

Part 145 Repair Stations

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Federal Aviation
Administration



Background (1999-2012)

- In 2001, a final rule (1999 NPRM) revising part 145 omitted proposed rating and quality systems due to the volume of negative comments received in these areas.
- In 2006, the FAA published an NPRM based on ARAC recommendations that addressed the rating and quality systems. www.faa.gov/regulations_policies/rulemaking/committees/
- Due to the volume of negative comments, the 2006 NPRM was withdrawn May 2009 stating the FAA had already started rulemaking to update and revise the regulations.
- Current NPRM published May 21, 2012. Comment period closes Nov 19, 2012. (Docket ID: FAA-2006-26408)



Proposal

- **A new system of ratings**
- **Revised certification requirements**
- **Work performed for air carriers**



Ratings

CURRENT	PROPOSED
<p>Airframe Class</p> <ul style="list-style-type: none"> 1 Composite Small 2 Composite Large 3 All Metal Small 4 All Metal Large 	<p>Airframe Category</p> <ul style="list-style-type: none"> 1 FAR Part 23, 27 2 FAR Part 25, 29 3 All other aircraft
<p>Powerplant Class</p> <ul style="list-style-type: none"> 1 Recip 400 HP or less 2 Recip more than 400 HP 3 Turbine engines 	<p>Powerplant Category</p> <ul style="list-style-type: none"> 1 Recip 2 Turbine 3 APU 4 All other powerplants
<p>Propeller Class</p> <ul style="list-style-type: none"> 1 All Fixed and Ground Adjustable 2 All other propellers 	<p>Propeller Category</p> <ul style="list-style-type: none"> 1 Fixed Pitch and Ground Adjustable 2 Variable Pitch 3 All other propellers



Ratings (cont)

CURRENT	PROPOSED
Radio, Instrument, Accessory Classes	Component
Limited Rating Specialized Service	Specialized Services
Limited Ratings (145.61(b) lists 12 possible limited ratings)	Revised to Ratings with Limitations



Certification Requirement

**§ 145.1012 Repair Station Records:
Falsification, reproduction, or alteration**
Fraudulent entry on application for repair station certificate will be basis for suspending or revoking any certificate issued by the FAA.

§ 145.1051 Application for certificate
Certificate may be denied if a previous repair station certificate was revoked or fills a management position with a person who was in a similar position with a repair station whose certificate was revoked.



Work Preformed for Air Carriers

CURRENT	PROPOSED
<p>Notwithstanding the housing requirement, FAA may grant approval for line maintenance authorization</p>	<p>Revised to a rating limitation</p>
<p><i>Line maintenance means</i></p> <p>(1) Any unscheduled maintenance resulting from unforeseen events; or</p> <p>(2) Scheduled checks that contain servicing and/or inspections that do not require specialized training, equipment, or facilities.</p>	<p><i>Line Maintenance - Maintenance performed for an air carrier certificated under part 121 or part 135, or a foreign air carrier or foreign person operating a U.S.-registered aircraft in common carriage under part 129, which is generally performed at the ramp, parking area, or gate, and typically will not exceed 72 continuous hours per aircraft.</i></p>



Please submit comments to the Federal Register using one of the following methods:

Electronically: Go to <http://www.regulations.gov> and follow the online instructions

Mail: Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue, SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

Hand deliver: Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE, Washington, DC,



Questions

