



U.S. Department
of Transportation
**Federal Aviation
Administration**

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800 Independence Ave., SW
Washington, DC 20591

Scanned

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Ms. Sarah MacLeod
Executive Director
Aeronautical Repair Station Association
121 North Henry Street
Alexandria, VA 22314-2903

Dear Ms. MacLeod:

This responds to your July 16 e-mail regarding use of the term "overhaul" when the work was performed in accordance with a Component Maintenance Manual (CMM). We offer the following to your question and concerns.

We conducted a review of the following documents associated with Title 14 Code of Federal Regulations (14 CFR) § 43.2 to include:

- Preamble language (Amendment 43-23, Sept. 16, 1982)
- The Office of Chief Counsel Legal Opinion 1991-62
- FAA Order 8900.1
- FAA Order 8300.10
- Flight Standards Airworthiness Bulletin (FSAW) 97-06 (expired)

We found regulatory guidance, policy, responses, and opinions to be consistent and not contrary. We are addressing the following three questions.

1. Can a repairer describe "overhaul" on the FAA Form 8130-3 in block 12 and a declaration in block 13 that it requires testing by the installer prior to returning to service?

Response: Yes, based on 14 CFR §43.2(a)(2) which states in part "or in accordance with current standards and technical data acceptable to the Administrator which have been developed and documented..." by approval under 14 CFR §21.305(d). Delegating the testing requirement to the end user prior to return to service has been an acceptable practice to the FAA for many years.

2. Can the testing required by the manufacturer after overhaul be accomplished on-wing?

Response: Yes. Reference Legal Opinion 1991-62, which states in part, "tested in accordance with standards or data approved or acceptable to the Administrator, it may be deemed overhauled within the context of 14 CFR §43.2." As established in question 1

above, on-wing testing or alternative method for compliance have been previously acceptable to the FAA, when not prohibited by specific instructions from the manufacturer.

3. Must the CMM contain the word "overhaul" for the component to be considered overhauled if the work performed meets the requirements of 14 CFR §43.2(a)(1)?

Response: No. To be considered overhauled, the scope of work required by the rule must be performed. There is no requirement for the CMM to be identified as an "overhaul" manual or contain an "overhaul" section in order for the term to be used. Reference Legal Opinion 1991-62, which states in part, "when a part, component, or subassembly has been disassembled, cleaned, inspected, repaired, and tested in accordance with standards or data approved by or acceptable to the Administrator, it may be deemed overhauled within the context of FAR section 43.2."

In addition, information contained in the preamble is pertinent as stated in part; "Moreover, 43.2 is neither a definition nor a recordkeeping requirement. Instead, the rule specifies the conditions which must be met before the terms "rebuilt" and "overhaul" may be used in required maintenance records."

We hope this helps to resolve this matter. If you have any further questions or concerns please feel free to contact the General Aviation Branch at (202) 385-4277.

Sincerely,



FOR Carol E. Giles
Manager, Aircraft Maintenance Division

cc: ASW-230
ACE-230