Federal Aviation Administration – Regulations and Policies
Aviation Rulemaking Advisory Committee

Air Carrier/General Aviation Maintenance Issue Area
SFAR 36 Working Group

Task 1 – AC for Perform Major Repairs under SFAR 36

Task Assignment

FILE COPY

Aviation Rulemaking Advisory Committee; Air Carrier/General Aviation Maintenance Subcommittee; SFAR 36 Working Group

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of SFAR 36 Working Group.

SUMMARY: Notice is given of the establishment of a SFAR 36 Working Group by the Air Carrier/General Aviation Maintenance Subcommittee of the Aviation Rulemaking Advisory Committee. This notice informs the public of the activities of the Air Carrier/General Aviation Maintenance Subcommittee of the Aviation Rulemaking Advisory Committee.

FOR FURTHER INFORMATION CONTACT: Mr. William J. White, Executive Director, Air Carrier/General Aviation Maintenance Subcommittee, Flight Standards Service (AFS-2), 800 Independence Avenue, SW., Washington, DC 20591, Telephone: (202) 267-8237; FAX: (202) 267-5230.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (56 FR 2190, January 22, 1991) which held its first meeting on May 23, 1991 (56 FR 20492, May 3, 1991). The Air Carrier/General Aviation Maintenance Subcommittee was established at that meeting to provide advice and recommendations to the Director, Flight Standards Service, regarding mechanic certification and approved training schools outlined in parts 65 and 147 and the maintenance standards for parts 23, 25, 27, 29, 31, 33, and 35 aircraft, engines, propellers, and their component parts and parallel provisions in parts 21, 43, 91, 121, 125, 127, 129, 133, 135, and 137 of the Federal Aviation Regulations (FAR).

Specifically, the working group's task is the following:

To develop an advisory circular to address the privileges and limitations of air carriers and repair stations to perform major repairs under SFAR 36.

The SFAR 36 Working Group will be comprised of experts from those organizations having an interest in the task assigned to it. A working group member need not necessarily be a representative of one of the organizations of the parent Air Carrier/General Aviation Maintenance Subcommittee or of the full Aviation Rulemaking Advisory Committee. An individual who has expertise in the subject matter and wishes to become a member of the working group should write the person listed under the caption "FOR FURTHER INFORMATION CONTACT" expressing that desire and describing his or her interest in the task and the expertise he or she would bring to the working group. The request will be reviewed with the subcommittee chair and working group leader, and the individual advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the formation and use of the Aviation Rulemaking Advisory Committee and its subcommittees are necessary in the public interest in connection with the performance of duties imposed on the FAA by law. Meetings of the full committee and any subcommittees will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the SFAR 36 Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on August 20, 1991.

William J. White,

Executive Director, Air Carrier/General Aviation Maintenance Subcommittee, Aviation Rulemaking Advisory Committee.

[FR Doc. 91-20494 Filed 8-26-91; 8:45 am]

BILLING CODE 4910-13-M

Recommendation

Air Transport Association

Joseph D. Vreeman
Vice President
Engineering, Maintenance & Materiel

November 18, 1992

TO: Air Carriers/General Aviation Maintenance Subcommittee Members

FROM: Joe Vreeman, Chairman
Air Carriers/General Aviation Maintenance Subcommittee

SUBJECT: Draft Advisory Circular - Privileges and Limitations of SFAR 36 Authority Holders

Frank Jauregui, the SFAR 36 Working Group Chairman, was unable to attend our last Subcommittee meeting in Pittsburgh. However, his Working Group has finished drafting the attached advisory circular and this letter is transmitting it to each of you for your review prior to our next meeting on February 18, 1993. At that time we expect to vote on a motion to accept the attached draft advisory circular and transmit it to the FAA for subsequent processing.

As many of you are aware, the FAA has indicated they will not continually renew SFAR 36. However, since many air carriers make extensive use of this regulation, the attached advisory circular will be useful for the period of time until SFAR 36 is no longer renewed.

As a separate matter, we have expressed the Subcommittee's concern that SFAR 36 authority not be allowed to lapse until some appropriate other process has been instituted.

Joe Vreeman

Attachment

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ARINC/SITA:WASXYXD/WASMMXD

Technical Operations

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612 726-7781
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NORTHWEST AIRLINES

June 19, 1992

Joe Vreeman
Chairman, Maintenance
Sub Committee
Air Transport Association
1301 Pennsylvania Ave. N.W.
Suite 1100
Washington, D.C. 20004

Subject: SFAR 36 Working Group Meeting Minutes
Date: June 17, 1992
Place: Washington, D.C.
Chairman: Frank Jauregui, Northwest Airlines

I. OPENING COMMENTS

- Meeting convened with a brief discussion of the planned agenda by Frank Jauregui, Chairman.
- Distributed copies of comments sent in by group members and noted that Mark Moran, USAir, could not attend meeting but sent apologies.
- The group agreed to change the dates of the next scheduled meeting from August 19-20 to August 12-13 at Fort Lauderdale.

II. TASK

Our task was "Development of an AC to address the privileges and limitations of air carriers and repair stations to perform major repairs under SFAR-36." The qualification/assumption used by the working group was that privileges and limitations were for organizations that "already" had SFAR-36 authority. Task completed and attached is our proposed Advisory Circular. We now request FAA Advisory Circular writing and FAA legal assistance to produce a final, releasable Advisory Circular.

III. DISCUSSION

- The chairman thanked S. MacLeod for her assistance in addressing the Air Carrier/General Aviation Maintenance Subcommittee of the Aviation Rulemaking Advisory Committee, at the May 26, 1992 meeting, on behalf of the working group.

III. DISCUSSION (cont)

- It should be noted that other Advisory Circulars and FAA Order references are included in this proposed Advisory Circular, as the working group felt it important in providing guidance in this area.

- Under paragraph 5. DEFINITIONS, a. (1) the statement is from the FAR, however, the words "if improperly done" imply that if properly done it would not have the same "affect" and it could. This wording in the rule should be addressed.

- Again, the LACK OF A CLEAR DEFINITION OF "MAJOR REPAIRS" was aired as an open issue.

- The list of attendees for the June 17 meeting is enclosed. The group did an outstanding job of staying on track with focus on the task. In addition, the greater benefit was derived from the knowledge and experience of the working group on the industry SFAR-36 issues, including stated action items.

IV. ACTION ITEMS

- The working group believes that the task as assigned and interpreted, i.e., address the privileges and limitations of current certificate holders with SFAR-36 authority, did not adequately cover the industry's problems and concerns. However, despite this belief, the working group has completed the task as assigned and interpreted and now requests FAA Advisory Circular writing and FAA legal assistance to finalize the document.

- The working group requests the Maintenance Subcommittee to assign the task of developing a rule to encompass and replace SFAR-36. This rule would address the complete SFAR-36 application procedures, privileges and limitations, development of an engineering procedures manual, define major repair and may be referred to as an Approved Engineering Organization rule.

- The industry is desirous and needs a permanent rule, vice SFAR-36 which is scheduled to expire January 23, 1994. This working group is qualified, has the expertise, knowledge and perseverance to address the major repair definition and develop a rule for development of repair data and technical instructions to approve aircraft, airframes, aircraft engines and/or propellers, appliances and components for return to service.

IV. ACTION ITEMS (cont)

- In addition to the request for FAA Advisory Circular writing and FAA legal assistance to be available to the working group for the August 12-13 meeting, Chairman Frank Jauregui will present the status outlined in these minutes to the Air Carrier/General Aviation Maintenance Subcommittee of the Aviation Rulemaking Advisory Committee at the September 29, 1992 meeting. He will also request the assignment of the new rule writing task.

V. NEXT MEETING

DATE: August 12-13, 1992

TIME: 0830-1730 8/12
0800-1600 8/13

PLACE: FAA offices or selected hotel
Fort Lauderdale, Florida
Hotel availability/selection to be provided at a later date.

Sincerely,

Frank M. Jauregui

Frank M. Jauregui
Chairman

FMJ:bsj

attachment

Distribution: SFAR-36 Working Group Members

SFAR 36 WORKING GROUP

SCHEDULE OF UPCOMING MEETINGS
(tentative)

August 12-13	Fort Lauderdale, Florida
September 16-17	Minneapolis, Minnesota
October 22	ATA Headquarters

FMJ:bsj
6/19/92

Air Transport Association
709 New York Avenue, N.W.
Washington, D.C. 20006-5206
202) 626-4000 FAX -4149/4181
WASXYXD

MEETING: SFAR 36 Working Group

DATE: June 17, 1992

LOCATION: ATA Washington, D.C

NAME	TITLE	ORGANIZATION	TELEPHONE	FAX/TELEX
FRANK M JAUREGUI	Staff V.P. Tech OPS	NORTHWEST	612-726-7781	612-726-8286 MSPEZNW
DAVID M. BURCH	PROJ. MGR. TECH SVC'S, DAC.	DAC	310-593-2546	310-593-7710
E. J. GREWE	SR SPECIALIST ENGINEERING.	AAL	918 299 3386	918 299-3168
JOHN CHAPLIN	TECHNICAL CONSULTANT	RYDER AIRLINE SERVICE	214-956-5740	214-956-5667
PHIL DEVLIN	DIRECTOR PROP ENGR.	CONTINENTAL A/L	713-985-3608	713-985-3613
ROGER V. GORDON	ASST MGR A/W	FAA	305 356 7520	305-356-7531
HUGH V. BRACELAND	DELEGATION ENGINEER	TRANSPORT CANADA	(613) 952 4367	(613) 996 9178
ROGER CASTERLINE	SR. STAFF EXEC-ENGRG.	UAL	415-876-3748	415-737-7117
TOM WILCES	PRESIDENT	NATIONAL FLIGHT SERV.	419-865-2311	419-866-2994
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DITCH DRESCHER	FLIGHT SAFETY	IAM / NWA	612-884-2764	612-688-7229
SARAH MACLEOD	Executive Director	ARSA	202-393-2511	202-872-1658
Fred Thompson	ENGINEER	FAA - ATR-107	202 267-7218	202 267-9562

Subject: PRIVILEGES AND LIMITATIONS OF SFAR-36 AUTHORITY HOLDERS.

Date:
Initiated by:

AC No:
Change:

1. PURPOSE. This Advisory Circular (AC) provides information and guidance to clarify the privileges and limitations of the FAR 121, 127, 135.2 and 145 certificate holders with SFAR-36 authority. The associated responsibilities and use of technical data developed by the authority holder to accomplish major repairs will also be addressed.

2. RELATED FEDERAL AVIATION DOCUMENTS. Federal Aviation Regulation (FAR) Parts 1, 21, 23, 25, 27, 29, 33, 35, 43, 91, 121, 127, 135, 145 and SFAR-36.

Advisory Material. This AC references Advisory Circulars and FAA Orders to add benefit to the use of this AC. The list is not all inclusive nor limited to only those listed:

8000.42A	Authority to Develop and Use Major Repair Data Not Specially Approved by the Administrator.
8300.9/10	Airworthiness Inspectors Handbook.
AC 25-571-1A	Damage Tolerance and Fatigue Evaluation of Structures.
AC 27-1	Certification of Normal Category Rotorcraft.
AC 29-2A	Certification of Transport Category Rotorcraft.
AC 33-2A/B	Aircraft Engine Type Certification Handbook.
AC 43-9B	Maintenance Records.
AC 43-9-1E	Instructions for Completion of FAA Form 337.
AC 43.13-1A	Acceptable Methods, Techniques and Practices - Aircraft Alterations.

2. RELATED FEDERAL AVIATION DOCUMENTS (CONT.)

AC 140-6C Development and Use of Major Repair Data under Provisions of SFAR-36.

AC 145.3 Guide for Developing and Evaluating Repair Station Inspection Procedures Manuals.

3. BACKGROUND. In 1978, SFAR-36 was issued to relieve qualified repair stations, air carriers, and operators of the burden of FAA approval of technical data for major repairs on a case-by-case basis.

In general, the adoption of SFAR-36 was based on the DAS provisions of FAR Part 21 and the conditions and limitations contained in the related exemptions which had been granted. The SFAR requires those desiring relief to have available qualified engineering personnel. The preparation of an FAA-approved procedure manual for the development of major repair data is also required. In addition, records relating to major repair data developed and the products incorporating the major repairs are required to be kept indefinately as prescribed by SFAR-36, section 11.

The responsibilities of SFAR-36 authorization are shared by the Aircraft Certification Offices (ACO) and Flight Standards District Offices (FSDO). The ACO has responsibility for assessing the capabilities of an applicant's engineering staff and approving the applicant's engineering procedures manual that is used to develop technical data necessary to effect major repairs.

4. DISCUSSION. This AC may be used to define the privileges and limitations of an approved SFAR-36 authorization holder. It provides the clarification, limits and privileges that may be needed to gain the maximum benefit from the authorization granted by SFAR-36 while maintaining the highest level of safety and integrity.

The FSDO has responsibility for assuring that the authorization holder is adhering to the approved procedures manual and for assuring that the certificate holder is performing work according to accepted or approved technical data within the parameters of its operations specifications.

5. DEFINITIONS. For the purpose of this AC the following words or phrases will have the following meanings:

a. Major Repair means a repair:

(1) that, if improperly done, might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness; or

(2) that is not done according to accepted practices or cannot be done by elementary operations.

b. Repair Data: Instructions necessary to accomplish the repair in accordance with technical data.

c. Technical Data: Information necessary to define and substantiate a repair procedure in compliance with applicable airworthiness standards.

5. DEFINITIONS (CONT.)

d. Approved Data: Approved data is data specifically approved by the FAA, DER or SFAR-36 Authority.

6. GENERAL. The requirement of SFAR-36 allows the 121, 127, 145 certificate holders, or an air taxi operator subject to the requirements of 135.2, the ability to develop major repair data and approve the aircraft, airframe, aircraft engine, propeller, or appliance, for return to service.

7. PRIVILEGES. The SFAR-36 authority privileges are based upon the products and process identified on their repair and/or operational certificate(s) and the expertise of the engineering and technical personnel in the organization. Holders of SFAR-36 authority may:

a. Develop and approve technical data for major repairs and provide repair data for accomplishment.

b. Use repair data provided that the repair instructions are accomplished in accordance with the certificate holders' accepted procedures. Use of subcontracting for SFAR-36 repair instructions may be accomplished if it is in the certificate holders accepted/approved procedures.

c. Use the repair data within the limitations of the technical data for repairs on like articles.

d. Use an engineering staff (remote engineering) not located at the facility to which the SFAR 36 authorization has been issued provided the data approvals made do not exceed the authority granted in the SFAR 36 holders' procedures manual.

7. PRIVILEGES (CONT.)

e. The use of repair data is not limited to a geographic area.

f. Develop and use major repair data which is not specifically approved by the Administrator, in accordance with SFAR-36 and its Federal Aviation Administration Approved Procedure Manual, as applicable to the ratings of the approved air carrier and air agency operations specifications.

g. Use SFAR-36 developed data for repair data and repair instructions not covered in the A.D. as it is applicable to aging aircraft and SSID airworthiness directives.

h. Use Technical data developed using SFAR-36 authorization as approved data by the certificate holder.

i. Allow the organization to have more than one engineer that meets the requirement of SFAR-36 paragraph 3(b) 1-4.

8. LIMITATIONS. SFAR-36 authority:

a. Limits the authorized air carrier or air agency to development and use of the repair data for:

(1) air carriers by being authorized by the certificate holder in their manual.

(2) non-certificated customers as long as the major repair documentation is properly provided.

b. Does not apply to alterations.

c. Does not allow changes to the Approved Flight Manual, Airworthiness Limitation Section or MMEL.

d. Has an expiration date.

8. LIMITATIONS (CONT.)

e. Repairs are limited to parts that can be marked or identified in such a manner that the item has an individual identity.

f. Has limits of authority with respect to the specific fields of engineering in which the SFAR-36 holder is authorized to develop and use data for a major repair, as further limited by the specific products and types of repair covered by the rating of the air carrier or air agency operations specifications for returning aircraft, airframes, aircraft engines and/or propellers or appliances to service, or covered by the operating certificate and maintenance manual of the operator.

g. Technical data must comply with criteria specified in applicable airworthiness sections of the Federal Aviation Regulations.

h. Limits individual engineering personnel to meeting the minimum requirements of SFAR-36 in the area of their expertise. They do not have to meet all the requirements of paragraph 3, b (1) through (4). At least one member of the staff required by SFAR-36 must meet all of the required qualifications.

i. Limits the SFAR-36 holder to obtain FAA engineering approval before use of:

(1) all equivalent safety provisions applied under FAR part 21.21.

(2) data procured from specialized services not part of (company name) facility.

8. LIMITATIONS (CONT.)

i. (3) repair data that effects the type design of an aircraft which may increase the noise levels of the aircraft (Ref: FAR 21.93 (b).

(4) a repair that impacts any Airworthiness Directive (A.D.) requirements (FAR Part 39), or data that affects areas addressed by Airworthiness Directives.

(5) data concerning repairs to life limited items.

(6) repair data that effects the type design of the airplane or engine which may increase the fuel venting or exhaust emissions (Ref: FAR 21.93 (c)).

9. CLARIFICATION. The following clarifications are provided for the purpose of standardization of certain areas of SFAR-36:

a. Authorized repair stations with SFAR-36 authority can develop and use the repair data for air carriers if authorized by the certificate holder (a certificate holder being any air carrier, air agency certificated by the FAA and issued an operating specification) and for non-certificate customers as long as major repair documentation is properly provided.

b. The term "appliance" is inclusive of components.

Air Transport Association

February 28, 1994

Mr. Anthony J. Broderick
Associate Administrator for Regulation & Certification (AVR-1)
Federal Aviation Administration
800 Independence Ave, SW
Washington, D.C. 20591

Dear Tony:

On February 18, 1994, the Aviation Rulemaking Advisory Committee met to consider Air Carrier/General Aviation Maintenance Issues. One of the decisions of the meeting was to disestablish the SFAR 36 Working Group, because its task is complete.

ARAC took into account the draft advisory circular that the working group had completed some time ago, and ARAC had submitted to the Agency for consideration. Key points from that draft were subsequently incorporated into the re-issuance of SFAR 36. As a result, neither the Agency nor the working group considers that further advisory materials related to SFAR 36 are warranted at this time. This is the basis for ARAC concluding that the original task for the working group is complete.

The SFAR 36 Working Group effort was not wasted; the re-issued SFAR 36 is of substantially higher quality because of its efforts. The working group also identified several procedural improvements for ARAC that are now being incorporated into ARAC's operating handbook. Members of the old working group are now busy with a new task and title, veterans of the rulemaking process.

I trust this letter meets the requirements for disestablishment of a working group.

Sincerely,

Steven R. Erickson

Steven R. Erickson
Assistant ARAC Chair
Air Carrier/General Aviation Maintenance Issues

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FAA Action – Not Available