



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

# Advisory Circular

OBSOLETE

Subject:

Date: February 14, 1983 AC No: 183-33  
Initiated by: AWS-200 Change:

## DESIGNATED AIRWORTHINESS REPRESENTATIVES

1. PURPOSE. This advisory circular (AC) contains information and guidance concerning the selection and appointment of Designated Airworthiness Representatives (DAR's) and identifies the specific functions which may be delegated to DAR's as authorized by the Director of Airworthiness. This AC is effective on the day the amendment to FAR 183 to include DAR's becomes effective.
2. RELATED FEDERAL AVIATION REGULATIONS (FAR). FAR's Part 21, Part 43, and Part 183.
3. BACKGROUND.
  - a. The Federal Aviation Administration (FAA) has amended Part 183 of the FAR to provide for the establishment of DAR's as a new category of person appointed, under Section 314 of the Federal Aviation Act (FA Act) of 1958, to act as a representative of the Administrator in performing certain certification functions in the areas of maintenance, manufacturing, and engineering. This was deemed necessary due to the proliferation of requests for FAA examination, inspection, and testing services necessary to the issuance of certificates, including the issuance of certificates under Title VI of the FA Act.
  - b. Since each examination, inspection, and testing function which may be authorized by the Director of Airworthiness could not be envisioned, it was not possible to specify, in amended Part 183, all areas where a DAR's services may be used consistent with the objectives of the amended rule. Therefore, this AC will be used as a vehicle to identify and describe the specific functions which may be authorized. The FAA will republish this AC for notice and comment each time revisions are proposed to add or delete any authorized functions.
4. ELIGIBILITY. Any qualified person may be authorized to represent the FAA as a DAR for the purpose of performing certain examination, inspection and testing services relative to certification functions, in the areas of maintenance, manufacturing, and engineering as may be authorized by the Director of Airworthiness, and published in this AC.
5. QUALIFICATION CRITERIA. The qualification criteria to be used to determine eligibility for appointment as a DAR is contained in Appendix 1. Essentially, the same basic qualifications that are used by the FAA for appointing FAA engineers and inspectors, Designated Manufacturing Inspection Representatives (DMIR's) and Designated Engineering Representatives (DER's), etc., as appropriate, for the particular function for which DAR authorization is being sought, will be employed in the selection and appointment of DAR's.

## 6. APPLICATION.

a. Any qualified person may apply for appointment as a DAR. Applications for appointment must be initiated by a letter to the Aircraft Certification Division (for manufacturing and engineering functions), or to the Flight Standards Division (for maintenance functions), located in the geographical area in which the applicant resides or has his/her primary place of business (Addresses of appointing offices are identified in Appendix 2). The application letter must be accompanied by a Statement of Qualifications (for Designated Airworthiness Representative), FAA Form 8110-14 completed in duplicate by the applicant.

b. Applications submitted by individual applicants must be accompanied by three letters attesting to the applicants integrity and technical qualifications IN PERFORMING SIMILAR FUNCTIONS ON PRODUCTS OF SIMILAR TYPE AND COMPLEXITY TO THOSE FOR WHICH AUTHORIZATION IS BEING SOUGHT. At least one or more of the letters must be from an FAA office, with whom the applicant has had a working relationship. The other letters should be from aviation industry organizations such as a repair station, manufacturer, or air carrier.

c. Applications submitted by an organization must include the names, signatures, titles, and qualifications of those persons who will perform the authorized functions along with a procedure, acceptable to the FAA, which positively ensures that only such appropriately qualified persons will perform the authorized functions.

d. All applicant's for DAR appointment will be subjected to a personal interview by the Aircraft Certification Division or Flight Standards Division, as appropriate, prior to appointment.

e. Additional information concerning DAR selection, appointment and qualification criteria may be obtained from any FAA office identified in Appendix 2.

## 7. SELECTION AND APPOINTMENT.

a. The appointing office will evaluate the applicant's qualifications, conduct a personal interview, and check personal references as appropriate, prior to appointment.

b. Upon a satisfactory determination, the appointing office will prepare a Certificate of Authority, FAA Form 8430-9. Authorized functions will be stated on the front of this certificate. However, when space limitations preclude the listing of all authorized functions, the Certificate of Authority may reference a letter that identifies the DAR's limits of authority in more detail. The reverse side of the certificate will be endorsed by personnel from the assigned managing office who will personally present the certificate to the DAR. In most cases, it will be necessary to limit the delegated authority of the DAR to specific functions commensurate with the applicant's knowledge and experience. For example:

(1) In the case of individuals, the authorization will be limited to products or similar type and complexity for which the applicant has been determined qualified; or,

(2) In the case of an organization:

(a) Repair stations will be limited to products for which they hold appropriate ratings;

(b) Air carriers will be limited to aircraft covered by their operating certificate;

(c) Manufacturers will be limited (except in the case of components, reference paragraph 14a(9)) to products produced under the provisions of their particular FAA production approval.

c. The applicant's letter will be acknowledged by the appointing office. This acknowledgement will advise the applicant as to whether or not he/she has been appointed, or the reasons why the delegation of authority has been denied.

d. A Certificate of Designation, FAA Form 8000-5, suitable for framing and display, will be prepared by the appointing FAA Office and presented to the new designee by personnel from the assigned managing office.

8. DURATION OF CERTIFICATES. Unless otherwise terminated, appointments will be effective for a period not to exceed one (1) year and may be renewed annually at the discretion of the appointing office. It should be noted that a DAR appointment may be terminated for any reason, INCLUDING A LACK OF SUFFICIENT ACTIVITY TO WARRANT CONTINUANCE OF THE DESIGNATION.

9. TRAINING.

a. The FAA will provide training for all DAR's upon appointment and on an ongoing basis, as necessary. This training will normally be accomplished by the FAA managing office. A DAR may, at his/her option, also attend a course to be given at the FAA Academy at Oklahoma City, Oklahoma, when available. Each DAR desiring to take the course will be expected to pay for his/her expenses and transportation.

b. DAR training will be limited to familiarization with FAA administrative procedures. Training in technical areas will not be provided, since the FAA will require that a DAR applicant have the necessary technical expertise and knowledge of the FAR's as prerequisites to appointment.

10. MONITORING AND SUPERVISION. All DAR's will be subjected to monitoring and supervision as appropriate for the particular authorized functions. This will normally be accomplished by the managing office in accordance with FAA internal directives.

11. LIMITS OF AUTHORITY. The Certificate of Authority, and supplemental documents, presented to each DAR will identify all authorized functions. These functions will be limited to those for which the DAR has been determined qualified.

12. APPOINTING OFFICE. The Director of Airworthiness has delegated the authority to select and appoint DAR's to: the Managers of Aircraft Certification Divisions regarding authorization to perform engineering or manufacturing functions, and to the Managers of Flight Standards Divisions regarding authorization to perform maintenance functions.

13. MANAGING OFFICE. The managing office is the FAA Field Office assigned responsibility by the appointing office for managing a particular DAR's activity. All DAR authorized functions must be accomplished within the geographical boundaries of the managing office unless otherwise authorized by that office. In those instances where a DAR obtains authorization to perform authorized functions in another geographical area, the managing office will retain the responsibility for monitoring and supervising the DAR's activity.

14. AUTHORIZED FUNCTIONS. The Director of Airworthiness hereby determines that the following functions may be delegated to a DAR (following a determination by the Director, or the Director's designee, that the DAR is qualified to perform the particular function).

a. Manufacturing Functions. In the area of manufacturing, a DAR may, within limits prescribed by, and under the general supervision of the Administrator, be authorized to perform the following functions in accordance with existing FAA procedures, policies, practices, and pertinent FAR's:

(1) Issue original standard airworthiness certificates for U.S.-registered aircraft;

(2) Issue experimental certificates, for the purpose of showing compliance with regulations, for U.S.-registered aircraft which have undergone changes to the type design and require flight test, prior to the issuance/reissuance of a standard airworthiness certificate;

(3) Issue original restricted airworthiness certificates for U.S.-registered restricted category aircraft, located in the U.S. only;

(4) Issue original experimental certificates for U.S.-registered amateur-built aircraft, located in the U.S. only;

(5) Issue special flight permits for U.S.-registered aircraft for the purposes outlined in FAR 21.197(a)(1) through (5);

(6) Issue original export airworthiness approvals for Class I products (i.e., aircraft, aircraft engines, or propellers), in accordance with the provisions of Part 21, Subpart L, of the FAR's;

(7) Issue original export airworthiness approvals for Class II products (i.e., major components of a Class I product), that are manufactured and located in the United States, in accordance with the provisions of Part 21, Subpart L, of the FAR's;

(8) Conduct conformity inspections and certify that prototype or test articles, parts, or installations, including complete aircraft, to be used for FAA design evaluation purposes, (e.g. type certification or supplemental type certification programs), conform to the design being evaluated; or

(9) Conduct conformity inspections and certify that components manufactured in the U.S. for foreign product manufacturers conform to the design, test, and quality requirements notified to the FAA by the civil air authority of the country in which the product manufacturer is located.

b. Maintenance Functions. In the area of maintenance, a DAR may, within limits prescribed by, and under the general supervision of the Administrator, be authorized to perform the following functions in accordance with existing FAA procedures, policies, practices, and pertinent FAR's:

(1) Issue recurrent standard airworthiness certificates for U.S.-registered aircraft;

(2) Issue recurrent restricted airworthiness certificates for U.S.-registered restricted category aircraft, located in the U.S. only;

(3) Issue recurrent experimental certificates for U.S.-registered amateur-built aircraft, located in the U.S. only;

(4) Issue special flight permits for U.S.-registered aircraft for the purposes outlined in FAR 21.197(a)(1), and (2);

(5) Issue recurrent export airworthiness approvals for Class I products (i.e., aircraft, aircraft engines, or propellers), in accordance with the provisions of Part 21, Subpart L, of the FAR's;

(6) Issue recurrent export airworthiness approvals for Class II products (i.e., major components of a Class I product), that are manufactured and located in the United States, in accordance with the provisions of Part 21, Subpart L, of the FAR's; or,

(7) Issue airworthiness approval tags for U.S.-manufactured spare parts for aircraft, aircraft engines, propellers, materials, parts, or appliances upon a determination that such products have remained in, or have been returned to, their FAA approved design configuration, and are in a condition for safe operation.

c. ENGINEERING FUNCTIONS. (Reserved. No present need has been established to authorize delegations in the area of engineering beyond those presently authorized under the Designated Engineering Representative (DER) program.)



M. C. Beard  
Director of Airworthiness

APPENDIX 1. QUALIFICATION CRITERIA

1. GENERAL QUALIFICATIONS. In view of the diverse certification functions (i.e., areas of maintenance, manufacturing, and engineering) which may be delegated under FAR 183.33, the FAA must ensure that DAR applicants are appropriately qualified for each requested function. Accordingly, to qualify for an appointment as a DAR, all applicants must meet the general qualifications listed below in addition to having the specialized experience specified in paragraphs 2 and 3, as appropriate, for the particular function for which authorization is being sought:

a. Current and thorough working knowledge of the FAR's and related material;

b. Current technical knowledge and experience commensurate with that required for the particular function;

c. Unquestionable integrity, cooperative attitude, and the ability to exercise sound judgment;

d. The ability to maintain the highest degree of objectivity while performing authorized functions on behalf of the FAA, consistent with FAA regulations, statutes, and safety goals, notwithstanding any influence to the contrary; and

e. At least two (2) years of satisfactory experience in working with the FAA in connection with the type of work to be covered in the designation.

2. SPECIALIZED EXPERIENCE REQUIRED FOR MANUFACTURING FUNCTIONS. In the area of manufacturing, FAA Manufacturing Inspectors are responsible for making original (i.e., the first issuance of an airworthiness certificate/approval or export airworthiness approval) determinations that an aircraft or related product conforms to its FAA approved type design configuration and is in a condition for safe operation; or, as appropriate, the original determination that an aircraft or related product meets pertinent FAR requirements (e.g. amateur-built aircraft). Accordingly, in the area of manufacturing, in addition to the general qualifications specified in paragraph 1, a DAR applicant must have the following specialized experience for each particular function for which authorization is being sought:

a. Issuance of Original Airworthiness Certificates on U.S.-Registered Aircraft. (Reference Advisory Circular 183-33, paragraph 14a(1) through (5)). To qualify for authorization to perform this particular function, a DAR applicant must have the following experience:

(1) Five years of experience as an FAA Manufacturing Inspector or Designated Manufacturing Inspection Representative (DMIR) involved in the actual issuance of original airworthiness certificates on AIRCRAFT OF SIMILAR TYPE AND COMPLEXITY to those for which authorization is being sought; or

(2) In the case of an organization, as the holder of an FAA Production Certificate (PC), or Approved Production Inspection System (APIS) having a person(s) in its employ with five years of experience similar to that specified in paragraph 2a(1).

b. Issuance of Original Export Airworthiness Approvals for Class I Products (i.e., Aircraft, Aircraft Engines, or Propellers). (Reference Advisory Circular 183-33, paragraph 14a(6)). To qualify for authorization to perform this particular function, a DAR applicant must have the following experience:

(1) Five years of experience as an FAA Manufacturing Inspector or DMIR involved in the actual issuance of original export airworthiness approvals on Class I Products OF SIMILAR TYPE AND COMPLEXITY to those for which authorization is being sought; or

(2) In the case of an organization, as the holder of an FAA PC, or APIS having a person(s) in its employ with five years of experience similar to that specified in paragraph 2b(1).

c. Issuance of Original Export Airworthiness Approvals for Class II Products (i.e., Major Components of a Class I Product), that are Manufactured and Located in the United States. (Reference Advisory Circular 183-33, paragraph 14a(7)). To qualify for authorization to perform this particular function, a DAR applicant must have the following experience:

(1) Three years of experience as an FAA Manufacturing Inspector or DMIR involved in the actual issuance of original export airworthiness approvals on Class II Products OF SIMILAR TYPE AND COMPLEXITY to those for which authorization is being sought; or

(2) Show evidence of three years of experience with quality control methods and techniques which demonstrates the applicant's ability to determine that Class II Products (OF SIMILAR TYPE AND COMPLEXITY to those for which authorization is being sought) submitted for original export airworthiness approval meet FAR 21, Subpart L, and any other applicable FAR's; and meet the special/additional requirements of the importing country. This experience should include:

(a) First article, in process, and final assembly inspection;

(b) Quality assurance provisions of special processes, e.g., heat treating, brazing, welding, carburizing, plating, etc.;

(c) Destructive and nondestructive inspection;

(d) Manufacturing processes;

(e) Airworthiness assurance (Reference Order 8120.2A, paragraph 183);

(f) Developing/implementing quality control systems/procedures;

(g) Testing procedures; and

(h) Use of FAA approved design data.

(3) In the case of an organization, as the holder of an FAA production approval (i.e., PC, APIS, Technical Standard Order Authorization (TSOA), or FAA-Parts Manufacturer Approval (FAA-PMA)) having a person(s) in its employ with three years experience similar to that specified in paragraph 2c(1) or (2).

d. Conduct Conformity Inspections and Certify Conformity of Prototype or Test Articles, Parts, or Installations, Including Completed Aircraft.

(Reference Advisory Circular 183-33, paragraph 14a(8)). To qualify for authorization to perform this particular function, a DAR applicant must have the following experience:

(1) Five years of experience as an FAA Manufacturing Inspector or DMIR involved in making actual determinations that prototype or test articles, parts, or installations, including completed aircraft (OF SIMILAR TYPE AND COMPLEXITY to those for which authorization is being sought) were in conformity to the design being evaluated by the FAA; or

(2) Show evidence of five years experience with quality control methods and techniques which demonstrates the applicant's ability to determine that prototype or test articles, parts, or installations, including completed aircraft (OF SIMILAR TYPE AND COMPLEXITY to those for which authorization is being sought), to be used for FAA design evaluation, conform to the design being evaluated. This experience should include:

(a) First article, in process, and final assembly inspection;

(b) Quality assurance provisions of special processes, e.g., heat treating, brazing, welding, carburizing, plating, etc.;

(c) Destructive and nondestructive inspection;

(d) Manufacturing processes;

(e) Airworthiness assurance (Reference Order 8120.2A, paragraph 183);

(f) Developing/implementing quality control systems/procedures;

(g) Testing procedures; and

(h) Use of FAA approved design data.

(3) In the case of an organization, as the holder of an FAA production approval (i.e., PC, APIS, TSOA, or FAA-PMA) having a person(s) in its employ with five years experience similar to that specified in paragraph 2d(1) or (2).

e. Conduct Conformity Inspections and Certify Conformity of Components Manufactured in the United States for Foreign Product Manufacturers.

(Reference Advisory Circular 183-33, paragraph 14a(9)). To qualify for authorization to perform this particular function, a DAR applicant must have the following experience:



(1) Three years of experience as an FAA Manufacturing Inspector involved in making actual determinations that components (OF SIMILAR TYPE AND COMPLEXITY to those for which authorization is being sought) manufactured in the U.S. for foreign product manufacturers were in conformity with the design, test, and quality requirements notified to the FAA by the civil air authority of the country in which the product manufacturer is located; or

(2) Show evidence of three years of experience with quality control methods and techniques on components (OF SIMILAR TYPE AND COMPLEXITY to those for which authorization is being sought) which demonstrates the applicant's ability to determine conformance to the pertinent design, test, and quality requirements. This experience should include:

(a) First article, in process, and final assembly inspection;

(b) Quality assurance provisions of special processes, e.g., heat treating, brazing, welding, carburizing, plating, etc.;

(c) Destructive and nondestructive inspection;

(d) Manufacturing processes;

(e) Airworthiness assurance (Reference Order 8120.2A, Paragraph 183);

(f) Developing/implementing quality control systems/procedures;

(g) Testing procedures; and

(h) Use of FAA approved design data.

(3) In the case of an organization, as the holder of an FAA production approval (i.e., PC, APIS, TSOA, or FAA-PMA) having a person(s) in its employ with three years experience similar to that specified in paragraph 2e(1) or (2).

3. SPECIALIZED EXPERIENCE REQUIRED FOR MAINTENANCE FUNCTIONS. In the area of maintenance, FAA Airworthiness Inspectors are responsible for making recurrent (i.e., the issuance, subsequent to the original, of an airworthiness certificate/approval or export airworthiness approval) determinations that an aircraft or related product has remained in or has been returned to its FAA approved type design configuration and is in a condition for safe operation; or, as appropriate, the recurrent determination that an aircraft or related product continues to meet pertinent FAR requirements (e.g. amateur-built aircraft). Accordingly, in the area of maintenance, in addition to the general qualifications specified in paragraph 1, a DAR applicant must have the following specialized experience for each particular function for which authorization is being sought:

a. Issuance of Recurrent Airworthiness Certificates on U.S.-Registered Aircraft. (Reference Advisory Circular 183-33, paragraph 14b(1) through (4)). To qualify for authorization to perform this particular function, a DAR applicant must have the following experience:

## (1) Five years of experience as:

(a) An FAA Airworthiness Inspector involved in the actual issuance of recurrent airworthiness certificates on AIRCRAFT OF SIMILAR TYPE AND COMPLEXITY to those for which authorization is being sought; or

(b) A person having responsibility for managing airworthiness certification programs leading to the issuance of airworthiness certificates and/or the release of aircraft to service (e.g. Chief Inspector or Director of Maintenance at an FAA approved repair station, or at the facility of the holder of an air carrier or commercial operators certificate). This person must demonstrate the ability to determine that aircraft (OF SIMILAR TYPE AND COMPLEXITY to those for which authorization is being sought) submitted for recurrent certification have remained in or have been returned to their FAA approved design configuration; or, as appropriate, the recurrent determination that an aircraft meets pertinent FAR requirements; or

(c) The experience as outlined in paragraph 2a(1).

## (2) In the case of an organization:

(a) As the holder of a repair station certificate, under FAR 145, with appropriate ratings, having a person(s) in its employ with five years experience similar to that specified in paragraph 3a(1)(a) through (c); or

(b) Any air carrier operating certificate holder with an FAA approved Continuous Airworthiness Maintenance Program (CAMP), having a person(s) in its employ with five years experience similar to that specified in paragraph 3a(1)(a) through (c); or

(c) A manufacturer as defined in paragraph 2a(2).

b. Issuance of Recurrent Export Airworthiness Approvals for Class I Products (i.e., Aircraft, Aircraft Engines, or Propellers). (Reference Advisory Circular 183-33, paragraph 14b(5)). To qualify for authorization to perform this particular function, a DAR applicant must have the following experience:

## (1) Five years of experience as:

(a) An FAA Airworthiness Inspector involved in the actual issuance of recurrent export airworthiness approvals for Class I Products OF SIMILAR TYPE AND COMPLEXITY to those for which authorization is being sought; or

(b) A person having responsibility for managing export airworthiness approval programs leading to the issuance of export airworthiness approvals for Class I Products (e.g., Chief Inspector or Director of Maintenance at an FAA approved repair station, or at the facility of the holder of an air carrier or commercial operators certificate). This person must demonstrate the ability to determine that Class I Products (OF SIMILAR TYPE AND COMPLEXITY to those for which authorization is being sought)

submitted for recurrent export airworthiness approval meet FAR 21, Subpart L, and any other applicable FAR's; and meet the special/additional requirements of the importing country; or

(c) The experience outlined in paragraph 2b(1).

(2) In the case of an organization:

(a) As the holder of a repair station certificate, under FAR 145, with appropriate ratings, having a person(s) in its employ with five years experience similar to that specified in paragraph 3b(1)(a) through (c); or

(b) Any air carrier operating certificate holder with an FAA approved CAMP, having a person(s) in its employ with five years experience similar to that specified in paragraph 3b(1)(a) through (c); or

(c) A manufacturer as defined in paragraph 2b(2).

c. Issuance of Recurrent Export Airworthiness Approvals for Class II Products (i.e., Major Components of a Class I Product), that are Manufactured and Located in the United States. (Reference Advisory Circular 183-33, paragraph 14b(6)). To qualify for authorization to perform this particular function, a DAR applicant must have the following experience:

(1) Three years of experience as:

(a) An FAA Airworthiness Inspector involved in the actual issuance of recurrent export airworthiness approvals on Class II Products OF SIMILAR TYPE AND COMPLEXITY to those for which authorization is being sought; or

(b) The holder of an IA, Mechanic Certificate with airframe and powerplant ratings, or a repairman's certificate (e.g. avionics, instruments, etc.) who can demonstrate the ability to determine that Class II Products (OF SIMILAR TYPE AND COMPLEXITY to those for which authorization is being sought) submitted for recurrent export airworthiness approval meet FAR 21, Subpart L, and other applicable FAR's; and meet the special/additional requirements of the importing country; or

(c) The experience as outlined in paragraph 2c(1) or (2).

(2) In the case of an organization:

(a) As the holder of a repair station certificate, under FAR 145, with appropriate ratings, having a person(s) in its employ with three years of experience similar to that specified in paragraph 3c(1)(a) through (c); or

(b) Any air carrier operating certificate holder with an FAA approved CAMP, having a person(s) in its employ with three years of experience similar to that specified in paragraph 3c(1)(a) through (c); or

(c) A manufacturer as defined in paragraph 2c(3).

d. Issuance of Airworthiness Approval Tags for U.S.-Manufactured Spare Parts for Aircraft, Aircraft Engines, Propellers, or Appliances. (Reference Advisory Circular 183-33, paragraph 14b(7). To qualify for authorization to perform this particular function, a DAR applicant must have the following experience:

(1) Five years of experience as:

(a) An FAA Airworthiness Inspector involved in the actual issuance of airworthiness approval tags for spare parts for aircraft, aircraft engines, propellers, or appliances (OF SIMILAR TYPE AND COMPLEXITY to those for which authorization is being sought); or

(b) The holder of an IA, Mechanic Certificate with airframe and powerplant ratings, or a repairman's certificate (e.g. avionics, instruments, etc.) who can demonstrate the ability to determine that U.S.-manufactured spare parts for aircraft, including aircraft engines, propellers, materials, parts, or appliances, (OF SIMILAR TYPE AND COMPLEXITY to those for which authorization is being sought) submitted for airworthiness approval tags have remained in or have been returned to their FAA approved design configuration; are in a condition for safe operation; and meet any other applicable FAR's; or

(c) The experience as outlined in paragraph 2b(1); or

(2) In the case of an organization:

(a) As the holder of a repair station certificate, under FAR 145, with appropriate ratings, having a person(s) in its employ with five years of experience as specified in paragraph 3d(1)(a) through (c); or

(b) Any air carrier operating certificate holder with an FAA approved CAMP, having a person(s) in its employ with five years of experience similar to that specified in paragraph 3d(1)(a) through (c); or

(c) A manufacturer as defined in paragraph 2b(2).

4. SPECIALIZED EXPERIENCE REQUIRED FOR ENGINEERING FUNCTIONS. No present need has been established to authorize delegations in the area of engineering beyond those presently authorized under the Designated Engineering Representative (DER) program. Therefore, specialized experience requirements for this discipline will not be developed until such need has been established.

APPENDIX 2. SELECTING AND APPOINTING OFFICES

The FAA offices responsible for selecting and appointing DAR's are as listed below. Information concerning DAR selection, appointment and qualification criteria may be obtained from the offices listed below or from any FAA Aircraft Certification Office (ACO), Manufacturing Inspection District Office (MIDO), Manufacturing Inspection Satellite Office (MISO), Flight Standards District Offices (FSDO), General Aviation District Office (GADO) or Air Carrier District Office (ACDO).

a. Manufacturing and Engineering Functions. Applications for DAR appointment in the areas of manufacturing and engineering must be submitted to the Aircraft Certification Division listed below that is located in the geographical area in which the applicant resides or has his/her primary place of business.

- (1) Aircraft Certification Division, ANE-100  
12 New England Executive Park  
Burlington, Massachusetts 01803  
(617) 273-7328
- (2) Aircraft Certification Division, ACE-100  
601 East 12th Street  
Kansas City, Missouri 64106  
(816) 374-6937
- (3) Aircraft Certification Division, ASW-100  
4400 Blue Mound Road  
P. O. Box 1689  
Fort Worth, Texas 76101  
(817) 624-4512
- (4) Aircraft Certification Division, ANM-100  
17900 Pacific Highway South  
Seattle, Washington 98168  
(206) 764-7047

b. Maintenance Functions. Applications for DAR appointment in the area of maintenance must be submitted to the Flights Standards Division listed below that is located in the geographical area in which the applicant resides or has his/her primary place of business.

- (1) Flight Standards Division, AAL-200  
Anchorage Federal Office Building and Courthouse  
701 C Street, Box 14  
Anchorage, Alaska 99513  
(907) 271-5514
- (2) Flight Standards Division, ACE-200  
601 East 12th Street  
Kansas City, Missouri 64106  
(816) 374-5003

- (3) Flight Standards Division, AEA-200  
Federal Building  
J.F.K. International Airport  
Jamica, New York 11430  
(213) 917-1124
- (4) Flight Standards Staff, AEU-200  
15 Rue de la Loi  
1040 Brussels, Belgium  
513.38.30 Extension 2225  
Autovo 793-2720
- (5) Flight Standards Division, AGL-200  
2300 East Devon Avenue  
Des Plains, Illinois 60018  
(312) 694-7252
- (6) Flight Standards Division, ANE-200  
12 New England Executive Park  
P. O. Box 510  
Burlington, Massachusetts 01803  
(617) 273-7341
- (7) Flight Standards Division, ANM-200  
17900 Pacific Highway South, C-68966  
Seattle, Washington 98168  
(206) 264-7040
- (8) Flight Standards Division, ASO-200  
3400 Norman Berry Drive  
East Point, Georgia 30344  
P. O. Box 20636  
Atlanta, Georgia 30320  
(404) 763-7401
- (9) Flight Standards Division, AWP-200  
15000 Aviation Boulevard  
P. O. Box 92007 Worldway Postal Center  
Los Angeles, California 90009  
(213) 536-6251
- (10) Flight Standards Division, ASW-200  
4400 Blue Mound Road  
P. O. Box 1689  
Fort Worth, Texas 76101  
(817) 624-4911, Extension 500

U.S. Department  
of Transportation

**Federal Aviation  
Administration**

800 Independence Ave., S.W.  
Washington, D.C. 20591

Official Business  
Penalty for Private Use \$300

**RETURN POSTAGE GUARANTEED**

Postage and Fees Paid  
Federal Aviation  
Administration  
DOT 515



**THIRD CLASS BULK RATE**