



**Civil Aviation Organization of I.R.Iran**

**Repair Classification Form (minor/major)**

A/C:	Project name:	Date:	Rev:	Page:
------	---------------	-------	------	-------

Criteria	Justification	Decision (yes/no)	Compliance Doc.
----------	---------------	----------------------	--------------------

**Step 1:General Criteria**

Does repair have Appreciable effect on aircraft Structural Performance?			
Does repair need extensive static strength justification and/or testing?			
Does repair need extensive fatigue and damage tolerance justification and/or testing?			
Does repair have Appreciable effect on flutter and stiffness characteristics?			
Does repair have Appreciable effect on aircraft reliability?			
Does repair have Appreciable effect on aircraft fuel venting or exhaust emission?			
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 but not limited to stall characteristics, handling, drag and vibration?			
Does repair use techniques or practices that are unusual?			
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 have Appreciable effect on the Other Characteristics affecting the airworthiness of the product?			

**Continue classification process to step2, if all question step 1 is negative, and if any question is positive stop process and classified the change as MAJOR.**

**Step 2:Airworthiness Criteria**

Adjustment of certification basis			
-----------------------------------	--	--	--

Applicant proposes a new interpretation of the requirements used for the type-certification basis, that has not been published as AMC material or otherwise agreed with the agency.			
The demonstration of compliance uses methods that have not been previously accepted as appropriate for the nature of the change to the product.			
The extent of new substantiation data necessary to comply with the applicable airworthiness requirements and the degree to which the original substantiation data has to be re-assessed and re-evaluated is considerable.			
The designed repair alters technical contents of manuals directly approved by the agency or the type certification data sheet.			
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.			

**Continue classification process to step3, if all question step 2 is negative, and if any question is positive stop process and classified the change as MAJOR.**

**Step3 : Refer to Examples given by EASA, FAA,....**

The designed repair in structure			
The designed repair in cabin safety			
The designed repair in flight			
The designed repair in systems			
The designed repair in Engines			
The designed repair in rotors and drive systems			
The designed repair in environment			
The designed repair in power plant installation			

**According to classification process the change is:**

Minor

Major

<b>Prepared by:</b>	Name:	Date:	Signature:
<b>Approved by Engineer:</b>	Name:	Date:	Signature:
<b>Approved By Head of Airworthiness Department:</b>	Name :	Date:	Signature: