

(3) Forward a copy of that form to the FAA Aircraft Registration Branch 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) Given to the aircraft owner; and

(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 §43.7 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, OK 73125, within 48 hours after the work is inspected.

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

[Doc. No. 1993, 29 FR 5451, Apr. 23, 1964, as amended by Amdt. 43-10, 33 FR 15989, Oct. 31, 1968; Amdt. 43-29, 52 FR 34101, Sept. 9, 1987; Amdt. 43-31, 54 FR 34330, Aug. 18, 1989; 71 FR 58495, Oct. 4, 2006; Amdt. 43-41, 72 FR 53680, Sept. 20, 2007]

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 uncleanness 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.

(6) Batteries—for improper installation and improper charge.