

PART 43--MAINTENANCE, PREVENTIVE MAINTENANCE, REBUILDING, AND ALTERATION

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Authority: 49 U.S.C. 106(g), 40113, 44701, 44703, 44705, 44707, 44711, 44713, 44717.

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Editorial Note: For miscellaneous technical amendments to this Part 43, see Amdt. 43-3, 31 FR 3336, Mar. 3, 1966, and Amdt. 43-6, 31 FR 9211, July 6, 1966.

Special Federal Aviation Regulation No. 27 [Removed. Amdt. No. 43-32, 55
FR 32861, Aug. 10, 1990. Corrected at 55 FR 35139, Aug. 28, 1990]

EDITORIAL NOTE: For the convenience of the user, the removed text is set out below.

Special Federal Aviation Regulation No. 27--Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes

EDITORIAL NOTE: For the text of SFAR No. 27, see Part 11 of this chapter.

Sec. 43.1 Applicability.

(a) Except as provided in paragraph (b) of this section, this part prescribes rules governing the maintenance, preventive maintenance, rebuilding, and alteration of any--

(1) Aircraft having a U.S. airworthiness certificate;

(2) Foreign-registered civil aircraft used in common carriage or carriage of mail under the provisions of Part 121, 127, or 135 of this chapter; and

(3) Airframe, aircraft engines, propellers, appliances, and component parts of such aircraft.

(b) This part does not apply to any aircraft for which an experimental airworthiness certificate has been issued, unless a different kind of airworthiness certificate had previously been issued for that aircraft.

[Doc. No. 1993, 29 FR 5451, Apr. 23, 1964, as amended by Amdt. 43-23, 47 FR 41084, Sept. 16, 1982]

Sec. 43.2 Records of overhaul and rebuilding.

(a) No person may describe in any required maintenance entry or form an aircraft, airframe, aircraft engine, propeller, appliance, or component part as being overhauled unless--

(1) Using methods, techniques, and practices acceptable to the Administrator, it has been disassembled, cleaned, inspected, repaired as necessary, and reassembled; and

(2) It has been tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Administrator, which have been developed and documented by the holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under Sec. 21.305 of this chapter.

(b) No person may describe in any required maintenance entry or form an aircraft, airframe, aircraft engine, propeller, appliance, or component part as being rebuilt unless it has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that either conform to new part tolerances and limits or to approved oversized or undersized dimensions.

[Amdt. 43-23, 47 FR 41084, Sept. 16, 1982]

Sec. 43.3 Persons authorized to perform maintenance, preventive maintenance, rebuilding, and alterations.

(a) Except as provided in this section and Sec. 43.17, no person may maintain, rebuild, alter, or perform preventive maintenance on an aircraft, airframe, aircraft engine, propeller, appliance, or component part to which this part applies. Those items, the performance of which is a major alteration, a major repair, or preventive maintenance, are listed in Appendix

A.

(b) The holder of a mechanic certificate may perform maintenance, preventive maintenance, and alterations as provided in Part 65 of this chapter.

(c) The holder of a repairman certificate may perform maintenance and preventive maintenance as provided in Part 65 of this chapter.

(d) A person working under the supervision of a holder of a mechanic or repairman certificate may perform the maintenance, preventive maintenance, and alterations that his supervisor is authorized to perform, if the supervisor personally observes the work being done to the extent necessary to ensure that it is being done properly and if the supervisor is readily available, in person, for consultation. However, this paragraph does not authorize the performance of any inspection required by Part 91 or Part 125 of this chapter or any inspection performed after a major repair or alteration.

(e) The holder of a repair station certificate may perform maintenance,

preventive maintenance, and alterations as provided in Part 145 of this chapter.

(f) The holder of an air carrier operating certificate or an operating certificate issued under Part 121, 127, or 135, may perform maintenance, preventive maintenance, and alterations as provided in Part 121, 127, or 135.

(g) The holder of a pilot certificate issued under Part 61 may perform preventive maintenance on any aircraft owned or operated by that pilot which is not used under Part 121, 127, 129, or 135.

(h) Notwithstanding the provisions of paragraph (g) of this section, the Administrator may approve a certificate holder under Part 135 of this chapter, operating rotorcraft in a remote area, to allow a pilot to perform

specific preventive maintenance items provided--

(1) The items of preventive maintenance are a result of a known or suspected mechanical difficulty or malfunction that occurred en route to or

in a remote area;

(2) The pilot has satisfactorily completed an approved training program and

is authorized in writing by the certificate holder for each item of preventive maintenance that the pilot is authorized to perform;

(3) There is no certificated mechanic available to perform preventive

maintenance;

(4) The certificate holder has procedures to evaluate the accomplishment of

a preventive maintenance item that requires a decision concerning the airworthiness of the rotorcraft; and

(5) The items of preventive maintenance authorized by this section are

those listed in paragraph (c) of Appendix A of this part.

(i) Notwithstanding the provisions of paragraph (g) of this section, in

accordance with an approval issued to the holder of a certificate issued

under part 135 of this chapter, a pilot of an aircraft type-certificated for

9 or fewer passenger seats, excluding any pilot seat, may perform the removal

and reinstallation of approved aircraft cabin seats, approved cabin-mounted

stretchers, and when no tools are required, approved cabin-mounted medical

oxygen bottles, provided--

(1) The pilot has satisfactorily completed an approved training program and

is authorized in writing by the certificate holder to perform each task; and

(2) The certificate holder has written procedures available to the pilot to

evaluate the accomplishment of the task.

(j) A manufacturer may--

(1) Rebuild or alter any aircraft, aircraft engine, propeller, or appliance

manufactured by him under a type or production certificate;

(2) Rebuild or alter any appliance or part of aircraft, aircraft engines, propellers, or appliances manufactured by him under a Technical Standard

Order Authorization, an FAA-Parts Manufacturer Approval, or Product and

Process Specification issued by the Administrator; and

(3) Perform any inspection required by Part 91 or Part 125 of this chapter

on aircraft of manufacturers, while currently operating under a production certificate or under a currently approved production inspection system for such aircraft.

[Doc. No. 1993, 29 FR 5451, Apr. 23, 1964, as amended by Amdt. 43-4, 31 FR

5249, Apr. 1, 1966; Amdt. 43-23, 47 FR 41084, Sept. 16, 1982; Amdt. 43-25, 51

FR 40702, Nov. 7, 1986; Amdt. 43-36, 61 FR 19501, May 1, 1996]

Sec. 43.5 Approval for return to service after maintenance, preventive

maintenance, rebuilding, or alteration.

No person may approve for return to service any aircraft, airframe, aircraft engine, propeller, or appliance, that has undergone maintenance,

preventive maintenance, rebuilding, or alteration unless--

(a) The maintenance record entry required by Sec. 43.9 or Sec. 43.11, as

appropriate, has been made;

(b) The repair or alteration form authorized by or furnished by the Administrator has been executed in a manner prescribed by the Administrator;

and

(c) If a repair or an alteration results in any change in the aircraft

operating limitations or flight data contained in the approved aircraft

flight manual, those operating limitations or flight data are appropriately

revised and set forth as prescribed in Sec. 91.9 of this chapter.

[Docket No. 1993, 29 FR 5451, Apr. 23, 1964, as amended by Amdt. 43-23, 47 FR

41084, Sept. 16, 1982; Amdt. 43-31, 54 FR 34330, Aug. 18, 1989]

Sec. 43.7 Persons authorized to approve aircraft, airframes, aircraft engines, propellers, appliances, or component parts for return to service

after maintenance, preventive maintenance, rebuilding, or alteration.

(a) Except as provided in this section and Sec. 43.17, no person, other than the Administrator, may approve an aircraft, airframe, aircraft engine, propeller, appliance, or component part for return to service after it has undergone maintenance, preventive maintenance, rebuilding, or alteration.

(b) The holder of a mechanic certificate or an inspection authorization may approve an aircraft, airframe, aircraft engine, propeller, appliance, or component part for return to service as provided in Part 65 of this chapter.

(c) The holder of a repair station certificate may approve an aircraft, airframe, aircraft engine, propeller, appliance, or component part for return to service as provided in Part 145 of this chapter.

(d) A manufacturer may approve for return to service any aircraft, airframe, aircraft engine, propeller, appliance, or component part which that manufacturer has worked on under Sec. 43.3(j). However, except for minor alterations, the work must have been done in accordance with technical data approved by the Administrator.

(e) The holder of an air carrier operating certificate or an operating certificate issued under Part 121, 127, or 135, may approve an aircraft, airframe, aircraft engine, propeller, appliance, or component part for return to service as provided in Part 121, 127, or 135 of this chapter, as applicable.

(f) A person holding at least a private pilot certificate may approve an aircraft for return to service after performing preventive maintenance under the provisions of Sec. 43.3(g).

[Amdt. 43-23, 47 FR 41084, Sept. 16, 1982, as amended by Amdt. 43-36, 61 FR 19501, May 1, 1996]

Sec. 43.9 Content, form, and disposition of maintenance, preventive maintenance, rebuilding, and alteration records (except inspections performed in accordance with Part 91, Part 123, Part 125, Sec. 135.411(a)(1), and Sec. 135.419 of this chapter).

(a) Maintenance record entries. Except as provided in paragraphs (b) and

(c) of this section, each person who maintains, performs preventive maintenance, rebuilds, or alters an aircraft, airframe, aircraft engine,

propeller, appliance, or component part shall make an entry in the maintenance record of that equipment containing the following information:

(1) A description (or reference to data acceptable to the Administrator) of work performed.

(2) The date of completion of the work performed.

(3) The name of the person performing the work if other than the person specified in paragraph (a)(4) of this section.

(4) If the work performed on the aircraft, airframe, aircraft engine, propeller, appliance, or component part has been performed satisfactorily, the signature, certificate number, and kind of certificate held by the person approving the work. The signature constitutes the approval for return to service only for the work performed.

In addition to the entry required by this paragraph, major repairs and major alterations shall be entered on a form, and the form disposed of, in the manner prescribed in Appendix B, by the person performing the work.

(b) Each holder of an air carrier operating certificate or an operating certificate issued under Part 121, 127, or 135, that is required by its approved operations specifications to provide for a continuous airworthiness maintenance program, shall make a record of the maintenance, preventive maintenance, rebuilding, and alteration, on aircraft, airframes, aircraft engines, propellers, appliances, or component parts which it operates in accordance with the applicable provisions of Part 121, 127, or 135 of this chapter, as appropriate.

(c) This section does not apply to persons performing inspections in accordance with Part 91, 123, 125, Sec. 135.411(a)(1), or Sec. 135.419 of this chapter.

[Amdt. 43-23, 47 FR 41085, Sept. 16, 1982]

Sec. 43.11 Content, form, and disposition of records for inspections conducted under Parts 91 and 125 and Secs. 135.411(a)(1) and 135.419 of this chapter.

(a) Maintenance record entries. The person approving or disapproving for return to service an aircraft, airframe, aircraft engine, propeller, appliance, or component part after any inspection performed in accordance with Part 91, 123, 125, Sec. 135.411(a)(1), or Sec. 135.419 shall make

an

entry in the maintenance record of that equipment containing the following information:

(1) The type of inspection and a brief description of the extent of the inspection.

(2) The date of the inspection and aircraft total time in service.

(3) The signature, the certificate number, and kind of certificate held by the person approving or disapproving for return to service the aircraft, airframe, aircraft engine, propeller, appliance, component part, or portions thereof.

(4) Except for progressive inspections, if the aircraft is found to be airworthy and approved for return to service, the following or a similarly worded statement--"I certify that this aircraft has been inspected in accordance with (insert type) inspection and was determined to be in airworthy condition."

(5) Except for progressive inspections, if the aircraft is not approved for return to service because of needed maintenance, noncompliance with applicable specifications, airworthiness directives, or other approved data,

the following or a similarly worded statement--"I certify that this aircraft has been inspected in accordance with (insert type) inspection and a list of discrepancies and unairworthy items dated (date) has been provided for the aircraft owner or operator."

(6) For progressive inspections, the following or a similarly worded statement--"I certify that in accordance with a progressive inspection program, a routine inspection of (identify whether aircraft or components) and a detailed inspection of (identify components) were performed and the (aircraft or components) are (approved or disapproved) for return to service." If disapproved, the entry will further state "and a list of discrepancies and unairworthy items dated (date) has been provided to the aircraft owner or operator."

(7) If an inspection is conducted under an inspection program provided for in Part 91, 123, 125, or Sec. 135.411(a)(1), the entry must identify the inspection program, that part of the inspection program accomplished, and contain a statement that the inspection was performed in accordance with the inspections and procedures for that particular program.

(b) Listing of discrepancies and placards. If the person performing any inspection required by Part 91 or 125 or Sec. 135.411(a)(1) of this chapter finds that the aircraft is unairworthy or does not meet the applicable type certificate data, airworthiness directives, or other approved data

upon which

its airworthiness depends, that persons must give the owner or lessee a signed and dated list of those discrepancies. For those items permitted to be inoperative under Sec. 91.213(d)(2) of this chapter, that person shall place a placard, that meets the aircraft's airworthiness certification regulations, on each inoperative instrument and the cockpit control of each item of inoperative equipment, marking it "Inoperative," and shall add the items to the signed and dated list of discrepancies given to the owner or lessee.

[Amdt. 43-23, 47 FR 41085, Sept. 16, 1982, as amended by Amdt. 43-30, 53 FR 50195, Dec. 13, 1988; Amdt. 43-36, 61 FR 19501, May 1, 1996]

Sec. 43.12 Maintenance records: Falsification, reproduction, or alteration.

(a) No person may make or cause to be made:

- (1) Any fraudulent or intentionally false entry in any record or report that is required to be made, kept, or used to show compliance with any requirement under this part;
- (2) Any reproduction, for fraudulent purpose, of any record or report under this part; or
- (3) Any alteration, for fraudulent purpose, of any record or report under this part.

(b) The commission by any person of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking the applicable airman, operator, or production certificate, Technical Standard Order Authorization, FAA-Parts Manufacturer Approval, or Product and Process Specification issued by the Administrator and held by that person.

[Amdt. 43-19, 43 FR 22639, May 25, 1978, as amended by Amdt. 43-23, 47 FR 41085, Sept. 16, 1982]

Sec. 43.13 Performance rules (general).

(a) Each person performing maintenance, alteration, or preventive maintenance on an aircraft, engine, propeller, or appliance shall use the methods, techniques, and practices prescribed in the current

manufacturer's

maintenance manual or Instructions for Continued Airworthiness prepared by

its manufacturer, or other methods, techniques, and practices acceptable to

the Administrator, except as noted in Sec. 43.16. He shall use the tools,

equipment, and test apparatus necessary to assure completion of the work in

accordance with accepted industry practices. If special equipment or test

apparatus is recommended by the manufacturer involved, he must use that

equipment or apparatus or its equivalent acceptable to the Administrator.

(b) Each person maintaining or altering, or performing preventive maintenance, shall do that work in such a manner and use materials of such a

quality, that the condition of the aircraft, airframe, aircraft engine,

propeller, or appliance worked on will be at least equal to its original or

properly altered condition (with regard to aerodynamic function, structural

strength, resistance to vibration and deterioration, and other qualities

affecting airworthiness).

(c) Special provisions for holders of air carrier operating certificates

and operating certificates issued under the provisions of Part 121, 127, or

135 and Part 129 operators holding operations specifications. Unless otherwise notified by the administrator, the methods, techniques, and practices contained in the maintenance manual or the maintenance part of the

manual of the holder of an air carrier operating certificate or an operating

certificate under Part 121, 127, or 135 and Part 129 operators holding operations specifications (that is required by its operating specifications

to provide a continuous airworthiness maintenance and inspection program)

constitute acceptable means of compliance with this section.

[Doc. No. 1993, 29 FR 5451, Apr. 23, 1964, as amended by Amdt. 43-20, 45 FR

60182, Sept. 11, 1980; Amdt. 43-23, 47 FR 41085, Sept. 16, 1982; Amdt. 43-28,

52 FR 20028, June 16, 1987]

Sec. 43.15 Additional performance rules for inspections.

(a) General. Each person performing an inspection required by Part 91, 123,

125, or 135 of this chapter, shall--

(1) Perform the inspection so as to determine whether the aircraft,

or

portion(s) thereof under inspection, meets all applicable airworthiness requirements; and

(2) If the inspection is one provided for in Part 123, 125, 135, or Sec.

91.409(e) of this chapter, perform the inspection in accordance with the instructions and procedures set forth in the inspection program for the aircraft being inspected.

(b) Rotorcraft. Each person performing an inspection required by Part 91 on

a rotorcraft shall inspect the following systems in accordance with the maintenance manual or Instructions for Continued Airworthiness of the manufacturer concerned:

(1) The drive shafts or similar systems.

(2) The main rotor transmission gear box for obvious defects.

(3) The main rotor and center section (or the equivalent area).

(4) The auxiliary rotor on helicopters.

(c) Annual and 100-hour inspections. (1) Each person performing an annual or 100-hour inspection shall use a checklist while performing the inspection.

The checklist may be of the person's own design, one provided by the manufacturer of the equipment being inspected or one obtained from another

source. This checklist must include the scope and detail of the items contained in Appendix D to this part and paragraph (b) of this section.

(2) Each person approving a reciprocating-engine-powered aircraft for

return to service after an annual or 100-hour inspection shall, before that

approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the manufacturer's recommendations of--

(i) Power output (static and idle r.p.m.);

(ii) Magnetos;

(iii) Fuel and oil pressure; and

(iv) Cylinder and oil temperature.

(3) Each person approving a turbine-engine-powered aircraft for return to

service after an annual, 100-hour, or progressive inspection shall, before

that approval, run the aircraft engine or engines to determine satisfactory

performance in accordance with the manufacturer's recommendations.

(d) Progressive inspection. (1) Each person performing a progressive inspection shall, at the start of a progressive inspection system, inspect

the aircraft completely. After this initial inspection, routine and detailed

inspections must be conducted as prescribed in the progressive inspection

schedule. Routine inspections consist of visual examination or check of the

appliances, the aircraft, and its components and systems, insofar as practicable without disassembly. Detailed inspections consist of a thorough

examination of the appliances, the aircraft, and its components and

systems,

with such disassembly as is necessary. For the purposes of this subparagraph, the overhaul of a component or system is considered to be a detailed inspection.

(2) If the aircraft is away from the station where inspections are normally conducted, an appropriately rated mechanic, a certificated repair station, or the manufacturer of the aircraft may perform inspections in accordance with the procedures and using the forms of the person who would otherwise perform the inspection.

[Doc. No. 1993, 29 FR 5451, Apr. 23, 1964, as amended by Amdt. 43-23, 47 FR 41086, Sept. 16, 1982; Amdt. 43-25, 51 FR 40702, Nov. 7, 1986; Amdt. 43-31, 54 FR 34330, August 18, 1989]

Sec. 43.16 Airworthiness Limitations.

Each person performing an inspection or other maintenance specified in an

Airworthiness Limitations section of a manufacturer's maintenance manual or

Instructions for Continued Airworthiness shall perform the inspection or

other maintenance in accordance with that section, or in accordance with

operations specifications approved by the Administrator under Parts 121, 123,

127, or 135, or an inspection program approved under Sec. 91.409(e).

[Amdt. 43-20, 45 FR 60183, Sept. 11, 1980, as amended by Amdt. 43-23, 47 FR

41086, Sept. 16, 1982; Amdt. 43-31, 54 FR 34330, Aug. 18, 1989]

Sec. 43.17 Maintenance, preventive maintenance, and alterations performed on

U.S. aeronautical products by certain Canadian persons.

(a) Definitions. For purposes of this section:

Aeronautical product means any civil aircraft or airframe, aircraft engine,

propeller, appliance, component, or part to be installed thereon.

Canadian aeronautical product means any civil aircraft or airframe, aircraft engine, propeller, or appliance under airworthiness regulation by

the Canadian Department of Transport, or component or part to be installed

thereon.

U.S. aeronautical product means any civil aircraft or airframe,

aircraft

engine, propeller, or appliance under airworthiness regulation by the FAA, or component or part to be installed thereon.

(b) Applicability. This section does not apply to any U.S. aeronautical

products maintained or altered under any bilateral agreement made between

Canada and any country other than the United States.

(c) Authorized persons. (1) A person holding a valid Canadian Department of

Transport license (Aircraft Maintenance Engineer) and appropriate ratings

may, with respect to a U.S.-registered aircraft located in Canada, perform

maintenance, preventive maintenance, and alterations in accordance with the

requirements of paragraph (d) of this section and approve the affected aircraft for return to service in accordance with the requirements of paragraph (e) of this section.

(2) A company (Approved Maintenance Organization) (AMO) whose system of

quality control for the maintenance, alteration, and inspection of aeronautical products has been approved by the Canadian Department of Transport, or a person who is an authorized employee performing work for such

a company may, with respect to a U.S.-registered aircraft located in Canada

or other U.S. aeronautical products transported to Canada from the United

States, perform maintenance, preventive maintenance, and alterations in

accordance with the requirements of paragraph (d) of this section and approve

the affected products for return to service in accordance with the requirements of paragraph (e) of this section.

(d) Performance requirements. A person authorized in paragraph (c) of this

section may perform maintenance (including any inspection required by Sec.

91.409 of this chapter, except an annual inspection), preventive maintenance,

and alterations, provided:

(1) The person performing the work is authorized by the Canadian Department

of Transport to perform the same type of work with respect to Canadian aeronautical products;

(2) The work is performed in accordance with Secs. 43.13, 43.15, and 43.16

of this chapter, as applicable;

(3) The work is performed such that the affected product complies with the

applicable requirements of part 36 of this chapter; and

(4) The work is recorded in accordance with Secs. 43.2(a), 43.9, and 43.11

of this chapter, as applicable.

(e) Approval requirements. (1) To return an affected product to service, a

person authorized in paragraph (c) of this section must approve (certify)

maintenance, preventive maintenance, and alterations performed under

this

section, except that an Aircraft Maintenance Engineer may not approve a major repair or major alteration.

(2) An AMO whose system of quality control for the maintenance, preventive maintenance, alteration, and inspection of aeronautical products has been approved by the Canadian Department of Transport, or an authorized employee performing work for such an AMO, may approve (certify) a major repair or major alteration performed under this section if the work was performed in accordance with technical data approved by the Administrator.

(f) No person may operate in air commerce an aircraft, airframe, aircraft engine, propeller, or appliance on which maintenance, preventive maintenance, or alteration has been performed under this section unless it has been approved for return to service by a person authorized in this section.

[Amdt. 43-33, 56 FR 57571, Nov. 12, 1991]

Appendix A--Major Alterations, Major Repairs, and Preventive Maintenance

(a) Major alterations--(1) Airframe major alterations. Alterations of the following parts and alterations of the following types, when not listed in the aircraft specifications issued by the FAA, are airframe major alterations:

- (i) Wings.
- (ii) Tail surfaces.
- (iii) Fuselage.
- (iv) Engine mounts.
- (v) Control system.
- (vi) Landing gear.
- (vii) Hull or floats.
- (viii) Elements of an airframe including spars, ribs, fittings, shock absorbers, bracing, cowling, fairings, and balance weights.
- (ix) Hydraulic and electrical actuating system of components.
- (x) Rotor blades.
- (xi) Changes to the empty weight or empty balance which result in an increase in the maximum certificated weight or center of gravity limits of the aircraft.
- (xii) Changes to the basic design of the fuel, oil, cooling, heating, cabin pressurization, electrical, hydraulic, de-icing, or exhaust systems.
- (xiii) Changes to the wing or to fixed or movable control surfaces which affect flutter and vibration characteristics.

(2) Powerplant major alterations. The following alterations of a powerplant when not listed in the engine specifications issued by the FAA, are powerplant major alterations.

(i) Conversion of an aircraft engine from one approved model to another,

involving any changes in compression ratio, propeller reduction gear, impeller gear ratios or the substitution of major engine parts which requires

extensive rework and testing of the engine.

(ii) Changes to the engine by replacing aircraft engine structural parts

with parts not supplied by the original manufacturer or parts not specifically approved by the Administrator.

(iii) Installation of an accessory which is not approved for the engine.

(iv) Removal of accessories that are listed as required equipment on the aircraft or engine specification.

(v) Installation of structural parts other than the type of parts approved

for the installation.

(vi) Conversions of any sort for the purpose of using fuel of a rating or grade other than that listed in the engine specifications.

(3) Propeller major alterations. The following alterations of a propeller

when not authorized in the propeller specifications issued by the FAA are

propeller major alterations:

(i) Changes in blade design.

(ii) Changes in hub design.

(iii) Changes in the governor or control design.

(iv) Installation of a propeller governor or feathering system.

(v) Installation of propeller de-icing system.

(vi) Installation of parts not approved for the propeller.

(4) Appliance major alterations. Alterations of the basic design not made

in accordance with recommendations of the appliance manufacturer or in accordance with an FAA Airworthiness Directive are appliance major alterations. In addition, changes in the basic design of radio communication

and navigation equipment approved under type certification or a Technical

Standard Order that have an effect on frequency stability, noise level,

sensitivity, selectivity, distortion, spurious radiation, AVC characteristics, or ability to meet environmental test conditions and other

changes that have an effect on the performance of the equipment are also

major alterations.

(b) Major repairs--(1) Airframe major repairs. Repairs to the following

parts of an airframe and repairs of the following types, involving the strengthening, reinforcing, splicing, and manufacturing of primary structural

members or their replacement, when replacement is by fabrication such as

riveting or welding, are airframe major repairs.

(i) Box beams.

(ii) Monocoque or semimonocoque wings or control surfaces.

(iii) Wing stringers or chord members.

(iv) Spars.

(v) Spar flanges.

(vi) Members of truss-type beams.

(vii) Thin sheet webs of beams.

- (viii) Keel and chine members of boat hulls or floats.
 - (ix) Corrugated sheet compression members which act as flange material of wings or tail surfaces.
 - (x) Wing main ribs and compression members.
 - (xi) Wing or tail surface brace struts.
 - (xii) Engine mounts.
 - (xiii) Fuselage longerons.
 - (xiv) Members of the side truss, horizontal truss, or bulkheads.
 - (xv) Main seat support braces and brackets.
 - (xvi) Landing gear brace struts.
 - (xvii) Axles.
 - (xviii) Wheels.
 - (xix) Skis, and ski pedestals.
 - (xx) Parts of the control system such as control columns, pedals, shafts, brackets, or horns.
 - (xxi) Repairs involving the substitution of material.
 - (xxii) The repair of damaged areas in metal or plywood stressed covering exceeding six inches in any direction.
 - (xxiii) The repair of portions of skin sheets by making additional seams.
 - (xxiv) The splicing of skin sheets.
 - (xxv) The repair of three or more adjacent wing or control surface ribs or the leading edge of wings and control surfaces, between such adjacent ribs.
 - (xxvi) Repair of fabric covering involving an area greater than that required to repair two adjacent ribs.
 - (xxvii) Replacement of fabric on fabric covered parts such as wings, fuselages, stabilizers, and control surfaces.
 - (xxviii) Repairing, including rebottoming, of removable or integral fuel tanks and oil tanks.
- (2) Powerplant major repairs. Repairs of the following parts of an engine and repairs of the following types, are powerplant major repairs:
- (i) Separation or disassembly of a crankcase or crankshaft of a reciprocating engine equipped with an integral supercharger.
 - (ii) Separation or disassembly of a crankcase or crankshaft of a reciprocating engine equipped with other than spur-type propeller reduction gearing.
 - (iii) Special repairs to structural engine parts by welding, plating, metalizing, or other methods.
- (3) Propeller major repairs. Repairs of the following types to a propeller are propeller major repairs:
- (i) Any repairs to, or straightening of steel blades.
 - (ii) Repairing or machining of steel hubs.
 - (iii) Shortening of blades.
 - (iv) Retipping of wood propellers.
 - (v) Replacement of outer laminations on fixed pitch wood propellers.
 - (vi) Repairing elongated bolt holes in the hub of fixed pitch wood propellers.
 - (vii) Inlay work on wood blades.
 - (viii) Repairs to composition blades.
 - (ix) Replacement of tip fabric.
 - (x) Replacement of plastic covering.

(xi) Repair of propeller governors.

(xii) Overhaul of controllable pitch propellers.

(xiii) Repairs to deep dents, cuts, scars, nicks, etc., and straightening of aluminum blades.

(xiv) The repair or replacement of internal elements of blades.

(4) Appliance major repairs. Repairs of the following types to appliances are appliance major repairs:

(i) Calibration and repair of instruments.

(ii) Calibration of radio equipment.

(iii) Rewinding the field coil of an electrical accessory.

(iv) Complete disassembly of complex hydraulic power valves.

(v) Overhaul of pressure type carburetors, and pressure type fuel, oil and hydraulic pumps.

(c) Preventive maintenance. Preventive maintenance is limited to the following work, provided it does not involve complex assembly operations:

(1) Removal, installation, and repair of landing gear tires.

(2) Replacing elastic shock absorber cords on landing gear.

(3) Servicing landing gear shock struts by adding oil, air, or both.

(4) Servicing landing gear wheel bearings, such as cleaning and greasing.

(5) Replacing defective safety wiring or cotter keys.

(6) Lubrication not requiring disassembly other than removal of nonstructural items such as cover plates, cowlings, and fairings.

(7) Making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces. In the case of balloons, the making of small fabric repairs to envelopes (as defined in, and in accordance with, the balloon manufacturers' instructions) not requiring load tape repair or replacement.

(8) Replenishing hydraulic fluid in the hydraulic reservoir.

(9) Refinishing decorative coating of fuselage, balloon baskets, wings tail group surfaces (excluding balanced control surfaces), fairings, cowlings, landing gear, cabin, or cockpit interior when removal or disassembly of any primary structure or operating system is not required.

(10) Applying preservative or protective material to components where no disassembly of any primary structure or operating system is involved and where such coating is not prohibited or is not contrary to good practices.

(11) Repairing upholstery and decorative furnishings of the cabin, cockpit, or balloon basket interior when the repairing does not require disassembly of any primary structure or operating system or interfere with an operating system or affect the primary structure of the aircraft.

(12) Making small simple repairs to fairings, nonstructural cover plates, cowlings, and small patches and reinforcements not changing the contour so as

to interfere with proper air flow.

(13) Replacing side windows where that work does not interfere with the structure or any operating system such as controls, electrical equipment, etc.

(14) Replacing safety belts.

(15) Replacing seats or seat parts with replacement parts approved for the aircraft, not involving disassembly of any primary structure or operating system.

(16) Trouble shooting and repairing broken circuits in landing light wiring circuits.

(17) Replacing bulbs, reflectors, and lenses of position and landing lights.

(18) Replacing wheels and skis where no weight and balance computation is involved.

(19) Replacing any cowling not requiring removal of the propeller or disconnection of flight controls.

(20) Replacing or cleaning spark plugs and setting of spark plug gap clearance.

(21) Replacing any hose connection except hydraulic connections.

(22) Replacing prefabricated fuel lines.

(23) Cleaning or replacing fuel and oil strainers or filter elements.

(24) Replacing and servicing batteries.

(25) Cleaning of balloon burner pilot and main nozzles in accordance with the balloon manufacturer's instructions.

(26) Replacement or adjustment of nonstructural standard fasteners incidental to operations.

(27) The interchange of balloon baskets and burners on envelopes when the basket or burner is designated as interchangeable in the balloon type certificate data and the baskets and burners are specifically designed for quick removal and installation.

(28) The installations of anti-misfueling devices to reduce the diameter of fuel tank filler openings provided the specific device has been made a part

of the aircraft type certificate data by the aircraft manufacturer, the

aircraft manufacturer has provided FAA-approved instructions for installation

of the specific device, and installation does not involve the disassembly of

the existing tank filler opening.

(29) Removing, checking, and replacing magnetic chip detectors.

(30) The inspection and maintenance tasks prescribed and specifically identified as preventive maintenance in a primary category aircraft type

certificate or supplemental type certificate holder's approved special inspection and preventive maintenance program when accomplished on a primary

category aircraft provided:

(i) They are performed by the holder of at least a private pilot

certificate issued under part 61 who is the registered owner (including co-owners) of the affected aircraft and who holds a certificate of competency for the affected aircraft (1) issued by a school approved under Sec. 147.21(e) of this chapter; (2) issued by the holder of the production certificate for that primary category aircraft that has a special training program approved under Sec. 21.24 of this subchapter; or (3) issued by another entity that has a course approved by the Administrator; and (ii) The inspections and maintenance tasks are performed in accordance with instructions contained by the special inspection and preventive maintenance program approved as part of the aircraft's type design or supplemental type design.

(31) Removing and replacing self-contained, front instrument panel-mounted navigation and communication devices that employ tray-mounted connectors that connect the unit when the unit is installed into 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 1502); (49 U.S.C. 106(g) (Revised Pub. L. 97-449, Jan. 21, 1983); and 14 CFR 11.45)

[Doc. No. 1993, 29 FR 5451, Apr. 23, 1964, as amended by Amdt. 43-14, 37 FR 14291, June 19, 1972; Amdt. 43-23, 47 FR 41086, Sept. 16, 1982; Amdt. 43-24, 49 FR 44602, Nov. 7, 1984; Amdt. 43-25, 51 FR 40703, Nov. 7, 1986; Amdt. 43-27, 52 FR 17277, May 6, 1987; Amdt. 43-34, 57 FR 41369, Sept. 9, 1992; Amdt. 43-36, 61 FR 19501, May 1, 1996]

Appendix B--Recording 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 local Flight Standards

District

Office 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) For a major repair or major alteration made by a person authorized in

Sec. 43.17, the person who performs the major repair or major alteration and the person authorized by Sec. 43.17 to approve that work shall execute a 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, Post Office Box 25082, Oklahoma City, Okla. 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 Sec. 43.7 of this part shall

execute an FAA Form 337 in at least triplicate. One (1) copy of the FAA Form

337 shall be placed on board the aircraft as specified in Sec. 91.417 of this

chapter. The remaining forms shall be distributed as required by paragraph

(a) (2) and (3) or (c) (1) and (2) of this paragraph as appropriate.

(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]

Appendix C--[Reserved]

Appendix D--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.

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

(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.

(9) Accessories--for apparent defects in security of mounting.

(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.

(9) Brakes--for improper adjustment.

(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.

(2) Bolts--for improper torquing and lack of safetying.

(3) Anti-icing devices--for improper operations and obvious defects.

(4) Control mechanisms--for improper operation, insecure mounting, and restricted travel.

(i) Each person performing an annual or 100-hour inspection shall inspect

(where applicable) the following components of the radio group:

(1) Radio and electronic equipment--for improper installation and insecure mounting.

(2) Wiring and conduits--for improper routing, insecure mounting, and obvious defects.

(3) Bonding and shielding--for improper installation and poor condition.

(4) Antenna including trailing antenna--for poor condition, insecure mounting, and improper operation.

(j) Each person performing an annual or 100-hour inspection shall inspect

(where applicable) each installed miscellaneous item that is not otherwise covered by this listing for improper installation and improper operation.

Appendix E--Altimeter System Test and Inspection

Each person performing the altimeter system tests and inspections required

by Sec. 91.411 shall comply with the following:

(a) Static pressure system:

(1) Ensure freedom from entrapped moisture and restrictions.

(2) Determine that leakage is within the tolerances established in Sec.

23.1325 or Sec. 25.1325, whichever is applicable.

(3) Determine that the static port heater, if installed, is operative.

(4) Ensure that no alterations or deformations of the airframe surface have been made that would affect the relationship between air pressure in the static pressure system and true ambient static air pressure for any flight condition.

(b) Altimeter:

(1) Test by an appropriately rated repair facility in accordance with the following subparagraphs. Unless otherwise specified, each test for performance may be conducted with the instrument subjected to vibration. When tests are conducted with the temperature substantially different from ambient temperature of approximately 25 degrees C., allowance shall be made for the variation from the specified condition.

(i) Scale error. With the barometric pressure scale at 29.92 inches of mercury, the altimeter shall be subjected successively to pressures corresponding to the altitude specified in Table I up to the maximum normally expected operating altitude of the airplane in which the altimeter is to be installed. The reduction in pressure shall be made at a rate not in excess of 20,000 feet per minute to within approximately 2,000 feet of the test point. The test point shall be approached at a rate compatible with the test equipment. The altimeter shall be kept at the pressure corresponding to each test point for at least 1 minute, but not more than 10 minutes, before a reading is taken. The error at all test points must not exceed the tolerances specified in Table I.

(ii) Hysteresis. The hysteresis test shall begin not more than 15 minutes after the altimeter's initial exposure to the pressure corresponding to the upper limit of the scale error test prescribed in subparagraph (i); and while the altimeter is at this pressure, the hysteresis test shall commence. Pressure shall be increased at a rate simulating a descent in altitude at the rate of 5,000 to 20,000 feet per minute until within 3,000 feet of the first test point (50 percent of maximum altitude). The test point shall then be approached at a rate of approximately 3,000 feet per minute. The altimeter shall be kept at this pressure for at least 5 minutes, but not more than 15 minutes, before the test reading is taken. After the reading has been taken,

the pressure shall be increased further, in the same manner as before, until

the pressure corresponding to the second test point (40 percent of maximum

altitude) is reached. The altimeter shall be kept at this pressure for at

least 1 minute, but not more than 10 minutes, before the test reading is

taken. After the reading has been taken, the pressure shall be increased

further, in the same manner as before, until atmospheric pressure is reached.

The reading of the altimeter at either of the two test points shall not

differ by more than the tolerance specified in Table II from the reading of

the altimeter for the corresponding altitude recorded during the scale error

test prescribed in paragraph (b)(i).

(iii) After effect. Not more than 5 minutes after the completion of the

hysteresis test prescribed in paragraph (b)(ii), the reading of the altimeter

(corrected for any change in atmospheric pressure) shall not differ from the

original atmospheric pressure reading by more than the tolerance specified in

Table II.

(iv) Friction. The altimeter shall be subjected to a steady rate of decrease of pressure approximating 750 feet per minute. At each

altitude listed in Table III, the change in reading of the pointers after vibration

shall not exceed the corresponding tolerance listed in Table III.

(v) Case leak. The leakage of the altimeter case, when the pressure within

it corresponds to an altitude of 18,000 feet, shall not change the altimeter

reading by more than the tolerance shown in Table II during an interval of 1

minute.

(vi) Barometric scale error. At constant atmospheric pressure, the barometric pressure scale shall be set at each of the pressures (falling

within its range of adjustment) that are listed in Table IV, and shall cause

the pointer to indicate the equivalent altitude difference shown in Table IV

with a tolerance of 25 feet.

(2) Altimeters which are the air data computer type with associated computing systems, or which incorporate air data correction internally, may

be tested in a manner and to specifications developed by the manufacturer

which are acceptable to the Administrator.

(c) Automatic Pressure Altitude Reporting Equipment and ATC Transponder

System Integration Test. The test must be conducted by an appropriately rated

person under the conditions specified in paragraph (a). Measure the automatic

pressure altitude at the output of the installed ATC transponder when interrogated on Mode C at a sufficient number of test points to ensure that

the altitude reporting equipment, altimeters, and ATC transponders perform

their intended functions as installed in the aircraft. The difference between

the automatic reporting output and the altitude displayed at the altimeter

shall not exceed 125 feet.

(d) Records: Comply with the provisions of Sec. 43.9 of this chapter as to

content, form, and disposition of the records. The person performing the

altimeter tests shall record on the altimeter the date and maximum altitude

to which the altimeter has been tested and the persons approving the airplane

for return to service shall enter that data in the airplane log or other

permanent record.

Table I

Altitude	Equivalent pressure (inches of mercury)	Tolerance +/- (feet)
--1,000	31.018	20
0	29.921	20
500	29.385	20
1,000	28.856	20
1,500	28.335	25
2,000	27.821	30
3,000	26.817	30
4,000	25.842	35
6,000	23.978	40
8,000	22.225	60
10,000	20.577	80
12,000	19.029	90
14,000	17.577	100
16,000	16.216	110
18,000	14.942	120
20,000	13.750	130
22,000	12.636	140
25,000	11.104	155
30,000	8.885	180
35,000	7.041	205
40,000	5.538	230
45,000	4.355	255
50,000	3.425	280

Table II--Test Tolerances

Test	Tolerance (feet)
Case Leak Test	+/-100
Hysteresis Test:	
First Test Point (50 percent of maximum altitude)	75

Table III--Friction

Altitude (feet)	Tolerance (feet)
1,000	+/-70
2,000	70
3,000	70
5,000	70
10,000	80
15,000	90
20,000	100
25,000	120
30,000	140
35,000	160
40,000	180
50,000	250

Table IV--Pressure-Altitude Difference

Pressure (inches of Hg)	Altitude difference (feet)
28.10	-1,727
28.50	-1,340
29.00	-863
29.50	-392
29.92	0
30.50	+531
30.90	+893
30.99	+974

(Secs. 313, 314, and 601 through 610 of the Federal Aviation Act of 1958 (49 U.S.C. 1354, 1355, and 1421 through 1430) and sec. 6(c), Dept. of Transportation Act (49 U.S.C. 1655(c)))

[Amdt. 43-2, 30 FR 8262, June 29, 1965, as amended by Amdt. 43-7, 32 FR 7587, May 24, 1967; Amdt. 43-19, 43 FR 22639, May 25, 1978; Amdt. 43-23, 47 FR 41086, Sept. 16, 1982; Amdt. 43-31, 54 FR 34330, Aug. 18, 1989]

Appendix F--ATC Transponder Tests and Inspections

The ATC transponder tests required by Sec. 91.413 of this chapter may be conducted using a bench check or portable test equipment and must meet the requirements prescribed in paragraphs (a) through (j) of this appendix. If portable test equipment with appropriate coupling to the aircraft

antenna

system is used, operate the test equipment for ATCRBS transponders at a

nominal rate of 235 interrogations per second to avoid possible ATCRBS interference. Operate the test equipment at a nominal rate of 50 Mode

S interrogations per second for Mode S. An additional 3 dB loss is allowed to

compensate for antenna coupling errors during receiver sensitivity measurements conducted in accordance with paragraph (c)(1) when using portable test equipment.

(a) Radio Reply Frequency:

(1) For all classes of ATCRBS transponders, interrogate the transponder and

verify that the reply frequency is 1090+/-3 Megahertz (MHz).

(2) For classes 1B, 2B, and 3B Mode S transponders, interrogate the transponder and verify that the reply frequency is 1090+/-3 MHz.

(3) For classes 1B, 2B, and 3B Mode S transponders that incorporate the

optional 1090+/-1 MHz reply frequency, interrogate the transponder and verify

that the reply frequency is correct.

(4) For classes 1A, 2A, 3A, and 4 Mode S transponders, interrogate the

transponder and verify that the reply frequency is 1090+/-1 MHz.

(b) Suppression: When Classes 1B and 2B ATCRBS Transponders, or Classes 1B,

2B, and 3B Mode S transponders are interrogated Mode 3/A at an interrogation

rate between 230 and 1,000 interrogations per second; or when Classes 1A and

2A ATCRBS Transponders, or Classes 1B, 2A, 3A, and 4 Mode S transponders are

interrogated at a rate between 230 and 1,200 Mode 3/A interrogations per

second:

(1) Verify that the transponder does not respond to more than 1 percent of

ATCRBS interrogations when the amplitude of P2 pulse is equal to the P1

pulse.

(2) Verify that the transponder replies to at least 90 percent of ATCRBS

interrogations when the amplitude of the P2 pulse is 9 dB less than the P1

pulse. If the test is conducted with a radiated test signal, the interrogation rate shall be 235+/-5 interrogations per second unless a

higher rate has been approved for the test equipment used at that location.

(c) Receiver Sensitivity:

(1) Verify that for any class of ATCRBS Transponder, the receiver minimum

triggering level (MTL) of the system is -73+/-4 dbm, or that for any class of

Mode S transponder the receiver MTL for Mode S format (P6 type) interrogations is -74+/-3 dbm by use of a test set either:

(i) Connected to the antenna end of the transmission line;

(ii) Connected to the antenna terminal of the transponder with a correction

for transmission line loss; or

(iii) Utilized radiated signal.

(2) Verify that the difference in Mode 3/A and Mode C receiver sensitivity does not exceed 1 db for either any class of ATCRBS transponder or any class of Mode S transponder.

(d) Radio Frequency (RF) Peak Output Power:

(1) Verify that the transponder RF output power is within specifications for the class of transponder. Use the same conditions as described in (c)(1)

(i), (ii), and (iii) above.

(i) For Class 1A and 2A ATCRBS transponders, verify that the minimum RF peak output power is at least 21.0 dbw (125 watts).

(ii) For Class 1B and 2B ATCRBS Transponders, verify that the minimum RF

peak output power is at least 18.5 dbw (70 watts).

(iii) For Class 1A, 2A, 3A, and 4 and those Class 1B, 2B, and 3B Mode S

transponders that include the optional high RF peak output power, verify that

the minimum RF peak output power is at least 21.0 dbw (125 watts).

(iv) For Classes 1B, 2B, and 3B Mode S transponders, verify that the minimum RF peak output power is at least 18.5 dbw (70 watts).

(v) For any class of ATCRBS or any class of Mode S transponders, verify that the maximum RF peak output power does not exceed 27.0 dbw (500 watts).

Note: The tests in (e) through (j) apply only to Mode S transponders.

(e) Mode S Diversity Transmission Channel Isolation: For any class of Mode

S transponder that incorporates diversity operation, verify that the RF peak

output power transmitted from the selected antenna exceeds the power transmitted from the nonselected antenna by at least 20 db.

(f) Mode S Address: Interrogate the Mode S transponder and verify that it replies only to its assigned address. Use the correct address and at least

two incorrect addresses. The interrogations should be made at a nominal rate

of 50 interrogations per second.

(g) Mode S Formats: Interrogate the Mode S transponder with uplink formats

(UF) for which it is equipped and verify that the replies are made in the

correct format. Use the surveillance formats UF=4 and 5. Verify that the

altitude reported in the replies to UF=4 are the same as that reported in a

valid ATCRBS Mode C reply. Verify that the identity reported in the replies

to UF=5 are the same as that reported in a valid ATCRBS Mode 3/A reply. If

the transponder is so equipped, use the communication formats UF=20, 21, and

24.

(h) Mode S All-Call Interrogations: Interrogate the Mode S transponder with

the Mode S-only all-call format UF=11, and the ATCRBS/Mode S all-call

formats

(1.6 microsecond P4 pulse) and verify that the correct address and capability

are reported in the replies (downlink format DF=11).

(i) ATCRBS-Only All-Call Interrogation: Interrogate the Mode S transponder

with the ATCRBS-only all-call interrogation (0.8 microsecond P4 pulse) and

verify that no reply is generated.

(j) Squitter: Verify that the Mode S transponder generates a correct squitter approximately once per second.

(k) Records: Comply with the provisions of Sec. 43.9 of this chapter as to

content, form, and disposition of the records.

[Amdt. 43-26, 52 FR 3390, Feb. 3, 1987; 52 FR 6651, Mar. 4, 1987, as amended

by Amdt. 43-31, 54 FR 34330, Aug. 18, 1989]

14 CFR * Amendment 43-36 * May 1, 1996