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the instrument panel, (excluding automatic flight control systems, transponders, and microwave frequency distance measuring equipment (DME)). The approved unit must be designed to be readily and repeatedly removed and replaced, and pertinent instructions must be provided. Prior to the unit’s intended use, and operational check must be performed in accordance with the applicable sections of part 91 of this chapter.

(32) Updating self-contained, front instrument panel-mounted Air Traffic Control (ATC) navigational software data bases (excluding those of automatic flight control systems, transponders, and microwave frequency distance measuring equipment (DME)) provided no disassembly of the unit is required and pertinent instructions are provided. Prior to the unit’s intended use, an operational check must be performed in accordance with applicable sections of part 91 of this chapter.

(Secs. 313, 601 through 610, and 1102, Federal Aviation Act of 1958 as amended (49 U.S.C. 1354, 1421 through 1430 and 1503); (49 U.S.C. 196(g) (Revised Pub. L. 97–449, Jan. 21, 1983); and 14 CFR 11.45)


EFFECTIVE DATE NOTE: At 77 FR 71096, Nov. 29, 2012, Appendix A to part 43 was amended by removing paragraph (c)(32), effective Jan. 28, 2013.

APPENDIX B TO PART 43—RE记CORDING OF MAJOR REPAIRS AND MAJOR ALTERATIONS

(a) Except as provided in paragraphs (b), (c), and (d) of this appendix, each person performing a major repair or major alteration shall—

(1) Execute FAA Form 337 at least in duplicate;

(2) Give a signed copy of that form to the aircraft owner; and

(3) Forward a copy of that form to the FAA Aircraft Certification Office in Oklahoma City, Oklahoma, within 48 hours after the aircraft, airframe, aircraft engine, propeller, or appliance is approved for return to service.

(b) For major repairs made in accordance with a manual or specifications acceptable to the Administrator, a certificated repair station may, in place of the requirements of paragraph (a)—

(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 two years from the date of approval for return to service of the aircraft, airframe, aircraft engine, propeller, or appliance;

(3) Give the aircraft owner a maintenance release signed by an authorized representative of the repair station and incorporating the following information:

   (i) Identity of the aircraft, airframe, aircraft engine, propeller or appliance.

   (ii) If an aircraft, the make, model, serial number, nationality and registration marks, and location of the repaired area.

   (iii) If an airframe, aircraft engine, propeller, or appliance, 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 aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this repair station under Order No. __________.

   Date

   Signed ____________________________

   For signature of authorized representative

   Repair station name) (Certificate No.)

   ____________________

   (Address)

(c) Except as provided in paragraph (d) of this appendix, for a major repair or major alteration made by a person authorized in §43.17, the person who performs the major repair or major alteration and the person authorized by §43.17 to approve that work shall execute an FAA Form 337 at least in duplicate. A completed copy of that form shall be—

(1) Placed on board the aircraft as specified in §91.417 of this chapter;

(2) Forwarded to the Federal Aviation Administration, Aircraft Registration Branch, AFS–750, Post Office Box 25504, Oklahoma City, OK 73125, within 48 hours after the work is inspected.

(d) For extended-range fuel tanks installed within the passenger compartment or a baggage compartment, the person who performs the work and the person authorized to approve the work by §43.17 shall execute an FAA Form 337 in at least triplicate. A completed copy of that form shall be—

(1) Placed on board the aircraft as specified in §91.417 of this chapter;

(2) Given to the aircraft owner; and

(3) Forwarded to the Federal Aviation Administration, Aircraft Registration Branch, AFS–751, Post Office Box 25724, Oklahoma City, Oklahoma, within 48 hours after the work is inspected.

_____
Federal Aviation Administration, DOT

City, OK 73125, within 48 hours after the work is inspected.

(Secs. 101, 610, 72 Stat. 737, 780, 49 U.S.C. 1301, 1430)


APPENDIX C TO PART 43 [RESERVED]

APPENDIX D TO PART 43—SCOPE AND DETAIL OF ITEMS (AS APPLICABLE TO THE PARTICULAR AIRCRAFT) TO BE INCLUDED IN ANNUAL AND 100-HOUR INSPECTIONS

(a) Each person performing an annual or 100-hour inspection shall, before that inspection, remove or open all necessary inspection plates, access doors, fairing, and cowling. He shall thoroughly clean the aircraft and aircraft engine.

(b) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the 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. Envelope, gas bags, ballast tanks, and related parts—for poor condition.

(c) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the cabin and cockpit group:

1. Generally—for uncleanliness and loose equipment that might foul the controls.
2. Seats and safety belts—for poor condition and apparent defects.
3. Windows and windshields—for deterioration and breakage.
4. Instruments—for poor condition, mounting, marking, and (where practicable) improper operation.
5. Flight and engine controls—for improper installation and improper operation.
7. All systems—for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.

(d) Each person performing an annual or 100-hour inspection shall inspect (where applicable) components of the engine and nacelle group as follows:

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.
10. All systems—for improper installation, poor general condition, defects, and insecure attachment.
11. Cowling—for cracks, and defects.

(e) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the landing gear group:

1. All units—for poor condition and insecurity of attachment.
2. Shock absorbing devices—for improper oleo fluid level.
3. Linkages, 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.
10. Floats and skis—for insecure attachment and obvious or apparent defects.

(f) Each person performing an annual or 100-hour inspection shall inspect (where applicable) all components of the wing and center section assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, and insecurity of attachment.

(g) Each person performing an annual or 100-hour inspection shall inspect (where applicable) all components and systems that make up the complete empennage assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, insecure attachment, improper component installation, and improper component operation.

(h) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the propeller group:

1. Propeller assembly—for cracks, nicks, binds, and oil leakage.