

08/31/2010

SUBJ: Production Approval and Certificate Management Procedures

This order provides guidance for Aircraft Certification Service personnel to accomplish certain agency responsibilities. These include the evaluation, approval, and certificate management of the production activities of manufacturers and their suppliers producing products or articles in accordance with Title 14, Code of Federal Regulations.

The guidance in this order relates to the following three types of production approvals issued by the Federal Aviation Administration:

1. Production Certificate.
2. Parts Manufacturer Approval.
3. Technical Standard Order authorization.

This order has been organized into two functional areas: procedures for the evaluation and issuance of a production approval, and procedures for certificate management of a production approval.



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Table of Contents

<i>Paragraph</i>	<i>Page</i>
Chapter 1. Introduction	
1-1. Purpose of This Order.	1-1
1-2. Audience.	1-1
1-3. Where Can I Find This Order.	1-1
1-4. Cancellation.	1-1
1-5. Explanation of Policy Changes.	1-1
1-6. Effective Date.	1-1
Chapter 2. Procedures for Issuing a Production Approval	
Section 1. Introduction	
2-1. Chapter Information and Format.	2-1
Section 2. Production Under a Type Certificate (Part 21, Subpart F)	
Part 1. General Information	
2-2. Applicability.	2-1
2-3. Privileges.	2-1
2-4. Advising the Applicant.	2-1
Part 2. FAA Actions During the Six-Month Period	
2-5. FAA Conformity Determinations.	2-3
2-6. Assessing the Applicant's Progress.	2-3
2-7. Extension of Six-Month Period.	2-3
2-8. PC Not Established Within Six-Month Period.	2-3
Figure 2-1. Sample FAA Form 8100-1, Conformity Inspection Record.	2-4
Figure 2-2. Sample Letter of Authorization for Extension of § 21.123(g) Six-Month Limitation.	2-6
Figure 2-3. Sample FAA Form 8110-12, Application for Type Certificate, Production Certificate, or Supplemental Type Certificate.	2-7
2-9. Review of Production Quality System Data.	2-8
2-10. Provisional Approval Procedures.	2-8
2-11. Preliminary MIDO Audit.	2-8
2-12. PCB.	2-9
2-13. Reserved.	2-9
2-14. Reserved.	2-9
2-15. Reserved.	2-9
2-16. Reserved.	2-9

<i>Paragraph</i>	<i>Page</i>
Section 3. Production Certificate (Part 21, Subpart G)	
Part 1. General Information	
2-17. Applicability.	2-9
2-18. Privileges.	2-10
2-19. Advising the Applicant.	2-10
Part 2. Processing an Application for a PC	
2-20. Application.	2-15
2-21. Preliminary MIDO Audit.	2-15
Figure 2-4. Sample PC Application Acknowledgement Letter.	2-17
Part 3. Production Certification Board	
2-22. General PCB Information.	2-18
2-23. PCB Member Responsibilities.	2-18
2-24. Conduct of the PCB.	2-19
2-25. PCB Minutes.	2-21
2-26. PCB Adjournment.	2-21
Part 4. Issuance of Production Certificate and Production Limitation Record	
2-27. Preparation and Delivery of PC and PLR.	2-21
Figure 2-5. Sample FAA Form 8120-4, Production Certificate.	2-22
Figure 2-6. Sample FAA Form 8120-3, Production Limitation Record.	2-23
Figure 2-7. Sample PC Transmittal Letter.	2-24
2-28. Initial Risk-Based Resource Targeting Assessment.	2-26
2-29. Reserved.	2-26

Paragraph *Page*

Section 4. Technical Standard Order Authorization (Part 21, Subpart O)

Part 1. General Information

2-30.	Applicability.	2-26
2-31.	Privileges.	2-26
2-32.	Advising the Applicant.	2-26

Part 2. Processing an Application for a TSO Authorization

2-33.	Application.	2-30
2-34.	Design Approval.	2-30
2-35.	Preliminary MIDO Audit.	2-30

Part 3. Issuance of a TSO Authorization or Letter of TSO Design Approval

2-36.	TSO Letter of Authorization.	2-31
2-37.	Letter of TSO Design Approval.	2-31
2-38.	Transferability.	2-31
2-39.	Initial Risk-Based Resource Targeting Assessment.	2-32
2-40.	Reserved.	2-32

Section 5. Parts Manufacturer Approval (Part 21, Subpart K)

Part 1. General Information

2-41.	Applicability.	2-32
2-42.	Privileges.	2-34
2-43.	Advising the Applicant.	2-34

Part 2. Processing an Application for a PMA

2-44.	Applicant Responsibilities.	2-38
	Figure 2-8. Sample PMA Letter of Application.	2-39
2-45.	MIDO Responsibility.	2-40
	Figure 2-9. Sample PMA Supplement for Licensing Agreement and STC.	2-41
	Figure 2-10. Sample PMA Letter.	2-42
	Figure 2-11. Sample TC, STC, or TSO Authorization Holder's PMA Assist Letter.	2-46

Part 3. Issuance of a PMA

2-46.	Assignment of the PMA Number.	2-47
2-47.	PMA Letter.	2-47
2-48.	Initial Risk-Based Resource Targeting Assessment.	2-47
	Figure 2-12. Sample Transmittal Letter of Subsequent PMA Supplement.	2-48

<i>Paragraph</i>	<i>Page</i>
------------------	-------------

Part 4. Post-PMA Activities

2-49. Transferability.	2-49
2-50. Reuse of PMA Design Data.	2-49
2-51. Changes to the Quality System.	2-49
2-52. Export Considerations.	2-50
2-53. Reserved.	2-50
2-54. Reserved.	2-50

Section 6. Extension of a Production Approval Within the United States

Part 1. General Information

2-55. Applicability.	2-50
2-56. Privileges.	2-50
2-57. Advising the Original PAH and the Associate Facility.	2-50

Part 2. Processing a Request for Extension of a Production Approval

2-58. Request for Extension of a Production Approval.	2-51
2-59. Evaluating the Request.	2-52
2-60. Coordination with the Geographic MIDO.	2-52
Figure 2-13. Sample Hand-Off Memo for Requesting a MIDO Audit and CM. ...	2-53

Part 3. Approval of the Request for Extension of a Production Approval

2-61. Approval of the Request.	2-56
2-62. Geographic MIDO Responsibility After Approval of the Request for Extension.	2-56
2-63. Nontraditional Associate Facilities.	2-56

Section 7. Non-U.S. Manufacturing Facilities—Determination of Undue Burden and No Undue Burden

2-64. Undue Burden and No Undue Burden.	2-57
2-65. Reserved.	2-57

Chapter 3. Certificate Management Procedures

Section 1. Introduction

3-1. Chapter Information and Format.	3-1
Figure 3-1. Certificate Management Life Cycle Process.	3-2
3-2. Assignment of CM Coordinator.	3-3
3-3. Status of a PAH.	3-3
3-4. Reserved.	3-3

<i>Paragraph</i>	<i>Page</i>
Section 2. Ongoing CM Responsibilities	
Part 1. Introduction	
3-5. CM Tasks.	3-4
Figure 3-2. Certificate Management Responsibilities (Ongoing) – Minimum Requirements.	3-4
3-6. Certificate Management Plan.	3-5
3-7. Coordination of Requests for Supplier Surveillance Assistance with Other CAAs.	3-5
3-8. Recording Noncompliances.	3-6
3-9. Reserved.	3-6
Part 2. Risk-Based Resource Targeting	
3-10. Risk-Based Resource Targeting Assessment Tool.	3-7
3-11. Scope.	3-7
3-12. Risk-Based Resource Targeting Risk Levels.	3-7
3-13. Risk-Based Resource Targeting Assessment of Facilities.	3-7
3-14. Modification of Risk-Based Resource Targeting Assessment.	3-8
3-15. Risk-Based Resource Targeting Assessment Validation Plan.	3-8
3-16. Modification of Risk-Based Resource Targeting Assessment Tool.	3-9
3-17. Reserved.	3-9
Part 3. Supplier Control	
Subpart A. Determining Supplier Control by a PAH or Associate Facility	
3-18. General PAH Supplier Control Responsibilities.	3-9
3-19. Certificate Management Activity.	3-11
3-20. Determination of Supplier Control.	3-11
3-21. Reserved.	3-11
Subpart B. Supplier Control Audit	
3-22. Scheduling.	3-12
3-23. Supplier Selection.	3-12
3-24. Directorate Supplier Control Audit List.	3-14
3-25. Coordination of Supplier Control Audits Between Directorates.	3-15
3-26. Domestic Hand-Off Procedures.	3-15
3-27. Notifying a PAH or Associate Facility.	3-17
Figure 3-3. Sample Supplier Control Audit Notification Letter.	3-18
3-28. Conducting and Recording a Supplier Control Audit.	3-19
3-29. Reserved.	3-19

<i>Paragraph</i>	<i>Page</i>
Part 4. Principal Inspector Evaluation	
3-30. Scheduling.	3-19
3-31. Recording a PI Evaluation.	3-20
3-32. Reserved.	3-20
Part 5. Aircraft Certification Systems Evaluation Program Evaluation	
3-33. Scheduling.	3-21
3-34. Reserved.	3-21
Part 6. Product Audit	
3-35. Scheduling.	3-21
3-36. Selection of Product Audit Characteristics.	3-22
3-37. Product Audit Areas.	3-22
3-38. Product Audit Criteria.	3-22
Figure 3-4. Applicability of Product Audit Criteria to Product Audit Areas (Minimum).	3-23
3-39. Recording Product Audit Results.	3-24
3-40. Recording Completion of a Product Audit.	3-24
3-41. Reserved.	3-24
Section 3. Random CM Responsibilities	
Part 1. Introduction	
3-42. Section Information.	3-24
3-43. Reserved.	3-24
Part 2. Evaluation of Changes to a PAH'S or Associate Facility's Quality System	
3-44. General MIDO/CMO Responsibilities.	3-24
3-45. Prioritization of Review.	3-24
3-46. Review of Changes.	3-25
3-47. Post-Review Actions.	3-25
3-48. Reserved.	3-25
Figure 3-5. Sample Letter of Approval for Quality System Changes.	3-26

Paragraph *Page*

Part 3. Investigation of Service Difficulties

3-49. General Service Difficulties Information.	3-27
3-50. Investigation.	3-27
3-51. Corrective Action.	3-28
3-52. Reporting a Service Difficulty Investigation.	3-28
3-53. Foreign Manufacturers.	3-29
3-54. Reserved.	3-29

Part 4. PAH Compliances and Corrective Action

3-55. PAH Noncompliances.	3-29
3-56. Types of Noncompliances.	3-29
3-57. Documenting Noncompliances.	3-30
3-58. Processing Noncompliances.	3-31
3-59. Obtaining Corrective Action.	3-31
3-60. Reserved.	3-31

Part 5. Unscheduled Audits, Evaluations, or Investigations

3-61. General Unscheduled Audit and Evaluation Information.	3-32
3-62. Non-Scheduled CM Audits/Evaluations.	3-32
3-63. Other Random Investigations.	3-33
3-64. Reserved.	3-33

Part 6. Providing Guidance to a PAH or Associate Facility

3-65. Guidance.	3-34
----------------------	------

Appendix A. Evaluation of a PAH'S Quality System

1. Purpose.	A-1
2. Data Review.	A-1
3. Data Approval/Acceptance Standards for a PC, PMA, or TSO Authorization Holder.	A-3

Paragraph

Page

Appendix B. Risk-Based Resource Targeting Organizational and Technical Indicators

1. Purpose.	B-1
2. Specific Guidance.	B-1
Figure B-1. RBRT Indicators.....	B-2

Appendix C. Category Parts List

1. Purpose.	C-1
2. Category Parts List.	C-1
3. Review of the CPL.	C-1
4. Structure of the CPL.	C-1
5. CPL Revision Process.	C-1
Figure C-1. Sample Category Parts List.	C-2
Figure C-2. CPL Revision Process Flowchart.	C-4
Figure C-3. Sample Part Categorization Memo for Requesting an Addition to the CPL.	C-5
Figure C-4. Sample Part Categorization Memo for Requesting a Change to the CPL.	C-6
Figure C-5. Sample Part Categorization Memo for Requesting Removal of an Assembly/Part from the CPL.	C-7

Appendix D. Risk-Based Resource Targeting Assessment Validation Plan

1. Purpose.	D-1
2. RBRT Assessment Validations.	D-1

Appendix E. Preparation Instructions for FAA Form 8100-6, Noncompliance Record

1. Purpose.	E-1
2. Specific Guidance.	E-1
Figure E-1. Sample FAA Form 8100-6.	E-4

Appendix F. Preparation Instructions for FAA Form 8120-14, Production Approval/Certificate Management Activity Report

1. Purpose.	F-1
2. Specific Guidance.	F-1
Figure F-1. Sample FAA Form 8120-14.	F-3

Appendix G. Forms Listing

1. Purpose.	G-1
Figure G-1. Forms Available from FAA Logistics Center.	G-1
Figure G-2. Forms Available Within CMIS.	G-1

<i>Paragraph</i>	<i>Page</i>
Appendix H. Acronyms	H-1
Appendix I. Definitions	I-1
Appendix J. Administrative Information	
1. Distribution.	J-1
2. Delegation of Authority.	J-1
3. Forms.	J-1
4. Deviations.	J-1
5. Related Publications.	J-1
6. Requests for Information.	J-1
7. Electronic Signature.	J-1
8. Suggestions for Improvement.	J-1
9. Records Management.	J-2
Appendix K. FAA Form 1320-19, Directive Feedback Information	K-1

Chapter 1. Introduction

1-1. Purpose of This Order. This order contains guidance related to—

a. Production approvals and certificate management (CM) of manufacturers of type-certificated products technical standard order (TSO) articles, and replacement and modification articles, to ensure fair and uniform administration of Title 14, Code of Federal Regulations (14 CFR).

b. The Certificate Management Information System (CMIS). In those cases in which activities and work processes are automated by CMIS, aviation safety inspectors, aviation safety engineers, and flight test pilots must use CMIS to perform that work. In the event a manual activity or work process described in this order becomes automated in CMIS, the use of CMIS to perform that activity or work process will take precedence.

1-2. Audience. All Federal Aviation Administration (FAA) employees who provide oversight of the production approval process and are responsible for the CM of production approval holders (PAHs).

1-3. Where Can I Find This Order. You can find this order at http://www.faa.gov/regulations_policies/orders_notices.

1-4. Cancellation. FAA Order 8120.2F, Production Approval and Certificate Management Procedures, dated January 30, 2009, and its associated changes, are canceled.

1-5. Explanation of Policy Changes. This revision incorporates changes to align with the new language contained in 14 CFR, part 1, Definitions and Abbreviations; part 21, Certification Procedures for Products, Articles, and Parts; and part 45, Identification and Registration Markings.

1-6. Effective Date. This order is effective April 16, 2011.

Chapter 2. Procedures for Issuing a Production Approval

Section 1. Introduction

2-1. Chapter Information and Format. This chapter provides guidance relative to the issuance of a production approval. The following sections provide specific guidance for each of the production approval types, including extension of a production approval within the United States. In general, each section describes the applicability of the production approval, the privileges of the approval, the advice that the FAA should be providing to the applicant, processing the application, and issuing the production approval.

Section 2. Production Under a Type Certificate (Part 21, Subpart F)

Part 1. General Information

2-2. Applicability. 14 CFR, part 21, subpart F, Production Under Type Certificate, applies to a manufacturer of a product or article(s) produced under a type certificate (TC).

2-3. Privileges. A manufacturer of a product or article(s) in accordance with part 21, subpart F, is not granted any privileges. However, a manufacturer of a product or article(s) produced under a TC may be authorized by part 183 to apply for and obtain an Organization Designation Authorization (ODA). FAA Orders 8100.8, Designee Management Handbook, and 8100.15, Organization Designation Authorization Procedures, contain procedures for the administration of ODAs.

2-4. Advising the Applicant. When production under the provisions of part 21, subpart F, is indicated, a TC applicant should be advised (during the preliminary TC Board) of the following:

a. Advisory Circular (AC) 21-43, Production Under 14 CFR Part 21, Subparts F, G, K and O, describes an acceptable means of complying with part 21, subpart F. The FAA may approve alternative methods and procedures when the applicant can show that the proposed methods or procedures will achieve compliance with part 21, subpart F.

b. The applicant should establish and submit a plan to the FAA to schedule inspections and evaluations. The applicant must allow the FAA to inspect or test, including at a supplier facility, to show compliance with § 21.123(d).

c. FAA inspectors or authorized designees will conduct inspections and issue all of the necessary airworthiness certificates and approvals for a maximum period of six months, except as otherwise authorized after the date of issue of the TC. The applicant should also be advised that FAA personnel resources are limited and that delays may occur during the six-month period depending on the number of inspections and hours that may be necessary.

d. For continued manufacturing of a product or article, the applicant must obtain a production certificate (PC), in accordance with part 21, subpart G, Production Certificates, for that product or article within six months after the date of issuance of the TC.

e. For any products or articles that are manufactured and made available for use after the deadline date without FAA authorization, enforcement actions may result as defined in FAA Order 2150.3, FAA Compliance and Enforcement Program.

f. The TC holder or licensee who produces a completed product under part 21, subpart F, must flight test and/or functional test that product in accordance with the requirements of §§ 21.127, 21.128, or 21.129, as applicable.

(1) Aircraft. Each aircraft, both prior to and subsequent to the issuance of a PC, must be flight tested in accordance with an approved production flight test procedure and flight checklist form as required by § 21.127.

(2) Aircraft Engines and Propellers. Each aircraft engine or propeller, both prior to and subsequent to the issuance of a PC, must be subjected to an acceptable test run or functional test in accordance with the requirements of § 21.128 or 21.129, as appropriate.

g. The applicant cannot utilize manufacturing facilities located outside the United States unless the FAA has determined that the location of the facilities places no undue burden on the FAA, as specified in § 21.122(a).

h. TC Holder's Responsibility.

(1) Prior to the issuance of a PC, a TC holder or licensee who produces a product is responsible for complying with part 21, subpart F, as appropriate for the particular product or article involved.

(2) Aircraft, aircraft engines, and propellers must be marked in accordance with the requirements of 14 CFR part 45, §§ 45.11 and 45.13(a) through (c), as applicable.

Note: The holder of a Dealer's Aircraft Registration Certificate is responsible for complying with the requirements of 14 CFR part 47, Aircraft Registration (part 47), regarding the use of temporary registration numbers. Specifically, the temporary registration number must be removed from the aircraft no later than the date on which either title or possession passes to another person.

(3) A TC holder or licensee is also responsible for reporting any failures, malfunctions, and defects as required by § 21.3.

(4) A PC applicant producing under a TC must provide the FAA with a document describing its organization as required by § 21.135.

Part 2. FAA Actions During the Six-Month Period

2-5. FAA Conformity Determinations. Subsequent to the date of issuance of the TC and prior to the issuance of a PC, the Manufacturing Inspection District Office (MIDO)/Certification Management Office (CMO) is fully responsible for determining whether the product or article(s) conform to the type design and are in a condition for safe operation. The MIDO/CMO is responsible for performing inspections of incoming materials (at the source, if necessary), installations, and the completed products. The MIDO/CMO is responsible for documenting each inspection on FAA Form 8100-1, Conformity Inspection Record, so that each product or article(s) inspected has a complete inspection record. Refer to figure 2-1 for a sample form.

2-6. Assessing the Applicant's Progress. The MIDO/CMO should periodically assess the applicant's progress in complying with the regulations for obtaining approval of a PC. If it appears that the applicant is delaying this action or may not be eligible for a PC by the deadline date, the applicant should be advised in writing of all known deficiencies. Also, the applicant should be cautioned that after the deadline date, the FAA will not issue any airworthiness certificates or any other approvals unless an extension of the time period is authorized by the directorate manager. The MIDO/CMO should keep the directorate office apprised of the applicant's progress.

2-7. Extension of Six-Month Period. The FAA may grant an extension when there are unusual or extenuating circumstances that preclude the establishment of a PC within the six-month limitation. The FAA should not grant an extension of the six-month period without giving due consideration to the impact the extension would have on FAA personnel resources and safety. In all instances, the FAA should consider an extension only when the applicant can substantiate the reasons for requesting such an extension. The authorization for extension must be issued to the applicant in writing. Refer to figure 2-2 for a sample extension letter.

2-8. PC Not Established Within Six-Month Period. When an applicant fails to establish a PC by the end of the six-month period (except when extended), the FAA will no longer make conformity determinations and will discontinue the issuance of all airworthiness certifications and approvals. However, the FAA should continue to counsel and advise the applicant to the extent necessary to assist in obtaining a PC as soon as practicable.

Figure 2-1. Sample FAA Form 8100-1, Conformity Inspection Record (Back)

INSTRUCTIONS

1. List the FAA assigned number along with the date of TIA or Request for Conformity, as applicable.
2. Self-explanatory.
3. List the applicant or the manufacturer, or both. (The manufacturer may be the party producing or responsible for the product).
4. List the date the inspection began.
5. List the date the inspection ended.
6. If inspecting an aircraft, list the make, model, N-number, and serial number. For an engine or propeller, list the make, model, and serial number.
7. Aviation Safety Inspectors must type or print name, sign, and enter office identification. Designees must type or print name, sign, and list their designee identification number. If using CMIS, the user cannot provide a traditional signature. Populating Block 7 with the required information will demonstrate completion of form.
8. Assign consecutive numbers for each item inspected.
9. List the name or description of the part, assembly, drawing, document, specification, or name of the process being evaluated.
10. List the technical data that describes the item listed in Block 9. I.e., drawing number, document number, or name of the process specification number, etc.
11. List the revision level and date of the technical data described in Block 10.
12. List the number of items that were determined satisfactory or unsatisfactory. Do not record individual characteristics. **NOTE:** (an item is a single article containing one or more dimensional characteristics or features).
13. Enter comments in this block that will support any information given in Blocks 8 through 12. For example, unsatisfactory conditions, corrective actions taken, reference to other item numbers listed, serial numbers, type of inspection accomplished, determination of exported products, buyer finished equipment, parts processed through manufacturer's maintenance facility, part of assembly overhauled, component part or assembly, etc.
14. To be used for supplementing items 1-13.

NOTE: Unsatisfactory conditions are corrected in one of two ways:

Method 1: If action is presented to correct unsatisfactory condition, the action is entered in Block 18 and the number in the UNSAT column of Block 12 is lined through and initialed. The number of items now determined satisfactory is entered in the SAT column next to the corrective action entry.

Method 2: If corrective action is not presented, the inspector may continue the inspection by entering the next item inspected. When corrective action to the unsatisfactory condition is eventually presented, assigned the item a new number and record the number in Block 8. Complete Blocks 9 and 10, enter a new revision and date if data has changed, and enter the number of items determined satisfactory in Block 12. Record both the corrective action taken and the item number of the unsatisfactory condition in Block 13. Place the item number in parenthesis. Next, line through and initial the number in the UNSAT column located next to Block 13 containing the unsatisfactory condition. Record the corrective action entry item number along with the unsatisfactory condition statement and place the number in parenthesis.

14. Continuation Block

Figure 2-2. Sample Letter of Authorization for Extension of § 21.123(g) Six-Month Limitation



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

2601 Meacham Blvd.
Fort Worth, TX 76137-4298

May 10, 2009

Mr. Nelson P. Norman, Vice President
Johnson Aircraft Corporation
119 Standards Street
Benbrook, Texas 12345

Authorization for Extension of Production Under Type Certificate,
Title 14, Code of Federal Regulations (14 CFR),
Part 21, Certification Procedures for Products, Articles, and Parts (Part 21), Section 21.123(g).

Dear Mr. Norman:

Your request, dated April 28, 2009, to extend the period of time products and articles may be manufactured under a type certificate without obtaining a production certificate is hereby granted. You are now authorized to manufacture products and articles under a type certificate until October 1, 2009.

This extension of time is based on the fact that you were unable to obtain a production certificate within the six-month period as required by Section 21.123(g) due to the four-month labor strike at your facility which ended April 15, 2009. Aircraft produced under the provisions of this authorization will continue to require inspection by FAA personnel at various stages of fabrication, processing, and assembly where detailed inspections can be conducted.

Johnson Aircraft Corporation must also continue to comply with part 21, subpart F, as applicable, including the requirements for a FAA Form 8130-9, Statement of Conformity, with each application for an airworthiness certificate.

Sincerely,

Jason P. Hope
Directorate Manager

Figure 2-3. Sample FAA Form 8110-12, Application for Type Certificate, Production Certificate, or Supplemental Type Certificate

No certificate may be issued unless a completed application form has been received (14 C.F.R.-21)

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION APPLICATION FOR TYPE CERTIFICATE, PRODUCTION CERTIFICATE, OR SUPPLEMENTAL TYPE CERTIFICATE		FORM APPROVED O.M.B. No. 2120-0018 09/30/2007
1. Name and address of applicant: ABC Aircraft Company 4954 Airport Drive Detroit, Michigan	2. Application made for: <input type="checkbox"/> Type Certificate <input checked="" type="checkbox"/> Production Certificate <input type="checkbox"/> Supplemental Type Certificate	3. Product Involved : <input checked="" type="checkbox"/> Aircraft <input type="checkbox"/> Engine <input type="checkbox"/> Propeller
4. TYPE CERTIFICATE (Complete item 4a below)		
a. Model designation (s) (All models listed are to be completely described in the required technical data, including drawings representing the design, material, specifications, construction, and performance of the aircraft, aircraft engine, propeller which is the subject of this application.)		
5. PRODUCTION CERTIFICATE: (Complete items 5a-c below. Submit with this form, a manual form, one copy of quality control data or changes thereto covering new products as required by applicable FAA)		
a. Factory address: (if different from above)	b. Application is for: <input checked="" type="checkbox"/> New production certificate <input type="checkbox"/> Additions to production Certificate (Give P.C. No.)	P.C. No.
c. Applicant is holder of or a licensee under a Type Certificate or a Supplemental Type Certificate: (Attach evidence of licensing agreement and give certificate number)		T.C./S.T.C. No. 1A26
6. SUPPLEMENTAL TYPE CERTIFICATE: (Complete items 6a-d below)		
a. Make and model designation of product to be modified:		
b. Description of modification:		
c. Will data be available for sale or release to other persons ? <input type="checkbox"/> Yes <input type="checkbox"/> No	d. Will parts be manufactured for sale? <input type="checkbox"/> Yes <input type="checkbox"/> No	
7. CERTIFICATION - I certify that the above statements are true.		
Signature of Certifying Official John J. Smith <i>John J. Smith</i>	Title Director, Quality Assurance	Date May 10, 2004

FAA Form 8110-12 (4-03) Supersedes Previous Edition

2-9. Review of Production Quality System Data. When a PC applicant producing under a TC submits quality system data as evidence of compliance with part 21, subpart F, the cognizant MIDO will evaluate these data in accordance with the criteria contained in appendix A of this order. Any inadequacies in the data submitted must be identified to the applicant for corrective action. After the data have been reviewed, and any applicable corrective actions taken, the MIDO will approve the quality system data submitted by the applicant.

2-10. Provisional Approval Procedures. The MIDO should accomplish evaluation of the applicant's quality system, concurrent with conducting conformity inspections and making those airworthiness determinations required of the FAA prior to the issuance of a PC. It is, therefore, to the advantage of the FAA to evaluate and provisionally approve the quality system on a progressive basis. As portions of the quality system are determined to meet the regulatory requirements, the MIDO should:

- a. Maintain a record of those portions of the system considered satisfactory.
- b. Reduce conformity inspections to a spot-check basis for articles covered by the provisionally approved portion of the quality system.
- c. Place increased emphasis on securing corrective actions on the portions of the quality system where procedural discrepancies have been found or where the quality system has been found to be inadequate.

2-11. Preliminary MIDO Audit. When the MIDO has determined that the PC applicant can comply with § 21.137, the MIDO will conduct a MIDO audit as follows:

a. The MIDO audit evaluates the applicant's production facilities in accordance with the pertinent 14 CFR, the FAA-approved design data, and the quality system data referenced in paragraph 2-9 of this order. The cognizant MIDO manager will select a team to conduct this audit. The team may consist of the cognizant principal inspector (PI) and at least one other manufacturing inspector or the MIDO manager. It is also recommended that an engineer be selected for the team when deemed necessary by the type and complexity of processes and procedures being utilized at the facility. The standardized evaluation criteria contained in FAA Order 8100.7, Aircraft Certification Systems Evaluation Program, may be used as an aid to evaluate compliance. Team members should be advised, however, that some of the evaluation criteria contained therein may not be related to 14 CFR, and therefore may only be evaluated as a best practice. This audit is not considered an Aircraft Certification Systems Evaluation Program (ACSEP) evaluation. Document noncompliances on FAA Form 8100-6, Noncompliance Record. Refer to appendix E.

b. **Notifying the Applicant.** Upon completion of the MIDO audit, the MIDO will formally notify the applicant as to any corrective actions necessary to comply with § 21.137. The MIDO should advise the applicant that a production certification board (PCB) will be scheduled that could result in a request for additional actions.

c. **Reporting.** The MIDO will prepare FAA Form 8120-14, Production Approval/Certificate Management Activity Report, upon completion of the MIDO audit, and provisional approval of the applicant's quality system when applicable. The MIDO will provide

notification to the directorate office that the Form 8120-14 may be viewed in CMIS. In addition, the MIDO will provide information to the directorate office concerning the applicant's ability to comply with § 21.137. Refer to appendix F for a sample Form 8120-14.

2-12. PCB. Upon receipt of Form 8120-14 and notification by the MIDO that the applicant is in a position to comply with § 21.137, the directorate office should schedule a PCB in accordance with section 3, part 3 of this chapter.

2-13. Reserved.

2-14. Reserved.

2-15. Reserved.

2-16. Reserved.

Section 3. Production Certificate (Part 21, Subpart G)

Part 1. General Information

2-17. Applicability.

a. Part 21, subpart G, applies to any of the following persons who desire to manufacture a complete product and article(s) with benefit of a PC:

(1) The holder/licensee of a § 21.21 TC.

(2) The United States (U.S.) holder/licensee of a § 21.29 TC, if the licensing agreement clearly provides for the TC holder's and its Civil Aviation Authority's (CAA) control over any design changes by the licensee. A working arrangement, associated with the respective bilateral agreement, must also be in place between the CAA and the FAA defining their respective responsibilities as State of Design and State of Manufacture.

(3) The holder of a supplemental type certificate (STC) when—

(a) The STC will be incorporated prior to the issuance of an original airworthiness certificate (OAC) to the aircraft; or

(b) The STC will be incorporated after the issuance of an OAC to the aircraft. In this case, the PC would authorize the manufacturing of associated STC articles in accordance with part 21. However, installation of the STC and return to service of the product is accomplished under the provisions of 14 CFR part 43, Maintenance, Preventive Maintenance, Rebuilding, and Alteration (part 43).

(4) The holder/licensee of a § 21.25 TC, provided the TC was issued based on FAA approval of the type design data. The data must have been submitted by the applicant or the licensor, and must meet the requirements of § 21.31.

(5) The holder/licensee of a § 21.27 TC, provided that duplicates produced always originate as an aircraft that was designed and constructed in the United States, was accepted for operational use, and was declared surplus by the military. The holder/licensee of a § 21.27 TC also must demonstrate that it has established a quality system that meets the requirements of §§ 21.137 and 21.138 at the product level.

b. A PC may not be issued to the holder of a TC issued under part 21, subpart C (provisional).

c. A PC may not be issued if the manufacturing facilities are located outside the United States, unless it has been determined, in accordance with § 21.139, that such location(s) would place no undue burden on the FAA.

d. PCs are intended to be issued for the manufacturing of duplicate products (aircraft, aircraft engine, and propeller) only. There may be instances when it is appropriate to issue a PC for something less than a "product." In those instances, the directorates must coordinate with AIR-200 to determine if a PC is acceptable prior to the issuance of the PC.

2-18. Privileges. A PC holder has the privileges specified in § 21.145. In addition, a PC holder is eligible to have a qualified employee(s) designated as a DMIR in accordance with the provisions of part 183. The PC holder may also be authorized by part 183 to apply for and obtain an ODA. Orders 8100.8 and 8100.15 contain procedures for the administration of DMIRs and ODAs, respectively.

2-19. Advising the Applicant. The applicant should be advised that:

a. AC 21-43 describes an acceptable means of complying with part 21, subpart G. Alternative methods and procedures may be approved when the applicant can show that the proposed methods and procedures will achieve compliance with part 21, subpart G.

b. The applicant must establish a quality system in accordance with § 21.137 and provide a quality manual describing its quality system to the FAA in accordance with § 21.138. The manual must include descriptive material that adequately covers each applicable paragraph of § 21.137. The manual may vary in length depending upon the scale of the quality system, size of the manufacturing facilities, and complexity of the product. For further guidance, refer to AC 21-43.

c. The PC holder who produces a completed product under part 21, subpart G, must flight test and/or functional test that product in accordance with the requirements of § 21.137(e).

(1) Aircraft. All aircraft must pass an approved production flight test as part of the inspection procedure required for issuance of an airworthiness certificate. A Special Airworthiness Certificate, FAA Form 8130-7, issued for such purposes provides authorization for production flight testing (reference FAA Order 8130.2, Airworthiness Certification of Aircraft and Related Approvals). The exception is an aircraft manufactured under a PC and being exported without assembly or flight test under the provisions of § 21.137(e). The intent of this rule is to permit shipment of aircraft without assembly or flight test when the extent of disassembly is the same as an aircraft that has been disassembled

for shipment purposes. In these instances, the manufacturer must provide FAA-approved assembly and flight test procedures as a condition of shipment.

(2) Periodic FAA Production Flight Tests. FAA production flight tests will be conducted periodically at the PC holder's facility to ensure continued compliance with all parameters as specified in pertinent type certificate data with respect to performance, flight characteristics, operation qualities, equipment operations, etc. The PI, in coordination with the FAA flight test personnel from the appropriate ACO, may arrange these flight tests. In addition, a determination should be made in coordination with FAA flight test personnel that the manufacturer's approved production test pilots are using approved procedures and that the approved procedures remain adequate.

(3) Aircraft Engines and Propellers. Aircraft engines and propellers must pass a functional test in accordance with type design requirements as part of the quality system required by § 21.137(e)(2).

d. PC Holder's Responsibility.

(1) Organization. The PC holder must provide to the FAA a document describing its organization and amend the document as necessary to reflect changes in the organization as required by § 21.135.

(2) Reporting Failures, Malfunctions, and Defects. The PC holder must report any failure, malfunction, or defect in any product or article as required by § 21.3. The PC holder should establish a procedure for such reporting as a part of its quality system. This reporting requirement applies to failures, malfunctions, or defects that may result in or have resulted in one of the occurrences listed in § 21.3(c).

(3) Quality System. The PC holder must establish and describe in writing a quality system that complies with § 21.137. The PC holder is responsible for maintaining the quality system in conformity with the data and procedures approved for the PC. The PC holder is also responsible for determining that each completed product and article submitted for airworthiness certification or approval conforms to the TC or STC and is in a condition for safe operation.

(4) Change to the Quality System. Each change to the quality system is subject to review by the FAA in accordance with § 21.150(a). The PC holder must immediately notify the MIDO/CMO in writing of any changes that may affect the inspection, conformity, or airworthiness of its product in accordance with § 21.150(b). These changes would include, but are not limited to, the following:

(a) Resumption of production after being discontinued for an extended period of time for other than normal periods of time, such as vacation periods.

(b) Significant curtailment/resumption of production operations.

(c) Significant reduction/reassignment of quality system personnel.

(d) Changes or revisions to quality system data and related procedures.

(5) Changes to Manufacturing Facilities. The PC holder must immediately notify the MIDO/CMO in writing of any changes to its manufacturing facilities that may affect the inspection, conformity, or airworthiness of its product or article in accordance with § 21.139(c). The PC holder must obtain FAA approval before making any changes to the location of its manufacturing facilities in accordance with § 21.139(b).

(a) A PC holder's manufacturing complex would normally consist of a principal facility and all associate facilities using the same quality system approved by the FAA, for the particular type certificated product(s). Associate facilities are discussed in section 6 of this chapter.

(b) The PC is issued to the principal manufacturing facility that controls the design and quality of the product(s) for which the approval was granted. The principal facility address will be listed under the "business address" and all associate facility addresses will be listed under "manufacturing facilities" on FAA Form 8120-4, Production Certificate. A mailbox address is not acceptable for a facility since the actual location must be identified. Such addresses, however, may be used as supplemental to the actual address when desired for such uses as corresponding to and from FAA offices.

(c) When a PC holder moves the principal manufacturing facility to a new location, the PC is no longer effective since a PC is not transferable. Refer to § 21.144. If the PC holder wants a PC for the new location, the PC holder must reapply in accordance with § 21.133.

(d) When the PC holder seeks FAA approval to move an associate facility or add a new production facility, the FAA may, if deemed necessary, conduct a preliminary MIDO audit at the new production facility or moved facility. If a MIDO audit is deemed necessary, a satisfactory audit result must be obtained before the facility can be approved for production. The PC also must be amended to reflect this change.

(6) A PC holder must ensure that each article and completed product presented for airworthiness certification or approval conforms to its approved design and is in condition for safe operation. This includes primary category aircraft assembled under a PC by another person from a kit provided by the PC holder.

(7) A PC holder must obtain an airworthiness certificate or approval for each aircraft, aircraft engine, and propeller produced under that PC that conforms to its approved design and is in a condition for safe operation. If the PC holder issued the original airworthiness certificate or approval as an export airworthiness approval under part 21, subpart L, that export airworthiness approval would also satisfy the requirement for an airworthiness approval under this subpart.

(8) A PC holder must maintain complete and current design data for each product and article produced under its production approval.

(9) A PC holder must retain its PC and make it available to the FAA upon request.

(10) A PC holder must make available to the FAA information regarding all delegation of authority to suppliers.

(11) Aircraft, aircraft engines, and propellers must be marked in accordance with the requirements of 14 CFR part 45, §§ 45.11 and 45.13(a) through (c), as applicable.

Note: The holder of a Dealer's Aircraft Registration Certificate is responsible for complying with the requirements of part 47 regarding the use of temporary registration numbers. Specifically, the temporary registration number must be removed from the aircraft no later than the date on which either title or possession passes to another person.

(12) Identification Plate Requirements for Aircraft, Aircraft Engines, or Propellers Produced Under a Design Data Licensing Agreement Program.

(a) The identification plate requirements for aircraft, aircraft engines, or propellers produced under a design data licensing program (as applicable) are as follows (Refer to § 45.13):

1 The builder's name is the specific name of the licensee as shown on the licensee's PC.

2 The model designation is that model identified on the associated type certificate data sheet (TCDS).

3 The builder's serial number is the serial number(s) dedicated for the use of the licensee as assigned by the TC holder on the associated TCDS.

4 The TC number is the number identified on the associated TCDS and upon which conformity to type design requirements is determined.

5 The PC number is the number that is listed on the licensee's PC.

6 For aircraft engines, the established rating as shown on the TCDS.

7 For aircraft engines manufactured after January 1, 1984, the following information must also be included:

a The date of manufacture as defined in 14 CFR part 34, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes, § 34.1.

b The status of compliance to applicable exhaust emission provisions, as approved by the FAA (e.g., COMPLY, EXEMPT, or NON-U.S., as appropriate).

(b) As prescribed under the provisions of § 45.13(a)(8), the FAA will normally deem it appropriate and necessary to include the following information on the identification plates of products manufactured under a design data licensing agreement between an FAA TC and PC holder: "Manufactured by (*insert the PC holder's name*) under a licensing agreement with (*insert the TC holder's name*)."

(c) The FAA requires that only the information in paragraph 2-19d(12)(a) and (b) of this order be included on the identification plates for all products manufactured under a licensing agreement program. However, the FAA would permit a company/corporate logo or registered trademark to be included (after review and approval by the FAA) on the identification plates, if desired by the manufacturer. Aircraft, aircraft engine, and propeller identification plates should be included as part of the product's approved design data and are usually defined in an engineering drawing describing material, size, required information entries, mounting location, etc.

(13) Marking and Identification of Articles Produced by a PC Holder.

(a) Section 21.146(d) requires that articles produced by a PC holder for which a certificate or approval has been issued must be marked in accordance with part 45. However, part 45 does not address specific marking requirements for articles produced by a PC holder that appear on its production limitation record (PLR). In such cases, those articles must be marked in accordance with the approved design. As a minimum, the article must be identified with the PC holder's part number and name, trademark, symbol, or other FAA approved PC holder's identification.

(b) Subassemblies and component parts of products or articles do not have to be identified unless they leave the PC holder's facility as a separate article. In such cases, in accordance with § 21.146(e), they must be identified with the manufacturer's part number and name, trademark, symbol, or other FAA-approved PC holder's identification. The PC holder may choose any method to meet this requirement. Methods include, but are not limited to, the following:

- 1* Marking the article,
- 2* Attaching a tag to the article with the required information,
- 3* Placing the article in a container with the required information, or
- 4* Providing a document with the article with the required information.

(c) If the article is too small or otherwise impractical to mark with the required information, the PC holder must attach that information to the article, or its container.

(d) Suppliers to PC holders may mark or identify articles, provided that the PC holder adequately controls those suppliers as part of its quality system. Suppliers that mark or identify articles should be treated the same as any other supplier furnishing articles or services, using supplier control procedures as part of the quality system. The MIDO may require that specific article marking controls be included in these procedures, along with any additional conditions that may be necessary for suppliers with direct-ship authorization.

(e) Each PC holder who manufactures an article for which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section of the PC holder's maintenance manual or Instructions for Continued Airworthiness must permanently and legibly mark that an article. Those markings must include a serial number (or equivalent) unique to that an article, in addition to other required markings.

Part 2. Processing an Application for a PC

2-20. Application. Application for a PC is made on Form 8110-12. Refer to figure 2-3 for a sample form. The applicant must submit the application, accompanied by a document describing the organization in accordance with § 21.135 and one copy of the quality manual showing compliance with § 21.137. These documents must be submitted to the Manager, Manufacturing Inspection Office (MIO), of the directorate in which the applicant's principal manufacturing facility is located. Refer to paragraph 2-19d(5)(a) and (b) of this order. Upon receipt of a properly executed Form 8110-12, the MIO manager will forward a copy to the MIDO/CMO. The MIDO/CMO will prepare a letter of acknowledgement, advising the applicant that the MIDO/CMO has been authorized to initiate a MIDO audit to determine compliance with applicable regulations. A copy of the letter should be forwarded to the MIO. Refer to figure 2-4 for a sample letter.

2-21. Preliminary MIDO Audit. The MIDO/CMO should make arrangements to conduct a MIDO audit within 30 days after acknowledging the PC application. This audit will be conducted as follows:

a. Evaluate the applicant's quality manual for compliance with § 21.137. Additional guidance is provided in AC 21-43. Any inadequacies in the quality manual submitted must be identified to the applicant for corrective action. After the quality manual has been reviewed, and any applicable corrective actions taken, the MIDO/CMO will approve the quality manual submitted by the applicant. The approved quality manual may be retained in the MIDO/CMO files.

b. Evaluate the applicant's production facilities in accordance with the pertinent 14 CFR, the FAA-approved design data, and the quality manual approved in paragraph 2-21a of this order. The cognizant MIDO/CMO manager will select a team to conduct this audit. The team may consist of the cognizant PI and at least one other manufacturing inspector or the MIDO/CMO manager. It is also recommended that an engineer be selected for the team when deemed necessary by the type and complexity of processes and procedures being utilized at the facility. The standardized evaluation criteria contained in Order 8100.7 may be used as an aid to evaluate compliance. Team members should be advised, however, that some of the evaluation criteria contained therein may not be related to 14 CFR, and therefore may only be evaluated as a best practice. This audit is not considered to be an ACSEP evaluation. Noncompliances will be documented on Form 8100-6. Refer to appendix E.

c. Notifying the Applicant. Upon completion of the MIDO audit, the MIDO/CMO will formally notify the applicant as to any corrective actions needed to comply with § 21.137. The applicant should be further advised that these items represent only the result of the FAA's preliminary MIDO audit. Additional requests for corrective actions can be anticipated as a result of subsequent noncompliances, which may be noted during the PCB evaluation activity, as detailed in part 3 of this section.

d. Reporting. The MIDO/CMO will provide notification to the MIO that the "Preliminary" Form(s) 8100-6 may be viewed in CMIS. The "Preliminary" Form(s) 8100-6 should identify any unresolved items requiring corrective action. In addition, letters issued to the applicant requesting corrective action also may be viewed in the CMIS project folder.

Figure 2-4. Sample PC Application Acknowledgement Letter

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

1601 Lind Avenue SW.
Renton, WA 98055-4056

June 10, 2009

Mr. Michael D. Beall, Vice President
ABC Aircraft Company
4954 Airport Drive
Renton, Washington 12345

Production Certification Application Acknowledgement

Dear Mr. Beall:

This will acknowledge receipt of your application dated May 30, 2009, for a Production Certificate. This office has been authorized to initiate a preliminary evaluation of your manufacturing operations, quality system, and testing procedures. The quality manual, required by Title 14, Code of Federal Regulations (14 CFR), part 21, Certification Procedures for Products, Articles, and Parts (part 21), section 21.138, and submitted with your application, was forwarded to this office for our utilization in determining compliance with applicable regulations.

Accordingly, your quality system and manufacturing facilities (including any supplier facilities, as appropriate) will be evaluated by this office to determine compliance with part 21, subpart G. To preclude any misunderstandings, please notify your suppliers as soon as possible that they are subject to FAA evaluations. We will contact you in the near future to advise you of our evaluation schedule.

Subsequent to our preliminary evaluation, a Production Certification Board will be established to make a final determination as to eligibility for issuance of a Production Certificate. This will be accomplished as soon as practicable following our recommendations to the Manager, Manufacturing Inspection Office, Transport Airplane Directorate. You will be given adequate notice so that a date for convening the Production Certification Board at your principal facility can be mutually agreed upon.

Sincerely,

Roger C. Moore
Manager, ANM-108S

Part 3. Production Certification Board

2-22. General PCB Information. The PCB is a high-level FAA evaluation function based directly upon the responsibilities established in Title 49 of the United States Code (49 U.S.C.), §§ 44701, 44702, 44704, and 44709.

a. Purpose. The purpose of the PCB is to evaluate the eligibility of the applicant for issuance of a PC based upon the preliminary findings and recommendations of the MIDO/CMO and the PCB's review of the applicant's facilities and quality system.

b. Applicability. The PCB should be convened only for initial production approvals, or when entire facilities have been relocated or are added to the PC. The PCB should not be convened for the addition of new models to the PLR or relocation of a portion of the facility. In these instances, the procedures contained in paragraph 2-27b(1) of this order should be followed.

c. PCB Members. PCB members should consist of a group of qualified specialists from airframe, systems & equipment, propulsion, manufacturing, and flight test functions, as appropriate. These members will assist in evaluating the applicant's production, engineering, flight test procedures, and other related functions. Representatives from Washington, DC, the Aeronautical Center, and/or other directorates may also participate in a PCB, when deemed desirable or necessary.

d. PCB Chairman. The MIO or CMO manager of the directorate where the manufacturing facility to be evaluated is located will act as the Chairman of the Board. When necessary, the MIO or CMO manager may delegate the chairmanship to the MIDO manager or other qualified directorate office personnel.

2-23. PCB Member Responsibilities. Specific PCB member responsibilities are as follows:

a. PCB Chairman. The PCB chairman is responsible for:

(1) Selecting and assigning PCB members, as deemed appropriate for the particular product, and notifying the members of the PCB in sufficient time to permit adequate planning and preparation.

(2) Notifying the applicant of the PCB schedule and identifying members and their assignments.

(3) Selecting a representative number of the applicant's supplier facilities for evaluation to determine whether or not the applicant's quality system provides for satisfactory supplier control.

(4) Conducting pre/post PCB meetings with the PCB and/or the applicant.

(5) Reviewing and analyzing the PCB findings and ensuring that appropriate corrective actions have or will be taken.

(6) Completing, signing, and distributing the PCB minutes.

b. Principal Inspector. The PI, in coordination with the MIDO/CMO having CM responsibility, and the PCB chairman, is primarily responsible for establishing schedules, making arrangements for meeting rooms, obtaining sufficient copies of the quality manual, and making all other arrangements necessary for convening and conducting the PCB in the most expeditious manner. The PI is further responsible for ensuring that the applicant has taken all agreed upon corrective actions, for preparing the minutes of the PCB, and for initiating and completing any enforcement actions, when applicable.

c. Propulsion Section/Branch. The propulsion section/branch or its equivalent is responsible for the evaluation and approval of the applicant's production engine/propeller test procedures, as required by § 21.137(e). This effort will be coordinated with the responsible MIDO/CMO. Upon determining that the procedures are acceptable, a letter of approval will be prepared and forwarded to the applicant when a PC is issued. A copy of this approval letter will be included in the PCB minutes.

d. Flight Test Section/Branch. The flight test section/branch or its equivalent is responsible for the evaluation and approval of the applicant's flight test procedures and checklists as required by § 21.137(e). This effort will be coordinated with the responsible MIDO/CMO. Upon determining that the procedures and checklists are acceptable, a letter of approval will be prepared and forwarded to the applicant when a PC is issued. The letter will also include the names of those company pilots designated and authorized by the applicant to conduct production flight tests. A copy of this letter will be included in the PCB minutes.

e. Other PCB Members. Airframe and equipment engineering representatives and all other PCB members are responsible for ensuring that the applicant is in compliance with § 21.137, as appropriate to their particular assignment. Representatives from Washington, DC, the Aeronautical Center, and/or other directorates are responsible for acting in an advisory capacity and/or for the completion of any PCB activity assigned by the PCB chairman.

2-24. Conduct of the PCB. A PCB is generally conducted in the following basic phases:

a. Initial FAA Personnel Meeting. Prior to arranging a Pre-Production Board meeting, FAA personnel will hold a meeting to review the results of the MIDO audit, MIDO/CMO recommendations, and related correspondence between the FAA and the applicant. This meeting will also serve to plan the PCB audit, schedule subsequent meetings, and establish agenda items for the Pre-Production Board meetings.

b. Pre-Production Board. A Pre-Production Board meeting with the applicant's representatives should be considered upon receipt of the PC application. This meeting should include the PCB chairman, MIDO/CMO manager, the PI, and others as necessary. The purpose of this meeting is to advise the applicant as to the purpose of the PCB and of the FAA's evaluation plans. It should be made clear to the applicant that the PCB is a fact-finding body convened to determine whether or not the applicant is in compliance with §§ 21.135 and 21.137. The applicant should also be advised that the PCB is responsible for making a thorough evaluation of the applicant's quality system, quality manual, organization, production facilities, and if deemed necessary, supplier facilities. Also, a determination

should be made at this time that the location of the applicant's facilities will pose no undue burden on the FAA as specified in § 21.139.

c. PCB Audit. Following the Pre-Production Board meeting with the applicant, the PCB should evaluate the applicant's quality manual and perform an on-site evaluation of the applicant's quality system, organization, production facility, and any suppliers, as deemed appropriate. Refer to paragraph 2-21 of this order for audit procedures.

d. Internal FAA PCB Meetings. PCB meetings, attended by all PCB participants, will be conducted as needed to discuss and evaluate each unsatisfactory condition submitted by each member.

e. Reporting. The PCB will prepare Form 8120-14 upon completion of the PCB. All unsatisfactory conditions will be recorded on Form(s) 8100-6 and 8120-14. Refer to appendixes E and F of this order.

f. Final PCB Meeting. A final meeting, attended by all PCB members and representatives of the applicant, will be held to advise the applicant of the PCB findings. Each unsatisfactory condition should be presented and discussed briefly.

(1) Corrective Action. In those instances where a product is being produced under a TC, prior to the issuance of any production approval, the PC applicant must be requested to commence immediate corrective action on those items that directly involve the product and related quality system practices. A reasonable time may be allowed for correcting deficiencies in the quality manual. However, the applicant must be advised that the PCB cannot recommend that a PC be issued unless all applicable regulations are complied with and until the MIDO/CMO has evaluated all corrective actions and found them to be satisfactory.

(2) Formal Confirmation. The applicant must also be advised that an official letter will be sent confirming the verbal presentation of the list of unsatisfactory conditions. This formal notification should be prepared by the PI for the signature of the Chairman of the Board, within ten working days following the final meeting with the manufacturer.

(3) Violations. If the PC applicant is manufacturing a product/article under a TC, and any of the unsatisfactory conditions are determined to be violations to part 21, subpart F, appropriate enforcement actions should be initiated by the MIDO/CMO in accordance with Order 2150.3.

g. Final Phase of PCB. The final phase of a PCB is the evaluation by the MIDO/CMO of the corrective action taken by the applicant. The results of the re-inspection should be reported to the Chairman of the Board using Form 8120-14. Refer to appendix F of this order.

h. PCB Conclusion. The MIDO/CMO will formally advise the applicant in writing, as soon as practicable, that a PC will be issued based on a showing of compliance to §§ 21.135 and 21.137, or that a PC will not be issued if there is failure to show compliance with §§ 21.135 and 21.137. The MIDO/CMO will provide notification to the MIO that the letter has been issued and may be viewed in the CMIS project folder.

2-25. PCB Minutes. The MIDO/CMO will prepare the PCB minutes for the signature of the Chairman. The minutes should encompass a concise record of the entire PCB proceedings, including the names and titles of all participants.

a. All correspondence relating to the PCB, including letters to the applicant, replies, etc., are considered to be part of the minutes and should be attached as appendixes.

b. All Form(s) 8100-6 and 8120-14, or printed copy of electronic equivalent, should also be attached to the PCB minutes as a separate appendix.

c. Distribution of PCB Minutes. The PCB minutes should be distributed as follows:

(1) Original to the directorate office involved. In accordance with Manual FAA-IR-04-01, Aircraft Certification Service Records Management Requirements Manual, destruction of the original is not authorized.

(2) One copy to the cognizant MIDO/CMO that participated in the PCB.

2-26. PCB Adjournment. The PCB will be adjourned when the PCB minutes are accepted by the Chairman and distributed to the PCB members.

Part 4. Issuance of Production Certificate and Production Limitation Record

2-27. Preparation and Delivery of PC and PLR. Upon a finding by the PCB that the PC applicant's quality manual, quality system, organization, and facilities comply with § 21.135, § 21.137, and § 21.138, the MIDO/CMO will prepare Form 8120-4 and FAA Form 8120-3, Production Limitation Record, for the signature of the MIO Manager. Refer to figures 2-5 and 2-6 for sample forms. Signature authority for the PC and PLR may be delegated to the PCB Chairman. Electronic signature is not permitted. Delivery of the PC and PLR should be in person by the PI; however, if this procedure will result in an undue delay, the PC and PLR may be sent to the PC holder by certified mail. Whichever method of delivery is used, it is essential that the PC holder be advised by a letter of a PC holder's responsibilities and of the requirement to retain its PC and make it available to the FAA upon request. Refer to figure 2-7 for a sample letter.

a. PC. The PC will be consecutively numbered within each directorate; e.g., PC-6CE would indicate that the PC was the sixth one issued by the Small Airplane Directorate. Each directorate should establish and maintain a summary of PCs issued and a listing of changes made thereto.

Note: When a PC is issued based on a licensing agreement that is for a specific period of time, it must be indicated on Form 8120-4 under "Duration."

Figure 2-5. Sample FAA Form 8120-4, Production Certificate

This form is a representation of the original form and not to be construed as the original certificate.

NOT FOR OFFICIAL USE



Federal Aviation Administration

The United States of America
Department of Transportation
Federal Aviation Administration
Washington D.C.

No. _____

Production Certificate

This certificate, issued to:

whose business address is:

and whose manufacturing facilities are located at:

authorizes the production, at the facilities listed above, of reasonable duplicates of _____ which are manufactured in conformity with authenticated data, including drawings, for which Type Certificates specified in the pertinent and currently effective Production Limitation Record were issued. The facilities, methods, and procedures of this manufacturer were demonstrated as being adequate for the production of such duplicates on date of _____

Duration:

This certificate shall continue in effect indefinitely, provided, the manufacturer continuously complies with the requirements for original issuance of certificate, or until the certificate is canceled, suspended, or revoked.

Date issued:

By direction of the Administrator

Manager, Manufacturing Inspection Office

This Certificate is not Transferable, AND ANY MAJOR CHANGE IN THE BASIC FACILITIES, OR IN THE LOCATION THEREOF, SHALL BE IMMEDIATELY REPORTED TO THE APPROPRIATE REGIONAL OFFICE OF THE FEDERAL AVIATION ADMINISTRATION

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years or both

FAA FORM 8120-4 (07-07) SUPERSEDES PREVIOUS EDITION

HQ-O19007.indd

Figure 2-6. Sample FAA Form 8120-3, Production Limitation Record

This form is a representation of the original form and not to be construed as the original certificate.

NOT FOR OFFICIAL USE

*The United States of America
Department of Transportation
Federal Aviation Administration*

Production Limitation Record

**The holder of
Production Certificate No. 6CE
may receive the benefits incidental to the
possession of such certificate with respect to**

**AIRCRAFT
(OR AIRCRAFT PROPELLERS,
AIRCRAFT ENGINES, AS APPLICABLE)**

**manufactured in accordance with the data forming the
basis for the following Type Certificate(s) No.**

Type Certificate	Model	Date Production Authorized
5A25	ABC258D	August 10, 2009

(Note: Any number of columns may be used provided the material is neat and legible. Additional PLRs may be used when necessary. Additional PLRs shall be numbered "1 of 2," "2 of 2," as appropriate to the number of pages involved.)

LIMITATIONS:

(if any)

August 10, 2009

Date of issuance

By Direction of the Administrator

J. J. Jones

J. J. Jones

Manager, Manufacturing Inspection

Figure 2-7. Sample PC Transmittal Letter

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

901 Locust Street
Kansas City, MO 64106

August 12, 2009

Ms. Sandra L. King, Vice President
ABC Aircraft Company
4954 Airport Drive
Kansas City, Missouri 12345

Production Certificate Transmittal

Dear Ms. King:

We are pleased to forward Production Certificate No. 6CE, dated August 10, 2009, together with its Production Limitation Record listing Type Certificate No. 5A25. These documents must be made available to the FAA upon request, as required by Title 14, Code of Federal Regulations (14 CFR), part 21, Certification Procedures for Products, Articles and Parts (part 21), Section 21.146.

A Production Certificate authorizes the production of duplicates of specific type-certificated products and articles. The Production Certificate entitles the holder to certain privileges; including the option to obtain the appointment of a Designated Manufacturing Inspection Representative to issue airworthiness certificates and other related approvals. It should be noted that the issuance of a Production Certificate also places basic responsibilities upon the holder, as prescribed by 49 United States Code, Sections 44702(a) and 44704(b). The related rules are contained in part 21 and 14 CFR part 45, Identification and Registration Marking. We suggest that copies of the aforementioned be made available to the appropriate personnel in your organization.

If at any time you have questions concerning your privileges or responsibilities relative to your Production Certificate, please contact either this office or our Manufacturing Inspection District Office (number and address).

Sincerely,

James C. Grace
Manager, Manufacturing Inspection
Office, ACE-180

(Note: When the PC and PLR are delivered in person, this letter should be suitably revised to reflect such delivery.)

b. PLR. The PLR will include the TC and model number of each product authorized for production, and the date that production was authorized. When a PC is issued for an STC, the PLR will include the STC number, the model number of each product on which the STC is eligible, and the date that production was authorized.

(1) Additions to the PLR. If a PC holder desires to add a new TC or new model under an existing TC to the PLR, the PC holder must make application in the same manner as for the original issuance. In this instance, it is not normally necessary to establish a PCB. In place of the PCB, the MIDO/CMO should conduct an audit using the guidelines in paragraph 2-21 of this order, as appropriate, to determine whether the quality system is adequate or has been appropriately changed to ensure positive control of the product to be added to the PLR. When changes to the quality system are substantial, the PI may elect to request a nonscheduled ACSEP evaluation to make this determination. Refer to Order 8100.7. The MIDO/CMO having CM responsibility may issue revisions to the PLR to include new products or models, when authorized.

(2) Deletions from the PLR. Where production of a type-certificated product has been discontinued, and more than one TC is listed on the PLR, the following applies:

(a) If neither the complete product nor spare articles are being produced, the discontinued product or model should be deleted from the PLR. Upon issuance of the revised PLR, the MIDO/CMO will request that the PC holder return the superseded PLR, which will be marked "Superseded" and retained in the files. If no other products, models, or spare articles are covered by the PC, the PC holder will be requested to return both the PC and PLR for cancellation. The MIDO/CMO will retain the canceled PC and PLR.

(b) If production of the complete product has ceased, but spare articles are still being produced, the PLR should be revised to reflect this. The MIDO/CMO should ensure that the PC holder remains in compliance with part 21, subpart G, and will continue to advise the FAA of any changes in its organization, systems, procedures, or processes.

(3) STC Modifications Incorporated by a TC/PC Holder.

(a) When the holder of the TC seeks and obtains its own STC, or is licensed to use another person's STC data, the TC holder may amend the TC to incorporate the STC approval by reference. Another party's STC that is incorporated during production and is referenced in and becomes a part of the TC need not be shown on the PLR. When a TC is amended to incorporate data approved under an STC, only the TC should continue to be shown on the PLR.

(b) When the PC holder of a TC obtains an STC, or related licensing agreement, but does not make the STC an integral part of the TC, the PC holder may incorporate the STC in production products prior to OAC approval, provided that:

1 The PC holder makes application to the FAA to add the STC to its PLR,

2 The quality system data are revised as necessary, and

3 The engineering data submitted for the STC approval provide all the details necessary for manufacture and for making conformity determinations.

(c) When a PC holder elects to use neither of the foregoing methods, the TC holder may incorporate an STC modification into production products only after OAC, in accordance with the provisions of part 43.

2-28. Initial Risk-Based Resource Targeting Assessment. Subsequent to the issuance of the PC, the MIDO/CMO will conduct a risk-based resource targeting (RBRT) assessment of the PC holder in accordance with chapter 3, section 2 of this order. The results will determine the initial basis for conducting ongoing CM responsibilities, as summarized in figure 3-2 of this order.

2-29. Reserved.

Section 4. Technical Standard Order Authorization (Part 21, Subpart O)

Part 1. General Information

2-30. Applicability. Part 21, subpart O, is applicable to a person who desires to manufacture an article that meets a specific TSO. The TSO authorization system does not apply to articles produced under a parts manufacturer approval (PMA), TC, or PC.

2-31. Privileges. A TSO authorization holder has the privileges specified in subpart O and within the letter of TSO authorization. In addition, a TSO authorization holder is eligible to have a qualified employee(s) designated as a DMIR in accordance with the provisions of part 183. The TSO authorization holder may also be authorized by part 183 to apply for and obtain an ODA. Orders 8100.8 and 8100.15 contain procedures for the administration of DMIRs and ODAs, respectively.

2-32. Advising the Applicant. The applicant will be advised that:

a. AC 21-43 sets forth an acceptable means of complying with part 21, subpart O. Alternative methods and procedures may be approved when the applicant can show that the proposed methods and procedures will achieve compliance with part 21, subpart O.

b. The applicant must establish a quality system in accordance with § 21.607 and provide a quality manual describing its quality system to the FAA in accordance with § 21.608. The manual must include descriptive material that adequately covers each applicable paragraph of § 21.137. The manual may vary in length depending upon the scale of the quality system, size of the manufacturing facilities, and complexity of the article. For further guidance, refer to AC 21-43.

c. A TSO authorization holder is a manufacturer who controls the design and quality of an article produced under the TSO system. The TSO authorization holder's control extends to all related articles, processes, or services, including all related articles, processes, or services procured from outside sources.

d. A TSO design approval can be obtained only for the applicable TSO that is in effect on the date of application for that article.

e. A TSO authorization does not imply installation eligibility on a type-certificated product.

f. TSO Authorization Holder's Responsibility.

(1) Organization. The TSO authorization holder must provide to the FAA a document describing its organization and amend the document as necessary to reflect changes in the organization required by §§ 21.605 and 21.616(a).

(2) Reporting Failures, Malfunctions, and Defects. The TSO authorization holder must report any failure, malfunction, or defect in any article as required by § 21.3. The TSO authorization holder should be encouraged to establish a procedure for such reporting as a part of its quality system. This reporting requirement applies to failures, malfunctions, or defects that may result in or have resulted in one of the occurrences listed in § 21.3(c)

(3) Quality System. The TSO authorization holder must establish and describe in writing a quality system that complies with § 21.607. The TSO authorization holder is responsible for maintaining the quality system in conformity with the data and procedures approved for the TSO authorization and for determining that each article conforms to the TSO and any terms or conditions prescribed in the TSO letter of authorization.

(4) Change to the Quality System. Each change to the quality system is subject to review by the FAA in accordance with § 21.620(a). The holder of a TSO authorization must notify the MIDO in writing prior to any changes that may affect the inspection, conformity, or airworthiness of the article. These changes would include, but are not limited to, the following:

(a) Resumption of production after being discontinued for an extended period of time for other than normal periods of time, such as vacation periods.

(b) Significant curtailment/resumption of production operations.

(c) Significant reduction/reassignment of quality system personnel.

(d) Changes or revisions to quality system data and related procedures.

(5) Changes to Manufacturing Facilities. The TSO authorization holder must immediately notify the MIDO/CMO in writing of any changes to its manufacturing facilities that may affect the inspection, conformity, or airworthiness of the article in accordance with § 21.609(c). The TSO authorization holder must obtain FAA approval prior to making any changes to the location of its manufacturing facilities in accordance with § 21.609(b).

(a) A TSO authorization holder's manufacturing complex would normally consist of a principal facility and all associate facilities using the same quality system approved by the FAA, for the particular TSO article(s). Associate facilities are discussed in section 6 of this chapter.

(b) The TSO authorization is issued to the principal manufacturing facility that controls the design and quality of the article(s) for which the approval was granted. A mailbox address is not acceptable for a facility since the actual location must be identified. Such addresses, however, may be used as supplemental to the actual address when desired for such uses as corresponding to and from FAA offices.

(c) When a TSO authorization holder moves the principal manufacturing facility to a new location, the TSO authorization is no longer effective. In accordance with FAA Order 8150.1, Technical Standard Order Procedures, the responsible MIDO will evaluate the TSO holder's quality system to determine the TSO holder's ability to comply with § 21.607. If the MIDO finds no change to the TSO holder's ability to comply with § 21.607, the TSO holder may be eligible for the reissuance of its TSO authorization(s). The ACO must notify the TSO holder that no new articles may be shipped from its new facility until the TSO authorization has been reissued.

(d) When the TSO authorization holder seeks FAA approval to move an associate facility or add a new production facility, the FAA may, if deemed necessary, conduct a preliminary MIDO audit at the new production facility or moved facility. If a MIDO audit is deemed necessary, a satisfactory audit result must be obtained before the facility can be approved for production.

(6) Identification Marking. A TSO authorization holder is responsible for ensuring that only those articles that meet the applicable TSO performance standards are identified as required by § 45.15.

(a) Supplier Marking. Suppliers to TSO authorization holders can identify articles with TSO markings provided the TSO approval holder adequately controls those suppliers as part of its quality system. Suppliers that mark articles should be treated the same as any other supplier furnishing articles or services, using supplier control procedures as part of the quality system. MIDOs may require that specific article marking controls be included in these procedures, along with any additional conditions that may be necessary for suppliers with direct-ship authorization.

(b) Detail Parts and Invoice Identification. When detail parts are produced for installation in a TSO article, individual detail parts of the TSO article sold separately must be accompanied by a shipping document containing the information required by § 45.15(d) and must identify the detail part as a subcomponent of a TSO article.

(c) Detail Parts and Design Data Identification. TSO article markings required by § 45.15 are applied to the top-level assembly for which the original TSO authorization was granted, not subassemblies or individual detail parts. It is not required that each individual subassembly or detail part within the TSO article be marked. The TSO marking requirements for detail parts, which are sold by the original TSO authorization holder for installation into its related TSO articles, may be found within the applicable design data for the TSO article. This provides traceability of the individual detail parts to their related TSO articles.

(7) Reidentifying Marking. Sections 21.616(d) and 21.616(e) do not prohibit a certificated person, authorized under § 43.3, from modifying or replacing the original TSO identification marking in accordance with the TSO authorization holder's instructions (e.g., service letters, service bulletins, airworthiness directives, etc.) resulting from an FAA-approved design change. The following guidance applies to the incorporation of design changes to TSO articles that have left the manufacturer's quality system that require reidentifying of the TSO articles.

(a) There are instances when the holder of a TSO authorization, or a letter of TSO design approval, changes a design and provides data so that these changes may be incorporated into articles in service, through alteration. Service bulletins, service letters, and airworthiness directives are common nomenclature for these types of data, but the data may be transmitted in any appropriate form. Regardless of whether the change is major or minor, as defined in § 21.619, it may be necessary and/or appropriate to reidentify the article.

(b) The reidentification procedure indicated in paragraph 2-32f(7) of this order must be part of the FAA-approved data for the entire alteration. The identification markings must comply with the requirements of § 21.616 and the applicable TSO. Some of the reidentification methods expected include the following: making additional marks; making new marks and obliterating the old; installing a new data plate or label provided by the TSO authorization holder; or a combination of these methods. Consideration should be given to minimizing confusion as to the status of the article and maximizing traceability to the maintenance and alteration records.

(c) Design changes introduced by persons other than the TSO authorization holder are permissible under § 21.619(c). Order 8150.1 addresses the identification/marketing requirements of TSO articles that are modified by persons other than the TSO manufacturer.

(8) Identification Marking of Replacement and Modification Articles Produced Pursuant to the Enhanced Enforcement Program (EEP) as Published in Federal Register Notice of February 27, 1995. Articles produced under the EEP that subsequently were issued TSO authorizations were not eligible at the time of production and are ineligible for marking in accordance with § 21.616(d). Although articles produced under the authority of the EEP are not eligible for article marking, these articles were considered acceptable for sale/installation under the provisions of § 21.8(d). Section 21.8(d) allows articles to be approved in any manner approved by the FAA. Articles produced under the authority of the EEP continue to be acceptable subsequent to the expiration of the EEP.

Part 2. Processing an Application for a TSO Authorization

2-33. Application.

a. A U.S. applicant (or an applicant's authorized agent) must submit an application for a TSO authorization by letter to the Manager of the ACO having geographical responsibility for the area in which the applicant's principal manufacturing facility is located. The applicant must submit, along with the application, those documents required by § 21.603, which includes:

- (1) A statement of conformance.
- (2) A copy of the technical data.
- (3) A manual describing the quality system in the detail specified in § 21.607.

b. A foreign manufacturer who desires to obtain a TSO letter of design approval (as provided for in § 21.621) must submit an application through its CAA to the ACO (or equivalent) that has cognizance over the geographical area in which the foreign manufacturer is located. A foreign manufacturer located in a member state of the European Union who desires to obtain a TSO letter of design approval must submit an application through the European Aviation Safety Agency to the Boston ACO.

2-34. Design Approval. The regulations and requirements concerning TSO design approval methods are contained in part 21, subpart O, and the applicable TSO. Policy covering TSO design approval methods is contained in Order 8150.1.

2-35. Preliminary MIDO Audit. At the request of the ACO, the MIDO should make arrangements to conduct a MIDO audit, within the deadline established by the ACO. This audit will be conducted as follows:

a. Evaluate the applicant's quality manual for compliance with § 21.607. Additional guidance is provided in AC 21-43. The manual must include an acceptable test procedure to which each production article will be tested. Any inadequacies in the quality manual submitted must be identified to the applicant for corrective action. After the quality manual has been reviewed, and any applicable corrective actions taken, the MIDO will approve the quality manual submitted by the applicant. The approved quality manual may be retained in the MIDO files.

b. Evaluate the applicant's production facilities in accordance with the pertinent 14 CFR, the FAA-approved design data, and the quality manual approved in paragraph 2-35a of this order. The cognizant MIDO manager will select either an individual or a team to conduct this audit. The team may consist of the cognizant PI and at least one other manufacturing inspector or the MIDO manager. It is also recommended that an engineer be selected for the team when deemed necessary by the type and complexity of processes and procedures being utilized at the facility. The standardized evaluation criteria contained in Order 8100.7 may be used as an aid to evaluate compliance. Team members should be advised, however, that some of the evaluation criteria contained therein may not be related to 14 CFR, and therefore may only be evaluated as a

best practice. This audit is not considered to be an ACSEP evaluation. Record all noncompliances on Form(s) 8100-6 and 8120-14. Refer to appendixes E and F of this order.

c. Reporting. The MIDO will advise the ACO concerning the results of the MIDO audit. Any unresolved items requiring corrective action should be identified and copies of letters to the applicant requesting corrective action will be provided.

Part 3. Issuance of a TSO Authorization or Letter of TSO Design Approval

2-36. TSO Letter of Authorization. Upon a showing of compliance with part 21, subpart O, the cognizant ACO will issue a letter in accordance with established procedures. Electronic signature is not permitted. This letter should be amended, as appropriate, to reflect subsequent additions to a manufacturer's original TSO authorization, after appropriate coordination between the ACO and MIDO in determining the need for a MIDO audit (refer to Order 8150.1).

2-37. Letter of TSO Design Approval. The cognizant ACO may issue a letter of TSO design approval for an import article to a foreign manufacturer located in a country with which the United States has an agreement that provides for the reciprocal acceptance of articles, provided the following criteria are met (refer to Order 8150.1).

a. The CAA of the country in which the article will be manufactured certifies to the FAA that the design of the particular article meets the pertinent design requirements of the specific TSO.

b. The CAA is advised that each article produced under the provisions of the TSO design approval and exported to the United States must be accompanied by a certificate of airworthiness for export as specified in § 21.502.

2-38. Transferability.

a. A TSO authorization is not transferable. However, a TSO authorization holder undergoing a name change is not considered a transfer. A sale of ownership resulting in a change in the legal status of the TSO authorization holder or the sale of TSO design rights is considered a transfer and will require the new owners to submit an application for exemption to retain the TSO authorization.

b. In the event that a TSO authorization holder is acquired by another company, with no resulting change in the legal status of the TSO authorization holder, the acquiring company will not be required to apply for a new TSO authorization. However, the TSO authorization holder must:

- (1) Retain possession of the production approval,
- (2) Retain the same quality system, and
- (3) Continue to operate at the same location with the same core management officials.

c. The PI should conduct an on-site visit to ensure that the TSO authorization holder has complied with the requirements in paragraph 2-38b of this order. In addition, the acquiring company should provide a letter to the MIDO indicating its status as the new owner of the TSO authorization holder and any future plans affecting the status of the TSO authorization holder. The PI should update the project files to include documentation indicating the acquisition.

d. In the event the status of the TSO authorization changes (e.g., the TSO authorization holder is disbanded or absorbed into the acquiring company) or the TSO authorization holder transfers or relinquishes its production approval, the ACO will ensure that a new application for TSO authorization is submitted for processing by the FAA.

2-39. Initial Risk-Based Resource Targeting Assessment. Subsequent to the issuance of the TSO authorization, the MIDO/CMO will conduct an RBRT assessment of the TSO authorization holder in accordance with chapter 3, section 2 of this order. The results will determine the initial basis for conducting ongoing CM responsibilities, as summarized in figure 3-2 of this order.

2-40. Reserved.

Section 5. Parts Manufacturer Approval (Part 21, Subpart K)

Part 1. General Information

2-41. Applicability.

a. Part 21, subpart K, is applicable to any person who desires to manufacture an article under a PMA.

b. A PMA may be obtained for replacement articles for TSO articles that are approved as part of a product type design, provided that installation eligibility to that product can be shown. However, approval of an article that would constitute a major design change to the TSO article cannot be done under a PMA and would require a new TSO authorization. An applicant's design that could meet the identity provisions of § 21.303 would normally not be considered a major design change.

c. A PMA may not be issued if the manufacturing facilities for the article are located outside the United States, unless it has been determined, in accordance with § 21.309, that such location(s) would place no undue burden on the FAA.

d. Exceptions. A PMA is required except as described below:

(1) Manufacturing inspection procedures, materials, and/or special processes, such as hardening, plating, or shot-peening are not in and of themselves eligible for PMA. However, if a person participates in controlling the design, manufacture, or quality of an article by performing such procedures or processes and does so with the intent that the article be sold for installation on a type-certificated product, that person must do so as an approved supplier to another's FAA-approved quality system.

(2) A PMA cannot be issued on the basis of a “one-time-only” STC or FAA Form 337, Major Repair and Alteration, approval. The applicant would have to reapply for a new STC, which constitutes a “multiple approval,” before a PMA could be considered.

(3) Other PAHs (TC, PC, or TSO authorization) may produce replacement articles for their products or articles under their existing design and production approvals. A supplier to a PAH may not produce replacement or modification articles for sale for installation on a type-certificated product, unless the PAH authorizes major inspection and grants direct-ship authority (with FAA approval) to that supplier or that supplier has a PMA for the replacement or modification articles.

(4) An aircraft owner or operator may produce articles for installation on their own product without a PMA. The installation of those articles must comply with part 43 and other applicable airworthiness standards.

(5) An air carrier, operating under 14 CFR part 121, Operating Requirements: Domestic, Flag, and Supplemental Operations, or 14 CFR part 135, Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons On Board Such Aircraft, may produce articles for installation on its own product without a PMA, provided the installation of those articles is approved in accordance with part 43 and complies with the air carrier’s accepted maintenance procedures manual and instructions.

(6) An FAA-certificated repair station may produce an article for installation on a type-certificated product for current and anticipated in-house repairs or modifications. Further guidance may be found in AC 43-18, Fabrication of Aircraft Parts by Maintenance Personnel.

(7) The FAA does not require a PMA for production of commercial or standard parts produced for sale for installation on a type-certificated product. A PAH may purchase commercial or standard parts and subject them to more restrictive inspection criteria prior to approval for installation. When a question arises as to whether a part is a commercial or standard part, the certificating ACO and/or MIDO should be contacted to determine whether the design of the part meets the criteria for a commercial or standard part.

(8) In accordance with § 21.502, replacement or modification articles produced and imported to the United States under the provisions of an agreement with a foreign country do not require a PMA. The scope of the agreement must specifically include acceptance of replacement and modification articles. Acceptable replacement and modification articles may include:

(a) Articles produced under the provisions of a bilateral agreement by the foreign holder of an FAA TC issued in accordance with § 21.21 or § 21.29, an STC, or a letter of TSO design approval; or

(b) Articles produced by a foreign manufacturer and approved by their local CAA as specified in a bilateral agreement. (Depending on the scope of the bilateral agreement, such articles may include those designed as replacements for U.S. State of Design products.)

Note: In both of these cases, the articles are accepted for import under § 21.502, only when accompanied by an appropriate export airworthiness approval.

2-42. Privileges. A PMA holder has the privileges specified within the PMA letter and supplement. In addition, a PMA holder is eligible to have a qualified employee(s) designated as a DMIR in accordance with the provisions of part 183. The PMA holder may also be authorized by part 183 to apply for and obtain an ODA. Orders 8100.8 and 8100.15 contain procedures for the administration of DMIRs and ODAs, respectively.

2-43. Advising the Applicant. The applicant should be advised that:

a. AC 21-43 sets forth an acceptable means of complying with part 21, subpart K. Alternative methods and procedures may be approved when the applicant can show that the proposed methods and procedures will achieve compliance with part 21, subpart K.

b. The applicant must establish a quality system in accordance with § 21.307 and provide a quality manual describing its quality system to the FAA in accordance with § 21.308. The manual must include descriptive material that adequately covers each applicable paragraph of § 21.137. The manual may vary in length depending upon the scale of the quality system, size of the manufacturing facilities, and complexity of the article. For further guidance, refer to AC 21-43.

c. Approval of an application for PMA requires an approval of the design by the ACO and a quality system approval by the MIDO.

d. PMA Holder's Responsibility.

(1) Organization. A PMA holder must provide to the FAA a document describing its organization and amend the document as necessary to reflect changes in the organization required by §§ 21.305 and 21.316(a).

(2) Reporting Failures, Malfunctions, and Defects. The PMA holder must report any failure, malfunction, or defect in any article as required by § 21.3. The PMA holder should be encouraged to establish a procedure for such reporting as a part of its quality system. This reporting requirement applies to failures, malfunctions, or defects that may result in or have resulted in one of the occurrences listed in § 21.3(c).

(3) Quality System. The PMA holder must establish and describe in writing a quality system that complies with § 21.307. The PMA holder is responsible for maintaining the quality system in compliance with the data and procedures approved for the PMA, and for determining that each completed article produced conforms to the PMA and any terms or conditions prescribed in the approval.

(4) Change to the Quality System. Each change to the quality system is subject to review by the FAA in accordance with § 21.320(a). The PMA holder must immediately notify the MIDO/CMO in writing of any changes that may affect the inspection, conformity, or airworthiness of its article in accordance with § 21.309(c). These changes would include, but are not limited to, the following:

(a) Resumption of production after being discontinued for an extended period of time for other than normal periods of time, such as vacation periods.

(b) Significant curtailment/resumption of production operations.

(c) Significant reduction/reassignment of quality system personnel.

(d) Changes or revisions to quality system data and related procedures.

(5) Changes to Manufacturing Facilities. The PMA holder must immediately notify the MIDO/CMO in writing of any changes to its manufacturing facilities that may affect the inspection, conformity, or airworthiness of its article in accordance with § 21.309(c). The PMA holder must obtain FAA approval prior to making any changes to the location of its facilities in accordance with § 21.309(b).

(a) A PMA holder's manufacturing complex would normally consist of a principal facility and all associate facilities using the same quality system approved by the FAA, for the particular article(s). Associate facilities are discussed in section 6 of this chapter.

(b) The PMA is issued to the principal manufacturing facility that controls the design and quality of the article(s) for which the approval was granted. A mailbox address is not acceptable for a facility since the actual location must be identified. Such addresses, however, may be used as supplemental to the actual address when desired for such uses as corresponding to and from FAA offices.

(c) When a PMA holder moves the principal manufacturing facility to a new location, the PMA is no longer effective since a PMA is not transferable. Refer to § 21.314. If the PMA holder wants a PMA for the new location, the PMA holder must reapply in accordance with § 21.303.

(d) When the PMA holder seeks FAA approval to move an associate facility or add a new production facility, the FAA may, if deemed necessary, conduct a preliminary MIDO audit at the new production facility or moved facility. If a MIDO audit is deemed necessary, a satisfactory audit result must be obtained before the facility can be approved for production.

(6) Additional Article Approvals. If a PMA holder wishes to produce additional articles under the existing approved quality system, an application must be made and the holder must show compliance with § 21.307. The MIDO will then issue a PMA supplement that adds the new articles to the original approval. If the new articles' production constitutes a significant change in the operation or capabilities of the PMA holder, the MIDO will conduct a review of the holder's production and quality systems.

(7) Relationship Changes. The PMA holder may not produce articles if any change, in its relationship to the design approval holder (licensor) or otherwise, prevents it from meeting its PMA responsibilities.

e. PMA Article Marking Requirements. Section 45.15 specifies the marking requirements for PMA articles produced for installation on TC products, STC products, and TSO articles. In accordance with § 45.15, articles produced under a PMA must be permanently and legibly marked in a manner that will enable persons to identify that it is a PMA article, the manufacturer, and the part number. The issuance of the PMA letter authorizes and requires the holder to mark articles as prescribed in § 45.15.

(1) Marking Critical PMA Articles. In addition to the marking requirements of § 45.15(a), a PMA article with a critical characteristic(s), as described in § 45.15(c), must be permanently and legibly marked with a serial number. The FAA must confirm that the marking location and the associated process will not affect airworthiness.

(2) Marking Detail Parts of PMA Assemblies. PMA article markings required by § 45.15 are applied to the top-level assembly of the approved replacement or modification article. Marking subassemblies or individual detail parts is not required. For example, if the PMA were approved for a hydraulic pump, the PMA marking would be affixed to the completed assembly. It is not required that each individual subassembly or detail part within the assembly be marked with “FAA-PMA,” unless it is being produced under its own PMA. If a PMA is granted for an assembly, individual detail parts of the assembly sold separately, except those produced under their own PMA, must be accompanied by a shipping document containing the information required by § 45.15(a) and must identify the detail part as a subcomponent of a PMA assembly. The article marking requirements for detail parts that are sold by the original PMA holder for installation into its related PMA assemblies may be found within the applicable design data for the assembly. This provides traceability of the individual detail parts to their related PMA assemblies.

Note: There is no need to reissue previously issued PMA letters that require detail parts of an assembly sold separately to be marked in accordance with § 45.15.

(3) Part Numbering. Except as provided in paragraphs 2-43b(3)(a) and 2-43b(3)(b) of this order, the applicant’s article should be numbered such that it is distinguishable from the corresponding TC holder’s part number. The TC holder’s part number with a prefix or suffix is sufficient for this purpose, as long as use of such a prefix or suffix will not cause confusion with the part marking practices of the TC holder. The requirement of § 45.15(a)(1) (to mark with the name, trademark, or symbol of the applicant) may be satisfied by the use of a prefix or suffix, if the prefix or suffix is consistent across the applicant’s product line. Each article also must be marked with “FAA-PMA” to meet the requirement of § 45.15(a)(2).

(a) Supplier Part Number. Some applicants are suppliers to PAHs. Often these PAHs use the supplier part numbers in their approved designs. When these suppliers later apply for PMA, they may continue to use their original part numbers, provided they also meet the requirements of § 45.15.

Note: PAHs and suppliers should be advised that when articles are marked only with PAH part numbers, the PAH is responsible for the design and quality of the article and any compliance and enforcement actions. Likewise, when the supplier is manufacturing under its PMA and has marked its article in accordance with § 45.15, they are responsible for the design and quality of the article(s) and any compliance and enforcement actions.

(b) Articles Manufactured Under License. When the PMA is based on the applicant showing evidence of a licensing agreement, the PMA article may have the same number as the type-certificated article, provided the applicant also meets the requirements of § 45.15.

(4) Articles Impractical to Mark. If the FAA finds the article too small or impractical (because of characteristics) to mark all (or any) of the information on the article, the information not marked on the article must be attached to the article or its container in accordance with § 45.15(d).

(5) Supplier Marking of PMA Articles. Suppliers to PMA holders may identify articles with PMA markings provided the PMA approval holder adequately controls those suppliers as part of its quality system. Suppliers that mark articles should be treated the same as any other supplier furnishing articles or services, using supplier control procedures as part of the quality system. MIDOs may require that specific article marking controls be included in these procedures, along with any additional conditions that may be necessary for suppliers with direct-ship authorization.

(6) Identification Marking of Replacement and Modification Articles Produced Pursuant to the Enhanced Enforcement Program (EEP) as Published in Federal Register Notice of February 27, 1995. Section 45.15(a) states that the manufacturer of a PMA article must permanently and legibly mark the article. Articles produced without a PMA, such as articles produced under the EEP, were not produced under Part 21, subpart K and therefore are not eligible for marking in accordance with § 45.15. Although articles produced under the authority of the EEP are not eligible for part marking, these articles are considered acceptable for sale/installation under the provisions of § 21.8(d). Section 21.8(d) allows articles to be approved in any manner approved by the FAA. Articles produced under the authority of the EEP continue to be acceptable subsequent to the expiration of the EEP.

Part 2. Processing an Application for a PMA

2-44. Applicant Responsibilities.

a. Application Letter. The applicant must submit a letter of application to an ACO or MIDO, depending on the design approval basis. If the applicant is applying on the basis of an STC or identity by licensing agreement, the application will be submitted to the MIDO having geographical responsibility for the area in which the applicant's manufacturing facility is located. Refer to figure 2-8 for a sample letter of application. If the design approval basis is other than an STC or identity by licensing agreement, the application will be submitted to the ACO having geographical responsibility for the area in which the applicant's manufacturing facility is located. The application must include the following information:

(1) The names and addresses of the manufacturing facilities where the articles will be manufactured.

(2) The identity of the article for which PMA application is being made, including:

(a) The type-certificated product identified by make, model, series, and if appropriate, serial number, on which the article is to be installed.

(b) The TC holder's part number and if known, the drawing number and revision level that the PMA article would replace or modify.

(3) A description of the quality system in the detail specified in § 21.307.

(4) A brief description of the method by which design approval will be sought:

(a) **Identity by Showing Evidence of a Licensing Agreement.** The applicant should submit an appropriate document from the TC, STC, or TSO authorization holder authorizing use of its FAA-approved data. Evidence of a licensing agreement is not a separate approval method, but merely a way to show identity. The evidence of a licensing agreement is used by the applicant to show that the data submitted are FAA-approved and are therefore identical. For FAA purposes, the licensing agreement, in whatever form it takes, need only to authorize the applicant to use the type design data specified. The current industry practice of TC holders preparing "assist letters" for applicants to submit to the FAA sufficiently meets the requirements of showing evidence of a licensing agreement under § 21.303(a)(4). The MIDO should ensure the "PMA assist letter" includes the information specified in paragraph 2-45f(1) of this order.

(b) **Identity Without a Licensing Agreement.** The applicant should submit a statement certifying that the design is identical in all respects to the design of the article covered under an approved design (e.g., TC, STC, or TSO authorization). In addition, the applicant should summarize the data that support the identity assertion. Identity to another PMA is unacceptable.

Figure 2-8. Sample PMA Letter of Application

The ABC Tool Company
3000 Hill St.
Randolph, MA 02368
(781) 555-1212

FAA - New England Region
12 New England Executive Park
Burlington, MA 01803
(781) 238-7199

Attention: Mr. Mark Steale
Manager, Boston Manufacturing Inspection
District Office, ANE-MIDO-42

Subject: Request for New FAA-PMA Approval

Mr. Steale:

The ABC Tool Company is submitting an application for Parts Manufacturer Approval for our part number (PN) ABC 13579. We request your review of the enclosed data being submitted in support of this application. Part number ABC 13579 is a bushing assembly eligible on PS PT9D-1, -7, -9 series engines. Approval is requested based on (STC #/Licensing Agreement #, dated) under 14 CFR § 21.303(a)(4). Part number ABC 13579 replaces PS bushing assembly P/N 13579, drawing no. 13579, revision level C.

The article will be manufactured at ABC Tool Company, 3000 Hill Street, Randolph, MA 02368. Enclosed is a description of our quality system in accordance with 14 CFR § 21.307. The article listed above will be manufactured in accordance with our quality system.

Your efforts in support of this request are most appreciated.

Very truly yours,

PMA Administrator,
ABC Tool Company

Enclosures:

1 copy STC or PMA Assist Letter
1 copy Unnumbered PMA Supplement
1 copy Quality System Manual

(c) Test and Computation. The applicant should submit a data package that includes a statement that all design, materials, processes, test specifications, system compatibility, and interchangeability are supported by an appropriate test and substantiation plan for FAA review and approval.

(d) STC. The applicant should submit a statement that references the STC number and present evidence of a written permission statement from the STC holder.

b. Unnumbered PMA Supplement. The applicant must prepare an unnumbered PMA supplement. Refer to figure 2-9 for a sample PMA supplement. Because some PMA supplements are quite long, an electronic copy on a disk or an e-mail will expedite processing.

2-45. MIDO Responsibility. The MIDO confirms that the applicant has the capability to produce the proposed article in accordance with the approved design. The MIDO will conduct the production approval process upon receipt of the PMA supplement evidencing approval of the design by the ACO, or upon receipt of an application based on identity by licensing agreement or STC. The production approval process includes the following:

a. Conformity Inspections. The MIDO will perform or delegate conformity inspections at the request of the ACO or other MIDOs.

b. Quality System Description. The MIDO will ensure that the applicant has submitted a description of the quality system in the detail specified in § 21.307. Data submitted as evidence of compliance with part 21, subpart K should be evaluated in accordance with the criteria contained in FAA Order 8110.42, Parts Manufacturer Approval Procedures, and in Order 8100.7. The ACO should be involved in evaluating technical data such as design data control, software control, and material review board (MRB), etc. When the data have been found to be acceptable, an additional statement, similar to the following, must be included in the initial PMA letter: “(*Applicant name*) shall produce all articles in accordance with (*Applicant name*), Quality Manual, Revision (*manual’s revision*), dated (*manual’s date*) or a later FAA-approved revision.” Refer to figure 2-10, condition 13, of this order.

c. Preliminary MIDO Audit. Prior to the original issuance of a PMA, the MIDO will conduct a MIDO audit of the applicant’s facility, including supplier facilities, as appropriate, to determine whether the applicant is in compliance with part 21, subpart K. The MIDO should decide whether to perform a conformity inspection (1) within 30 days of receiving the PMA supplement from the ACO or (2) prior to issuing a PMA based on an STC or identity by licensing agreement. This determination should be made based on article criticality, the history of the applicant, article complexity, supplier control issues, etc. When applicable, the MIDO will verify the applicant’s manufacturing critical processes required to achieve the approved design characteristics.

d. Principal Inspector. When deemed necessary, the PI should conduct or make arrangements for an article conformity or a MIDO audit when additional articles are approved by a supplement to the original PMA approval letter, or when the manufacturer expands or relocates its facility.

Figure 2-9. Sample PMA Supplement for Licensing Agreement and STC



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

FEDERAL AVIATION ADMINISTRATION - PARTS MANUFACTURER APPROVAL

PMA NO. _____
SUPPLEMENT NO. _____
DATE _____

Smith Engineering Corporation
10 Main Street
Los Angeles, CA 90012

Article Name	Part Number	Approved Replacement for Part Number	Approval Basis and Approved Design Data	Make Eligibility	Model Eligibility
Galley	SE101001-101	101001-101	Identity per 14 CFR, § 21.303 licensing agreement between Smith Engineering Corp. and Ace Aircraft, File No. 5-1034-89-RMS 769, dated 7/12/89 DWG No: AA 25207 Rev: None Date: 3/31/88 or later FAA-approved revisions	Ace Aircraft	A-700, -710
Wing Kit	MDL 660	Modification Part	STC SA1234NM DWG No: MDL 660 Rev: None Date: 3/31/88 or later FAA-approved revisions	General Air	CP6-6, -30

-----End of Listing-----

Note: The procedures that have been accepted by the type certificate or TSO authorization holder and their cognizant FAA Aircraft Certification Office, for minor changes to original articles used on type-certificated products, are also acceptable for incorporating the same minor changes on identical PMA replacement articles. The PMA holder must be able to show traceability relating to the TC, STC, or TSO authorization holder on all minor changes incorporated by this procedure. When these procedures are no longer applicable because of completion of the production contract, or termination of the licensing agreement or business relationship, all subsequent minor design changes to the PMA articles must be submitted in a manner as determined by the ACO. Major design changes (reference 14 CFR §§ 21.93 and 21.97) to drawings and specifications are to be handled in the same manner as that for an original PMA.

Manager, Manufacturing
Inspection District Office

Figure 2-10. Sample PMA Letter

 U.S. Department of Transportation Federal Aviation Administration	901 Locust Street Kansas City, MO 64106
February 12, 2009	
Mr. Jeffrey L. Smith, President Aero-Parts, Inc. 3212 Newton Street St. Louis, Missouri 63044	
<u>FEDERAL AVIATION ADMINISTRATION - PARTS MANUFACTURER APPROVAL</u>	
Dear Mr. Smith:	
In accordance with Title 14, Code of Federal Regulations (14 CFR), part 21, Certification Procedures for Products, Articles, and Parts, subpart K, the FAA has found that the design data, as submitted by Aero-Parts, Inc., (hereinafter referred to as "the Manufacturer") on September 16, 2008, meet the airworthiness requirements of 14 CFR applicable to the product(s) on which the article(s) is to be installed. Additionally, the FAA has determined that the Manufacturer has established the quality system required by § 21.307 at 3212 Newton Street, St. Louis, Missouri 63044. Accordingly, Parts Manufacturer Approval (PMA) is hereby granted to the Manufacturer to produce the replacement articles (or modification articles, as applicable) listed in the enclosed supplement(s) in conformity with the FAA-approved design data. Subsequent changes to these design data must be approved in a manner acceptable to the FAA.	
The following terms and conditions apply to this approval:	
1. The Manufacturer's quality system, methods, procedures, and manufacturing facilities, including suppliers, are subject to FAA surveillance and investigations. Accordingly, the Manufacturer must advise its suppliers that their facilities are also subject to FAA surveillance and investigations.	
2. The Manufacturer must obtain approval from the Kansas City Manufacturing Inspection District Office (MIDO), prior to relocating or expanding manufacturing facilities at which articles are produced. This includes the addition of associate facilities. Additionally, this requirement applies to the Manufacturer's suppliers with major inspection authorization, and those suppliers who furnish articles or related services where a determination of safety and conformance to the approved design cannot or will not be made upon receipt at the approved receiving facility.	

Figure 2-10. Sample PMA Letter (Continued)

3. Upon request, the Manufacturer must make available to the FAA any pertinent information concerning their suppliers who furnish parts/services. This includes:

- a. A description of the part or service;
- b. Where and by whom the part or service will undergo inspection;
- c. Any delegation of inspection duties;
- d. Any delegation of materials review authority;
- e. The name and title of the FAA contact at the supplier facility;
- f. The inspection procedures required to be implemented;
- g. Any direct-shipment authority;
- h. Results of the Manufacturer's evaluation, audit, and/or surveillance of their suppliers;
- i. The purchase/work order number (or equivalent); and
- j. Any feedback relative to service difficulties originating at the Manufacturer's suppliers.

4. Parts, appliances, or manufacturing services furnished by any suppliers located in a foreign country may not be used in the production of any article or listed in the enclosed supplement unless:

a. That part or service can and will be completely inspected for conformity at the Manufacturer's U.S. facility; or

b. The FAA has determined that the location of the foreign supplier facility places no undue burden on the FAA in administering applicable airworthiness requirements. The Manufacturer must advise the FAA at least ten working days in advance when the use of such foreign suppliers is contemplated. This will allow the FAA time to make this determination.

5. Articles produced under the terms of this approval must be permanently marked with the identification information as required by 14 CFR part 45, Identification and Registration Marking, § 45.15. Use the letters "FAA-PMA," the name, trademark, or symbol of the company, and the part number. If the FAA finds the article is too small or impractical to mark, the manufacturer must attach the information required by § 45.15 to the article or its container.

Figure 2-10. Sample PMA Letter (Continued)

6. This approval is not transferable and it may be withdrawn for any reason that precludes its issuance or whenever the FAA finds that the quality system is not being maintained. A withdrawal may occur if unsafe or nonconforming articles are accepted under the quality system.
7. The Kansas City MIDO must approve any changes to the address shown in this approval.
8. The Manufacturer must maintain its quality system in continuous compliance with the requirements of § 21.307. The Manufacturer also must ensure that each article conforms to the approved design data and is safe for installation on type-certificated products.
9. A PMA holder has the privileges specified within the PMA letter and supplement. In addition, a PMA holder is eligible for the appointment of qualified individuals in its employ to represent the FAA as Designated Manufacturing Inspection Representatives (DMIRs), in accordance with the provisions of part 183. The DMIRs may issue export airworthiness approvals for articles. The PMA holder may also be authorized to apply for and obtain an Organization Designation Authorization (ODA). Orders 8100.8 and 8100.15 contain procedures for the administration of DMIRs and ODAs, respectively.
10. The Manufacturer must report in a timely manner, to the Kansas City MIDO, information concerning service difficulties on any article produced under this approval. The Manufacturer also must report any failures, malfunctions, and defects that are required to be reported in accordance with § 21.3
11. All technical data required by § 21.303(a)(3), for the articles to be produced in accordance with this approval, must be readily available to the FAA at the facility where the articles are being produced.
12. The Manufacturer must notify the Kansas City MIDO immediately in writing of any changes to the quality system that may affect the inspection, conformity, or airworthiness of the articles approved in this letter.
13. The Manufacturer must produce all articles in accordance with Aero-Parts, Inc., Quality Assurance Manual, Revision B, dated August 7, 2008, that has been presented as evidence of compliance with § 21.307. Accordingly, any revisions to these data must be submitted to the Kansas City MIDO for approval prior to implementation.

Sincerely,

G Jones

G. Jones
Manager, Kansas City Manufacturing
Inspection District Office

Enclosure:
Parts Manufacturer Approval Listing
Supplement No. 1

e. Design Change Issues. The MIDO should ensure that the applicant has the proper authority and/or quality system processes to implement minor design changes and MRB dispositions. The MIDO should coordinate with the ACO to evaluate the quality system controls that detail the design change and MRB disposition processes.

f. PMA Assist Letter. The evidence of a licensing agreement from the TC, STC, or TSO authorization holder must include written permission for the applicant to use the design data to apply for a PMA. A “PMA assist letter” or similar evidence authorized by the TC, STC, or TSO authorization holder is sufficient for showing evidence of a licensing agreement. Refer to figure 2-11 for a sample “PMA assist letter.” A licensing agreement alone is insufficient to issue a PMA. The applicant must meet all the requirements of § 21.303.

(1) The “PMA assist letter” must include the following information:

(a) Product model, name, and TC/STC number.

(b) A statement that the PMA applicant is authorized to use the design data as identified by article name and drawing number.

(c) Information describing the authority of the PMA applicant to use the TC or STC holder’s part number and other article marking information, if applicable.

(d) Information on the article’s eligibility for installation (product make, series, model, and if appropriate, the serial number per the type certificate data sheet).

(2) Applicants must provide sufficient data to support discretionary conformity inspections in their application letters. Holders of the TC, STC, or TSO authorization may add this information to their assist letters. These data include:

(a) The revision level of the article’s drawing to baseline the design for future approved changes.

(b) A statement as to whether design changes to the article and disposition of nonconforming articles will be controlled through the TC, STC, or TSO authorization holder’s quality system. The statement also should describe how design change information will flow to the applicant, and consequently, to the FAA.

(c) Information that establishes the life limits or airworthiness limitations of the article.

g. Identity Finding. Based on the review of the “PMA assist letter” that contains the information specified in paragraph 2-44a(4)(a) of this order, the MIDO will make a finding of identity by showing evidence of a licensing agreement. The MIDO also will review the PMA supplement prepared by the applicant. Refer to figure 2-9 for a sample PMA supplement for licensing agreement and STC.

**Figure 2-11. Sample TC, STC, or TSO Authorization Holder's
PMA Assist Letter**

SUPPORTING DATA PARTS MANUFACTURER APPROVAL			
Smith Engineering Corporation 10 Main Street Los Angeles, CA 90012 NO. _____			FILE
(1) Manufacturer Part Name and Part No.	(2) Approved Replacement For	(3) TC/STC/TSO Approval and Design Data	(4) Model Eligibility
<u>Part Name:</u> Spring <u>P/N:</u> SE24689	General Air <u>P/N:</u> 24689	<u>TC:</u> E9NM <u>DWG. No:</u> GA25206 <u>Rev:</u> None <u>Date:</u> 3/31/88	General Air CP6-6, -30
<u>Part Name:</u> Pin <u>P/N:</u> SE24695	General Air <u>P/N:</u> 24695	<u>TC:</u> E9NM <u>DWG. No:</u> GA25207 <u>Rev:</u> None <u>Date:</u> 3/31/88	General Air CP6-6, -30
It is hereby certified that the components listed herein are included as a part of the type design/ approved design data for General Air models as specified in the fourth column herein.		Approved: General Air Corp.	
The above-named manufacturer is hereby authorized to use the approved (type design) data noted in the third column herein to manufacture replacement components noted in column 1. This certification may be used as part of the application for PMA (14 CFR § 21.303).		_____ J. Doe, Manager Date (Engineering Manager, Q. A. Manager, Corporate Officer, or FAA Liaison)	
PAGE 1 OF 1			

h. Life-Limited Articles. The MIDO will forward PMA applications for life-limited articles to the certificating ACO to verify completeness of design data. The MIDO should ensure that the application includes a continued operational safety plan.

Part 3. Issuance of a PMA

2-46. Assignment of the PMA Number. The MIDO will assign a PMA number to all original PMA letters in accordance with the existing project assignment number procedures. The PMA number should be unique to each PMA holder and be carried forth on subsequent approved supplements for that PMA. The MIDO will sign the PMA supplements affirming production approval after completing validation of the quality system.

2-47. PMA Letter.

a. The MIDO will prepare the following PMA documents:

(1) A PMA letter for the initial issuance of the PMA. Refer to figure 2-10 for a sample PMA letter.

(2) A transmittal letter for all subsequent issuances of PMA, including all supplements. Refer to figure 2-12 for a sample transmittal letter.

b. The original(s) should be presented to the manufacturer, and the MIDO should retain one copy. The information on the PMA supplement will be forwarded to the Aircraft Engineering Division, Delegation and Airworthiness Programs Branch (AIR-140).

2-48. Initial Risk-Based Resource Targeting Assessment. Subsequent to the issuance of the PMA, the MIDO/CMO will conduct an RBRT assessment of the PMA holder in accordance with chapter 3, section 2 of this order. The results will determine the initial basis for conducting ongoing CM responsibilities, as summarized in figure 3-2 of this order.

**Figure 2-12. Sample Transmittal Letter
of Subsequent PMA Supplement**

 U.S. Department of Transportation Federal Aviation Administration	901 Locust Street Kansas City, MO 64106
February 28, 2009	
Ms. Frances Hunter, President Aero-Parts, Inc. 3212 Newton Street St. Louis, Missouri 63044	
<u>FEDERAL AVIATION ADMINISTRATION - PARTS MANUFACTURER APPROVAL</u>	
Dear Ms. Hunter:	
In accordance with the provisions of Title 14, Code of Federal Regulations (14 CFR), part 21, Certification Procedures for Products, Articles, and Parts, subpart K, the FAA has found that the design data, based on a licensing agreement submitted by Jet Parts Engineering, Inc., with your letter dated September 10, 2008, meet the airworthiness requirements of the regulations applicable to the products on which the articles are to be installed. Additionally, the FAA has determined that Aero-Parts, Inc., has established the quality system required by § 21.307 at 3212 Newton Street, St. Louis, Missouri 63044. Accordingly, Parts Manufacturer Approval (PMA) is hereby granted for production of the replacement articles listed in the enclosed Supplement No. 2.	
You are reminded that the provisions of 14 CFR, parts 21 and 45, noted in our PMA letter of approval dated September 22, 2007, also apply to the enclosed PMA Listing-Supplement No. 2. The enclosed supplement should be retained with the original PMA letter as evidence of approval to produce the articles concerned.	
Sincerely,	
<i>G Jones</i> G. Jones Manager, Kansas City Manufacturing Inspection District Office	
Enclosure: PMA Listing-Supplement No. 2	

Part 4. Post-PMA Activities

2-49. Transferability.

a. A PMA is not transferable to another person, company, or location. The regulations do not preclude revising approval letters to show a change in name only of the holder, provided there is no change in the quality system, management, ownership, or location of the principal facility. However, the design portion of a PMA based on an STC may be sold, licensed, or otherwise transferred. If the STC holder or a licensee intends to manufacture articles, it must apply for a new PMA.

b. In the event a PMA holder is acquired by another company, with no resulting change in the legal status of the PMA holder, the acquiring company will not be required to apply for a new PMA. However, the PMA holder must:

- (1) Retain possession of the production approval,
- (2) Retain the same quality system, and
- (3) Continue to operate at the same location with the same core management officials.

c. The PI should conduct an on-site visit to ensure that the PMA holder has complied with the requirements in paragraph 2-49b of this order. In addition, the acquiring company should provide a letter to the MIDO indicating its status as the new owner of the PMA holder and any future plans affecting the status of the PMA holder. The PI should update the project files to include documentation indicating the acquisition.

d. In the event that the status of the PMA changes (e.g., the PMA holder is disbanded or absorbed into the acquiring company) or the PMA holder transfers or relinquishes its production approval, the ACO or MIDO will ensure that a new application for PMA is submitted for processing by the FAA.

2-50. Reuse of PMA Design Data. Although a PMA itself is not transferable, the design and substantiating data approved under a PMA may be used by another person to apply for a new PMA. The applicant must show compliance with the regulations and may submit previously approved substantiating data to meet (partially or fully) this requirement.

2-51. Changes to the Quality System. Whenever a PMA applicant has submitted data as evidence of compliance with part 21, subpart K, and the MIDO has approved the data, any subsequent revisions to these data should be approved by the PI prior to implementation. Revisions that affect the design (e.g., MRB, design data control, service difficulty reporting) should be coordinated with the ACO. The MIDO should notify the PMA holder in writing as to the approval of the data submitted. Refer to the sample letter in figure 3-5.

2-52. Export Considerations. Many countries have additional requirements regarding their acceptance of PMA articles. In particular, the European Union Member States require special statements on FAA Form 8130-3, Airworthiness Approval Tag, regarding whether an article is critical or non-critical. For more information refer to FAA Order 8130.21, Procedures for Completion and Use of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag.

2-53. Reserved.

2-54. Reserved.

Section 6. Extension of a Production Approval Within the United States

Part 1. General Information

2-55. Applicability. The procedures in this section are applicable to a PAH who desires to extend its production approval to another facility, referred to herein as an associate facility.

2-56. Privileges. An associate facility has the same privileges as the original PAH, unless the original PAH or the FAA withholds specific privileges. If authorized by the original PAH, the associate facility can request from its MIDO/CMO the appointment of DMIRs. In addition, if authorized by the original PAH, the associate facility may apply for and obtain an ODA. Orders 8100.8 and 8100.15 contain procedures for the administration of DMIRs and ODAs, respectively.

2-57. Advising the Original PAH and the Associate Facility.

a. A PAH can request the FAA to extend its production approval to an associate facility. To be approved, the associate facility must:

- (1) Be located within the United States,
- (2) Be owned and controlled by the original PAH that controls the design and quality of the product or article(s), except for companies participating in joint-production and/or co-production business agreements,
- (3) Use a quality system that has been approved by the original PAH, and
- (4) For a PMA or TSO authorization holder, produce the same article and to the same extent as the original PAH.

b. When the associate facility produces the complete product or article(s) and meets 14 CFR eligibility requirements for the type of production approval, it should be encouraged to obtain a separate production approval. The PAH would benefit from a separate approval because the FAA offices would not need to coordinate production approval extensions.

c. All FAA correspondence intended for the original PAH will be from or routed through the MIDO/CMO that has CM of the original PAH.

d. Original PAH's Responsibilities.

(1) The original PAH must implement its quality system at the associate facility or approve the quality system used by the associate facility.

(2) If the original PAH retains the approval or acceptance of changes, the associate facility should be required to submit all proposed changes to the originally approved quality manual to the PAH for acceptance or approval. The FAA must be immediately notified of all changes that may affect the inspection, conformity, or airworthiness of its product or articles.

e. Associate Facility's Responsibilities.

(1) The associate facility will communicate with the MIDO having geographical responsibility of the area in which the associate facility is located.

(2) The associate facility will comply with the quality system of the original PAH or the quality system approved by the original PAH.

(3) If the approval of changes to the quality manual is retained by the original PAH, the associate facility will submit proposed changes to the original PAH for approval.

(4) If the approval of changes to the quality system data is delegated to the associate facility, the associate facility should submit changes to its geographic MIDO.

Part 2. Processing a Request for Extension of a Production Approval

2-58. Request for Extension of a Production Approval. The original PAH can request an extension of its production approval to an associate facility. The extension application will be submitted to the original PAH's MIDO/CMO. The request must contain the following information:

- a. The location of the associate facility.
- b. The type and extent of activities to be performed at the associate facility.
- c. Any special conditions of the request, such as the delegation or withholding of delegation of MRB authority or designee privileges.
- d. A point of contact at the associate facility.

2-59. Evaluating the Request. The MIDO/CMO of the original PAH will evaluate the request for extension and determine if:

- a. The location of the associate facility is adequately described.
- b. The PAH's quality system is adequate to control the design and quality of the products and articles produced at the associate facility, or the original PAH has reviewed and approved the associate facility's quality system.
- c. The request states explicitly the type and extent of production to be accomplished at the associate facility.
- d. Any special conditions of the extension apply (e.g., delegation or nondelegations of MRB authority).

2-60. Coordination with the Geographic MIDO. Following the evaluation of the request from the original PAH, the MIDO/CMO will contact the MIDO having geographical responsibility of the area in which the associate facility is located. The MIDO/CMO will:

- a. Submit a hand-off memorandum to the geographic MIDO informing it of the request, a copy of the extension request, and the evaluation results. Refer to figure 2-13 for a sample memorandum.
- b. Request the geographic MIDO to perform a MIDO audit.
- c. At a minimum, arrange for the following to be addressed:
 - (1) Reporting of MIDO audit findings.
 - (2) Reviewing changes to quality manual.
 - (3) Compliance and enforcement actions.
 - (4) Submittal of correspondence.

**Figure 2-13. Sample Hand-Off Memo for
Requesting a MIDO Audit and CM**



Federal Aviation Administration

Memorandum

Date: December 18, 2007

To: Manager, Fort Worth Manufacturing Inspection District Office, SW-MIDO-42

From: Duke E. Season, Manager, Cleveland Manufacturing Inspection District Office, CE47

Prepared by: Amanda Dickens

Subject: **ACTION:** Request for MIDO Audit and Certificate Management at ABC Company

This office has received a letter from Airplane Aircraft Company, dated December 6, 2007 (attached), requesting an extension of its production approval to the ABC Company.

In accordance with FAA Order 8120.27, paragraph 2-59, we have evaluated Airplane Aircraft Company's request for extension and concur with its request. Since ABC Company is located in your geographic area, we are requesting your office conduct a MIDO audit at ABC Company, utilizing the following information:

Facility Name/Address:
 ABC Company
 2500 West Canyon Road
 Fort Worth, TX, USA 91355

Point of Contact for ABC Company:
 Mr. Jim Blender, Director of Quality Assurance
 Phone: (817) 555-1222

Point of Contact for Airplane Aircraft Company:
 Mr. Scott Clemons, Airplane Aircraft QA Director
 Phone: (216) 333-1212

Quality System. Procedures Applicable to this Associate Facility:
 Airplane Aircraft Company's Quality Manual, Revision C

**Figure 2-13. Sample Hand-Off Memo for
Requesting a MIDO Audit and CM (Continued)**

Part Name and/or Part Number: Flight Deck LRU's, Warning Electronics, Cabin Entertainment LRU's Black Box Avionics

MRB Delegation/Authorization: Yes

Design Approval and/or Change Authorization: Yes

DER Authorization: Yes

Direct-ship Authorization: Yes

DMIR Authorization: Yes

We request the following activities be conducted by your office:

Pre-Approval

A. MIDO Audit

- Respond to Requesting MIDO Acknowledging Receipt of Request
- Review and Evaluate the Capability of Associate Facility Utilizing ACSEP Criteria
- Verify Supplier Approval Process
- Review and Report Any Compliance and Enforcement Actions
- Record and Report the Results of the MIDO Audit to the Requesting MIDO

Post-Approval

A. Certificate Management

- Establish Project Number
- Special Evaluation when requested
- RBRT Assessment
- Corrective Action Follow-Up
- ACSEP Evaluations
- PI Evaluation (Including Any Quality Processes and Special Manufacturing Processes to Approved PAH Requirements)
- Review and Evaluate Changes to Quality Manual
- Product Audits
- Supplier Control Audits

B. Designee Management (Order 8100.8)

- Monitor Activity
- Perform Annual Review
- Maintain Designee File
- Conduct Supervision and Complete Form 8130-14
- Delegate DMIR(s) to Perform Authorized Functions

C. Other/Remarks

**Figure 2-13. Sample Hand-Off Memo for
Requesting a MIDO Audit and CM (Continued)**

Document Certificate Management Activity in CMIS

After your satisfactory completion of the MIDO audit, this office will notify Airplane Aircraft Company that its request to add ABC Company as an associate facility has been approved. In addition, we will amend or have its production approval(s) (i.e., PC, PMA, or TSO authorization) amended to reflect the addition of this associate facility. A copy will be forwarded to your office.

After the extension is granted and you receive a copy of the amended production approval, we request that your office conduct certificate management activities in accordance with chapter 3 of Order 8120.2G. Please coordinate your certificate management visits with this office, so that we can provide you with applicable information/data needed for corrective action follow-up, special evaluations, etc. We would also like to have copies of all noncompliances, service difficulties, concerns, or items of interest identified during the conduct of certificate management activities.

Attachment

Letter from Airplane Aircraft Company

Sample

Part 3. Approval of the Request for Extension of a Production Approval

2-61. Approval of the Request. After satisfactory completion of the MIDO audit and any applicable corrective actions taken, the MIDO/CMO will approve the request. The MIDO/CMO will ensure that the original PAH provides the MIDO of the associate facility with a copy of the quality system data to be used if not available at the associate facility. The MIDO/CMO will issue to the original PAH an amended PC, or an amended PMA approval letter. For a TSO authorization holder, the MIDO will request that the ACO issue a revised TSO authorization letter. The amended production approval authorization letter will list the associate facility as a manufacturing location. A copy of the amended production approval authorization letter will be sent to the MIDO of the associate facility.

2-62. Geographic MIDO Responsibility After Approval of the Request for Extension. The geographic MIDO/CMO will perform CM at the associate facility in accordance with chapter 3 of this order.

2-63. Nontraditional Associate Facilities. Some PAH extensions do not fit within the traditional concept of an associate facility. For example, a corporation holding many production approvals in different locations throughout the United States may decide to consolidate its approvals and manage them from one location. These former PAHs may then be converted to associate facilities. In such cases, the FAA managing MIDO of the PAH must coordinate a proposal for the nontraditional associate facility activity with both cognizant MIO managers and AIR-200. The MIO managers, cognizant directorate managers, and AIR-200 must concur with the proposal before proceeding with the nontraditional associate facility activity. The proposal must include a memorandum of understanding (MOU) between the affected MIOs to address the following issues:

- a. Rationale for use of a nontraditional certificate management plan,
- b. CM roles and responsibilities,
- c. Handoff requirements,
- d. Control and maintenance of records,
- e. Transition activities,
- f. Use of additional CM tools, and
- g. Any other applicable issues.

Section 7. Non-U.S. Manufacturing Facilities—Determination of Undue Burden and No Undue Burden

2-64. Undue Burden and No Undue Burden. The FAA does not issue type certificates or production approvals if the manufacturing facilities are located outside the United States, unless the FAA finds that the location of the manufacturer's facilities places no undue burden on the FAA.

a. When an initial production approval application involving non-U.S. manufacturing facilities is reviewed by the FAA, an "undue burden or no undue burden" decision must be made. The FAA is required to prepare a decision paper in accordance with FAA Order 8100.11, Decision Paper Criteria for Undue Burden and No Undue Burden Determinations Under 14 CFR Part 21.

b. If a new or existing PAH proposes to use non-U.S. suppliers, the criteria for supplier selection described in paragraph 3-23 of this order must be applied to determine whether the supplier would likely be selected for a supplier control audit. If the supplier would not be selected, there is no burden. If the supplier could be selected, the FAA is required to prepare a decision paper in accordance with Order 8100.11.

c. Any subsequent changes to an approval holder's manufacturing programs involving non-U.S. facilities will cause the initial undue burden or no undue burden decision to be reevaluated by the FAA.

d. Order 8100.11 provides general instructions on what to consider during decision paper development. It also contains the general content requirements of decision papers that include a specific list of required decision paper elements.

2-65. Reserved.

Chapter 3. Certificate Management Procedures

Section 1. Introduction

3-1. Chapter Information and Format. This chapter provides guidance on the method by which manufacturing inspection ensures that PAHs and associate facilities remain in compliance with those pertinent regulations that govern the manufacturing of their particular products or articles, as required by 49 U.S.C. § 44713. This method is known as certificate management. Certificate management responsibilities for a PAH or an associate facility will be accomplished by the MIDO/CMO having responsibility of the geographical area in which the PAH or associate facility is located. Certificate management comprises the following two functional responsibilities, each of which is further detailed in sections 2 and 3 of this chapter. Figure 3-1 of this chapter depicts the CM life cycle process.

a. Ongoing CM Responsibilities. The MIDO/CMO responsible for a specific PAH or associate facility within its geographical boundaries accomplishes the following tasks on a continuing basis. Any tasks required to be scheduled and conducted at a supplier facility located in another U.S. geographical area should be handled in accordance with paragraph 3-26 of this order. For tasks required to be scheduled and conducted outside the United States, refer also to paragraph 3-7 of this chapter.

(1) Schedule and conduct RBRT assessments of PAHs and associate facilities to identify any increased potential for producing nonconforming products or articles.

(2) Schedule and conduct PI and ACSEP evaluations at PAHs and associate facilities based on RBRT assessments.

(3) Schedule and conduct supplier control audits to determine that PAHs and associate facilities are satisfactorily controlling their suppliers.

(4) Schedule and conduct product audits on production products or article(s).

b. Random CM Responsibilities. The following tasks are accomplished on an as-required basis by the MIDO/CMO responsible for a specific PAH or associate facility within its geographical boundaries. Any tasks required to be scheduled and conducted at a PAH or supplier facility located in another geographical area should be handled in accordance with paragraph 3-26 of this order.

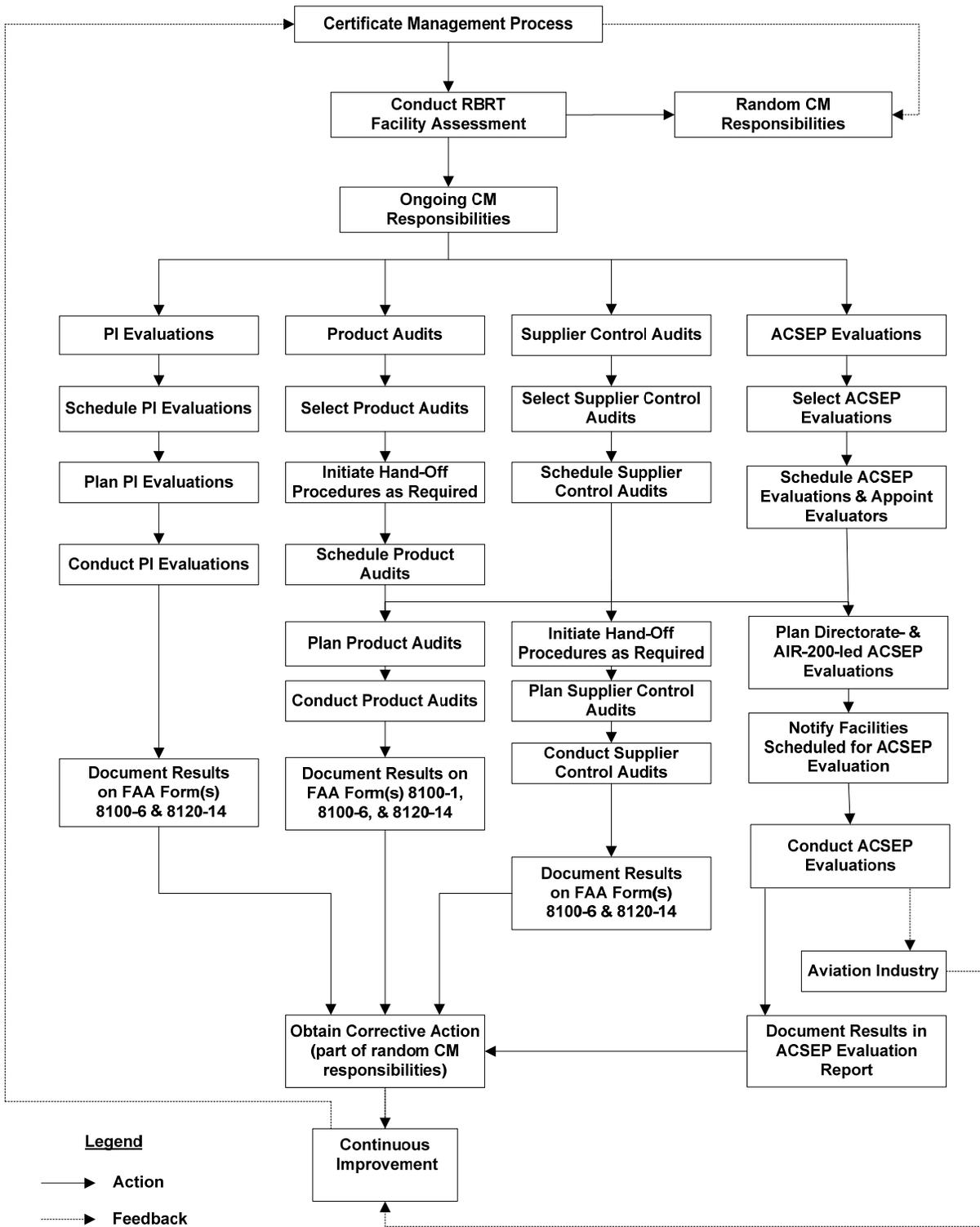
(1) Evaluate changes to a PAH's or associate facility's quality system that may affect the inspection, conformity, or airworthiness of the product or article(s).

(2) Investigate service difficulties that involve quality system problems.

(3) Investigate regulatory violations.

(4) Ensure that appropriate corrective actions have been proposed and taken for all noncompliances identified at a PAH or associate facility.

Figure 3-1. Certificate Management Life Cycle Process



(5) Determine the need for unscheduled PI or ACSEP evaluations, supplier control audits, product audits, and other investigation activity (e.g., suspected unapproved part (SUP) investigation) necessary to ensure continued compliance with applicable regulations.

(6) Provide guidance and assistance to the PAH and associate facility as necessary.

3-2. Assignment of CM Coordinator. Many of the tasks identified in this chapter for MIO, MIDO, or CMO managers are primarily administrative. A high degree of operational efficiency may be achieved by assigning many of these tasks to a designated CM coordinator. Directorate managers should consider whether such an assignment would be beneficial for their organizations. The types of tasks that a CM coordinator could coordinate include:

- a. ACSEP candidate and evaluator appointment and training (refer to Order 8100.7).
- b. Audit/evaluation scheduling and ACSEP team selection; obtaining additional resources when required (refer to Order 8100.7 and chapter 3, section 2 of this order).
- c. Maintain supplier control audit list (refer to chapter 3, section 2 of this order).
- d. Dissemination of general CM-related information.

3-3. Status of a PAH. For purposes of CM, the status of a PAH and its applicable project(s) can be identified as one of the following:

- a. **Pending.** The FAA has received the production approval application and is in the process of evaluating it, but has not yet issued the production approval.
- b. **Active.** The FAA has issued the production approval and the PAH has produced and/or shipped products or articles within the past 12 months.
- c. **Inactive.** The FAA has determined that the PAH has not produced or shipped products or articles within the past 12 months.
- d. **Canceled.** The FAA has completed action to revoke or otherwise terminate the PAH's production approval.

3-4. Reserved.

Section 2. Ongoing CM Responsibilities

Part 1. Introduction

3-5. CM Tasks. Parts 2 through 6 of this section provide detailed guidance for accomplishing ongoing CM responsibilities. Figure 3-2 of this order provides a graphic summary of the tasks associated with ongoing CM. These tasks are accomplished on a continuing basis, and are minimum requirements only. Additional CM tasks may be performed at the discretion of the managing office.

**Figure 3-2. Certificate Management Responsibilities (Ongoing)
Minimum Requirements**

Risk Level CM Activity	LOW	MEDIUM LOW	MEDIUM HIGH	HIGH
Collection of Facility Information	During PI evaluations; by telephone in out years	During PI evaluations	During PI evaluations	During PI evaluations
PI Evaluations	1 every 24-36 months; evaluation of top two noncompliant system elements/ subelements applicable at the facility, as identified annually by each directorate through an analysis of CMIS data	1 not to exceed (NTE) every 18 months; evaluation of all system elements/ subelements applicable at the specific facility will be completed in the interval between ACSEP evaluations (Refer to Note 1)	1 NTE every 18 months; evaluation of all system elements/ subelements applicable at the specific facility will be completed in the interval between ACSEP evaluations (Refer to Note 1)	1 every quarter; evaluation of all system elements/ subelements applicable at the specific facility will be completed in the interval between ACSEP evaluations
Supplier Control Audits			1 supplier NTE every 18 months (Refer to Note 1)	3 suppliers annually (Refer to Note 2)
Product Audits		1 during every ACSEP evaluation	1 during every ACSEP evaluation	2 every 12 months in conjunction with PI evaluations
ACSEP Evaluations		32-48 months	32-48 months	1 NTE every 24 months (Refer to Note 1)

General Note: Functions associated with shaded blocks are optional based on justified need (e.g., evaluation results, history, investigation, or service difficulties).

Note 1: NTE frequency is determined from the ending date of the last evaluation or, in the case of a new PAH, from its production approval date.

Note 2: For PAHs having a screened supplier listing $> 50 \leq 100$, conduct 6 supplier control audits annually. For PAHs having a screened supplier listing > 100 , conduct 9 supplier control audits annually.

3-6. Certificate Management Plan. A CM plan assists the PI in planning and tracking the performance of ongoing CM responsibilities. Within a timeframe established by the MIO, each MIDO/CMO may prepare a CM plan annually for each PAH and associate facility after RBRT assessments have been completed. The MIDO/CMO may subsequently amend the CM plan as necessary to include additional or reduced requirements and schedule changes. As a minimum, the CM plan should include the following:

- a. Name of PAH or associate facility.
- b. Current RBRT risk level.
- c. Schedules for PI evaluations, ACSEP evaluations, product audits, and supplier control audits to be conducted within the geographical boundaries of the MIDO/CMO. For supplier control audits, and product audits at suppliers, include the names of the suppliers.
- d. List of hand-offs or CAA requests sent, including, as a minimum, the name of the geographic MIDO/CMO that has accepted the hand-off or the CAA that has accepted the request, the type of audit requested, the name of the facility receiving the audit, and the name of the responsible PAH or associate facility.
- e. List of hand-offs or CAA requests received, including, as a minimum, the name of the geographic MIDO/CMO or CAA that has requested the hand-off, the type of audit or surveillance requested, and the name of the applicable facility.

Note: The scheduling function in CMIS is intended to provide a starting point in the development of the CM plan. Should an inconsistency develop between the CMIS-generated number, frequencies, or scheduled dates of CM activities and the requirements in figure 3-2 of this order, figure 3-2 shall take precedence.

3-7. Coordination of Requests for Supplier Surveillance Assistance with Other CAAs.

When a supplier to a U.S. PAH is located in a country or jurisdiction having an applicable bilateral agreement with the United States, the FAA may seek supplier surveillance assistance from the bilateral CAA. Such assistance requests may take various forms at the PAH's supplier (e.g., ongoing surveillance, supplier control audits, product audits, etc.), and may or may not be agreed to by the CAA, depending upon its availability of resources, common production approval facilities, etc. Requests for supplier surveillance assistance should be transmitted from the MIO manager of the directorate in which the PAH is located to a counterpart CAA production contact. If the CAA agrees to the request and the assistance is recurring, a management plan must be formulated between the FAA and the supporting CAA. The management plan must outline the details of the type of support requested, the methodology by which it will be performed (this is usually the normal surveillance system, procedures, and documentation of the local CAA), the frequency of the surveillance activity, documentation expectations, etc.

- a. AIR-200 has established management plans with certain European CAAs that permit those CAAs to conduct supplier surveillance activity on the FAA's behalf, in accordance with FAA Order 8120.13, International Cooperative Supplier Surveillance Program Procedures. The management plans with the current International Cooperative Supplier Surveillance Program

(ICSSP) participants may be found at the AIR Work Tools page on the FAA Employees' Web site. Supplier surveillance activity conducted outside the United States will be handled in accordance with Order 8120.13 when the local authority is a program participant.

b. If the FAA must conduct the supplier surveillance activity itself in another country or jurisdiction, for whatever reason(s), the PI will perform the following activities:

(1) Notify the responsible CAA and invite CAA participation as an observer through a formal letter signed by the directorate MIO manager, or delegated signatory. The letter should be addressed to the production contact for the CAA. A list of CAAs and respective contacts is available from the International Policy Office, AIR-40. Send an electronic facsimile (fax) of the letter 45 days prior to the audit, followed by mailing the formal letter. Notify the CAA of any changes in the audit's schedule. The CAA's participation in the audit is not mandatory, and the choice to provide an observer is at its discretion. The letter should, at a minimum, include the following information:

(a) Identity of the facility to be audited.

(b) Type of supplier surveillance activity to be conducted (supplier control audit, product audit, ongoing surveillance, etc.). Provide a general outline of what will be included in the scheduled activity.

(c) Date(s) of the scheduled activity.

(d) Number of FAA auditors participating in the scheduled activity.

(e) Name, address, telephone number, and e-mail address of responsible PI.

(2) Provide the PAH's certificate managing office with details of any noncompliance encountered during the surveillance activity. For example, if there is a trend showing recurring test failures or nonconforming articles, it may be evidence of a system breakdown or a compliance problem at that facility. The PAH's certificate managing office will determine if there are any system issues or major problems that should be forwarded to the applicable CAA for its consideration because the PAH's supplier may coincidentally hold a local production approval.

3-8. Recording Noncompliances. The PI will record all noncompliances, including those reported by a CAA while performing CM activities for the FAA, on Form 8100-6, in accordance with the guidelines listed in appendix E of this order. The FAA will notify a PAH of noncompliances found at its supplier. For all other circumstances, the FAA will not reveal noncompliances to a manufacturer other than the particular manufacturer involved unless a formal request has been processed in accordance with the Freedom of Information Act. Reference FAA Order 1270.1, Freedom of Information Act Program.

3-9. Reserved.

Part 2. Risk-Based Resource Targeting

3-10. Risk-Based Resource Targeting Assessment Tool. In the interest of safety and effective resource allocation, a risk-based assessment tool has been developed to identify facilities according to their potential for producing nonconforming products or articles. The FAA will assess annually each facility subject to an RBRT assessment. As a result, the RBRT assessment tool assigns each facility a risk level according to the potential for producing nonconforming products or articles. Each directorate will use the RBRT assessment tool and its application procedures to provide a rational and justifiable basis for effective deployment of FAA resources for ongoing CM responsibilities.

3-11. Scope. Holders of a PC, PMA, and/or TSO authorization and their associate facilities are subject to an RBRT assessment. Suppliers, delegated facilities, holders of a letter of TSO design approval, and PAHs in an inactive status are not subject to an RBRT assessment.

3-12. Risk-Based Resource Targeting Risk Levels. The RBRT assessment of each applicable facility is based on organizational and technical indicators that demonstrate a facility's potential for producing nonconforming products or articles. Refer to appendix B of this order. The RBRT assessment results in assigning a facility one of the following risk levels:

- a. High:** Facilities with the greatest potential to produce nonconforming products or articles.
- b. Medium (Medium Low and Medium High):** Facilities with moderate potential to produce nonconforming products or articles.
- c. Low:** Facilities with low potential to produce nonconforming products or articles.

3-13. Risk-Based Resource Targeting Assessment of Facilities. The FAA will assess facilities annually using the RBRT assessment tool.

- a.** The assessment of facilities will be completed annually, no later than April 30.
- b.** The validity of the information entered into the RBRT assessment tool depends upon the PI's knowledge, with assistance from others, of the status of each facility being assessed. To this end, the PI should collect the information required to answer the indicator questions anytime the PI is in the facility, or by telephone for facilities in those years when PI evaluations are not scheduled. For a new facility, information obtained during the MIDO audit should be utilized.
- c.** The PI *may* use the Category Parts List (CPL) described in appendix C of this order to answer the criticality indicator question.
- d.** When appropriate, the PI should contact each facility to obtain current or clarifying information relevant to the RBRT indicators being assessed. The PI should contact each facility previously designated as inactive to determine whether the facility's status has changed.
- e.** The PI will conduct the RBRT assessment in accordance with the instructions provided in CMIS.

f. The RBRT assessment tool requires an approving official, usually the MIDO/CMO manager or their delegate, to review the calculated risk level and the recommended CM requirements. To the greatest extent possible, the PI and MIDO/CMO manager or their delegate should agree on the final risk level. The MIDO/CMO manager or their delegate will indicate approval in accordance with the instructions provided in CMIS.

3-14. Modification of Risk-Based Resource Targeting Assessment. Circumstances may arise following the annual identification of RBRT risk levels that may challenge the assigned risk level for a specific facility. When any of the following conditions occur at a facility after a risk level has been assigned, the PI should complete a new RBRT assessment in accordance with the instructions provided in CMIS. Refer to appendix B to determine the significance of the following conditions:

- a. Changes in unit criticality.
- b. Significant quality system changes.
- c. Significant change in key management.
- d. Significant turnover of critical staff.
- e. Significant increase or reduction in workforce.
- f. Deliberate non-responsiveness to corrective action requests.
- g. Significant service difficulties attributed to manufacturing or quality system problems.
- h. Addition of a complex manufacturing process.
- i. Addition of a complex product or article(s).
- j. Significant change in the use of suppliers/outsourcing.
- k. Significant increase in the use of foreign suppliers.
- l. Movement or shift of production location or volume.
- m. Expiration of a labor contract; potential labor unrest.

Note: When the schedules, as established in the CM plan, for PI evaluations, ACSEP evaluations, product audits, and supplier control audits are impacted by a change in the assigned risk level, the PI should adjust the CM plan accordingly.

3-15. Risk-Based Resource Targeting Assessment Validation Plan. For CM purposes, the objective of RBRT is to effectively deploy FAA resources to those facilities that have the greatest potential to produce nonconforming products or articles. The FAA has planned several validation tasks to ensure that this objective remains viable. Appendix D describes the details of the validation plan.

3-16. Modification of Risk-Based Resource Targeting Assessment Tool. The RBRT assessment tool is comprised of several quantitative factors that result in the identification of facilities according to their potential to produce nonconforming products or articles. The RBRT assessment validation plan periodically reviews many of these factors. Any proposed modifications to the RBRT assessment tool as a result of validation, or other source (i.e., changes to indicator assessment criteria, indicator point weights, factor level rating scales, and RBRT risk level assignment decision rules), require formal Aircraft Certification Management Team approval. AIR-200 will coordinate the implementation of any changes to the RBRT assessment tool, including development and dissemination of revised program guidance, updated CMIS programming, and revised RBRT assessment training materials.

3-17. Reserved.

Part 3. Supplier Control

Subpart A. Determining Supplier Control by a PAH or Associate Facility

3-18. General PAH Supplier Control Responsibilities. A PAH or associate facility may utilize suppliers when it has established an FAA-approved quality system that provides assurance that all articles or services furnished by its suppliers are in compliance with its particular production approval and 14 CFR. The PAH or associate facility should:

a. Ensure that each completed product or article(s) conforms to the approved design data and is in a condition for safe operation. This responsibility is applicable without regard to:

- (1) Where the supplier may be located.
- (2) Whether the parts received by the PAH or associate facility are also FAA-approved (PMA or TSO).
- (3) Whether materials are accompanied by airworthiness approval tags, or their equivalent, issued by the CAA of a bilateral country.
- (4) Whether materials or equipment are supplied by the end product purchaser (customer-furnished equipment, buyer-furnished equipment, or government-furnished equipment).
- (5) Whether the FAA performs an audit at the supplier.
- (6) Whether the articles received by the PAH or associate facility are commercial or standard parts.
- (7) Whether the supplier has been delegated major inspection authority.
- (8) Whether the quality system data received from the supplier are in English.

b. Place special emphasis on controlling those suppliers that the PAH has authorized to ship directly to a user/operator. Suppliers may ship replacement and modification articles directly to the user/operator without the articles first being processed through the PAH's or associate facility's receiving inspection facilities only if the PAH or associate facility:

(1) Authorizes to the supplier, in writing, the authority to ship directly to a user/operator. An individual written authorization is not required for each direct shipment. The authorization may include limitations such as specific part number(s), time periods, or particular user/operators. This authorization will be maintained by the PAH or associate facility for review by the cognizant MIDO/CMO.

(2) Includes, in its FAA-approved quality system, controls to compensate for the absence of inspection normally conducted at the PAH's or associate facility's location, e.g., receiving inspection and test. Compensating factors should include on-site evaluations of the supplier and the inspection of the article at the supplier by:

(a) The PAH or associate facility, or

(b) The supplier under a delegated inspection authority from the PAH or associate facility.

(3) Ensures that each article so shipped is accompanied by a shipping ticket, invoice, or other document containing a declaration that the individual article was produced under the terms of the production approval, and that inspection/acceptance has been accomplished by either the PAH/associate facility or by delegated inspection authority. The shipping document for subcomponents manufactured for TSO articles should contain the TSO number. When Form 8130-3 is used for this purpose, the direct-ship authorization will be annotated in accordance with Order 8130.21.

(4) Provides the appropriate article marking information to the supplier.

(5) Advises its cognizant MIDO/CMO of each direct-ship authorization.

c. Take measures to prevent suppliers from manufacturing articles without proper authority. For example, the PAH could limit projected overruns and request, in its contract with the supplier, that any unnecessary overrun articles be scrapped. The PAH may also include a clause in its contract that no articles are to be sold under any circumstances other than those described in the contract.

d. Make available to the FAA a current list of its suppliers.

e. Notify its suppliers that its facilities are subject to FAA CM.

3-19. Certificate Management Activity. The FAA does not approve suppliers. However, the PI should review a PAH's or associate facility's list of suppliers to determine if the location of a supplier outside the United States will place any undue burden on the FAA in administering part 21. A determination of undue burden is cause for rejecting the use of a supplier by the PAH or associate facility. CM activity will be focused on the PAH's or associate facility's control of its suppliers, since the PAH or associate facility is totally responsible for all of its supplier-furnished articles and services. The FAA will determine if a PAH or associate facility is complying with its supplier control system by performing the following activities:

a. PI Evaluation. Refer to part 4 of this section. Specifically, the PI will use the ACSEP supplier control system element criteria from Order 8100.7 to determine if a PAH or associate facility is complying with its supplier control system.

b. Supplier Control Audit. Refer to subpart B of this part. Specifically, the PI will determine if the supplier complies with purchase order and/or quality requirements. In some instances, this activity may be handed off to another MIDO/CMO, or may require CAA assistance.

3-20. Determination of Supplier Control. The PI may determine whether a PAH or associate facility is controlling its suppliers by reviewing the results of the PI evaluation at the PAH or associate facility, when applicable, and the results of the supplier control audits at the selected PAH/associate facility suppliers, including the results of all applicable CAA audits. This review should be accomplished annually, immediately following the last scheduled supplier control audit, PI evaluation, or CAA audit, whichever occurs last. During the review, the PI should look for evidence that may indicate a system breakdown in supplier control by the PAH or associate facility. When a systemic noncompliance is identified, the PI will prepare Form 8100-6 and retain all applicable objective evidence in accordance with Manual FAA-IR-04-01, AIR Records Management Requirements Manual. The PI will request corrective action for a system breakdown in accordance with section 3, part 5, of this chapter.

3-21. Reserved.

Subpart B. Supplier Control Audit

3-22. Scheduling. A supplier control audit is conducted as part of the CM of the PAH or associate facility that evaluates the system established to control the articles, materials, supplies, and services provided by outside sources. This audit is conducted by the MIDO/CMO assigned CM responsibility for the PAH or associate facility. If specific expertise is required during this audit, the PI should advise the MIDO/CMO manager. If a supplier control audit is required in another geographic MIDO/CMO, the PI will comply with the hand-off procedures in paragraph 3-26 of this order. A supplier control audit is applicable to suppliers of a PAH or associate facility as determined by the selection process identified in paragraph 3-23 of this order. The supplier control audit will determine that the supplier complies with purchase order and/or quality requirements, including any statistical sampling that may be utilized. The PI should prepare an audit checklist for each supplier to be audited based on the applicable purchase order and/or quality requirements from the PAH or associate facility. Schedule a supplier control audit in accordance with the results of the latest RBRT assessment as follows:

Note: The scheduling requirements listed in paragraphs a through c below are considered to be the minimum requirements. Refer also to figure 3-2 of this order. A MIDO/CMO may schedule additional supplier control audits at specific facilities when required to ensure continued operational safety.

a. High Risk Facility. For PAHs having a screened supplier listing, as described in paragraphs 3-23e and 3-23f of this order, of:

(1) Less than or equal to 50, a supplier control audit will be conducted at three suppliers annually.

(2) Greater than 50, but less than or equal to 100, a supplier control audit will be conducted at six suppliers annually.

(3) Greater than 100, a supplier control audit will be conducted at nine suppliers annually.

b. Medium Risk Facility.

(1) Medium High. A supplier control audit will be conducted every 18 months.

(2) Medium Low. A supplier control audit is not required.

c. Low Risk Facility. A supplier control audit is not required.

3-23. Supplier Selection. Selection of suppliers subject to supplier control audits will be performed as follows:

Note: The supplier selection process, although automated in CMIS, may be accomplished manually. Therefore, it will be optional for the PI to enter all of the PAH's suppliers into CMIS.

a. After completing the RBRT assessment, each PI will identify the number of supplier control audits to be performed by using the guidance described in paragraphs 3-22a through 3-22c of this order.

b. Next, the PI must obtain access to the PAH's supplier listing.

c. The PI will select candidates for supplier control audits using a random sampling method in order to minimize biasing the results. For supplier selection purposes, a random number generator method will be used. In cases in which the supplier selection process automated in CMIS is not utilized, each MIO will determine the method of generating random numbers, using the Internet as a possible source. The PI will use these randomly generated numbers to determine which suppliers receive an audit. Using the random number generator method, the PI will select the appropriate minimum number of supplier control audits required.

d. The PI will match the randomly generated numbers to the PAH's or associate facility's supplier control listing. For example, Company ABC was rated as a High Risk facility and has 40 suppliers on its supplier control listing. The minimum number of supplier control audits for a High Risk facility with 40 suppliers is three. Using the random number generator method, the PI selects the first three numbers from the generated list of 40 random numbers, which for the purpose of this example would be 5, 8, and 24. The PI will then count down the supplier listing and choose the 5th, 8th, and 24th suppliers on the list.

e. The PI will screen each of the suppliers selected, taking into consideration the following factors: article complexity or criticality, recipient of a supplier control audit in the previous year, significant service difficulty activity at a supplier, inspectability upon receipt, delegation of major inspections, direct-ship authority, delegation of MRB, or supplier performance. If, based on these factors, the PI decides not to audit a selected supplier, the PI should select the next number on the generated list and screen that supplier against the listed factors. Continue this process until the required number of suppliers is selected.

f. As an alternative to the supplier selection process described above, the PI may apply the screening criteria identified in paragraph 3-23e of this order to all suppliers on the PAH's supplier listing, thereby compiling a screened list of suppliers suitable for a supplier control audit. The PI will then randomly select the required number of suppliers from the screened list in accordance with the procedures described in paragraphs 3-23c and 3-23d of this order.

Note: In cases where the PAH or associate facility supplier base is less than or equal to the minimum number of supplier control audits required, the PI will schedule and conduct a supplier control audit at each of the PAH's or associate facility's suppliers. When the results of the supplier control audits indicate a continuing trend of effective supplier control by the PAH or associate facility, the PI may elect to reduce the number of supplier control audits to be conducted.

g. There may be reasons such as article complexity or criticality, size of the PAH's or associate facility's supplier base, significant service difficulty activity at a supplier, delegation of major inspections, or supplier performance for which the PI may want to do more than the minimum number of supplier control audits. The PI should remember, however, that the purpose of the supplier control audit is to determine that a PAH or associate facility is satisfactorily controlling its suppliers, not to evaluate the performance of the supplier. Specific supplier issues should be evaluated using the product audit described in section 2, part 6 of this chapter.

3-24. Directorate Supplier Control Audit List. Each MIDO/CMO will prepare a supplier control audit list annually to document the results of the selection of suppliers described in paragraph 3-23 of this order.

a. The supplier control audit list will include the name and address of the selected supplier, the name and address of the responsible PAH or associate facility, the scheduled date of supplier control audits to be conducted by the MIDO/CMO, and identification of any supplier control audits that may be handed off to other directorates or may require the assistance of a CAA in a bilateral country.

Note: When feasible, the MIDO/CMO should schedule the supplier control audit for a time when the supplier has an active purchase order from the PAH or associate facility. A supplier control audit may be scheduled in conjunction with an ACSEP evaluation, provided the audit (1) occurs in the same fiscal year, (2) does not divert resources, and (3) is conducted and reported separately from the ACSEP evaluation.

b. Each MIDO/CMO will complete a supplier control audit list in accordance with the instructions provided in CMIS, no later than May 15 every year. This list will be used to plan resource allocation in the next fiscal year. The MIO manager will ensure that the lists submitted by each MIDO/CMO are reviewed for completeness and for identification of duplicate suppliers. When the same supplier is selected by different MIDOs or CMOs, the MIO manager should ensure that only one audit is scheduled at that supplier; however, compliance to the requirements of all applicable PAHs or associate facilities should be audited at that supplier. The MIO manager should also determine which MIDO/CMO will conduct the audit, and whether representation from other MIDOs or CMOs is required. When all discrepancies with the lists are resolved, the MIO manager will ensure that a consolidated directorate supplier control audit list is prepared and made available in CMIS.

c. The completed directorate list, described in paragraph 3-24b of this order, must be available in CMIS to all other MIO managers no later than May 30 every year. All MIO managers should ensure that supplier control audit lists received from other directorates are reviewed to identify duplicate suppliers, potential hand-offs that affect their offices, and supplier control audits to be conducted by the FAA at multiple international suppliers in the same country.

3-25. Coordination of Supplier Control Audits Between Directorates. Coordination between MIO managers should ensure only one audit is scheduled at a supplier, whether all affected PAHs will be evaluated as part of the audit, and to identify audit participant(s).

a. Hand-Offs. MIO managers should accept and support hand-offs of supplier control audits that are scheduled within the minimum requirements of paragraph 3-22 of this order. MIO managers should ensure that supplier control audits that are handed off to their directorates are added to their directorate supplier control audit lists and scheduled. Updated directorate supplier control audit lists should be provided to the other MIO managers. There should be no hand-offs of supplier control audits that are scheduled beyond the minimum number required, unless an agreement is made with the MIO of the directorate where the supplier is located. Contentious hand-offs, such as those that have significant resource implications, should not be scheduled at this time. Participants should discuss contentious hand-offs and agree on an appropriate solution.

b. Supplier Control Audits to be Conducted by the FAA at Multiple International Suppliers in the Same Country. MIO managers should identify one FAA office as a lead office to coordinate all audit activities, which includes notifying the responsible CAA and inviting its participation. MIO managers should determine whether representation from other MIOs is required.

3-26. Domestic Hand-Off Procedures. After receipt of the finalized Directorate Supplier Control Audit List referenced in paragraphs 3-24 to 3-25 of this order, the following hand-off procedures will be used for suppliers located in the United States:

a. The MIDO/CMO will forward a memorandum to the MIDO/CMO having geographical responsibility of the area in which the supplier is located, no later than 75 days prior to the scheduled audit. The memorandum will indicate the type of audit that should be conducted, i.e., supplier control audit or product audit, and will include all pertinent information regarding the audit including, when appropriate:

(1) The name and address of the supplier and the responsible PAH, including the PAH's project number.

(2) The name, title, and telephone number of the person to contact at the supplier and PAH facilities who can furnish purchase order(s), quality system data, technical data, and other pertinent information.

(3) A copy of the PAH's, or supplier's, quality system procedures that are required to be implemented at the particular supplier's facility, unless these documents are available to the FAA at the supplier's facility.

(4) Any delegation of MRB and/or technical data change control authority.

(5) Any authority permitting direct shipment.

(6) Any other information regarding specific supplier activities that should be evaluated, such as a new process or new technology.

(7) Information pertinent to a product or article(s) to be audited, such as part number, next level of assembly, or service difficulty or warranty return history.

b. When a geographic MIDO/CMO receives a request for a supplier control audit or product audit located within its geographical boundaries, it will:

- (1) Advise the requesting MIDO/CMO of receipt of the request within 30 days.
- (2) Add the audit to the CM plan.
- (3) Notify the responsible PAH or associate facility in accordance with paragraph 3-27 of this order.
- (4) Submit a memorandum to each requesting MIDO/CMO upon completion of the supplier control audit or product audit. This memorandum should summarize the results of the audit, and include all applicable Form(s) 8100-6, 8100-1, and 8120-14, or printed copies of electronic equivalents. The requesting MIDO/CMO will consider its hand-off request complete upon receipt of this memorandum.

c. Corrective Action Validation. Occasionally, it may be necessary to validate corrective actions at a supplier facility located outside of the geographical boundary of the responsible CM office. When a hand-off to the geographic MIDO/CMO is appropriate for this purpose, the following hand-off procedures will be used:

(1) The MIDO/CMO will forward a memorandum to the MIDO/CMO having geographical responsibility of the area in which the supplier is located. The memorandum will identify whether the corrective action to be validated is a short-term or long-term action, and will include all pertinent information regarding the corrective action to be validated. The memorandum also will specify a date for responding to the corrective action validation request. The memorandum should include, when appropriate:

(a) The name and address of the supplier and the responsible PAH, including the PAH's project number.

(b) The name, title, and telephone number of the person to contact at the supplier and PAH facilities that can furnish purchase order(s), quality system data, technical data, or other pertinent information.

(c) A copy of the PAH's or supplier's quality system procedures that are required to be implemented at the particular supplier's facility, unless these documents are available to the FAA at the supplier's facility.

(d) A copy of the noncompliance.

(e) A copy of the PAH's corrective action response.

(f) A copy of the supplier's corrective action response to the PAH.

(2) When a geographic MIDO/CMO receives a request for a corrective action validation at a facility located within its geographical boundaries, it will:

(a) Advise the requesting MIDO/CMO of receipt of the request within 30 days.

(b) Submit a memorandum to the requesting MIDO/CMO upon completion of the corrective action validation. This memorandum should summarize the results of the validation, and include all applicable Form(s) 8100-6 or 8100-1, or printed copies of electronic equivalents. The requesting MIDO/CMO will consider its hand-off request complete upon receipt of this memorandum.

3-27. Notifying a PAH or Associate Facility. Prior to conducting a supplier control audit, the MIDO/CMO that will be conducting the audit will notify the responsible PAH or associate facility. The PI should prepare a notification letter and send it to the PAH no later than 30 days prior to the audit. The PAH is responsible for notifying the supplier of the scheduled supplier control audit. If changes occur after the notification letter has been sent, notify the PAH by letter or other appropriate means. If a supplier control audit has been handed off as described in paragraph 3-26b of this order, the office receiving the request will send the notification letter to the PAH or associate facility and provide a copy to the requesting office. Figure 3-3 contains a sample notification letter.

Figure 3-3. Sample Supplier Control Audit Notification Letter

 <p>U.S. Department of Transportation</p> <p>Federal Aviation Administration</p>	<p>Transport Airplane Directorate Aircraft Certification Service Seattle MIDO 2500 East Valley Road, Ste C2 Renton, Washington 98055</p>
<p>July 13, 2001</p>	
<p>Molly Brown c/o Tight Weave Manufacturing 1600 Lind Ave SW Fort Worth, TX 76137</p>	
<p>Dear Ms. Brown:</p>	
<p>The Federal Aviation Administration (FAA), in accordance with its responsibilities under Title 49, United States Code, Subtitle VII, part A, and applicable regulations, has selected Structural Components located in Seattle, Washington, for the conduct of a supplier control audit. The audit is scheduled to be conducted on November 12, 2001, by an FAA representative from the Seattle Manufacturing Inspection District Office (MIDO). This audit will determine that your supplier complies with purchase order and/or quality requirements, including any statistical sampling that may be utilized.</p>	
<p>The FAA requests that you inform a representative at Structural Components of this audit. Also, please inform the Seattle MIDO at (425) 227-2170 of any security requirements so that we may obtain the appropriate clearance. In addition, please provide the name, title, address, and telephone number of an individual at Structural Components who will serve as the company point of contact for this audit.</p>	
<p>If you have any questions concerning the scheduling or conducting of this audit, please contact the undersigned at the above telephone number.</p>	
<p>Sincerely,</p>	
<p><i>Julia Gotta</i></p>	
<p>Julia Gotta Seattle Manufacturing Inspection District Office</p>	
<p>cc: Fort Worth MIDO</p>	

3-28. Conducting and Recording a Supplier Control Audit. Every effort should be made to conduct a supplier control audit when the supplier has an active purchase order from the PAH or associate facility. The supplier control audit will be conducted using the PAH's quality flow-down requirements noted on the applicable purchase order. Quality flow-down requirements may include, but are not limited to, the control of raw and nonconforming materials, records, sample plans, inspection systems, calibration systems, certificates of conformance, software, age-controlled products, special processes, first article inspections, sub-tier suppliers, and design data.

a. If circumstances arise and an active purchase order is not available, a supplier control audit still may be accomplished utilizing historical records that are traceable to the PAH's quality flow-down requirements noted on an applicable purchase order.

Note: The system element standardized evaluation criteria listed in Order 8100.7 should not be utilized as a checklist during supplier control audits. However, for data collection and analysis purposes, the PI must select the most appropriate evaluation criteria number when documenting noncompliances on Form 8100-6.

b. A supplier control audit must be recorded on Form 8120-14 by the person conducting the audit. One form will be completed for each supplier control audit conducted. Each hand-off is considered a separate supplier control audit. Prepare the form in accordance with appendix F of this order. Document noncompliances on Form 8100-6. Refer to appendix E of this order.

3-29. Reserved.

Part 4. Principal Inspector Evaluation

3-30. Scheduling. A PI evaluation is an evaluation conducted by a PI at a PAH or associate facility, normally by the PI assigned CM responsibility. If specific expertise is required during a PI evaluation, the PI should advise the MIDO/CMO manager. A PI evaluation will be scheduled in accordance with the results of the latest RBRT assessment. ACSEP system element criteria from Order 8100.7 will be used to conduct PI evaluations. The PI evaluation will be scheduled and conducted as follows:

Note: The scheduling requirements listed in paragraphs a through c below are considered to be the minimum requirements. Refer also to figure 3-2 of this order. A MIDO/CMO may schedule additional PI evaluations at specific facilities when required to ensure continued operational safety.

a. High Risk Facility.

(1) A PI evaluation will be conducted at each High Risk facility at least once every quarter.

(2) Evaluation of *all* system elements/subelements *applicable* at the specific facility *will be* completed at least once in the interval between ACSEP evaluations. A few of the system elements/subelements should be evaluated during each PI evaluation. Initial emphasis should be placed on evaluation of the top two noncompliant system elements/subelements applicable at the facility, as identified annually by each directorate through an analysis of CMIS data.

b. Medium Risk Facility.

(1) A PI evaluation will be conducted at each Medium Risk facility at least once every 18 months.

(2) Evaluation of *all* system elements/subelements *applicable* at the specific facility *will be* completed at least once in the interval between ACSEP evaluations. A few of the system elements/subelements should be evaluated during each PI evaluation. Initial emphasis should be placed on evaluation of the top two noncompliant system elements/subelements applicable at the facility, as identified annually by each directorate through an analysis of CMIS data.

c. Low Risk Facility.

(1) A PI evaluation will be conducted at each Low Risk facility at least once every 24 to 36 months.

(2) Evaluation of the top two noncompliant system elements/subelements applicable at the facility, as identified annually by each directorate through an analysis of CMIS data, *will be* completed at least once in the 24- to 36-month period.

3-31. Recording a PI Evaluation. Record a PI evaluation on Form 8120-14. Complete one form for each PI evaluation conducted. Prepare this form in accordance with appendix F of this order. Document noncompliances on Form 8100-6. Refer to appendix E of this order.

Note: When performing a PI evaluation that includes a review of a PAH's supplier records, the PI will record the information required in Order 8100.7, paragraph 4-14d(2)(a) through (c) on Form 8100-1.

3-32. Reserved.

Part 5. Aircraft Certification Systems Evaluation Program Evaluation

3-33. Scheduling. An ACSEP evaluation is an integral part of the ongoing CM responsibilities. Specific guidance concerning an ACSEP evaluation is contained in Order 8100.7. Evaluations will be scheduled in accordance with the results of the latest RBRT assessment. The ACSEP evaluation will be scheduled as follows:

Note: The scheduling requirements listed in paragraphs a through c below are considered to be the minimum requirements. Refer also to figure 3-2 of this order. A MIDO/CMO may schedule additional ACSEP evaluations at specific facilities when required to ensure continued operational safety.

a. High Risk Facility. An ACSEP evaluation will be conducted at each High Risk facility at least once every 24 months.

b. Medium Risk Facility. An ACSEP evaluation will be conducted at each Medium Risk facility at least once every 32 to 48 months.

c. Low Risk Facility. An ACSEP evaluation is not required.

3-34. Reserved.

Part 6. Product Audit

3-35. Scheduling. A product audit evaluates the effectiveness of the PAH's or associate facility's quality system and the airworthiness of products utilizing critical and certain non-critical characteristics and/or processing attributes generated during the manufacturing process. The product audit may be initiated at any point in the manufacturing process after inspections have been completed. The product audit is conducted at a production approval holder or associate facility, but may also be conducted at a supplier facility where a product or article(s) is manufactured. If specific expertise is required during this audit, the PI should advise the MIDO/CMO manager. If a product audit is required in another geographic MIDO/CMO, the PI will comply with the hand-off procedures in paragraph 3-26 of this order. A product audit will be scheduled in accordance with the results of the latest RBRT assessment as follows:

Note: The scheduling requirements listed in paragraphs a through c below are considered to be the minimum requirements. Refer also to figure 3-2 of this order. A MIDO/CMO may schedule additional product audits at specific facilities when required to ensure continued operational safety.

a. High Risk Facility. A product audit will be conducted in conjunction with PI evaluations at each High Risk facility at least twice every 12 months.

b. Medium Risk Facility. A product audit will be conducted during every scheduled ACSEP evaluation at each Medium Risk facility.

c. Low Risk Facility. A product audit is not required.

3-36. Selection of Product Audit Characteristics. The product audit will be conducted utilizing critical characteristics and/or critical processing attributes generated during the manufacturing process, as well as certain non-critical characteristics and/or non-critical processing attributes. These characteristics and attributes are defined as follows:

a. Critical characteristics are those where failure to maintain conformity could cause loss of function and create an unsafe condition. Critical process attributes are those where lack of conformity directly affects the product or article(s) and could cause failure or create an unsafe condition. The selection of the critical characteristics and/or critical process attributes is determined by reviewing the following (this review does not need to be documented):

(1) Known service problem areas.

(2) Characteristics/attributes that are operator controlled.

(3) Characteristics/attributes classified as critical as defined by the PAH's or associate facility's engineering drawings, process specifications, test specifications, and quality system procedures.

(4) Service Difficulty Reports (SDRs). Information related to SDRs can be found on the Flight Standards Service Aviation Information Web site, located at <http://av-info.faa.gov/sdrx/>.

b. In addition to critical characteristics and/or critical processing attributes, the PI may select certain non-critical characteristics and/or non-critical processing attributes, such as radiuses, surface finishes, machine to cast features, cad plating, NDI, etc.

3-37. Product Audit Areas. The product audit may be divided into one or more of the following areas:

a. Final Product.

b. Subassembly.

c. Detail Parts.

d. Raw Material.

3-38. Product Audit Criteria. The audit criteria used in the performance of a product audit to establish conformity to approved type design are listed below. This audit criteria is a minimum and not all-inclusive. Figure 3-4 indicates which criteria are applicable to each product audit area, as a minimum.

Note: A product audit is not a re-inspection by the FAA representative. Rather, it is the FAA representative witnessing the re-inspection by the PAH, associate facility, or applicable supplier. The PAH's, associate facility's, or applicable supplier's personnel are responsible for the handling of the article(s) during the product audit.

a. Operational/functional. Verify that the subassembly or final product conforms to the functional/operational test criteria (e.g., revalidating test results, test setup, software revision, software checksum, rig approval, certified equipment, use of approved procedures, certified test parameters, use of required rig, and calibration).

b. Dimensional. Compare actual recorded measurement(s) of the selected characteristic with the approved design data. Verify that characteristics are inspected using the correct calibrated tooling, gauging, fixtures, etc., surface finish dimensions and radius meet drawing tolerances, inspections are performed in proper sequence (following work instructions); e.g., review or revalidate inspection records.

c. Visual. Inspect article for obvious external defects; e.g., corrosion, burrs, handling damage, and scratches.

d. Identification. Compare actual identification plates, tags, markings etc. with approved design data or purchase order requirements and verify that identification is maintained throughout the product line; e.g., part numbers, serial numbers, lot numbers for raw material, and inspection stamps. For software revision verification, verify that software part number can be displayed on screen or software load verified by documentation review.

e. Documentation. Verify the latest revision level or changes, proper work instructions, completed operations, proper authorizations; proper use of statistical sampling; e.g., certificate of conformance, work travelers, blueprints, specifications, and first article inspection records.

f. Special Processes. Verify that special processes are in accordance with approved process specifications. Verify operator qualification/certification; e.g., test coupons, training requirements for operators, test set-ups, and documentation. Verify oven surveys/calibration. For a chemical process such as plating, verify that control has been established over tank cleanliness and chemical concentration.

g. Material. Verify that the PAH has verified that incoming raw material meets its specification requirements.

Figure 3-4. Applicability of Product Audit Criteria to Product Audit Areas (Minimum)

Product Audit Criteria	Product Audit Areas			
	Final Product	Subassembly	Detail Parts	Raw Materials
Operational/ functional	X	X		
Dimensional	X	X	X	X
Visual	X	X	X	X
Identification	X	X	X	X
Documentation	X	X	X	X
Special processes		X	X	X
Material		X	X	

3-39. Recording Product Audit Results. All product audit results will be recorded on Form 8100-1. When unsatisfactory conditions are identified, prepare Form(s) 8100-6. The PI will retain all applicable objective evidence in accordance with FAA-IR-04-01, AIR Records Management Requirements Manual.

3-40. Recording Completion of a Product Audit. The completion of a product audit will be recorded on Form 8120-14 by the person conducting the audit. However, Form 8120-14 is not required for an ACSEP evaluation. When a product audit is conducted in conjunction with a PI evaluation or a supplier control audit, it may be recorded on the same form prepared for those activities. When a product audit is conducted as a stand-alone activity, one form will be completed for each product audit completed. Prepare this form in accordance with appendix F of this order. The PI will retain all applicable objective evidence in accordance with Manual FAA-IR-04-01, AIR Records Management Requirements Manual. Any corrective action required should be accomplished in accordance with section 3, part 5 of this chapter.

3-41. Reserved.

Section 3. Random CM Responsibilities

Part 1. Introduction

3-42. Section Information. Parts 2 through 6 of this section provide guidance for accomplishing random CM responsibilities. The tasks discussed below are accomplished on an as-required basis.

3-43. Reserved.

Part 2. Evaluation of Changes to a PAH's or Associate Facility's Quality System

3-44. General MIDO/CMO Responsibilities. The cognizant MIDO/CMO must thoroughly review applicable changes to the quality system required for the applicable production approval that may affect the inspection, conformity, or airworthiness of the product or article(s). Refer to appendix A, paragraph 2, of this order for additional guidance. Any inadequacies in the quality system must be identified to the PAH for corrective action.

Note: The approval of changes at an associate facility will remain with the office having CM responsibility for the original PAH. If the original PAH has delegated responsibility to approve changes to the associate facility, the CM office of the associate facility will approve the changes.

3-45. Prioritization of Review. Review of a facility's changes to its quality system should be prioritized according to its RBRT risk level. For example, the changes at a facility rated as High Risk will be reviewed prior to the changes for a facility rated as Medium Risk. Reviews of changes from facilities rated the same RBRT risk level will be prioritized by date of notification or receipt of applicable data.

3-46. Review of Changes. The cognizant MIDO/CMO should review changes to the quality system to ensure that:

a. The quality system will continue to adequately provide for the consistent acceptance of only those products or articles which are in conformity with the approved design data and in a condition for safe operation.

b. The quality system will continue to meet the intent of the pertinent rules, and can be realistically implemented.

Note: The conditions identified in paragraphs 3-46a and 3-46b of this order may often be verified through data review alone. In some instances, however, on-site inspection or review may be required.

3-47. Post-Review Actions. The cognizant MIDO/CMO will:

a. Identify any inadequacies found in the changed quality system and request corrective action from the PAH.

b. After any required corrective actions have been taken, process the changes as follows:

(1) For changes to a quality system at a PAH, forward a letter to the PAH approving the quality system changes, including applicable changes submitted to the FAA-approved inspection and test procedures. Refer to the sample letter in figure 3-5.

(2) The PI should update the CMIS project folder to reflect the current quality system.

3-48. Reserved.

Figure 3-5. Sample Letter of Approval for Quality System Changes

 <p>U.S. Department of Transportation Federal Aviation Administration</p>	<p>1601 Lind Avenue SW. Renton, WA 98055-4056</p>
<p>August 10, 2000</p>	
<p>Mr. Michael D. Dorsey, President ABC Aircraft Company 4954 Airport Drive Renton, Washington 12345</p>	
<p>Notification of Quality System Change Status</p>	
<p>Dear Mr. Dorsey:</p>	
<p>We have completed our review and evaluation of the quality system changes documented in your Quality Management Manual. Your submitted data meets [specify applicable CFR.] The Federal Aviation Administration (FAA) approves the submitted data. The FAA reserves the right to require changes, additions, and clarifications that may become necessary as a result of subsequent inspections and/or evaluations.</p>	
<p>This notification should remain on file as evidence of FAA review of your quality system document.</p>	
<p>Document Name: Quality Management Manual.</p>	
<p>Document Number: 101248</p>	
<p>Revision Number: C</p>	
<p>Date: June 30, 2000</p>	
<p>Sincerely,</p>	
<p><i>Dewey Revu</i></p>	
<p>Dewey Revu Principal Inspector</p>	

Part 3. Investigation of Service Difficulties

3-49. General Service Difficulties Information. This part provides guidance for conducting and participating in service difficulty investigations. Additional guidance is contained in FAA Order 8010.2, Flight Standards Service Difficulty Program.

a. Source. There are various means by which the FAA obtains information regarding service difficulties in TC products. For example:

(1) Manufacturer's notification of failures, malfunctions, and defects (reference § 21.3 and AC 21-9, Manufacturer's Reporting Failures, Malfunctions, or Defects).

(2) SDR (reference §§ 121.703, 125.409, and 135.415).

(3) Mechanical Interruption Summary (MIS) Report (reference §§ 121.705 and 135.417).

(4) Repair station reports of unairworthy conditions.

(5) Accident and Incident Report (reference 49 U.S.C., subtitle II, chapter 11, subchapter III, sections 1131 through 1136).

(6) User complaints (general public, military, and foreign governments).

(7) Reports and information received from other FAA and government offices.

(8) FAA Web site for submission and review of SDRs: <http://av-info.faa.gov/sdrx/>.

b. MIDO/CMO and ACO Investigation. Upon receipt of an SDR, the MIDO/CMO having CM responsibilities over the manufacturer of the identified product or article(s) will investigate the information and determine if design or production deficiencies are involved. The cognizant ACO is responsible for overseeing the certificate holder's corrective action to any design deficiencies.

c. MIDO/CMO Responsibility. The MIDO/CMO will assign a high priority to service difficulty investigations, which must be completed as expeditiously as possible. The identity of a firm or private person reporting service difficulties to the FAA will not be revealed to the manufacturer. The FAA must witness any tear-down inspections or testing to be performed on defective products or articles when such products or articles are flagged (by FAA tags or forms) as requiring the presence of an FAA inspector during the tear-down, inspection, or test, as applicable.

3-50. Investigation. The assigned ASI will conduct an investigation, independent of that performed by the manufacturer, of reported service difficulties, in accordance with the criteria contained in Order 8010.2. The ASI will also investigate, and include in the report, the results of any investigation conducted by the manufacturer.

3-51. Corrective Action. The MIDO/CMO will formally request the manufacturer to take corrective action when the investigation discloses unsatisfactory conditions in conformity, quality system, or workmanship. In such cases, particular emphasis must be placed on determining by examination or reexamination of all related quality system practices, data, records, etc., whether the discrepancy may also involve products and articles in service, in the manufacturing process, or spares, either in storage or shipped to users. If justified, airworthiness directive action should be recommended to the responsible ACO.

3-52. Reporting a Service Difficulty Investigation.

a. Service Difficulty Investigation Report. The MIDO/CMO will prepare and process a report of service difficulty investigation in accordance with this order, Order 2150.3, and Order 8010.2. The report may be in the form of a memorandum or any other acceptable manner and will include, as a minimum, the following information:

- (1) Name and address of manufacturer.
- (2) Type and number of certificates or approvals held.
- (3) Make, model, and part number, as appropriate, to positively identify the defective product or article(s).
- (4) Inspector's statement of findings, including an evaluation of any investigation conducted by the manufacturer.
- (5) Inspector's conclusion as to the cause of the service difficulty.
- (6) All corrective actions requested by the MIDO and/or taken by the manufacturer including a copy of the MIDO letter to the manufacturer and the manufacturer's reply.
- (7) Effect on products in service.
- (8) Recommendations and/or further actions required.

b. Interim Report. In the event that the investigation is delayed for any reason, and if requested by the MIO, the MIDO/CMO will prepare an interim report of the service difficulty investigation outlining the progress of the investigation.

c. Violations. When the SDR and the subsequent investigation indicate that a violation exists, the investigating and reporting procedures in Order 2150.3 will also be followed.

d. ODA Reports. Upon notification by the FAA, ODA holders are required by § 183.63 to investigate and report to the FAA the results of their investigation and any action taken or proposed. These reports should be forwarded to the MIO and geographic ACO, which should initiate any actions deemed appropriate for the particular service difficulty involved.

3-53. Foreign Manufacturers. Foreign manufacturers are exempted from the reporting requirements of § 21.3. When foreign manufactured products or articles approved under § 21.29, § 21.500, § 21.502, or § 21.621 are involved in service difficulties, the MIO in the directorate where the service difficulty occurred will initiate an investigation. A complete report will be provided to the MIO and Standards Staff of the Directorate having geographical responsibility over the particular country where the product or article manufacturer is located. Upon receipt and evaluation of the report, the MIO having geographical responsibility will bring the matter to the attention of the CAA for further investigation and corrective action as necessary. If critical articles, processes, or methods are involved, airworthiness directives or alert bulletin action should be considered. If the condition is serious and affects safety and if adequate corrective action is not immediately forthcoming from the foreign manufacturer or CAA, action under § 13.19 would also be necessary. Coordinate such enforcement action through the Assistant Chief Counsel, Enforcement Division, AGC-300, AIR-40, and the State Department.

3-54. Reserved.

Part 4. PAH Noncompliances and Corrective Action

3-55. PAH Noncompliances. FAA CM responsibilities often result in identifying PAH noncompliances, which may or may not be regulatory violations of 14 CFR or FAA-approved data. When a noncompliance is determined to be a regulatory violation, it must be processed in accordance with Order 2150.3 and the AIR Enforcement Program as described in AIR Work Instructions (e.g., AIR-002-035-W1). Nonregulatory violations fall outside the scope of the FAA's compliance and enforcement program.

3-56. Types of Noncompliances. The following are the types of noncompliances typically identified during oversight, investigative, and surveillance activities that require corrective action to be taken. They are divided into regulatory and nonregulatory noncompliances to meet the requirements of the FAA's compliance and enforcement program.

a. Regulatory Noncompliances.

(1) **Safety-Related Noncompliance.** A noncompliance is safety-related when the PI, typically in conjunction with the aviation safety engineer, determines an unsafe condition exists on a product or part that requires immediate action. If the noncompliance affects delivered products or parts, obtain from the facility a list of the end users affected and immediately notify the cognizant affected FAA office.

(2) **Systemic Noncompliance with 14 CFR or FAA-Approved Data.** A noncompliance is a systemic noncompliance when the PI finds a systemic breakdown in the PAH's compliance with the applicable 14 CFR or FAA-approved data.

(3) **Systemic Noncompliance with Purchase Order Requirements (by a supplier to a PAH or associate facility).** A noncompliance is a systemic noncompliance with purchase order requirements when the PI finds a systemic breakdown in a supplier's compliance with the purchase order requirements flowdown from the PAH or associate facility to the supplier.

(4) Isolated Noncompliance with 14 CFR or FAA-Approved Data. A noncompliance is an isolated noncompliance when the PI finds an isolated occurrence of noncompliance with the applicable 14 CFR or FAA-approved data.

(5) Isolated Noncompliance with Purchase Order Requirements (by a supplier to a PAH or associate facility). A noncompliance is an isolated noncompliance with purchase order requirements when the PI finds an isolated occurrence of noncompliance with the purchase order requirements flowdown from the PAH or associate facility to the supplier.

b. Nonregulatory Noncompliances.

(1) Systemic and Isolated Noncompliance with the Facility's Internal Procedures. A systemic and isolated noncompliance to a facility's internal procedures is when a PAH fails to follow self-imposed internal procedures that do not violate 14 CFR and are not part of the FAA-approved system. Because these procedures are self-imposed, these noncompliances are considered nonregulatory noncompliances.

(2) Certification-Related Noncompliance. A certification-related noncompliance is when a condition exists where the data the FAA has approved does not meet 14 CFR. These noncompliances are considered nonregulatory noncompliances.

3-57. Documenting Noncompliances. As indicated in paragraph 3-8 of this order, noncompliances are recorded on Form 8100-6. The PI will review each item on Form 8100-6 to determine if the noncompliance is regulatory or nonregulatory. Once the PI determines the appropriate categorization, they will take the following actions:

a. Regulatory Noncompliances. Regulatory noncompliances will be processed in accordance with the guidance outlined in Order 2150.3 and AIR Work Instructions (e.g., AIR-002-035-W1).

b. Nonregulatory Noncompliances. Nonregulatory noncompliances are generally processed using the following steps:

(1) Issue a letter informing the PAH of the conditions found and requesting them to provide a corrective action response.

(2) Follow up with the PAH to verify actions have been taken.

3-58. Processing Noncompliances. The following are additional considerations when determining the proper means to document a noncompliance.

a. If a facility provides objective evidence subsequent to the issuance of a Form 8100-6, that justifiably negates the basis of the reported noncompliance, a request for corrective action of that noncompliance will not be required. The PI will retain the Form 8100-6 and all applicable evidence in accordance with FAA-IR-04-01, AIR Records Management Requirements Manual.

b. If the noncompliance meets the definition of a SUP, as described in FAA Order 8120.16, Processing Reports of Suspected Unapproved Parts, the PI must report the SUP in accordance with Order 8120.16.

c. If the noncompliances identified on Form(s) 8100-6 are found during a supplier control audit or product audit conducted as the result of a hand-off, the Form 8100-6 will be transmitted to the requesting MIDO/CMO for action.

d. If the PI determines, subsequent to finalizing an audit or evaluation, that the noncompliance recorded on Form 8100-6 is incorrect and should be changed, the PI will:

- (1) Prepare a memorandum providing justification for changing the type of noncompliance.
- (2) Obtain written concurrence (signature) on the memorandum from their manager.
- (3) Inform the ACSEP team leader or principal evaluator of the change, if applicable.
- (4) Complete a revised Form 8100-6, corresponding to the changed type of noncompliance.
- (5) Retain the original Form 8100-6, the signed justification memorandum, the revised Form 8100-6, and any applicable objective evidence, in the office project folder.

3-59. Obtaining Corrective Action. Corrective action for regulatory noncompliances will be performed in accordance with AIR Work Instructions (e.g., AIR-002-035-W1). Corrective action for nonregulatory noncompliances will be processed in accordance with paragraph 3-57(b) of this order.

3-60. Reserved.

Part 5. Unscheduled Audits, Evaluations, or Investigations

3-61. General Unscheduled Audit and Evaluation Information. Section 2 of this chapter provides for scheduled PI evaluations, product audits, supplier control audits, and ACSEP evaluations. However, any one of these audits or evaluations may be performed on a non-scheduled basis at the discretion of the managing office whenever necessary to ensure continued operational safety. This chapter also discusses investigation of service difficulties and regulatory violations. Other random investigations may arise for purposes such as SUP or whistleblower allegations.

3-62. Non-Scheduled CM Audits/Evaluations. The managing office will determine the type of audit or evaluation that will provide the best assessment of the applicable situation. A non-scheduled CM audit or evaluation will be planned, conducted, and reported in accordance with section 2 of this chapter to the greatest extent practicable. Appropriate emphasis on planning the audit or evaluation should be provided despite the reduced time that may be available between the decision to conduct the audit or evaluation and the actual conduct of the audit or evaluation. Notification of the unscheduled audit or evaluation to the PAH or associate facility should be provided as soon as practicable. For a PAH or associate facility located outside the United States, the responsible CAA also should be provided notification as soon as practicable. Situations that may warrant an unscheduled audit or evaluation may include:

- a. Accidents and incidents.
- b. Deliberate violations.
- c. Repetitive SDRs.
- d. SUP investigations.
- e. Excessive owner/operator complaints.
- f. PAH's or associate facility's refusal/failure to take appropriate corrective action.
- g. PAH's or associate facility's inability to control suppliers.
- h. Renewal of a PAH's or associate facility's production activity after a prolonged period of inactivity.
- i. Relocation of production facility.

j. Surveillance Requests from CAAs. A U.S. manufacturer that has entered into a supplier, subcontractor, or other similar relationship with a foreign manufacturing entity (e.g., a manufacturer of aircraft, aircraft engines, or propellers; a repair station; or an air carrier) may produce, identify and deliver civil aeronautical products and articles to that entity without obtaining an FAA design and production approval under part 21. The purchase order or similar contract/procurement agreement, from the foreign manufacturer to the supplier manufacturer should provide any evidence of the sales relationship to the FAA as needed. These products or articles are to be produced in support of a design approval issued by a CAA, to include modifications made to a type design by repair stations or air carriers (e.g., TC, STC, CAA-approved modification). The regulatory responsibility for control or oversight of a U.S. manufacturer acting strictly as a supplier to a foreign manufacturing entity resides with the CAA having oversight of that design and/or production approval. The FAA assumes no regulatory responsibilities for these programs and will provide assistance only in surveillance of the U.S. supplier through a special written arrangement with the CAA under the provisions of the bilateral agreement.

(1) A CAA request should include clear, concise, and specific instructions to the FAA that includes the following: company name, address, phone number, and point of contact; details concerning the extent of surveillance to be conducted on behalf of the CAA; and, documentation to be submitted to the CAA. The responsible geographic MIO will ensure that the request is complete before assigning it to a MIDO/CMO.

(2) The responsible geographic MIDO/CMO will review all completed documentation being submitted to the CAA to ensure the requirements of the CAA request have been met. On completion of the review, and incorporation of any applicable corrections, the responsible geographic MIDO/CMO will prepare a cover letter to accompany the documentation and forward it to AIR-40 for review and comment. After incorporating any applicable corrections to the cover letter, the completed documentation and cover letter will be forwarded to the MIO manager for signature. The MIO manager will forward all documentation to the requesting CAA.

(3) When the CAA conducts its own surveillance activities at a U.S. manufacturer, the FAA may be invited to observe or participate. The responsible geographic MIDO/CMO should consider accepting the CAA invitation only when there is no impact on scheduled ongoing CM activities or other random CM activities with higher priority.

k. Any other situation as deemed necessary in the interest of safety.

3-63. Other Random Investigations. SUP reports will be investigated in accordance with Order 8120.16. Any other investigations that may be required will be conducted in accordance with available specific guidance. In the absence of specific guidance, the managing office will determine the type of investigation that will provide the best assessment of the applicable situation. In some situations, a specific CM audit or evaluation may be appropriate.

3-64. Reserved.

Part 6. Providing Guidance to a PAH or Associate Facility

3-65. Guidance. The PI should provide guidance to a PAH or associate facility as necessary for the manufacturing of products or articles produced under the approved quality system. The guidance provided by the PI may include, but is not limited to, the following:

- a. Quality system changes.
- b. Facility changes.
- c. Technical assistance.
- d. Updating supplier lists.
- e. Service difficulty and corrective action review.
- f. Support of ACSEP evaluations.
- g. Regulatory requirements, changes to guidance materials, or industry best practices.
- h. Understanding of applicable regulations.

Appendix A. Evaluation of a PAH'S Quality System

1. Purpose. This appendix, in conjunction with the applicable 14 CFR requirements, provides guidance to thoroughly review all data submitted by a PAH that describe the quality system required for the applicable production approval. These data will include a quality manual describing the PAH's quality system in accordance with § 21.137. Any inadequacies in the data submitted must be identified to the PAH for corrective action. After the data have been reviewed, and any applicable corrective actions taken, the MIDO/CMO will approve the data, as applicable.

2. Data Review. All quality system data submitted to the cognizant MIDO/CMO must be reviewed to ensure that:

a. The described quality system will adequately provide for the consistent acceptance of only those products or articles which are in conformity with the approved design data and in a condition for safe operation.

b. The quality system is adequately described, meets the intent of the pertinent rules, and can be realistically implemented. Be wary of data that are overly descriptive, since such data may often be difficult to implement.

c. The data are identified by title, revision, and date, and contain the signature of the appropriately authorized person in the PAH's organization.

d. The data are well organized, unambiguous, and not subject to misinterpretation.

e. Inspection procedures are well organized and easy to understand and implement.

f. The quality system adequately defines when a product or article(s) has officially left the control of the quality system.

g. The quality system adequately describes the process of re-introducing, back into the quality system, new products or articles that have left a PAH's quality system. The process must ensure the following criteria are met:

(1) The products or articles are traceable to the PAH that manufactured them.

(2) The products or articles meet the type design and are in a condition for safe operation.

Note: Depending on their complexity, a visual inspection may be adequate for determining that the products or articles meet their type design. When a determination cannot be made by a visual inspection, the products or articles must be re-introduced to the quality system at a point where functional testing is possible.

h. New products and articles that leave the control of a PAH and fail on initial installation and/or testing are considered to be nonconforming. Those nonconforming products and articles that are returned to the PAH must be processed utilizing the PAH's quality system.

i. Statistical sampling plans are clearly documented. The ASI must ensure that sampling plans based on valid consensus standards do in fact comply with those standards (e.g., MIL-HDBK-683, Statistical Process Control (SPC) Implementation and Evaluation Aid; MIL-HDBK-1916, Companion Document to MIL-STD-1916; "Zero Acceptance Number Sampling Plans," by Nicholas Squeglia, ASQ Quality Press). Sampling plans that are not based on valid consensus standards should be closely examined to determine their statistical validity (Juran & Gryna, *Quality Control Handbook*, may be used as an aid in determining this validity). Regardless of the basis of the sampling plans utilized, the PAH is responsible for ensuring that all products or articles conform to the approved design data. Therefore, the ASI should ensure that the acceptance/rejection criteria will not allow for acceptance of nonconforming product or articles. If specific experience or expertise is required to review sampling plans, the PI should advise the MIDO/CMO manager. Additional information is available on the FAA Web site via the Statistical Quality Control (SQC) Best Practice. The following should be considered when reviewing sampling plans:

(1) Controlled process. Prior to implementing a sampling plan, objective evidence must exist that demonstrates and ensures that the process(es) used to manufacture sampled characteristics are documented, controlled, repeatable, and consistent.

(2) Characteristics classified. Each characteristic that will be part of the sample plan must be identified, evaluated, and properly classified. Characteristics are classified based upon the effect they may have on safety or usability of the product or article.

(3) Proper and reasonable sample sizes. Specific sample sizes should be chosen based upon the lot/batch size, the characteristic classification and criticality, the design tolerances being measured, and the probability of accepting nonconforming products or articles.

(4) Unbiased sample selection. The plan should fully describe how samples are selected. The sample method must be unbiased; that is, the sample selection method does not unfairly weight a particular timeframe, production sequence, tooling configuration, operator(s), batch, etc. To ensure an unbiased representative sample, the lot, batch, or group should be homogeneous (i.e., consisting of the same characteristics, type, grade, class, composition, and manufactured under the same data and conditions, and manufactured at approximately the same time).

(5) Samples controlled. When sampling is used, the results of the selected sample apply to the entire lot, batch, or grouping. The lot, batch, or group should be clearly identified and segregated throughout the entire sampling, inspection, and possible disposition process. In the event that any characteristics are found to be nonconforming in the sample, the entire lot, batch, or grouping must be withheld pending additional analysis, ensuring that there are no other nonconforming articles. Should this analysis indicate the possible existence of additional nonconforming articles, the entire lot, batch or grouping must be dispositioned in accordance

with the PAH's approved material review procedures. In all cases, the PAH is responsible for ensuring that all products and articles conform to the approved design data.

3. Data Approval/Acceptance Standards for a PC, PMA, or TSO Authorization Holder.

The cognizant MIDO/CMO will determine the adequacy of the data reviewed in accordance with paragraph 2 of this appendix. Any inadequacies in the data submitted must be identified to the PAH for corrective action. After the data have been reviewed, and any applicable corrective actions taken, the MIDO/CMO will prepare a letter approving the PAH's quality system data and forward it to the PAH. The cognizant MIDO/CMO also should send a copy of the approval letter to the cognizant ACO. These data, 14 CFR, and the FAA-approved design data comprise the standards with which the PAH must show continued compliance.

Appendix B. Risk-Based Resource Targeting Organizational and Technical Indicators

1. Purpose. This appendix provides additional guidance to assist the PI in understanding how to rate each organizational and technical indicator.

2. Specific Guidance. There are 34 organizational and technical indicators in the RBRT assessment tool. These indicators are listed in figure B-1 of this appendix. The PI, with assistance from others, must assess each of these indicators. The information following each indicator below provides guidance to assist the PI in completing this assessment. The information is intended to prompt the PI to consider a variety of elements and issues that may be applicable to the facility being assessed, and to make an informed judgment about the facility. The number assigned to each indicator corresponds directly with the indicator number on the RBRT tool's Quality System Assessment Sheet.

Figure B-1. RBRT Indicators

ORGANIZATIONAL INDICATORS	
Quality System	
1. ISO 9001/AS9100 Quality System	20. Enforcement Action History
2. Supplier Control Processes/Procedures	21. Demonstrated Independent Show Compliance
3. Nonconforming Material Processes/Procedures	Safety Culture
4. Corrective and Preventive Action	22. SMS in Place
5. Product/Part Configuration Control	23. Employee Safety Training
Supplier/Outsourcing	24. Accident/Incident Investigation Program
6. Manufacture/Inspection Outsourcing	25. Continued Operational Safety
7. Design/Configuration Outsourcing	26. Continuous Improvement
8. Testing/Validation Outsourcing	
9. Stability of Suppliers	
10. Suppliers of Flight Critical Parts	
11. Supplier Audit History	TECHNICAL INDICATORS
Organizational Stability	Complexity
12. Workforce Reduction/Growth/Turnover	27. Complex Part/Product/Assembly
13. Turnover of Critical Staff	28. Complex Manufacturing Process
14. Change in Key Management	29. Complex Testing Program
15. Company Merger or Takeover	Service Experience
Relationship with FAA	30. Injury/Fatal Accident Design Factor
16. Documented Agreement with FAA	31. AD/SAIB Design Factor
17. Constructive Relationship with FAA	32. SUP/SDR History
Compliance History	Applicant/PAH Experience
18. Applicant/PAH-Identified Noncompliances	33. Level of Experience
19. FAA-Identified Noncompliances	New/Emerging Technology
	34. New/Emerging Technology

No. 1	ISO 9001/AS9100 Quality System				
	Is the applicant/PAH ISO 9001 certified or do they have an AS9100 quality system?				
Possible Ratings	Yes, ISO 9001 certified for 2 years or more	Yes, ISO 9001 certified for less than 2 years	Not ISO 9001 certified, but they have an AS9100 quality system in place	Not ISO 9001 certified, but they have some elements of an AS9100 quality system in place	Not ISO 9001 certified and no elements of a AS9100 quality system in place
Score	1	2	3	4	5

This indicator is meant to be a quantitative versus qualitative assessment. The assessor is not evaluating the health or adequacy of the applicant/PAH's ISO 9001 certification or implementation of AS9100 system elements. Rather, the assessor is only identifying the status of the applicant/PAH with regard to ISO certification and/or AS9100 quality system implementation.

Currently neither ISO 9001 nor AS9100 are FAA requirements, but we recognize the benefits of these systems. ISO 9001 certification and/or implementation of AS9100 quality system elements are indicators of the applicant/PAH's commitment to quality management/assurance principles.

Organizations implement AS9100 and obtain registration because it assures customers the company has a good Quality Management System (QMS) in place. An organization with an effective QMS will typically meet customer expectations better than an organization that does not have an effective QMS. Many aerospace organizations implement AS9100 for improvement of internal effectiveness and productivity. To enhance supplier control some organizations require their suppliers to also implement AS9100. Other organizations implement a QMS because it has proven over the years that it leads companies to better operations, improved performance, and improved profitability.

Generally speaking, companies that embrace these quality management systems understand and have committed necessary resources to establishing mature effective quality systems. There is a high level of confidence in their ability to establish and maintain the processes and controls required to ensure that their product conforms to its type design and is in a condition for safe operation.

No. 2	Supplier Control Processes/Procedures				
	Does the applicant/PAH have processes/procedures in place to control suppliers used in design, manufacture, inspect and/or test product/parts that conform to type design data?				
Possible Ratings	Process in place/uses only certified or accredited suppliers <i>or</i> supplier control is not applicable	Process in place/uses some certified or accredited suppliers	Process in place/ applicant/PAH has no requirement for certification or accreditation of suppliers	Process/procedure documented, but inadequate or not implemented	No documented supplier control system
Score	1	2	3	4	5

This indicator focuses on the applicant/PAH's supplier control processes/procedures. In assessing this indicator, the strength and adequacy of the supplier control system is critical. The supplier control system should address all suppliers, including those providing manufacturing, engineering, or testing services. The applicant/PAH must control its suppliers to ensure that the products, parts, and/or services provided conform to applicant/PAH requirements/approved design data and are in a condition for safe operation. To accomplish this, the applicant/PAH is responsible for establishing, documenting, implementing, and maintaining a supplier control system that provides the following:

- Method to document organizational and technical requirements, processes, and procedures imposed on the supplier. This is normally documented in purchase orders, invoices, and/or other documents.
- Method to identify how the applicant/PAH evaluates, selects, approves, controls, and maintains its suppliers and supplier control system.
- Method to communicate with FAA representatives any applicable reporting requirements, delegation of major inspection, direct-ship authority, use of foreign suppliers, and any changes to its quality or supplier control system.
- The supplier control system should be well documented and stable, and not subject to constant changes.

Applicant/PAHs may implement supplier control systems that require or limit the selection of suppliers based on third-party certification or accreditation. Examples may include ISO 9001 certification or accredited in accordance with AC No. 00-56. While these applicant/PAH's requirements do not replace the applicant/PAH's responsibilities, they are generally considered as indicators of a robust supplier control system and a commitment to ensuring each supplier furnishes products, parts, and/or services that conform to its approved design data and are in a condition for safe operation.

Where the supplier control system's processes/procedures are inadequate and undefined (i.e., not documented) the risks are greater.

No. 3	Nonconforming Material Processes/Procedures				
	Does the applicant/PAH have processes/procedures in place to control, review, and properly disposition nonconforming material (i.e., Material Review Board)?				
Possible Ratings	Process in place/fully implemented		Process documented, but not implemented		Process inadequate or not documented
Score	1	2	3	4	5

This indicator focuses on the applicant/PAH's ability to ensure that only products and parts that conform to their design data are produced and accepted by the applicant/PAH. The applicant/PAH should document and implement an adequate nonconforming material control system that includes the following:

- Methods to document, identify, segregate, evaluate, and disposition all nonconforming products and parts.
- Methods to identify and communicate to the FAA when correction and/or acceptance of a nonconformity constitutes a major change to approved design data.
- Process to notify the FAA when changes to the nonconforming material control system are necessary.

The documentation for these processes should be considered in the context of the need. A small company may only require an elementary informal process. On the other hand, a large company may require formal and detailed documentation that is readily available to all employees.

Signs of implementation of the process should be self-evident in the form of the paperwork that is generally required to support the process, such as inspection records, nonconforming material routing documents, and MRB documents. However, the level of implementation may be more difficult to assess.

Where the nonconforming material control system’s processes/procedures are inadequate and undefined (i.e., not documented) the risks are greater.

No. 4	Corrective and Preventive Action				
	Does the applicant/PAH have processes/procedures in place to identify root cause, implement corrective action, and prevent recurrence of nonconforming conditions?				
Possible Ratings	Process in place/fully implemented		Process documented, but not implemented		Process inadequate or not documented
Score	1	2	3	4	5

The applicant/PAH should have processes/procedures to document and implement their corrective and preventive actions necessary to detect, correct, and eliminate the causes of nonconformity. Consider if the process is adequate, documented, and implemented. Examples of nonconformities could include:

- Products, parts, or services that do not conform to approved design data and/or quality system requirements.
- Products, parts, or services that do not comply with the CFR requirements.
- Engineering or testing services that do not conform to the applicant’s or purchase order’s requirements, etc.

The following should be considered when assessing this indicator:

- Method to identify, document, and review nonconformity or noncompliances.
- Method to identify, evaluate, and document root causes of nonconformity or noncompliances.
- Method for determination and implementation of appropriate corrective and preventive actions.
- Method for documenting all results of corrective and/or preventive actions.
- Method to monitor and evaluate the effectiveness of corrective actions.

The documentation for these processes should be considered in the context of the need. A small company may only require an elementary informal process. On the other hand, a large company may require formal and detailed documentation that is readily available to all employees.

Signs of implementation of the process should be self-evident in the form of the paperwork that is generally required to support the process, such as inspection records, routing documents, and corrective action requests. However, the level of implementation may be more difficult to assess.

Where the corrective and preventive action systems' processes/procedures are inadequate and undefined (i.e., not documented) the risks are greater.

No. 5	Product/Part Configuration Control				
	Does the applicant/PAH have processes/procedures in place to document and control the baseline product/part configuration?				
Possible Ratings	Process in place/fully implemented		Process documented, but not implemented		Process inadequate or not documented
Score	1	2	3	4	5

This indicator focuses on the applicant/PAH's design control and configuration management processes/procedures. Changes are not uncommon or necessarily problematic. The applicant/PAH should have an integrated process to control the design, from drawing initiation through the manufacturing of the part. This should be true even for new applicants where changes occur often and the risk can be offset by a strong process or procedure. When assessing this indicator, discussion of specific points between the ACO and the MIDO may be beneficial.

In assessing this indicator, the strength and adequacy of this process is critical and should address all design details, including those provided by suppliers or to suppliers. To accomplish this, the applicant/PAH should establish, document, implement, and maintain an adequate design control and configuration management system that provides the following:

- A method in which changes are well described and fully documented in a timely and consistent manner. If they're not, the process may be inadequate. Also look for positive characteristics, such as simplicity and ease of administration. Keep in mind that automated systems (e.g., CAD) often require qualified staff to manage them.
- A method to address changes made to correct airworthiness problems should be well controlled by the process. Changes that result from or influence a mandatory action, such as an Airworthiness Directive, should be segregated from other design changes.

- A method to categorize and implement changes, such as major or minor, as well as applicable methods to submit design changes to the FAA.

The documentation for these processes should be considered in the context of the need. A simple part at a small company may only require an informal and simple process. On the other hand, complex products at a large company may require formal and detailed documentation that is readily available to all employees. Signs of implementation of the process should be self-evident in the form of the various paperwork that is generally required to support the process, such as engineering change notices, routing documents, and inspection records. However, the level of implementation may be more difficult to assess.

While new companies may have a thoroughly defined process, they may not have had an opportunity to demonstrate it and should be rated appropriately.

No. 6	Manufacture/Inspection Outsourcing				
	Does the applicant/PAH outsource the manufacture and/or inspection of products, parts, and/or assemblies? (Select the one furthest to the right that applies)				
Possible Ratings	No outsourcing	Yes, to domestic certified or accredited suppliers (e.g., ISO 9001)	Yes, to domestic suppliers only (not certified or accredited)	Yes, to domestic suppliers and/or foreign suppliers in bilateral countries	Yes, to foreign suppliers in non-bilateral countries
Score	1	2	3	4	5

Increased use of suppliers in manufacturing and delegation of inspection authority can raise potentially serious quality concerns. This indicator assesses the level or extent that the applicant/PAH relies on outsourcing and the type of suppliers they choose. Identification of the level and type of outsourcing will also enable the FAA to evaluate resources necessary to provide regulatory oversight. This assessment is meant to be data driven and is not an assessment of the applicant/PAH’s supplier control system.

The term “outsourcing” when used in this assessment is meant to include the manufacture or inspection of any product, part, material, or related manufacturing process that is provided from a source other than the applicant/PAH. Outsourcing does *not* include activities performed by FAA resources (i.e., FAA employees and designees) while performing their certification/surveillance functions.

The proximity of the supplier to the applicant/PAH has an impact on the complexity of supplier control and the risks associated with outsourcing. Generally, the applicant/PAH's control of local certificated or accredited suppliers is less complex than that of a foreign supplier.

The applicant/PAH may use a combination of the types of suppliers identified, so the assessor should select the type of supplier furthest to the right that is applicable.

No. 7	Design/Configuration Outsourcing				
	Does the applicant/PAH outsource the engineering design, configuration control, and/or design change control of parts and/or assemblies?				
Possible Ratings	No outsourcing	Yes, to domestic certified or accredited suppliers (e.g., ISO 9001)	Yes, to domestic suppliers only (not certified or accredited)	Yes, to domestic suppliers and/or foreign suppliers in bilateral countries	Yes, to foreign suppliers in non-bilateral countries
Score	1	2	3	4	5

Increased use of suppliers in engineering and design can raise potentially serious concerns. This indicator assesses the level or extent that the applicant/PAH relies on outsourcing and the type of suppliers they choose. Identification of the level and type of outsourcing will also enable the FAA to evaluate resources necessary to provide regulatory oversight. This assessment is meant to be data driven and is not an assessment of the applicant/PAH's supplier control system.

The term "outsourcing" when used in this assessment is meant to include the engineering or design of any product, part, material, or related service that is provided from a source other than the applicant/PAH. In some cases, an independent DER/DAR could provide services (outsourcing) to an applicant/PAH as a private party, independent of their designation. Outsourcing does *not* include activities performed by FAA resources (i.e., FAA employees and designees) while performing their FAA certification/surveillance functions.

The proximity of the supplier to the applicant/PAH has an impact on the complexity of supplier control and the risks associated with outsourcing. Generally, the applicant/PAH's control of local certificated or accredited suppliers is less complex than that of a foreign supplier.

The applicant/PAH may use a combination of the types of suppliers identified, so the assessor should select the type of supplier furthest to the right that is applicable.

No. 8	Testing/Validation Outsourcing				
	Does the applicant/PAH outsource the engineering testing and/or validation of materials, parts, and/or assemblies?				
Possible Ratings	No outsourcing	Yes, to domestic certified or accredited suppliers (e.g., ISO 9001)	Yes, to domestic suppliers only (not certified or accredited)	Yes, to domestic suppliers and/or foreign suppliers in bilateral countries	Yes, to foreign suppliers in non-bilateral countries
Score	1	2	3	4	5

Increased use of suppliers in testing and validation can raise potentially serious concerns. This indicator assesses the level or extent that the applicant/PAH relies on outsourcing and the type of suppliers they choose. Identification of the level and type of outsourcing will also enable the FAA to evaluate resources necessary to provide regulatory oversight. This assessment is meant to be data driven and is not an assessment of the applicant/PAH's supplier control system.

The term "outsourcing" when used in this assessment is meant to include the testing or validation of any product, part, material, or related service that is provided from a source other than the applicant/PAH. In some cases, an independent DER/DAR could provide services (outsourcing) to an applicant/PAH as a private party, independent of their designation. Outsourcing does *not* include activities performed by FAA resources (i.e., FAA employees and designees) while performing their FAA certification/surveillance functions.

The proximity of the supplier to the applicant/PAH has an impact on the complexity of supplier control and the risks associated with outsourcing. Generally, the applicant/PAH's control of local certificated or accredited suppliers is less complex than that of a foreign supplier.

The applicant/PAH may use a combination of the types of suppliers identified, so the assessor should select the type of supplier furthest to the right that is applicable.

No. 9	Stability of Suppliers				
	To what extent does the applicant/PAH consistently use the same suppliers?				
Possible Ratings	Great extent or no outsourcing		Moderate extent		Not at all
Score	1	2	3	4	5

This indicator assesses the stability of the applicant/PAH's supplier resources. The adequacy of the applicant/PAH's supplier control is assessed in another indicator.

When assessing this indicator, the consistent use of suppliers should be considered in context to the amount/volume of outsourcing, the type of supplies or services used, and the reasons for choosing different or more suppliers. When evaluating this indicator, consider the following:

- High volume production and/or various types of supplies and services may dictate the need for multiple sources of supplies, materials, and/or services. If the applicant/PAH consistently uses an established supplier set or has adequate supplier control, this may not be of concern. Conversely, outsourcing of a single critical component to multiple suppliers may create disastrous results. The criticality of the materials, parts, or services outsourced should be considered. If a company uses suppliers for both critical and minor activity, the stability of the critical material, part, or service supplier should have more of an impact when evaluating consistency.
- Generally, once a company has established the necessary supplier base, it should remain fairly stable. If not, consideration should be given as to why. Routine replacement of suppliers due to availability, cost, or timing may not be of concern. However, a continuous need to replace suppliers may indicate poor supplier performance and/or inadequate controls by the applicant/PAH.
- When assessing this indicator, consideration should be given to where and how long the applicant/PAH has been using suppliers. When rating a new applicant or a PAH proposing the new use of suppliers (e.g., the use of suppliers where previously not used), the company will not have been able to demonstrate to a "great extent" that they use the same suppliers consistently. Therefore, they should be evaluated accordingly, in combination with the other considerations.

No. 10	Suppliers of Flight Critical Parts				
	To what extent does the applicant/PAH use suppliers of flight critical parts?				
Possible Ratings	Not at all		Moderate extent		Great extent
Score	1	2	3	4	5

Increased use of suppliers in manufacturing flight critical parts can raise potentially serious concerns. This indicator assesses the extent that the applicant/PAH relies on suppliers to provide flight critical parts. Identification of the extent that the applicant/PAH uses flight critical parts suppliers provides the FAA with valuable information for assessing risk and determining where to apply resources. This assessment is meant to be data driven and is not an assessment of the applicant/PAH's supplier control system.

In assessing this indicator, flight critical parts are those that would be rated either a 4 or 5 (equivalent to Category 1) when answering the criticality indicator question.

No. 11	Supplier Audit History				
	To what extent do the results of FAA evaluations of the applicant/PAH's prior supplier audits indicate adequate supplier control by the applicant/PAH?				
Possible Ratings	Great extent		Moderate extent		Not at all
Score	1	2	3	4	5

This indicator focuses on one aspect of the applicant/PAH's supplier control system- supplier audits. The adequacy of the applicant/PAH's entire supplier control system is assessed in another indicator. The results of recent ACSEPs and PI Evaluations of the applicant/PAH's prior supplier audits should be the source for assessing this indicator (e.g., ACSEP criterion number 602).

The FAA's evaluation of an applicant/PAH's prior supplier audits provides valuable information for assessing risk, identifying systemic weaknesses, and determining where to apply resources. In addition, these evaluations help to identify those supplier control systems that are functioning as required. When rating a new applicant, the PI should consider the company's lack of significant supplier control history. Therefore, the applicant should be evaluated accordingly.

No. 12	Workforce Reduction/Growth/Turnover				
	Has the applicant/PAH's workforce changed within the last 12 months as a result of staff reductions, growth, or employee turnover?				
Possible Ratings	< 5% of workforce	5-10% of workforce	11-15% of workforce	16-20% of workforce	> 20% of workforce
Score	1	2	3	4	5

Workforce turnover, reductions and layoffs, growth or expansion may have an impact on organizational stability. This indicator is meant to be data driven and is not an assessment of the impact of the change in workforce. Although the indicator is meant to be data driven, the evaluation should be an estimate of the change in workforce of the organization.

When assessing this indicator, all positions within an organization should be considered relevant. Even turnover in insignificant positions could be a sign of organizational instability. If the change in workforce is from multiple sources, you should add the percentages for a cumulative effect.

Do not consider changes in contracted or outsourced services in this indicator. You are evaluating only the workforce directly related to the applicant/PAH's organization.

No. 13	Turnover of Critical Staff				
	Has there been a change in critical staff in the last 12 months?				
Possible Ratings	No change		Yes, but the change does not negatively impact the applicant/PAH's ability to perform		Yes, and the change negatively impacts the applicant/PAH's ability to perform
Score	1	2	3	4	5

Any member of an organization can play a critical role in the company’s organization and their loss can dramatically impact the products of the company. Consultation with the appropriate ACO/MIDO may be helpful in identifying these people and assessing the effect of their departure. Think about these issues if turnover of this type has occurred:

- Critical staff turnover generally has a greater impact on small companies than on large companies, all other things being equal. Critical staff may include people such as quality inspectors, foremen, engineers, test technicians, audit staff; any one-of-a-kind specialty (e.g., level III NDT) or any key FAA contact.
- If losses are replaced or backfilled, consider the background of the new staff. Internal selections may provide more familiarity with the organization than external hires, although a solid aviation or product background may compensate. Similarly, civil experience is generally better than military, due to CFR/FAA familiarity. Technical expertise, however, is paramount for individuals in these key positions.
- If losses are not replaced or backfilled, consider the context. If the company is downsizing, streamlining, or reorganizing, losses of this type will almost always impact the stability of the organization. If, on the other hand, the changes result from the end of a major project or program, there may be less of an impact to the organization.
- In any event, consider the strength of the company’s organization. If it’s well established, with fully documented procedures, then it may be able to absorb the loss of critical staff without significantly affecting the organization. Consider whether the organization’s ability to perform remains intact, and is not being reduced as these individuals leave.

No. 14	Change in Key Management				
	Has there been a change in key management positions in the last 12 months?				
Possible Ratings	No change		Yes, but the change does not negatively impact the applicant/PAH’s ability to perform		Yes, and the change negatively impacts the applicant/PAH’s ability to perform
Score	1	2	3	4	5

Management changes can have a significant impact, both positive and negative, on a company. In rating this indicator, consider the following:

- Management changes generally have a greater impact on small companies than on large companies, all other things being equal. Key managers may include people such as the director of quality/quality manager, facility manager, chief engineer, section or line managers, company FAA focal points, or company president/CEO.
- The background of new management personnel is extremely important. In general, internal selections may provide more familiarity with the organization and may be less problematic than external hires, although a solid aviation or product background may compensate. Similarly, civil experience is often preferable to a military aviation background, since knowledge of the CFR and experience with the FAA are important.
- The reason behind any change(s) is also important. If it's performance-based, then the change may be an improvement. On the other hand, downsizing, streamlining, and reorganizations can reduce the stability of an organization.
- Consider the impact of new programs or product lines that may alter existing lines of authority and supervision and lead to organizational instability without anyone leaving the company.
- Management changes can also affect overall company philosophy or operational priorities. A shift to a more aggressive sales focus may lead to reduced emphasis on compliance to the CFR and on quality. Cost-cutting and greater "bottom line" pressure can undermine or dilute a company's focus on safety.

No. 15	Company Merger or Takeover				
	Has there been a company merger or takeover in the last 12 months?				
Possible Ratings	No merger or takeover		Yes, between the last 6-12 months		Yes, within the last 6 months
Score	1	2	3	4	5

Mergers and takeovers have become increasingly common in the aviation industry. This indicator is intended to be data driven.

Generally, mergers and takeovers have an impact on the stability of the organization. You should rate the recency of the merger or takeover based on the data, even if the situation appears to have little or no effect on the organization's stability.

No. 16	Documented Agreement with FAA				
	To what extent does the applicant/PAH have a documented agreement in place with the FAA?				
Possible Ratings	Great extent (e.g., PSP)		Moderate extent (e.g., MOU)		Not at all
Score	1	2	3	4	5

A documented agreement between the FAA and the applicant/PAH is a good indicator of the level of relationship between the two parties. Several types of agreements are used. The Partnership for Safety Plan (PSP) is usually a comprehensive detailed document and would be an indication of a significant documented relationship. Memorandums of Understanding (MOU) can have many different levels. A simple agreement about data storage is better than no agreement at all. On the other hand, some MOUs are a complex agreement bordering on the level of relationship of a PSP.

Generally, even a simple agreement is some indication of a willingness to work together and resolve issues. Therefore, this indicator should be assessed on the level of the agreement, not the effectiveness of the agreement. The issues surrounding an applicant/PAH who is not following an agreement will show up in other indicators being assessed.

No. 17	Constructive Relationship with FAA				
	To what extent does the applicant/PAH work with the FAA in a positive, collaborative fashion?				
Possible Ratings	Great extent	Considerable extent	Moderate extent	Limited extent	Not at all
Score	1	2	3	4	5

A constructive relationship between the applicant/PAH and the FAA generally minimizes project risk by reducing concerns regarding latent safety issues and allows significant issues to be resolved in a more effective and timely manner.

When evaluating this indicator, you may want to consider:

- **Timeliness:** Does the applicant/PAH provide information at a time that permits the FAA to properly review the information and have adequate time to develop a response? Do they provide timely notification to the FAA of key changes, such as changes in critical staff?
- **Complete packages:** Does the applicant/PAH submit complete information to the FAA to reduce the burden on FAA resources and permit an adequate assessment by the FAA?
- **Professional conduct:** Do they try to follow the principles of the FAA's Customer Service Initiative, such as resolving issues at the local level?
- **Willingness to cooperate:** Is the applicant/PAH argumentative or do they consider the FAA's position even if they don't agree with it?
- **Follow agreements:** If an agreement is in place, does the applicant/PAH consistently follow the guidelines of the agreement?

No. 18	Applicant/PAH Identified Noncompliances				
	In the past 3 years, have corrective actions been required due to applicant/PAH identified noncompliances with the airworthiness requirements and/or production/distribution of nonconforming parts?				
Possible Ratings	Never		Yes, occasionally		Yes, frequently
Score	1	2	3	4	5

This data driven indicator assesses the frequency of applicant/PAH identified nonconformities and/or noncompliances, including items such as warranty returns. The adequacy of the applicant/PAH's corrective action system is assessed in another indicator. When assessing this indicator, the assessor should keep in mind the scope, production volume, and continuity of operations. Identification of 20 noncompliances over three years of continuous production may be assessed as "occasionally", whereas 20 noncompliances over a six-month period would probably be assessed as "frequently." Identification of 100 nonconforming widgets for a high volume manufacturer producing thousands of conforming parts would be less significant than identification of 100 nonconforming widgets for every 200 produced.

No. 19	FAA Identified Noncompliances				
	In the past 3 years, has the FAA identified noncompliances with regulations and/or quality procedures?				
Possible Ratings	Never		Yes, occasionally or new applicant/PAH		Yes, frequently
Score	1	2	3	4	5

Noncompliances resulting from FAA evaluations (i.e., ACSEP, MIDO audits, PI evaluations, supplier control audits, engineering evaluations) of an applicant/PAH are a key part of any company's quality track record. The impact of FAA identified noncompliances is escalated because the applicant/PAH's system failed to detect the noncompliance. In short, the occurrence of FAA identified nonconformities/noncompliances should be far less than company identified corrective actions.

In evaluating this indicator, keep in mind the scope and continuity of operations. The risk associated with some situations is unacceptable and even a single occurrence may need to be considered as occurring frequently. The following situations are potentially unacceptable:

- Systemic noncompliances in critical system elements which generally include, but are not limited to, supplier control, manufacturing processes, special manufacturing processes, and design data control.
- One or more safety-related noncompliances or evidence that any system element is not under control.
- Any repeat noncompliances, either in ACSEP evaluations, PI evaluations, product audits, or supplier control audits. Companies that have been through multiple evaluations and are not improving or holding steady.
- Sudden and significant negative changes in a company's performance (e.g., from a single, minor noncompliance to multiple noncompliances).

No. 20	Enforcement Action History				
	In the past 3 years, have identified noncompliances with the regulations and/or quality procedures resulted in enforcement action(s)?				
Possible Ratings	None		Enforcement action with no civil penalties		Enforcement action with civil penalties
Score	1	2	3	4	5

This indicator is intended to be data driven. Enforcement actions and the assessment of a civil penalty against a production approval holder are significant actions undertaken by the FAA and should be rated accordingly.

No. 21	Demonstrated Independent Show Compliance				
	To what extent has the applicant/PAH demonstrated the ability to independently show compliance?				
Possible Ratings	Great extent		Moderate extent		Little to no extent
Score	1	2	3	4	5

Examples of evidence of successfully showing compliance include analysis of data, testing, and production of conforming parts.

An important consideration is that the applicant/PAH needs to have demonstrated its ability to independently show compliance. Therefore, newly formed companies or new applicants to the FAA may not have a significant history and should be evaluated appropriately. On the other hand, a company that has not had the opportunity to demonstrate their ability may opt to provide information to the FAA that documents the ability of their personnel to independently show compliance. In such cases, it may be appropriate to consider the information and rate the organization more favorably.

No. 22	SMS in Place				
	Does the applicant/PAH have an SMS in place that incorporates attributes of the AIR SMS-Provider documentation?				
Possible Ratings	Comprehensive		Partial SMS		No SMS
Score	1	2	3	4	5

Currently, implementation of SMS attributes is not an FAA requirement, but we recognize the benefits of an applicant/PAH having a comprehensive SMS. Implementation of SMS attributes or elements is an indication of the applicant/PAH's commitment to safety. The system should provide a systematic approach to identify and achieve the acceptable level of safety risk, as well as establish the mechanisms necessary to deliver and monitor safety performance. When assessing this indicator, consider all of the attributes listed below in determining the applicant/PAH's level of SMS implementation. Keep in mind that in most cases they may already have established attributes of a SMS without identifying them as such.

Attributes of a comprehensive SMS include implementation of safety management requirements and a safety culture.

Safety management system requirements include the following:

- Organizational structure and responsibility
- Documentation, configuration, and records management
- Operational procedures and controls
- Safety risk management
- Safety assurance
- Safety promotion

Safety culture attributes include the following:

- Cooperation
- Commitment
- Shared values of the importance of safety
- Open communication
- Seek safety improvements that exceed requirements/regulations

No. 23	Employee Safety Training				
	Does the organization support and document an employee training program that promotes safety?				
Possible Ratings	Training required, records kept and reviewed		Training supported, but not required. Records kept, but not reviewed		None exists
Score	1	2	3	4	5

The relevancy of training should be taken into account. If, as the assessor, you feel that training provided by the organization promotes safety in aviation, then you should consider it. The overall contribution of the training to aviation safety is not important. The indicator is *not* trying to assess the organization's training program. Rather, if a company has a required and documented training program of any level that promotes aviation safety, it is a good indication that they have an organization with a culture that promotes safety.

Keep in mind that training that promotes safety can take many different forms. An organization may require key personnel to attend meetings related to safety, such as "lessons learned" or awareness training that is not "academic" in nature, but may be considered relevant.

No. 24	Accident/Incident Investigation Program				
	Does the organization have a documented and experienced accident/incident investigation program?				
Possible Ratings	Documented team with extensive experience		Documented team with limited experience		None exists
Score	1	2	3	4	5

Generally, the company should have a documented program, with experienced personnel assigned to monitor and investigate what they produce. The programs that are in place, and can contribute to aviation safety, can be a good indicator that the company has a culture of safety. If no investigatory programs are in place, even for new companies, it is generally a cause for concern.

When evaluating this indicator, consider the investigation program in the context of what the company produces. Companies producing TC level products may have dedicated and trained teams to investigate accidents and incidents applicable to their products. Conversely, a company producing non-critical parts may only need people who investigate defects for warranty purposes.

No. 25	Continued Operational Safety (COS)				
	To what extent has the applicant/PAH demonstrated a positive approach to Continued Operational Safety issues?				
Possible Ratings	Great extent; company takes initiative and implements corrective action		Moderate extent; responds only as prompted by authorities or customers		No extent; not responsive or not demonstrated
Score	1	2	3	4	5

This indicator assesses an applicant/PAH's approach to maintaining the safety of their part or product. Are they proactive, reactive, or generally non-responsive? Key variables associated with this indicator include the following:

- Proactive responsiveness may include: demonstrated understanding of the issue(s) involved; timely, thorough, and complete action to fix problems; and taking steps to avoid repetition (e.g., by making changes to their system). The absence of one or more of these attributes is generally cause for concern.
- In some cases, non-responsiveness may be unintentional or due to mitigating circumstances. Non-responsiveness from an experienced applicant/PAH should be considered an issue.
- When responding to FAA inquiries and information, fast, professional, and thorough responses should be the norm. Frequent contact and interaction with the FAA, initiated by the company, should also be viewed positively. An unwillingness to share information, on the other hand, particularly on the part of management, can impede communication and cooperation.

- Newly formed companies or new applicants to the FAA may not have a significant history and should be evaluated appropriately. However, a company that has not had the opportunity to demonstrate their ability may opt to provide information to the FAA that documents their process for proactively gathering data, identifying issues, and resolving COS issues. Although this may not be as significant as a demonstrated history, it is an indication of a favorable approach. In such cases, it may be appropriate to consider the information and rate the organization more favorably.

No. 26	Continuous Improvement				
	Does the company support a continuous improvement environment?				
Possible Ratings	Strongly supports (e.g., documented requirement, periodic review, corrective action taken)		Moderately supports (e.g., supported, but not documented)		Does not support <i>or</i> negative environment
Score	1	2	3	4	5

Changes are a regular, recurring, and expected part of the applicant/PAH's programs. Separating the positive changes, initiated in support of a continuous improvement environment, from the negative changes is the key.

Characteristics of a good continuous improvement environment may include the following:

- Planning- well thought-out changes, adequate resources dedicated, impact identified, and solutions analyzed prior to implementation.
- Do-Changes/improvements are documented, training is developed and provided, interim review/oversight is implemented.
- Check-Ongoing and random review/audit of process, documented results.
- Act- Need for new changes/improvements identified, provides a continuous "closed loop" process.

Identification of the need or motivation for change is also critical. Changes identified in support of continuous improvement may include: process improvements/enhancements, corrective action, increases to efficiency, reliability, repeatability, and workmanship. Changes primarily driven by inadequate planning or scheduling, reactive or insufficient corrective action, or personal gain, generally create negative impacts.

No. 27	Complex Part/Product/Assembly				
	How complex is the part, product, assembly, design change, including integration with product, or modification/alteration?				
Possible Ratings	Not complex		Moderately complex		Highly complex
Score	1	2	3	4	5

Evaluating the complexity of a product, design change, modification/alteration, assembly, part, or appliance involves a number of variables. Consideration of the following points can assist you in evaluating this indicator. Discussing specific points with the Directorates, the ACO, and/or MIDO may also be beneficial.

- The degree to which the design deviates from conventional or traditional practices may be considered. If the design involves revolutionary design concepts, it may be considered more complex, even for simple components. Additionally, traditional designs used in new applications should also be considered. This may be particularly true for technology that has been used for years in one category of aircraft, but has migrated to other categories where it has not been widely used.
- The number of components, subsystems, or subassemblies in the end item often drives its complexity. Any dynamic or rotating parts or assemblies, as well as if the item or any of its elements is life-limited, are also strongly linked to complexity. Similarly, the more functions the item performs, and/or the more failure modes it has, the greater its complexity.
- For airborne software, the DO-178 “level of software” correlates to complexity. The functionality and integration of the software drives complexity. Accordingly, complexity of designing Level A through E software should be assessed as Highly complex through Not complex respectively.
- The degree of integration and/or interdependence of the end item with other parts or systems is also a complexity driver. In general, clear functional boundaries between the item and other components or systems create less complexity than overlapping or integrated relationships. If any other systems are dependent on the end item, that typically increases overall complexity.
- The materials used in the end item are also relevant to complexity. Incorporation of any nontraditional, exotic, or revolutionary materials, and/or material(s) that haven’t been used in this way before, increase complexity. Limited knowledge or expertise can make simple things complicated.

For TSO authorization applications, the incorporation of non-TSO functions should also be considered. (Reference FAA Order 8110.4, Type Certification.)

Generally, the incorporation of non-TSO functions add to the complexity of the issuance of a TSO authorization. If the non-TSO function is complex, difficult to review and fully understand, requires a high degree of interface with the product it will be installed upon, or incorporates new or novel technology, then complexity would be greatly increased. In contrast, if the manufacturer has done early coordination with the ACO, and the non-TSO function is of a simple nature where the performance is easily understood, then the extent of the complexity may not be high.

No. 28	Complex Manufacturing Process				
	How complex is the manufacturing process?				
Possible Ratings	Not complex		Moderately complex		Highly complex
Score	1	2	3	4	5

Demonstrating compliance can be complicated by the complexity of the methods used to manufacture the product or parts. Generally, the more complex the manufacturing process, the more likely that there could be latent safety issues or difficulty in demonstrating compliance. Assess the complexity of the manufacturing process from the perspective of your area of expertise. You may want to consider the effect on assembly, installation, and validation of the design features and components.

For some areas of expertise the effects of the complexity may traditionally be insignificant. However, the effects of the complexity of manufacturing may not be obvious. New or difficult methods of manufacturing or intolerant design requirements, such as critical dimensioning or tight manufacturing tolerances, could identify a need to conduct new tests or influence “traditional” testing. This might result in a change to test techniques or new techniques altogether, in order to properly evaluate regulatory compliance.

Evaluating the complexity of the manufacturing process requires consideration of a number of variables. Major criteria to apply in this regard include the following:

- The number and type of steps involved in a process often drive complexity. Generally, the more things that must be tracked, controlled, and/or sequenced, and the more special processes involved, the more complex the process. In particular, the number of process elements that must be critically controlled is a complexity driver.

- The latitude, or lack of, afforded to system operators is also frequently linked to complexity. Other characteristics to look for include detailed and intricate process specifications, and/or frozen or limited process changes subject to engineering source approval. Similarly, the more frequently the process is audited or validated, the greater its probable complexity.
- Multiple, in-depth, and expensive testing requirements for the end item or product can also be a reflection of manufacturing process complexity. Intricate and sophisticated test procedures are sometimes, but not always, required based on how the product was manufactured.
- Outsourcing of manufacturing processes, both production and testing, is also an element to consider. Outsourcing of these processes to highly expert firms is sometimes, but not always, necessary due to the complexity of the process.

No. 29	Complex Testing Program				
	How complex is the testing program for the part, product, assembly, design change, or modification/alteration?				
Possible Ratings	Not complex		Moderately complex		Highly complex
Score	1	2	3	4	5

Testing requirements can come from a variety of sources. Consider testing done in support of production, the flight test program, and any other testing done to validate or demonstrate compliance. Consider the following:

- Complexity of testing is many times a question of program scope. A new design would most likely require a larger scope of testing than a derivative or follow-on design. For any certification program, the suite of tests is largely defined by the scope of the design changes, and, for a derivative, the specific changes made to the airplane. As the program scope increases, so does the array and complexity of testing that becomes necessary. On the other hand, it is important to keep in mind that small design changes can sometime result in large and complex testing programs.
- It is also important to note that when analysis techniques are used to show compliance, this is often an indication that the testing methods are not complex. Analysis is usually permitted only when the method has been shown to be reliable, usually supported by testing that has been validated. If a combination of testing and analysis is used, then this should also be considered when making the evaluation.

- Testing done in support of production may be an integral part of establishing the airworthiness of the product or part. In some instances, this testing can be very complex, and therefore, should not be overlooked.
- Consideration should also be given to the uniqueness of the testing. Some testing programs may be complex, but are well understood over years of application.
- The number and variety of tests in a program should be considered. Some standards require many different types of tests. Others require a single type of test to be run several times.
- Consideration should be given to the ease of the test(s), as well as the general understanding of how to successfully complete the test(s). Some testing programs are relatively simple to complete, but improper selection of test articles is common. Therefore, these standards should be rated higher. Conversely, some tests are very complex, but test procedures and proper selection of test articles are well defined.
- Another consideration is whether specialized equipment and training is needed to perform the testing. If specialized equipment is needed, it generally follows that special qualifications to operate and maintain the equipment are needed. If either special equipment or training is needed to perform the testing, this should be taken into consideration.

No. 30	Injury/Fatal Accident Design Factor				
	Have the same or similar designs been factors in injury or fatal accidents?				
Possible Ratings	No accidents		Contributing factor		Casual factor
Score	1	2	3	4	5

Generally, if an incident or accident involved the same or similar design, then it is cause for concern when considering the probability of a noncompliance occurring.

It is also important to consider whether the same or similar design was a contributing or causal factor in an injury or fatal accident. Even the appearance that the design was involved could be relevant. Therefore, it is not necessary to wait until the official accident report is finalized before considering the design as a contributing factor. However, confidence of the contribution should be taken into account.

It is also important to note that it is not just the design itself that should be considered. If the project being evaluated is a modification or replacement part, the history of the product being modified is also relevant. If the product has had an incident/accident in a relevant area to the part/modification, consideration should be given.

Note: The PI will use databases in assessing this indicator. In the absence of such databases, the PI should assess the indicator based upon their knowledge of any issues specific to the PAH. If the PI has no knowledge of any issues, they should score the indicator as a 1.

No. 31	AD/SAIB Design Factor				
	Have the same or similar designs been factors in the issuance of an Airworthiness Directive (AD) or a Special Airworthiness Information Bulletin (SAIB)?				
Possible Ratings	None		Contributing factor		Causal factor
Score	1	2	3	4	5

Generally, if an airworthiness directive or a special airworthiness information bulletin exists for the same or similar design, then it is cause for concern when considering the probability of a noncompliance occurring.

It is important to consider if the same or similar design was a contributing or causal factor in the issuance of the SAIB or AD. It is important to note that draft SAIBs or ADs are relevant. Therefore, it is not necessary for the SAIB to be released or the AD to be published in the Federal Register to be considered relevant. However, the confidence in the contribution to the development of the SAIB or AD should be taken into account.

It is also important to note that it is not just the design itself that should be considered. If the project being evaluated is a modification or replacement part, the SAIB and AD history of the product being modified is also relevant. If the product has had an SAIB or AD in a relevant area to the part/modification, it should be considered.

Note: The PI will use databases in assessing this indicator. In the absence of such databases, the PI should assess the indicator based upon their knowledge of any issues specific to the PAH. If the PI has no knowledge of any issues, they should score the indicator as a 1.

No. 32	SUP/SDR History				
	Have similar designs been the subject of Suspected Unapproved Part (SUP) reports or Service Difficulty Reports (SDR)?				
Possible Ratings	None		Some		Numerous
Score	1	2	3	4	5

SUPs or SDRs can be a cause for concern. Generally, the more SUPs or SDRs, the higher the level of concern. However, it is not as simple as the number of reports that should be considered. When considering the number of reports, several factors should be considered.

First, the relevancy of the report to the design or manufacturing of the part should be considered. Many SDRs are related to maintenance or operation issues. In contrast, if the maintenance or operational issues could be reduced by better design or manufacturing, then it would be considered more relevant.

Another factor that should be considered is the number of reports in context to the number of parts in service. Generally, in-service problems are more common for large companies that manufacture long-life service parts, or entire aircraft and aircraft engines. For these kinds of approval holders, the key consideration is repetitive problems, and/or if a pattern of discrepancies emerges over time.

Finally, for SDRs which are attributable to the design or manufacturing of the part, modification, or product, the overall magnitude or impact of the problem is relevant. To assess the overall magnitude/impact, consideration should be given to the effects of each failure as compared to the number of units in service. For example, if an SDR involved a particularly severe or dangerous problem, a small number of failures may be considered high magnitude/impact even if a large number of products or units in service are not affected. Conversely, numerous incidents of minor impact may not always be cause for alarm, even if the number of units in service is small.

Note: The PI will use databases in assessing this indicator. In the absence of such databases, the PI should assess the indicator based upon their knowledge of any issues specific to the PAH. If the PI has no knowledge of any issues, they should score the indicator as a 1.

No. 33	Level of Experience				
	How experienced is the applicant/PAH in designing, manufacturing, and testing the part, similar products, and/or similar modifications?				
Possible Ratings	Highly experienced		Moderately experienced		No experience
Score	1	2	3	4	5

It is important that the assessor *not* include the applicant/PAH's experience with the FAA certification process for this indicator. That will be addressed by other indicators. Therefore, some applicants may be considered as experienced with the design, manufacturing, or testing of a part, modification, or product, even though they have never gone through a certification/approval effort.

When considering this indicator, you should consider all three elements of experience (design, manufacturing, and testing) within the context of the application. For some disciplines, all three elements may not apply (i.e., Flight Test may consider the applicant experience for flight testing the proposed modification only). In others, the applicant's experience in design, manufacturing, and testing may all be relevant in the context of the approval sought.

The relationship between the design, manufacturing, and testing of the part, modification, or product must not be overlooked. An applicant/PAH may not have recent design experience, but has been manufacturing previously designed parts successfully. The relevant combined experience of the applicant should be evaluated.

Other items to consider include:

- Generally, the more experience an applicant/PAH has using a technology, designing, manufacturing, or testing a part, similar products or similar modifications, the less need for concern. When evaluating an applicant/PAH's experience, you should ask "have they done this before?" and "how recently have they done this?" Relevancy of experience should definitely be considered. New applicant/PAHs that have assembled a staff with relevant and recent experience might be considered more experienced than a well established company.
- For established companies, evidence that skill levels are being maintained or upgraded is also important. Even a simple, well-established process can be complex to those who aren't experienced in or knowledgeable of the technology involved. If a company has experience, but it has not produced a part, modification, or product in some time, then it is important to consider if the company has retained its experience over the design or production lull.

- Experience with testing should similarly not be discounted. If an applicant/PAH is unfamiliar with test requirements or techniques, then there is more concern. Applicant/PAHs can be in the poor position of “learning as they go” or become dependent on other organizations to properly develop and conduct tests. In these cases, risk is obviously increased. On the other hand, an applicant/PAH may have a strong history in testing, but not specific experience in design or manufacturing. In some cases, the experience in testing can offset some of the concern of inexperience in other areas.
- It may be appropriate to consider the applicant/PAH’s experience in managing, implementation, transition, or integration issues. This could be the case if design or production data was acquired from another entity versus in-house development, or if the organization is acting as an integrator of major components from partner organizations.

No. 34	New/Emerging Technology				
	To what extent does the applicant/PAH propose to use new or emerging technology/techniques in design, manufacturing, and/or testing such that the different technology may affect the airworthiness of the product (i.e., aircraft, aircraft engine, or propeller) or article?				
Possible Ratings	No extent	Small extent	Moderate extent	High extent	Great extent
Score	1	2	3	4	5

Introduction of a new or emerging technology into design, testing, or manufacturing, whether truly original or just new to the company, can create potential issues. Often what’s considered new or emerging technology is in reality an extension or iteration of existing knowledge and methods.

The history of the technology can help determine if the new/emerging designation is really appropriate. If it has never been used at all, by anyone in civil aviation, or if it has never been used in this type of application, product, or system, then it should be considered new, and a potential issue.

The breadth of the technology’s usage may also be relevant. If it’s specific to this manufacturer, or perhaps to only a small number of companies, then there may be cause for concern. The absence of an established body of knowledge (e.g., industry standards), is also a good indicator that heightened concern may be appropriate.

The product or item’s certification basis can likewise tell you if the technology is truly new. If the end item or core technology was not covered by the CFR, or if any new or revised rules resulted from its certification, it should probably be considered new technology.

How well the new process is understood by the company, the FAA, and industry in general is an important consideration. Generally, there is a greater risk in projects that use new or emerging technology simply because there may be little service experience using it. If company personnel are trained or certified in the new process, and if industry standards exist, the potential for difficulties is generally lessened. If, on the other hand, the company is implementing a one-of-a-kind process, heightened concern is probably warranted.

The extent to which the company has demonstrated control of any new process is also key. Documented repeatability and reliability should be expected, whether in the design, testing, or production realm.

Appendix C. Category Parts List

1. Purpose. This appendix describes the Category Parts List (CPL), which *may* be used by the PI when assessing the RBRT criticality indicator.

2. Category Parts List. The CPL contains a list of assemblies and part(s) that have been assigned a category rating of 1 or 2. To receive a category rating of 1, an assembly or part must be one whose failure could prevent continued safe flight and landing, and resulting consequences could reduce safety margins, degrade performance, or cause loss of capability to conduct certain flight operations. To receive a category rating of 2, an assembly or part must be one whose failure would not prevent continued safe flight and landing, but whose resulting consequences may reduce the capability of the aircraft or the ability of the crew to cope with adverse operating conditions or subsequent failures.

3. Review of the CPL. The ANM-108 MIO manager will review the CPL every six months from the date of the last change or review. This review will be documented on a review/change tracking log that is attached to the CPL. The CPL, with the attached review/change tracking log, will be posted on the FAA Employees' Web site.

4. Structure of the CPL. Refer to figure C-1 of this appendix. The CPL is divided into five major areas: structural assemblies, structural elements, hydraulic pneumatic components, propulsion system components, and systems and equipment. Each of these areas is further identified by the applicable 14 CFR part. Each part listed is followed by a number, or numbers, in parentheses. This number identifies the applicable 14 CFR part and the designated category. For example, under "Structural Assemblies," "Fuselage" is followed by "23-1" and "25-1." This indicates that 14 CFR parts 23 and 25 are applicable, and that the fuselage is a Category 1 in both instances. If an assembly or part is not listed on the CPL, it will be considered as Category 3.

5. CPL Revision Process. A request to add a Category 1 or 2 assembly or part to the CPL, to change the category of an existing assembly or part on the CPL, or to remove an existing assembly or part from the CPL, may be generated from any source (e.g., PI, ACO, etc.). Use the following procedure to revise the CPL (refer to figure C-2):

Note: A request to change the category of an existing CPL assembly or part may be justified based on a specific application. For example, a windshield may appear on the CPL as Category 1 for a part 23 aircraft. Based on the application (e.g., unpressurized vs. pressurized), a request to change the category for a specific part 23 aircraft may be warranted if the category rating of 1 is not appropriate.

a. Prepare a Part Categorization memo and include the following as a minimum (refer to sample memos in figures C-3, C-4, and C-5):

- (1) Identify and fully describe the applicable assembly or part.
- (2) Identify the applicable 14 CFR part (i.e., part 23, 25, 27, 29, 31, 33, or 35).

Figure C-1. Sample Category Parts List

Revision G dated 8/18/09

AIRCRAFT CERTIFICATION SERVICE CATEGORY PARTS LIST

Note: The Production and Airworthiness Division and the Manufacturing Inspection District Offices use the Category Parts List as one consideration to determine resource allocation. The CPL is a notional tool that has no scientific basis. It was developed for internal use only leading to the frequency of FAA surveillance of new products and parts manufacturing facilities. The CPL was not coordinated with the industry. The industry may or may not agree with the CPL content. The CPL posted on the internet is for information only and if used for other purposes than what is stated above it is solely at the user's risk.

Structural Assemblies	CFR part	Structural Elements	CFR part	Hydraulic Pneumatic Components	CFR part	Propulsion System Components	CFR part	Systems and Equipment	CFR part
<u>Fuselage</u> (23-1), (25-1)	23, 25	<u>Fuselage Structural Elements</u> Pressure Bulkheads (23-1), (25-1) Keel Beam (25-1) Longeron/Stringer (25-2) Floor Beam (25-2) Plates/Skins (25-2) Fuselage to Wing Attach Fittings (25-1) Stabilizer to Fuselage Attach Fittings (25-1) Gear to Fuselage attach Fittings (25-1) Door Hinge (on Fuselage) (25-1) Fuselage Panels (23-1), (25-1)	23, 25	Hydraulic Main Pump (23-1), (25-2), (27-1), (28-1) Main Accumulator (25-2) Main Reservoir (25-2) Auxiliary Pump (25-2)	23, 25, 27, 29	Software Thrust (EEC) (23-1), (25-1)	23, 25	<u>Electrical Power System</u> Alternator/Generator Drive System (23-2), (25-2) AC Generator-Alternator (23-2) (25-2) AC Inverter (23-2) (25-2) Phase Adapter (25-2) AC Regulator (25-2) <u>Fire Protection</u> Smoke Detection (25-2), (27-2), (29-2) Fire Detection (25-2), (27-2), (29-2) Overheat Detection (25-2), (27-2), (29-2) Extinguishing System (25-2), (27-2), (29-2) Fire Bottle-Fixed (25-2), (27-2), (29-2)	23, 25, 27, 29
<u>Flight Control Surfaces</u> Ailerons (23-1), (25-1) Rudder (23-1), (25-1) TE Flaps (23-1), (25-2) LE Devices (25-2) Elevator (23-1), (25-1) Spoilers (25-2)	23, 25	<u>Flight Control Structural Elements</u> Aileron Tabs (25-2) Jackscrew (23-1), (25-1) Bellcranks (23-1), (25-1) Flight Control Tables (23-1), (25-1)	23, 25	Flight Control Servo Actuators (25-2), (27-1), (29-1) Flap Actuator (25-2) Rudder Actuator (25-2) Stabilizer Actuator (23-2)	23, 27, 29	Thrust Reversers (23-1), (25-2) Auxiliary Power Units (23-1) FADEC (23-1)	23, 25	<u>Fuel System</u> Boost Pumps (23-1), (25-2), (27-2), (29-2) Transfer Valves (23-1), (25-2) Fuel S.O.V. (23-1), (25-1) Digital Fuel Flow System (23-2) (25-2) Fuel Dump (25-2) Fuel Hose (Single engine applications ONLY) (23-2) (27-2), (29-2) Fuel Quantity Indicator (23-2) (25-2), (27-2), (29-2) Fuel Flow Indicating (27-2), (29-2) (23-2) Fuel Pressure Indicating (27-2), (29-2) (23-2) Fuel Pump (25-2), (27-1), (29-1) <u>Engine Lubrication System</u> Oil Cooler (Single engine applications ONLY) (23-2) (27-2), (29-2)	23, 25, 27, 29

(3) Describe the reason for adding the assembly or part, for changing the category of an existing assembly or part, or for removing an existing assembly or part.

(4) Provide all applicable supporting data. This may include service difficulty information, airworthiness directives, or any other data to support the request.

(5) Identify where on the CPL a new assembly or part should be added. Omit this data for a change or removal request.

(6) When requesting a change to the category of an existing assembly or part, or requesting removal of an existing assembly or part, include its current category. Omit this data for an add request.

b. The MIDO/CMO manager reviews the memo to verify that it contains the minimum required information and coordinates with the requester, if necessary. The MIDO/CMO will then send the Part Categorization memo to its respective MIO manager.

c. The MIO manager retains a copy of the request and, if the part is assigned to another 14 CFR part directorate, forwards the memo to the 14 CFR part MIO manager. The 14 CFR part MIO managers are as follows:

- (1) Parts 23 and 31: ACE-180.
- (2) Part 25: ANM-108.
- (3) Parts 27 and 29: ASW-180
- (4) Parts 33 and 35: ANE-180

d. The 14 CFR part MIO manager forwards the memo to a directorate specialist. The directorate specialist will investigate and coordinate the data described in the memo with the appropriate ACO. The directorate specialist will then complete the “Coordination” section of the Part Categorization memo as follows:

- (1) Indicates whether the action taken is to “Accept” or “Deny” the request.
- (2) If the action is to accept either a request to add an assembly or part or to change an existing category, assigns the appropriate category to the assembly or part.
- (3) If the action is to accept a request to remove an assembly or part from the CPL, indicate the concurrence.
- (4) If the action is to deny the request, indicates the reason it was denied.

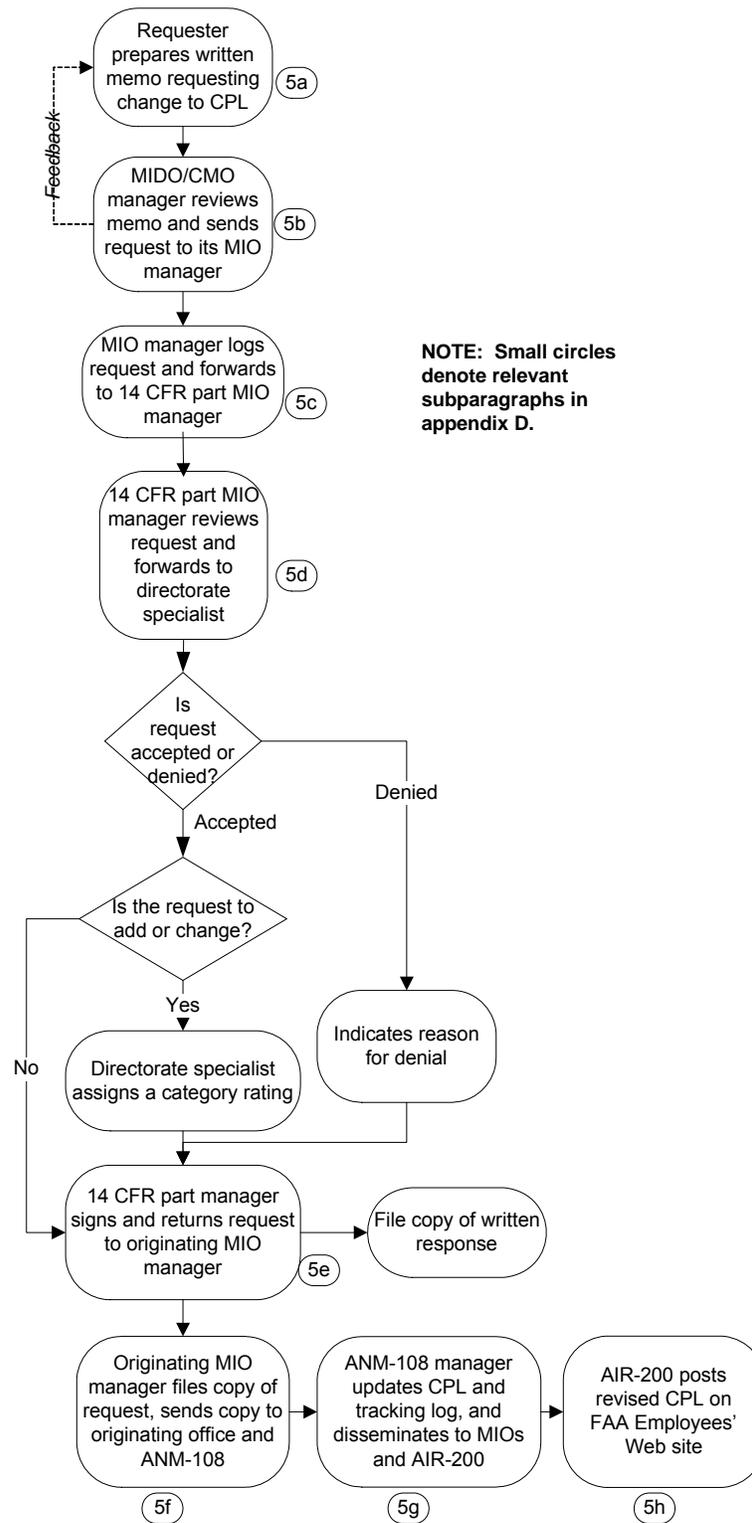
e. On completion of the actions in paragraph 4d of this appendix, the directorate specialist forwards the memo to the 14 CFR part MIO manager. The 14 CFR part MIO manager will sign the completed memo and forward it to the originating MIO manager. The 14 CFR part MIO manager will retain a copy of the memo as a reference for future request reviews.

f. The originating MIO manager will file a copy of the memo, notify the originating MIDO/CMO, and send a copy to the manager, ANM-108.

g. The ANM-108 MIO manager updates the CPL, documents the new revision date in the CPL review/change log, and disseminates the revised CPL to the other MIO managers and AIR-200.

h. AIR-200 will post the updated CPL on the FAA Employees’ Web site.

Figure C-2. CPL Revision Process Flowchart



**Figure C-3. Sample Part Categorization Memo
for Requesting an Addition to the CPL**



Federal Aviation Administration

Memorandum

Date: March 6, 2002
 To: Manager, ANM-108
 From: Duke E. Season, Manager, ANE MIDO-42
 Donald Miller, VIA Manager, ANE-180
 Prepared by: James Staney
 Subject: **ACTION:** Part Categorization

We request to add the following part to the Category Parts List (CPL).

1. Part name: Fuel cell door.
2. 14 CFR part affected: 25.
3. Reason for adding part to CPL: Part continuation on fuel cell door for Boeing 737-300 led to issuance of an Airworthiness Directive (AD).
4. The following applicable supporting data are attached: A copy of AD #2001-15-01.
5. Placement of part on CPL: Systems and Equipment, Fuel System.

Attachment
AD #2001-15-01

COORDINATION

Action on request: Accept

Category assigned: 2

C.P. Ells

Date: April 3, 2002

C.P. Ells

**Figure C-4. Sample Part Categorization Memo
for Requesting a Change to the CPL**

	<h2>Federal Aviation Administration</h2>
<hr/> <h3>Memorandum</h3>	
Date:	March 26, 2002
To:	Manager, ACE-180
From:	Dewey Revu, Manager, Seattle MIDO Kathleen Beall, VIA Manager, ANM-108
Prepared by:	Ronald Reynolds
Subject:	<u>ACTION:</u> Part Categorization
<hr/> <p>We request to change the existing category on the Category Parts List (CPL) for the following part.</p> <ol style="list-style-type: none"> 1. Part name: Flight compartment window 2. 14 CFR part affected: 23. 3. Reason for changing existing category: Category 1 is not appropriate for a Cessna 150 aircraft. 4. The following applicable supporting data are attached: Cessna 150 performance data. 5. Placement of part on CPL: Systems and Equipment, Window-Windshield System. 6. Current category: 1. <p>Attachment Cessna 150 performance data</p> <hr/> <p align="center">COORDINATION</p> <p>Action on request: Accept</p> <p>Category assigned: 2</p> <p><i>O. Small</i> Date: April 23, 2002</p> <p>V. Small</p>	

**Figure C-5. Sample Part Categorization Memo for
Requesting Removal of an Assembly/Part from the CPL**



**Federal Aviation
Administration**

Memorandum

Date: April 26, 2002
 To: Manager, ANM-108
 From: I.C. Rotors, Manager, ASW MIDO-42
 Michael Bauer, VIA Manager, ASW-180
 Prepared by: Molly Gale
 Subject: **ACTION:** Part Categorization

We request to remove the following part from the Category Parts List (CPL).

1. Part name: Brake deboost valve.
2. 14 CFR part affected: 25.
3. Reason for removing part: The only PAH manufacturing brake deboost valves is no longer in business.
4. The following applicable supporting data are attached: Letter from ASW MIDO-42 canceling project. Cover letter from PAH containing the returned PMA letter.
5. Placement of part on CPL: Systems and Equipment, Brake System and Assembly Components.
6. Current category: 2.

Attachment
 Letter from ASW MIDO-42
 Letter from Poland Valve Co.

COORDINATION

Action on request: Deny

The request to remove the part from the CPL has been denied because there are still operators of Model 707 aircraft that would need replacement deboost valves. As a result, other PAHs may apply for PMA to manufacture brake deboost valves.

C.P. Ells

Date: May 23, 2002

C.P. Ells

Appendix D. Risk-Based Resource Targeting Assessment Validation Plan

1. Purpose. This appendix explains the structure and application of the RBRT assessment validation plan. The objective of the plan is to ensure that RBRT assessments consistently and accurately identify those PAHs and associate facilities having the greatest potential to produce nonconforming products or articles. It also defines a basis for continually refining and modifying the RBRT assessment tool as required to achieve this objective. The plan utilizes several validations to accomplish these objectives.

2. RBRT Assessment Validations. Each validation listed below identifies the data source(s) required for each validation element, the individuals or groups responsible for validating the element, and a brief description of the process for each validation element.

a. Validation of Ratings for the RBRT Indicators. This validation is conducted as an integral part of the annual assessment of facilities described in chapter 3, section 2 of this order. It includes elements built directly into the core structure of the RBRT assessment tool and its basic application processes. As such, this validation provides a real-time validity check on the output of the RBRT assessment tool and specifically the risk levels generated by the tool. This validation not only provides managerial oversight for the process, but may also allow for a different perspective in determining the final ratings for the RBRT organizational and technical indicators.

(1) Data Source(s): The RBRT Quality System Assessment Sheet(s) located in CMIS.

(2) Parties Responsible for Validation: Facility PI and MIDO/CMO manager.

(3) Description: Chapter 3, section 2 of this order, as well as the RBRT assessment tool, requires the MIDO/CMO manager to review each RBRT Quality System Assessment Sheet within the RBRT assessment tool for agreement with the assigned risk level. In so doing, the MIDO/CMO manager is provided an opportunity to help ensure consistency between and among PIs in the application of the RBRT assessment tool, and to provide a second opinion for complex or ambiguous cases.

(4) Expected Outcome: This validation provides a first level, normative validity check of the RBRT assessments.

b. Validation of the Continued Relevance of the RBRT Assessment Indicators and Their Assigned Weights. This validation is conducted during an annual telecon following the completion of all scheduled ongoing CM responsibilities for the fiscal year. The individual RBRT assessment indicators and the relative weights assigned to each were based on input from managers, PIs, and engineers. This input reflects their combined knowledge, experience, and judgment. It is necessary to periodically revalidate this basis to ensure that the RBRT assessment tool continues to reflect this experience and judgment. Since this validation is data-driven, and aimed at the adequacy of the RBRT assessment tool elements, detailed planning for analysis and reporting will be required.

- (1) Data Source(s): The RBRT assessment reports and the RBRT assessment tool within CMIS is the data source for this validation.
- (2) Parties Responsible for Validation: MIO managers or their delegates.
- (3) Description: Each MIO will collect the relevant data and perform the required analyses in accordance with paragraph 2b of this appendix.
- (4) Expected Outcome: This validation seeks to identify the RBRT assessment indicators that do not significantly contribute to the identification of RBRT risk level assignments. In addition, this validation reevaluates the relative weights assigned to each indicator.
- (5) Report Results. Each MIO will report results to AIR-200 for consideration and for disposition.

Appendix E. Preparation Instructions for FAA Form 8100-6, Noncompliance Record

1. Purpose. This appendix provides instructions for completing Form 8100-6 for all audit and evaluation activities.

2. Specific Guidance. Figure E-1 shows Form 8100-6 with numbered blocks. The form will be prepared as a stand-alone document. **WRITE THE NONCOMPLIANCE AGAINST THE RESPONSIBLE PAH or ASSOCIATE FACILITY.** Prepare the form by inserting in:

a. Block 1. When the activity is an ACSEP evaluation, enter the ACSEP Number/Report Number. For all other activity, enter “N/A.”

b. Block 2. The project number(s) applicable to the production approval(s) activity.

c. Block 3. A check mark in the appropriate box to indicate the type of activity that was conducted.

d. Block 4. Under “System Element Evaluated,” enter the name of the system element in FAA Order 8100.7 to which the noncompliance is relevant. Under “Evaluation Criteria Number,” enter the evaluation criteria number from Order 8100.7, appendix 5. For new criteria, insert the system element number assigned by Order 8100.7, appendix 5. Do NOT insert more than one number.

Note: More than one noncompliance may be recorded for an evaluation criteria number. When an evaluation criteria contains several statements of condition, it is possible to find noncompliances to some or all of those conditions. When multiple statements of conditions under one criteria are affected, a Form 8100-6 should be completed for each condition. When noncompliances are recorded for a common condition, only one Form 8100-6 should be completed.

e. Block 5. The reference controlling document. The controlling document is defined as the FAA-approved data, purchase order/quality requirements from a PAH or associate facility, or internal procedures used in producing the product or article(s). Enter the complete reference number, or, as a minimum, the document title and effective date. (Examples: ABC Company Quality Manual dated March 5, 1976; XYZ QOI 32-6 dated June 23, 1990; BCD Drawing No. 9825333-2 dated May 20, 1989.) Insert a check in the “Yes” or “No” block, as appropriate, to indicate whether the controlling document is FAA-approved.

Note: Purchase orders and/or quality requirements flowed down to a supplier by a PAH or associate facility are generally not considered to be FAA-approved data. In some cases, quality requirements for use at a supplier facility are specifically approved by the FAA prior to use. Determine the approval status of any referenced PAH supplier quality requirement before checking the “YES” or “NO” block.

f. Block 6. The applicable 14 CFR part or section that establishes the responsibility of the PAH (i.e., § 21.316 or § 21.616). If the observed condition is not directly traceable to one of these requirements, leave the block blank. Insert the applicable 14 CFR reference for each approval type affected.

Note: When a facility holds multiple production approvals, and a noncompliance is found that applies to more than one of those approvals, use the highest level quality requirement; for purposes of this order, the quality levels, from highest to lowest, are PC, TSO authorization, and PMA.

g. Block 7. A check mark in the appropriate box to indicate the type of noncompliance found. A noncompliance is indicated when it is discovered that a PAH's or associate facility's operating practices are inconsistent with 14 CFR, FAA-approved data, or internal procedures. Internal procedures refer to a PAH's or associate facility's procedures that are not included as part of the FAA-approved data. A supplier's operating practices found to be inconsistent with a PAH's or associate facility's purchase order requirements are considered to be noncompliances by the PAH or associate facility. A noncompliance is classified into one of the following four categories:

(1) **Safety-Related Noncompliance:** a noncompliance to 14 CFR, FAA-approved data, the facility's internal procedures, or purchase order requirements that compromises immediate continued operational safety and requires immediate corrective action. This includes any noncompliance to § 21.3, including an isolated noncompliance. For an ACSEP evaluation, record a safety-related noncompliance only when the responsible PI determines that immediate action is required.

Note: The PI should formally submit any safety-related noncompliance to the responsible PAH or associate facility in writing within 72 hours of discovery. If the noncompliance affects delivered products or services, the PI will secure from the responsible PAH or associate facility a list of the end users affected and immediately notify the cognizant ACO, MIO, MIDO, or CMO.

(2) **Systemic Noncompliance:** a noncompliance to 14 CFR, FAA-approved data, the facility's internal procedures, or purchase order requirements that is not safety-related and is systemic in nature, i.e., is pervasive, repeatable, and represents a breakdown in the quality system.

(3) **Isolated Noncompliance:** a noncompliance to 14 CFR, FAA-approved data, the facility's internal procedures, or purchase order requirements that is not safety-related and is of an isolated or nonsystemic nature, i.e., is not pervasive or repeatable, and does not represent a breakdown in the quality system. However, an isolated noncompliance with § 21.3 is considered a safety-related noncompliance when it meets the definition in paragraph 2g(1) of this appendix.

(4) **Certification-Related Noncompliance:** a noncompliance to 14 CFR that is discovered in FAA-approved data and that is not safety-related.

Note: Number noncompliances sequentially beginning with the number "1."

h. Block 8. The condition required by the controlling document, applicable supporting documents, or the applicable 14 CFR part or section. Use the same wording as the controlling document, the applicable supporting document, or the applicable 14 CFR part or section, whenever possible. List all documents that demonstrate the link back to the controlling document or 14 CFR.

i. Block 9. A detailed explanation of the encountered condition.

- (1) Explain why the encountered condition differs from the required condition.
- (2) Identify where the encountered condition was found.
- (3) Identify the total number of items checked and the total number of items found to be in noncompliance.
- (4) List the items found to be in noncompliance, using identification numbers or other specific identifiers whenever possible.
- (5) Record any evidence the facility provided during the evaluation to show that corrective action was taken or initiated.
- (6) When the encountered condition finds FAA-approved data to be in noncompliance with an applicable 14 CFR part or section, include a note that further investigation by the ACO, MIO, MIDO, or CMO may be required.
- (7) List all objective evidence obtained that describes the encountered condition.

j. Block 10. A check in the box to indicate that the encountered condition has been discussed with the facility escort, as a minimum.

k. Block 11. The typed or printed name and signature of the person recording the noncompliance.

Note: Evaluators-in-training and support service personnel participating in ACSEP evaluations may sign this block. However, the block must be countersigned by an appointed ACSEP evaluator.

l. Block 12. The routing office symbol of the recorder.

m. Block 13. The date the form is completed.

Figure E-1. Sample FAA Form 8100-6

This form is a representation of the original form and not to be construed as the original form.

 <p align="center">Noncompliance Record</p> <p>U.S. Department of Transportation Federal Aviation Administration</p>		ACSEP No./Report No. (1) N/A
		Project No. (2) PT900NE
Type of Activity: <input type="checkbox"/> MIDO Audit <input type="checkbox"/> PI Evaluation <input type="checkbox"/> ACSEP <input type="checkbox"/> Supplier Control Audit <input checked="" type="checkbox"/> Product Audit <input type="checkbox"/> Other (3)		
System Element Evaluated: (4) Manufacturing Processes Evaluation Criteria Number: 413	Controlling Document: (5) RC Purchase Order #94 of 11/23/1997 FAA-approved data? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Applicable CFR Section: (6) 21.607
Type Of Noncompliance: Safety-Related <input type="checkbox"/> Systemic <input checked="" type="checkbox"/> Isolated <input type="checkbox"/> Certification-Related <input type="checkbox"/> No. 1 (7)		
Required Condition: (8) <p>RC Purchase Order (PO) #94 for rotor support couplings states: "J&J Machining Co. shall comply with RC Quality Manual, Section 4, and purchase raw materials exclusively from YOYO International Material Broker. Terms of purchase will include a request for a metallurgical lab report with each shipment. These reports will be retained by J&J Machining Co. for a minimum of 5 years."</p> <p>J&J Machining Co. Quality Manual, paragraph 12.4(c), states: "All raw material purchase orders shall include a statement requiring suppliers to furnish a metallurgical lab report with each shipment. The reports will be retained by J&J Machining Co. metallurgical lab in accordance with paragraph 23.6."</p>		
Encountered Condition: (9) <input checked="" type="checkbox"/> Discussed with Facility (10) <p>Ten J&J Machining Co. purchase orders for raw materials to be used for the manufacture of rotor support couplings under RC PO #94 were reviewed (J3-122; J3-114; J3-221; J3-98; J3-301; J3-110; J3-245; J3-15; J3-278; J3-184). All ten POs were issued to YOYO International Material Broker was required by RC PO #94, and all included the statement for furnishing a metallurgical lab report with each shipment. All raw material shipments were completed between January 1997 and March 1998. The J&J Machining Co. metallurgical lab files were reviewed to determine whether metallurgical lab reports had been furnished with each shipment required by the ten POs. Only one metallurgical lab report was found to be on file (shipment under PO #J3-122).</p> <p>Attachments: RC Purchase Order #94 RC Quality Manual, Section 4 J&J Machining Co. Quality Manual, paragraphs 12.4(c) and 23.6 J&J Machining Co. PO # J3-122; J3-114; J3-221; J3-98; J3-301; J3-110; J3-245; J3-15; J3-278; J3-184</p>		
Typed Name and Signature of Recorder: (11) Julia R. Gotta <i>Julia Gotta</i>	Office Symbol (12) ANE MIDO 42	Date (13) 5/1/01

Appendix F. Preparation Instructions for FAA Form 8120-14, Production Approval/Certificate Management Activity Report

1. Purpose. This appendix provides instructions for completing Form 8120-14. This form is used to document all activity, except ACSEP evaluations, at PAHs, associate facilities, and their suppliers. When combined with the respective Form(s) 8100-6 and, if applicable, Form 8100-1, a complete report of the activity conducted is available for subsequent planning.

2. Specific Guidance. Figure F-1 shows Form 8120-14 with numbered blocks. Prepare the form by inserting in:

a. Block 1. The name and address of the PAH or associate facility as recorded on the production approval.

b. Block 2. The project number(s) applicable to the production approval(s).

c. Block 3. The name and address of the supplier as recorded on the PAH's documentation.

d. Block 4. A check mark in the appropriate box(es) to indicate the type of production approval.

e. Block 5. A check mark in the appropriate box(es) to indicate the type of activity that was conducted.

f. Block 6. The starting date and the ending date of the activity that was conducted.

g. Block 7. The title, revision number, and date of the quality manual submitted to the FAA by the PAH or associate facility. The applicable 14 CFR part or section may also be entered. For a supplier, enter the applicable purchase order or quality system requirements from the PAH or associate facility.

h. Block 8. The date the applicable quality manual submitted by a PAH or associate facility is approved by the FAA.

i. Block 9. An "X" in the column next to the system element/subelement evaluated when the result of the activity is satisfactory.

j. Block 10. The respective Form 8100-6 noncompliance numbers for the system element evaluated, when the result of the activity is unsatisfactory.

k. Block 11. The nomenclature and part number(s) of the product or article(s) audited.

l. Block 12. An "X" in the column next to the product or article(s) audited when the result of the activity is satisfactory.

m. Block 13. The respective Form 8100-6 noncompliance numbers for the product or article(s) audited, when the result of the activity is unsatisfactory.

n. Block 14. The specific purchase order or quality requirement audited, such as, but not limited to, the following: purchase order number, quality management system purchase number, quality assurance procedure, engineering drawing number, general notes, or work instruction number.

o. Block 15. An “X” in the column next to the specific purchase order or quality requirement audited when the result of the activity is satisfactory.

p. Block 16. The respective Form 8100-6 noncompliance numbers for the specific purchase order or quality requirements audited, when the result of the activity is unsatisfactory.

q. Block 17. Enter the names, titles, and office symbols of all FAA personnel who participated in the activity.

r. Block 18. The typed or printed name and signature of the person conducting the audit or PI evaluation. In most cases, this will be the PI responsible for the PAH or associate facility.

Note 1: CMIS does not allow the user to provide a traditional signature to Form 8120-14. However, when the user is logged in using a specific login and password, the user can populate block 18 with their name to demonstrate completion of Form 8120-14.

Note 2: When Form 8120-14 is used to document a PI evaluation or MIDO audit with multiple team members, the signature in block 18 is that of the team leader. This form, with the above signature, can then be used to support the continued appointment as an ACSEP team leader in accordance with FAA Order 8100.7, chapter 2, paragraph 2-5b(1).

s. Block 19. The office symbol of the person completing this form.

t. Block 20. The date that this form is completed.

Figure F-1. Sample FAA Form 8120-14 (Front)

This form is a representation of the original form and not to be construed as the original form.

 U.S. Department of Transportation Federal Aviation Administration		Production Approval/ Certificate Management Activity Report	
Manufacturer/Address: RC Couplings, 10001 Admiral Square, Haverhill MA 01830 (1)		Project No.: PQ 1234NE (2)	
Supplier/Address: N/A (3)			
Production Basis: (4) PC <input type="checkbox"/> TSO authorization <input type="checkbox"/> PMA <input checked="" type="checkbox"/>			
Production Approval/Certificate Management Activity: (5) DO Audit <input type="checkbox"/> PI Evaluation <input checked="" type="checkbox"/> Product Audit <input checked="" type="checkbox"/> Supplier Control Audit <input type="checkbox"/> Other <input type="checkbox"/>			
Activity Dates: From <u>4/1/2003</u> To <u>4/2/2003</u> (6)			
Quality Manual –Title, Revision, Date, and/or CFR Section Involved: (7) RC Quality Manual, Rev. C, 12/27/2009			
Date of FAA Approval of Quality Manual: N/A (8)			
PI EVALUATION OR DO AUDIT RESULTS			
SYSTEM ELEMENT	SATISFACTORY <i>"X" if applicable</i> (9)	UNSATISFACTORY <i>List FAA Form 8100-6 Noncompliance No. (5)</i> (10)	
1. Organizational Management			
2. Design Control			
3. Software Quality Assurance			
4. Manufacturing Processes			
4a. Manufacturing and Special Manufacturing Processes		#1 and #2	
4b. Material Receiving, Handling & Storage			
4c. Airworthiness Determination			
5. Manufacturing Controls			
5a. Statistical Quality Control (SQC)			
5b. Tool and Gauge		#3	
5c. Testing			
5d. Nondestructive Inspection			
5e. Nonconforming Material			
6. Supplier Control			
PRODUCT AUDIT RESULTS			
PRODUCT AUDITED (Nomenclature/Part Number)	SATISFACTORY <i>"X" if applicable</i> (12)	UNSATISFACTORY <i>List FAA Form 8100-6 Noncompliance No. (5)</i> #4 thru #6 (13)	
Rotor support coupling, P/N RC25 - 1000 (11)			
FAA Form 8120-14 (11-09)		FOR OFFICIAL USE ONLY (when filled in) Public availability to be determined under 5 U.S.C. 552	

Appendix G. Forms Listing

1. Purpose. This appendix lists the forms referenced in this order and their sources. The forms listed in figure G-1 are available from the FAA Logistics Center, AML-1000, through normal supply channels. The forms listed in figure G-2 are available in an electronic format within CMIS.

Figure G-1. Forms Available from FAA Logistics Center

<u>Form Number</u>	<u>Title</u>	<u>NSN</u>	<u>Unit of Issue</u>
FAA Form 8100-1	Conformity Inspection Record	0052-00-039-3001	Package
FAA Form 8110-12	Application for Type Certificate, Production Certificate, or Supplemental Type Certificate	0052-00-025-0001	Sheet
FAA Form 8120-3	Production Limitation Record	0052-00-025-7001	Sheet
FAA Form 8120-4	Production Certificate	0052-00-025-6001	Package
FAA Form 8130-3	Airworthiness Approval Tag	0052-00-012-9005	Pad
FAA Form 8130-9	Statement of Conformity	0052-00-847-2000	Sheet

Figure G-2. Forms Available Within CMIS

<u>Form Number</u>	<u>Title</u>
FAA Form 8100-1	Conformity Inspection Record
FAA Form 8100-6	Noncompliance Record
FAA Form 8120-3	Production Limitation Record
FAA Form 8120-4	Production Certificate
FAA Form 8120-14	Production Approval/Certificate Management Activity Report

Appendix H. Acronyms

14 CFR	Title 14, Code of Federal Regulations
AC	Advisory Circular
ACO	Aircraft Certification Office
ACSEP	Aircraft Certification Systems Evaluation Program
ASI	Aviation Safety Inspector
CAA	Civil Aviation Authority
CM	Certificate Management
CMIS	Certificate Management Information System
CMO	Certificate Management Office
CPL	Category Parts List
DMIR	Designated Manufacturing Inspection Representative
EEP	Enhanced Enforcement Program
FAA	Federal Aviation Administration
ICSSP	International Cooperative Supplier Surveillance Program
MIDO	Manufacturing Inspection District Office
MIO	Manufacturing Inspection Office
MOU	Memorandum of Understanding
MRB	Material Review Board
NTE	Not to Exceed
OAC	Original Airworthiness Certificate
ODA	Organization Designation Authorization
PAH	Production Approval Holder
PC	Production Certificate
PCB	Production Certification Board

PI	Principal Inspector
PLR	Production Limitation Record
PMA	Parts Manufacturer Approval
RBRT	Risk-Based Resource Targeting
SDR	Service Difficulty Report
STC	Supplemental Type Certificate
SUP	Suspected Unapproved Part
TC	Type Certificate
TCDS	Type Certificate Data Sheet
TSO	Technical Standard Order

Appendix I. Definitions

For the purpose of this order, the following definitions apply:

a. Approved. Unless used with reference to another person, means approved by the FAA or any person to whom the FAA has delegated its authority in the matter concerned, or approved under the provisions of a bilateral agreement between the United States and a foreign country or jurisdiction.

b. Article. A material, part, component, process, or appliance.

c. Associate Facility. A facility that has been approved as an extension to an original PAH. This facility is owned and operated by the same corporate management as the original PAH that controls the design and quality of the product or article(s), except for companies participating in joint-production and/or co-production business agreements. The associate facility must be listed as a manufacturing facility on the PC or the letter of authorization for other production approvals, e.g., PMA or TSO authorization.

d. Audit. A systematic and independent examination to determine compliance of an established supplier system, inspected product or article(s), or processes with purchase order requirements, technical data, or specifications.

e. Certificate. A document (i.e., a certificate or approval) issued by the FAA that recognizes an applicant's or PAH's established quality system and allows for the production of products or articles in accordance with an FAA-approved design.

f. Certificate Management. The method by which the FAA ensures that a PAH remains in compliance with those pertinent regulations that govern the manufacturing of its particular products or articles.

g. Commercial Part. A part not specifically designed or produced for applications on the aircraft. For the purpose of 14 CFR part 21, a design approval holder may designate an article as a "commercial part" if the FAA finds the part:

(1) Is not specifically designed or produced for applications on aircraft; and,

(2) Is produced only under the commercial part manufacturer's specification and marked only with the commercial part manufacturer's markings.

h. Corrective Action. The measures taken to resolve unsatisfactory conditions and to prevent reoccurrence.

i. Days. A reference to calendar days, unless otherwise specified.

j. Distributor. Any person engaged in the sale or transfer of products and articles for installation in type-certificated aircraft, aircraft engines, or propellers, and that conducts no manufacturing or airworthiness activities.

- k. Evaluation.** A systematic and independent examination of an established PAH or associated facility system based on the system elements defined in FAA Order 8100.7.
- l. Foreign Manufacturer.** A person other than an FAA PAH who causes a product or article(s) to be produced outside the United States.
- m. Internal Procedure.** A PAH's or associate facility's procedures that are not included as part of the FAA-approved data.
- n. Licensing Agreement.** A commercial agreement between a Type Certificate or Supplemental Type Certificate Holder and a Production Approval holder (or applicant) formalizing the rights and duties of both partners to use the design data for the purpose of manufacturing the product or article.
- o. Manufacturer.** A person as defined by 14 CFR part 1, Definitions and Abbreviations, who causes a product or article(s) to be produced. A manufacturer may be a PAH or a supplier to a PAH.
- p. Noncompliance.** A PAH's or associate facility's operating practice that is found to be inconsistent with 14 CFR, FAA-approved data, or internal procedures. A supplier's operating practice found to be inconsistent with a PAH's or associate facility's purchase order requirements is considered to be a noncompliance by the PAH or associate facility.
- q. Ongoing Certificate Management.** The performance of CM requirements based on an RBRT assessment that may be accomplished on a continuing basis.
- r. Principal Inspector.** A manufacturing inspector who has been assigned certificate management responsibility of a particular PAH or associate facility.
- s. Produce.** To manufacture, or cause to be manufactured, a product or article(s).
- t. Product.** An aircraft, aircraft engine, or propeller.
- u. Production Approval.** A document issued by the FAA to a person that allows the production of a product or article in accordance with its approved design and approved quality system, and can take the form of a PC, a PMA, or a TSO authorization.
- v. Production Approval Holder.** The holder of a PC, PMA, or TSO authorization who controls the design and quality of a product or article(s). A person who has been issued a production approval by the FAA.
- w. Production Certification Board.** An FAA evaluation function consisting of a selected group of FAA specialists acting under the direction of the PCB chairperson for the purpose of determining eligibility of the holder of a TC or a STC, or a licensee, for the issuance of a PC.

x. Quality System. A documented organizational structure containing responsibilities, procedures, processes, and resources that implement a management function to determine and enforce quality principles.

y. Quality System Data. Data that provide a description of the quality system required by part 21 for a PAH. These data would encompass the methods, procedures, processes, inspections, tests, specifications, charts, lists, forms, etc., which the PAH employs to produce products or articles.

z. Random Certificate Management. The performance of CM tasks that may be accomplished on an as-needed basis.

aa. Random Sampling. A sampling procedure that ensures that each element in a population has an equal chance of being selected.

bb. Risk-Based Resource Targeting. A structured process designed to support AIR management in determining risk, assigning resources based on that risk, and prioritizing multiple projects.

cc. Root Cause. The underlying cause of a systemic or recurring noncompliance, usually identified through structured analysis.

dd. Specialist. As related to the facility audit function of PCBs, FAA manufacturing inspectors/supervisors or flight test, structures, systems, and/or equipment engineering personnel.

ee. Standard Part. A part manufactured in complete compliance with an established government or industry-accepted specification that contains design, manufacturing, and uniform identification requirements. The specification must include all information necessary to produce and conform the part, and must be published so that any person/organization may manufacture the part.

Note: Examples of specifications include, but are not limited to, National Aerospace Standards (NAS), Air Force-Navy Aeronautical Standard (AN), Society of Automotive Engineers (SAE), SAE Aerospace Standard (AS), and Military Standard (MS).

ff. Supplier. Any person as defined by 14 CFR part 1, Definitions and Abbreviations, that furnishes products, articles or services (at any tier in the supply-chain) that are used or consumed in the manufacture of, or installed on, aviation products or articles.

Appendix J. Administrative Information

- 1. Distribution.** This order is distributed to Washington Headquarters division levels of the Flight Standards Service, to the branch levels of the Aircraft Certification Service, to the branch levels in the regional Flight Standards Divisions and Aircraft Certification Directorates, to all Flight Standards District Offices, to all Aircraft Certification Offices, to all Aircraft Certification field offices, to all Manufacturing Inspection District and Satellite Offices, to the Aircraft Certification and Airworthiness Branches at the Federal Aviation Administration Academy, and to the Flight Standards Service Regulatory Support Division.
- 2. Delegation of Authority.** AIR-200 is responsible for issuing, revising, or canceling the material in this order.
- 3. Forms.** This order identifies several forms used for the evaluation, approval, and CM of production activities. Some of the forms are provided by AIR-200 in electronic format. Appendix G, Forms Listing, provides a listing of the forms and their sources.
- 4. Deviations.** Adherence to the procedures in this order is necessary for uniform administration of this directive material. Any deviations from this guidance material must be coordinated and approved by AIR-200. If a deviation becomes necessary, the FAA employee involved should ensure the deviations are substantiated, documented, and concurred with by the appropriate supervisor. The deviation must be submitted to AIR-200 for review and approval. The limits of federal protection for FAA employees are defined by Title 28 U.S.C. § 2679.
- 5. Related Publications.** Orders referenced in this directive list only the basic order number. It is the responsibility of the user to establish that the latest revision/amendments are being utilized.
- 6. Requests for Information.** All public requests for information regarding production approval or CM activities will be processed in accordance with the Freedom of Information Act. Refer to FAA Order 1270.1, Freedom of Information Act Program.
- 7. Electronic Signature.** The use of an electronic signature for the issuance of a PC and a production limitation record, or a production approval letter (i.e., PMA, or TSO authorization) is not permitted.
- 8. Suggestions for Improvement.** Please forward all comments on deficiencies, clarifications, or improvements regarding this order to:

Aircraft Certification Service
Planning and Program Management Division, AIR-500
ATTN: Directives Management Officer
800 Independence Avenue, SW
Washington, DC 20591

FAA Form 1320-19, Directive Feedback Information, is located as appendix K of this order for your convenience. If you require an immediate interpretation, please contact AIR-200 at (202) 385-6346; however, you should also complete Form 1320-19 as a follow-up to the conversation.

9. Records Management. Refer to Orders 0000.1, FAA Standard Subject Classification System; 1350.14, Records Management; and 1350.15, Records Organization, Transfer, and Destruction Standards; FAA-IR-04-01 Aircraft Certification Service Records Management Requirements Manual; or your office Records Management Officer (RMO)/Directives Management Officer (DMO) for guidance regarding retention or disposition of records.

Appendix K. FAA Form 1320-19, Directive Feedback Information



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

Directive Feedback Information

Please submit any written comments or recommendations for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: FAA Order 8120.2G

To: Administrative Services Branch, AIR-510

(Please check all appropriate line items)

An error (procedural or typographical) has been noted in paragraph _____ on page _____.

Recommend paragraph _____ on page _____ be changed as follows:
(attach separate sheet if necessary)

In a future change to this directive, please include coverage on the following subject
(briefly describe what you want added):

Other comments:

I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

FTS Telephone Number: _____ Routing Symbol: _____

FAA Form 1320-19 (10-98)