



# Airworthiness Bulletin

## AWB 02-045 Issue 9 – 9 September 2024

### Approval of certain maintenance data including FAA AC 43.13-1B Change 1 for Repair of Aircraft

An Airworthiness Bulletin is an advisory document that alerts, educates and makes recommendations about airworthiness matters. Recommendations in this bulletin are not mandatory.

#### 1. Effectivity

Aircraft being maintained under the CASA 1988 CAR regulations, eligible to utilise certain inspection and repair data, such as FAA Advisory Circular (AC) 43.13-1B Change 1 (FAA AC 43.13-1B), as approved maintenance data for minor repairs to the engines, propellers, and non-pressurised areas of airframes.

#### 2. Purpose

To clarify the definition of “minor repair” and conditions of use of supplementary maintenance data.

To advise that CASA has cancelled Instrument 98/15 and amended CAO 100.5 to include paragraph 14, Approval of certain maintenance data. That approval permits the use of published instructions such as FAA AC 43.13-1B Change 1 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 statement to be included in a revised aircraft logbook entry when using published instructions such as FAA AC 43.13-1B (currently at Change 1) as approved maintenance data for minor repairs.

To outline how to assess eligibility of published instructions such as FAA AC 43.13-1B (currently at Change 1) as approved maintenance data for minor repairs.

**Note:** A reference to FAA AC 43.13-1B also includes similar advisory documents and instructions published by the European Aviation Safety Agency (EASA), or a National Airworthiness Authority (NAA) of a recognised country which satisfies the provisions of CASA CAO 100.5 paragraph 14.

#### 3. Background

CASA currently permits FAA AC 43.13-1B to be used as approved maintenance data under the auspice of CASA CAO 100.5 paragraph 14. The periodic review of CASA Instrument 98/15 resulted in that instrument being cancelled and the amendment of CASA CAO 100.5 accordingly.



## Primary Assessment

Before published instructions such as FAA AC 43.13-1B Change 1 can be used as approved maintenance data, an assessment must be made to ascertain the eligibility for use on that aircraft. The Certificate of Registration holder (CofR) must annotate the aircraft logbook statement to reflect the current specific version of that data, making sure to include the approving authority reference, as applicable.

The initial assessment must determine if the aircraft, engine, or propeller manufacturer allows the use of certain approved maintenance data. For example, some manufacturers specifically exclude the use of FAA AC 43.13-1X stating that FAA AC 43.13-1X cannot be used at all. Some manufacturers neither specifically exclude nor accept FAA AC 43.13-1X.

FAA AC 43.13-1B states the AC may be used only when there are no other manufacturer repair or maintenance instructions for minor repairs to the engine, propeller, or non-pressurised areas of the airframe. In other words, FAA AC 43.13-1B and similar data from other NAAs should be considered as supplementing the manufacturer's data where the latter is incomplete, and not to replace or circumvent aspects of the manufacturer's data.

The initial assessment must therefore verify that certain approved maintenance data is broadly acceptable for use on the aircraft being maintained. The aircraft logbook statement must be revised by the CofR holder to reflect the current specific version of that data, making sure to include the approving authority reference, as applicable.

**Note:** The specific authority's data at the current revision must be identified, i.e. FAA AC 43.13-1B Change 1, must be entered in the aircraft's logbook statement as part of the approved system of maintenance or the maintenance schedule as approved maintenance data which has been elected to be used. If these specific details are not listed in the logbook 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 the foreign NAA data" will be regarded as not having been installed in accordance with the approved maintenance data and as such it will not be an approved repair.

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

Following the initial assessment but 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 which *must* be strictly adhered to. If the limitations stated in the FAA AC are not followed, then any repair made to the aircraft will not be an approved repair.

When considering whether to use 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 in this AWB under title Definition of Minor Repair.

### **Certification**

After incorporation of the repair, the LAME must record as part of the certification in the aircraft's maintenance records, the specific chapter, page and paragraph numbers of the approved data that was used to effect the repair.

For example, it is not acceptable to simply state in the maintenance records that "Repaired IAW FAA AC 43.13-1B" or 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 maintenance data and will render the repair unapproved.

### **Definition of Minor Repair**

The definition to be used for a minor repair in the use of published instructions such as FAA AC 43.13-1B Change 1 is a repair that is not a major repair within the meaning of paragraph (b) of Appendix A of Part 43 of Title 14 of the United States Code of Federal Regulations (FAR Part 43).

### **Conditions of Use**

The conditions and eligibility of use of the approved data must be taken into consideration and adhered to unless there are Australian regulations that expressly permit otherwise. For example, FAA AC 43.13-1B may be eligible (subject to other conditions) for MITCOM activities unless specifically for use in a minor repair. However, for all other MITCOM activities, the FAA AC 43.13-1B is simply not an option, irrespective of which other conditions are met. Similarly, the AC cannot be considered for use in major repairs, nor for alterations / modifications whether major or minor.

## **4. References**

- (1) [CASA CAO 100.5 para 14](#)
- (2) [CAAP 100.5 Section 14](#)
- (3) [CAAP 30-04](#)
- (4) [CASA AC20.3](#)
- (5) [FAA AC43.13-1B Change 1](#)
- (6) [FAR Part 43](#) current as of July 13, 2018 (can be obtained from the FAA website)
- (7) Approved maintenance data 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. Recommendations**

Where an operator or maintainer decide to use published instructions such as FAA AC 43.13-1B Change 1 as approved maintenance data for minor repairs to the engines, propellers, and non-pressurised areas of airframes of an aircraft then they should ensure that they follow the certification requirements above and that the minor repair being conducted is:



- (a) appropriate to the product being repaired;
- (b) directly applicable to the repair being made; and
- (c) not contrary to manufacturers data.

## 6. Enquiries

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

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