



Civil Aviation Organization Islamic Republic of Iran

Classification of Repairs to a TC as per point 21.A.435 (minor/major)

A/C:	Project name:	Date:	Rev:	Page:
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Criteria	Justification	Decision (yes/no)	Compliance Doc.
Step 1:General Criteria			
Does repair have Appreciable effect on aircraft Structural Performance? (includes static strength, fatigue, damage tolerance, flutter and stiffness characteristics)			
Does repair have Appreciable effect on aircraft weight?			
Does repair have Appreciable effect on aircraft balance? (center of gravity and aircraft load distribution)			
Does repair have Appreciable effect on aircraft systems?			
Does repair have Appreciable effect on aircraft operational characteristics including limited to stall, drag and vibration?			
Does repair have Appreciable effect on the other characteristics affecting the airworthiness of the product, part or appliance? (changes to load path and load sharing change to noise and emissions and fire protection / resistance)			
Continue classification process to step2, if all question step 1is negative, and if any question is positive stop process and classified the change as MAJOR.			
Step 2:Airworthiness Criteria			
Does repair needs extensive static, fatigue and damage tolerance strength justification and/or testing?			
Does repair use methods, techniques or practices that are unusual? (i.e., unusual material selection, heat treatment, material processes, jigging diagrams, etc.)			
Does repair have Appreciable effect on the Operational Suitability Data (MMEL, FCD, CCD, SIMD, MCSD)?			
Does repair require a re-assessment and re-evaluation of the original certification substantiation data to ensure that the aircraft still complies with all the relevant requirements?			
Does repair that requires a permanent additional inspection to the approved maintenance programme?			
Does repair have Appreciable effect on PSE, SSI, Critical parts or life limited parts?			



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Does repair that introduces a change to the Aircraft Flight Manual?			
Does repair have Appreciable effect on aircraft reliability?			
Does repair require Adjustment of certification basis or the OSD certification basis?			
Applicant proposes a new interpretation of the requirements used for the type certification agreed with the CAO IRI, basis that has not been published as AMC material or otherwise.			
The designed repair is made mandatory by an airworthiness directive or is the terminating action of an airworthiness directive.			
The designed repair introduces or affects function where the failure effect is classified catastrophic or hazardous.			

According to classification process the repair is:

Minor

Major

Approved by Engineer:	Name:	Date:	Signature:
Approved by Deputy of Airworthiness Department:	Name :	Date:	Signature:
Approved by Head of Airworthiness Department:	Name :	Date:	Signature: