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MILITARY REPAIR STATION MANUAL

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This manual implements and extends the guidance of Air Force Policy Directive (AFPD) 62-6, *USAF Airworthiness* and Air Force Instruction (AFI) 62-601, *USAF Airworthiness* to Air Force Sustainment Center Instruction (AFSCI) 62-603, *Military Repair Station Program*. This Military Repair Station manual provides directive guidance for organic depot maintenance of United States (US) government owned Federal Aviation Administration (FAA) certificated commercial derivative aircraft (CDA). United States Air Force (USAF) policy is found in Air Force Policy Directive (AFPD) 62-6, *USAF Airworthiness* and Air Force Instruction (AFI) 62-601, *USAF Airworthiness.* For policies and procedures used in planning and administering depot level contract maintenance programs, refer to AFI 63-101/20-101, *Integrated Life Cycle Management*, and AFI 63-138, *Acquisition of Services*. 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*; Part 65: *Certification: Airmen Other Than Flight Crewmembers*, and **Part 145**: *Repair Stations*. This publication applies to all AFSC Air Logistics Complexes (ALC) and all ALC personnel performing maintenance and repairs to affected CDA. The ALCs may supplement this publication by local instruction, but the instruction must be provided to AFSC/ENS for review and coordination 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 chain of command. Request for waivers must be processed through command channels to the publication OPR for consideration. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with

(IAW) AFI 33-322, *Records Management and Information Governance Program*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). is Air Force Sustainment Center Manual (AFSCMAN) is a new publication and must be reviewed in its entirety. It provides direction for procedures and processes required to repair US government owned FAA certificated commercial derivative aircraft, engines, and components using AFSC ALC depots and ALC government and contractor personnel. IAW AFPD 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,* AFMCI 21-100 Volume 1, *Depot Maintenance Principles, AFMCI 21-100 Volume 2, Depot Maintenance Production and AFMCI 21-100 Volume 3, Depot Maintenance Production Support and* AFSCI 62-603, *Military Repair Station Program*, all maintenance and repairs performed on FAA certificated aircraft must comply with FAA requirements and cannot result in the aircraft, engine, or component losing its FAA certification. Note: All references are within CFR Title 14.

Chapter 1

OVERVIEW

1.1. General.

1.1.1. The US Air Force (AF) desires to repair and maintain government owned FAA certificated commercial derivative air vehicles to Federal Aviation Administration (FAA) standards using AF facilities, equipment, mechanics, and government supply chain. Air vehicles can be an aircraft, helicopter, remotely piloted aircraft (RPA), unmanned aircraft system (UAS), and/or parts thereof. This AFSCMAN refers to FAA certificated air vehicles as commercial derivative aircraft (CDA).

1.1.2. The FAA has approved the AFSC Military Repair Station (MRS) Program authorizing AFSC Air Logistic Complexes to perform depot level maintenance that "Meets the Intent" (MTI) of applicable FAA maintenance and airworthiness requirements defined in 14 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*.

1.1.3. This manual provides requirements and guidance on activating and operating an AFSC MRS program in accordance with applicable AF and FAA regulations. ALC MRS's will develop, implement, and operate a MRS compliant program using existing ALC depot processes and procedures to the greatest extent possible.

1.1.4. 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 include approval of the appropriate waiver authority if applicable) to ensure FAA certification requirements are met. Contact applicable weapon system program office and/or AFSC Flight Standards Management Branch as needed.

1.1.4.1. If there is a difference between the applicable ALC MRS Manual, AFSCI 62-603 and/or AFSCMAN 62-602, contact the Flight Standards Management Office for resolution. 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.

1.2. "Meets The Intent". The AF has defined "Meets the Intent" 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."

1.2.1. Using this definition as the baseline, it is the AF's objective to MTI of the applicable 14 CFRs for repairs and maintenance performed on CDA. It is the responsibility of AFSC FSMO and each affected ALC MRS to demonstrate initial and continuous compliance with this MRS program.

1.2.2. In the isolated case of not being able to MTI of a specific requirement, that requirement will be identified and listed in the AFSC MRS Manual. This practice is acceptable to the FAA. If the FAA has concerns about any exception AFSC takes to the FAA requirements, the FSMO and FAA will work together to develop a mutually acceptable solution.

1.3. Flight Standards Management Branch (FSMB). The AFSC Flight Standards Management Branch (AFSC/ENSF) is the FSMO with the responsibility to provide guidance, surveillance and oversight of the AFSC MRS program, ensuring initial and continued compliance with AF, MRS, and FAA requirements. Audit criteria is derived from the FAA Dynamic Regulatory System (DRS) and applicable AF guidance. It is crucial to the success of the MRS program that the FAA and AF are confident the standards are being met and the FAA certification of the CDA is not adversely affected. All findings will be documented in the Logistics Evaluation Assurance Program (LEAP) system and followed up on subsequent audits.

1.3.1. The FSMO is staffed with GS/NH-1825 Aviation Safety Inspectors who are **Part 65** certificated (FAA airframe and powerplant certificate – A&P) or have highly specialized avionics training and experience. The FSMO has responsibility for performing audits, oversight, and surveillance enforcing standardization, accountability, and traceability of all MRS program requirements.

1.3.2. All policies and manuals used by an ALC MRS are auditable by various agencies (AF, FAA, National Transportation Safety Board (NTSB), etc.). Unique policies used by an ALC MRS will be referenced in its respective MRS Manual. FSMO has final approval authority of referenced policies ensuring compliance with the AFSC MRS Program as well as MTI of FAA requirements.

1.3.3. The FSMO will maintain communication and coordination with numerous offices as required: AFSC ALCs (OC-ALC, OO-ALC, WR-ALC), various major AF Commands (AFMC, AMC, AETC, ACC, etc.), AFLCMC/EN Technical Airworthiness Authority, System Program Offices, FAA organizations (Military Certification Office (MCO), FAA Flight Standards District Office (FSDO), FAA Aircraft Certification Office (ACO), and FAA Flight Standards Service/Aircraft Maintenance Division (AFS-300)), original equipment manufacturers (OEM), contractors, and vendors (list not all inclusive).

1.3.4. Commercial derivative aircraft system program offices (SPO) may conduct audits of affected ALC MRSs in accordance with their respective program management plan or Continuing Analysis and Surveillance System (CASS) plan. Program offices will be required to submit requests for all visits and audits to the respective ALC MRS AM. The AM will coordinate and schedule the event with the affected MRS and FSMO.

1.3.5. **FSMO inspectors may be called upon to audit civilian contract maintenance providers for.** CDA workloads to evaluate compliance with contract requirements for MRS and/or FAA compliant maintenance activities. Inspectors may also be tasked to audit AF, AF Reserve, Air National Guard, or other government agencies (US Army, US Navy, etc.) maintenance organizations to evaluate compliance with the respective CDA program and applicable FAA requirements.

1.3.6. Inspectors may participate in CDA accident/incident investigations as needed.

1.4. Military Repair Station Requirements. If an ALC is required to perform maintenance on FAA certificated CDA, it shall establish a MRS IAW AFSCI 62-603 and this manual.

1.4.1. The MRS office for each ALC shall be located in the respective ALC Quality Assurance (QA) organization. As required by Part 145.3(a), the MRS shall have an Accountable Manager (AM) who will serve as MRS subject matter expert to the respective ALC as well as being the primary contact with the FSMO.

1.4.2. Each respective MRS shall develop an ALC MRS Manual with details specific to that MRS's operations. All required elements will be addressed and tailored specifically for the particular MRS. The FSMO will review the manual to ensure it meets the intent of FAA requirements. FSMO approval is required before implementation of the manual or any subsequent changes or revisions.

1.5. ALC MRS Accountable Manager (AM). The AM is the management official within the ALC who is responsible for and has the authority over all MRS maintenance operations conducted by the ALC and serves as the primary contact with the FSMO for the ALC Military Repair Station (MRS) program. Maintenance operations must meet the intent of 14 CFR Part 145 for maintaining the FAA Type Certification of military CDA in compliance with AFPD62-6 and this instruction, including ensuring that MRS personnel follow procedures, policy and regulations. The AM for each ALC MRS shall be the respective ALC Commander, Deputy Commander or Deputy Director. Authority to manage and oversee related job duties and functions may be delegated, but overall responsibility resides with the AM. If a GS/NH-1825 Aviation Safety Inspector position is used to perform delegated job duties and functions, FAA Part 65 A&P certification or highly specialized avionics training and experience is required. If a different civilian position description (i.e., GS/NH-1910) is used, the incumbent must MTI of **Part 65** A&P requirements. See **paragraph 4.4.1.1** for additional information on AM position requirements.

1.5.1. The AM will have responsibility for the following:

1.5.1.1. Single point-of-contact to AFSC/FSMO for all MRS activities;

1.5.1.2. Accountable for overall compliance of the respective ALC MRS program and applicable regulatory requirements (AF, FAA);

1.5.1.3. Perform scheduled and non-schedule MRS program compliance audits of MRS activities; perform initial and follow-up MRS qualification audits (must have delegated authority from FSMO);

1.5.1.4. Provide daily proactive surveillance of MRS activities; interfacing with workforce emphasizing MRS program and FAA requirements with enforcement as needed;

1.5.1.5. Provide guidance and interpretation to ALC leadership, supervision, and workforce of MRS program and FAA regulatory requirements;

1.5.1.6. Make airworthiness return-to-service recommendations based on **Part 43** requirements;

1.5.1.7. Create, maintain, update, revise and supplement the MRS Manual;

1.5.1.8. Perform and document annual review of respective ALC MRS Manual, revise manual or prepare interim supplement if needed, submit draft manual or supplement to FSMO for final approval;

1.5.1.9. Maintain required rosters of supervision, inspectors, and return to service personnel;

1.5.1.10. Serve as FAA subject matter expert (SME) to ALC leadership, supervision, and workforce with intimate knowledge of **Part 43**, **Part 65**, **Part 145**, and the MRS program;

1.5.1.11. Complete unique FAA and MRS program training requirements (see **Chapter 6**).

1.5.1.12. Provide MRS orientation training, AF/FAA regulation training, required inspection item (RII)training, and return to service/final inspection (RTS/FI) training to applicable MRS personnel and create informational and training briefings as needed;

1.5.1.13. Report issues, concerns, required metrics, quality deficiencies reports, etc., to FSMO as required.

1.5.1.14. Make recommendations to FSMO on continuous improvement opportunities related to MRS program.

1.6. Air Logistics Complex Quality Assurance.

1.6.1. All QA functions will be in accordance with AFMCI 21-100 Volume 3, *Depot Maintenance Production Support*. Maintenance quality and equipment reliability is the responsibility of all maintenance personnel. The combined efforts of FSMO, QA personnel, maintenance leaders, and technicians are necessary to ensure high quality maintenance production, equipment reliability, and compliance with FAA airworthiness requirements.

1.6.2. Quality assurance specialists assigned to MRS workload shall attend MRS orientation training, FAA regulation training, and RTS training. Additional training for Required Inspection Items (RII) may be necessary.

1.6.3. Quality assurance specialists overseeing MRS activities will provide feedback to the AM on the progress and performance of the affected workload. This interaction with QA helps the AM manage compliance with applicable AF and FAA requirements within the respective ALC MRS.

1.6.4. Flight Standards Management Office compliance audits of a MRS do not take the place of any QA requirement. FSMO audits will be performed by FSMO aviation safety inspectors or the respective MRS AM, not QA specialists.

1.7. Manual Revisions, Supplements, and Control Procedures.

1.7.1. Manual Revisions/Supplements.

1.7.1.1. **Air Force Sustainment Center MRS Manual.** AFSCMAN 62-602 provides regulatory guidance on activating and operating an ALC MRS program. The manual provides guidance on AF and FAA requirements for repairing and maintaining a FAA certificated CDA, technician certification, and repair station requirements. Individual ALC MRS's must comply with is manual.

1.7.1.1.1. Revisions and supplements to this manual are on an "as needed" basis. The FSMO will conduct a review annually to determine if there are needed updates to the manual; however, annual revisions are not mandatory. If a revision or supplement is needed, the FSMO is the only organization allowed to make changes to the AFSC MRS manual. The FSMO has final approval and implementation authority for this manual.

1.7.1.1.2. Draft revisions and supplements to this manual will be coordinated with each ALC MRS AM and ALC/QA organizations for review and comment prior to final approval and implementation. The AM is responsible for coordinating with organizations within the respective ALC MRS as needed.

1.7.1.2. **Air Logistics Complex MRS Manual.** Each MRS shall develop its own ALC MRS manual with details of its organizational structure and any differences it has from this AFSCMAN. Official copies of the manual, current and historical, shall be maintained by the respective AM.

1.7.1.2.1. Revisions and supplements to the ALC MRS manual are on an "as needed" basis. The AM will conduct a review annually to determine if updates to the manual are needed; however, annual revisions are not mandatory. If a revision or supplement is needed, the AM is the only one authorized to make changes to the ALC MRS manual. The AM is responsible for coordinating draft revisions and supplements within applicable ALC organizations as needed.

1.7.1.2.2. Draft revisions and supplements to the ALC MRS manual will be submitted to the FSMO for review and final approval prior to implementation. If corrections/changes are required, the draft manual must be corrected and resubmitted to the FSMO for additional review before final approval is given. The AM is responsible for releasing approved revisions and supplements and notifying the applicable ALC MRS of the release.

1.7.1.3. The respective MRS AM has final authority for establishing the policies and procedures that govern the development and revision of its respective ALC MRS Manual and distribution of the manual within the affected MRS.

1.7.2. **Control Procedures.**

1.7.2.1. The FSMO is the OPR for this AFSCMAN. Only the FSMO can make changes to the information in this manual. All others are limited to "read only" access. The master AFSC MRS manual document is controlled and only accessible by the FSMO.

1.7.2.2. Each ALC MRS AM is the OPR for its respective master ALC MRS manual document. Only the AM can make changes to the information in the manual. All others are limited to "read only" access. The master ALC MRS manual document is controlled and only accessible by the AM.

1.8. Electronic Recordkeeping, Electronic Manuals, and Electronic Signatures. Each ALC MRS is required to have electronic access to this AFSCMAN, respective ALC MRS Manual, and any applicable supplements. The AM is responsible for ensuring the manuals and any applicable supplements are readily available for all MRS personnel. Affected personnel should contact the AM if assistance is needed accessing these manuals.

1.8.1. **Electronic Recordkeeping.** All records maintained electronically shall be documented using an AF Maintenance Information Systems (MIS) including Integrated Maintenance Data Systems (IMDS), Reliability and Maintainability Information System (REMIS), or Comprehensive Engine Management System (CEMS), Program Depot Maintenance Schedule System (PDMSS), G081, etc. All electronic records will be maintained for at least 2 years beyond the date of repair.

1.8.2. **Electronic Manuals.**

1.8.2.1. Official copies of the AFSC MRS Manual, ALC MRS Manual, and any interim supplements shall be maintained in electronic copy format by the FSMO and each ALC MRS AM.

1.8.2.2. The FSMO is responsible for and always maintains control of this AFSCMAN master file. Security to prevent unauthorized changes to the manual is built into the EIM system used by the FSMO. Only the FSMO or designee have access and can make changes to the master files.

1.8.2.3. The AM is responsible for and always maintains control of the ALC MRS Manual master files. Security to prevent unauthorized changes to the manual is built into the EIM system used by the ALC. Only the ALC MRS AM or designee have access and can make changes to the master files.

1.8.2.4. Historical copies of this AFSCMAN, ALC MRS Manual, and respective supplements will be maintained in an electronic format by the FSMO or affected AM for their respective manuals and related supplements.

1.8.3. **Electronic Signatures.** Electronic/digital signatures may be used in-lieu of handwritten signatures on official MRS documentation and communiques (letters, forms, memorandums, manual approvals, etc.). Security to prevent unauthorized changes to signatures is imbedded in the CAC system. To sign a document electronically/digitally, the individual's CAC requires a secure personalized password unique to each authorized individual. If there is an attempt to alter or delete the secure signature, the CAC system will delete the approved signature from the document and invalidate its approval.

1.9. Review of 14 CFR Part 43, Part 65, and Part 145. These FAA regulations were evaluated for how FAA maintenance and airworthiness requirements apply to the AFSC MRS program. Only those FAA requirements deemed applicable to AFSC MRS operations are listed in this manual. Each requirement has an AFSC response. The response will either be: "Meets the Intent" or "Meets the Intent - Alternate Method". Meets the Intent means the AF regulations, procedures, and processes have been evaluated and determined to comply with the intent of the FAA requirement. Meets the Intent - Alternate Method means the AF cannot meet the requirement exactly as 14 CFR states. Rather the AF will use an acceptable alternate method of compliance to meet the meet the intent of the requirement. If the response says "The MRS takes no exception to this requirement", it means the AF has no issues with the requirement and will comply fully.

1.9.1. **Note:** The use of the "§" symbol serves as an indicator of a specific subparagraph of the FAA regulations. Hence "§43.15" means **Part 43**, **subparagraph 15**.

1.10. Parts and Material Documentation Requirements. The AFSC MRS program defines traceable parts as an aircraft part whose manufacturer or production approval holder can be identified by documentation, markings/ characteristics on the part, or packaging of the part. Non-military (*e.g.*, FAA type certificated military CDA) parts are traceable if it can be established that the parts were manufactured in accordance with or were previously determined to be airworthy under rules in 14 CFR Parts 21 and 43. Possible sources for making a traceability determination could be shipping tickets, bar codes, invoices, parts marking (*e.g.*, PMA, TSO), data plates, serial/part numbers, manufacturing production numbers, maintenance records, work orders, etc.

1.10.1. Using the above definition as a baseline, the AFSC MRS program further describes trace requirements as:

1.10.1.1. The ability to establish that a part or material was manufactured under 14 CFR Part 21 or were previously determined to be airworthy under 14 CFR Part 43.

1.10.1.2. Acceptable documentation of traceability can be in many forms. **Table 1.1**. Aircraft Parts and Material Documentation Requirements provides guidance for acceptable documentation for a variety of parts to include Standard Parts & Materials (*e.g.*, consumables).

Table 1.1. Aircraft Parts and Material Documentation Requirements.

Part Supplier	**Part Condition**	**Rotable, Repairable, Expendable (Note 1, 2, & 3)**	**Standard Part or Material**	**Commercial Part or Material**
Production Certificate (PC) Holder/Licensee	New/Rebuilt	PC	PC or CS	PS
Parts Manufacturer Approval (PMA), Technical Standard Order Authorization (TSOA) Holder	New/Rebuilt	PS	CS	PS
US Air Carrier, Repair Station, Repair Station located outside the US, Production Approval Holder (PAH), Supplemental Type Certificate/Type Certificate (STC/TC) only	New/Rebuilt	FL or FR	CS	PS
	Repaired	FR		
	Overhauled	FL or FR		

Foreign Carrier/ Repair Station located outside the United States, Foreign Mfg.	New/Rebuilt	JL or JR	CS	PS
	Repaired	JR		
	Overhauled	JL or JR		
Distributor	Serviceable	PA	CS	PS
Any Commercial Source	"AS IS"	PS	PS	PS
AFCS Military Repair Station (MRS)	Repaired	1574/FI		
	Overhauled	1574/FI		
	Inspected/Tested	1574/FI		

KEY

PC - Shipping ticket, packing slip, invoice, etc. from the PC holder/licensee with the PC number listed. Include PAH part number, name, or Commercial and Government Entity (CAGE) code on the documentation.
Optional: Use FL or JL.

FL - Federal Aviation Administration (FAA) Form 8130-3 left side signed that lists manufacturer's name or CAGE code. A CAGE code is a controlled identifier used by the Department of Defense (DOD) to identify the manufacturer of a part or product produced under a government contract.

FR - FAA Form 8130-3 right side signed for return to service. Include approval reference. XYZ will verify airworthiness and return part to service if form is signed only for work performed.

JL - Joint Aviation Authorities (JAA) Form 1 (invalid if dated after 11/28/04), European Aviation Safety Agency (EASA) Form 1 (valid after 11/28/04), Transport Canada Authorized Release Certificate – Form One, or equivalent form from Bilateral Airworthiness Agreement (BAA) country with left side signed that lists manufacturer name or CAGE code.

JR - JAA Form 1 (invalid if dated after 11/28/04), EASA Form 1 (valid after 11/28/04), Transport Canada Authorized Release Certificate – Form One, or equivalent form from Bilateral Aviation Safety Agreement (BASA) country with right side signed for return to service. Include approval reference. Item cannot be accepted without BASA unless the person/organization is authorized by the FAA and is so indicated on the form. Operator will verify airworthiness and return part to service if form is signed only for work performed.

CS - Certification statement on packing slip or attachment that lists manufacturers name or CAGE code. The statement must indicate the part or material meets the applicable specifications. Optional: Use Certification of Conformance (C of C), material certification, FL, or JL.

PS - Packing slip that lists manufactures name or CAGE code. Unmarked PMA/Technical Standard Order (TSO) piece parts require FL, FR, JL, or JR. Parts procured "AS IS" will be treated as UNSERVICEABLE until conformity is accomplished.

PA - Packing slip attachments showing traceability through documentation to an approved source listed in Appendix 2. Part markings (i.e., part number, mfg. name, PAH stamp, etc.) may be used in lieu of paper documentation. Optional: Use FL, FR, JL, or JR.

1574/FI - For all parts repaired, overhauled, inspected or tested in an AFSC MRS component or equipment back shop, use of the DD Form 1574 or 1574-1 with Final Inspector (FI) stamp is required. AFSC MRS shops shall not use the FAA Form 8130-3 Airworthiness Tag. See Chapter 2 paragraph 2.6. of this manual for additional content requirements.
NOTE: for Rotable, Repairable, and Expendable Parts or Components -
(1) For life-limited parts the seller must supply documentation indicating the current status of the part, including items listed in Notes 2 and 3. There must be a sufficient degree of certainty that the parts status is current.
(2) For time-controlled parts the seller must list hours, cycles, and/or days since last overhaul and the record of work accomplished, with approval references.
(3) Airworthiness Directive (AD) and Service Bulletin (SB) modification status must be provided if applicable.

Chapter 2

14 CFR PART 43 – MAINTENANCE, PREVENTIVE MAINTENANCE, REBUILDING, AND ALTERATION

2.1. Part 43.1. Applicability.

2.1.1. **Part 43.1(a).** Except as provided in paragraphs (b) and (d) of this section, this part prescribes rules governing the maintenance, preventive maintenance, rebuilding, and alteration of any:

2.1.1.1. Aircraft having a U.S. airworthiness certificate;

2.1.1.2. Foreign-registered civil aircraft used in common carriage or carriage of mail under the provisions of Part **121** or **135** of this chapter; and

2.1.1.3. Airframe, aircraft engines, propellers, appliances, and component parts of such aircraft.

2.1.1.4. **AFSC MRS - Meets the Intent.** An AFSC MRS shall only maintain US and/or foreign government owned FAA certificated CDA.

2.1.2. **Part 43.1(c).** This part applies to all life-limited parts that are removed from a type certificated product, segregated, or controlled as provided in §43.10.

2.1.3. **AFSC MRS – Meets the Intent.** The applicable SPO is responsible for tracking and disposition of all life limited parts. The SPO will manage this requirement in accordance with type design criteria, Instructions for Continued Airworthiness, approved repair manuals, or other approved maintenance documentation. The SPO will notify the MRS what parts are affected and provide disposition instructions. Reference AFMCI 21100, *Depot Maintenance Management*; TO 00-20-9 – *Forecasting Replacement Requirements for Selected Calendar and Hourly Time Change Items*; AFI 23-101 – *Air Force Materiel Management*; AFMAN 23-122 AFMCSUP – *Materiel Management Procedures*; and AFH 23-123V1 – *Materiel Management Handbook Volume One, Materiel Management Reference Information*.

2.2. Part 43.2. Records of Overhaul and Rebuilding.

2.2.1. **Part 43.2(a).** No person may describe in any required maintenance entry or form an aircraft, airframe, aircraft engine, propeller, appliance, or component part as being overhauled unless:

2.2.1.1. Using methods, techniques, and practices acceptable to the Administrator, it has been disassembled, cleaned, inspected, repaired as necessary, and reassembled; and

2.2.1.2. It has been tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Administrator, which have been developed and documented by the holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under **Part 21** of this chapter.

2.2.1.3. **AFSC MRS – Meets the Intent.** All maintenance performed (including testing) by a MRS shall be in accordance with accepted methods, techniques, and practices that are spelled out by Aircraft Maintenance Manuals (AMM), Component Maintenance Manuals (CMM), Instructions for Continued Airworthiness (ICA), Service Bulletin (SB), Airworthiness Directive (AD), Supplemental Type Certificate (STC), military Technical Order (TO), engineering assignment, and other approved maintenance manuals and instructions.

2.2.2. **Part 43.2(b).** No person may describe in any required maintenance entry or form an aircraft, airframe, aircraft engine, propeller, appliance, or component part as being rebuilt unless it has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that either conform to new part tolerances and limits or to approved oversized or undersized dimensions.

2.2.2.1. **AFSC MRS – Meets the Intent.** All entries made by a MRS technician and/or RTS/FI official in AF maintenance records will meet the intent of this requirement.

2.3. Part 43.3. Persons authorized to perform maintenance, preventive maintenance, rebuilding, and alterations.

2.3.1. **Part 43.3(a).** Except as provided in this section and §43.17, no person may maintain, rebuild, alter, or perform preventive maintenance on an aircraft, airframe, aircraft engine, propeller, appliance, or component part to which this part applies. Those items, the performance of which is a major alteration, a major repair, or preventive maintenance, are listed in appendix A.

2.3.1.1. **AFSC MRS – Meets the Intent.** AF Production Acceptance Certification (PAC) certified MRS technicians are authorized to perform the tasks they have been trained and certified to perform. A trainee may perform assigned tasks with the oversight and supervision of a PAC certified trainer who is certified to perform that task. The trainer will sign/stamp off for repairs performed, not the trainee.

2.3.2. **Part 43.3(d)** . A person working under the supervision of a holder of a mechanic or repairman certificate may perform the maintenance, preventive maintenance, and alterations that his supervisor is authorized to perform, if the supervisor personally observes the work being done to the extent necessary to ensure that it is being done properly and if the supervisor is readily available, in person, for consultation. However, this paragraph does not authorize the performance of any inspection required by **Part 91** or **Part 125** of this chapter or any inspection performed after a major repair or alteration.

2.3.2.1. **AFSC MRS – Meets the Intent.** MRS technicians that have not yet been PAC certified for the task being performed will be in a training status and will be closely supervised by a PAC certified trainer who is certified to perform that task. The trainer will then sign/stamp for the maintenance performed and be held accountable in accordance with AFMCI 21-100 Volume 1, *Depot Maintenance Principles,* AFSC and ALC supplements,

and applicable AFSC, ALC, and/or Group operating instructions. Upon the trainee becoming PAC certified for a particular task, that person will then sign/stamp for all maintenance he/she performed for that specific PAC task. The MRS will retain records of all maintenance performed for a minimum of 2 years or IAW AF guidance whichever is longest.

2.3.3. **Part 43.3(e).** The holder of a repair station certificate may perform maintenance, preventive maintenance, and alterations as provided in **Part 145** of this chapter.

2.3.3.1. **AFSC MRS – Meets the Intent.** An AFSC Air Logistics Center (ALC) will not be certified as an FAA Part 145 Repair Station. Rather, IAW AFSCI 62-603, it will be "qualified" as an AFSC MRS for specific identified workload on FAA certificated government owned CDA.

2.3.4. **Part 43.3(f).** The holder of an air carrier operating certificate or an operating certificate issued under Part **121** or **135**, may perform maintenance, preventive maintenance, and alterations as provided in Part **121** or **135**.

2.3.4.1. **AFSC MRS – Meets the Intent.** An AFSC ALC does not perform depot maintenance under a Part **121** or **135** operating certificate. Rather it provides aircraft, engine, and component repair and overhaul in compliance with **Part 145** as detailed in AFSCI 62-603. Per Part **121** or **135** requirements, the depot maintenance plan (DMP) is owned by the governing major command for the CDA being maintained (i.e., HQ AMC is major command for KC-46 aircraft). All changes, additions, deletions to the DMP must be approved by the governing command, or its designee, before it can be implemented into the AFSC depot processes/procedures.

2.4. Part 43.5. Approval for return to service after maintenance, preventive maintenance, rebuilding, or alteration. No person may approve for return to service any aircraft, airframe, aircraft engine, propeller, or appliance that has undergone maintenance, preventive maintenance, rebuilding, or alteration unless:

2.4.1. **Part 43.5(a).** The maintenance record entry required by §43.9 or §43.11, as appropriate, has been made;

2.4.1.1. **AFSC MRS – Meets the Intent.** The MRS will record all maintenance performed using AF approved Maintenance Information Systems (PDMSS, GO81, etc.) ensuring all required information is provided and the records are retained a minimum of 2 years per FAA requirements or IAW AF guidance whichever is longest.

2.4.1.2. **Note:** TO 00-20-2, Maintenance Data Documentation, prescribes the rules for documenting maintenance performed on AF weapon systems. All major repairs or alterations will be performed and documented in accordance with approved technical data/technical order (Original Equipment Manufacturer (OEM), AF, Supplemental Type Certificate (STC), Time Compliance Technical Order (TCTO), etc.), engineering assignment, depot work control document (WCD), or other approved work instructions for a particular aircraft weapon system. These repairs and/or alterations shall be documented into the historical records of the weapon system using AF Maintenance Information Systems (MIS) including Integrated Maintenance Data Systems (IMDS), Reliability and Maintainability Information System (REMIS), or Comprehensive Engine Management System (CEMS) as applicable. If the applicable MIS is not available, then the repairs

performed must be documented on the AFTO Form 95 – Significant Historical Data Record. TO 00-20-1, Chap 9 – Maintenance Historical Documentation, also authorizes the use of airframe and engine logbooks in lieu of AFTO Form 95 as long as their use is consistent. Furthermore, the AFSC MRS is required to comply with any additional documentation requirements required by the affected aircraft program office (e.g., KC-46 Pegasus Flight Management Tool)

2.4.2. **Part 43.5(b).** The repair or alteration form authorized by or furnished by the Administrator has been executed in a manner prescribed by the Administrator; and

2.4.2.1. **AFSC MRS – Meets the Intent.** IAW applicable ALC MRS Manual guidance, all maintenance performed will be documented on an approved work control document or instruction, approved engineering assignment (e.g. Form 202), DD Form 1574, DD Form 1574-1, Certificate of Conformance, AFTO Form 781A, etc. Furthermore, the AFSC MRS is required to comply with any additional documentation requirements required by the affected aircraft program office (e.g., KC-46 Pegasus Flight Management Tool).

2.4.3. **Part 43.5(c).** If a repair or an alteration result in any change in the aircraft operating limitations or flight data contained in the approved aircraft flight manual, those operating limitations or flight data are appropriately revised and set forth as prescribed in §91.9 of this chapter.

2.4.3.1. **AFSC MRS – Meets the Intent.** Any repair or alteration affecting aircraft operating limits or flight data will be coordinated with the applicable cognizant engineering office/SPO for required updates to approved AF aircraft flight manuals as needed.

2.5. Part 43.7. Persons authorized to approve aircraft, airframes, aircraft engines, propellers, appliances, or component parts for return to service after maintenance, preventive maintenance, rebuilding, or alteration.

2.5.1. **Part 43.7(a).** Except as provided in this section and §43.17, no person, other than the Administrator, may approve an aircraft, airframe, aircraft engine, propeller, appliance, or component part for return to service after it has undergone maintenance, preventive maintenance, rebuilding, or alteration.

2.5.1.1. **AFSC MRS – Meets the Intent.** IAW AFSCI 62-603, only authorized RTS officials (aircraft, engine) or FI officials (components) are allowed to return a repaired aircraft, engine, or commodity to service. All RTS and FI officials shall be listed on required rosters maintained by the respective MRS Accountable Manager.

2.5.2. **Part 43.7(c).** The holder of a repair station certificate may approve an aircraft, airframe, aircraft engine, propeller, appliance, or component part for return to service as provided in **Part 145** of this chapter.

2.5.2.1. **AFSC MRS – Meets the Intent.** IAW AFSCI 62-603, only authorized RTS officials (aircraft, engine) or FI officials (components) are allowed to return a repaired aircraft, engine, or commodity to service. All RTS and FI officials shall comply with the intent of Part 145.157. These officials will not be required to hold **Part 65** mechanic certificates, however all authorized RTS and FI officials shall meet **Part 65** experience requirements. See Part 145.157 for AFSC MRS MTI response.

2.5.3. **Part 43.7(e).** The holder of an air carrier operating certificate or an operating certificate issued under Part **121** or **135**, may approve an aircraft, airframe, aircraft engine, propeller, appliance, or component part for return to service as provided in Part **121** or **135** of this chapter, as applicable.

2.5.3.1. **AFSC MRS – Meets the Intent.** If the governing major command for the CDA being repaired has FAA Part 121 or 135 MTI approval, they would be allowed to return to service any aircraft, engine, or component covered by the applicable MTI approval if desired.

2.6. Part 43.9. Content, form, and disposition of maintenance, preventive maintenance, rebuilding, and alteration records (except inspections performed in accordance with Part 91, Part 125, §135.411(a)(1), and §135.419 of this chapter).

2.6.1. **Part 43.9(a).** Maintenance record entries. Except as provided in paragraphs (b) and (c) of this section, each person who maintains, performs preventive maintenance, rebuilds, or alters an aircraft, airframe, aircraft engine, propeller, appliance, or component part shall make an entry in the maintenance record of that equipment containing the following information:

2.6.1.1. A description (or reference to data acceptable to the Administrator) of work performed.

2.6.1.2. The date of completion of the work performed.

2.6.1.3. The name of the person performing the work if other than the person specified in paragraph (a)(4) of this section.

2.6.1.4. If the work performed on the aircraft, airframe, aircraft engine, propeller, appliance, or component part has been performed satisfactorily, the signature, certificate number, and kind of certificate held by the person approving the work. The signature constitutes the approval for return to service only for the work performed.

2.6.1.5. **AFSC MRS – Meets the Intent.** MRS maintenance technicians are issued a Maintenance Stamp with a unique number that is assigned to the individual technician. All maintenance will be documented and stamped off by the technician (or trainer) completing the task on the approved WCD or other approved work instruction.

2.6.1.5.1. When making a repair requiring replacing or adding structural material (i.e., sheet metal, floorboards, etc.), annotate the work control document or repair instruction with the type, thickness, and lot/batch number of the material used for the repair.

2.6.1.5.2. A shift turnover log shall be used by the departing shift supervisor. This log documents cases of incomplete work at shift change to ensure the related work, when continued, will not require unnecessary re-accomplishment of previous tasks or prevent any required tasks from being overlooked and not accomplished. Shift turnover logs shall be kept for a minimum of 2 years or IAW AF guidance whichever is longest.

2.6.1.5.3. When returning an aircraft to service, a RTS maintenance release will be annotated in the applicable aircraft AFTO Form 781A *Maintenance Discrepancy and Work Document*. Use the DD Form 1574, *Serviceable Tag – Materiel* or 1574-1, *Serviceable Label – Materiel* when returning a component back to service. A Certificate of Conformance (CoC) will be used to verify RTS for an engine. Specific RTS procedures will be detailed in the respective ALC MRS Manual and meet the intent of Part 145.157.

2.6.1.5.4. AF Form 173 Work Control Document. Completed work control documents shall comply with **paragraph 2.6.1.5** of this manual.

2.6.1.5.5. DD Form 1574 Serviceable Tag-Material or 1574-1 Serviceable Label-Material. A 1574 tag or label is required for Final Inspection/Return to Service of components repaired, overhauled, inspected, or tested (as applicable) in an AFSC MRS component or equipment back shop. Ensure the work control number is documented on the tag/label and upon final inspection, the final inspector stamps with his/her FI stamp, and dates certifying the component is airworthy and returned to service.

2.6.2. **Part 43.9(b).** Each holder of an air carrier operating certificate or an operating certificate issued under Part **121** or **135**, that is required by its approved operations specifications to provide for a continuous airworthiness maintenance program, shall make a record of the maintenance, preventive maintenance, rebuilding, and alteration, on aircraft, airframes, aircraft engines, propellers, appliances, or component parts which it operates in accordance with the applicable provisions of Part **121** or **135** of this chapter, as appropriate.

2.6.2.1. **AFSC MRS – Meets the Intent.** An AFSC MRS does not perform depot maintenance under a Part **121** or **135** operating certificate. Rather it provides aircraft, engine, and component repair and overhaul in compliance with **Part 145** as detailed in AFSCI 62-603. All maintenance performed by an AFSC MRS on a CDA with **Part 121** or **Part 135** MTI approval will be IAW the Depot Maintenance Plan (DMP) or Continuous Airworthiness Maintenance Program (CAMP) for the applicable CDA. The DMP/CAMP is owned by the governing major command for the CDA being maintained (i.e., HQ AMC is major command for KC-46 aircraft). All changes, additions, deletions to the DMP must be approved by the governing command, or its designee, before it can be implemented into the MRS depot processes/procedures.

2.6.3. **Part 43.9(c).** This section does not apply to persons performing inspections in accordance with Part **91**, **125**, §135.411(a)(1), or §135.419 of this chapter.

2.6.3.1. **AFSC MRS – Meets the Intent.** Any maintenance performed by an AFSC MRS on a CDA operating under Parts **91**, **125**, or **135** will comply with specific requirements detailed under the respective 14 CFR parts.

2.6.4. **Part 43.9(d).** In addition to the entry required by paragraph (a) of this section, major repairs and major alterations shall be entered on a form, and the form disposed of, in the manner prescribed in appendix B, by the person performing the work.

2.6.4.1. **AFSC MRS – Meets the Intent.** AF TO 00-20-2, *Maintenance Data Documentation*, prescribes the rules for documenting maintenance performed on AF weapon systems. All major repairs or alterations will be performed and documented in accordance with approved technical data/technical order (OEM, AF, STC, TCTO, etc.), engineering assignment, depot WCD, or other approved work instructions for a particular aircraft weapon system. These repairs and/or alterations shall be documented into the historical records of the weapon system using AF MIS including IMDS, REMIS, or CEMS as applicable. If the applicable MIS is not available, then the maintenance performed must be documented on the AFTO Form 95 – *Significant Historical Data Record*. AF TO 0020-1, **Chap 9** - *Maintenance Historical Documentation*, also authorizes the use of airframe and engine logbooks in lieu of AFTO Form 95 as long as their use is consistent. Additionally, the AFSC MRS is required to comply with any additional documentation requirements required by the affected aircraft program office (e.g., KC-46 Pegasus Flight Management Tool).

2.7. Part 43.10. Disposition of life-limited aircraft parts.

2.7.1. **Part 43.10(a).** Definitions used in this section. For the purposes of this section the following definitions apply.

2.7.1.1. *Life-limited* part means any part for which a mandatory replacement limit is specified in the type design, the Instructions for Continued Airworthiness, or the maintenance manual.

2.7.1.2. *Life status* means the accumulated cycles, hours, or any other mandatory replacement limit of a life-limited part.

2.7.1.3. **AFSC MRS – Meets the Intent.** The AF equivalent to "life-limited part" is "time change item". T.O. 00-20-1, *AEROSPACE EQUIPMENT MAINTENANCE INSPECTION, DOCUMENTATION, POLICIES, AND PROCEDURES*, provides Time-Change Item (TCI) replacement guidance.

2.7.2. **Part 43.10(b).** Temporary removal of parts from type-certificated products. When a life-limited part is temporarily removed and reinstalled for the purpose of performing maintenance, no disposition under paragraph (c) of this section is required if—

2.7.2.1. The life status of the part has not changed;

2.7.2.2. The removal and reinstallation are performed on the same serial numbered product; and

2.7.2.3. That product does not accumulate time in service while the part is removed.

2.7.2.4. **AFSC MRS – Meets the Intent.** The AF term for parts temporarily removed for maintenance is "FOM" meaning "Facilitate Other Maintenance". In the MRS, when a part is removed to FOM, that part is tagged for the same serial numbered product it was removed from. The product does not accumulate time in service nor has the life status of the part changed. Upon completion of "other maintenance" the life limited part is reinstalled on the same serial numbered product.

2.7.3. **Part 43.10(c).** Disposition of parts removed from type-certificated products. Except as provided in paragraph (b) of this section, after April 15, 2002 each person who removes a life limited part from a type-certificated product must ensure that the part is controlled using one of the methods in this paragraph. The method must deter the installation of the part after it has reached its life limit. Acceptable methods include:

2.7.3.1. **Record keeping system.** The part may be controlled using a record keeping system that substantiates the part number, serial number, and current life status of the part. Each time the part is removed from a type certificated product, the record must be updated with the current life status. This system may include electronic, paper, or other means of record keeping.

2.7.3.2. **Tag or record attached to part.** A tag or other record may be attached to the part. The tag or record must include the part number, serial number, and current life status of the part. Each time the part is removed from a type certificated product, either a new tag or record must be created, or the existing tag or record must be updated with the current life status.

2.7.3.3. **Non-permanent marking.** The part may be legibly marked using a non-permanent method showing its current life status. The life status must be updated each time the part is removed from a type certificated product, or if the mark is removed, another method in this section may be used. The mark must be accomplished in accordance with the instructions under §45.16 of this chapter in order to maintain the integrity of the part.

2.7.3.4. **Permanent marking.** The part may be legibly marked using a permanent method showing its current life status. The life status must be updated each time the part is removed from a type certificated product. Unless the part is permanently removed from use on type certificated products, this permanent mark must be accomplished in accordance with the instructions under §45.16 of this chapter in order to maintain the integrity of the part.

2.7.3.5. **Segregation.** The part may be segregated using methods that deter its installation on a type-certificated product. These methods must include, at least—

2.7.3.5.1. Maintaining a record of the part number, serial number, and current life status, and

2.7.3.5.2. Ensuring the part is physically stored separately from parts that are currently eligible for installation.

2.7.3.6. **Mutilation.** The part may be mutilated to deter its installation in a type certificated product. The mutilation must render the part beyond repair and incapable of being reworked to appear to be airworthy.

2.7.3.7. **Other methods.** Any other method approved or accepted by the FAA.

2.7.3.8. **AFSC MRS – Meets the Intent.** The respective SPO tracks the life cycle of all life-limited parts/time change items on the certificated product. When a maintenance repair plan is developed for each product repaired in the MRS, all life-limited parts/time change items are reviewed, and the plan directs removal of an affected part nearing the end of its life cycle as required. The MRS technician will remove the affected part, tag/mark it as unserviceable, annotate the number of hours, cycles, operations (as applicable) on the unserviceable tag, and turn it into the AF supply system. AF supply will then review the

records to determine the requirements of the part – repair/non-repair, source of repair, and disposition instructions (mutilation). Each part is assigned a Source Maintenance and Recoverability code (SMR) and a Demilitarization code (DEMIL) that dictates the actions to take. This code is determined from OEM data, ICA, AF technical orders, other engineering data, etc. All transfer or selling of parts is governed by the SMR and DEMIL codes and will comply with this section. Reference AFMCI 21-100 Volume 3, *Depot Maintenance Production Support*; TO 00-20-9 – *Forecasting Replacement Requirements for Selected Calendar and Hourly Time Change Items*; AFI 23-101 – A*ir Force Materiel Management*; AFMAN 23-122 AFMCSUP – *Materiel Management Procedures*; AFH 23-123V1 – *Materiel Management Handbook Volume One, Materiel Management Reference Information*; and DoD Manual 4160.28, Vol 2 – *Defense Demilitarization: Demilitarization Coding*.

2.7.4. **Part 43.10(d).** Transfer of life-limited parts. Each person who removes a life-limited part from a type certificated product and later sells or otherwise transfers that part must transfer with the part, the mark, tag, or other record used to comply with this section, unless the part is mutilated before it is sold or transferred.

2.7.4.1. **AFSC MRS – Meets the Intent.** The respective SPO tracks the life cycle of all life-limited parts/time change items on the certificated product. When a maintenance repair plan is developed for each product repaired in the MRS, all life-limited parts/time change items are reviewed, and the plan directs removal of an affected part nearing the end of its life cycle as required. The MRS technician will remove the affected part, tag/mark it as unserviceable, annotate the number of hours, cycles, operations (as applicable) on the unserviceable tag, and turn it into the government supply organization AF supply system. AF supply will then review the records to determine the requirements of the part – repair/non-repair, source of repair, and disposition instructions (mutilation). Each part is assigned a SMR and a DEMIL code that dictates the actions to take. This code is determined from OEM data, Instructions for Continued Airworthiness, AF technical orders, other engineering data, etc. All transfer or selling of parts is governed by the SMR and DEMIL codes and will comply with this section. Reference AFMCI 21-100 Volume 3, *Depot Maintenance Production Support*; TO 00-20-9 – *Forecasting Replacement Requirements for Selected Calendar and Hourly Time Change Items*; AFI 23-101 – *Air Force Materiel Management*; AFMAN 23-122 AFMCSUP – *Materiel Management Procedures*; AFH 23123V1 – *Materiel Management Handbook Volume One, Materiel Management Reference Information*; and DoD Manual 4160.28, Vol 2 – *Defense Demilitarization: Demilitarization Coding*.

2.8. Part 43.11. Content, form and disposition of records for inspections conducted under Parts 91 and 125 and §§ 135.411(a)(1) and 135.419 of this chapter.

2.8.1. **Part 43.11(a). Maintenance record entries.** The person approving or disapproving for return to service an aircraft, airframe, aircraft engine, propeller, appliance, or component part after any inspection performed in accordance with Part **91**, **125**, §135.411(a)(1), or §135.419 shall make an entry in the maintenance record of that equipment containing the following information:

2.8.1.1. The type of inspection and a brief description of the extent of the inspection.

2.8.1.2. The date of the inspection and aircraft total time in service.

2.8.1.3. The signature, the certificate number, and kind of certificate held by the person approving or disapproving for return to service the aircraft, airframe, aircraft engine, propeller, appliance, component part, or portions thereof.

2.8.1.4. Except for progressive inspections, if the aircraft is found to be airworthy and approved for return to service, the following or a similarly worded statement—"I certify that this aircraft has been inspected in accordance with (insert type) inspection and was determined to be in airworthy condition."

2.8.1.5. Except for progressive inspections, if the aircraft is not approved for return to service because of needed maintenance, noncompliance with applicable specifications, airworthiness directives, or other approved data, the following or a similarly worded statement "I certify that this aircraft has been inspected in accordance with (insert type) inspection and a list of discrepancies and unairworthy items dated (date) has been provided for the aircraft owner or operator."

2.8.1.6. For progressive inspections, the following or a similarly worded statement: "I certify that in accordance with a progressive inspection program, a routine inspection of (identify whether aircraft or components) and a detailed inspection of (identify components) were performed and the (aircraft or components) are (approved or disapproved) for return to service." If disapproved, the entry will further state "and a list of discrepancies and unairworthy items dated (date) has been provided to the aircraft owner or operator."

2.8.1.7. If an inspection is conducted under an inspection program provided for in Part **91**, **125**, or §135.411(a)(1), the entry must identify the inspection program, that part of the inspection program accomplished, and contain a statement that the inspection was performed in accordance with the inspections and procedures for that program.

2.8.1.8. **AFSC MRS – Meets the Intent.** MRS RTS or FI officials will annotate required information per §43.11(a) in the affected aircraft, engine, or commodity maintenance records.

2.8.2. **Part 43.11(b).** Listing of discrepancies and placards. If the person performing any inspection required by Part **91** or **125** or §135.411(a)(1) of this chapter finds that the aircraft is unairworthy or does not meet the applicable type certificate data, airworthiness directives, or other approved data upon which its airworthiness depends, that persons must give the owner or lessee a signed and dated list of those discrepancies. For those items permitted to be inoperative under §91.213(d)(2) of this chapter, that person shall place a placard, that meets the aircraft's airworthiness certification regulations, on each inoperative instrument and the cockpit control of each item of inoperative equipment, marking it "Inoperative," and shall add the items to the signed and dated list of discrepancies given to the owner or lessee.

2.8.2.1. **AFSC MRS – Meets the Intent.** If a MRS finds a potential or actual unairworthy condition of an aircraft, engine, or commodity, as applicable, it will notify applicable aircraft SPO engineering for repair directions for the affected item. If the item cannot be returned to an airworthy condition, the SPO will provide disposition instructions that may include placarding as needed. MRS production shall notify the respective MRS Accountable Manager for any additional required reporting.

2.9. Part 43.12. Maintenance records: Falsification, reproduction, or alteration.

2.9.1. **Part 43.12(a).** No person may make or cause to be made

2.9.1.1. Any fraudulent or intentionally false entry in any record or report that is required to be made, kept, or used to show compliance with any requirement under this part;

2.9.1.2. Any reproduction, for fraudulent purpose, of any record or report under this part; or

2.9.1.3. Any alteration, for fraudulent purpose, of any record or report under this part.

2.9.1.4. **AFSC MRS – Meets the Intent (Alternate Method).** All AF personnel (civilian and military) shall be subject to administrative or punitive action in accordance with the established Air Logistics Complex policy and/or the Uniformed Code of Military Justice (UCMJ) for fraudulent activities (falsification, reproduction, or alteration).

2.9.2. **Part 43.12(b).** The commission by any person of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking the applicable airman, operator, or production certificate, Technical Standard Order Authorization, FAA-Parts Manufacturer Approval, or Product and Process Specification issued by the Administrator and held by that person.

2.9.2.1. **AFSC MRS – Meets the Intent (Alternate Method).** All AF personnel (civilian and military) shall be subject to administrative or punitive action in accordance with the established Air Logistics Complex policy and/or the UCMJ for fraudulent activities (falsification, reproduction, or alteration). MRS individuals who are required to be **Part 65** certified A&P shall comply fully with this requirement.

2.10. Part 43.13. Performance rules (general).

2.10.1. **Part 43.13(a).** Each person performing maintenance, alteration, or preventive maintenance on an aircraft, engine, propeller, or appliance shall use the methods, techniques, and practices prescribed in the current manufacturer's maintenance manual or Instructions for Continued Airworthiness prepared by its manufacturer, or other methods, techniques, and practices acceptable to the Administrator, except as noted in §43.16. He shall use the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices. If special equipment or test apparatus is recommended by the manufacturer involved, he must use that equipment or apparatus or its equivalent acceptable to the Administrator.

2.10.1.1. **AFSC MRS – Meets the Intent.** The MRS technician performing the repair shall have adequate training and be PAC certified for the required task. The technician shall only use processes, procedures, methods, techniques, and practices that are detailed in approved AF technical data, OEM data, ICA, AD, SB, or other process data that has been approved by an authorized cognizant engineer or authorized delegate. Only the approved tools, equipment, testing equipment, and specialized equipment or the acceptable equivalent shall be used. See **paragraph 4.3.5** for more information about equipment, materials, and data requirements.

2.10.2. **Part 43.13(b).** Each person maintaining or altering, or performing preventive maintenance, shall do that work in such a manner and use materials of such a quality, that the condition of the aircraft, airframe, aircraft engine, propeller, or appliance worked on will be at least equal to its original or properly altered condition (with regard to aerodynamic function, structural strength, resistance to vibration and deterioration, and other qualities affecting airworthiness).

2.10.2.1. **AFSC MRS – Meets the Intent.** The MRS technician performing the repair shall have adequate training and be PAC certified for the required task. The technician shall only use processes, procedures, methods, techniques, and practices that are detailed in approved AF technical data, OEM data, ICA, AD, SB, or other process data that has been approved by an authorized cognizant engineer or authorized delegate. Only the approved tools, equipment, testing equipment, and specialized equipment or the acceptable equivalent shall be used. See **paragraph 4.3.5** for more information about equipment, materials, and data requirements.

2.10.3. **Part 43.13(c).** Special provisions for holders of air carrier operating certificates and operating certificates issued under the provisions of Part **121** or **135** and **Part 129** operators holding operations specifications. Unless otherwise notified by the administrator, the methods, techniques, and practices contained in the maintenance manual or the maintenance part of the manual of the holder of an air carrier operating certificate or an operating certificate under Part **121** or **135** and **Part 129** operators holding operations specifications (that is required by its operating specifications to provide a continuous airworthiness maintenance and inspection program) constitute acceptable means of compliance with this section.

2.10.3.1. **AFSC MRS – Meets the Intent.** An AFSC MRS does not perform depot maintenance under a Part **121** or **135** operating certificate, or a **Part 129** operating specification. Rather it provides aircraft, engine, and component repair and overhaul in compliance with **Part 145** as detailed in AFSCI 62-603. When an AF major command operates a government owned FAA certificated CDA IAW Part **121**, **135**, or **129** requirements, the DMP is an integral part of the CAMP. Thus, the applicable major command has full authority and must approve any change to the DMP before implementation.

2.11. Part 43.15. Additional performance rules for inspections.

2.11.1. **Part 43.15(a). General.** Each person performing an inspection required by Part **91**, **125**, or **135** of this chapter shall:

2.11.1.1. Perform the inspection to determine whether the aircraft, or portion(s) thereof under inspection, meets all applicable airworthiness requirements; and

2.11.1.2. If the inspection is one provided for in Part **125**, **135**, or § 91.409(e) of this chapter, perform the inspection in accordance with the instructions and procedures set forth in the inspection program for the aircraft being inspected.

2.11.1.3. **AFSC MRS – Meets the Intent.** Government owned FAA certificated CDA operated under Part **91**, **125** or **135** that are maintained in an AFSC MRS shall comply with this requirement. All maintenance and inspections performed by the MRS shall only use processes, procedures, methods, techniques, and practices that are detailed in approved AF technical data, OEM data, ICA, AD, SB, or other process data that has been approved by an authorized cognizant engineer for the applicable workload. Only the approved tools, equipment, testing equipment, and specialized equipment or the acceptable equivalent shall be used. See **paragraph 4.3.5** for more information about equipment, materials, and data requirements.

2.11.2. **Part 43.15(b). Rotorcraft.** Each person performing an inspection required by **Part 91** on a rotorcraft shall inspect the following systems in accordance with the maintenance manual or Instructions for Continued Airworthiness of the manufacturer concerned:

2.11.2.1. The drive shafts or similar systems.

2.11.2.2. The main rotor transmission gear box for obvious defects.

2.11.2.3. The main rotor and center section (or the equivalent area).

2.11.2.4. The auxiliary rotor on helicopters.

2.11.2.5. **AFSC MRS – Meets the Intent.** Government owned FAA certificated CDA (rotorcraft) operated under **Part 91** that are maintained in an AFSC MRS shall comply with this requirement. All maintenance and inspections performed by the MRS shall only use processes, procedures, methods, techniques, and practices that are detailed in approved AF technical data, OEM data, ICA, AD, SB, or other process data that has been approved by an authorized cognizant engineer for the applicable workload. Only the approved tools, equipment, testing equipment, and specialized equipment or the acceptable equivalent shall be used. See **paragraph 4.3.5** for more information about equipment, materials, and data requirements.

2.11.3. **Part 43.15(d). Progressive inspection.**

2.11.3.1. Each person performing a progressive inspection shall, at the start of a progressive inspection system, inspect the aircraft completely. After this initial inspection, routine and detailed inspections must be conducted as prescribed in the progressive inspection schedule. Routine inspections consist of visual examination or check of the appliances, the aircraft, and its components and systems, insofar as practicable without disassembly. Detailed inspections consist of a thorough examination of the appliances, the aircraft, and its components and systems, with such disassembly as is necessary. For the purpose of this subparagraph, the overhaul of a component or system is considered to be a detailed inspection.

2.11.3.2. If the aircraft is away from the station where inspections are normally conducted, an appropriately rated mechanic, a certificated repair station, or the manufacturer of the aircraft may perform inspections in accordance with the procedures and using the forms of the person who would otherwise perform the inspection.

2.11.3.3. **AFSC MRS – Meets the Intent.** If an AFSC MRS is required to perform a progressive inspection on a government owned FAA certificated aircraft, it will be IAW government customer requirements using customer provided procedures and required documents/forms.

2.12. Part 43.16. Airworthiness limitations.

2.12.1. **Part 43.16.** Each person performing an inspection or other maintenance specified in an Airworthiness Limitations section of a manufacturer's maintenance manual or Instructions for Continued Airworthiness shall perform the inspection or other maintenance in accordance with that section, or in accordance with operations specifications approved by the Administrator under Part **121** or **135**, or an inspection program approved under §91.409(e).

2.12.2. **AFSC MRS – Meets the Intent.** MRS technicians shall comply with all requirements detailed in the respective aircraft Airworthiness Limitations section. Maintenance will only be performed IAW approved technical data and approved maintenance/inspection programs.

2.13. Part 43.17. Maintenance, preventive maintenance, and alterations performed on U.S. aeronautical products by certain Canadian persons.

2.13.1. **Part 43.17(a). Definitions.** For purposes of this section:

2.13.1.1. *Aeronautical product* means any civil aircraft or airframe, aircraft engine, propeller, appliance, component, or part to be installed thereon.

2.13.1.2. *Canadian aeronautical product* means any aeronautical product under airworthiness regulation by Transport Canada Civil Aviation.

2.13.1.3. *U.S. aeronautical product* means any aeronautical product under airworthiness regulation by the FAA.

2.13.1.4. **AFSC MRS – Meets the Intent.** The MRS concurs with these definitions.

2.13.2. **Part 43.17(b). Applicability.** This section does not apply to any U.S. aeronautical products maintained or altered under any bilateral agreement made between Canada and any country other than the United States.

2.13.2.1. **AFSC MRS – Meets the Intent.** The MRS may have a unique requirement that it cannot perform and must contract to another repair source. While remote, it is possible that contractor may be a Canadian person or Approved Maintenance Organization (AMO). If this occurs, the MRS shall meet the intent of §43.17 requirements.

2.13.3. **Part 43.17(c). Authorized persons.**

2.13.3.1. A person holding a valid Transport Canada Civil Aviation Maintenance Engineer license and appropriate ratings may, with respect to a U.S.-registered aircraft located in Canada, perform maintenance, preventive maintenance, and alterations in accordance with the requirements of paragraph (d) of this section and approve the affected aircraft for return to service in accordance with the requirements of paragraph (e) of this section.

2.13.3.2. A Transport Canada Civil Aviation Approved Maintenance Organization (AMO) holding appropriate ratings may, with respect to a U.S.-registered aircraft or other U.S. aeronautical products located in Canada, perform maintenance, preventive maintenance, and alterations in accordance with the requirements of paragraph (d) of this section and approve the affected products for return to service in accordance with the requirements of paragraph (e) of this section.

2.13.3.3. **AFSC MRS – Meets the Intent.** The MRS may have a unique requirement that it cannot perform and must contract out to another repair source. While remote, it is possible that contractor may be a Canadian person or AMO. If this occurs, the MRS shall meet the intent of §43.17 requirements.

2.13.4. **Part 43.17(d). Performance requirements.** A person authorized in paragraph (c) of this section may perform maintenance (including any inspection required by Sec. 91.409 of this chapter, except an annual inspection), preventive maintenance, and alterations, provided:

2.13.4.1. The person performing the work is authorized by Transport Canada Civil Aviation to perform the same type of work with respect to Canadian aeronautical products;

2.13.4.2. The maintenance, preventive maintenance, or alteration is performed in accordance with a Bilateral Aviation Safety Agreement between the United States and Canada and associated Maintenance Implementation Procedures that provide a level of safety equivalent to that provided by the provisions of this chapter;

2.13.4.3. The maintenance, preventive maintenance, or alteration is performed such that the affected product complies with the applicable requirements of **Part 36** of this chapter; and

2.13.4.4. The maintenance, preventive maintenance, or alteration is recorded in accordance with a Bilateral Aviation Safety Agreement between the United States and Canada and associated Maintenance Implementation Procedures that provide a level of safety equivalent to that provided by the provisions of this chapter.

2.13.4.5. **AFSC MRS – Meets the Intent.** The MRS may have a unique requirement that it cannot perform and must contract out to another repair source. While remote, it is possible that contractor may be a Canadian person or AMO. If this occurs, the MRS shall meet the intent of §43.17 requirements.

2.13.5. **Part 43.17(e). Approval requirements.**

2.13.5.1. To return an affected product to service, a person authorized in paragraph (c) of this section must approve (certify) maintenance, preventive maintenance, and alterations performed under this section, except that an Aircraft Maintenance Engineer may not approve a major repair or major alteration.

2.13.5.2. An AMO whose system of quality control for the maintenance, preventive maintenance, alteration, and inspection of aeronautical products has been approved by Transport Canada Civil Aviation, or an authorized employee performing work for such an AMO, may approve (certify) a major repair or major alteration performed under this section if the work was performed in accordance with technical data approved by the FAA.

2.13.5.3. **AFSC MRS – Meets the Intent.** The MRS may have a unique requirement that it cannot perform and must contract out to another repair source. While remote, it is possible that contractor may be a Canadian person or AMO. If this occurs, the MRS shall meet the intent of §43.17 requirements.

2.13.6. **Part 43.17(f).** No person may operate in air commerce an aircraft, airframe, aircraft engine, propeller, or appliance on which maintenance, preventive maintenance, or alteration has been performed under this section unless it has been approved for return to service by a person authorized in this section.

2.13.6.1. **AFSC MRS – Meets the Intent.** The MRS may have a unique requirement that it cannot perform and must contract out to another repair source. While remote, it is possible that contractor may be a Canadian person or AMO. If this occurs, the MRS shall meet the intent of §43.17 requirements.

2.14. Appendix A. Major Alterations, Major Repairs, and Preventive Maintenance.

2.14.1. **Appendix A(a). Major alterations.**

2.14.1.1. **Airframe major alterations.** Alterations of the following parts and alterations of the following types, when not listed in the aircraft specifications issued by the FAA, are airframe major alterations:

2.14.1.1.1. Wings.

2.14.1.1.2. Tail surfaces.

2.14.1.1.3. Fuselage.

2.14.1.1.4. Engine mounts.

2.14.1.1.5. Control system.

2.14.1.1.6. Landing gear.

2.14.1.1.7. Hull or floats.

2.14.1.1.8. Elements of an airframe including spars, ribs, fittings, shock absorbers, bracing, cowling, fairings, and balance weights.

2.14.1.1.9. Hydraulic and electrical actuating system of components.

2.14.1.1.10. Rotor blades.

2.14.1.1.11. Changes to the empty weight or empty balance which result in an increase in the maximum certificated weight or center of gravity limits of the aircraft.

2.14.1.1.12. Changes to the basic design of the fuel, oil, cooling, heating, cabin pressurization, electrical, hydraulic, de-icing, or exhaust systems.

2.14.1.1.13. Changes to the wing or to fixed or movable control surfaces which affect flutter and vibration characteristics.

2.14.1.1.14. **AFSC MRS – Meets the Intent.** The MRS will be required to make major alterations, major repairs, and preventive maintenance and will meet the intent of Appendix A. For KC-46A aircraft, the MRS shall reference the applicable airframe, engine, or commodity “minor-major” decision matrix in TO-1C-46(K)A-3-2.

2.14.1.2. **Powerplant major alterations.** The following alterations of a powerplant when not listed in the engine specifications issued by the FAA, are powerplant major alterations.

2.14.1.2.1. Conversion of an aircraft engine from one approved model to another, involving any changes in compression ratio, propeller reduction gear, impeller gear ratios or the substitution of major engine parts which requires extensive rework and testing of the engine.

2.14.1.2.2. Changes to the engine by replacing aircraft engine structural parts with parts not supplied by the original manufacturer or parts not specifically approved by the Administrator.

2.14.1.2.3. Installation of an accessory which is not approved for the engine.

2.14.1.2.4. Removal of accessories that are listed as required equipment on the aircraft or engine specification.

2.14.1.2.5. Installation of structural parts other than the type of parts approved for the installation.

2.14.1.2.6. Conversions of any sort for the purpose of using fuel of a rating or grade other than that listed in the engine specifications.

2.14.1.2.7. **AFSC MRS – Meets the Intent.** The MRS will be required to make major alterations, major repairs, and preventive maintenance and will meet the intent of Appendix A. For KC-46A aircraft, the MRS shall reference the applicable airframe, engine, or commodity “minor-major” decision matrix in TO-1C-46(K)A-3-2.

2.14.1.3. **Propeller major alterations.** The following alterations of a propeller when not authorized in the propeller specifications issued by the FAA are propeller major alterations:

2.14.1.3.1. Changes in blade design.

2.14.1.3.2. Changes in hub design.

2.14.1.3.3. Changes in the governor or control design.

2.14.1.3.4. Installation of a propeller governor or feathering system.

2.14.1.3.5. Installation of propeller de-icing system.

2.14.1.3.6. Installation of parts not approved for the propeller.

2.14.1.3.7. **AFSC MRS – Meets the Intent.** The MRS will be required to make major alterations, major repairs, and preventive maintenance and will meet the intent of Appendix A. For KC-46A aircraft, the MRS shall reference the applicable airframe, engine, or commodity “minor-major” decision matrix in TO-1C-46(K)A-3-2.

2.14.1.4. **Appliance major alterations.** Alterations of the basic design not made in accordance with recommendations of the appliance manufacturer or in accordance with an FAA Airworthiness Directive are appliance major alterations. In addition, changes in the basic design of radio communication and navigation equipment approved under type certification or a Technical Standard Order that influence frequency, stability, noise level, sensitivity, selectivity, distortion, spurious radiation, AVC characteristics, or ability to meet environmental test conditions and other changes that have an effect on the performance of the equipment are also major alterations.

2.14.1.4.1. **AFSC MRS – Meets the Intent.** The MRS will be required to make major alterations, major repairs, and preventive maintenance and will meet the intent of Appendix A. For KC-46A aircraft, the MRS shall reference the applicable airframe, engine, or commodity "minor-major" decision matrix in TO-1C-46(K)A-3-2.

2.14.2. **Appendix A(b). Major repairs.**

2.14.2.1. **Airframe major repairs.** Repairs to the following parts of an airframe and repairs of the following types, involving the strengthening, reinforcing, splicing, and manufacturing of primary structural members or their replacement, when replacement is by fabrication such as riveting or welding, are airframe major repairs.

2.14.2.1.1. Box beams.

2.14.2.1.2. Monocoque or semi-monocoque wings or control surfaces.

2.14.2.1.3. Wing stringers or chord members.

2.14.2.1.4. Spars.

2.14.2.1.5. Spar flanges.

2.14.2.1.6. Members of truss-type beams.

2.14.2.1.7. Thin sheet webs of beams.

2.14.2.1.8. Keel and chine members of boat hulls or floats.

2.14.2.1.9. Corrugated sheet compression members which act as flange material of wings or tail surfaces.

2.14.2.1.10. Wing main ribs and compression members.

2.14.2.1.11. Wing or tail surface brace struts.

2.14.2.1.12. Engine mounts.

2.14.2.1.13. Fuselage longerons.

2.14.2.1.14. Members of the side truss, horizontal truss, or bulkheads.

2.14.2.1.15. Main seat support braces and brackets.

2.14.2.1.16. Landing gear brace struts.

2.14.2.1.17. Axles.

2.14.2.1.18. Wheels.

2.14.2.1.19. Skis, and ski pedestals.

2.14.2.1.20. Parts of the control system such as control columns, pedals, shafts, brackets, or horns.

2.14.2.1.21. Repairs involving the substitution of material.

2.14.2.1.22. The repair of damaged areas in metal or plywood stressed covering exceeding six inches in any direction.

2.14.2.1.23. The repair of portions of skin sheets by making additional seams.

2.14.2.1.24. The splicing of skin sheets.

2.14.2.1.25. The repair of three or more adjacent wing or control surface ribs or the leading edge of wings and control surfaces, between such adjacent ribs.

2.14.2.1.26. Repair of fabric covering involving an area greater than that required to repair two adjacent ribs.

2.14.2.1.27. Replacement of fabric on fabric covered parts such as wings, fuselages, stabilizers, and control surfaces.

2.14.2.1.28. Repairing, including re bottoming of removable or integral fuel tanks and oil tanks.

2.14.2.1.29. **AFSC MRS – Meets the Intent.** The MRS will be required to make major alterations, major repairs, and preventive maintenance and will meet the intent of Appendix A. For KC-46A aircraft, the MRS shall reference the applicable airframe, engine, or commodity “minor-major” decision matrix in TO-1C-46(K)A-3-2.

2.14.2.2. **Powerplant major repairs.** Repairs of the following parts of an engine and repairs of the following types, are powerplant major repairs:

2.14.2.2.1. Separation or disassembly of a crankcase or crankshaft of a reciprocating engine equipped with an integral supercharger.

2.14.2.2.2. Separation or disassembly of a crankcase or crankshaft of a reciprocating engine equipped with other than spur-type propeller reduction gearing.

2.14.2.2.3. Special repairs to structural engine parts by welding, plating, metalizing, or other methods.

2.14.2.2.4. **AFSC MRS – Meets the Intent.** The MRS will be required to make major alterations, major repairs, and preventive maintenance and will meet the intent of Appendix A. For KC-46A aircraft, the MRS shall reference the applicable airframe, engine, or commodity “minor-major” decision matrix in TO-1C-46(K)A-3-2.

2.14.2.3. **Propeller major repairs.** Repairs of the following types to a propeller are propeller major repairs:

2.14.2.3.1. Any repairs to or straightening of steel blades.

2.14.2.3.2. Repairing or machining of steel hubs.

2.14.2.3.3. Shortening of blades.

2.14.2.3.4. Re-tipping of wood propellers.

2.14.2.3.5. Replacement of outer laminations on fixed pitch wood propellers.

2.14.2.3.6. Repairing elongated bolt holes in the hub of fixed pitch wood propellers.

2.14.2.3.7. Inlay work on wood blades.

2.14.2.3.8. Repairs to composition blades.

2.14.2.3.9. Replacement of tip fabric.

2.14.2.3.10. Replacement of plastic covering.

2.14.2.3.11. Repair of propeller governors.

2.14.2.3.12. Overhaul of controllable pitch propellers.

2.14.2.3.13. Repairs to deep dents, cuts, scars, nicks, etc., and straightening of aluminum blades.

2.14.2.3.14. The repair or replacement of internal elements of blades.

2.14.2.3.15. **AFSC MRS – Meets the Intent.** The MRS will be required to make major alterations, major repairs, and preventive maintenance and will meet the intent of Appendix A. For KC-46A aircraft, the MRS shall reference the applicable airframe, engine, or commodity "minor-major" decision matrix in TO-1C-46(K)A-3-2.

2.14.2.4. **Appliance major repairs.** Repairs of the following types to appliances are appliance major repairs:

2.14.2.4.1. Calibration and repair of instruments.

2.14.2.4.2. Calibration of radio equipment.

2.14.2.4.3. Rewinding the field coil of an electrical accessory.

2.14.2.4.4. Complete disassembly of complex hydraulic power valves.

2.14.2.4.5. Overhaul of pressure type carburetors, and pressure type fuel, oil and hydraulic pumps.

2.14.2.4.6. **AFSC MRS – Meets the Intent.** The MRS will be required to make major alterations, major repairs, and preventive maintenance and will meet the intent of Appendix A. For KC-46A aircraft, the MRS shall reference the applicable airframe, engine, or commodity "minor-major" decision matrix in TO-1C-46(K)A-3-2.

2.14.3. **Appendix A(c). Preventive maintenance.** Preventive maintenance is limited to the following work, provided it does not involve complex assembly operations:

2.14.3.1. Removal, installation, and repair of landing gear tires.

2.14.3.2. Replacing elastic shock absorber cords on landing gear.

2.14.3.3. Servicing landing gear shock struts by adding oil, air, or both.

2.14.3.4. Servicing landing gear wheel bearings, such as cleaning and greasing.

2.14.3.5. Replacing defective safety wiring or cotter keys.

2.14.3.6. Lubrication not requiring disassembly other than removal of non- structural items such as cover plates, cowlings, and fairings.

2.14.3.7. Making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces. In the case of balloons, the making of small fabric repairs to envelopes (as defined in, and in accordance with, the balloon manufacturers' instructions) not requiring load tape repair or replacement.

2.14.3.8. Replenishing hydraulic fluid in the hydraulic reservoir.

2.14.3.9. Refinishing decorative coating of fuselage, balloon baskets, wings tail group surfaces (excluding balanced control surfaces), fairings, cowlings, landing gear, cabin, or cockpit interior when removal or disassembly of any primary structure or operating system is not required.

2.14.3.10. Applying preservative or protective material to components where no disassembly of any primary structure or operating system is involved and where such coating is not prohibited or is not contrary to good practices.

2.14.3.11. Repairing upholstery and decorative furnishings of the cabin, cockpit, or balloon basket interior when the repairing does not require disassembly of any primary structure or operating system or interfere with an operating system or affect the primary structure of the aircraft.

2.14.3.12. Making small simple repairs to fairings, nonstructural cover plates, cowlings, and small patches and reinforcements not changing the contour so as to interfere with proper air flow.

2.14.3.13. Replacing side windows where that work does not interfere with the structure or any operating system such as controls, electrical equipment, etc.

2.14.3.14. Replacing safety belts.

2.14.3.15. Replacing seats or seat parts with replacement parts approved for the aircraft, not involving disassembly of any primary structure or operating system.

2.14.3.16. Trouble shooting and repairing broken circuits in landing light wiring circuits.

2.14.3.17. Replacing bulbs, reflectors, and lenses of position and landing lights.

2.14.3.18. Replacing wheels and skis where no weight and balance computation is involved.

2.14.3.19. Replacing any cowling not requiring removal of the propeller or disconnection of flight controls.

2.14.3.20. Replacing or cleaning spark plugs and setting of spark plug gap clearance.

2.14.3.21. Replacing any hose connection except hydraulic connections.

2.14.3.22. Replacing prefabricated fuel lines.

2.14.3.23. Cleaning or replacing fuel and oil strainers or filter elements.

2.14.3.24. Replacing and servicing batteries.

2.14.3.25. Cleaning of balloon burner pilot and main nozzles in accordance with the balloon manufacturer's instructions.

2.14.3.26. Replacement or adjustment of nonstructural standard fasteners incidental to operations.

2.14.3.27. The interchange of balloon baskets and burners on envelopes when the basket or burner is designated as interchangeable in the balloon type certificate data and the baskets and burners are specifically designed for quick removal and installation.

2.14.3.28. The installations of anti-misfuelling devices to reduce the diameter of fuel tank filler openings provided the specific device has been made a part of the aircraft type certificate data by the aircraft manufacturer, the aircraft manufacturer has provided FAA approved instructions for installation of the specific device, and installation does not involve the disassembly of the existing tank filler opening.

2.14.3.29. Removing, checking, and replacing magnetic chip detectors.

2.14.3.30. The inspection and maintenance tasks prescribed and specifically identified as preventive maintenance in a primary category aircraft type certificate or supplemental type certificate holder's approved special inspection and preventive maintenance program when accomplished on a primary category aircraft provided:

2.14.3.30.1. They are performed by the holder of at least a private pilot certificate issued under **Part 61** who is the registered owner (including co-owners) of the affected aircraft and who holds a certificate of competency for the affected aircraft (1) issued by a school approved under § 147.21(e) of this chapter; (2) issued by the holder of the production certificate for that primary category aircraft that has a special training program approved under § 21.24 of this subchapter; or (3) issued by another entity that has a course approved by the Administrator; and

2.14.3.30.2. The inspections and maintenance tasks are performed in accordance with instructions contained by the special inspection and preventive maintenance program approved as part of the aircraft's type design or supplemental type design.

2.14.3.31. Removing and replacing self-contained, front instrument panel-mounted navigation and communication devices that employ tray-mounted connectors that connect the unit when the unit is installed into the instrument panel, (excluding automatic flight control systems, transponders, and microwave frequency distance measuring equipment (DME)). The approved unit must be designed to be readily and repeatedly removed and replaced, and pertinent instructions must be provided. Prior to the unit's intended use, and operational check must be performed in accordance with the applicable sections of **Part 91** of this chapter.

2.14.3.32. Updating self-contained, front instrument panel-mounted Air Traffic Control (ATC) navigational software data bases (excluding those of automatic flight control systems, transponders, and microwave frequency distance measuring equipment (DME)) provided no disassembly of the unit is required and pertinent instructions are provided. Prior to the unit's intended use, an operational check must be performed in accordance with applicable sections of **Part 91** of this chapter.

2.14.3.33. **AFSC MRS – Meets the Intent.** The MRS will be required to make major alterations, major repairs, and preventive maintenance and will meet the intent of Appendix A. For KC-46A aircraft, the MRS shall reference the applicable airframe, engine, or commodity "minor-major" decision matrix in TO-1C-46(K)A-3-2.

2.15. Appendix B. Recording of Major Repairs and Major Alterations.

2.15.1. **Appendix B(a).** Except as provided in paragraphs (b), (c), and (d) of this appendix, each person performing a major repair or major alteration shall:

2.15.1.1. Execute FAA Form 337 at least in duplicate;

2.15.1.2. Give a signed copy of that form to the aircraft owner; and

2.15.1.3. Forward a copy of that form to the FAA Aircraft Registration Branch in Oklahoma City, Oklahoma, within 48 hours after the aircraft, airframe, aircraft engine, propeller, or appliance is approved for return to service.

2.15.2. **Appendix B.** For major repairs made in accordance with a manual or specifications acceptable to the Administrator, a certificated repair station may, in place of the requirements of paragraph (a):

2.15.2.1. Use the customer's work order upon which the repair is recorded.

2.15.2.2. Give the aircraft owner a signed copy of the work order and retain a duplicate copy for at least two years from the date of approval for return to service of the aircraft, airframe, aircraft engine, propeller, or appliance.

2.15.2.3. Give the aircraft owner a maintenance release signed by an authorized representative of the repair station and incorporating the following information:

2.15.2.3.1. Identity of the aircraft, airframe, aircraft engine, propeller or appliance.

2.15.2.3.2. If an aircraft, the make, model, serial number, nationality and registration marks, and location of the repaired area.

2.15.2.3.3. If an airframe, aircraft engine, propeller, or appliance, give the manufacturer's name, name of the part, model, and serial numbers (if any); and

2.15.2.4. Include the following or a similarly worded statement:

2.15.2.4.1. The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to service.

2.15.2.4.2. Pertinent details of the repair are on file at this repair station under Order No. _____,

2.15.2.4.3. Date _____

2.15.2.4.4. Signed_____

2.15.2.4.5. For signature of authorized representative)

2.15.2.4.6. _____

2.15.2.4.7. Repair station name) (Certificate No.) (Address)

2.15.3. Except as provided in paragraph (d) of this appendix, for a major repair or major alteration made by a person authorized in §43.17, the person who performs the major repair or major alteration and the person authorized by §43.17 to approve that work shall execute an FAA Form 337 at least in duplicate. A completed copy of that form shall be:

2.15.3.1. Given to the aircraft owner; and

2.15.3.2. Forwarded to the Federal Aviation Administration, Aircraft Registration Branch, Post Office Box 25504, Oklahoma City, OK 73125, within 48 hours after the work is inspected.

2.15.4. For extended-range fuel tanks installed within the passenger compartment or a baggage compartment, the person who performs the work and the person authorized to approve the work by §43.7 shall execute an FAA Form 337 in at least triplicate. A completed copy of that form shall be -

2.15.4.1. Placed on board the aircraft as specified in §91.417 of this chapter;

2.15.4.2. Given to the aircraft owner; and

2.15.4.3. Forwarded to the Federal Aviation Administration, Aircraft Registration Branch, Post Office Box 25724, Oklahoma City, OK 73125, within 48 hours after the work is inspected.

2.15.5. **AFSC MRS – Meets the Intent (Alternate Method).** FAA Form 337 is not authorized for use. Do not forward a copy to the FAA. AF TO 00-20-2, *Maintenance Data Documentation*, prescribes the rules for documenting maintenance performed on AF weapon systems. All major repairs or alterations performed in accordance with an approved technical data/technical order (OEM, AF, STC, etc.), engineering assignment, depot WCD, or other approved work instructions for a particular aircraft weapon system. These repairs and/or alterations shall be documented into the historical records of the weapon system using AF MIS, including IMDS, REMIS, or CEMS as applicable. If the applicable MIS is not available, then the maintenance performed must be documented on the AFTO Form 95 - *Significant Historical Data Record*. AF TO 00-20-1, **Chap 9** - *Maintenance Historical Documentation*, also authorizes the use of airframe and engine logbooks in lieu of AFTO Form 95 as long as their use is consistent. Furthermore, the AFSC MRS is required to comply with any additional documentation requirements required by the affected aircraft program office (e.g., KC-46 Pegasus Flight Management Tool).

2.16. Appendix E. Altimeter System Test and Inspection.

2.16.1. **AFSC response: Meets the Intent.** All maintenance performed by a MRS will meet the intent of **Part 43** and the approved depot maintenance program utilizing approved AF technical data, OEM data, ICA, AD, SB, or other process data that has been approved by an authorized cognizant engineer for the applicable workload. Go to the regulations section for **Part 43** Appendix E on the FAA website (drs.faa.gov) for specific requirements.

2.17. Appendix F. ATC Transponder Tests and Inspections.

2.17.1. **AFSC response: Meets the Intent.** All maintenance performed by a MRS will meet the intent of **Part 43** and the approved depot maintenance program utilizing approved AF technical data, OEM data, ICA, AD, SB, or other process data that has been approved by an authorized cognizant engineer for the applicable workload. Go to the regulations section for **Part 43** Appendix F on the FAA website (drs.faa.gov) for specific requirements.

Chapter 3

14 CFR PART 65 – CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

3.1. Subpart A. General.

3.1.1. **Part 65.1. Applicability** . This part prescribes the requirements for issuing the following certificates and associated ratings and the general operating rules for the holders of those certificates and ratings:

3.1.1.1. **Part 65.1(c). Mechanics.**

3.1.1.1.1. **AFSC – Meets the Intent (Alternate Method).** AF technicians (civilian and military) assigned to the MRS are not required to have an A&P. Supervisors, inspectors, and return to service officials are not required to have an A&P however they shall meet the experience and training requirements of Parts 145.153(b)(2) and 145.157(b) respectively. For supervisors the requirements are: (a) have a minimum of 18 months of practical experience in the work being performed; or (b) be trained in or thoroughly familiar with the methods, techniques, practices, aids, equipment, and tools used to perform the maintenance, preventive maintenance, or alterations. Inspectors, RTS, and FI officials shall meet the following requirements: (a) trained in or have 18 months practical experience with the methods, techniques, practices, aids, equipment, and tools used perform the maintenance, preventive maintenance, and alterations; and (b) thoroughly familiar with the applicable regulations in **Part 145** and proficient in the use of the various inspection methods, techniques, practices, aids, equipment, and tools appropriate for the work being performed and approved for return to service.

3.1.2. **Part 65.11. Application and issue.**

3.1.2.1. **Part 65.11(a).** Application for a certificate and appropriate class rating, or for an additional rating, under this part must be made on a form and in a manner prescribed by the Administrator. Each person who applies for airmen certification services to be administered outside the United States or for any certificate or rating issued under this part must show evidence that the fee prescribed in Appendix A of **Part 187** of this chapter has been paid.

3.1.2.1.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.1.2.2. **Part 65.11(b).** An applicant who meets the requirements of this part is entitled to an appropriate certificate and rating.

3.1.2.2.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.1.2.3. **Part 65.11(c).** Unless authorized by the Administrator, a person whose air traffic control tower operator, mechanic, or parachute rigger certificate is suspended may not apply for any rating to be added to that certificate during the period of suspension.

3.1.2.3.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.1.2.4. **Part 65.11(d).** Unless the order of revocation provides otherwise:

3.1.2.4.1. A person whose mechanic or repairman certificate is revoked may not apply for either of those kinds of certificates for 1 year after the date of revocation.

3.1.2.4.2. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.1.3. **Part 65.12. Offenses involving alcohol or drugs.**

3.1.3.1. **Part 65.12(a).** A conviction for the violation of any Federal or state statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marihuana, or depressant or stimulant drugs or substances is grounds for:

3.1.3.1.1. Denial of an application for any certificate or rating issued under this part for a period of up to 1 year after the date of final conviction; or

3.1.3.1.2. Suspension or revocation of any certificate or rating issued under this part.

3.1.3.1.3. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.1.3.2. **Part 65.12(b).** The commission of an act prohibited by § 91.19(a) of this chapter is grounds for:

3.1.3.2.1. Denial of an application for a certificate or rating issued under this part for a period of up to 1 year after the date of that act; or

3.1.3.2.2. Suspension or revocation of any certificate or rating issued under this part.

3.1.3.2.3. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.1.4. **Part 65.13. Temporary certificate.** A certificate and ratings effective for a period of not more than 120 days may be issued to a qualified applicant, pending review of his application and supplementary documents and the issue of the certificate and ratings for which he applied.

3.1.4.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.1.5. **Part 65.14. Security disqualification.**

3.1.5.1. **Part 65.14(a). Eligibility standard.** No person is eligible to hold a certificate, rating, or authorization issued under this part when the Transportation Security Administration (TSA) has notified the FAA in writing that the person poses a security threat.

3.1.5.1.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**. ALC MRS personnel who are required to MTI of **Part 65** must comply with this requirement.

3.1.5.2. **Part 65.14(b).** Effect of the issuance by the TSA of an Initial Notification of Threat Assessment.

3.1.5.2.1. The FAA will hold in abeyance pending the outcome of the TSA's final threat assessment review an application for any certificate, rating, or authorization under this part by any person who has been issued an Initial Notification of Threat Assessment by the TSA.

3.1.5.2.2. The FAA will suspend any certificate, rating, or authorization issued under this part after the TSA issues to the holder an Initial Notification of Threat Assessment.

3.1.5.2.3. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**. ALC MRS personnel who are required to MTI of **Part 65** must comply with this requirement.

3.1.5.3. **Part 65.14(c).** Effect of the issuance by the TSA of a Final Notification of Threat Assessment.

3.1.5.3.1. The FAA will deny an application for any certificate, rating, or authorization under this part to any person who has been issued a Final Notification of Threat Assessment.

3.1.5.3.2. The FAA will revoke any certificate, rating, or authorization issued under this part after the TSA has issued to the holder a Final Notification of Threat Assessment.

3.1.5.3.3. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**. ALC MRS personnel who are required to MTI of **Part 65** must comply with this requirement.

3.1.6. **Part 65.15. Duration of certificates.**

3.1.6.1. **Part 65.15(a).** Except for repairman certificates, a certificate or rating issued under this part is effective until it is surrendered, suspended, or revoked.

3.1.6.1.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**. ALC MRS personnel who are required to MTI of **Part 65** must comply with this requirement.

3.1.6.2. **Part 65.15(c).** The holder of a certificate issued under this part that is suspended, revoked, or no longer effective shall return it to the Administrator.

3.1.6.2.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**. ALC MRS personnel who are required to MTI of **Part 65** are not issued certificates, however, they will be removed from all responsibilities requiring **Part 65** MTI as well as removed from all ALC MRS rosters of personnel requiring **Part 65** MTI (first level supervisors, RTS, FI, RII, QA).

3.1.6.3. **Part 65.15(d).** Except for temporary certificates issued under § 65.13, the holder of a paper certificate issued under this part may not exercise the privileges of that certificate after March 31, 2013.

3.1.6.3.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.1.7. **Part 65.16. Change of name: Replacement of lost or destroyed certificate.**

3.1.7.1. **Part 65.16(a).** An application for a change of name on a certificate issued under this part must be accompanied by the applicant's current certificate and the marriage license, court order, or other document verifying the change. The documents are returned to the applicant after inspection.

3.1.7.1.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.1.7.2. **Part 65.16(b).** An application for a replacement of a lost or destroyed certificate is made by letter to the Department of Transportation, Federal Aviation Administration, Airman Certification Branch, Post Office Box 25082, Oklahoma City, OK 73125. The letter must:

3.1.7.2.1. Contain the name in which the certificate was issued, the permanent mailing address (including zip code), social security number (if any), and date and place of birth of the certificate holder, and any available information regarding the grade, number, and date of issue of the certificate, and the ratings on it; and

3.1.7.2.2. Be accompanied by a check or money order for $2, payable to the Federal Aviation Administration.

3.1.7.2.3. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.1.7.3. **Part 65.16(c).** An application for a replacement of a lost or destroyed medical certificate is made by letter to the Department of Transportation, Federal Aviation Administration, Aerospace Medical Certification Division, Post Office Box 26200, Oklahoma City, OK 73125, accompanied by a check or money order for $2.00.

3.1.7.3.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.1.7.4. **Part 65.16(d).** A person whose certificate issued under this part or medical certificate, or both, has been lost may obtain a telegram from the FAA confirming that it was issued. The telegram may be carried as a certificate for a period not to exceed 60 days pending his receiving a duplicate certificate under paragraph (b) or (c) of this section, unless he has been notified that the certificate has been suspended or revoked. The request for such a telegram may be made by prepaid telegram, stating the date upon which a duplicate certificate was requested, or including the request for a duplicate and a money order for the necessary amount. The request for a telegraphic certificate should be sent to the office prescribed in paragraph (b) or (c) of this section, as appropriate. However, a request for both at the same time should be sent to the office prescribed in paragraph (b) of this section.

3.1.7.4.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.1.8. **Part 65.20. Applications, certificates, logbooks, reports, and records: Falsification, reproduction, or alteration.**

3.1.8.1. **Part 65.20(a).** No person may make or cause to be made:

3.1.8.1.1. Any fraudulent or intentionally false statement on any application for a certificate or rating under this part;

3.1.8.1.2. Any fraudulent or intentionally false entry in any logbook, record, or report that is required to be kept, made, or used, to show compliance with any requirement for any certificate or rating under this part;

3.1.8.1.3. Any reproduction, for fraudulent purpose, of any certificate or rating under this part; or

3.1.8.1.4. Any alteration of any certificate or rating under this part.

3.1.8.1.5. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.1.8.2. **Part 65.20(b).** The commission by any person of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking any airman or ground instructor certificate or rating held by that person.

3.1.8.2.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.1.9. **Part 65.21. Change of address.** Within 30 days after any change in his permanent mailing address, the holder of a certificate issued under this part shall notify the Department of Transportation, Federal Aviation Administration, Airman Certification Branch, Post Office Box 25082, Oklahoma City, OK 73125, in writing, of his new address.

3.1.9.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.2. Subpart D – Mechanics.

3.2.1. **Part 65.71. Eligibility requirements: General.**

3.2.1.1. **Part 65.71(a).** To be eligible for a mechanic certificate and associated ratings, a person must:

3.2.1.1.1. Be at least 18 years of age;

3.2.1.1.2. Be able to read, write, speak, and understand the English language, or in the case of an applicant who does not meet this requirement and who is employed outside of the United States by a U.S. air carrier, have his certificate endorsed “Valid only outside the United States”;

3.2.1.1.3. Have passed all of the prescribed tests within a period of 24 months; and

3.2.1.1.4. Comply with the sections of this subpart that apply to the rating he seeks.

3.2.1.1.5. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.2.1.2. **Part 65.71(b).** A certificated mechanic who applies for an additional rating must meet the requirements of §65.77 and, within a period of 24 months, pass the tests prescribed by §§ 65.75 and 65.79 for the additional rating sought.

3.2.1.2.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.2.2. **Part 65.73. Ratings.**

3.2.2.1. **Part 65.73(a).** The following ratings are issued under this subpart:

3.2.2.1.1. Airframe.

3.2.2.1.2. Powerplant.

3.2.2.1.3. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.2.2.2. **Part 65.73(b).** A mechanic certificate with an aircraft or aircraft engine rating, or both, that was issued before, and was valid on, June 15, 1952, is equal to a mechanic certificate with an airframe or powerplant rating, or both, as the case may be, and may be exchanged for such a corresponding certificate and rating or ratings.

3.2.2.2.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

3.2.3. **Part 65.77. Experience requirements.** Each applicant for a mechanic certificate or rating must present either an appropriate graduation certificate or certificate of completion from a certificated aviation maintenance technician school or documentary evidence, satisfactory to the Administrator, of:

3.2.3.1. **Part 65.77(a).** At least 18 months of practical experience with the procedures, practices, materials, tools, machine tools, and equipment generally used in constructing, maintaining, or altering airframes, or powerplants appropriate to the rating sought; or

3.2.3.1.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**. ALC MRS personnel who are required to MTI of **Part 65** must have a minimum of 18 months verifiable experience in the type of work (airframe, powerplant) they are responsible for and will comply with this requirement.

3.2.3.2. **Part 65.77(b).** At least 30 months of practical experience concurrently performing the duties appropriate to both the airframe and powerplant ratings.

3.2.3.2.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**. ALC MRS personnel who are required to MTI of **Part 65** must have a minimum of 30 months verifiable experience in the both types of work (airframe, powerplant) they are responsible for and will comply with this requirement.

3.2.4. **Part 65.81. General privileges and limitations.**

3.2.4.1. **Part 65.81(a).** A certificated mechanic may perform or supervise the maintenance, preventive maintenance or alteration of an aircraft or appliance, or a part thereof, for which he is rated (but excluding major repairs to, and major alterations of, propellers, and any repair to, or alteration of, instruments), and may perform additional duties in accordance with §§ 65.85, 65.87, and 65.95. However, he may not supervise the maintenance, preventive maintenance, or alteration of, or approve and return to service, any aircraft or appliance, or part thereof, for which he is rated unless he has satisfactorily

performed the work concerned at an earlier date. If he has not so performed that work at an earlier date, he may show his ability to do it by performing it to the satisfaction of the Administrator or under the direct supervision of a certificated and appropriately rated mechanic, or a certificated repairman, who has had previous experience in the specific operation concerned.

3.2.4.1.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**. ALC MRS personnel who are required to MTI of **Part 65** must comply with this requirement.

3.2.4.2. **Part 65.81(b).** A certificated mechanic may not exercise the privileges of his certificate and rating unless he understands the current instructions of the manufacturer, and the maintenance manuals, for the specific operation concerned.

3.2.4.2.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**. ALC MRS personnel who are required to MTI of **Part 65** must comply with this requirement.

3.2.5. **Part 65.83. Recent experience requirements.** A certificated mechanic may not exercise the privileges of his certificate and rating unless, within the preceding 24 months:

3.2.5.1. **Part 65.83(a).** The Administrator has found that he is able to do that work; or

3.2.5.1.1. **AFSC MRS – Meets the Intent.** ALC MRS personnel who are required to MTI of **Part 65** must comply with this requirement.

3.2.5.2. **Part 65.83(b)** . He has, for at least 6 months:

3.2.5.2.1. Served as a mechanic under his certificate and rating;

3.2.5.2.2. Technically supervised other mechanics;

3.2.5.2.3. Supervised, in an executive capacity, the maintenance or alteration of aircraft; or

3.2.5.2.4. Been engaged in any combination of paragraph (b) (1), (2), or (3) of this section.

3.2.5.2.5. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**. ALC MRS personnel who are required to MTI of **Part 65** must comply with this requirement.

3.2.6. **Part 65.85. Airframe rating; additional privileges.**

3.2.6.1. **Part 65.85(a).** Except as provided in paragraph (b) of this section, a certificated mechanic with an airframe rating may approve and return to service an airframe, or any related part or appliance, after he has performed, supervised, or inspected its maintenance or alteration (excluding major repairs and major alterations). In addition, he may perform the 100-hour inspection required by **Part 91** of this chapter on an airframe, or any related part or appliance, and approve and return it to service.

3.2.6.2. **AFSC MRS – Meets the Intent.** AFSC ALC MRS personnel required to MTI of **Part 65** (first level supervisor, RTS, FI, RII, QA) are the only MRS personnel authorized to inspect and/or return a repaired aircraft, engine, or component to service. Other ALC MRS personnel who hold **Part 65** certification are not allowed to exercise privilege of the certificate in the performance of their duties within the ALC MRS.

3.2.7. **Part 65.87. Powerplant rating; additional privileges.**

3.2.7.1. **Part 65.87(a).** Except as provided in paragraph (b) of this section, a certificated mechanic with a powerplant rating may approve and return to service a powerplant or propeller or any related part or appliance, after he has performed, supervised, or inspected its maintenance or alteration (excluding major repairs and major alterations). In addition, he may perform the 100-hour inspection required by **Part 91** of this chapter on a powerplant or propeller, or any part thereof, and approve and return it to service.

3.2.7.2. **AFSC MRS – Meets the Intent.** AFSC ALC MRS personnel required to MTI of **Part 65** (first level supervisor, RTS, FI, RII, QA) are the only MRS personnel authorized to inspect and/or return a repaired aircraft, engine, or component to service. Other ALC MRS personnel who hold **Part 65** certification are not allowed to exercise privilege of the certificate in the performance of their duties within the ALC MRS.

3.2.8. **Part 65.89. Display of certificate.** Each person who holds a mechanic certificate shall keep it within the immediate area where he normally exercises the privileges of the certificate and shall present it for inspection upon the request of the Administrator or an authorized representative of the National Transportation Safety Board, or of any Federal, State, or local law enforcement officer.

3.2.8.1. **AFSC MRS – Meets the Intent.** Only individuals assigned to a GS/NH-1825 Aviation Safety Inspector position are required to have **Part 65** certification (A&P). These individuals must comply fully with the requirements set forth in **Part 65**.

Chapter 4

14 CFR PART 145 – REPAIR STATIONS

4.1. Part 145. Subpart A. General.

4.1.1. **Part 145.1. Applicability.** This part describes how to obtain a repair station certificate. This part also contains the rules a certificated repair station must follow related to its performance of maintenance, preventive maintenance, or alterations of an aircraft, airframe, aircraft engine, propeller, appliance, or component part to which **Part 43** applies. It also applies to any person who holds, or is required to hold, a repair station certificate issued under this part.

4.1.1.1. **AFSC MRS – Meets the Intent.** The MRS will use both direct and alternate methods to comply with applicable **Part 145** requirements listed in this document. Reference the AFSC MRS response detailed for each requirement list below.

4.1.2. **Part 145.3. Definition of terms.** For the purposes of this part, the following definitions apply:

4.1.2.1. **Part 145.3(a).** *Accountable Manager* means the person designated by the certificated repair station who is responsible for and has the authority over all repair station operations that are conducted under **Part 145**, including ensuring that repair station personnel follow the regulations and serving as the primary contact with the FAA.

4.1.2.1.1. **AFSC MRS – Meets the Intent.** Each ALC MRS will have an assigned AM.

4.1.2.2. **Part 145.3(b).** *Article* means an aircraft, airframe, aircraft engine, propeller, appliance, or component part.

4.1.2.2.1. **AFSC MRS – Meets the Intent.** The MRS takes no exception to these definitions.

4.1.2.3. **Part 145.3(c).** *Directly in charge* means having the responsibility for the work of a certificated repair station that performs maintenance, preventive maintenance, alterations, or other functions affecting aircraft airworthiness. A person directly in charge does not need to physically observe and direct each worker constantly but must be available for consultation on matters requiring instruction or decision from higher authority.

4.1.2.3.1. **AFSC MRS – Meets the Intent.** The MRS takes no exception to these definitions.

4.1.2.4. **Part 145.3(d).** *Line maintenance* means:

4.1.2.4.1. Any unscheduled maintenance resulting from unforeseen events; or

4.1.2.4.2. Scheduled checks that contain servicing and/or inspections that do not require specialized training, equipment, or facilities.

4.1.2.4.3. **AFSC MRS – Meets the Intent.** The MRS takes no exception to these definitions.

4.1.3. **Part 145.5. Certificate and operations specifications requirements.**

4.1.3.1. **Part 145.5(a).** No person may operate as a certificated repair station without, or in violation of, a repair station certificate, ratings, or operations specifications issued under this part.

4.1.3.1.1. **AFSC MRS – Meets the Intent.** The AFSC MRS program does not award ratings, or operations specifications. The AFSC Flight Standards Management Office will conduct MRS Qualification audits for each individual workload the ALC is required to perform. The FSMO will issue an AFSC MRS Certificate, and "operating letter" to each ALC MRS for the workloads that ALC is qualified to perform IAW AFSCI 62-603. The operating letter is similar in function to FAA operations specifications as it details what workloads, and standards the ALC is qualified to perform along with any restrictions, and/or limitations.

4.1.3.2. **Part 145.5(b).** The certificate and operations specifications issued to a certificated repair station must be available on the premises for inspection by the public and the FAA.

4.1.3.2.1. **AFSC MRS – Meets the Intent.** The AFSC MRS Certificate and operating letter shall be made readily available in each MRS qualified shop, and/or facility.

4.1.4. **Part 145.12. Repair station records: Falsification, reproduction, alteration, or omission.**

4.1.4.1. **Part 145.12(a).** No person may make or cause to be made:

4.1.4.1.1. Any fraudulent or intentionally false entry in:

4.1.4.1.1.1. Any application for a repair station certificate or rating (including in any document used in support of that application); or

4.1.4.1.1.2. Any record or report that is made, kept, or used to show compliance with any requirement under this part;

4.1.4.1.2. Any reproduction, for fraudulent purpose, of any application (including any document used on support of that application), record, or report under this part; or

4.1.4.1.3. Any alteration, for fraudulent purpose, of any application (including any document used in support of that application), record, or report under this part.

4.1.4.1.4. **AFSC MRS – Meets the Intent.** The MRS takes no exception to these requirements.

4.1.4.2. **Part 145.12(b).** No person may, by omission, knowingly conceal or cause to be concealed, a material fact in:

4.1.4.2.1. Any application for a repair station certificate or rating (including in any document used in support of that application); or

4.1.4.2.2. Any record or report that is made, kept, or used to show compliance with any requirement under this part.

4.1.4.2.3. **AFSC MRS – Meets the Intent.** The MRS takes no exception to these requirements.

4.1.4.3. **Part 145.12(c).** The commission by any person of an act prohibited under paragraphs (a) or (b) of this section is a basis for any one or any combination of the following:

4.1.4.3.1. Suspending or revoking the repair station certificate and any certificate, approval, or authorization issued by the FAA and held by that person.

4.1.4.3.2. A civil penalty.

4.1.4.3.3. The denial of an application under this part.

4.1.4.3.4. **AFSC MRS – Meets the Intent.** Upon confirmed violation of this requirement, the AFSC FSMO shall report violation to AFSC Commander. Per direction from the AFSC Commander, punitive action can be taken against the person, and/or organization responsible for the violation. Suspension/revocation of MRS qualification, suspension of responsible individual, individual have PAC certification revoked, and/or UCMJ action could be taken. If the organization loses MRS qualification, it will have to show root-cause analysis with acceptable corrective action before the organization would be eligible for MRS requalification. Such requalification would entail a full initial MRS qualification audit performed by AFSC FSMO.

4.2. Part 145. Subpart B. Certification.

4.2.1. Part 145.51. Application for certificate.

4.2.1.1. **Part 145.51(a).** An application for a repair station certificate and rating must be made in a format acceptable to the FAA and must include the following:

4.2.1.1.1. A repair station manual acceptable to the FAA as required by §145.207;

4.2.1.1.2. A quality control manual acceptable to the FAA as required by §145.211(c);

4.2.1.1.3. A list by type, make, or model, as appropriate, of each article for which the application is made;

4.2.1.1.4. An organizational chart of the repair station and the names and titles of managing and supervisory personnel;

4.2.1.1.5. A description of the housing and facilities, including the physical address, in accordance with §145.103;

4.2.1.1.6. A list of the maintenance functions, for approval by the FAA, to be performed for the repair station under contract by another person in accordance with §145.217; and

4.2.1.1.7. A training program for approval by the FAA in accordance with §145.163.

4.2.1.1.8. **AFSC MRS – Meets the Intent.** ALC MRS programs must comply with all requirements listed or have an alternate means of compliance approved by the AFSC FSMO. The FSMO is the acceptance or approval authority for the AFSC MRS program.

4.2.1.2. **Part 145.51(b).** The equipment, personnel, technical data, and housing and facilities required for the certificate and rating, or for an additional rating, must be in place for inspection at the time of certification or rating approval by the FAA. However, the requirement to have the equipment in place at the time of initial certification or rating approval may be met if the applicant has a contract acceptable to the FAA with another person to make the equipment available to the repair station at any time it is necessary when the relevant work is being performed.

4.2.1.2.1. **AFSC MRS – Meets the Intent.** ALC MRS operations must comply with all requirements listed or have an alternate means of compliance approved by the AFSC FSMO. The FSMO is the acceptance or approval authority for the AFSC MRS program.

4.2.1.3. **Part 145.51(c).** In addition to meeting the other applicable requirements for a repair station certificate and rating, an applicant for a repair station certificate and rating located outside the United States must meet the following requirements:

4.2.1.3.1. The applicant must show that the repair station certificate and/or rating is necessary for maintaining or altering the following:

4.2.1.3.1.1. U.S.-registered aircraft and articles for use on U.S.-registered aircraft, or

4.2.1.3.1.2. Foreign-registered aircraft operated under the provisions of **Part 121** or **Part 135**, and articles for use on these aircraft.

4.2.1.3.2. **AFSC MRS – Meets the Intent.** ALC MRS programs must comply with all requirements listed, or have an alternate means of compliance approved by the AFSC FSMO. The FSMO is the acceptance, or approval authority for the AFSC MRS program. Foreign military CDA that are FAA certificated can be repaired, and maintained under the AFSC MRS program, and returned to service as a FAA certificated aircraft, engine, or part.

4.2.1.4. **Part 145.51(d).** An application for an additional rating, amended repair station certificate, or renewal of a repair station certificate must be made in a format acceptable to the FAA. The application must include only that information necessary to substantiate the change or renewal of the certificate.

4.2.1.4.1. **AFSC MRS – Meets the Intent.** ALC MRS programs must comply with all requirements listed, or have an alternate means of compliance approved by the AFSC FSMO. If an ALC MRS desires to add new workload they are not approved to perform, they must comply apply, and receive AFSC FSMO approval for the desired workload before implementing operations. The FSMO is the acceptance, or approval authority for the AFSC MRS program.

4.2.2. **Part 145.53. Issue of certificate.**

4.2.2.1. **Part 145.53(a).** Except as provided in §145.51(e) or paragraph (b), (c), or (d) of this section, a person who meets the requirements of subparts A through E of this part is entitled to a repair station certificate with appropriate ratings prescribing such operations specifications and limitations as are necessary in the interest of safety.

4.2.2.1.1. **AFSC MRS – Meets the Intent.** FSMO will issue an AFSC MRS Certificate to the maintenance organization who successfully passes the AFSC MRS Qualification audit. The qualified ALC MRS shall make the certificate readily available within each MRS qualified shop, and/or facility.

4.2.2.2. **Part 145.53(c).** Before a repair station certificate can be issued for a repair station that is located within the United States, the applicant shall certify in writing that all "hazmat employees" (see 49 CFR 171.8) for the repair station, its contractors, or subcontractors are trained as required in 49 CFR Part 172 subpart H.

4.2.2.2.1. **AFSC MRS – Meets the Intent.** All ALC MRS personnel required to handle hazardous material will complete required HAZMAT training as per AFI 90821 *Hazard Communication (HAZCOM) Program*. All hazardous material will be controlled, and managed as per AFMAN 32-7002 *Environmental Compliance and Pollution Prevention.* Recurrent training is required annually. Training completions are documented in the individual's training records.

4.2.3. **Part 145.55. Duration and renewal of certificate.**

4.2.3.1. **Part 145.55(a).** A certificate or rating issued to a repair station located in the United States is effective from the date of issue until the repair station surrenders the certificate and the FAA accepts it for cancellation, or the FAA suspends or revokes it.

4.2.3.1.1. **AFSC MRS – Meets the Intent.** The AFSC MRS certificate will remain effective while the qualified ALC MRS has approved FAA certificated CDA workload. The MRS operating letter will be updated as need when adding or deleting specific workload under the authority of the affected ALC's MRS certificate. Upon termination of all, or portions of FAA certificated CDA workload, the affected ALC MRS certificate will be updated by the FSMO removing the portions no longer needed or will be fully inactivated if the entire workload has ended.

4.2.4. **Part 145.57. Amendment to or transfer of certificate.**

4.2.4.1. **Part 145.57(a).** A repair station certificate holder applying for a change to its certificate must submit a request in a format acceptable to the Administrator. A change to the certificate must include certification in compliance with §145.53(c) or (d), if not previously submitted. A certificate change is necessary if the certificate holder:

4.2.4.1.1. Changes the name or location of the repair station, or

4.2.4.1.2. Requests to add or amend a rating.

4.2.4.1.3. **AFSC MRS – Meets the Intent.** The respective ALC Accountable Manager shall coordinate with the FSMO any changes to the applicable ALC MRS (location, corrections, additions, deletions, new workload, etc.). FSMO will provide additional AFSC MRS program requirements and guidance to accommodate the change request.

4.2.5. **Part 145.59. Ratings.** The following ratings are issued under this subpart:

4.2.5.1. **Part 145.59(a).** ***Airframe ratings.***

4.2.5.1.1. *Class 1:* Composite construction of small aircraft.

4.2.5.1.2. *Class 2:* Composite construction of large aircraft.

4.2.5.1.3. *Class 3:* All-metal construction of small aircraft.

4.2.5.1.4. *Class 4:* All-metal construction of large aircraft.

4.2.5.1.5. **AFSC MRS – Meets the Intent Alternate Method.** The AFSC MRS program does not issue individual "ratings" to an ALC MRS as stipulated by this requirement. The ratings are: airframe, powerplant, propeller, radio, instrument, and accessory. There are also several sub-categories to each of these. Rather, the FSMO issues an operating letter to the affected MRS detailing exactly what they are authorized to repair and down to what level of repair they can perform.

4.2.5.2. **Part 145.59(b).** ***Powerplant ratings.***

4.2.5.2.1. *Class 1:* Reciprocating engines of 400 horsepower or less.

4.2.5.2.2. *Class 2:* Reciprocating engines of more than 400 horsepower.

4.2.5.2.3. *Class 3:* Turbine engines.

4.2.5.2.4. **AFSC MRS – Meets the Intent Alternate Method.** The AFSC MRS program does not issue individual "ratings" to an ALC MRS as stipulated by this requirement. The ratings are: airframe, powerplant, propeller, radio, instrument, and accessory. There are also several sub-categories to each of these. Rather, the FSMO issues an operating letter to the affected MRS detailing exactly what they are authorized to repair, and down to what level of repair they can perform.

4.2.5.3. **Part 145.59(c).** ***Propeller ratings*** .

4.2.5.3.1. *Class 1:* Fixed-pitch and ground-adjustable propellers of wood, metal, or composite construction.

4.2.5.3.2. *Class 2:* Other propellers, by make.

4.2.5.3.3. **AFSC MRS – Meets the Intent Alternate Method.** The AFSC MRS program does not issue individual "ratings" to an ALC MRS as stipulated by this requirement. The ratings are: airframe, powerplant, propeller, radio, instrument, and accessory. There are also several sub-categories to each of these. Rather, the FSMO issues an operating letter to the affected MRS detailing exactly what they are authorized to repair, and down to what level of repair they can perform.

4.2.5.4. **Part 145.59*(d).*** ***Radio ratings.***

4.2.5.4.1. *Class 1:* Communication equipment. Radio transmitting and/or receiving equipment used in an aircraft to send or receive communications in flight, regardless of carrier frequency or type of modulation used. This equipment includes auxiliary and related aircraft interphone systems, amplifier systems, electrical or electronic inter crew signaling devices, and similar equipment. This equipment does not include equipment used for navigating or aiding navigation of aircraft, equipment used for measuring altitude or terrain clearance, other measuring equipment operated on radio or radar principles, or mechanical, electrical, gyroscopic, or electronic instruments that are a part of communications radio equipment.

4.2.5.4.2. *Class 2:* Navigational equipment. A radio system used in an aircraft for enroute or approach navigation. This does not include equipment operated on radar or pulsed radio frequency principles, or equipment used for measuring altitude or terrain clearance.

4.2.5.4.3. *Class 3:* Radar equipment. An aircraft electronic system operated on radar or pulsed radio frequency principles.

4.2.5.4.4. **AFSC MRS – Meets the Intent Alternate Method.** The AFSC MRS program does not issue individual "ratings" to an ALC MRS as stipulated by this requirement. The ratings are: airframe, powerplant, propeller, radio, instrument, and accessory. There are also several sub-categories to each of these. Rather, the FSMO issues an operating letter to the affected MRS detailing exactly what they are authorized to repair, and down to what level of repair they can perform.

4.2.5.5. **Part 145.59(e).** ***Instrument ratings.***

4.2.5.5.1. *Class 1:* Mechanical. A diaphragm, bourdon tube, aneroid, optical, or mechanically driven centrifugal instrument used on aircraft or to operate aircraft, including tachometers, airspeed indicators, pressure gauges drift sights, magnetic compasses, altimeters, or similar mechanical instruments.

4.2.5.5.2. *Class 2:* Electrical. Self-synchronous and electrical-indicating instruments and systems, including remote indicating instruments, cylinder head temperature gauges, or similar electrical instruments.

4.2.5.5.3. *Class 3:* Gyroscopic. An instrument or system using gyroscopic principles and motivated by air pressure or electrical energy, including automatic pilot control units, turn and bank indicators, directional gyros, and their parts, and flux gate and gyrosyn compasses.

4.2.5.5.4. *Class 4:* Electronic. An instrument whose operation depends on electron tubes, transistors, or similar devices, including capacitance type quantity gauges, system amplifiers, and engine analyzers.

4.2.5.5.5. **AFSC MRS – Meets the Intent Alternate Method.** The AFSC MRS program does not issue individual "ratings" to an ALC MRS as stipulated by this requirement. The ratings are: airframe, powerplant, propeller, radio, instrument, and accessory. There are also several sub-categories to each of these. Rather, the FSMO issues an operating letter to the affected MRS detailing exactly what they are authorized to repair, and down to what level of repair they can perform.

4.2.5.6. **Part 145.59(f).** ***Accessory ratings.***

4.2.5.6.1. *Class 1:* A mechanical accessory that depends on friction, hydraulics, mechanical linkage, or pneumatic pressure for operation, including aircraft wheel brakes, mechanically driven pumps, carburetors, aircraft wheel assemblies, shock absorber struts and hydraulic servo units.

4.2.5.6.2. *Class 2:* An electrical accessory that depends on electrical energy for its operation, and a generator, including starters, voltage regulators, electric motors, electrically driven fuel pumps magnetos, or similar electrical accessories.

4.2.5.6.3. *Class 3:* An electronic accessory that depends on the use of an electron tube transistor, or similar device, including supercharger, temperature, air conditioning controls, or similar electronic controls.

4.2.5.6.4. **AFSC MRS – Meets the Intent Alternate Method.** The AFSC MRS program does not issue individual "ratings" to an ALC MRS as stipulated by this requirement. The ratings are: airframe, powerplant, propeller, radio, instrument, and accessory. There are also several sub-categories to each of these. Rather, the FSMO issues an operating letter to the affected MRS detailing exactly what they are authorized to repair, and down to what level of repair they can perform.

4.2.6. **Part 145.61. *Limited Ratings*.**

4.2.6.1. **Part 145.61(a).** The FAA may issue a limited rating to a certificated repair station that maintains or alters only a particular type of airframe, powerplant, propeller, radio, instrument, or accessory, or part thereof, or performs only specialized maintenance requiring equipment and skills not ordinarily performed under other repair station ratings. Such a rating may be limited to a specific model aircraft, engine, or constituent part, or to any number of parts made by a particular manufacturer.

4.2.6.1.1. **AFSC MRS – Meets the Intent Alternate Method.** The AFSC MRS program does not issue Limited Ratings to an ALC MRS. Rather, the FSMO issues an operating letter to the applicable ALC MRS detailing exactly what workload they are approved to perform (specific model aircraft, engine, parts, and accessories). There may be restrictions listed on the operating letter applicable to a specific issue, or concern.

4.2.6.2. **Part 145.61(b).** The FAA issues limited ratings for:

4.2.6.2.1. Airframes of a particular make and model;

4.2.6.2.2. Engines of a particular make and model;

4.2.6.2.3. Propellers of a particular make and model;

4.2.6.2.4. Instruments of a particular make and model;

4.2.6.2.5. Radio equipment of a particular make and model;

4.2.6.2.6. Accessories of a particular make and model;

4.2.6.2.7. Landing gear components;

4.2.6.2.8. Floats, by make;

4.2.6.2.9. Nondestructive inspection, testing, and processing;

4.2.6.2.10. Emergency equipment;

4.2.6.2.11. Rotor blades, by make and model; and

4.2.6.2.12. Aircraft fabric work.

4.2.6.2.13. **AFSC MRS – Meets the Intent Alternate Method.** The AFSC MRS program does not issue Limited Ratings to an ALC MRS. However, the FSMO issues an operating letter to the applicable ALC MRS detailing exactly what workload they are approved to perform (specific model aircraft, engine, parts, and accessories). There may be restrictions listed on the operating letter applicable to a specific issue, or concern.

4.2.6.3. **Part 145.61(c).** For a limited rating for specialized services, the operations specifications of the repair station must contain the specification used to perform the specialized service. The specification may be:

4.2.6.3.1. A civil or military specification currently used by industry and approved by the FAA, or

4.2.6.3.2. A specification developed by the applicant and approved by the FAA.

4.2.6.3.3. **AFSC MRS – Meets the Intent.** The Operating Letter issued from the FSMO to the ALC MRS will detail the applicable specifications (civil, military) for the authorized workload. If a unique specification is developed by the ALC MRS, it shall only be implemented after cognizant engineer approval (FAA, OEM, DER/ODA, SPO).

4.3. Subpart C. Housing, Facilities, Equipment, Materials, and Data.

4.3.1. **Part 145.101. General.** A certificated repair station must provide housing, facilities, equipment, materials, and data that meet the applicable requirements for the issuance of the certificate and ratings the repair station holds.

4.3.1.1. **AFSC MRS – Meets the Intent.** The MRS takes no exception to these requirements.

4.3.2. **Part 145.103. Housing and facilities requirements.**

4.3.2.1. **Part 145.103(a).** Each certificated repair station must provide:

4.3.2.1.1. Housing for the facilities, equipment, materials, and personnel consistent with its ratings.

4.3.2.1.2. Facilities for properly performing the maintenance, preventive maintenance, or alterations of articles or the specialized services for which it is rated. Facilities must include the following:

4.3.2.1.2.1. Sufficient workspace and areas for the proper segregation and protection of articles during all maintenance, preventive maintenance, or alterations;

4.3.2.1.2.2. Segregated work areas enabling environmentally hazardous or sensitive operations such as painting, cleaning, welding, avionics work, electronic work, and machining to be done properly and in a manner that does not adversely affect other maintenance or alteration articles or activities;

4.3.2.1.2.3. Suitable racks, hoists, trays, stands, and other segregation means for the storage and protection of all articles undergoing maintenance, preventive maintenance, or alterations;

4.3.2.1.2.4. Space sufficient to segregate articles and materials stocked for installation from those articles undergoing maintenance, preventive maintenance, or alterations; and

4.3.2.1.2.5. Ventilation, lighting, and control of temperature, humidity, and other climatic conditions sufficient to ensure personnel perform maintenance, preventive maintenance, or alterations to the standards required by this part.

4.3.2.1.2.6. **AFSC MRS – Meets the Intent.** The FSMO or applicable ALC MRS AM (AM must have delegated authority from FSMO) will perform an initial evaluation, and approval of each maintenance shop/facility to ensure compliance with the MRS program requirements. Additionally, the FSMO and/or designated AM will conduct unscheduled, and scheduled audits/ surveillance to ensure the MRS continually meets the intent of this paragraph.

4.3.2.2. **Part 145.103(b).** A certificated repair station may perform maintenance, preventive maintenance, or alterations on articles outside of its housing if it provides suitable facilities that are acceptable to the FAA and meet the requirements of §145.103(a) so that the work can be done in accordance with the requirements of **part 43** of this chapter.

4.3.2.2.1. **AFSC MRS – Meets the Intent.** The applicable ALC MRS AM will notify the FSMO prior to any MRS maintenance being performed in a facility, or at a location other than those listed in the FSMO approved ALC MRS Manual. FSMO will review all information, and may require an onsite audit by FSMO, or AM. FSMO approval is required before any ALC MRS maintenance activities can be performed.

4.3.3. **Part 145.105. Change of location, housing, or facilities.**

4.3.3.1. **Part 145.105(a).** A certificated repair station may not change the location of its housing without written approval from the FAA.

4.3.3.1.1. **AFSC MRS – Meets the Intent.** Any changes of location require prior notification to the FSMO before that change takes effect. The ALC MRS AM will update the respective ALC MRS Manual as needed to document permanent changes. Written approval from FSMO is required before any changes are implemented.

4.3.3.2. **Part 145.105(b).** A certificated repair station may not make any changes to its housing or facilities required by §145.103 that could have a significant effect on its ability to perform the maintenance, preventive maintenance, or alterations under its repair station certificate and operations specifications without written approval from the FAA.

4.3.3.2.1. **AFSC MRS – Meets the Intent.** Any changes of housing, or facilities require prior notification to the FSMO before that change takes effect. The MRS AM must evaluate the desired changes for any negative impact, or potential noncompliance with the requirements, and provide them to the FSMO. Prior written approval from FSMO is required before any changes are implemented.

4.3.3.3. **Part 145.105(c).** The FAA may prescribe the conditions, including any limitations, under which a certificated repair station must operate while it is changing its location, housing, or facilities.

4.3.3.3.1. **AFSC MRS – Meets the Intent.** Upon a MRS AM notifying FSMO of a change of location, housing, or facilities used by that MRS, the FSMO may prescribe additional requirements, conditions, and/or limitations the MRS must comply with.

4.3.4. **Part 145.107. Satellite repair stations.**

4.3.4.1. **Part 145.107(a).** A certificated repair station under the managerial control of another certificated repair station may operate as a satellite repair station with its own certificate issued by the FAA. A satellite repair station:

4.3.4.1.1. May not hold a rating not held by the certificated repair station with managerial control;

4.3.4.1.2. Must meet the requirements for each rating it holds;

4.3.4.1.3. Must submit a repair station manual acceptable to the FAA as required by §145.207; and

4.3.4.1.4. Must submit a quality control manual acceptable to the FAA as required by §145.211(c).

4.3.4.1.5. **AFSC MRS – Meets the Intent.** If a need arises that an existing AFSC MRS needs to expand operations to another AFSC MRO that does not already have MRS qualification for other aircraft, engine, or component workload, it may be feasible to conduct MRS operations under the control of the existing MRS. Contact AFSC/ENSF FSMO for further guidance.

4.3.4.2. **Part 145.107(b).** Unless the FAA indicates otherwise, personnel and equipment from the certificated repair station with managerial control and from each of the satellite repair stations may be shared. However, inspection personnel must be designated for each satellite repair station and available at the satellite repair station any time a determination of airworthiness or return to service is made. In other circumstances, inspection personnel may be away from the premises but must be available by telephone, radio, or other electronic means.

4.3.4.2.1. **AFSC MRS – Meets the Intent.** If a need arises to perform MRS depot repairs at a satellite location, the respective ALC MRS for that workload will provide the personnel, equipment, and inspectors/return to service officials. The FSMO must be notified and provide written approval for any MRS workload performed at a site other than the MRS's permanent location.

4.3.5. **Part 145.109. Equipment, materials, and data requirements.**

4.3.5.1. **Part 145.109(a).** Except as otherwise prescribed by the FAA, a certificated repair station must have the equipment, tools, and materials necessary to perform the maintenance, preventive maintenance, or alterations under its repair station certificate and operations specifications in accordance with **Part 43**. The equipment, tools, and material must be located on the premises and under the repair station's control when the work is being done.

4.3.5.1.1. **AFSC MRS – Meets the Intent.** Each ALC MRS will be surveilled, and audited by the FSMO to ensure it has the required equipment, tools, and material to complete the assigned maintenance tasks. All required equipment, tools, and material will be located within, and under the control of the respective MRS when the task is being performed.

4.3.5.2. **Part 145.109(b).** A certificated repair station must ensure all test and inspection equipment and tools used to make airworthiness determinations on articles are calibrated to a standard acceptable to the FAA.

4.3.5.2.1. **AFSC MRS – Meets the Intent.** All AF owned test and inspection equipment and tools will be inspected and calibrated by the AF Precision Measurement Equipment Laboratory (PMEL). If a piece of test and inspection equipment is contractor owned, the contractor is responsible for the equipment being calibrated to acceptable standards. The affected MRS will ensure the contractor equipment calibration is current.

4.3.5.3. **Part 145.109(c).** The equipment, tools, and material must be those recommended by the manufacturer of the article or must be at least equivalent to those recommended by the manufacturer and acceptable to the FAA.

4.3.5.3.1. **AFSC MRS – Meets the Intent.** All tools, equipment, and materials used will be approved by an approved engineering authority (i.e., AF, OEM, manufacturer). Equivalency determinations will be submitted to applicable SPO engineering for review, and approval unless the affected ALC engineering organization has documented designated engineering authority from the SPO.

4.3.5.4. **Part 145.109(d).** A certificated repair station must maintain, in a format acceptable to the FAA, the documents and data required for the performance of maintenance, preventive maintenance, or alterations under its repair station certificate and operations specifications in accordance with **Part 43**. The following documents and data must be current and accessible when the relevant work is being done:

4.3.5.4.1. Airworthiness directives,

4.3.5.4.2. Instructions for continued airworthiness,

4.3.5.4.3. Maintenance manuals,

4.3.5.4.4. Overhaul manuals,

4.3.5.4.5. Standard practice manuals,

4.3.5.4.6. Service bulletins, and

4.3.5.4.7. Other applicable data acceptable to or approved by the FAA.

4.3.5.4.8. **AFSC MRS – Meets the Intent.** All required repair manuals, technical drawings, specifications, and standards, documents, and data will be maintained, current, and available to the technician when maintenance tasks are being performed. This includes work control documents, process orders, and Form 202s that have been approved by SPO/Delegated Engineering Authority for that specific data set.

4.4. Subpart D. Personnel.

4.4.1. **Part 145.151. Personnel requirements.** Each certificated repair station must:

4.4.1.1. **Part 145.151(a).** Designate a repair station employee as the accountable manager;

4.4.1.1.1. **AFSC MRS – Meets the Intent.** Each MRS will have an assigned AM. This person is accountable for that Complex's implementation of, and compliance with the MRS program IAW AFSCI 62-603. The AM is that ALC's MRS liaison to AFSC/FSMO. GS/NH-1825 Aviation Safety Inspector civilian job series is highly desired but not required. **Part 65** A&P certification, or highly specialized avionics training, and experience is mandatory for GS/NH-1825. If a different civilian job series is used, it must be maintenance related (i.e., GS/NH-1910), and the AM must meet the following experience requirements:

4.4.1.1.1.1. Trained in or has 18 months practical experience with the methods, techniques, practices, aids, equipment, and tools used to perform the maintenance, preventive maintenance, or alterations; and

4.4.1.1.1.2. Thoroughly familiar with the following 14 CFRs:

4.4.1.1.1.2.1. **Part 21** – *Certification Procedures for Products and Articles*,

4.4.1.1.1.2.2. **Part 39** – *Airworthiness Directives*,

4.4.1.1.1.2.3. **Part 43** – *Maintenance, Preventive Maintenance, Rebuilding, and Alteration*,

4.4.1.1.1.2.4. **Part 65** – *Certification: Airmen other than Flight Crewmembers*

4.4.1.1.1.2.5. **Part 91** – *General Operating and Flight Rules*,

4.4.1.1.1.2.6. **Part 121** – *Operating requirements: Domestic, Flag, and Supplemental Operations*, and

4.4.1.1.1.2.7. **Part 145** – *Repair Stations*.

4.4.1.2. **Part 145.151(b).** Provide qualified personnel to plan, supervise, perform, and approve for return to service the maintenance, preventive maintenance, or alterations performed under the repair station certificate and operations specifications;

4.4.1.2.1. **AFSC MRS – Meets the Intent.** Each MRS will ensure it has adequate levels of qualified personnel to support the assigned workload. First level supervisors, inspectors (QA, RTS, FI, RII), and AM personnel shall meet the intent of **Part 65** A&P requirements. See **Chapter 3** for MRS requirements.

4.4.1.3. **Part 145.151(c).** Ensure it has a sufficient number of employees with the training or knowledge and experience in the performance of maintenance, preventive maintenance, or alterations authorized by the repair station certificate and operations specifications to ensure all work is performed in accordance with **Part 43**; and

4.4.1.3.1. **AFSC MRS – Meets the Intent.** Each MRS will ensure it has adequate levels of trained, and qualified technicians to perform all assigned maintenance tasks in accordance with approved technical data, and work instructions. See **Chapter 6** of this manual for AFSC MRS Training Program requirements.

4.4.1.4. **Part 145.151(d).** Determine the abilities of its noncertificated employees performing maintenance functions based on training, knowledge, experience, or practical tests.

4.4.1.4.1. **AFSC MRS –Meets the Intent.** Each maintenance technician, whether a new hire, or a seasoned technician recently assigned to the MRS, will be assessed by the immediate supervisor (1st level), and/or the applicable Maintenance Group Training Manager for applicable skills, prior experience, or applicable certifications. Each employee will be in a training status with an assigned trainer until that employee demonstrates competency for the assigned task, and passes all applicable requirements (testing, hands-on evaluations, etc.). All employees will also receive MRS program specific training. After completing mandatory MRS program training, and satisfactorily demonstrating technical competency, the employee will become Production Acceptance Certified (PAC), and responsible to stamp off all work he or she performs. Prior to PAC, the trainer will be responsible for ensuring all tasks are accomplished correctly, and will stamp off the work performed by the trainee.

4.4.2. **Part 145.153. Supervisory personnel requirements.**

4.4.2.1. **Part 145.153(a).** A certificated repair station must ensure it has a sufficient number of supervisors to direct the work performed under the repair station certificate and operations specifications. The supervisors must oversee the work performed by any individuals who are unfamiliar with the methods, techniques, practices, aids, equipment, and tools used to perform the maintenance, preventive maintenance, or alterations.

4.4.2.1.1. **AFSC MRS – Meets the Intent.** Each MRS will ensure the affected maintenance shops have an adequate number of supervisors assigned to direct assigned tasks, and observe those tasks being accomplished by both trained, and untrained employees.

4.4.2.2. **Part 145.153(b).** Each supervisor must:

4.4.2.2.1. If employed by a repair station located inside the United States, be appropriately certificated as a mechanic or repairman under **Part 65** of this chapter for the work being supervised.

4.4.2.2.1.1. **AFSC MRS – Meets the Intent (Alternate Method).** The MRS program does not require supervisors to be **Part 65** A&P certificated, however, assigned first level supervisors shall meet the intent of **Part 65** A&P requirements. See **Chapter 3** for MRS requirements.

4.4.2.2.2. A certificated repair station must ensure its supervisors understand, read, and write English.

4.4.2.2.2.1. **AFSC MRS – Meets the Intent.** The MRS takes no exception to this requirement.

4.4.2.2.3. MRS first level supervisors must MTI of **Part 65** airframe & powerplant mechanic certification or specialized skills and qualifications such as avionics. Supervisors must have a minimum of 18 months of documented related experience in the supervised maintenance activities. These individuals must comply fully with the MRS MTI responses set forth in **Chapter 3**.

4.4.3. **Part 145.155. Inspection personnel requirements.**

4.4.3.1. **Part 145.155(a).** A certificated repair station must ensure that persons performing inspections under the repair station certificate and operations specifications are:

4.4.3.1.1. Thoroughly familiar with the applicable regulations in this chapter and with the inspection methods, techniques, practices, aids, equipment, and tools used to determine the airworthiness of the article on which maintenance, preventive maintenance, or alterations are being performed; and

4.4.3.1.2. Proficient in using the various types of inspection equipment and visual inspection aids appropriate for the article being inspected

4.4.3.1.3. **AFSC MRS – Meets the Intent.** MRS inspectors must MTI of **Part 65** airframe & powerplant mechanic certification, or specialized skills, and qualifications such as avionics. Inspectors must have a minimum of 18 months of documented related experience in the maintenance activities being inspected. These individuals must comply fully with the MRS MTI responses set forth in **Chapter 3**.

4.4.3.2. **Part 145.155(b).** A certificated repair station must ensure its inspectors understand, read, and write English.

4.4.3.2.1. **AFSC MRS – Meets the Intent.** The MRS takes no exception to this requirement.

4.4.4. **Part 145.157. Personnel authorized to approve an article for return to service.**

4.4.4.1. **Part 145.157(a).** A certificated repair station located inside the United States must ensure each person authorized to approve an article for return to service under the repair station certificate and operations specifications is appropriately certificated as a mechanic or repairman under **Part 65**.

4.4.4.1.1. **AFSC MRS – Meets the Intent (Alternate Method).** The MRS program does not require Final Inspector (FI), and Return to Service (RTS) authorities to be **Part 65** A&P certificated, however, assigned FI, and RTS authorities shall meet the intent of **Part 65** A&P requirements. See **Chapter 3** for MRS requirements.

4.4.4.1.2. MRS Final Inspection (FI), and Return to Service (RTS) officials must MTI of **Part 65** airframe & powerplant mechanic certification, or specialized skills, and qualifications such as avionics. These officials must have a minimum of 18 months of documented related experience in the accomplished maintenance activities being approved, and returned to service. These individuals must comply fully with the MRS MTI responses set forth in **Chapter 3**.

4.4.4.2. **Part 145.157(c).** A certificated repair station must ensure each person authorized to approve an article for return to service understands, reads, and writes English.

4.4.4.2.1. **AFSC MRS – Meets the Intent.** The MRS takes no exception to this requirement.

4.4.5. **Part 145.161. Records of management, supervisory, and inspection personnel.**

4.4.5.1. **Part 145.161(a).** A certificated repair station must maintain and make available in a format acceptable to the FAA the following:

4.4.5.1.1. A roster of management and supervisory personnel that includes the names of the repair station officials who are responsible for its management and the names of its supervisors who oversee maintenance functions.

4.4.5.1.2. A roster with the names of all inspection personnel.

4.4.5.1.3. A roster of personnel authorized to sign a maintenance release for approving a maintained or altered article for return to service.

4.4.5.1.4. A summary of the employment of each individual whose name is on the personnel rosters required by paragraphs (a)(1) through (a)(3) of this section. The summary must contain enough information on each individual listed on the roster to show compliance with the experience requirements of this part and must include the following:

4.4.5.1.4.1. Present title,

4.4.5.1.4.2. Total years of experience and the type of maintenance work performed,

4.4.5.1.4.3. Past relevant employment with names of employers and periods of employment,

4.4.5.1.4.4. Scope of present employment, and

4.4.5.1.4.5. The type of mechanic or repairman certificate held and the ratings on that certificate, if applicable.

4.4.5.1.5. **AFSC MRS – Meets the Intent (Alternate Method).** Each respective MRS AM will maintain rosters for management, supervisors, inspectors, and return to service officials. At a minimum, these rosters will list name, office symbol, stamp number, and A&P (if individual has one). The MRS AM will also maintain the required employment summaries. A summary of employment will only be required for first level supervisors, inspectors (QA, RTS, FI, RII), and AM personnel. The summary shall be limited to related aircraft maintenance experience, and no more than 2 pages in length. Include history that shows a minimum of 18 months technical experience in types of maintenance, or repair the individual will be involved with (i.e., structural repair, similar component overhaul, engine overhaul, aircraft wash).

4.4.5.2. **Part 145.161(b).** Within 5 business days of the change, the rosters required by this section must reflect changes caused by termination, reassignment, change in duties or scope of assignment, or addition of personnel.

4.4.5.2.1. **AFSC MRS – Meets the Intent.** Respective ALC MRS AMs are responsible for updating required rosters of any changes within 5 business days of the change.

4.4.6. **Part 145.163. Training requirements.**

4.4.6.1. **Part 145.163(a).** A certificated repair station must have and use an employee training program approved by the FAA that consists of initial and recurrent training. An applicant for a repair station certificate must submit a training program for approval by the FAA as required by §145.51(a)(7).

4.4.6.1.1. An applicant for a repair station certificate must submit a training program for approval by the FAA as required by §145.51(a)(7).

4.4.6.1.2. A repair station certificated before that date must submit its training program to the FAA for approval by the last day of the month in which its repair station certificate was issued.

4.4.6.1.3. **AFSC MRS – Meets the Intent.** Each ALC MRS shall have an employee training program that is approved by the FSMO for MRS operations. The AFSC MRS Training Program, Chapter 6 of this manual, provides the baseline requirements. The respective MRS can choose to comply with AFSC program, or can develop one specific to that MRS. If a MRS develops its own program, it must use the AFSC program as its baseline. All individual MRS developed training programs must be approved by the FSMO prior to implementation.

4.4.6.2. **Part 145.163(b).** The training program must ensure each employee assigned to perform maintenance, preventive maintenance, or alterations, and inspection functions is capable of performing the assigned task.

4.4.6.2.1. **AFSC MRS – Meets the Intent.** MRS technicians will be trained, and certified to perform assigned tasks in accordance with the AFSC MRS Training Program. See **Chapter 6** of this manual for AFSC MRS Training Program requirements.

4.4.6.3. **Part 145.163(c).** A certificated repair station must document, in a format acceptable to the FAA, the individual employee training required under paragraph (a) of this section. These training records must be retained for a minimum of 2 years.

4.4.6.3.1. **AFSC MRS – Meets the Intent.** AF Training Scheduling System (TSS) records all accomplished training, and PAC certification in a permanent record for each employee. All records will be retained for minimum of 2 years, or IAW AF guidance whichever is longest. This applies to all employees who transfer to other units, employees who resign, employees who are terminated, or employees who retire.

4.4.6.4. **Part 145.163(d).** A certificated repair station must submit revisions to its training program to its certificate holding district office in accordance with the procedures required by §145.209(e).

4.4.6.4.1. **AFSC MRS – Meets the Intent.** Changes to an ALC MRS developed training program will be submitted to the FSMO for review, and approval before implementation. Changes to the AFSC MRS Training Program will be made, and approved by the FSMO before release for use by the ALC MRS programs.

4.4.7. **Part 145.165. Hazardous materials training.**

4.4.7.1. **Part 145.165(b).** A repair station employee may not perform or directly supervise a job function listed in §121.1001 or §135.501 for, or on behalf of the Part **121** or **135** operator including loading of items for transport on an aircraft operated by a **Part 121** or **Part 145** certificate holder unless that person has received training in accordance with the **Part 121** or **Part 135** operator's FAA approved hazardous materials training program.

4.4.7.1.1. **AFSC MRS – Meets the Intent.** Part 121, or Part 135 Meet the Intent operators have an FAA approved Continuous Airworthiness Maintenance Program (CAMP). This program directs all maintenance be in accordance with applicable AMM's, CMM's, or other approved data sources. ALC MRS planners will evaluate the maintenance requirements, and ensure all HAZMAT requirements are met, and approved for use within the MRS. MRS technicians tasked with handling, or replacing hazardous materials, and/or components will receive initial, and annual recurrency training on use of hazardous materials, and components. Additional hazardous material training is provided for employees who order, handle, and account for hazardous materials used within the workplace. Course completions dates are maintained in the employee's training record.

4.5. Subpart E. Operating Rules.

4.5.1. Part 145.201. Privileges and limitations of certificate.

4.5.1.1. **Part 145.201(a).** A certificated repair station may:

4.5.1.1.1. Perform maintenance, preventive maintenance, or alterations in accordance with **Part 43** on any article for which it is rated and within the limitations in its operations specifications.

4.5.1.1.2. Arrange for another person to perform the maintenance, preventive maintenance, or alterations of any article for which the certificated repair station is rated. If that person is not certificated under **Part 145**, the certificated repair station must ensure that the noncertificated person follows a quality control system equivalent to the system followed by the certificated repair station.

4.5.1.1.3. Approve for return to service any article for which it is rated after it has performed maintenance, preventive maintenance, or an alteration in accordance with **Part 43**.

4.5.1.1.4. **AFSC MRS – Meets the Intent.** Each respective ALC MRS will comply fully IAW AFSCI 62-603 and AFSCMAN 62-602.

4.5.1.2. **Part 145.201(b).** A certificated repair station may not maintain or alter any article for which it is not rated, and may not maintain or alter any article for which it is rated if it requires special technical data, equipment, or facilities that are not available to it.

4.5.1.2.1. **AFSC MRS – Meets the Intent.** An AFSC MRS will not maintain, or alter any article unless it has been qualified by the FSMO, and has all required technical data, specialized tools, and equipment, and facilities capable of supporting the required tasks. The FSMO will issue a MRS Operating Letter to each respective MRS detailed exactly what they are MRS qualified to perform maintenance on.

4.5.1.3. **Part 145.201(c).** A certificated repair station may not approve for return to service:

4.5.1.3.1. Any article unless the maintenance, preventive maintenance, or alteration was performed in accordance with the applicable approved technical data or data acceptable to the FAA.

4.5.1.3.2. Any article after a major repair or major alteration unless the major repair or major alteration was performed in accordance with applicable approved technical data; and

4.5.1.3.3. **AFSC MRS – Meets the Intent.** All minor, or major maintenance, or alterations will be performed in accordance with FAA approved, or accepted data IAW AFSCI 62-603, and this manual.

4.5.2. **Part 145.203. Work performed at another location.** A certificated repair station may temporarily transport material, equipment, and personnel needed to perform maintenance, preventive maintenance, alterations, or certain specialized services on an article for which it is rated to a place other than the repair station's fixed location if the following requirements are met:

4.5.2.1. **Part 145.203(a).** The work is necessary due to a special circumstance, as determined by the FAA; or

4.5.2.1.1. **AFSC MRS – Meets the Intent.** If a requirement arises to perform maintenance in the field, the affected ALC MRS AM will notify the FSMO with detailed information of what maintenance will be performed, where it will be performed, what specialized equipment or tooling is required, list of personnel needed (special skills, return to service, NDI, etc.). Approval from the FSMO is required before maintenance can be performed at a location other than the MRS's permanent location as detailed in the respective ALC MRS Manual.

4.5.2.2. **Part 145.203(b).** It is necessary to perform such work on a recurring basis, and the repair station's manual includes the procedures for accomplishing maintenance, preventive maintenance, alterations, or specialized services at a place other than the repair station's fixed location.

4.5.2.2.1. **AFSC MRS – Meets the Intent.** If this becomes a recurring requirement, the affected ALC MRS AM will notify the FSMO, and provide supporting documentation for the recurring requirement. The affected ALC MRS AM shall update the ALC MRS Manual, and submit to FSMO for review, and approval. The FSMO will conduct surveillance/audits on the satellite location to ensure initial, and continuous compliance with the AFSC MRS program.

4.5.3. **Part 145.205. Maintenance, preventive maintenance, and alterations performed for certificate holders under Parts 121, 125, and 135, and for foreign air carriers or foreign persons operating a U.S.-registered aircraft in common carriage under Part 129.**

4.5.3.1. **Part 145.205(a).** A certificated repair station that performs maintenance, preventive maintenance, or alterations for an air carrier or commercial operator that has a continuous airworthiness maintenance program under **Part 121** or **Part 135** must follow the air carrier's or commercial operator's program and applicable sections of its maintenance manual.

4.5.3.1.1. **AFSC MRS – Meets the Intent.** All AFSC MRS locations performing maintenance on government owned FAA certificated commercial derivative aircraft operating IAW a FAA Part 121, or 135 “Meet the Intent” approved program shall comply with the affected aircraft’s CAMP, and authorized aircraft maintenance manuals, component maintenance manuals, engine maintenance manuals, and approved/accepted technical data.

4.5.3.2. **Part 145.205(b).** A certificated repair station that performs inspections for a certificate holder conducting operations under **Part 125** must follow the operator's FAA approved inspection program.

4.5.3.2.1. **AFSC MRS – Meets the Intent.** All AFSC MRS locations performing maintenance on government owned FAA certificated commercial derivative aircraft operating IAW a FAA Part 125 “Meet the Intent” approved program shall comply with the affected aircraft’s CAMP, and authorized aircraft maintenance manuals, component maintenance manuals, engine maintenance manuals, and approved/accepted technical data.

4.5.4. **Part 145.206. Notification of hazardous material authorizations.**

4.5.4.1. **Part 145.206(a).** Each repair station must acknowledge receipt of the **Part 121** or **Part 135** operator notification required under §§121.1005(e) and 135.505(e) of this chapter prior to performing work for, or on behalf of that certificate holder.

4.5.4.1.1. **AFSC MRS – Meets the Intent.** Part 121, or Part 135 Meet the Intent operators have an FAA approved Continuous Airworthiness Maintenance Program (CAMP). This program directs all maintenance be in accordance with applicable AMM’s, CMM’s, or other approved data sources. In the event of additional taskings from the owner/operator, required tasks to include hazardous materials would be listed in the pre-production planning event, on a TCTO, or listed on a Form 202. All of these documents are maintained as maintenance records by the respective ALC MRS.

4.5.4.2. **Part 145.206(b).** Prior to performing work for or on behalf of a **Part 121** or **Part 135** operator, each repair station must notify its employees, contractors, or subcontractors that handle or replace aircraft components or other items regulated by 49 CFR Parts 171 through 180 of each certificate holder's operations specifications authorization permitting, or prohibition against, carrying hazardous materials. This notification must be provided subsequent to the notification by the **Part 121** or **Part 135** operator of such operations specifications authorization/designation.

4.5.4.2.1. **AFSC MRS – Meets the Intent.** Part 121, or Part 135 Meet the Intent operators have an FAA approved Continuous Airworthiness Maintenance Program (CAMP). This program directs all maintenance be in accordance with applicable AMM’s, CMM’s, or other approved data sources. These manuals and data sources detail required hazardous materials needed to complete the required maintenance tasks. ALC MRS planners will evaluate the maintenance requirements and ensure all HAZMAT requirements are met and approved for use within the MRS. MRS

technicians tasked with handling or replacing hazardous materials and/or components will receive initial and annual recurrency training on use of hazardous materials and components. Additional hazardous material training is provided for employees who order, handle, and account for hazardous materials used within the workplace. Course completions dates are maintained in the employee's training record.

4.5.5. **Part 145.207. Repair station manual.**

4.5.5.1. **Part 145.207(a).** A certificated repair station must prepare and follow a repair station manual acceptable to the FAA.

4.5.5.1.1. **AFSC MRS – Meets the Intent.** Each ALC MRS shall develop an ALC MRS Manual with details specific to that MRS's operations on how it will comply with program requirements. All required elements will be addressed, and tailored specifically for the particular MRS. FSMO review, and approval is required prior to MRS implementation.

4.5.5.2. **Part 145.207(b).** A certificated repair station must maintain a current repair station manual.

4.5.5.2.1. **AFSC MRS – Meets the Intent.** Each respective ALC MRS AM will be responsible for ensuring its ALC MRS Manual is current, and up to date. The AM will maintain the master copy of MRS manual, and will be held accountable for its contents. All revisions, changes, and/or updates to the manual must be reviewed, and approved by the FSMO prior to implementation.

4.5.5.3. **Part 145.207(c).** A certificated repair station's current repair station manual must be accessible for use by repair station personnel required by subpart D of this part.

4.5.5.3.1. **AFSC MRS – Meets the Intent.** Each ALC MRS will ensure all assigned MRS personnel have access to its ALC MRS Manual across all work shifts, and locations. The manual can be hard copy, electronic, or both. The MRS AM will maintain the master copy of MRS manual, and will be held accountable for its contents.

4.5.5.4. **Part 145.207(d).** A certificated repair station must provide to its certificate holding district office the current repair station manual in a format acceptable to the FAA.

4.5.5.4.1. **AFSC MRS – Meets the Intent.** It is the MRS AM's responsibility to ensure the FSMO has a current electronic copy of its ALC MRS Manual at all times.

4.5.5.5. **Part 145.207(e).** A certificated repair station must notify its certificate holding district office of each revision of its repair station manual in accordance with the procedures required by §145.209(j).

4.5.5.5.1. **AFSC MRS – Meets the Intent.** It is the MRS AM's responsibility to ensure the FSMO is notified of revisions, and updates, and that the FSMO has a current electronic copy of its ALC MRS Manual. All revisions, changes, and/or updates to the manual must be reviewed, and approved by the FSMO prior to implementation.

4.5.6. **Part 145.209. Repair station manual contents.** A certificated repair station's manual must include the following:

4.5.6.1. **Part 145.209(a).** An organizational chart identifying:

4.5.6.1.1. Each management position with authority to act on behalf of the repair station,

4.5.6.1.2. The area of responsibility assigned to each management position, and

4.5.6.1.3. The duties, responsibilities, and authority of each management position;

4.5.6.1.4. **AFSC MRS – Meets the Intent.** Limit organizational chart to squadron level, and back shops only. Descriptions of duties, responsibilities, and authority of individual positions are not required.

4.5.6.2. **Part 145.209(b).** Procedures for maintaining and revising the rosters required by §145.161;

4.5.6.2.1. **AFSC MRS – Meets the Intent.** Rosters are required for ALC MRS managers, supervisors, inspectors (QA, RTS, FI, RII), and AM personnel. Describe how rosters will be maintained, revised, and what organization is responsible. Ensure stamp numbers are listed for affected personnel where applicable. Any changes, additions, or deletions to rosters must be made within 5 working days. The MRS AM will maintain the master roster for the entire MRS operation.

4.5.6.3. **Part 145.209(c).** A description of the certificated repair station's operations, including the housing, facilities, equipment, and materials as required by subpart C of this part;

4.5.6.3.1. **AFSC MRS – Meets the Intent.** Provide a facility drawing of applicable buildings where MRS repair, or related work will be accomplished. This includes applicable back shop areas. Identify specific areas if they are not clearly defined (post location, office number, etc.). Provide procedures for material handling (incoming/acceptance inspection, non-complaint material, FAA documentation, etc.). See Part 145.211(c)(1), and FAA Advisory Circular 20-154 for further information on material handling, and control.

4.5.6.4. **Part 145.209(d).** Procedures for:

4.5.6.4.1. Revising the capability list provided for in §145.215 and notifying the responsible Flight Standards office of revisions to the list, including how often the responsible Flight Standards office will be notified of revisions; and

4.5.6.4.2. The self-evaluation required under §145.215(c) for revising the capability list, including methods and frequency of such evaluations, and procedures for reporting the results to the appropriate manager for review and action;

4.5.6.4.3. **AFSC MRS – Meets the Intent.** A capability list is a register of every applicable CDA FAA certificated part the respective ALC MRS is authorized to repair. Capability list will include the national stock number (NSN), part number, article title, and date of MRS approval for repairing that part. Items listed must be approved by FSMO, or AM prior to adding that item to the list and performing any repairs on the affected item. Each item on the MRS capability list will be auditable against AFSC MRS approval records. See **Table 4.1**. MRS Capability List.

4.5.6.5. **Part 145.209(e).** Procedures for revising the training program required by §145.163 and submitting revisions to the certificate holding district office for approval;

4.5.6.5.1. **AFSC MRS – Meets the Intent.** Changes to the AFSC MRS Training Program will be made and approved by the FSMO before release for use by an ALC MRS program. Changes to an ALC MRS developed training program will be submitted to the FSMO for review and approval before implementation. See **Chapter 6** of this manual for AFSC MRS Training Program requirements.

4.5.6.6. **Part 145.209(f).** Procedures to govern work performed at another location in accordance with §145.203;

4.5.6.6.1. **AFSC MRS – Meets the Intent.** Describe how the ALC MRS will plan & schedule subject work; provide support equipment and tools; provide and track FAA certified parts and material; document repairs; recordkeeping of repair and material documentation; determination of workforce needed to include supervision and inspectors (NDI, in-process, FI, RII, RTS).

4.5.6.7. **Part 145.209(g).** Procedures for maintenance, preventive maintenance, or alterations performed under §145.205;

4.5.6.7.1. **AFSC MRS – Meets the Intent.** When an AFSC MRS performs depot maintenance on an FAA certificated government owned CDA with Part **121**, **125**, or **135** "Meet the Intent" approval, the applicable ALC MRS manual shall include procedures directing MRS compliance with the CAMP for the affected aircraft.

4.5.6.8. **Part 145.209(h).** Procedures for:

4.5.6.8.1. Maintaining and revising the contract maintenance information required by §145.217(a)(2)(i), including submitting revisions to the responsible Flight Standards office for approval; and

4.5.6.8.2. Maintaining and revising the contract maintenance information required by §145.217(a)(2)(ii) and notifying the responsible Flight Standards office of revisions to this information, including how often the responsible Flight Standards office will be notified of revisions;

4.5.6.8.3. **AFSC MRS – Meets the Intent.** Provide procedures used when either a contract field team (CFT) is used for MRS CDA workload, or if MRS CDA maintenance is contracted out to another source of repair (non-MRS or non-FAA certified, government or civilian). AFMCI 21-141, *Contract Field Team (CFT) Program*, provides guidance on use and oversight of contract field teams. If maintenance is contracted out to a non-MRS or non-FAA certified source, then an additional inspection by the applicable FSMO or affected ALC AM is required before maintenance can be performed.

4.5.6.9. **Part 145.209(i).** A description of the required records and the recordkeeping system used to obtain, store, and retrieve the required records;

4.5.6.9.1. **AFSC MRS – Meets the Intent.** Describe how, and where MRS maintenance/repair records, including part certification documentation (i.e., FAA Form 8130-3, Certificate of Conformance, Parts Manufacturer Approval (PMA) tag, etc.) will be maintained, and located. Paper, and/or electronic recordkeeping is acceptable. All records shall be kept a minimum of 2 years or IAW AF guidance, whichever is longest, from date the aircraft, or part is returned to service.

4.5.6.10. **Part 145.209(j).** Procedures for revising the repair station's manual and notifying its responsible Flight Standards office of revisions to the manual, including how often the responsible Flight Standards office will be notified of revisions; and

4.5.6.10.1. **AFSC MRS – Meets the Intent.** Provide procedures for revising the ALC MRS Manual; who is POC for master document; and how the FSMO will be notified. FSMO approval required before implementation.

4.5.6.11. **Part 145.209(k).** A description of the system used to identify and control sections of the repair station manual.

4.5.6.11.1. **AFSC MRS – Meets the Intent.** Describe how respective ALC MRS will control, and protect its ALC MRS Manual for both hard, and electronic copies as applicable.

4.5.7. **Part 145.211. Quality control system.**

4.5.7.1. **Part 145.211(a).** A certificated repair station must establish and maintain a quality control system acceptable to the FAA that ensures the airworthiness of the articles on which the repair station or any of its contractors performs maintenance, preventive maintenance, or alterations.

4.5.7.1.1. **AFSC MRS – Meets the Intent.** Each respective ALC MRS will have a quality control system IAW AFMCI 21-100 Volume 3, Depot Maintenance Production Support. Do not create a separate ALC MRS quality control manual. Add information required by this paragraph to the respective ALC MRS Manual. Include any applicable local complex, or squadron operating instructions, or policies. Do not duplicate information from the AF instruction. If there are no differences how the MRS operates then a general statement about complying with the governing instruction is acceptable.

4.5.7.2. **Part 145.211(b).** Repair station personnel must follow the quality control system when performing maintenance, preventive maintenance, or alterations under the repair station certificate and operations specifications.

4.5.7.2.1. **AFSC MRS – Meets the Intent.** All ALC MRS personnel will comply with the respective ALC MRS quality program. Each respective ALC MRS will have a quality control system IAW AFMCI 21-100 Volume 3, Depot Maintenance Production Support.

4.5.7.3. **Part 145.211(c).** A certificated repair station must prepare and keep current a quality control manual in a format acceptable to the FAA that includes the following:

4.5.7.3.1. A description of the system and procedures used for:

4.5.7.3.1.1. Inspecting incoming raw materials to ensure acceptable quality;

4.5.7.3.1.2. Performing preliminary inspection of all articles that are maintained;

4.5.7.3.1.3. Inspecting all articles that have been involved in an accident for hidden damage before maintenance, preventive maintenance, or alteration is performed;

4.5.7.3.1.4. Establishing and maintaining proficiency of inspection personnel;

4.5.7.3.1.5. Establishing and maintaining current technical data for maintaining articles;

4.5.7.3.1.6. Qualifying and surveilling noncertificated persons who perform maintenance, prevention maintenance, or alterations for the repair station;

4.5.7.3.1.7. Performing final inspection and return to service of maintained articles;

4.5.7.3.1.8. Calibrating measuring and test equipment used in maintaining articles, including the intervals at which the equipment will be calibrated; and

4.5.7.3.1.9. Taking corrective action on deficiencies;

4.5.7.3.1.10. Corrective action follows ups are the responsibility of the AM using the Logistics Evaluation Assurance Program (LEAP) system to track progress to completion.

4.5.7.3.2. References, where applicable, to the manufacturer's inspection standards for a particular article, including reference to any data specified by that manufacturer;

4.5.7.3.3. A sample of the inspection and maintenance forms and instructions for completing such forms or a reference to a separate forms manual; and

4.5.7.3.4. Procedures for revising the quality control manual required under this section and notifying the certificate holding district office of the revisions, including how often the certificate holding district office will be notified of revisions.

4.5.7.3.5. **AFSC MRS – Meets the Intent.**

4.5.7.3.5.1. For Part 145.211(c)(1) and (2) address each of the listed sub-items. If the ALC MRS complies with requirement IAW an AF instruction, manual, handbook, etc., a reference to the applicable document (section, chapter, etc.) shall suffice. Further explanation is not required unless clarification is needed, or additional processes are used.

4.5.7.3.5.2. For Part 145.211(c)(3) a separate listing of forms, or a form manual is not required.

4.5.7.3.5.3. For Part 145.211(c)(4) the procedures for manual updates, and FSMO notification are already addressed in Part 145.209(j).

4.5.7.4. **Part 145.211(d).** A certificated repair station must notify its responsible Flight Standards office of revisions to its quality control manual.

4.5.7.4.1. **AFSC MRS – Meets the Intent.** ALC MRS’s are not required to have a separate quality control manual. Each ALC MRS is required to have a QA program IAW AFMCI 21-100 Volume 3, *Depot Maintenance Production Support*. The FSMO will review all revisions, changes, and updates to this instruction and notify the AFMC point of contact with any concerns, or needed corrections.

4.5.8. **Part 145.213. Inspection of maintenance, preventive maintenance, or alterations.**

4.5.8.1. **Part 145.213(a).** A certificated repair station must inspect each article upon which it has performed maintenance, preventive maintenance, or alterations as described in paragraphs (b) and (c) of this section before approving that article for return to service.

4.5.8.1.1. **AFSC MRS – Meets the Intent.** Only the most qualified technicians who meet the intent of **Part 65** Subpart D – Mechanics experience requirements will be designated as an inspector (NDI, in-process, FI, RII, RTS). The inspector will ensure maintenance performed is in accordance with this paragraph, and Part 145.155. RTS, and FI authorities are responsible for final inspection, and returning the aircraft, engine, or commodity back to service after all maintenance, or repairs have been accomplished.

4.5.8.1.1.1. Final inspection of a repaired/overhauled component is an airworthiness inspection of an end product. The FI authority cannot be the same technician who performed the repairs. FI authorities must have additional MRS, and FAA training (see **Chapter 6**), MTI of **Part 65** A&P certification, and be listed on a FI special certification roster for the applicable ALC MRS.

4.5.8.2. **Part 145.213(b).** A certificated repair station must certify on an article's maintenance release that the article is airworthy with respect to the maintenance, preventive maintenance, or alterations performed after:

4.5.8.2.1. The repair station performs work on the article; and

4.5.8.2.2. An inspector inspects the article on which the repair station has performed work and determines it to be airworthy with respect to the work performed.

4.5.8.2.3. **AFSC MRS – Meets the Intent.** The MRS will certify the airworthiness of the aircraft, engine, or component after maintenance on a Return to Service document - AFTO Form 781A entry, Certificate of Conformance, DD Form 1574, or DD Form 1574-1, as applicable. The appropriate document used as the maintenance release will be detailed in the respective ALC MRS Manual.

4.5.8.2.3.1. To return an article to service, the DD Form 1574 or DD Form 1574-1 will be used. FI authority stamp/signature is required.

4.5.8.3. **Part 145.213(c).** For the purposes of paragraphs (a) and (b) of this section, an inspector must meet the requirements of §145.155.

4.5.8.3.1. **AFSC MRS – Meets the Intent.** All assigned MRS inspectors shall have considerable experience with the assigned tasks, and use this experience to make an airworthiness determination on the article as required by §145.155. Each respective ALC MRS Accountable Manager will have access to documentation (i.e., training records, Production Acceptance Certification (PAC), etc.) for each inspector showing compliance with this requirement.

4.5.8.4. **Part 145.213(d).** Except for individuals employed by a repair station located outside the United States, only an employee appropriately certificated as a mechanic or repairman under **Part 65** is authorized to sign off on final inspections and maintenance releases for the repair station.

4.5.8.4.1. **AFSC MRS – Meets the Intent (Alternate Method).** Each respective ALC MRS will have trained, and qualified inspectors that make final inspection, and return to service determinations. FI and RTS authorities will be listed on a roster maintained by the respective ALC MRS AM. All ALC MRS FI and RTS personnel will meet the intent of §§145.155 and 145.157.

4.5.9. **Part 145.215. Capability list.**

4.5.9.1. **Part 145.215(a).** A certificated repair station with a limited rating may perform maintenance, preventive maintenance, or alterations on an article if the article is listed on a current capability list acceptable to the FAA or on the repair station's operations specifications.

4.5.9.1.1. **AFSC MRS – Meets the Intent.** A capability list is a register of all applicable CDA FAA certificated parts the respective ALC MRS is authorized to repair. Capability list will list the NSN, part number, article title, and date of MRS approval for repairing that part. Items listed must be approved by FSMO, or AM (with delegated approval authority) prior to adding that item to the list and performing any repairs on the affected item. Each item on the MRS capability list will be auditable against AFSC MRS qualification records. See **Table 4.1**. MRS Capability List.

4.5.9.2. **Part 145.215(b).** The capability list must identify each article by make and model or other nomenclature designated by the article's manufacturer and be available in a format acceptable to the FAA.

4.5.9.2.1. **AFSC MRS – Meets the Intent.** A capability list is a register of every applicable CDA FAA certificated part the respective ALC MRS is authorized to repair. Capability list will list the NSN, part number, article title, and date of MRS approval for repairing that part. Items listed must be approved by FSMO, or AM (with delegated approval authority) prior to adding that item to the list and performing any repairs on the affected item. Each item on the MRS capability list will be auditable against AFSC MRS qualification records. See **Table 4.1**. MRS Capability List.

4.5.9.3. **Part 145.215(c).** An article may be listed on the capability list only if the article is within the scope of the ratings of the repair station's certificate, and only after the repair station has performed a self-evaluation in accordance with the procedures under §145.209(d)(2). The repair station must perform this self-evaluation to determine that the repair station has all of the housing, facilities, equipment, material, technical data, processes, and trained personnel in place to perform the work on the article as required by **Part 145**. The repair station must retain on file documentation of the evaluation.

4.5.9.3.1. **AFSC MRS – Meets the Intent.** The ALC MRS shall ensure it has all required housing, facilities, equipment, material, technical data, processes, and trained personnel in place to perform repairs on subject article before official production starts. The FSMO, or respective ALC MRS AM will perform the MRS qualification audit. Upon determining the maintenance program is compliant with AFSCI 62-603, the FSMO will issue formal AFSC MRS Qualification, AFSC MRS Qualification certificate, and associated ALC MRS Operating Letter. All maintenance records will be retained for a minimum of 2 years or IAW AF guidance whichever is longest.

4.5.9.4. **Part 145.215(d).** Upon listing an additional article on its capability list, the repair station must provide its certificate holding district office with a copy of the revised list in accordance with the procedures required in §145.209(d)(1).

4.5.9.4.1. **AFSC MRS – Meets the Intent.** Each respective ALC MRS will provide a copy of the Capability List to the FSMO upon request. The FSMO will validate the submitted list against the official list of approved workloads for the affected AFSC MRS organization.

4.5.10. **Part 145.217. Contract maintenance.**

4.5.10.1. **Part 145.217(a).** A certificated repair station may contract a maintenance function pertaining to an article to an outside source provided:

4.5.10.1.1. The FAA approves the maintenance function to be contracted to the outside source; and

4.5.10.1.2. The repair station maintains and makes available to its certificate holding district office, in a format acceptable to the FAA, the following information:

4.5.10.1.2.1. The maintenance functions contracted to each outside facility; and

4.5.10.1.2.2. The name of each outside facility to whom the repair station contracts maintenance functions and the type of certificate and ratings, if any, held by each facility.

4.5.10.1.3. **AFSC MRS – Meets the Intent.** Contract maintenance for an ALC MRS is defined as either commercial maintenance/repair source, or it may be a US government maintenance/repair organization (not included in the applicable MRS) that has special skills, tools, equipment, capabilities, etc. needed by the MRS. Affected MRS's will maintain a "Contract Maintenance List" with organization name, address, POC and phone number, and what type of maintenance functions to be performed. The list shall be submitted to the FSMO for review and approval prior to the contractor performing any maintenance task. See **Table 4.2** for an example of a Contract Maintenance List.

4.5.10.2. **Part 145.217(b).** A certificated repair station may contract a maintenance function pertaining to an article to a noncertificated person provided:

4.5.10.2.1. The noncertificated person follows a quality control system equivalent to the system followed by the certificated repair station;

4.5.10.2.2. The certificated repair station remains directly in charge of the work performed by the noncertificated person; and

4.5.10.2.3. The certificated repair station verifies, by test and/or inspection, that the work has been performed satisfactorily by the noncertificated person and that the article is airworthy before approving it for return to service.

4.5.10.2.4. **AFSC MRS – Meets the Intent.** The respective ALC MRS AM will perform an initial, and annual audit of the non-FAA certified contract maintenance provider (commercial maintenance source, or it may be a US government maintenance organization (not included in the MRS)) to ensure compliance with this paragraph. These inspections will be documented and maintained by the AM. The applicable ALC MRS will be responsible for verifying, and documenting airworthiness of the article after contractor repairs are complete.

4.5.10.3. **Part 145.217(c).** A certificated repair station may not provide only approval for return to service of a complete type-certificated product following contract maintenance, preventive maintenance, or alterations.

4.5.10.3.1. **AFSC MRS – Meets the Intent.** Only those isolated tasks the MRS is not capable of performing will be contracted out. Whole "Type Certificated" products (aircraft, engines, or components) will not be contracted out in its entirety for repair or overhaul by a contract maintenance provider. A contract provider may repair a "piece part" of a type certificated article but not the entire item. The MRS will not be allowed to return to service any article on which it did not actually perform a repair.

4.5.11. **Part 145.219. Recordkeeping.**

4.5.11.1. **Part 145.219(a).** A certificated repair station must retain records in English that demonstrate compliance with the requirements of **Part 43**. The records must be retained in a format acceptable to the FAA.

4.5.11.1.1. **AFSC MRS – Meets the Intent.** The MRS takes no exception to this requirement.

4.5.11.2. **Part 145.219(b).** A certificated repair station must provide a copy of the maintenance release to the owner or operator of the article on which the maintenance, preventive maintenance, or alteration was performed.

4.5.11.2.1. **AFSC MRS – Meets the Intent.** The ALC MRS will provide a copy of the maintenance release document (RTS, CoC, AFTO Form 781A entry, DD Form 1574, or DD Form 1574-1) to the military/government customer.

4.5.11.3. **Part 145.219(c).** A certificated repair station must retain the records required by this section for at least 2 years from the date the article was approved for return to service.

4.5.11.3.1. **AFSC MRS – Meets the Intent.** The MRS will retain records of all maintenance performed for a minimum of 2 years, or IAW AF guidance whichever is longest.

4.5.11.4. **Part 145.219(d).** A certificated repair station must make all required records available for inspection by the FAA and the National Transportation Safety Board.

4.5.11.4.1. **AFSC MRS – Meets the Intent.** Each ALC MRS will make all maintenance records (hard copy and electronic documentation, technical data, maintenance manuals, MRS manuals, etc.) available to AFSC FSMO, and other government agencies as required.

4.5.12. **Part 145.221. Service difficulty reports.**

4.5.12.1. **Part 145.221(a).** A certificated repair station must report to the FAA within 96 hours after it discovers any serious failure, malfunction, or defect of an article. The report must be in a format acceptable to the FAA.

4.5.12.1.1. **AFSC MRS – Meets the Intent (Alternate Method).** The respective ALC MRS AM has 96 hours to provide initial notification to AFSC FSMO of any serious failure, malfunction, or article defect it discovers during AFSC depot maintenance. The FSMO will coordinate this notification with the applicable SPO, and FAA MCO as required. Additionally, the ALC MRS will comply with reporting requirements detailed in TO 00-35D-54, AF DEFICIENCY REPORTING, INVESTIGATION, AND RESOLUTION (DRI&R).

4.5.12.2. **Part 145.221(b).** The report required under paragraph (a) of this section must include as much of the following information as is available:

4.5.12.2.1. Aircraft registration number;

4.5.12.2.2. Type, make, and model of the article;

4.5.12.2.3. Date of the discovery of the failure, malfunction, or defect;

4.5.12.2.4. Nature of the failure, malfunction, or defect;

4.5.12.2.5. Time since last overhaul, if applicable;

4.5.12.2.6. Apparent cause of the failure, malfunction, or defect; and

4.5.12.2.7. Other pertinent information that is necessary for more complete identification, determination of seriousness, or corrective action.

4.5.12.2.8. **AFSC MRS – Meets the Intent.** The affected ALC MRS AM will provide as much of this information that is available in the initial notification to the FSMO. The MRS AM shall provide any additional required information that was not included in the initial report as soon as it comes available. Additionally, the ALC MRS will comply with reporting requirements detailed in TO 00-35D-54, AF DEFICIENCY REPORTING, INVESTIGATION, AND RESOLUTION (DRI&R).

4.5.12.3. **Part 145.221(d).** A certificated repair station may submit a service difficulty report for the following:

4.5.12.3.1. A **Part 121** certificate holder, provided the report meets the requirements of **Part 121** of this chapter, as appropriate.

4.5.12.3.2. A **Part 125** certificate holder, provided the report meets the requirements of **Part 125** of this chapter, as appropriate.

4.5.12.3.3. A **Part 135** certificate holder, provided the report meets the requirements of **Part 135** of the chapter, as appropriate.

4.5.12.3.4. **AFSC MRS – Meets the Intent.** Upon request by the affected aircraft SPO, the AFSC MRS AM will submit a SDR report IAW Parts **121**, **125**, or **135** if the affected aircraft has Meets the Intent approval to one of these FAA requirements. The AM will submit copy of the report to AFSC FSMO.

4.5.12.4. **Part 145.221(e).** A certificated repair station authorized to report a failure, malfunction, or defect under paragraph (d) of this section must not report the same failure, malfunction, or defect under paragraph (a) of this section. A copy of the report submitted under paragraph (d) of this section must be forwarded to the certificate holder.

4.5.12.4.1. **AFSC MRS – Meets the Intent.** AFSC FSMO will coordinate the submitted report with the applicable SPO and FAA MCO as required.

4.5.13. **Part 145.223. FAA inspections.**

4.5.13.1. **Part 145.223(a).** A certificated repair station must allow the FAA to inspect that repair station at any time to determine compliance with this chapter.

4.5.13.1.1. **AFSC MRS – Meets the Intent.**

4.5.13.1.1.1. The FAA has no authority over, nor will it surveil an AFSC MRS. MRS compliance audits will be performed by AFSC FSMO. All audits will use AFSCI 62-603, *Military Repair Station Program,* Part 43 – *Maintenance, Preventive Maintenance, Rebuilding, and Alteration,* Part 65 – *Certification: Other Than Flight Crewmembers*, and **Part 145** – *Repair Station*s, and FAA Data Collection Tools (DCT) within the Dynamic Regulatory System (DRS) as the basis for audit criteria.

4.5.13.2. **Part 145.223(b).** A certificated repair station may not contract for the performance of a maintenance function on an article with a noncertificated person unless it provides in its contract with the noncertificated person that the FAA may make an inspection and observe the performance of the noncertificated person's work on the article.

4.5.13.2.1. **AFSC MRS – Meets the Intent.** If an article is sent to a noncertificated source of repair, the respective ALC MRS shall ensure the contract agreement allows AFSC FSMO, and the ALC MRS AM access to inspect, and observe any maintenance task performed on the contracted article. This includes any sub-vendor that the task has been subcontracted to.

4.5.13.3. **Part 145.223(c).** A certificated repair station may not return to service any article on which a maintenance function was performed by a noncertificated person if the noncertificated person does not permit the FAA to make the inspection described in paragraph (b) of this section.

4.5.13.3.1. **AFSC MRS – Meets the Intent.** The ALC MRS shall not return to service any article repaired by a noncertificated source of repair if that source of repair refuses to allow AFSC FSMO, or ALC MRS AM to observe and inspect the maintenance task being performed.

Table 4.1. MRS Capability List (example).

OC-ALC MRS CAPABILITY LIST			
Shop Name: B3123 Battery		**RCC: 552 CMMXS/MXDPBA**	
NSN	**Part Number**	**Description**	**Date of MRS Qualification**
6140-01-581-2966KT	BA35-01	KC-46 NiCad Battery	09/09/2020

Table 4.2. Contract Maintenance Provider List (example).

OC-ALC Military Repair Station					
AFSC/MRS #OC-ALC-001					
Contract Maintenance Provider List					
FAA Certified Providers					
Certificate #	**Name**	**Ratings**	**Address**	**Phone**	**Type of Services Provided**
BR555LK	Acme Aviation Corporation	Limited Airframe	12345 Tinker Avenue	(800) 1111111	USAF KC-10 airframe,
		Limited Powerplant	Flight City, FL 11111		powerplant, and instrument
		Limited Instrument			troubleshooting & repair
ABC124XX	Supersonic Services LLC	Limited Airframe	999 Mash Road	(800) 2222222	USAF KC-10 airframe,
		NDT	Aileron, UT 22222		troubleshooting & repair
NON-FAA	**Certified Providers**				
None	XXX Propulsion	None	3001 Staff Drive	(405) 3333333	USAF F-117 powerplant &
	Maintenance Squadron,		Post XYZ		USAF KC-10 airframe
	CNC/General Machine Shop		Tinker AFB OK 73145		machine shop support

Chapter 5

LOCAL FABRICATION OF SUB-COMPONENT PARTS

5.1. Purpose. AFSC MRS qualified depot repair organizations are authorized to fabricate subcomponent level parts that are used, or consumed during maintenance of a higher-level assembly. An engineering data package (e.g., Form 202, STC, blueprint, technical data) must be developed with referenced technical data, engineering drawings, types of materials, measurements, testing requirements, etc., as applicable. If required data is not available from approved sources/manuals, a Form 202 will be submitted to the SPO/Cognizant Engineering Authority for review, and approval prior to the ALC MRS organization fabricating the required part. The Form 202 is considered approved data once it has been approved by the SPO/Delegated Engineering Authority for that specific data set.

5.1.1. Before a sub-component part can be fabricated, the applicable ALC MRS AM must ensure the maintenance organization performing the fabrication is AFSC MRS qualified. If not, the AM must work with AFSC FSMO, and the affected maintenance organization to either achieve MRS qualification, or to become an approved MRS contract maintenance provider.

5.2. Authority to fabricate parts. Authority and guidance for local fabrication of parts is derived from the following:

5.2.1. **Directives.** Part 21.9(a)(6) *Certification Procedures for Products and Articles*: *Replacement and Modification Articles*; AFSCI 62-603 *Military Repair Station Program*; AFMCI 21-100 Volume 3, Depot Maintenance Production Support.

5.2.2. **Guidance.** FAA Advisory Circular (AC) 43-18 *Fabrication of Aircraft Parts by Maintenance Personnel*

5.3. Definitions.

5.3.1. **Acceptable data.** Data is acceptable to the FAA and AFSC MRS program when used within for maintenance, a minor repair, or a minor alteration if the data substantiates that the item has been returned to its original or properly altered condition. Acceptable data may establish that the fabricated part complies with applicable airworthiness standards (e.g., directives, regulations). When acceptable data is used to substantiate that the item meets the regulatory requirements and will be returned to its original or properly altered condition, it can be considered acceptable to the FAA and AFSC MRS program.

5.3.2. **Airworthy.** The definition of airworthy applies to FAA type-certificated items (aircraft, engines, or components), and a clear understanding of its meaning is essential in making an airworthiness determination. Furthermore, Part 21.183(a), (b), and (c) states that the following two conditions must be met for issuance of an airworthiness certificate:

5.3.2.1. The product must conform to its type certificate (TC). A product conforms to its TC when its configuration and the components installed are as described in the drawings, specifications, and other data that are part of the TC, which includes any STCs, ADs, and field-approved alterations incorporated into the product; and

5.3.2.2. The aircraft, engine, or commodity/end product must be in a condition for safe operation.

5.3.2.3. **Note:** If one or more of these conditions are not satisfied, the product would not be considered airworthy.

5.3.3. **Approved data.** Data that has been approved by the FAA, used to perform maintenance, repairs, and alterations on products under **Part 43**. Approved data must be used when performing major repairs, and major alterations. The FAA approves the data in conjunction with the issuance of a TC, STC, Technical Standard Order Authorization (TSOA), or PMA. Other forms of approved data include ADs, letters of engineering design approval issued by an FAA ACO, maintenance instructions approved by an FAA Designated Engineering Representative (DER), and FAA-approved Structural Repair Manuals (SRM).

5.3.4. **Consumed.** A fabricated part is considered consumed in a repair when it is installed into the applicable higher-level assembly by the fabricator, while undergoing maintenance, repair, or alteration.

5.3.5. **Design.** Consists of all drawings and specifications, which may be summarized on a master drawing list. These are necessary to show the configuration of the part(s), and all information on dimensions, tolerances, materials, processes, and procedures necessary to define all characteristics of the part(s), as well as the Airworthiness Limitations Section (ALS) of the Instructions for Continued Airworthiness (ICA).

5.3.6. **Fabrication.** An act in which a sub-component part is fabricated, and consumed by the fabricator into a higher-level assembly component in the course of performing maintenance, repairs, or alterations in accordance with approved, or acceptable data (as applicable), depending on the category (CAT) classification of the part being fabricated, and the applicable regulations. In addition, a maintenance record entry must be made with a description of work performed, date of completion, name of person who performed the work, a legible signature or stamp, and title of ALC MRS performing the fabrication.

5.3.7. **Part.** A "part" is an item that is produced under the provisions of **Part 21,** and is eligible for installation on a certificated aircraft without further manufacturing processes.

5.3.7.1. **Note:** The definition of a part does not include raw materials, or repair segments being utilized for the repair, or alteration of a part, (e.g., sheet metal stock, sealants, lubricants, raw forgings, or castings, billet material, etc.).

5.3.8. **Part category (CAT).** Parts are classified into one of three CATs, depending on their potential effect on safety. They are listed on a Category Parts List (CPL) (see **Table 5.2**.). Criteria exists for establishing, and identifying part CATs, as discussed in this chapter. The criteria details the level of FAA involvement necessary to approve the fabrication of such parts. It also specifies the level of technical data, quality control system, procedures development, and processes necessary to substantiate fabrication of such parts within each CAT.

5.4. Conformance to approved design. Any person who engages in the design, production, operation, maintenance, or alteration of a FAA certificated part is responsible for ensuring that the part conforms to its approved design, and is in condition for safe operation. Therefore, the ALC MRS that fabricates a part in the course of performing maintenance, or alterations must possess:

5.4.1. Approved design data, or data acceptable to the FAA, and AFSC MRS program that is determined by the CAT classification for the part being fabricated; and

5.4.2. A Fabrication Quality Control System (FQCS) to ensure each fabricated part conforms to its design data, and is in a condition for safe operation.

5.5. Fabrication under 14 CFR Part 21 and Part 43.

5.5.1. **Important considerations.** Many elements affect the nature of the processes, and extent of the requirements needed to fabricate parts during the course of performing maintenance and/or an alteration. This includes such elements as: the criticality (application) of the part being fabricated, any processes required for fabrication, sufficiency of design data, equipment necessary for fabrication of the part, and the extent of FAA involvement in data approval to ensure the pertinent airworthiness requirements of the part are satisfied. Parts design data may be approved under Part 21.8(d), and fabricated under Part 43.13(a) and (b), providing the fabricator installs the part onto, or within the higher-level assembly while it is being repaired or altered.

5.5.2. **Limitations.** Part fabrication must be performed within the privileges, and limitations detailed in the affected ALC MRS's operating letter, and in accordance with its established quality control system.

5.5.3. **Subcontractor limitations.** When a subcontractor is used in the fabrication process, the affected ALC MRS under whose surveillance the fabrication occurs must control the design, manufacture, and quality of the part. The work performed by the subcontractor must be documented to support a determination of conformance to the contract/work order requirements, and substantiated by a maintenance record. The documentation must describe any special processes. Subcontractors are subject to control, and audit by the affected ALC MRS, and the AFSC FSMO.

5.5.3.1. A subcontractor is any maintenance or repair provider that is not AFSC MRS qualified for the work to be performed. This could be a commercial or a government organization.

5.5.3.2. If the subcontractor is a commercial organization with FAA certification to perform the fabrication task, the fabricated part will be returned to the ALC MRS with a FAA Form 8130-1 or CoC (per contract requirements).

5.5.3.3. If the subcontractor is an AFSC ALC organization with AFSC MRS qualification, that organization will RTS the part utilizing the DD Form 1574 or DD Form 1574-1. The organization performing the RTS will annotate the form with the applicable ALC MRS identification stamp. The fabricated part, with RTS documentation, will be returned to the originating ALC MRS organization requesting the fabrication.

5.5.3.4. Non-FAA certified commercial organizations, and non-AFSC MRS qualified government organizations are not authorized to RTS a fabricated part. The fabricated part will be returned to the originating ALC MRS organization with documentation verifying all contract/work order requirements were met.

5.5.3.5. The ALC MRS organization receiving the part from the fabricator will perform a receiving inspection on the fabricated part.

5.5.3.5.1. If the part is fabricated by a FAA certified subcontractor, or an AFSC MRS qualified subcontractor, the receiving ALC MRS will verify part meets all requirements, and approves the part for installation.

5.5.3.5.2. If the part is fabricated by a non-FAA certified subcontractor or non-AFSC MRS qualified subcontractor, the receiving ALC MRS is responsible for verifying the part was fabricated correctly in accordance with the engineering data package and makes the final airworthiness determination. The receiving ALC MRS will RTS fabricated part a DD Form 1574 or DD Form 1574-1 with applicable "P" stamp as appropriate. See respective ALC MRS Manual for guidance specific to that specific ALC MRS.

5.5.4. **Required documentation.** Procedures for addressing the criteria required for CAT 1, CAT 2, and CAT 3 parts must be documented and recorded in a manual or similar type of document, easily understood, and readily available to the person(s) fabricating the part(s).

5.5.4.1. **Required data.** This data must include the following, dependent on the CAT of the part as defined in **Table 5.2**., Determining Part Category.

5.5.4.1.1. **CAT 1 and CAT 2 parts.** Drawings and specifications necessary to show the configuration of the fabricated part.

5.5.4.1.1.1. Information on materials, dimensions, and processes (including special manufacturing processes) necessary to define the structural strength, or other critical characteristics of the fabricated part.

5.5.4.1.1.2. Inspection and test procedures.

5.5.4.1.1.3. Substantiating data (test reports, analysis, computations, and assessments) necessary to show that the design data used to fabricate the part for a repair, or alteration meets the applicable airworthiness standards, and that no detrimental consequences will result in degradation to the next higher-level assembly, or to the product.

5.5.4.1.1.4. Airworthiness limitations, as applicable.

5.5.4.1.1.5. ICA/maintenance instructions.

5.5.4.1.1.6. Fabricated part marking.

5.5.4.1.2. **CAT 3 parts.** Data adequate to substantiate that the fabricated part as consumed within the repair, or during the alteration returns the higher assembly to its original, or properly altered condition (e.g., Form 202, SB, AD, CMM, SRM, AC 43.132B, etc.) in accordance with Part 43.13(b).

5.5.4.1.2.1. **Note:** All fabrication repairs of parts must be accomplished in accordance with AFSCMAN 62-602 Chapter 5 and Part 43.13(a).

5.5.5. **Fabrication Quality Control System (FQCS).** In order to substantiate and demonstrate that a part being fabricated during the course of performing maintenance conforms to the approved design data, and is in condition for safe operation, quality control system procedures should be established for ensuring all processes and requirements necessary to fabricate the part are identified and adhered to. The depth and detail of the FQCS depends on the complexity and CAT classification of the part being fabricated. The following should be addressed in the FQCS:

5.5.5.1. **Design data control.** Procedures for controlling design data and subsequent changes to ensure that only current, correct, and approved or acceptable data is used.

5.5.5.2. **Document control.** Procedures for controlling quality system documents and data and subsequent changes to ensure that only current, correct, and approved or acceptable documents and data are used.

5.5.5.3. **Fabricated parts list.** A list of the parts fabricated by nomenclature, unique part number, OEM part number, serial number (if required), organization performing fabrication, and date of fabrication,

5.5.5.4. **Subcontractor control.** Procedures that:

5.5.5.4.1. Ensure that each subcontractor-furnished part conforms to its approved design; and

5.5.5.4.2. Require each subcontractor to report to the applicable ALC MRS if a part has been released from that subcontractor, and subsequently found not to conform to the applicable design data (i.e., quality escape).

5.5.5.5. **Inspecting and testing.** Procedures for inspections and tests used to ensure that each part conforms to its approved design.

5.5.5.6. **Inspection, measuring, and test equipment control.** Procedures to ensure calibration and control of all inspection, measuring, and test equipment used in determining conformity of each part to its approved, or acceptable design. Each calibration standard must be traceable to a standard acceptable to the FAA, and AFSC MRS Program.

5.5.5.7. **Inspection and test status.** Procedures for documenting the inspection, and test status of fabricated parts to the approved design.

5.5.5.8. **Nonconforming part control.**

5.5.5.8.1. Procedures to ensure only parts conforming to their approved or acceptable design are installed on a FAA type-certificated product. These procedures must provide for the identification, documentation, evaluation, segregation, and disposition of nonconforming articles. Only authorized individuals may make disposition determinations.

5.5.5.8.2. Procedures to ensure that discarded articles are rendered unusable.

5.5.5.9. **Corrective and preventive actions.** Procedures for implementing corrective, and preventive actions to eliminate the causes of an actual, or potential nonconformity to the approved design, or noncompliance with the FQCS.

5.5.5.10. **Handling and storage.** Procedures to prevent damage and deterioration of each part.

5.5.5.11. **Control of records.** Procedures for identifying, storing, protecting, retrieving, and retaining fabrication records associated with the part must be retained in accordance with FAA and AF regulatory requirements.

5.5.5.12. **Internal audits.** Each ALC MRS will have procedures for planning, conducting, and documenting internal audits to ensure compliance with the FQCS. The procedures must include reporting results of internal audits to the person responsible for implementing corrective and preventive actions.

5.5.5.13. **Deficiency reporting.** Procedures for receiving and processing feedback on in service failures, malfunctions, and defects (e.g. QDR, PQDR) will be in accordance with TO 00-35D-54, AFI 21-101, and any respective ALC MRS developed process. These procedures must include a process to:

5.5.5.13.1. Address any in-service problem involving design changes; and

5.5.5.13.2. Determine if any changes to the ICAs are necessary.

5.5.5.13.3. Quality escapes. Procedures for identifying, analyzing, and initiating appropriate corrective action for products or articles that have been released from the quality system and that do not conform to the applicable design data or quality system requirements.

5.5.5.14. **Fabricated part marking.** Except as noted below, fabricated parts must be clearly identified with an additional permanent and legible marking.

5.5.5.14.1. The marking must include the following:

5.5.5.14.1.1. The name of the ALC MRS under whose control the fabrication was performed;

5.5.5.14.1.2. A unique part number that clearly distinguishes the fabricated part. All parts fabricated by an AFSC MRS will use a special identifier for the affected ALC fabricating the part. The new part number consists of the original part number followed by a dash (“-“) and the identifier for the ALC MRS performing the fabrication or Engineering Technical Assistance Request Form 202 number.

5.5.5.14.1.2.1. OC-ALC MRS special identifier is “OCMRS”. Example of new part number: XC555.22.123-OCMRS.

5.5.5.14.1.2.2. OO-ALC MRS special identifier is “OOMRS”. Example of new part number: XC555.22.123-OOMRS.

5.5.5.14.1.2.3. WR-ALC MRS special identifier is “WRMRS”. Example of new part number: XC555.22.123-WRMRS.

5.5.5.14.2. The original manufacturer's part number if removed as a result of the fabrication.

5.5.5.14.3. Critical and life-limited parts must be marked in accordance with Part 45.15 or Part 45.16 as applicable. This part marking provides traceability for subsequent operators and maintenance providers to the source of the fabricated part.

5.5.5.14.3.1. **Note:** In cases where it is impractical to mark the fabricated part without compromising the airworthiness (integrity) of the part, the marking information should be included in the maintenance records for the fabricated part.

5.5.6. **Instructions for Continued Airworthiness (ICA).** Under Part 21.50, design approval holders (original part manufacturers) are required to develop and distribute information essential to continued airworthiness of their parts and/or products. Typically, these instructions are included in maintenance and overhaul manuals to describe the methods, techniques, and practices for performing inspections, maintenance, preventive maintenance, and alterations to ensure that the affected products are maintained in an airworthy condition. Certain sections of the ICA, and any changes to those sections, (e.g., airworthiness limitations, wiring diagrams, or SRM revisions) require FAA approval.

5.5.6.1. When parts are fabricated during the course of performing maintenance, the affected ALC MRS must address the following ICA requirements that may be applicable to the fabricated part(s).

5.5.6.1.1. Determine whether the existing ICA for the original part is sufficient to ensure the fabricated part continues to meet all airworthiness requirements.

5.5.6.1.2. In cases where the original part manufacturer's ICA has been determined to be inadequate, the affected ALC MRS must develop its own ICA to ensure continued airworthiness of the fabricated or affected part.

5.5.6.1.3. When it is necessary to develop a new ICA, current inspection criteria essential to the airworthiness of the part(s) must be maintained and kept current.

5.5.6.1.4. When the affected ALC MRS develops its own ICA, it must be provided with the part and made available to any other person requesting the ICA for maintaining the fabricated parts.

5.5.6.1.5. Revision control for the ICA must be maintained by the affected ALC MRS to ensure it remains applicable. This is particularly important when changes are made to the original product and the ICAs were changed to accommodate installation of a fabricated part.

5.5.7. **Fabrication of multiple parts.** A quantity of identical parts bearing the same part number may be fabricated at the same time, providing they will be consumed in later repairs by an ALC MRS or AF Main Operating Base (MOB) maintenance organization.

5.5.8. **Recordkeeping.** In accordance with Part 43.9(a), (b), and (c), information contained in the maintenance record entry will include a description of work performed to include the traceability information (e.g., FAA Form 8130-3 tracking number, CoC number, part number, material type, lot/batch and/or DLA contract number, unique tracking number for standard parts and raw materials, as applicable to each fabrication package), date of work completion, person approving return to service, current status of any AD, current inspection status, and current status of life-limited parts. Additionally, the ALC MRS WCD number shall be recorded as well. These maintenance records will be retained as stated below:

5.5.8.1. **DD Form 1574 or DD Form 1574-1.** All fabricated parts must have a completed DD Form 1574 or DD Form 1574-1. This form is used for a RTS maintenance release.

5.5.8.2. **KC-46 Pegasus Fleet Management Tool (PFMT).** For KC-46 aircraft only. ALL fabrications (airframe, component, engine) will be documented in PFMT. PFMT is the primary program used to document local fabrication of parts for KC-46 airframe, engine, and components.

5.5.8.3. **Form 95.** For all commercial derivative aircraft, engines, and components, if the repaired higher-level assembly has a Form 95, an entry with the required information will be made. For KC-46 aircraft, a PFMT entry is required as well.

5.5.8.4. **Miscellaneous documents/forms.** All related documentation (e.g., Form 202, WCD, engineering data packages, etc.) will be retained for each local fabricated part. This is required for traceability and future reference. For KC-46 aircraft, this information will also be added to the required PFMT entry.

5.5.9. **Destruction of replaced material.** Material replaced by the fabricated part should be mutilated, or destroyed beyond any possibility of repair or reassembly, and should not be retained for future use.

5.6. Determining part category (CAT) (see Table 5.2).

5.6.1. **Criticality level.**

5.6.1.1. Use the aircraft CPL to determine a part's criticality level. The CPL classifies parts into one of three CATs depending on their effect on safety. The CPL should be used as a guide in determining a part's criticality. It's important to understand that not all component parts have been addressed on this list, and therefore, specific questions concerning parts not addressed can be evaluated by contacting the aircraft or engine program office as applicable.

5.6.1.2. The CPL is a means to determine the criticality category of the part and the level of FAA engineering involvement needed in the design data approval process for the affected ALC MRS fabricating parts.

5.6.1.3. **Note:** No part, or fabricated part, which is the subject of an AD can be installed on an aircraft without complying with the AD or obtaining an alternative method of compliance (AMOC) approval from the FAA. Submit Form 202 to SPO/Delegated Engineering Authority for review of any AD part requiring fabrication.

5.6.2. **CAT 1 part.** A fabricated part, the failure of which could prevent continued safe flight and landing, resulting consequences could reduce safety margins, degrade performance, or cause loss of capability to conduct certain flight operations.

5.6.2.1. **Design issues.** A CAT 1 part is a part intended to be consumed within a major repair or major alteration. Submit Form 202 to SPO/Delegated Engineering Authority for review of any CAT 1 part requiring fabrication.

5.6.2.2. **Fabrication issues.** The affected ALC MRS is responsible for ensuring all aspects of the FQCS are addressed and satisfied.

5.6.3. **CAT 2 part.** A fabricated part, the failure of which would not prevent continued safe flight and landing but would reduce the capability of the aircraft or the ability of the flight crew to cope with adverse operating conditions or subsequent failures.

5.6.3.1. **Design issues.** A CAT 2 part is a part intended to be consumed within a major repair or major alteration. Submit Form 202 to SPO/Delegated Engineering Authority for review of any CAT 2 part requiring fabrication.

5.6.3.2. **Fabrication issues.** The affected ALC MRS is responsible for ensuring all aspects of the FQCS are addressed and satisfied.

5.6.4. **CAT 3 part.** A fabricated part, the failure of which would have no effect on the continued safe flight and landing of the aircraft.

5.6.4.1. **Note:** CAT 3 parts may be contained within the CAT 1 and CAT 2 components that listed in **Table 5.1**. Examples may include, but are not limited to: fairings, wire trays, systems clips, non-structural brackets, etc. Use the above CAT 3 definition and the applicable SRM identification of secondary structure to determine if a part is CAT 3. Submit Form 202 to SPO for engineering review if any clarifications are needed for part category.

5.6.4.2. **Design issues.** The fabrication of a CAT 3 part will generally only require "accepted" data. Fabrication of a CAT 3 part typically does not require FAA assistance.

5.6.4.3. **Fabrication issues.** The affected ALC MRS is responsible for ensuring all aspects of the FQCS are addressed and satisfied.

5.6.4.4. **Note:** A summary of the requirements for data based on the part category can be found in **Table 5.1**.

Table 5.1. Data Requirements for Fabricated Parts.

Part Category	Data Type	Approval Authority
1	Approved	*FAA
2	Approved	FAA or DER
3	Accepted	Not Required
Note: * Form 202 approval by SPO/Delegated Engineering Authority for CAT 1 or CAT 2 is required for AFSC MRS operations. SPO/Delegated Engineering Authority is responsible for receiving FAA or DER approval as applicable.		

Table 5.2. Category Parts List (CAT).

STRUCTURAL ASSEMBLY							
Title	**CAT**	**Title**	**CAT**	**Title**	**CAT**	**Title**	**CAT**
Flight Control Surfaces		**Nacelles/ Pylons**		**Empennage**		**Wing Structure**	
Ailerons	1	All Components	1	Horizontal Stabilizers	1	All Components	1
Rudder	1	**Doors**		Elevators	1	**Fuselage**	
Trailing Edge Flaps	2	Passenger Crew Doors	1	Vertical Stabilizers	1	All Components	1
Leading Edge Devices	2	Emergency Exit Door	1	Rudder	1		
Elevator	1	Landing Gear Doors	2				
Spoilers	2	Cargo Baggage Door	2				
STRUCTURAL ELEMENTS							
Title	**CAT**	**Title**	**CAT**	**Title**	**CAT**	**Title**	**CAT**
Fuselage Structural Elements		**Main Landing Gear**		**Nose Landing Gear**		**Fuel Tank Structure**	
Pressure Bulkheads	1	Struts	1	Strut/Axle	1	Fuel Cell	1
Keel Beam	1	Cross tubes	1	Attach Section	1		
Longeron/ Stringer	2	Drag Links	2	Steering Links	2		
Floor Beam	2	Fuse Pins	2				
Plates/Skins	2	Attach Section	1				
Fuselage to Wing Attach Fittings	1	Extension & Retract System	2				
Gear to Fuselage Attach Fittings	1	Landing Gear Door Retract Section	2				
Door Hinge (on Fuselage)	1						
Fuselage Panels	1						

Empennage Structural Elements - Elevator		**Empennage Structural Elements - Vertical Stabilizer**		**Empennage Structural Elements - Horizontal Stabilizer**		**Empennage Structural Elements - Horizontal Stabilizer**	
Spars/Ribs	2	Spars/Ribs	2	Spars/Ribs	2	Spars/Ribs	2
Plates/Skins	2	Plates/Skins	2	Plates/Skins	2	Plates/Skins	2
Tab Structure	2	Attach Fitting	2	Tab Structure	2	Tab Structure	2
Attach Fitting Elevator Tab	2	Vertical Structure	2	Attach Fitting	2	Attach Fitting	2
Wing Structure Structural Elements		**Nacelle/Pylon Structural Elements**		**Flight Control Structural Elements**			
Panels	2	Attachment Fittings	1	Aileron Tab	2		
Wing Webs	2	Bulkhead/ Firewall	2	Jackscrew	1		
Spars/Ribs	1	Longeron/ Stringer	2	Bell cranks	1		
Ribs/Bulkheads	2	Plates/Skins (Nacelle/ Pylon)	2	Flight Control Cables	1		
Longeron/ Stringers	2	Attach Fittings	1				
Center Wing Box	1	Engine Struts	1				
Auxiliary Structure	2	Engine Mounts	1				
Wing Attach Fitting	1	Pylon Lift/Link Assemblies	1				
Nacelle/Pylon Wing Fitting	1						
Blended Winglet	2						
HYDRAULIC PNEUMATIC COMPONENTS							
Title	**CAT**	**Title**	**CAT**	**Title**	**CAT**	**Title**	**CAT**
Miscellaneous Components		**Miscellaneous Components**		**Main Landing Gear Components**		**Nose Landing Gear Components**	
Hydraulic Main Pump	2	Flap Actuator	2	Landing Gear Actuator	2	Shimmy Damper	2
Main Accumulator	2	Rudder Actuator	2	Selector Valve	2	Steering Unit	2
Main Reservoir	2	Stabilizer Actuator	2	Landing Gear Door Actuator	2		

Auxiliary Pump	2	Control Valves	2				
Rudder Power Control Units	2	Shut Off Valves	2				
Flight Control Servo Actuators	2						
SYSTEMS and EQUIPMENT							
Title	**CAT**	**Title**	**CAT**	**Title**	**CAT**	**Title**	**CAT**
Electrical Power System		**Fire Protection**		**Fuel System**		**Brake System and Assembly Components**	
Alternator-Generator Drive System	2	Smoke Detector	2	Boost Pumps	2	Brakes	1
AC Generator-Alternator	2	Fire Detection	2	Transfer Valves	2	Anti-Skid Valves	2
AC Inverter	2	Overheat Detection	2	Fuel Shut Off Valve	1	Wheel Assemblies	2
Phase Adapter	2	Extinguishing System	2	Digital Fuel Flow System	2	Tire Casing	2
AC Regulator	2	Fire Bottle - Fixed	2	Fuel Dump	2	Tire Tube	2
Fuel Quantity Indicator	2					Anti-Skid Section	2
Fuel Pump	2					Master Cylinder/ Brake Valve	1
Stall Warning/ Anti-Ice System		**Navigation System**		**Window Windshield System**		**Airborne Software Systems**	
Pitot/Static Anti-Ice	2	Windshear Detection System	2	Flight Compartment Windows	1	Software Level A (per RTCA/DO 178B)	1
Air Foil Anti-Ice/Deice	2	Ground Proximity System	2	Passenger Compartment Windows	2	Software Level B or C (per RTCA/ DO 178B)	2
Window/ Windshield & Doors	2	Air Collision Avoidance	2	Door Windows	2		
Antenna/ Radome Anti-Ice	2						
PROPULSION SYSTEM							
Title	**CAT**	**Title**	**CAT**	**Title**	**CAT**	**Title**	**CAT**

Components		**Engine Cowling Systems**		**Gas Turbine Engines - Static Structures**		**Airborne Software Controlled Equipment**	
Software Thrust (EEC)	1	Inlets	2	Engine Mounts (nonredundant designs)	1	Software Level A (per RTCA/DO 178B)	1
Gas Turbine Engines - Engine Rotors		Nacelles	2	High Pressure Vessels (Casings subject to Compressor Discharge & Combustor Pressure)	1	Software Levels B or C (per RTCA/DO 178B)	2
Fan Blades	1	Fairings	2	Containment Structures	1	**Engine Cowling Systems**	
Disks, Blisks, Impellors	1	**Gas Turbine Engines - Engine Rotors**		**Gas Turbine Engines - Engine Rotors**		Inlets	2
Spools/Drum Rotors	1	Main Engine Mounts	1	Main Engine Mounts	2	Nacelles	2
Cooling plates	1	High Pressure Vessels	1	Control System Actuators	2	Fairings	2
Main Rotor Thermal Shields	1	Containment Structures	1	Combustion Liners	2	**Gas Turbine Engines - Static Structures**	
Main Rotor Rotating Spacers and Seals	1	Primary Structures	1	Fuel Nozzles	2	Engine Mounts (non-redundant designs)	1
Main Line Engine Shafts	1	Gas Path (Static 7 Variable Nozzle Guide Vanes	2			High Pressure Vessels (Casings subject to Compressor Discharge & Combustor Pressure)	1

Main Line Engine Bearings	2	Electronic Engine Controls/ Full Authority Digital Electronic Controls	2			Containment Structures	1
Rotating Compressor & Turbine Airfoils	2	Spinners	2				

Chapter 6

AFSC MRS TRAINING PROGRAM

6.1. The AFSC MRS Training Program requires. Each ALC MRS to comply with depot maintenance training policy and guidance provided in AFI 36-2650 AFMCSUP, AFMCI 21-100 Volume 1, AFSCI 62-603, and AFSCMAN 21-102. This policy and guidance meets the intent of FAA requirements for aircraft maintenance technician training, and task certification.

6.2. The AFSC MRS Training Program will. Be reviewed annually by AFSC FSMO and each ALC MRS AM for currency and completeness. AM's will submit recommended changes to the FSMO for consideration. The FSMO is responsible for evaluating recommendations and determining applicability, incorporating changes to the AFSC MRS Training Program, and releasing the approved changes for implementation by the ALC MRSs.

6.3. Respective ALC MRS programs may use. The AFSC MRS Training Program as presented in this chapter or develop its own ALC MRS Training Program unique to their MRS operations. If an ALC MRS develops its own plan, it must use the AFSC MRS Training Program as the baseline. Individual ALC MRS training programs can be published as a stand-alone document, or added to the affected ALC MRS Manual. AFSC FSMO approval is required before implementation.

6.4. If an ALC develops its own ALC MRS Training Program. The AM will review it annually for currency and completeness. All recommended changes or updates must be submitted to the FSMO for review and approval before implementation.

6.5. All employee training documentation will be. Retained for a minimum of 2 years or IAW AF guidance, whichever is longest, after the employee leaves the MRS to include reassignment, retirement, or separation from government employment.

6.6. AFSC MRS Program Training Courses. The courses listed in Tables **6.1, 6.2, 6.3, and 6.4**, are in addition to any required technical training needed for PAC.

6.6.1. AFSC MRS organizations may propose alternate courses to those listed below. The proposed course must be acceptable to and approved by the FSMO.

Table 6.1. ALL AFSC and ALC MRS Personnel Required Training.

Course Title	Course Number
* AFSC MRS Orientation and KC-46 ETOPS for AFSC Depot Maintenance Block Training	CTELOG0006006BR
** KC-46 Extended Operations (ETOPS) (CBT)	A3AKU00TCB0001
Military Repair Station Orientation – Refresher (CBT)	CTELOG0006007CB

Table 6.2. FSMO Inspector Required Training (must also complete training in Table 6.1).

Course Title	Course Number
RS Return to Service/FI Requirements/Air Force-FAA Regulations for Military Repair Station Program.	CTELOG0006002BR
RS Return to Service / Final Inspection Requirements	CTELOG0006002CB
KC-46 Required Inspection Items (RII)	CTELOG0006000BR
Certification and Surveillance of Part 145 Repair Stations	AA 21058 (FAA Academy Oklahoma City OK)
Oversight of Contract Maintenance and Maintenance Providers Course	AA 21400004 (FAA Academy Oklahoma City OK)
Suspected Unapproved Parts	FAA 21026 (FAA Academy Oklahoma City OK)
Safety Management; Safety Management Systems (SMS) & Aviation Safety Program Management	FAA 21000059; or TSI 86578 (FAA Academy Oklahoma City OK)
Aircraft Alterations and Repairs	FAA 21811 (FAA Academy Oklahoma City OK)
Basic Accident Investigation Course; or USAF Aircraft Mishap Investigation Course (AMIC)	FAA 00035 (Transportation Safety Institute (TSI)/FAA Academy Oklahoma City OK); or USAF WCIP05A (Kirtland AFB NM)
Turbine Engine Investigation Course; or USAF Jet Engine Mishap Investigation Course (JEMIC)	FAA 00027 (TSI/FAA Academy Oklahoma City OK); or USAF J3AZR2A671A0M1A (Sheppard AFB TX)
Human Factors in Aviation Maintenance	FAA 28473 (FAA Academy Oklahoma City OK)
Air Carrier Continuing Analysis and Surveillance System (CASS)	FAA 25712 (FAA Academy Oklahoma City OK)
Depot Maintenance Quality Assurance	RXMAS0007000SU (ALC/QA)
Recommended - AS 9110 Lead Auditor Course or equivalent	S9110 (ALC/QA; or Industry)

Table 6.3. ALC MRS AM Required Training (must also complete training in Table 6.1).

Course Title	Course Number
MRS Return to Service/FI Requirements/Air Force-FAA Regulations for Military Repair Station Program.	CTELOG0006002BR
MRS Return to Service / Final Inspection Requirements	CTELOG0006002CB
KC-46 Required Inspection Items (RII)	CTELOG0006000BR
Certification and Surveillance of Part 145 Repair Stations (Industry class)	FAA 21058 (FAA Academy Oklahoma City OK)
Oversight of Contract Maintenance and Maintenance Providers Course	FAA 21400004 (FAA Academy Oklahoma City OK)
Suspected Unapproved Parts	FAA 21026 (FAA Academy Oklahoma City OK)
Aircraft Alterations and Repairs	FAA 21811 (FAA Academy Oklahoma City OK)
Air Carrier Continuing Analysis and Surveillance System (CASS)	FAA 25712 (FAA Academy Oklahoma City OK)
Depot Maintenance Quality Assurance	RXMAS0007000SU (ALC/QA)
Recommended - AS 9110 Lead Auditor Course or equivalent	AS9110 (ALC/QA or Industry)

Table 6.4. ALC MRS Inspector (QA, RII, FI, RTS) Required Training (must also complete training in Table 6.1).

Course Title	Course Number
MRS Return to Service/FI Requirements/Air Force-FAA Regulations for Military Repair Station Program.	CTELOG0006002BR
MRS Return to Service / Final Inspection Requirements (ALL)	CTELOG0006002CB
KC-46 Required Inspection Items (RII) (OC-ALC/QA Only)	CTELOG0006000BR

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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFH 23-123V1 – *Materiel Management Handbook Volume One, Materiel Management Reference Information,* 20 Dec 2021 certified current

FI 21-101_AFMC SUP, *Aircraft and Equipment Maintenance Management,* 10 Nov 2020

AFI 23-101_AFMCSUP, *Material Management Policy,* 10 Dec 2021

AFI 33-322, *Records Management and Information Governance Program,* 23 Mar 2020; Change 1, 28 Jul 2021

AFI 36-2650_AFMCSUP, *Maintenance Training,* 15 Nov 2019

AFI 90-821 *Hazard Communication (HAZCOM) Program,* 13 May 2019

AFMAN 23-122_AFMCSUP, *Material Management Procedures,* 10 Dec 2021

AFMAN 32-7002, *Environmental Compliance and Pollution Prevention,* 04 Feb 2020

AFMCI 21-100 *Volume 1, Depot Maintenance Principles,* 21 January 2024

AFMCI 21-*100 Volume 2, Depot Maintenance Production,* 21 January 2024

AFMCI 21-*100 Volume 3, Depot Maintenance Production Support,* 21 January 2024

AFMCI 21-141, *Contract Field Team (CFT) Program,* 17 Sep 2019

AFPD 62-6, *USAF Airworthiness,* 16 Jan 2019

AFSCI 62-603, *Military Repair Station Program,* 3 June 2022

AFSCMAN 21-102, *Depot Maintenance Management,* 04 Apr 2021

DAFI 21-101, *Aircraft and Equipment Maintenance Management,* 16 Jan 2020

TO 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures,* 21 Jun 2021

TO 00-20-2, *Maintenance Data Documentation,* 22 Jul 2021

TO 00-20-9, *Forecasting Replacement Requirements for Selected Calendar and Hourly Time Change Items,* 09 Dec 2020

TO 00-35D-54, *AF DEFICIENCY REPORTING, INVESTIGATION, AND RESOLUTION (DRI&R),* 15 Apr 2021

DoD Manual 4160.28 Vol 2, *Defense Demilitarization: Demilitarization Coding,* 9 Aug 2019

FAA Order 8900.1, *Flight Standards Information Management System (FSIMS),* 13 Sep 2007

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 Stations,* current as of 03 Jan 2022

49 Code of Federal Regulations (CFR), Part 171 – *General Information, Regulations, and Definitions,* current as of 01 Jan 2022

49 Code of Federal Regulations (CFR), Part 172 – *Hazardous Materials Table, Special*

Provisions, Hazardous Materials Communications, Emergency Response Information, Training Requirements, and Security Plans, *Subpart H – Training,* current as of 01 Jan 2022

Adopted Forms

DD Form 1574, *Serviceable Tag – Material*

DD Form 1574-1, *Serviceable Label – Material*

FAA Form 8130-3, *Authorized Release Certificate, Airworthiness Approval Tag*

AFMC Form 202, *Engineer Technical Assistance Request*

Abbreviations and Acronyms

ACO—Aircraft Certification Office

AD—Airworthiness Directive

AF—Air Force

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFMC—Air Force Material Command

AFMCI—Air Force Material Command Instruction

AFPD—Air Force Program Directive

AFRIMS—Air Force Records Information Management System

AFSC—Air Force Sustainment Center

AFSCMAN—Air Force Sustainment Center Manual

ALC—Air Logistics Complex

AM—Accountable Manager

AMO—Approved Maintenance Organization

AMXG—Aircraft Maintenance Group

ATC—Air Traffic Control

A&P—Airframe and Powerplant

CAC—Common Access Card

CASS—Continuing Analysis and Surveillance System

CDA—Commercial Derivative Aircraft

CEMS—Comprehensive Engine Management System

CFR—Code of Federal Regulations

CHDO—Certificate Holding District Office

CMM—Component Maintenance Manual

CMXG—Commodities Maintenance Group

CoC—Certificate of Conformance

CPR—Cardiopulmonary Resuscitation

TP—Civilian Training Plan

DCT—Data Collection Tools

DER—Designated Engineering Representative

DEMIL—Demilitarization

DME—Distance Measuring Equipment

oD—Department of Defense

DRI&R—Deficiency Reporting, Investigation, and Resolution

DRS—FAA Dynamic Regulatory System

EIM—Enterprise Information Management

ESD—Electrostatic Discharge

ETOPS—Extended Operations

FAA—Federal Aviation Administration

FOM—Facilitate Other Maintenance

FOD—Foreign Object Damage

FSDO—Flight Standards District Office

FSIMS—Flight Standards Information Management System

FSMB—Flight Standards Management Branch

FSMO—Flight Standards Management Office

HAZCOM—Hazardous Communication

HAZMAT—Hazardous Material

IATA—International Air Transport Association

IAW—In Accordance With

ICA—Instructions for Continued Airworthiness

ICAO—International Civil Aviation Organization

IMDG—International Maritime Dangerous Goods

IMDS—Integrated Maintenance Data Systems

ISD—Instructional System Development

LEAP—Logistics Evaluation Assurance Program

MCO—Military Certification Office

MDS—Mission Design Series

MIS—Maintenance Information Systems

MRS—Military Repair Station

MRO—Maintenance, Repair and Overhaul

MTI—Meet(s) the Intent

NDI—Non-Destructive Inspection

NSN—National Stock Number

NTSB—National Transportation and Safety Board

OC-ALC—Oklahoma City Air Logistics Complex

ODA—Organization Designation Authorization

OEM—Original Equipment Manufacturer

OI—Operating Instruction

OJT—On-the-Job Training

O-ALC—Ogden Air Logistics Center

PAC—Production Acceptance Certification

PMA—Parts Manufacturer Approval

PMEL—Precision Measurement Equipment Laboratories

PMXG—Propulsion Maintenance Group

QA—Quality Assurance

RDS—Records Disposition Schedule

REMIS—Reliability and Maintainability Information System

RSM/QCM—Repair Station Manual/Quality Control Manual

RTR—Recurring Training Requirement

RTS—Return to Service

SB—Service Bulletin

SME—Subject Matter Expert

SMR—Source Maintenance and Recoverability

SOJT—Structured On-the-Job Training

SPO—System Program Office

SRM—Structural Repair Manual

STC—Supplemental Type Certificate

SUPS—Suspected Unapproved Parts

TC—Type Certification

TCTO—Time Compliance Technical Order

T.O., TO—Technical Order

TSA—Transportation Security Agency

TSO—Technical Standard Orders

TSS—Training Scheduling System

UCMJ—Uniform Code of Military Justice

VDRP—Voluntary Disclosure Reporting Program

WCD—Work Control Document