

federal register

**Thursday
April 14, 1983**

Part II

**Department of
Transportation**

Federal Aviation Administration

**Designated Airworthiness Representatives
and Advisory Circular**

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 183**

[Docket No. 23140; Amdt. No. 183-6]

Designated Airworthiness Representatives**AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule.

SUMMARY: This amendment to Part 183 of the Federal Aviation Regulations (FAR) establishes the Designated Airworthiness Representative (DAR) as a new category of person appointed, under Section 314 of the Federal Aviation Act of 1958 (FA Act), to act as a representative of the Administrator in performing certain certification functions under Title VI of the FA Act. The amendment expands the FAA designee program into new areas of delegation not previously provided in Part 183. The expanded delegations are necessary to deal with the proliferation of requests for FAA examination, inspection, and testing services necessary to the issuance of certificates, and the issuance of certificates, under Title VI of the FA Act. This amendment will enable the FAA to use its fiscal and human resources in a more effective manner to meet safety objectives. In addition, the amendment will ease the burden of regulation on the public by expediting accomplishment of required demonstrations of compliance with applicable airworthiness standards and will reduce or eliminate delays in obtaining required certifications.

EFFECTIVE DATE: May 16, 1983.

FOR FURTHER INFORMATION CONTACT: Mr. Sandy DeLucia, Aircraft Manufacturing Division (AWS-200), Office of Airworthiness, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 426-8361.

SUPPLEMENTARY INFORMATION:**Background**

Section 314 of the FA Act permits the Secretary of Transportation to delegate to any properly qualified private person any work, business, or function respecting: (1) The examination, inspection, and testing necessary to issue certificates under Title VI of the FA Act, and (2) the issuance of such certificates under Title VI of the FA Act, subject to regulations, supervision, and review as he may prescribe. These certificates include but are not limited to: type certificates; supplemental type

certificates; production certificates; airworthiness certificates; export approvals and certificates; components certifications; airman certificates; air carrier/operator's certificates; and air agency certificates. Approved production inspection system authorizations and technical standard order authorizations also come within the purview of Title VI of the Act.

Private persons selected to act as designees are Representatives of the Administrator as described in Part 183 of the Federal Aviation Regulations. This "designee system" has been used extensively within the FAA for over 20 years and has been highly successful. For example, there are now approximately 850 private persons with delegated authority to function as Designated Manufacturing Inspection Representatives (DMIR's) of the Administrator, augmenting a workforce of approximately 140 FAA manufacturing inspectors. DMIR's conduct numerous inspections and certifications on behalf of the FAA, enabling the FAA to meet its safety objectives with a minimal number of FAA manufacturing inspectors. A DMIR authorization, however, is limited to the facilities of the manufacturer by whom the DMIR is employed. Part 183 also provides for the appointment of Designated Aircraft Maintenance Inspectors (DAMI's) with a delegation of authority limited to only one function. The FAA, therefore, finds it necessary to expand the designee program to respond to the many requests for FAA examination, inspection, and testing services relating to certification functions that were not within the very limited scope of designations previously authorized by Part 183. Viewed in the context of increased foreign and domestic demand for FAA inspection and certification services, Part 183 did not provide the FAA with sufficient flexibility to fully utilize its statutory authority to delegate examination, inspection, and testing functions regarding issuing Title VI certificates.

On May 27, 1982, the FAA issued Notice of Proposed Rulemaking (NPRM) No. 82-9 (47 FR 27472; June 24, 1982). The notice proposed to establish DAR's as a new category of persons appointed under Section 314 of the FA Act to serve as Representatives of the Administrator in performing certain certification functions.

Information collection requirements contained in this regulation (§ 183.11) have been approved by the Office of Management and Budget under the provisions of the Paperwork Reduction Act of 1980 (Pub. L. 96-511) and have

been assigned OMB control number 2120-0035.

Discussion

Although no present need has been established to expand delegations in the area of engineering, as opposed to maintenance and manufacturing, this amendment provides for such expansion should the need arise. The expanded delegations go beyond those previously contained in Part 183, yet remain within those authorized by Section 314 of the FA Act, an approach which is consistent with the goal of reducing costs by streamlining the operations of the Government. This amendment also eases the burden of regulation on the aviation community by expediting the accomplishment of demonstrations of compliance required before the issuance of requested certifications. It will reduce delays commonly experienced by modifiers during supplemental type certification programs due to unavailability of FAA personnel, and thus expedite introducing new products. Delays encountered by persons attempting to return aircraft to service following maintenance/alterations also will be minimized.

By providing for the appointment of qualified persons as DAR's to perform functions not previously authorized in Part 183, the FAA can safely and efficiently increase the productivity of its staff in areas most affecting safety. Those areas in which DAR's may be utilized in the immediate future include: issuing export approvals and export certificates of airworthiness; conducting conformity inspections for modification programs; issuing airworthiness certificates for aircraft; and certifying components produced under bilateral airworthiness agreements.

Delegation of specific functions may be authorized for limited periods of time in accordance with national policy developed by the Director of Airworthiness and may be withdrawn by the appointing authority at any time and for any reason deemed appropriate.

Since every examination, inspection, and testing function delegated to DAR's under the amendment cannot presently be envisioned, it is not possible to specify by regulation all areas in which a DAR may serve consistent with the stated objectives of the amendment. Accordingly, those functions which may be delegated by the Director of Airworthiness are described in an advisory circular (AC) which is being published concurrently with this amendment and which will be available from the U.S. Department of Transportation, Publication Section (M-

442.32) Washington, D.C. 20590. The FAA intends to revise and republish the advisory circular to seek public comment each time it is proposed to add or delete an authorized function. Additional areas of delegation will be selected and authorized by the Director of Airworthiness based on recommendations from other FAA elements and the aviation community.

Consistent with other delegations already provided for in Part 183, this amendment does not mandate the use of DAR's. The election to use such representatives is left entirely to the discretion of the certificate applicant. Also, as with other designees, DAR's may charge the applicant a fee for their services, and DAR's will be subject to FAA surveillance with regard to monitoring and supervising their delegated tasks. It should be noted that the FAA will not reimburse any designee appointed under Part 183 for any expense incurred by the designee in performing authorized functions.

Discussion of Comments

A total of 28 individuals and associations submitted comments on the proposal. Fourteen commenters concur with the proposal as written. Twelve commenters concur but include comments. Two commenters support the DAR program concept and intent but indicate that certain areas should be further defined or clarified. Most commenters fully support the proposed DAR amendment, indicating that it will fill a vital need and have positive economic advantages for both the public and the FAA, with no adverse impact on safety. Many of the comments submitted in response to the NPRM also contain recommendations or take issue with certain aspects of the proposed DAR advisory circular (AC). Accordingly, comments relating to both the NPRM and the proposed AC are discussed in the following paragraphs.

Qualification Criteria

Several commenters indicate a need to publish the qualification criteria to be employed by the FAA for selecting and appointing DAR's. Accordingly, these criteria have been incorporated in an Appendix of the DAR AC. This information will also be made readily available for review at FAA offices identified in the AC.

Several commenters submitted recommendations relative to basic qualification criteria for use in the DAR selection process. These recommendations have been taken into consideration in formulating the criteria.

Expansion or Clarification of Functions

A number of commenters request that the FAA consider further expansion of delegated functions beyond those addressed by the proposed AC. Several commenters also request clarification relative to those functions for which designations may be authorized.

The additional functions requested include: issuance or amendment of air agency, repairman, and school certificates; issuance of experimental certificates for amateur-built aircraft; revision of maintenance/operations specifications; field approval and return to service via FAA Form 337; determination of compliance with quality control systems; and issuance of special flight permits, provisional airworthiness certificates, and special flight authorizations.

After a thorough evaluation, it has been determined that authorized functions can be expanded to include the issuance of certain special flight permits and experimental certificates for amateur-built aircraft. However, a rapid expansion of delegated functions might severely curtail the FAA's ability to adequately monitor and control this program. Therefore, other than the two aforementioned functions, the FAA does not plan to expand DAR authorization to include any other functions until sufficient experience is gained to ensure safety will not be derogated.

With respect to clarifying delegated functions authorized by the Director of Airworthiness, the AC is revised to identify more explicitly those functions, including the specific types of airworthiness certificates and export approvals which may be issued in the areas of maintenance and manufacturing.

Training Requirements

Several commenters state a need to establish training criteria for newly appointed DAR's. The FAA agrees that this is necessary and will provide certain training for all DAR's. This training will normally be accomplished by the FAA office which has responsibility for monitoring and supervising a DAR's activity. Training will be provided upon appointment and on an ongoing basis, as necessary.

The FAA also has initiated action to develop an optional training course to be given at the FAA Academy at Oklahoma City. The cost of this course will be borne by the FAA on behalf of DAR's electing to participate. Each DAR desiring to take the course will be expected to pay for his/her expenses and transportation.

It should be noted that DAR training will be limited to familiarization with FAA administrative procedures (for example, processing forms, etc.). Training in technical areas will not be provided since the FAA will require that a DAR applicant have the necessary technical expertise as a prerequisite to appointment.

Monitoring and Supervision

Three commenters ask how DAR activities will be monitored and supervised. Consistent with other designee categories, all DAR's will be monitored and supervised as appropriate for the particular authorized functions. This would include: Review of all official forms initiated by a DAR; random post-audit inspections of products which have been certified by DAR; accompanying a DAR during the inspection of a product to ensure that satisfactory techniques, methods, and procedures are being used; etc. This normally will be accomplished in accordance with FAA internal directives by the FAA office that issues the designation.

Procedural Aspects

Several commenters indicate a need to publish certain procedural aspects, including: scope of authority; training methods; FAA methods of auditing DAR activities; extent of DAR utilization; manner in which DAR's will coordinate with FAA; various FAA forms to be used; and DAR supervision criteria.

Consistent with other categories of designees, DAR procedural matters will be distributed through FAA directives and provided to DAR's as appropriate, and also will be available for review by interested persons at any FAA Aircraft Certification or Flight Standards office.

Miscellaneous Comments

One commenter indicates that the proposed AC could be interpreted as requiring an applicant for DAR appointment to possess credentials in all three disciplines; that is, manufacturing, maintenance, and engineering. It is the FAA's intent that an applicant for DAR appointment would only be expected to have the experience and qualifications appropriate to the particular function for which authorization is sought. For example, if a person is seeking appointment as a DAR only for the purpose of conducting conformity inspections, that person's qualifications could be limited to those necessary to perform that particular task.

A commenter expresses concern that eligibility requirements may be such that only former FAA employees would be

appointed as DAR's. The commenter believes it is imperative to have a proper mix of former FAA employees and industry persons selected as DAR's. The FAA expects a number of former FAA employees to apply for, and be issued, DAR authorizations. However, experience with other categories of designees, such as Designated Engineering Representatives (DER's), has shown that the majority of appointees are from industry. Many DMIR's and persons having FAA Inspection Authorizations are qualified to perform certain of the authorized DAR functions.

One commenter believes that a dual DMIR/DAR appointment would be advantageous since the DMIR authorization could be used for production purposes and the DAR authorization could be used for conformity certifications on components being produced under bilateral airworthiness agreements (a function which cannot be authorized for a DMIR under current regulations). The commenter, however, believes that such a dual appointment might create certain procedural problems. The FAA does, in fact, envision dual appointments such as DMIR/DAR, and DER/DAR, and does not anticipate procedural problems.

One commenter asks whether DAR's will be appointed to meet FAA or industry needs or desires. While there will be no requirement to substantiate the need for DAR appointment as a prerequisite for appointment, the FAA fully expects that those persons appointed as DAR's will be reasonably active in performing authorized functions. Lack of activity for an extended period of time would be cause for terminating a DAR appointment, since administrative costs associated with continuing an inactive appointment could not be justified, and continued currency of experience and familiarity with FAA regulations and government/industry practices and policies could no longer be assured.

Two commenters express concern that the acronym "DAR" may be confused with the DAR (Design Approval Representative) used by the Canadian civil air authorities. The FAA does not believe this will present a problem, except perhaps in those areas which involve Canadian products. In these and other instances where the acronym could be confused, the FAA would suggest using "FAA" as a prefix; that is, "FAA-DAR."

One commenter questions how DAR fees are to be determined. Fees should be negotiated between the DAR and the user of the DAR's services. Although the FAA has statutory authority to prescribe

maximum fees which may be charged by designees, the FAA has not found it necessary to do so with other designee programs.

One commenter questions whether or not the FAA will provide liability insurance for DAR's while acting on the FAA's behalf. As with other categories of designees, the FAA will not provide such insurance coverage.

Another commenter questions whether the DAR, the DAR's employer, or the FAA could be held liable for a DAR's actions. Like any other person, a DAR can be held legally accountable and liable for negligent conduct. Similarly, if a DAR has been negligent in his/her capacity as an employee, the employer may also be held accountable and potentially liable. The United States has consistently taken the position that Representatives of the Administrator are not employees of the FAA. Therefore, the FAA neither provides for their legal defense nor considers itself to be liable for a designee's negligent conduct.

Several comments were received concerning the limitations of authority for a DAR. The FAA will issue a certificate of authority to each DAR which will limit the DAR's authority to those functions for which the DAR has been determined qualified. Limitations also may be prescribed within each authorized function, where deemed appropriate. For example, a DAR may be authorized to issue standard airworthiness certificates limited to small aircraft only. Another example would be authority to issue export approvals limited to small rotorcraft only. Such limitations would be based on the qualifications and expertise of the particular DAR.

One commenter suggests that the proposal places heavy emphasis on manufacturing, but does not extend into the area of maintenance. Although the proposal may have been perceived in this manner, there was no intent to place greater emphasis on manufacturing over maintenance. In the interest of clarification, the AC will categorize the maintenance and manufacturing functions. The commenter also questions if the FAA plans to convert other FAA designee categories to DAR's. The FAA has no such plan at this time.

One commenter recommends that no geographical limitations be placed on a DAR's activity. Generally, the FAA will limit a DAR to functions within the geographical area of the appointing FAA office to ensure monitoring and supervising capability. However, DAR may perform those functions outside of this area when authorized by the

appointing FAA office. If a DAR elects to relocate to another geographical area, the FAA monitoring and supervisory task will be transferred to the appropriate FAA office in that area.

Two commenters suggest that it would be in their own interest and that of the FAA to appoint DAR's for service in Europe, Africa, and the Middle East. They argue that this would result in savings to the FAA, which is often pressed to carry out its overseas mission with limited manpower, and would preclude costly delays in obtaining required FAA certifications and approvals. The FAA does not object to appointing DAR's in foreign countries, although the FAA might not have the necessary resources to monitor and supervise their activities. Accordingly, the FAA will consider appointing DAR's in a foreign country only when it is determined that there would be no undue burden on the FAA in administering the particular program. This would not prevent appointing DAR's to travel to foreign countries to issue airworthiness certificates/tags and export approvals on aircraft and related products.

A commenter questions whether a DAR employed by a particular individual would be on call to FAA to respond to requests for services from other persons, facilities, or locations. The FAA does not require any DAR to be on call to provide services to any person or organization. The use of such representatives is at the discretion of the applicant seeking required certification or approval. One commenter asks whether a DAR's authority would be confined to activity on behalf of his/her employer, unless self-employed. Unlike a DMIR designation, the FAA would not confine a DAR's activity to the DAR's employer.

One commenter recommends that the FAA ensure that safety will not be compromised by inadequate monitoring of the DAR program. The commenter suggests that the FAA establish controls to ensure accountability and to detect and correct instances in which safety considerations may tend to be affected by inherent conflict of interest pressures under which a DAR might be forced to operate. The FAA recognizes the need to provide for adequate controls in monitoring this program. Accordingly, consistent with other designee categories, the FAA will establish internal procedures to ensure that the DAR program will be properly directed toward the FAA's safety objectives.

One commenter asks whether DAR appointments will be of individual persons or of organizations. The FAA

envisions the majority of DAR appointees will be individuals. Since the term "person" is defined in Federal Aviation Regulations, Part 1, to include an individual, firm, partnership, corporation, company, association and joint-stock association, such organizations may be considered for appointment as DAR's. In these instances, the organization would be required to submit, along with its application for DAR authorization, the names, signatures, titles, and qualifications of those persons who would actually perform the authorized functions. Additionally, such an organization must also submit a procedure, acceptable to the FAA, which positively ensures that only such appropriately qualified persons perform authorized functions. It should be noted that the FAA will hold the organization responsible for complying with the conditions of the DAR appointment, with any necessary corrective actions to be directed at the organization.

Economic Evaluation

Benefits

Economic benefits of the DAR program will be derived from cost savings or improved efficiency. Applicants for certification services will benefit primarily through reductions in costly delays in obtaining certifications required to conduct aviation-oriented enterprises. FAA monitoring and supervision of the DAR program will ensure that the present level of aviation safety will not be diminished. In fact, safety will be enhanced because FAA personnel relieved from tasks accomplished by DAR's will be able to redirect their efforts to other areas affecting safety.

Comments relating to economic benefits indicate that there would be industry cost savings from improved efficiency and reduction of delays in obtaining certifications. One commenter relates that he had to ferry a B-707 to the United States from Singapore to obtain an airworthiness certificate, an example of an expense which could be eliminated by this amendment. Other commenters cite difficulty in arranging FAA aircraft inspections in a timely manner, and expect that the rule will alleviate this problem. After the close of the comment period, the FAA received a letter from a U.S. aircraft modifier indicating that delays in delivering an aircraft located in West Germany, because of the FAA's inability to support a proposed modification program schedule, will create a financial burden of approximately \$2,500 per day

to the aircraft owner. Such problems could also be alleviated by the rule.

Clearly the DAR program will be of benefit in reducing government costs by permitting certain FAA functions to be undertaken by qualified private persons or organizations.

Based on the high degree of interest and the urgent need for DAR's as expressed by commenters and the numerous inquiries received concerning DAR appointments, the FAA anticipates that the DAR program will be as well received by the aviation public and industry as have been other categories of designees.

Costs

No costs need be incurred by any applicant requiring FAA certification services since the use of a DAR to obtain FAA certification is optional. The FAA will continue to issue required certifications, in accordance with existing practice and policy. Therefore, an applicant determines, at his/her option, when the use of a DAR would prove economically advantageous. None of the comments from industry indicate that this rule will impose additional costs. Those that do address the economic factors indicate that cost savings will result.

There is no cost to the applicant for DAR authorization approval.

The cost of the DAR program to the FAA will be negligible. Although there are selection, training, and orientation costs associated with initiating the program, these are more than offset since DAR's will perform tasks that would otherwise be performed by the FAA.

Regulatory Flexibility Determination

The FAA has determined this rule will not have a significant economic impact on a substantial number of small entities, even though it authorizes fees to be charged for certification services.

This determination is based on the FAA's experience with other designees permitted to charge for their services. Generally, fees have been such that any business or person could afford the services of a designee without being placed at a competitive disadvantage. Additionally, small entities requiring certification services need not engage DAR's, but may continue to request the services of FAA personnel, which will be provided consistent with existing practice and policy.

List of Subjects in 14 CFR Part 183

Airmen, Air safety, Safety, Aviation safety, Air transportation, Aircraft.

The Amendment

Accordingly, Part 183 of the Federal Aviation Regulations (14 CFR Part 183) is amended as follows, effective May 16, 1983.

PART 183—REPRESENTATIVES OF THE ADMINISTRATOR

1. By amending § 183.11 by adding a new paragraph (e) to read as follows:

§ 183.11 Selection.

(e) The Director of Airworthiness, or the Director's designee, may select Designated Airworthiness Representatives from qualified persons who apply by a letter accompanied by a "Statement of Qualifications of Designated Airworthiness Representative."

(Approved by the Office of Management and Budget under OMB control number 2120-0035)

2. By amending § 183.13 by adding a new paragraph (c) to read as follows:

§ 183.13 Certification.

(c) A "Certificate of Authority," stating the specific functions which the person concerned is authorized to perform and stating an expiration date, is issued to each Designated Airworthiness Representative, along with a "Certificate of Designation" for display purposes.

3. By amending § 183.15 by amending paragraphs (a) and (b) by removing the words "under paragraph (c)" and by inserting, in their place, the words "under paragraph (d)"; by redesignating paragraph (c) as (d); and by adding a new paragraph (c) to read as follows:

§ 183.15 Duration of certificates.

(c) Unless sooner terminated under paragraph (d) of this section, a designation as a Designated Airworthiness Representative is effective until the expiration date shown on the Certificate of Authority.

4. By adding a new § 183.33 to read as follows:

§ 183.33 Designated Airworthiness Representative.

A Designated Airworthiness Representative (DAR) may, within limits prescribed by and under the general supervision of the Administrator, do the following:

(a) Perform examination, inspection, and testing services necessary to the issuance of certificates, including

issuing certificates, in the areas of maintenance, manufacturing, and engineering as may be authorized by the Director of Airworthiness.

(b) Charge a fee for his or her services.

(c) Perform authorized functions at any authorized location:

(Secs. 313(a), 314, 601, 603, 605, and 1102, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1355, 1421, 1423, 1425, and 1502); Sec. 6(c) Department of Transportation Act (49 U.S.C. 1655(c)))

Note.—This rule establishes a procedure for designating persons to perform certain certification functions previously conducted only by FAA employees, thereby reducing or eliminating certain delays in obtaining required certifications. Further, this document involves a rulemaking action which: (1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparing a regulatory evaluation because the costly changes associated with the designation procedures are minimal. In

addition, I certify that, under the criteria of the Regulatory Flexibility Act, the amendments will not have a significant economic impact on a substantial number of small entities since it will minimally ease the burden of regulatory compliance by reducing certain delays on obtaining required certifications.

Issued in Washington, D.C., on February 14, 1983.

J. Lynn Helms,
Administrator.

[FR Doc. 83-9744 Filed 4-13-83; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[AC 183-33]

Advisory Circular for Designated
Airworthiness RepresentativesAGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final.

SUMMARY: This advisory circular (AC) will be used as the vehicle to identify examination, inspection, and testing services related to certification functions in the areas of maintenance, manufacturing, and engineering, which may be delegated to Designated Airworthiness Representatives (DAR's), as may be authorized by the Director of Airworthiness.

EFFECTIVE DATE: May 16, 1983.

FOR FURTHER INFORMATION CONTACT:

Mr. Sandy DeLucia, Aircraft
Manufacturing Division (AWS-200),
Office of Airworthiness, Federal
Aviation Administration, 800
Independence Avenue SW.,
Washington, D.C. 20591; telephone (202)
428-8361.

SUPPLEMENTARY INFORMATION:

Discussion of the Advisory Circular

The FAA has amended Part 183 of the Federal Aviation Regulations (published elsewhere in this issue). This amendment provides for the establishment of Designated Airworthiness Representatives (DAR's) as a new category of persons appointed, under Section 314 of the Federal Aviation Act (FA Act) of 1958, to act as representatives of the Administrator in performing certain certification functions under Title VI of the FA Act. This amendment to Part 183 enables the FAA to expand its designee program into new areas of delegation not previously provided for in Part 183. The expanded delegations are necessary since the delegations previously authorized by Part 183 constrained the FAA's ability to deal with the proliferation of requests for FAA examination, inspection, and testing services incident to the issuance of certificates under Title VI of the FA Act. This amendment now enables FAA to use its fiscal and human resources in a more effective manner to meet safety objectives. In addition, the amendment will ease the burden of regulation on the public by expediting accomplishment of required demonstrations of compliance with applicable airworthiness standards and will, therefore, reduce or eliminate

certain delays in obtaining required certifications.

As provided, delegation of specific functions may be authorized for limited periods of time in accordance with national policy developed by the Director of Airworthiness, and may be withdrawn by the appointing authority at any time, and for any reason deemed appropriate.

Since each examination, inspection, and testing function which may be delegated to DAR's under the amendment cannot be envisioned, it was not possible to specify, by regulation, all areas where a DAR's services may be used consistent with the stated objectives of the amendments. Accordingly, this AC contains those specific functions which may be delegated in the immediate future. The FAA intends to revise and republish this AC to seek public comment each time revisions are proposed to add or delete any authorized function. Proposed new areas of delegation will be selected and authorized by the Director of Airworthiness based on recommendations from other FAA elements and the aviation community. This procedure will expedite the notification process each time a designated function is to be added or deleted. Consistent with the President's goal of streamlining the regulatory process to eliminate unnecessary requirements, the use of this AC to list specific functions appropriate for delegation to DAR's will provide the FAA with the regulatory flexibility to utilize the DAR program in the most effective and innovative manner.

Discussion of Comments

A total of six individuals and association submitted comments on the proposed AC (47 FR 27475, June 24, 1982). Two commenters concur with the proposal as written. Three commenters concur but also included comments. One commenter supports the DAR program concept but indicates that certain areas should be further defined or clarified. The comments submitted in response to the proposed AC closely parallel those submitted in response to the proposed amendment to Part 183. Accordingly, the FAA discussion of comments relating to both the Notice of Proposed Rulemaking and the proposed AC is contained in the preamble to the amendment to Part 183 (published elsewhere in this issue). Based on the public comments relating to the AC, the AC has been revised to clarify the following areas:

1. Qualification criteria.
2. Training.

3. Specific functions within maintenance, manufacturing, and engineering which may be delegated by the Director of Airworthiness.

4. Monitoring and Supervision.
5. Limits of Authority.
6. Appointing Authority.

The Advisory Circular

In accordance with the above, the FAA publishes AC 183-33, Designated Airworthiness Representatives, as follows.

M. C. Beard,

Director of Airworthiness.

Issued in Washington, D.C., on February
14, 1983.

Advisory Circular

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 applicants 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 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 through 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, an 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 6120.2A, 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, 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 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 or 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) 824-4512.

(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, Jamaica, 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 Plaines, 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) 284-7040.

(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) 824-4911, Extension 500.

[FR Doc. 83-9746 Filed 4-13-83; 8:45 am]

BILLING CODE 4910-13-M

U.S. Department
of Transportation

**Federal Aviation
Administration**

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

Official Business.
Penalty for Private Use \$300

Postage and Fees Paid
Federal Aviation
Administration
DOT 515

