

AC NO: 140-6

DATE: 3/20/78

*M-494.6*



# ADVISORY CIRCULAR

## DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

**SUBJECT:** THE DEVELOPMENT AND USE OF MAJOR REPAIR DATA UNDER  
PROVISIONS OF SPECIAL FEDERAL AVIATION REGULATION NO. 36

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1. PURPOSE. This advisory circular provides information related to the issuance of an authorization to allow repair stations, air carriers and air taxi/commercial operators of large aircraft to develop and use major repair data not approved by the Administrator in accordance with the requirements of Special Federal Aviation Regulation (SFAR) No. 36.
2. BACKGROUND. The Federal Aviation Administration (FAA) has granted a number of exemptions to persons who petitioned for authority to perform major repairs utilizing technical data not approved by the Administrator. Requests for such exemptions were continuing to increase. To eliminate the need for industry to request exemptions, SFAR No. 36 was issued to provide the authority.
3. GENERAL. The new SFAR provides for the development and use of data for accomplishing major repairs which have not been specifically approved by the FAA. The SFAR will relieve affected certificate holders of the requirement to obtain FAA approval of major repair, on a case-by-case basis, if certain requirements necessary in the interest of safety are met. The SFAR will also be used to develop information upon which to base a permanent rule change and will terminate January 23, 1980.
4. ELIGIBILITY. This amendment is applicable to domestic repair stations certificated under Part 145, air carriers certificated under Parts 121 or 127, commercial operators certificated under Part 121, and air taxi operators subject to Section 135.2 of the Federal Aviation Regulations.

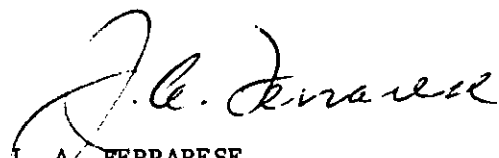
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Initiated by: AFS-830,  
AFS-110, AFS-230

5. APPLICATION. Application for an authorization can be made by letter to the FAA District Office which has the applicant's certificate responsibility. The letter of application is required to list the information as outlined in SFAR 36.

6. PROCEDURE MANUAL. No person holding an authorization issued under SFAR 36 may exercise any authority under the authorization unless the person obtains FAA approval of and complies with the procedure manual required by SFAR 36.

7. APPLICANT'S RESPONSIBILITY. Before approving a product for return to service after major repair, the certificate holder is responsible for showing compliance with the applicable airworthiness requirements. Normally, these are the rules with which the manufacturer originally showed compliance.



J. A. FERRARESE  
Acting Director  
Flight Standards Service



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**DEPARTMENT OF TRANSPORTATION**  
**FEDERAL AVIATION ADMINISTRATION**

*OBS*

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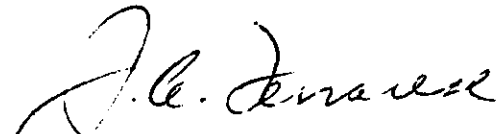
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