

**BY ORDER OF THE COMMANDER
AIR FORCE SUSTAINMENT CENTER**

**AIR FORCE SUSTAINMENT CENTER
INSTRUCTION 62-603**



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Developmental Engineering

***MILITARY REPAIR STATION
PROGRAM***

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This publication implements Air Force Policy Directive (AFPD) 62-6, *USAF Airworthiness*, and provides additional guidance on requirements contained in Air Force Instruction (AFI) 63-101/20101, *Acquisition and Sustainment Life Cycle Management*, and AFI 62-601, *USAF Airworthiness*. Additionally, the Air Force Sustainment Center (AFSC) Military Repair Station Program provides details on how the Air Force (AF) will comply with the applicable Federal Aviation Administration (FAA) requirements of 14 Code of Federal Regulations (CFR) Part 43: *Maintenance, Preventive Maintenance, Rebuilding, and Alteration*; 14 CFR Part 65: *Certification: Airmen Other Than Flight Crewmembers*, and 14 CFR Part 145: *Repair Stations*. This publication applies to AFSC, all AFSC Air Logistics Complexes (ALC) and all ALC personnel performing maintenance and repairs to United States (US) government owned FAA certificated commercial derivative aircraft (CDA). The ALCs may supplement this publication by local instruction, but the instruction must be provided to AFSC/ENS for review and approval prior to publication. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, Recommendation for Change of Publication; route AF Form 847s from the field through the appropriate functional's chain of command. Request for waivers must be processed through command channels to the publication OPR for consideration. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW AFI 33-322, *Records Management and Information Governance Program*, and disposed of IAW the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS).

This Air Force Sustainment Center Instruction (AFSCI) has numerous changes and must be reviewed in its entirety. It provides direction for procedures and processes required to repair government owned FAA certificated aircraft, engines, and components using ALC depots and/or ALC personnel. IAW AFD 62-6, *USAF Airworthiness*, AFI 62-601, *USAF Airworthiness*, AFI 21-101, *Aircraft and Equipment Maintenance Management*, AFI 21-101_AFMCSUP, *Aircraft and Equipment Maintenance Management*, and AFMCI 21-100 Volume 1, *Depot Maintenance Principle*, *AFMCI 21-100 Volume 2, Depot Maintenance Production* and *AFMCI 21-100 Volume 3, Depot Maintenance Production Support*, all maintenance, repairs, and modifications performed must comply with FAA requirements and cannot result in the aircraft, engine, or component losing its FAA certification.

SUMMARY OF CHANGES

This publication has been substantially revised and must be reviewed in its entirety. Administrative changes throughout the instruction were made to improve clarity, description of requirements was expanded for better understanding and select training program information was moved to AFSCMAN 62-602 *Military Repair Station Manual*.

Chapter 1

PROGRAM OVERVIEW

1.1. General. AFI 21-101, *Aircraft and Equipment Maintenance Management*; AFMCI 21-100 Volume 2, *Depot Maintenance Production*; and AFPD 62-6, *USAF Airworthiness* require the AF to maintain government owned CDA to FAA standards and shall not cause the aircraft, engine, or component to lose its FAA aircraft Type Certification. If the AF uses organic AFSC depot resources (AF facilities, equipment, technicians, supply), those resources shall “meet the intent” of applicable FAA regulations - 14 CFR Part 43, 14 CFR Part 65, and 14 CFR Part 145. This instruction provides information on how the AF will achieve and operate an AFSC Military Repair Station (MRS) compliant with the intent of the applicable FAA regulations. It also addresses how the AF will organically surveil and maintain compliance with the MRS program (AF “self-inspecting”). It is crucial to the success of the MRS program that the FAA and AF are confident this standard is being maintained continuously.

1.2. Scope. This instruction applies to AFSC ALC depot organizations accomplishing overhaul, repair, or modification of government owned FAA certificated CDA, CDA components, and CDA engines for US and/or foreign Government and Department of Defense (DoD) weapon systems and support activities. In reference to this instruction, a CDA is any FAA certificated air vehicle (aircraft, helicopter, unmanned aircraft system (UAS), engine, or component owned and operated by a US government entity.

1.3. “Meets the Intent”.

1.3.1. “Meets the Intent” (MTI) is defined as: “Although not FAA certificated, the AF shall comply through direct or alternate methods of compliance with the applicable 14 Code of Federal Regulations utilizing Air Force instructions (AFIs), policies, and procedures with applicable supplements as required.”

1.3.2. Using this definition as the baseline for its organic depot Maintenance, Repair, and Overhaul (MRO) programs, it is AFSC’s objective to meet the intent of 14 CFR Part 43, 14 CFR Part 65, and 14 CFR Part 145 for maintenance on government owned CDA. The AFSC Flight Standard Management Branch (AFSC/ENSF) is the Flight Standards Management Office (FSMO) with the responsibility to provide guidance, surveillance and oversight of the AFSC MRS program. Each ALC MRS has a responsibility to demonstrate initial and continuous compliance with this FAA approved program and not perform any maintenance, repairs, alterations, or modifications that will negatively impact the aircraft, engine, or component FAA certification.

1.3.3. In the isolated case of an individual ALC MRS not being able to MTI of a specific requirement, the affected ALC MRS must submit a request for exception from the requirement to the FSMO. Upon FSMO approval, the exception must be added to the affected ALC’s MRS Manual. If the FAA has concerns about any exception to the AFSC MRS Program, the FSMO and FAA will work together to develop a mutually acceptable solution. A solution must be determined before the AF will be allowed to deviate from the applicable FAA requirement.

1.4. MRS guidance/instruction/manual precedence. AFPD 62-6 Airworthiness requires FAA certification of commercial derivative aircraft, engine, and/or component be preserved and not negatively impacted by AF maintenance activities. Thus, all AFSC MRS depot maintenance activities shall comply with this mandate. If there is a suspected conflict between formal guidance, instructions, and/or manuals (AF, command, center, complex, group, squadron, etc.), it must be resolved to ensure FAA certification requirements are met. Contact applicable weapon system program office and/or AFSC FSMO as needed.

1.4.1. If there is a difference between the applicable ALC MRS Manual, AFSCI 62-603 and/or AFSCMAN 62-602, the AFSC FSMO approved ALC MRS Manual takes precedence and must be complied with. If a requirement specified in AFSCI 62- 603 and/or AFSCMAN 62-602 is not addressed in the applicable ALC MRS Manual, it must be complied with as stated in the applicable AFSC instruction and/or manual.

Chapter 2

AIR FORCE SUSTAINMENT CENTER MILITARY REPAIR STATION

2.1. Military Repair Station Program. To meet the intent of FAA requirements for depot maintenance activities, AFSC developed the MRS program to comply with 14 CFR Part 43, Part 65, and Part 145. The AF compared its governing instructions, policies, processes, procedures, technical orders, employee training and certification to FAA requirements for maintaining FAA certified aircraft. This program was developed using AF standards to the greatest extent possible reducing the amount of change to the AF workforce. Complying with this instruction allows the AF to maintain CDA to both military and FAA certification and airworthiness standards.

2.2. AFSCMAN 62-602 *Military Repair Station Manual*. The AFSC MRS Manual provides guidance and clarification of FAA and AFSC requirements when establishing and operating a MRS. The manual includes information on applicable FAA regulations and how AFSC depots will comply with or “meet the intent” of those directives. Compliance with this manual is mandatory when an ALC performs maintenance, repairs, or modifications on a FAA certificated commercial derivative aircraft, engine, or commodity.

2.3. Flight Standards Management Branch (FSMB).

2.3.1. The FSMO is assigned to the AFSC Engineering and Technical Management Directorate (AFSC/EN) and provides program oversight and surveillance of all MRS activities using audit/inspection criteria based on the *FAA Dynamic Regulatory System (DRS)*.

2.3.2. The FSMO has overarching responsibility for performing initial/periodic compliance and quality assurance audits and surveillance enforcing compliance, standardization, accountability, and traceability of all MRS processes. FSMO Aviation Safety Inspectors will audit respective ALC MRS programs and operations using criteria derived from AF and FAA requirements, AFSCMAN 62-602, the applicable ALC MRS Manual, and this instruction. FSMO inspectors are 14 CFR Part 65 certificated (airframe and powerplant certificate (A&P)) or have highly specialized avionics training and experience. See AFSCMAN 62-602, Chapter 1, for further detailed information.

Chapter 3

AIR LOGISTICS COMPLEX MILITARY REPAIR STATION

3.1. Military Repair Station. A MRS is an AFSC Complex maintenance, repair, & overhaul (MRO) depot operation that “Meets the Intent” of applicable FAA maintenance and airworthiness requirements. Any airframe, engine, and/or component maintenance performed on a CDA requiring FAA certification must be accomplished in an AFSC qualified MRS and be compliant with AFSC MRS and FAA requirements. See AFSCMAN 62-602, Chapter 1, for further detailed information.

3.2. Accountable Manager. The AM is the person designated by the ALC who is responsible for and has the authority over all MRS operations that are conducted by the ALC to meet the intent of 14 CFR Part 145 for maintaining the FAA TC of military CDA in compliance with AFPD62-6, including ensuring that repair station personnel follow procedures, policy and regulations, and serves as the primary contact with the FSMO singular point of contact and subject matter expert for the applicable ALC MRS program. See AFSCMAN 62-602, Chapter 1, for further detailed information.

Chapter 4

MILITARY REPAIR STATION TRAINING PROGRAM

4.1. The AFSC MRS training program utilizes a depot maintenance training program IAW AFMCI 21-100 Volume 1, AFI 36-2650 AFMCSUP, AFSCMAN 21-102, and AFSCMAN 62-602 requirements. Compliance with these training requirements ensures each employee assigned to perform maintenance, preventive maintenance, alterations, or inspection functions are adequately trained and Production Acceptance Certification (PAC) qualified. Individual employee training is documented and retained a minimum of 2 years after that person leaves the MRS (including reassignment, separation, and retirement). The AFSC MRS training program will be reviewed annually by the FSMO for currency and completeness.

4.2. All personnel (civilian, military, and contractor) assigned to an AFSC MRS program must. Complete MRS program specific training. Production technicians, supervisors, inspectors, quality assurance specialists, engineering, and support personnel have specific requirements based on their positions. See AFSCMAN 62-602, Chapter 6 for training requirements.

STACEY T. HAWKINS
Lieutenant General, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

- AFI 21-101_AFMC SUP, *Aircraft and Equipment Maintenance Management*, 10 Nov 2020
- AFI 33-322, *Records Management and Information Governance Program*, 23 Mar 2020; Change 1, 28 Jul 2021
- AFI 36-2650_AFMC SUP, *Maintenance Training*, 15 Nov 2019
- AFI 62-601, *USAF Airworthiness*, 11 Jun 2010
- AFI 63-101_20-101, *Integrated Life Cycle Management*, 30 Jun 2020; Change 1, 23 Nov 2021
- AFMCI 21-100 Volume 1, *Depot Maintenance Principles*, 22 January 2024
- AFMCI 21-100 Volume 2, *Depot Maintenance Production*, 22 January 2024
- AFMCI 21-100 Volume 3, *Depot Maintenance Production Support*, 22 January 2024
- AFPD 62-6, *USAF Airworthiness*, 16 Jan 2019
- AFSCMAN 21-102, *Depot Maintenance Management*, 04 Apr 2021
- AFSCMAN 62-602, *Military Repair Station Manual*, 02 June 2022
- DAFI 21-101, *Aircraft and Equipment Maintenance Management*, 16 Jan 2020
- FAA *Dynamic Regulatory System* (drs.faa.gov)
- 14 Code of Federal Regulations (CFR), Part 43 – *Maintenance, Preventive Maintenance, Rebuilding, and Alteration*, current as of 03 Jan 2022
- 14 Code of Federal Regulations (CFR), Part 65 – *Certification: Other Than Flight Crewmembers*, current as of 03 Jan 2022
- 14 Code of Federal Regulations (CFR), Part 145 – *Repair Station*, current as of 03 Jan 2022

Prescribed Forms

None

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AF—Air Force

AFI—Air Force Instruction

AFLCMC—Air Force Life Cycle Management Center

AFMC—Air Force Materiel Command

AFMCI—Air Force Materiel Command Instruction
AFPD—Air Force Program Directive
AFRIMS—Air Force Records Information Management System
AFSC—Air Force Sustainment Center
AFSCI—Air Force Sustainment Center Instruction
AFSCMAN—Air Force Sustainment Center Manual
LC—Air Logistics Complex
M—Accountable—Manager
&P—Airframe and Powerplant
CDA—Commercial Derivative Aircraft
CFR—Code of Federal Regulations
DoD—Department of Defense
DRS—FAA Dynamic Regulatory System
FAA—Federal Aviation Administration
FSMB—Flight Standards Management Branch
FSMO—Flight Standards Management Office
IAW—In Accordance With
MRO—Maintenance Repair and Overhaul
MRS—Military Repair Station
MTI—Meet the Intent
OPR—Office of Primary Responsibility
PAC—Production Acceptance Certification
RDS—Records Disposition Schedule
TC—Type Certification
US—United States
USAF—United States Air Force