

Federal Aviation Agency

Repl. by 43.9-1C



AC NO: AC 43.9-1B

AIRCRAFT

EFFECTIVE :


6/27/66

SUBJECT : INSTRUCTIONS FOR COMPLETION OF FAA FORM 337
MAJOR REPAIR AND ALTERATION

1. PURPOSE. This circular provides instructions for completing revised FAA Form 337 (issue 1-65 and subsequent), Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance).
2. CANCELLATION. AC No: 43.9-1A effective April 20, 1965, is canceled.
3. REFERENCE. Federal Aviation Regulation Part 43, section 43.9(a).
4. INFORMATION. Use FAA Form 337 bearing issue date (1-65). This form is furnished by the FAA free of charge and is available at all FAA General Aviation, or Air Carrier, District Offices. Destroy all FAA Forms 337 in your possession having an issue date prior to (1-65).
5. INSTRUCTIONS FOR COMPLETING FAA FORM 337 (1-65), MAJOR REPAIR AND ALTERATION FORM. FAA Form 337 is used to record major repairs and major alterations made to an aircraft or spare part. The following instructions and explanations, numbers 1 through 8, apply to corresponding items of the form:
 - (1) Aircraft. Information to complete the blocks "make," "model," and "serial number" will be found on the aircraft manufacturer's identification plate. The "nationality and registration mark" is the same as shown on the Certificate of Registration. When a repair or alteration is made to a spare part or appliance, not installed on an aircraft, the aircraft identification blocks will be left blank. Information will be entered by the person installing the spare part or appliance.
 - (2) Owner. Enter the aircraft owner's complete name and address as shown on the registration certificate. The spaces will be left blank if the form is being completed for a spare part or appliance.

- (3) For FAA Use Only. This item is for approval statements or other special purposes.
- (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.
- (5) Type. Check to indicate if the unit was repaired or altered.
- (6) Conformity Statement.
- a. Agency's Name and Address. Enter name of the mechanic, repair station, or manufacturer accomplishing the repair or alteration. Mechanics should enter their name and permanent mailing address. Manufacturers and repair stations should enter the name and address under which they do business.
 - b. Kind of Agency. Check the appropriate box to indicate the authorized person who performed the work.
 - c. Certificate Number. Mechanics should enter in this block the number and rating of their mechanic certificate. For example, M-17560, Airframe and/or Powerplant. Repair stations should enter their air agency certificate number and the rating or ratings under which the work was performed. For example, 1234 Airframe Class 3. Manufacturers should enter their type and/or production certificate number. Manufacturers altering TSO appliances should enter the TSO number of the appliance altered.
 - d. No Title. This space is used to certify that the repair or alteration was made in accordance with Federal Aviation Regulations. When work was performed or supervised by a certificated mechanic not employed by a manufacturer or repair station, he should enter the date the repair or alteration was completed and sign his full name. Repair stations are permitted to authorize persons in their employ to date and sign this conformity statement.
- (7) Approval for Return to Service. Federal Aviation Regulation Part 43 establishes the conditions under which airframe, powerplant, propeller, and appliance major repairs or alterations may be returned 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. 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 certificate or designation number, and signature of the person making the finding.

(8) Description of Work Accomplished. The description should be legible and concise. It is important that the description includes the location of the repair or alteration relative to the aircraft or component. For example, if a repair was made to a steel tube fuselage, the description entered in this part might start by stating, "Replaced lower left longeron from station 60 aft." (Continue with description of repair.) This description should refer to the applicable rule section as well as technical data necessary to substantiate the airworthiness of the repair or alteration. Reference to advisory circular data, manufacturers' service bulletins, airworthiness directives, stress analyses, test reports, sketches, or photographs should be incorporated. Copies of such data should not be attached to FAA Form 337 forwarded for FAA records. 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. Do not show weight and balance computations under this item. Enter empty weight, empty center of gravity, and useful load revisions in the aircraft weight and balance records.


For C. W. Walker
Director
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