

# ADVISORY CIRCULAR



DEPARTMENT OF TRANSPORTATION  
Federal Aviation Administration  
Washington, D.C.

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## FAR GUIDANCE MATERIAL

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

1. **PURPOSE.** This advisory circular is issued to advise that Special Federal Aviation Regulation (SFAR) No. 36 has been extended for an additional 2 years. In addition, it 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 specifically approved by the Administrator in accordance with the requirements of SFAR No. 36.

2. **CANCELLATION.** Advisory Circular No. 140-6, The Development and Use of Major Repair Data Under Provisions of Special Federal Aviation Regulation No. 36 dated March 20, 1978, is cancelled.

3. **BACKGROUND.** SFAR 36, which became effective January 23, 1978, was issued to relieve qualifying certificated air carriers, operators and repair stations of the requirement to obtain FAA approval of data developed by them for major repairs on a case-by-case basis. SFAR 36 was adopted as an interim rulemaking action to obtain information on which to base a permanent rule change. At the time the termination date of SFAR 36 was established, it was anticipated that sufficient experience would be accumulated in 2 years and a 2-year termination date for SFAR 36 and each authorization issued under SFAR 36 was established. Since most of the affected certificate holders did not utilize the provisions of SFAR 36 until recently, the Federal Aviation Administration does not have sufficient information upon which to base a permanent rule change. The reason which justified the adoption of SFAR 36 still exists, and in order to gain the necessary experience it was in the public interest to extend the termination date of SFAR 36 from January 23, 1980, to January 23, 1982.

4. **GENERAL.** Previously authorized certificate holders will not be required to requalify upon expiration of the initial 2-year period. The amendment provides that each authorization issued under this SFAR has an effective period from the date of issuance until January 23, 1982. This rule extension should provide ample time for an evaluation of the need for, and provisions to be incorporated into, a permanent rule change. Interested persons are invited to submit comments on the SFAR in accordance with the instructions contained in the SFAR.

5. 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.

6. 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.

7. 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.

8. 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.



M. C. BEARD  
Director of Airworthiness

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Washington, D.C. 20591

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