



MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, Avionics or Appliance)
Special Light Sport Aircraft

INSTRUCTIONS: Print or Type all entries. Consult all relevant data from the manufacturer OEM for compliance, instructions and disposition of this form.

1. Aircraft	Registration No.	Serial No.	
	Make	Model	Series
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)
	Address: _____		
	City: _____		
	State: _____		Zip: _____

3. For aircraft manufacturer use only

The description of the repair/modification process is (or is NOT) acceptable to the aircraft OEM, or FTR and does not appear to conflict with the OEM conformance requirement(s) of the applicable	Acceptable <input type="checkbox"/>	Authorized Signature and Date
	Not Acceptable <input type="checkbox"/>	

4. Type		5. Unit identification (Attach list if required.)			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	Airframe	(As described in item 1 above)	(As described in item 1 above)	(As described in item 1 above)
<input type="checkbox"/>	<input type="checkbox"/>	Propeller			
<input type="checkbox"/>	<input type="checkbox"/>	Powerplant			
<input type="checkbox"/>	<input type="checkbox"/>	Avionics			
<input type="checkbox"/>	<input type="checkbox"/>	Appliance	Type		
			Manufacturer		

6. Conformity Statement

a. Agency's Name and Address	b. Kind of Agency or Certificate	c. Certificate type and number
Name: _____	<input type="checkbox"/> Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer <input type="checkbox"/> Owner, (ELSA AIRCRAFT ONLY) <input type="checkbox"/> Field Technical Representative	
Address: _____		
Address 2: _____		
City _____		
State: _____ ZIP: _____		

d. I Certify that the repair, installation, replacement, modification and/or alteration (see Item 8 for detailed description of work) made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the manufacturer's data, instructions, or manuals and the standards for acceptable methods, techniques, and practices for the inspection, repair and alteration found in FAA AC 43.13; the aircraft is airworthy and ready for return to service and that the information furnished herein is true and correct to the best of my knowledge.

Date	Print Name of Authorized Individual	Signature of Authorized Individual
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7. Approval for Return to Service

This Form F2384 is valid only for the aircraft or accessory shown in sections 1, 3, and 4. Pursuant to the authority specified below, not including approval of installation methods or materials, the unit(s) identified in item 4 above was (were) reviewed in the manner prescribed by relevant ASTM or FAA consensus standards and manufacturer's data, instructions or manuals, or included in the current aircraft Master Equipment List and is:

APPROVED
 REJECTED

By	Manufacturer	Repair Station	Other (Specify)
	Owner, (IF ELSA AIRCRAFT)	Field Technical Representative (FTR)	
Certificate Date or Designation		Date of Approval or Rejection	Signature of Authorized Individual

Instructions for Zlin Form ASTM F2384 (337)

This form used to assure continued airworthiness and conformance to standards by recording major repairs and/or alterations made to a light sport (**SLSA** or **ELSA**) aircraft, airframe, powerplant, propeller, avionics, appliance, or a component part. A major repair or alteration consists of any item not included in either the Aircraft Maintenance Manual (**AMM**) or the latest approved Master Equipment List (**MEL**).

Note: A copy of each completed form shall be placed in the aircraft the aircraft Pilot Operating Manual (**POH**) and the Aircraft Maintenance Manual (**AMM**) at the section which records the record of revisions. The date of insertion shall be recorded. If the **POH** or **AMM** is changed, transfer all these forms and dates to each change.

U.S. Military, Public Use and Foreign CAA use is authorized if it is requested for aircraft not registered in the United States. The form may be provided to the U.S. Military, Public Use, or a foreign Civil Air Authority as a record of the work performed including a note that the form is not an FAA official record.

An electronic copy of this form can be obtained at www.icub.aero, click on 'For Owners' and then scroll down.

Completed and signed forms requesting approval should be submitted:

by email (pdf) to:
info1@sportair.aero
or
info@zlinaero.com

or faxed to:
1.501.227.8888
or
+1.420.577.491.250

or by U.S. mail to:
SportairUSA, LC
8222 Remount Road,
KORK Municipal Airport,
North Little Rock, AR 72118
(501.228.7777)

Item 1 – Aircraft. The “Nationality and Registration Mark” is the same as shown on Aircraft Certification AC Form 8050-3, Certificate of Aircraft Registration. (“N” prefix denotes the nationality for U.S. registered aircraft.)

Item 2 – Owner. Enter the aircraft owner’s complete name and address as shown on AC Form 8050-3, Certificate of Aircraft Registration. When work is performed during a change in ownership it is permissible to use the name and address shown on AC Form 8050-1, Aircraft Registration Application.

Item 3 – For Aircraft Manufacturer Use Only. Indicate approval in item 3 by aircraft manufacturer (**OEM**) or designated field technical representative (**FTR**) that submitted data appears to be sufficient to determine that the process used to perform a major repair or alteration conforms to accepted manufacturer practices.

Item 4 – Type. Enter a checkmark in the appropriate column to indicate whether the unit was repaired or altered. It is acceptable to use as many “Type” lines as the work requires.

Item 5 – Unit Identification. Use the information blocks under item 5 to identify the airframe, powerplant, propeller, avionics or appliance that has been repaired or altered must be clearly identified in item 8 listing the part number, serial number, photographs and any other descriptive information as applicable. It is only necessary to complete the blocks for the unit repaired or altered.

Item 6 – Conformity Statement.

“a” – Agency’s Name and Address. Enter the name and address of the certificated person or entity accomplishing or supervising the repair or alteration.

“b” – Kind of Agency. Check the box to indicate the type of organization that performed or supervised the work.

“c” – Certificate Type and Number. Enter the appropriate certificate number of the mechanic’s certificate or the number referenced on the Air Agency Certificate issued by the FAA.

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Instructions for Zlin Form ASTM F2384 (337) (continued)

“d” – Conformity Statement. This statement is used to certify that the repair or alteration is airworthy. Certificated mechanics should enter the completion date of the repair or alteration and sign their full name. Repair stations and maintenance organizations are permitted to authorize their employees to date and sign this conformity statement. The certification is only applicable to the work described in item 8 or attached sheets. Before approving this form for submittal to the Manufacturer, it is the responsibility of the person requesting the product return to service to ensure that all the work described in item 8 matches approved data and that the information presented on the form is complete.

Item 7 – Approval for Return to Service. The manufacturer establishes the conditions under which major repairs or major alterations to airframe, powerplant, propeller, avionics and appliances may be approved for return to service. Check the “approved” or “rejected” box to indicate the finding. (Rejected forms will be returned for correction to the submitting agency making the modification request.) Check the appropriate box to indicate who made the finding. Use the box labeled “other” to indicate a finding by a person other than those listed. This box is reserved for any entity, not otherwise identified, that the Manufacturer may authorize to perform that function. The person who made the finding should sign and date the form. The person’s name should also be typed or printed below their signature and the appropriate certificate or designation number should be entered. A signature in item 7 by the Manufacturer or a Manufacturer Designee constitutes authorized return to service. **A signature is not an approval of installation process, methods, or materials.**

The manufacturer (**OEM**) or designee (**FTR**) will return a signed approved or rejected copy within 48 hours of receipt in the same manner as received. Final approved or rejected copies should be maintained on file with (1) the aircraft **POH** and **AMM** records, (2) the person who competes or supervises the work, and (3) the authorized authority for return to service.

NOTE: No forms are submitted to any US FAA agency.

Note: ELSA owners who have elected to change the aircraft certification from **SLSA** should use this form for any work accomplished while in **ELSA** status. Return to **SLSA** status is very difficult without an official record of any changes made during **ELSA** status. In order to document return to ASTM compliance and attempt to meet the requirements of the Manufacturers original statement of conformance, traceable records must be executed at the time of any change, maintained in the aircraft records, and submitted to the FAA. when requesting a change in status back to **SLSA** status.

Item 8 – Description of Work Accomplished.

Enter a clear, concise, and legible statement describing the work accomplished in item 8 on the reverse side of the form. It is important to describe the location of the repair or alteration relative to the aircraft or component and the process which is used to maintain airworthiness. If additional space is needed to describe the repair or alteration check the “Additional Sheets Are Attached” box at the bottom of the item 8 section. Each attachment should show the aircraft nationality, registration mark, and the date the work was completed.

Item 9 - Instructions for Continued Airworthiness (ICA)

Use this item to identify specific procedures of continued maintenance for airworthiness of the major repair and or alteration. Sub category items a through q are used as required. If additional space is needed to describe the ICA, check the “Additional Sheets Are Attached” box at the bottom of the item 9 section. Each attached sheet should show the aircraft nationality, registration mark, and the date the work was completed.

Note: Weight and balance computations are required if weight and balance of the aircraft is affected by the work described. Changes should be entered in the aircraft weight and balance records with the date, signature, and reference to this approved Form ASTM F2384 (337).

End of Instructions