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TAD 494.4

ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: INSTRUCTIONS FOR COMPLETION OF FAA FORM 337 (OMB 04-R0060)
MAJOR REPAIR AND ALTERATION (AIRFRAME, POWERPLANT,
PROPELLER, OR APPLIANCE)

1. **PURPOSE.** This circular provides instructions for completing FAA Form 337, Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance).
2. **CANCELLATION.** Advisory Circular 43.9-1B, dated June 27, 1966, is cancelled.
3. **REFERENCE.** Federal Aviation Regulations, Part 43, section 43.9(a).
4. **INFORMATION.** FAA Form 337 is furnished by the FAA free of charge and is available at all FAA Air Carrier, General Aviation, Engineering and Manufacturing, and Flight Standards District Offices and at all International Field Offices.
5. **INSTRUCTIONS FOR COMPLETING FAA FORM 337.** FAA Form 337 is used to record major repairs and major alterations made to an aircraft or spare part. The following instructions and explanations apply to corresponding items 1 through 8 of the form.
 - a. **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 the Certificate of Aircraft Registration, AC Form 8050-3. When a repair or alteration is made to a spare part or appliance that is 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.
 - b. **Item 2 - Owner.** Enter the aircraft owner's complete name and address as shown on the Certificate of Aircraft Registration. The spaces will be left blank if the form is being completed for a spare part or appliance.

- c. Item 3 - For FAA Use Only. This item is for approval statements or other special purposes.
- d. 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.
- e. Item 5 - Type. Enter a checkmark in the appropriate column to indicate if the unit was repaired or altered.
- f. Item 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.

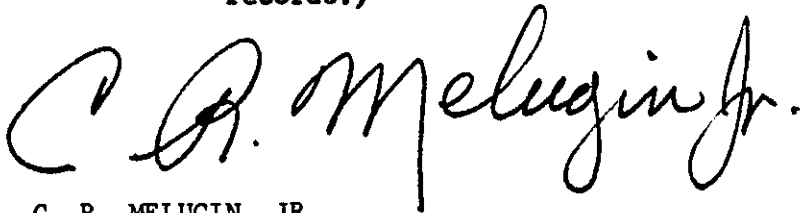
"B" - Kind of Agency: Check the appropriate box to indicate the type of person or organization authorized to perform the work.

"C" - Certificate Number: Mechanics should enter their mechanic certificate number and rating in this block, e.g., 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, e.g., 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" - Compliance Statement. 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.

- g. Item 7 - Approval for Return to Service. Federal Aviation Regulations, Part 43, establishes the conditions under which major repairs or 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 authorized person who made the finding should sign the form and enter the appropriate certificate or designation number.

- h. Item 8 - Description of Work Accomplished. A clear, concise, and legible statement describing the work accomplished should be entered in item 8 on the reverse side of FAA Form 337. It is important that the location of the repair or alteration, relative to the aircraft or component, be described.
- (1) For example, if a repair was made to a steel tube fuselage, the description entered in this part might begin by stating, "Replaced lower left longeron from station 60 aft . . ." and continue with a description of the 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.
 - (2) Reference to advisory circular data, manufacturers' service bulletins, airworthiness directives, stress analyses, test reports, sketches, or photographs should be incorporated; however, copies of such data should not be attached to the FAA Form 337 that is forwarded for FAA records.
 - (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) Do not show weight and balance computations under this item. (Empty weight, empty center of gravity, and useful load revisions should be entered in the aircraft weight and balance records.)



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