

**Perform Air International Inc.**  
**Administrative System Manual**  
**Procedure III.37: Major and Minor Repair and Alterations Classifications**  
**Procedure**

Revision	Revision Date	Revision Change
N/I	02/08/10	Initial Release/Re-Release
1	11/14/12	Revision to procedure for better explanation of process. Addition of 4.0 Definitions. Repaginated 5.0 thru 6.1.
2	07/01/13	Pagination of 3.1 thru 3.2 for consistency of format. Revision to procedure for clarification of responsibility and grammar.
3	04/30/15	Revision to 3.1 for title change.
4	02/28/18	Revision to 3.1 for title change.

**1.0 Purpose:**

To define the procedure to be used in the determination of Repair and Alteration Classifications.

**2.0 Scope:**

Perform Air International Inc. Engineering has certain privileges/responsibilities associated with the classifications Major and Minor.

Major Repair or Alteration – FAA approval must be granted for this type of repair. Approval must be obtained by a DER on an 8110-3, STC, or other FAA approved data and repair must be accepted by customer.

Minor Repair or Alteration – Perform Air International Inc. Engineering can develop these repairs using established acceptable data. These may require approval by a DER on an 8110-3 if no previous acceptable data exists.

All engineering generated documents that repair or alter a component must have a Major/Minor Logic Diagram filled out and included in the original packet.

**3.0 Responsibility:**

**3.1** The maintenance of this procedure is the responsibility of the *Executive* Vice President Engineering.

**3.2** The Executive Vice President Engineering is responsible to ensure the determination of the FAA Major or Minor Classification and for ensuring approvals appropriate to the classification on all Perform Air International Inc. Engineering Orders.

**4.0 Definitions:** No Definitions Required.

**5.0 Procedure:**

**5.1** There are two methods for fixing or changing an aircraft and/or aircraft component:

**5.1.1** Repair – to restore to service.

**5.1.2** Alteration – to change the configuration.

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**5.2 Major Repair means repair:**

**5.2.1** That if improperly done, might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness, or

**5.2.2** That is not done according to accepted practices and can not be done by elementary operations.

**Note:** Within the Perform Air International Inc. Quality System a repair may be deemed major for any reason to ensure acceptability of repair data, and repair approval will be generated by an FAA DER via FAA Form 8110-3.

**5.3** Major Alteration means an alteration not listed in the aircraft, aircraft engine, propeller, or component specifications.

**5.3.1** That might appreciably affect weight, balance, structural strength, performance, powerplant operations, flight characteristics, or other qualities affecting airworthiness, or

**5.3.2** That is not done according to accepted practices or cannot be done by elementary operations.

**5.4** Any repair or alteration not deemed major is considered a minor repair.

**5.5** The Major/Minor Repair Logic Diagram must be used to make these determinations.

**5.6** The flowchart can also be used to gauge deviations from previously approved data; FAA concurrence may be required for deviations deemed minor to previously approved data. Consult with DER prior to deeming minor to deviation from existing approved repair data.

**6.0 Records:**

**6.1** Major/Minor Logic Diagram (Form 67.05)