

The 337 form

John Shamass AP/IA DME
586-295-2344

Here are the essential for filling out the back of the FAA form 337. Two copies of this form are required anytime a Major Repair or Major Alteration is performed on the airframe, engine, propeller or appliance (one to the aircraft owner and one to the FAA). The FAA copy is sent directly to Federal Aviation Administration, Aircraft Registration Branch, AFS-750, Post Office Box 25504, Oklahoma City, OK 73125, within 48 hours after the work is inspected (FAR part 43 Appendix B par (c)(2). Although as an A&P/IA we use it primarily for Major Repairs with approved data and Major Alterations installing Supplemental Type Certificate (STC). We can also use it for Major Alterations with the following approved data: FAA field approvals or FAA Designated Engineering Representative (DER) data or drawings. Although I have gotten a number of FAA Field approvals for Major Alterations, typically I/we use it for the Installation of an STC.

For a Major Repair the requirement for Block 8 which is the back of the 337 form is pretty simple.

1. **Location:** Location on the aircraft where the work was performed must be precise. Using terms like: left, right, top, bottom, inboard, outboard, upper, lower, leading edge, spar, rib, stringer along with wing or fuselage station numbers. Example: left wing, top outboard skin aft of main spar between wing stations 100 and 125. Complete leading edge of vertical stabilizer.
2. **Description of the work:** What did you do there? Example removed and replaced skin panel, replaced nose rib, replaced leading edge or repaired stringer etc.
3. **Materials used:** Did you buy the replacement part or fabricate it. If you bought it include the part number along with whom did you buy it from. If you fabricated the part what materials did you use (2024T4 .032 same as original).
4. **Reference/s:** Approved data if you made the part did the Structural Repair Manual (SRM) say you can make. Include the name of manual, reference to page number/s and paragraph number/s. Example (fabricated replacement skin using 2024T4 .025 same as original per Cessna manual chapter #, page #, and paragraph #). AC43.13-1B/2B is also approved data for us to use. You can only use it as approved data if it's not contrary to the manufacturer data, it directly applies to the repair and the user determined that it is appropriate to repair being made. I use it for the installations of rivets.

Okay to close statement is not required, not mandatory it is in Advisory Circular AC43-9F it says "If the repair or alteration can be concealed by skin or another structure then an authorized individual should make a pre-closure certification statement. This statement includes a signature and certificate number and says that a pre-closure inspection was made and that covered areas were found satisfactory".

I have never included one in any of the 337's that I did. If the AP and IA are two different people the IA that's returning it to service must monitor the repair as its being done by the AP, the IA may require the closing statement.

Example Block 8 for a Major Repair:

Removed the top skin on the left wing between front and rear spars from wing station 120 to 135. No internal damage was found. Fabricated new skin from 2024T4 .025 same as original per Cessna manual chapter # page # and par#. Installed new skin using same rivets sizes and holes as original. All rivets were installed per AC43.13-1B page # and par # and/or figure #.