operation.

14 CFR: Part 43 Appendix D

IS: 5.7.1.1 CONTENT, FORM AND DISPOSITION OF RECORDS FOR MAINTENANCE, PREVENTIVE MAINTENANCE, REBUILDING AND ALTERATION OF AIRCRAFT AND LIFE LIMITED PARTS

IS: 5.7.1.1(B) RECORDING OF MAJOR REPAIRS AND ALTERATIONS

- (a) Each person performing a major repair or major alteration shall—
 - (1) Execute the appropriate form prescribed by the Authority at least in duplicate;
 - (2) Give a signed copy of that form to the aircraft owner/operator; and
 - (3) Forward a copy of that form to the Authority, in accordance with Authority instructions, within 48 hours after the aeronautical product is approved for return to service.

Note: Some CAA's have an electronic system for recording major repairs and alterations. This IS is written presuming the [State] will use a hard copy form in duplicate. If an electronic system is used, the items here are recommended for inclusion in the system.

- (b) In place of the requirements of paragraph (a), major repairs made in accordance with a manual or specifications acceptable to the Authority, an AMO may—
 - (1) Use the customer's work order upon which the repair is recorded;
 - (2) Give the aircraft owner a signed copy of the work order and retain a duplicate copy for at least one year from the date of approval for return to service of the aeronautical product;
 - (3) Give the aircraft owner a maintenance release signed by an authorised representative of the AMO and incorporating the following information—
 - (1) Identity of the aeronautical product;
 - (2) If an aircraft, the make, model, serial number, nationality and registration marks, and location of the repaired area;
 - (3) If an aeronautical product, give the manufacturer's name, name of the part, model, and serial numbers (if any); and
 - (4) Include the following or a similarly worded statement—

The aeronautical product identified above was repaired, overhauled and inspected in accordance with currently effective, applicable instructions of the State of Design and regulatory requirements of the Authority, and is approved for return to service.

Pertinent details of the repair are on file at this maintenance organisation.

Order No. _____ Date _____

Signed _____

(Signature of authorised representative)

(Facility Name) (AMO Certificate Number)

(Address)

14 CFR: 43, Appendix B

(c) The following sample form may be used to record major alterations and repairs.

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)					[State]	
					For CAA Use Only	
					Office Identification	
INSTRUCTIONS: Print or type all entries. See Model Regulation Part 5, 5.7.1.1(b) and IS: 5.7.1.1 for instructions and disposition of this form.						
1. Aircraft	Make				Model	
	Serial Number				Nationality and Registration Mark	
2. Owner	Name (As shown on certificate of registration)			Address (As shown on registration certificate)		
3. For Authority Use Only						
4. Unit Identification					5. Type	
Unit	Make	Model	Serial Number	Repair	Alteration	
Airframe	----- (As described in item 1 above) -----					
Powerplant						
Propeller						
Appliance	Type					
	Manufacture					
6. Conformity Statement						
A. Organisation Name and Address		B. Kind of Licence/Organisation			C. Certificate/Licence Number	
		<input type="checkbox"/> Licensed (AMT) <input type="checkbox"/> A <input type="checkbox"/> P or <input type="checkbox"/> A/P <input type="checkbox"/> Approved Maintenance Organisation <input type="checkbox"/> Manufacturer AMO			(For an AMO include the appropriate ratings issued for the major repair or alteration)	
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 5 of the Model Regulations and that the information furnished herein is true and correct to the best of my knowledge.						
Date				Signature of Authorised Individual		
7. Approval for Return To Service						
Pursuant to the authority given persons specified below, the unit(s) identified in item 4 was inspected in the manner prescribed by the Director of the Civil Aviation Authority and is <input type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED						
BY	<input type="checkbox"/> CAA Inspector	<input type="checkbox"/> Inspection Authorisation			Other (Specify)	
	<input type="checkbox"/> Maintenance Organisation	<input type="checkbox"/> Other				
Date of Approval or Rejection			Certificate or Designation Number		Signature or Authorised Individual	

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 each page with aircraft nationality and registration mark and date work completed.)

INSTRUCTIONS FOR COMPLETION OF MAJOR REPAIR AND ALTERATION FORM

Item 1 – Aircraft. Information to complete the “make,” “model,” and “serial number” blocks will be found on the aircraft manufacturer’s identification plate. The “Nationality and Registration Mark” is the same as shown on Certificate of Aircraft Registration.

Item 2 – Owner. Enter the aircraft owner’s complete name and address as show on the Certificate of Aircraft Registration.

Note: When a major repair or alteration is made to a spare part or appliance, items 1 and 2 will be left blank, and the original and duplicate copy of the form will remain with the part until such time as it is installed on an aircraft. The person installing the part will then enter the required information in blocks 1 and 2, give the original of the form to the aircraft owner/operator, and forward the duplicate copy to the Authority within 48 hours after the work is inspected.

Item 3 – For Authority use only. Approval may be indicated in Item 3 when the Authority determines that data to be used in performing a major alteration or a major repair complies with accepted industry practices and all applicable [State] regulations. Approval is indicated in one of the following methods:

- (1) Approval by examination of data only – one aircraft only: “The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorised in § 5.6.1.4.
- (2) Approval by physical inspection, demonstration, testing, etc. of the data and aircraft – one aircraft only” “The alteration or repair identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspections by a person in § 5.6.1.4.”
- (3) Approval by examination of data only – duplication on identical aircraft. “The alteration identified herein complies with the applicable airworthiness requirements and is approved for duplication on identical aircraft make, model, and altered configuration by the original modifier.”

A signature in item 3, “For Authority Use Only,” indicates approval of the data described in that section for use in accomplishing the work described under item 8, “Description of the Work Accomplished.” This signature does not indicate CAA approval of the work described under item 8 for return to service.

Item 4 – Unit identification. The information blocks under item 4 are used to identify the airframe, powerplant, propeller, or appliance repaired or altered. It is only necessary to complete the blocks for the unit repaired or altered.

Item 5 – Type. Enter a checkmark in the appropriate column to indicate if the unit was repaired or altered.

Item 6 – Conformity Statement.

“A” – Agency’s name and address. Enter name of the AMT, AMO or manufacturer accomplishing the repair or alteration. AMT’s should enter their name and permanent mailing address. Manufacturers and AMOs should enter the name and address under which they do business.

“B” – Kind of Licence/Organisation. Check the appropriate box to indicate the type of person or organisation who performed the work.

“C” – Certificate/licence number. AMT’s should enter their AMT licence number in this block. AMO’s should enter their AMO certificate number and the rating or ratings under which the work was performed. Manufacturers should enter their type production or Supplemental Type Certificate (STC) number. Manufacturers of Technical Standard Orders (TSO) appliances altering these appliances should enter the TSO number of the appliance altered.

“D” – Compliance Statement. This space is used to certify that the repair or alteration was made in accordance with [Part 5 of these regulations]. When work was performed or supervised by licensed AMT’s not employed by a manufacturer or AMO, they should enter the date the repair or alteration was completed and sign their full name. AMO’s are permitted to authorise persons in their employ to date and sign this conformity statement.

A signature in item 6, “Conformity Statement,” is a certification by the person performing the work that it was accomplished in accordance with applicable CAA and CAA-approved data. The certification is only applicable to that work described under item 8, “Description of Work Accomplished.” This signature does not indicate CAA approval of the work described under item 8 for return to service.

Item 7 – Approval for Return to Service. MCAR Part 5 establishes the conditions under which major repairs and alterations to airframes, powerplants, propellers, and/or appliances may be approved for return to service. This portion of the form is used to indicate approval or rejection of the repair or alteration of the unit involved and to identify the person or agency making the airworthiness inspection. Check the “approved” or “rejected” box to indicate the finding. Additionally, check the appropriate box to indicate who made the finding. Use the box labeled “other” to indicate a finding by a person other than those listed. Enter the date the finding was made. The authorised person who made the finding should sign the form and enter the appropriate certificate or designation number.

- (1) Previously Approved Data. The forms will be completed as instructed ensuring that Item 7 is completed as noted above.
- (2) Non-previously Approved Data. The form will be completed as instructed, leaving item 7, “Approval for Return to Service” blank and both copies of the form will be sent to the Authority with supporting data. When the CAA determines that the major repair or alteration data complies with the applicable regulations and is in conformity with accepted industry practices, data approval will be recorded by entering an appropriate statement in item 3, “for CAA use only.” Both forms and supporting data will be returned to the applicant who will complete item 7 “Approval for Return to Service.” The applicant will give the original of the form, with its supporting data to the aircraft owner or operator and return the duplicate copy to the Authority for inclusion in the aircraft records at its Aircraft Registry.
- (3) A signature in item 7, “Approval for Return to Service,” does not signify CAA approval unless the box to the left of “CAA Inspector” has been checked. The other persons listed in item 7 are authorized to “approve for return to service” if the repair or alteration is accomplished using CAA-approved data, performed in accordance with MCAR Part 5, and found to conform.

Item 8 – Description of Work Accomplished. A clear, concise, and legible statement describing the work accomplished should be entered in the item 8 on the reverse side of the form. It is important that the location of the repair or alteration, relative to the aircraft or component, be described. The approved data used as the basis for approving the major repair or alteration for the return to service should be identified and described in this area.

- (1) For example, if a repair was made to a buckled spar, the description and entered in this part might begin by stating, “Removed wing from aircraft and removed skin from outer 6 feet. Repaired buckled spar 49 inches from the tip in accordance with” and continue with a

description of the repair. The description should refer to applicable regulations and approved data used to substantiate the airworthiness of the repair or alteration. If the repair or alteration is subject to being covered by skin or other structures, statement should be made certifying that a precover inspection was made and that covered areas were found satisfactory.

- (2) Data used as a basis for the approving major repairs or alterations for return to service shall be approved prior to its use for that purpose and includes: Airworthiness Directives, Advisory Circulars under certain circumstances, TSO parts manufacturing approval, Approved Manufacturer's instructions, kits and service handbooks, type certificates data sheets, and aircraft specifications. Supporting data such as stress analyses, test reports, sketches or photographs should be submitted on the form. These supporting data will be returned to the applicant by the Authority.
- (3) If additional space is needed to describe the repair or alteration, attach sheets bearing the aircraft nationality and registration mark and the date work was completed.
- (4) Showing weight and balance computations under this item is not required; however, it may be done. In all cases where weight and balance of the aircraft are affected, the changes should be entered in the aircraft weight and balance records with the date, signature, and reference to the work performed on the [CAA MR&A Form] that required the changes.

Note: CAA MR&M Form is not authorised for use on other than [STATE]-registered aircraft. If a foreign civil aviation authority requests the form, as a record of work performed, it may be provided.

FAA AC 43.9-1E

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