



Using FAA AC 43.13-1B Change 1 as  
Approved Repair Data

**AWB** 02-045 **Issue** : 3  
**Date** : 9 May 2013

## 1. Applicability

All civil aircraft eligible to use FAA Advisory Circular (AC) 43.13-1B Change 1 (FAA AC 43.13-1B) as approved data for minor repairs to the engines, propellers and non-pressurised areas of airframes.

## 2. Purpose

To advise that CASA has cancelled CASA Instrument 515/11 and issued CASA Instrument CASA 63/13 in its place to permit FAA AC 43.13-1B Change 1 to be used as approved data which may be used for minor repairs to eligible engines, propellers and non-pressurised areas of airframes without further approval under Civil Aviation Safety Regulations (CASR) Subpart 21.M.

To provide guidance on the preparation of a revised aircraft logbook statement that will be approved in accordance with the regulations now that CASA has issued Instrument 63/13.

Outline how to assess eligibility of FAA AC 43.13-1B (currently at Change 1) as approved data for minor repairs in accordance with CASA Instrument 63/13.

## 3. Background

CASA currently permits FAA AC 43.13-1B to be used as approved data by issuing an Instrument with a specific period of validity, as specified in the Instrument. The periodic review of CASA Instrument 515/11 resulted in that Instrument being cancelled (effective 08 April 2013) and the issue of CASA Instrument CASA 63/13 in its place.

### Primary Assessment

Before FAA AC 43.13-1B Change 1 can be used as approved data, an assessment must be made of the aircraft manufacturer's data to determine if FAA AC 43.13-1B is eligible for use within the maintenance program for a particular aircraft.

An initial assessment should determine if the aircraft, engine and propeller manufacturer allows the use of FAA AC 43-13 -1X. For example, some manufacturer's specifically exclude the use of AC 43.13-1X stating that FAA AC 43.13-1X cannot be used at all. Some manufacturers do not specifically exclude nor accept the FAA AC43-13-1X.

FAA AC 43.13-1B states, (as do other aircraft manufacturers) that the FAA AC 43 -13-1B may be used where there is no other approved data for minor repairs to the engine, propeller or non-pressurised areas of the airframe.



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Should this initial assessment verify that FAA AC 43.13-1B is broadly acceptable, then the aircraft log book statement should be revised to reflect the current CASA Instrument number **and** the specific version of the FAA AC 43 approved by the CASA Instrument.

**NOTE:** The specific FAA AC at the current revision must be identified, i.e. FAA AC 43.13-1B Change 1 and CASA Instrument CASA 63/13, must be entered in the aircraft's log book statement as part of the approved system of maintenance as approved maintenance data which has been elected to be used. If these specific details are not listed in the aircraft log book statement for the aircraft, then it has not been assessed as currently applicable to the aircraft; and repairs made to the aircraft "In accordance with AC 43-13-1X" will be regarded as not having been installed in accordance with the approved data and as such it will not be an approved repair.

## **Specific Application of AC 43-13-1B Change 1.**

Following an initial assessment and before carrying out any minor repairs under the provisions of this AC, note that FAA AC 43.13-1B Change 1 contains limitations on the use of various paragraphs within the AC 43 13-1B document which must be strictly adhered to. If the limitation/s stated in FAA AC is/are not followed, then any minor repair made to the aircraft will be regarded as not having been installed in accordance with the approved data and as such it will not be an approved repair.

When considering using FAA AC 43.13-1B Change 1 to carry out a specific repair, first ensure that:

- (a) The FAA AC 43.13-1B Change 1 instructions are not in conflict with any other approved maintenance data applicable to the aircraft such as the manufacturer's data, or an AD etc.
- (b) The instructions in the FAA AC 43.13-1B Change 1 intended to be used are directly applicable to the engine, propeller or airframe under consideration for repair.
- (c) The repair is a minor repair. The definition of minor repairs is given below in *Definition of Minor Repair*.

## **FAA AC 43-13-1B and CASA Manufactured/Fabricated In The Course Of Maintenance**

Once the LAME determines that the minor repair is appropriate in accordance with any manufacturers limitations; conditions of Instrument CASA 63/13 and the limitations stated in FAA AC 43.13-1B Change 1, the repair may be carried out in accordance the instructions in FAA AC 43.13-1B Change 1 in conjunction with the conditions of CASA Fabrication / Manufacture In The Course Of Maintenance (FITCOM / MITCOM).



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## Certification

After incorporation of the repair, the LAME is required to record as part of the certification in the aircraft's maintenance records, the specific chapter, page and paragraph numbers of the FAA AC 43.13-1B Change 1 that were used to effect the repair.

It is not acceptable to simply state in the maintenance records that "Repaired IAW FAA AC 43" or any other similar broad reference to identify the instructions for the repair. To do so would not meet a condition of CASA's approval to use FAA AC 43.13-1B as approved data and will render the repair unapproved.

## Definition of Minor Repair

The definition used for a minor repair in CASA's approval of the use of FAA AC 43.13-1B Change 1 is one that is not a major repair within the meaning of paragraph (a) or (b) of Appendix A of Part 43 of Title 14 of the United States Code of Federal Regulations (FAR Part 43) up to amendment 43-45, 77 FR 71096, as in force on November 29, 2012.

## 4. References

- (1) CASA Instrument 63/13 - A copy of this CASA approval instrument is attached to this AWB.
- (2) FAA AC 43.13-1B Change 1.
- (3) FAR Part 43 up to amendment 43-45, FR 71096, as in force on November 29, 2012. – can be obtained from the FAA website.
- (4) Approved Maintenance includes the manufacturer's data or any other applicable approved maintenance data defined in the regulations of 2A of Civil Aviation Regulations (CAR) 1988.
- (5) Instrument CASA 26/13 which cancels Instrument CASA 515/11.

## 5. Recommendation

Where an operator or maintainer decide to use FAA AC 43.13-1B Change 1 as approved data for minor repairs to the engines, propellers and non-pressurised areas of airframes of an aircraft then they should strictly adhere to the conditions placed on its use by CASA's approval.

## 6. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link e-mail address:

[AirworthinessBulletin@casa.gov.au](mailto:AirworthinessBulletin@casa.gov.au)



# AIRWORTHINESS BULLETIN

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or in writing, to:

Airworthiness & Engineering Branch  
Civil Aviation Safety Authority  
GPO Box 2005, Canberra, ACT, 2601

## 7. Attachment

CASA Instrument 63/13



**Australian Government**  
**Civil Aviation Safety Authority**

Instrument number CASA 63/13

I, RICKI JOHN LEEDS, Acting Executive Manager, Standards Division, a delegate of CASA, make this instrument under subregulation 2A(4) of the *Civil Aviation Regulations 1988* (**CAR 1988**).

A handwritten signature in black ink, appearing to read 'Rick Leeds'.

Rick Leeds  
Acting Executive Manager  
Standards Division

08 April 2013

**Approval — Federal Aviation Administration Advisory Circular 43.13-1B  
Change 1 as approved maintenance data**

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**1 Definitions**

In this instrument:

*FAA* has the same meaning as in CAR 1988.

*FAA AC* means FAA Advisory Circular 43.13-1B Change 1 and the instructions contained in FAA Advisory Circular 43.13-1B Change 1.

*FARs* has the same meaning as in the *Civil Aviation Safety Regulations 1998* (**CASR 1998**).

*repair* means a repair:

- (a) that is a minor repair for the FAA AC; and
- (b) that is not a major repair within the meaning of paragraph (a) or (b) of Appendix A to Part 43 of the FARs, as in force on 29 November 2012.

**2 Approval**

For paragraph 2A(2)(e) of CAR 1988, I approve the FAA AC as maintenance data for a repair.

**3 Conditions**

The approval is subject to the conditions mentioned in Schedule 1.

**4 Expiry**

This instrument stops having effect if the FAA AC is amended or cancelled by the FAA.

**Schedule 1 Conditions**

- 1 The FAA AC may only be used to carry out a repair if the repair is on a non-pressurised area of a civil aircraft.

- 2 The FAA AC may only be used to carry out a repair if the person carrying out the repair first determines that the instructions are:
    - (a) appropriate to the product being repaired; and
    - (b) directly applicable to the repair being made; and
    - (c) not contrary to:
      - (i) the manufacturer's data; or
      - (ii) any other applicable approved maintenance data.
  - 3 The FAA AC may only be used to carry out a repair if:
    - (a) reference to the FAA AC has been included in:
      - (i) the approved system of maintenance; or
      - (ii) the maintenance schedule;  
as part of the maintenance data for the aircraft being maintained; and
    - (b) when being used as approved data to carry out the repair — the chapter, page and paragraph numbers of the FAA AC referred to in carrying out the repair are recorded in the aircraft maintenance records or logbook.
  - 4 If the FAA AC requires an FAA or designee approval, an approval under Subpart 21.M of CASR 1998 must be obtained instead.
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