

Regulatory Report

FAA PROPOSES CHANGES TO REPAIR STATION RULES

May 24, 2012

What's at Issue

The Federal Aviation Administration (FAA) has issued a Notice of Proposed Rulemaking (NPRM) titled Repair Stations that proposes significant changes to Title 14 of the Code of Federal Regulation, Part 145, the rules governing all certificated repair stations.

Why It's Important

If finalized, this NPRM would make changes to repair station certification requirements and the system of repair station ratings and changes affecting repair stations providing maintenance to air carriers.

Major Provisions

The following chart depicts the proposed changes to repair station ratings.

Current Rating	New Proposed Rating
Airframe 1. Composite 2. Composite 3. All-metal 4. All-metal large	Airframe Category 1. Aircraft certificated under Part 23 or 27 2. Aircraft certificated under Part 25 or 29 3. All other aircraft
Powerplant Class 1. Reciprocating engines, 400HP or less 2. Reciprocating engines, more than 400HP 3. Turbine engines	Powerplant Category 1. Reciprocating engines 2. Turbine engines 3. Auxiliary power units 4. All other powerplants
Propeller Class 1. All fixed and ground adjustable 2. All other propellers	Propeller Category 1. Fixed-pitch 2. Variable-pitch 3. All other propellers
Radio Class	Component
Instrument Class	Component
Accessory Class	Component
Limited Rating Specialized Service	Specialized Service
Limited Ratings (§ 145.61(b) lists 12 possible limited ratings)	Eliminated

In addition to the overhaul of repair station ratings, the proposed rule makes significant changes, generally aimed at clarifying existing language, to repair station certification requirements and the rules affecting repair stations performing maintenance for certificated air carriers.

The proposed changes would require all certificated repair stations to submit an application for certification under the new rules. The FAA proposes a 24-month "transition" period in which certificated repair station could continue to operate under the existing rules while preparing and waiting for the FAA to approve their application for certification under the new rules.

NATA Position

This NPRM contains rule changes that will affect the way repair stations are certificated and operate. The requirement for all repair stations to resubmit an application for certification during a 24-month "transition" period poses the potential for significant issues for existing repair stations.

NATA will be working closely with its members and the NATA Aircraft Maintenance and Systems Technology Committee to develop a full understanding of the impact of these proposed rule changes and to develop formal comments to the FAA.

Status

The NPRM is available for review [here](#) and is open for public comment through August 20, 2012.