



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

AC 64D
**Advisory
Circular**

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

Date: 2/3/84

Initiated by: AWS-340

AC No: 140-6C

Change:

1. **PURPOSE.** This advisory circular advises that Special Federal Aviation Regulation (SFAR) No. 36 has been extended for an additional 5 years to January 23, 1989. 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. 140-6B, The Development and Use of Major Repair Data Under Provisions of Special Federal Aviation Regulation No. 36 dated December 18, 1981, is canceled.
3. **BACKGROUND.** SFAR 36, which initially became effective on January 23, 1978, was issued to relieve qualifying certificated air carriers, air taxis, commercial operators, and repair stations of the burden of obtaining Federal Aviation Administration (FAA) approval of data developed by them for major repairs on a case-by-case basis. The certificate holders eligible for authorization under the SFAR are those employing adequately trained personnel and complying with specified procedural requirements. SFAR 36 was adopted as an interim rulemaking action to obtain information upon which to base a permanent rule change. However, most of the affected certificate holders did not utilize the provisions of SFAR 36 until it was well into its second year and near its original expiration date of January 23, 1980. Since the FAA did not have sufficient data upon which to base a permanent rule change, the termination date for SFAR 36 was extended an additional 2 years to January 23, 1982. In 1981 the FAA initiated rulemaking to consolidate certain authorizations along with those issued under SFAR 36 and make them a permanent part of the Federal Aviation Regulations. However, this rulemaking action was not completed and the termination date for SFAR 36 was extended for an additional 2 years to January 23, 1984. Each authorization issued under this SFAR was made effective from the date of issuance until January 23, 1984. There are presently more than 20 certificated air carriers and repair stations holding SFAR 36 authorizations. For reasons unrelated to the subject matter of SFAR 36, the pending rulemaking project was canceled, and no new project is presently being developed. Consequently, to provide continuity and avoid hardship to those relying on SFAR 36 as it presently exists, the FAA finds it necessary to extend the effectivity of SFAR 36 for an additional 5 years to January 23, 1989.

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, 1989. This rule extension should provide ample time for the provisions to be incorporated into a permanent rule change.
5. ELIGIBILITY. SFAR 36 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 of large aircraft subject to Section 135 of the FAR.
6. APPLICATION. Application for an SFAR 36 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 procedures contained in, the 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.
9. COPY OF SFAR 36. A copy may be found in Parts 121 and 145 of the FAR.



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