

Rapid Minor Changes and Repair Approval

Introduction

According to EASA a minor change is one that has no appreciative effect on the mass, balance, structural strength, reliability, operational characteristics, noise, fuel venting, exhaust emissions, or other characteristics affecting the airworthiness of the airplane.

Under EASA regulation only Part 21 subpart J certified organizations, Design Organizational Approval (DOA), have the privilege to validate and approve minor changes and repairs to an approved type design.

This means that operators of aircraft without a DOA that have an engineering capability to design minor modifications and repairs to their aircraft, cannot approve these changes or repairs themselves. They have to formally apply for a minor change approval at EASA. Minor Change Approval lead times at EASA can be very long and no guarantees are given with respect to a timely response. For those operators, requiring a timely response to a Minor Change Request, Fokker Services offers an alternative.

Your needs

Fokker Services can evaluate and approve your minor change requests. To assist you, Fokker Services has designed a standard form, which addresses all aspects of the minor change or repair that are relevant to the formal approval process; The form is an enhanced version of the EASA FORM 32 to improve the approval process and lead-times

If the information meets all applicable certification aspects, Fokker Services will supply a statement of DOA approval on the form and return this to your attention. This will be your formal go-ahead to introduce the minor change or repair to your aircraft and guarantees a safe competitive operation with this newly introduced change.

Your benefits

With the Minor Change Approval Process Fokker Services is able to guarantee validation within 4 weeks to support your competitive operation, due to:

- Enhancements to EASA FORM 32 that improve approval process efficiency and lead-time
- Extended format to facilitate and lead airlines to provide all information needed
- Supportive questionnaire to ensure correct classification of change/repair
- Standard format for DOA concurrence
- A simple and web-supported procedure

Besides the short lead-time other benefits are:

- A fixed price for all Minor Change Approvals
- No full cost in case of denial and no cost in case of refusal
- Applicability to al category CS-25 aircraft
- Applicability for Fokker and other aircraft types
- Airlines/operators can make maximum use of in-house engineering capability

The Minor Change Approval Form (MCAF) can be downloaded from the knowledge section of www.MyFokkerFleet.com

Minor Change, or Minor Repair, Approval Form - MCAF

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Application for European (EASA) DOA Approval of Minor Change / Minor Repair Design - maximum leadtime: 4 weeks

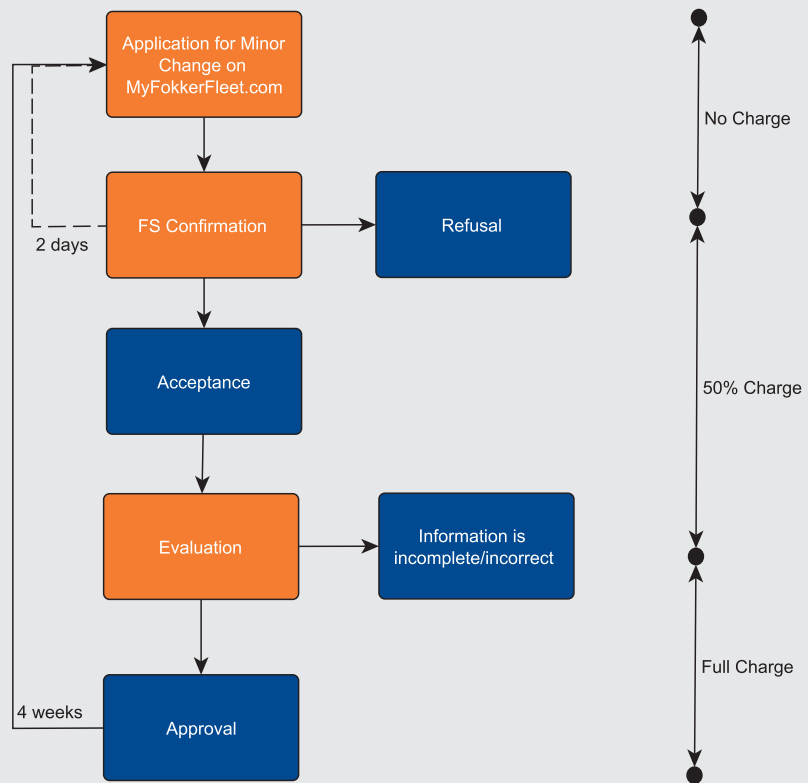
1. Applicant (provide relevant address details)	
1.1 Customer Name	
1.2 Change To	
1.3 Contact Person	
1.4 Telephone	
1.5 Fax	
1.6 E-mail	
2. Product Identification (indicate the applicable product category)	
<input type="checkbox"/> Large Airplane (JAR/CS-25)	Note: service is presently not yet available for other than the large aircraft category
Enter (aircraft) manufacturer, (aircraft) type/model, EASA TC/STC/ETSO or equivalent, of the original product or equipment:	
3. Applicable Airworthiness Code for the Change / Repair (indicate the applicable airworthiness code and amend)	
Airworthiness Code	<input type="checkbox"/> CS-25 <input type="checkbox"/> JAR-25 <input type="checkbox"/> Other:
Amendment Status	
4. Description of Minor Change / Repair (provide requested relevant details)	
4.1 Has the change / repair already non-EASA Approval?	If applicable enter reference to the approval by the State of Design of the change / repair:
4.2 Title	
4.3 Description (including (aircraft) serial numbers on which the change or repair will be installed)	
4.4 Certification Aspects	Fill in 'Applicant Position' in the table on page 2.
4.5 Minor Substantiation	Fill in 'Applicant Position' in the table on page 2.
4.6 Compliance Substantiation	Complete table on page 3 (columns: Requirements, Means of Compliance, Certification Documents) for each affected certification aspect. Refer to excerpt given on same page.
5. Applicant's declaration (application will only be accepted with signature)	
I confirm that the information contained herein is correct and complete, and that all documents mentioned under 2, 4.1 and 4.6 have been provided with this application. I confirm that all supporting data has been acquired legally and that authorization for use of such data by Fokker Services for the purpose of EASA approval has been granted by the responsible parties. I agree to be charged 10 (CASA) engineering support hours (if the approval will require more work you will receive a quotation). If no CASA member: attach purchase order and add reference number below (current fixed price can be found on the website).	
Date: 06-10-10	Name and signature: _____ Purchase order (if applicable): _____
6. DOA Approval (industrial text is only valid once signed)	
The design of the minor change or minor repair, as applicable, is, based on the information provided by the applicant, approved under the authority of DOA nr. EASA.21J.059.	
Date:	Name and signature:



Product description

The Minor Change Approval Process works as follows:

- A Completed form and supporting data will be submitted to Fokker Services
- Fokker Services BV will confirm receipt within 2 working days
- Fokker Services BV checks against conditions and feasibility of approval under minor change procedure
- When not feasible, Fokker Services BV will return all data with substantiation and suggested follow-on approach
- When feasible, Fokker Services BV provides confirmation of acceptance within 4 weeks; the completed MCAF form and approval will be returned to applicant



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