



Changes and Repairs on Annex II aircraft

Notice of Modification (NoM)

Please see notes below and on page 3.

1. Aircraft

Registration: _____ Make - Series - Model: _____ S/N: _____ Pax seats: _____ MTOM: _____

 Orphan [Kg]
 [Lbs]

2. Engine & Propeller (only if relevant to the change)

Engine: Make - Series - Model - S/N: _____
 Propeller: Make - Series - Model - S/N: _____

3. Applicant

Name/Company: _____
 Contact person: _____
 Address: _____
 Phone: _____ Fax: _____ e-mail: _____

4. Certification Basis:

Aircraft basis: _____ Change / Repair basis (if other than aircraft): _____

5. Title of planned modification: _____

Detailed description has to be submitted on the back or on separate document .

This description has to state which areas the change / repair affect, which airworthiness requirements will be met and by which means compliance will be shown (Ref. TM- W/CT-I F 02.020-60).

6. Classification proposal by applicant:

Classification accepted by
FOCA as:

Swiss minor change/repair
 Installation of foreign STC Nr: _____
 Swiss major change/repair

<input type="checkbox"/>	
<input type="checkbox"/>	
<input type="checkbox"/>	
Sign:	_____
Date:	_____

Planned start date of the project:

Expected approval date:

Date: _____ Signature of applicant: _____

Note 1: This form must be signed by FOCA **prior any installation** in the aircraft.

Note 2: This form does not constitute any approval of the change

Note 3: EASA site: <http://www.easa.eu.int>





7. Detailed Description of Modification planned:

8. Technical Influence:

- | | |
|--|--|
| <input type="checkbox"/> Limitations | <input type="checkbox"/> Operational/Maintenance Procedure |
| <input type="checkbox"/> Structural Integrity | <input type="checkbox"/> Material Specification |
| <input type="checkbox"/> Performance | <input type="checkbox"/> Manufacturing Procedure |
| <input type="checkbox"/> Powerplant | <input type="checkbox"/> Category of approval |
| <input type="checkbox"/> Systems | <input type="checkbox"/> Other (please specify) _____ |
| <input type="checkbox"/> Cabin Safety/PAX Safety | |

9. Documents Affected:

- Type Certificate Data Sheet
- Flight Manual (AFM/RFM)
- Flight Manual Supplement (AFMS/RFMS)
- Maintenance Data
- Other Documentation (please specify) _____

10. Applicable Airworthiness Requirements for the repair/change:

11. Means of Compliance shown (MC):

- | | |
|---|--|
| <input type="checkbox"/> Certification Program (MC 0) | <input type="checkbox"/> Ground Test (MC 5) |
| <input type="checkbox"/> Drawings (MC 1) | <input type="checkbox"/> Flight Test (MC 6) |
| <input type="checkbox"/> Calculations Analysis (MC 2) | <input type="checkbox"/> Design Inspection (MC 7) |
| <input type="checkbox"/> Safety Assessment (MC 3) | <input type="checkbox"/> Equipment Qualification (MC 9) |
| <input type="checkbox"/> Laboratory Test (MC 4) | <input type="checkbox"/> Certification Compliance Summary (MC 0) |



Important notice regarding your application

As a full member of the European Aviation Safety Agency (EASA), Switzerland is directly responsible for all Annex II aircraft. For these aircraft only, a Notice of Modification (NoM) has to be sent to the Federal Office of Civil Aviation (FOCA). For all other aircraft, the application has to be sent to EASA in the appropriate form (refer to Figure 1).

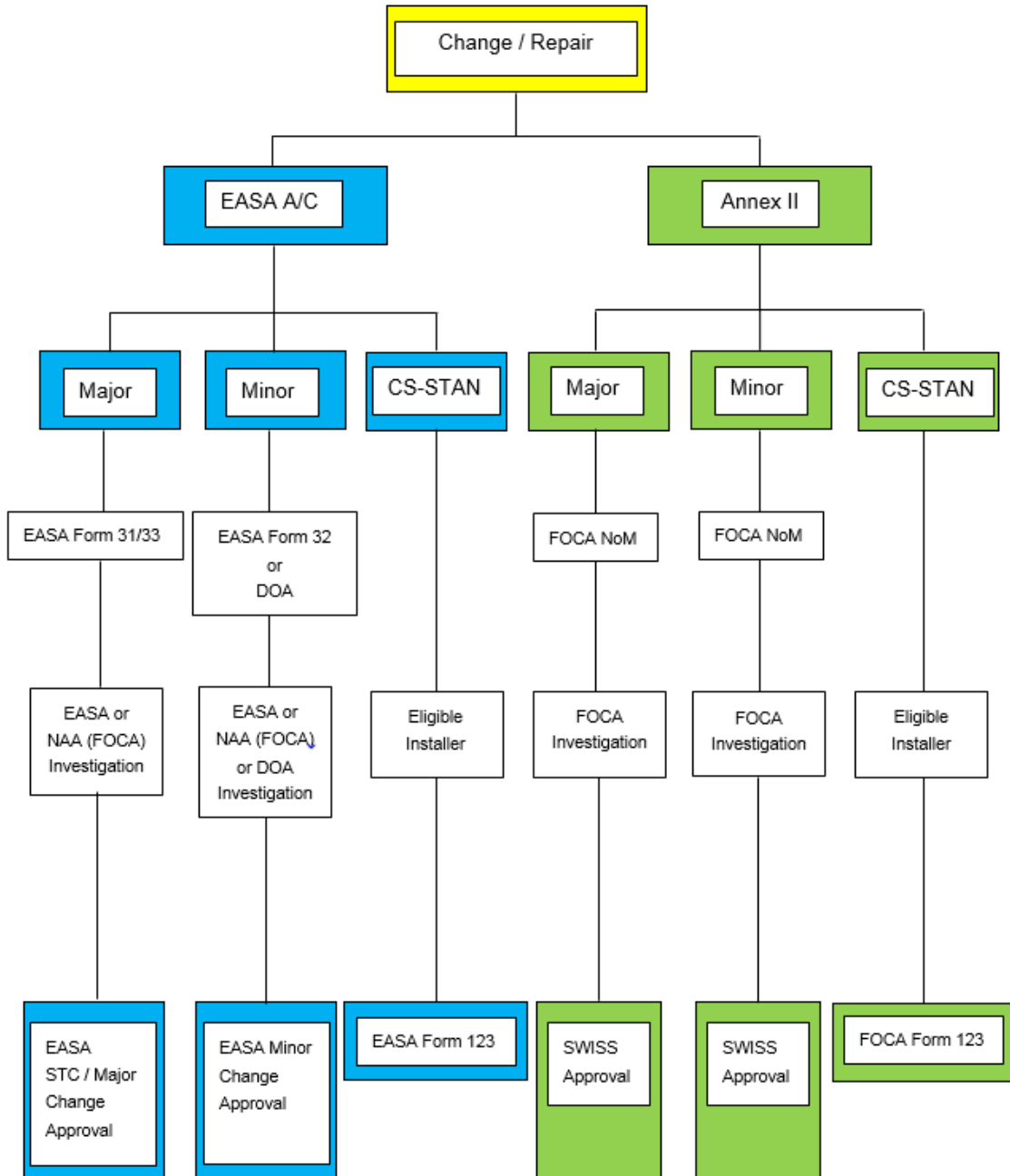




Figure 1: Change / Repair under EASA

The definition of an Annex II aircraft is given in the EU Regulation 1592 / 2002 (Figure 2). In case of doubt, please contact FOCA for clarification.

Changes

The basic principle is to assess your application according to the EASA Part 21 criteria and to approve the change. Except for standard changes (**CS-STAN**) **all changes [minor and major]** under Part 21 have to be **approved** (see 21A.103 for minor changes [either by the Authority or by a Design Organisation, Subpart J of Part 21] and 21A.115 for major/STCs).

STC validations

Validation will take place according to one of the following two options:

1. You can provide evidence that the STC is validated by EASA, or that the STC was accepted by the National Aviation Authority (NAA) of an EU member state prior to September 28 2003 (this information should be available through the STC holder).
2. Swiss national validation of the foreign STC.

Repairs

The basic principle is to assess your application according to the EASA Part 21 criteria and to approve the repair (note that **all repairs** under Part 21 have to be **approved** [see 21A.437] either by the Authority or by a Design Organisation [Subpart J of Part 21]).

Please be aware of the importance of showing/providing proper compliance to the applicable requirements. A complete, well-structured and accurate data package simplifies the certification work and improves authority efficiency to the benefit of the applicant.