



Concorde Battery Corporation

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# TECHNICAL BULLETIN

**Subject: Field Approval**

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Number: 5

## 1. What is a field approval?

A field approval is a design approval for a major repair or major alteration that is performed by a Flight Standards Service, Aviation Safety Inspector. The process is used for one serial numbered aircraft although field approvals can be granted for duplication on identical aircraft (make, model and series) in accordance with Order 8300.10, Vol. 2, Chapter 1. A field approval is for a major alteration supported by previously approved data. The Field Approval process has been in use for over 40 years and represents a collaboration between the Flight Standards Service, Aircraft Certification Service, designers, and applicants.

## 2. What are the steps of the field approval process?

The field approval process is laid out in the following steps:

- The applicant proposes to repair or alter one serial numbered aircraft.
  - The applicant must determine that the change is a major alteration or repair per 14 CFR 1.1 and 14 CFR part 43, Appendix A;
- The change is annotated on a FAA Form 337, Major Repair and Alteration;
- The applicant submits FAA Form 337 annotating the change with the data package to the Flight Standards District Office;
- The Flight Standards District Office may meet to assess the scope, complexity of change in light of 14 CFR 1.1 definitions and 14 CFR part 43, Appendix A;
- The Flight Standards District Office determines that either:
  - The data is adequate and no field is required.
  - The Aviation Safety Inspector can sign Block 3 of Form 337 to approve the repair or alteration, or



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- Additional data from the applicant is needed if the original data package is found to be inadequate, or
- The data needs Aircraft Certification Office review in light of its complexity or adequacy.
- If the Aircraft Certification Office reviews the data, they may:
  - determine that the data package is acceptable as is and can be approved as a Field Approval;
  - support the field approval with engineering review, advocate additional data or testing, assist with the flight test and Airplane Flight Manual supplements;
  - recommend that the project should be an Aircraft Certification Office managed Supplemental Type Certification project, and should proceed with the Supplemental Type Certification process.
- The Inspector approves the repair or alteration by signing block 3 of Form 337.

### **3. Who needs to know when a field approval is made?**

Owners, operators, and persons who repair or alter aircraft, FAA Flight Standards Inspectors, FAA Aircraft Certification Office Engineers, and DERs need to know when a field approval is made.

### **4. Where can I find additional information regarding Field Approvals?**

Additional information regarding field approvals can be obtained from the following locations:

- 14 CFR Part 1, Definitions and Abbreviations
- 14 CFR sections 43.3, 43.5, 43.7, 43.9 and Appendices A and B.
- FAA Order 8300.10, Airworthiness Inspector's Handbook, Vol. 2, Chapters 1 and 79.
- AC 43.13-1, Acceptable Methods, Techniques and Practices Aircraft Inspection and Repair;
- AC 43.13-2, Acceptable Methods, Techniques, and Practices Aircraft Alterations;
- AC 43-9, Maintenance Records; and
- AC 43.9-1, Instructions for Completion of FAA Form 337, Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance).