

## Standard Repair CS-SR801b

### AIRCRAFT REPAIR ACCORDING TO FAA ADVISORY CIRCULAR AC 43.13-1B

#### 1. Purpose

This SR is issued to allow the use of FAA Advisory Circular AC 43.13-1B for repairs of aircraft structures with metal, composite, wood, and mixed structures.

*Note:* The classification of the repair according to the FAA AC is not required for SRs.

#### 2. Applicability/Eligibility

Aeroplanes that are not complex motor-powered aircraft, and any ELA2 aircraft.

#### 3. Acceptable methods, techniques, and practices

The following standards contain acceptable data:

- FAA Advisory Circular AC 43.13-1B together with AC 43.13-2B, Chapter 1.

All the structural parts identified in this SR are eligible for installation without an EASA Form 1.

#### 4. Limitations

- The person responsible for the design of the repair must be familiar with the applicable airworthiness requirements to determine that the repair data developed from AC 43.13-1B is appropriate for the product being repaired.
- This SR data is not applicable to metallic structures on products whose certification basis or an applicable AD includes damage tolerance based requirements.
- Where suitable TC holder approved repair data exists, this should be used before a SR is considered.
- This SR data is not applicable to critical parts, as defined in the manufacturer data.
- For bonded repairs, the SR should not exceed a size above which the limit load cannot be sustained should the repair fail. This can be alleviated in the case of ELA1 aircraft if the person responsible for the repair has sufficient experience in the design data, materials, process, repair size, and aircraft configuration.

*Note:* Where there is any doubt as to whether following AC 43.13-1B will result in compliance with the applicable requirements, instead of applying this SR, a repair design approval in accordance with Part 21 should be obtained. Particular attention should be paid to repair designs where there is a risk of adversely affecting fatigue or aeroelastic characteristics and the recommendations of AC 43.13-2B should be followed.

#### 5. Manuals

Assess whether the repair could require the issue of an AFMS.

Amend the Instructions for Continuing Airworthiness (ICAs) to establish maintenance actions/inspections and intervals, as required.

**6. Release to service**

This SR is not suitable for the release to service of the aircraft by the pilot-owner.

[Issue: STAN/4]