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Design Delegation Holders
Address: Electronic correspondence

Dear Design Delegation Holder

Major Design Change Advice – Clarification on Aircraft Effectivity Changes

A Design Delegation permits the holder to obtain CAA authorisation to approve a major design change as defined in Schedule One of the Delegation. The purpose of this advice memorandum is to clarify the situation where a major design change is revised to amend the aircraft effectivity.

To obtain a CAA authorisation, the major design change must be limited to a single type and model and must be controlled/contained in that it is either for:

- a single aircraft serial number/registration; or
- a single operator; or
- the Type Certificate holder for the same product for which they hold a TC and not requiring a TCDS-level change.

In cases where a major design change is revised to add a new aircraft serial number/registration to the design change effectivity, the revision must be reviewed for authorisation by the CAA.

In cases where a major design change is revised to change the effectivity from one aircraft serial number/registration to a different one of the same type and model, for example when equipment is transferred from one aircraft to another, the revision may be considered a minor design change if the following criteria is met:

- the criteria for single operator or TC holder detailed above is still met; and
- the effective number of aircraft is unchanged; and
- the original aircraft serial number/registration is removed from the effectivity in the revised technical data and original aircraft operator is notified; and

- CAA Product Certification is notified of the change in effectivity of the design change (to update major design change authorisation records); and
- changes required to transfer the design change to the new aircraft are considered minor*.

* There may be cases where the embodiment of the design change on the new aircraft serial number/registration requires adjustment or re-substantiation due to configuration differences such as incompatibility with previously installed modifications. These differences should be assessed to ensure they do not introduce changes or substantiation which make the revision a major design change to the original approved design change. For example, a cargo pod may be transferred from one rotorcraft to another, but the new rotorcraft has floats. The inflation of these floats may be affected by the cargo pod installation and requires new substantiation and/or changes to the design and limitations which makes the revision a major design change. CAA authorisation is required. In cases of modification compatibility, it is the installers responsibility to assess compatibility and obtain the necessary design approval if compatibility is affected. These sorts of compatibility issues may also be predicted and clarified with limitations in advance when a Design Delegate approves a design change.

Note that dis-embodiment of a modification on an aircraft is often a separate and distinct design change unless the aircraft can be restored to its type design configuration. Similarly, partial disembodiment such as leaving electrical or hydraulic system connections capped is a design change. In both cases, the design change may be major and require CAA authorisation.

Yours sincerely,



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