

**SECTION 4.4****REPAIRS****INTRODUCTION**

1. The repair of aeronautical structures or systems requires specialist advice for what to do and good workmanship practice to install the repair. Specialist advice is available from the manufacturer or from a professional engineer qualified and experienced to give that advice. Good workmanship practice is accrued through training, experience and self-discipline. The extent of repair can be defined in manufacturer's repair manuals, however, where this is not the case and the repair is designed to return the structure or system to its originally specified state, the FAA publications AC 43.13-1B and AC 43.13-2A can be used as authoritative repair method references. Where the repair does not return the structure or system to its originally specified state, then this is classified as a modification and other rules in the RA-Aus Technical Manual apply.
2. Repairs to CAO 95.55 aircraft used for hire and reward must be conducted by a person holding an RA-Aus Level Two Maintenance Authority, or CASA licence suitable to conduct that type of work. Repairs to all other CAO 95.32 and 95.55 aircraft may be conducted by the owner, in accordance with the manufacturer's procedures or in accordance with AC43.13-1B. All repairs on any RA-Aus aircraft must be recorded in the aircraft log book.
3. Any repairs to RA-Aus registered aircraft which affect the weight and balance of the aircraft, requires a new weight and balance calculation to be carried out and entered into the aircraft log book. Weight and balance is to be conducted by the owner of the aircraft or by a Level 2 using the RA-Aus weight and Balance form in the Technical Manual.

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