Modification / Repair Process

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

Part 1 - Definitions

Design change:

a ***change to a type design*** or a change to any other part of a type certificate or type acceptance certificate that if incorporated would require the modification or repair of a product, its components , or an appliance.

Repair:

a ***design change*** that is intended to return the product, component, or appliance to its original , or properly modified configuration.

Modification:

a ***design change*** that generally results in a change to the configuration of a product, component, or appliance.

- Definition (Attached to Delegation)

Major Design Change:

A **"minor change"** is one that has no appreciable effect on the:
weight, balance, structural strength, reliability, operational characteristics, or other characteristics affecting the airworthiness of the product.

All other changes are **"major changes"**

Part 21, Appendix D - Summary

Acceptable Technical Data

(1) NZ type certificate data sheets
(2) foreign type certificate data sheets used for the issue of a type acceptance certificate
(3) type design data for type certificated products
(4) approved design change data under 21.73
(5) data approved by the director under 21.505
(6) data provided by the Authority in an advisory circular
(7) airworthiness directives that give specific instructions for modification or repair
(8)* supplemental type certificates issued by the
(i) FAA
(ii) CASA
(9)* supplemental type approvals issued by Transport Canada
(10) manufacturers specific instructions – ICAs, AMM, SRM, O/HM, CAD, SB etc.
(11) FAA AC43.13-1B
(12) data included, and specific to the category of, an airworthiness certificate.

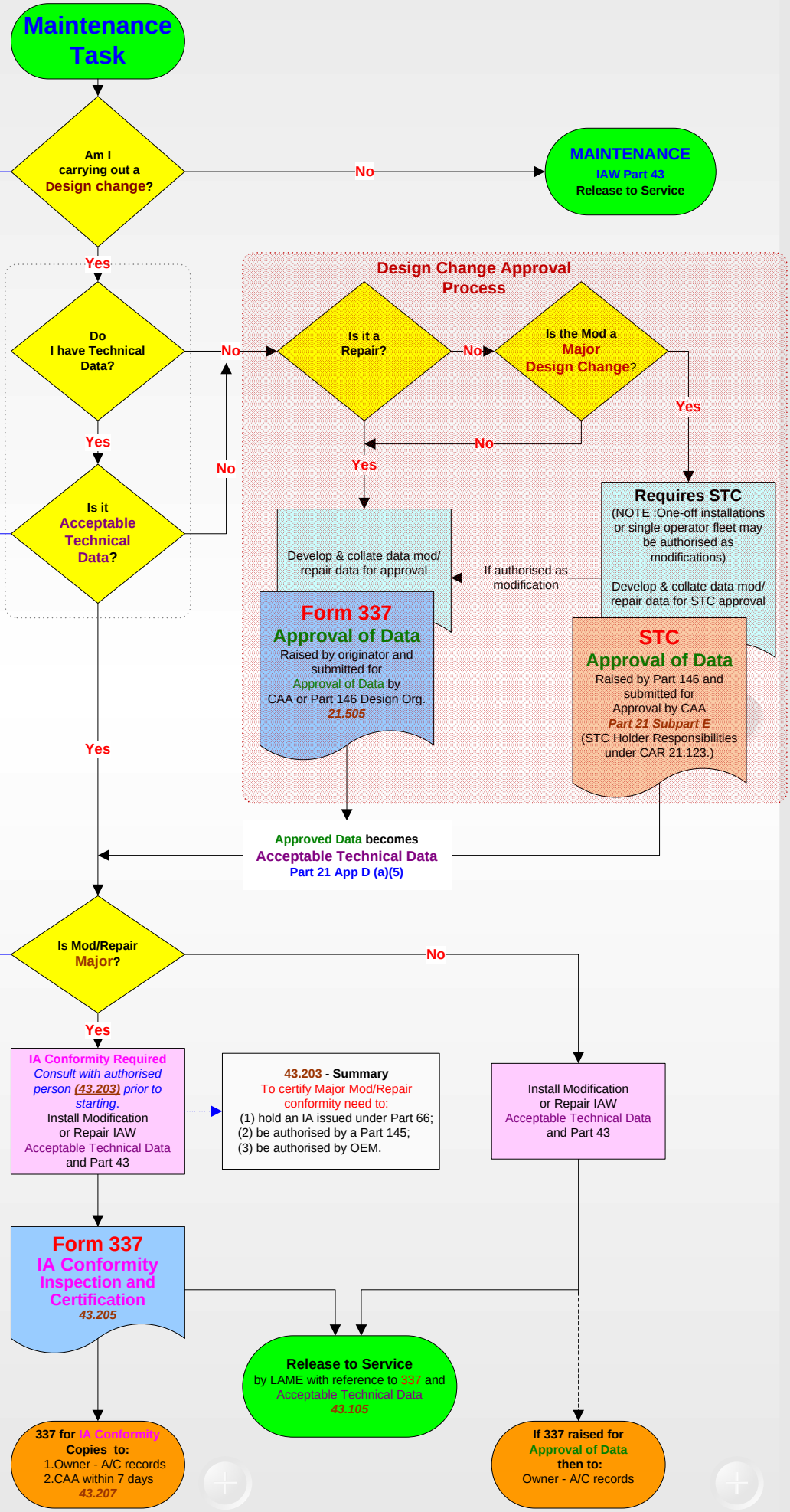
* *refer to rule for provisos, requires written permission of STC holder*

NB: All acceptable technical data must be appropriate, directly applicable and not contrary to manufacturers data

Part 1 - Definitions

Major Modification/Repair:

a mod/repair that could potentially affect the safety of an aircraft or its occupants where, as a result of its embodiment, one or more of the following incidents could occur:
(1) structural collapse.
(2) loss of control.
(3) failure of motive power.
(4) unintentional operation of, or inability to operate any systems or equipment essential to the safety or operational function of the aircraft.
(5) incapacitating injury to any occupant
(6) unacceptable serviceability or maintainability

Form 337- use

The technical data is:	*337 action*
Acceptable / not Major	No 337 action
Not Acceptable / not Major	Approval
Acceptable / Major	Conformity
Not Acceptable / Major	Approval and Conformity