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Repair Station Certificates

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Introductory Note

This manual contains in consolidated form (1) Civil Air Regulations Part 52, Repair Station Certificates, dated June 15, 1952, Amendment 52–1, and the editorial changes required by Special Regulation SR–430, effective December 31, 1958; and (2) the rules, policies, and interpreations issued by the Administrator of the Federal Aviation Agency in application to the various sections of the regulations.

FAA *rules* are supplementary regulations issued pursuant to authority expressly conferred on the Administrator in the Civil Air Regulations. Such rules are mandatory and must be complied with.

FAA *policies* provide detailed technical information on recommended methods of complying with the Civil Air Regulations. Such policies are for the guidance of the public and are not mandatory in nature.

FAA *interpretations* define or explain words and phrases of the Civil Air Regulations. Such interpretations are for the guidance of the public and will be followed by the Agency in determining compliance with the regulations.

This manual is arranged to give the number, title, and text of each section of the regulations followed by any rules, policies, or interpretations applicable to that section. These rules, policies, or interpretations of the Administrator are identified by consecutive dash numbers appended to the regulation section number.

This manual supersedes Civil Aeronautics Manual 52 dated May 15, 1957, and all supplements thereto. As amendments and other pertinent materials pertaining to Part 52 are issued, they will be included in this manual.

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Repair Station Certificates

Applicability and Definitions

52.0 *Applicability of this part.* This part establishes requirements for the issuance of repair station certificates and ratings and operating rules for the holders thereof.

52.1 *Definitions.* (a) As used in this part terms are defined as follows:

(1) *Accessory.* An accessory shall mean an appliance other than an instrument, electronic communication or navigational equipment, or device for the automatic control of aircraft in flight.

(2) *Aircraft.* An aircraft shall mean any contrivance now known or hereafter invented, used, or designed for navigation of or flight in the air, including airframe, powerplant, propeller, and appliances.

(3) *Aircraft engine.* An aircraft engine shall mean an engine used, or intended to be used, for propulsion of aircraft, and includes all parts, appurtenances, and accessories thereof other than propellers.

(4) *Airframe.* Airframe shall mean any and all kinds of fuselages, booms, nacelles, cowlings, fairings, empennages, airfoil surfaces, and landing gear, and all parts, accessories, or controls, of whatever description, appertaining thereto, but not including powerplants and propellers.

(5) *All-metal construction.* All-metal construction, when that phrase is used to describe the composition of an airframe, shall mean that the structure of the airframe is made of metal only, irrespective of the kind of covering utilized.

(6) *Alteration.* An alteration shall mean any appreciable change in the design of an airframe, powerplant, propeller, or appliance.

(7) *Appliances.* Appliances shall mean instruments, equipment, apparatus, parts, appurtenances, or accessories, of whatever description, which are used, or are capable of being or intended to be used, in the navigation, operation, or control of aircraft in flight (including communication equipment, electronic devices, and any other mechanism or mechanisms installed in or attached to aircraft during flight, but excluding parachutes), and which are not a part or parts of airframes, powerplants, or propellers.

(8) *Authorized representative of the Administrator.* An authorized representative of the Administrator shall mean any employee of the Federal Aviation Agency or any private person, authorized by the Administrator to perform particular duties of the Administrator under the provisions of this part.

(9) *Certificated mechanic.* A certificated mechanic shall mean an individual holding a valid mechanic certificate with appropriate ratings issued by the Administrator.

(10) *Certificated repair station.* A certificated repair station shall mean a facility for the maintenance, repair, and alteration of airframes, powerplants, propellers, or appliances, holding a valid repair station certificate with appropriate ratings issued by the Administrator.

(11) *Certificated repairman.* A certificated repairman shall mean an individual holding a valid repairman certificate issued in accordance with Subpart B of Part 24 of this subchapter.

(12) *Component.* A component shall mean a constituent part of an aircraft.

(13) *Composite construction.* Composite construction, when that term is used to describe the composition of an airframe, shall mean that the structure of the airframe is made of at least two types of substances, such as metal and wood.

(14) *Electrical.* The term electrical as applied to appliances, instruments, and accessories, shall mean an appliance, instrument, or accessory whose operation depends upon the

flow of an electric current, other than one whose operation depends upon the use of an electron tube or similar device.

(15) *Electronic.* The term electronic, as applied to appliances, instruments, and accessories, shall mean an appliance, instrument, or accessory whose operation depends upon the use of an electron tube or similar device.

(16) *Instrument.* An instrument shall mean a device utilizing internal mechanism to indicate visually or aurally the attitude, altitude, performance, or operation of an aircraft or any component thereof, and shall include electronic instrumentation and devices for the automatic control of navigation of the aircraft in flight.

(17) *Maintenance.* Maintenance, which includes preventive maintenance, shall mean the inspection, overhaul, repair, upkeep, and preservation of airframes, powerplants, propellers, and appliances, including the replacement of parts.

(18) *Major alteration.* A major alteration of an aircraft or any component thereof shall mean:

(i) An alteration which might cause an appreciable change in its weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness, or

(ii) An alteration which is not accomplished in accordance with accepted practices or cannot be performed by means of elementary operations.

(19) *Major repair.* A major repair to an aircraft or any component thereof shall mean:

(i) A repair which, if improperly accomplished, would adversely affect the structural strength, performance, flight characteristics, powerplant operation, or other qualities affecting airworthiness, or

(ii) A repair which is not accomplished in accordance with accepted practices or cannot be performed by means of elementary operations.

(20) *Minor alteration.* A minor alteration of an aircraft or any component thereof shall mean an alteration other than a major alteration.

(21) *Minor repair.* A minor repair shall mean any repair other than a major repair.

(22) *Person.* Person shall mean any individual, firm, copartnership, corporation, company, association, joint-stock association, or body politic; and includes any trustee, receiver, assignee, or other similar representative thereof.

(23) *Powerplant.* Powerplant shall mean an aircraft engine and its component parts, and other parts necessary to properly install such engine in an aircraft, but not the propeller (if used).

(24) *Propeller.* Propeller shall mean a device for propelling an aircraft through the air, having blades mounted on a power-driven shaft, which when rotated produces by its action on the air a thrust approximately parallel to the longitudinal axis of the aircraft, and shall also include control components normally supplied by the manufacturer of the propeller. It shall also include a system of rotating airfoils which serve either to counteract the effect of the main rotor torque of a rotorcraft or to maneuver a rotorcraft about one or more of its three principal axes.

(25) *Radio.* Radio shall mean an appliance and related apparatus for the transmission and/or reception of radio signals, including electronic appliances used for intercommunication.

(26) *Repair.* Repair shall mean the restoration of an airframe, powerplant, propeller, or appliance to a condition for safe operation after damage or deterioration.

(27) *Type.* Type shall mean all aircraft of the same basic design, including all modifications thereto.

General Certification Rules

52.5 *Application for certificate.* Application for a repair station certificate with appropriate ratings, and any modification or amendment thereof, shall be made on a form and in a manner prescribed by the Administrator.

52.5–1 *Procedure for applying for a repair station certificate (FAA rules which apply to sec. 52.5).* (a) *General.* When the applicant has satisfied himself that he is thoroughly familiar with the contents of this part, he shall make application for a repair station certificate on

Form ACA–394. This form may be obtained from his local Flight Operations and Airworthiness District Office or the Regional Administrator of the Federal Aviation Agency's region having jurisdiction over the civil aviation activities in his area. The addresses of all regional offices of the Federal Aviation Agency will be found in appendix C.

NOTE: Each repair station desiring certification contact the FAA Flight Operations and Airworthiness Inspector or Advisor who will inspect his facility for certification. This inspector or advisor is located in the Flight Operations and Airworthiness District Office or International Field Office having jurisdiction over the area in which the proposed repair station is to be located.

(b) *Application file.* (1) A complete application file shall consist of the following documents, in duplicate:

(i) An executed application for a Certificated Repair Station, Form ACA–394. Item 8a of this form shall include only the name of the individual responsible for the overall management of the repair station. Item 8b of this form shall include only the name(s) of the individual(s) responsible for the release of items from the repair station.

(ii) Employment summaries, providing the information in numerical sequence as required by section 52.24–1, for the Chief Inspector or other individual(s) having technical responsibility for final release of items from the repair station. If the management official retains the privilege of final airworthiness determination, an employment summary shall be included for such official.

(iii) Copy of the repair station's inspection manual (sec. 52.25–1).

(iv) List of maintenance functions contracted to outside agencies as provided for under sections 52.31–1 through 52.37–1.

(2) When the application is for a propeller rating (Class 2) or accessory rating (Classes 1, 2 and 3) the applicant should attach to the application Form ACA–394 a list indicating by type and/or make the propeller or accessory for which he desires approval. For example: Koppers, automatic variable pitch.

(c) *Modifications or amendments to certificate.* The following are considered to be modifications or amendments to the certificate:

(1) Change of location, or in the housing and facilities.

(2) Changes in personnel involving officials responsible for overall management and individuals responsible for release of items from the repair station.

(3) Changes in authorized signatures.

(4) Request for changing a Designated Maintenance Representative (applies to domestic repair stations only).

(5) Request for revisions or amendments to ratings.

Requests for modifications and amendments detailed in this paragraph shall be made by the execution of Form ACA–394 (Parts I and/or II) by a responsible official of the repair station.

(d) *Special requirements for foreign repair station applicants.* Prior to requesting an application for a repair station certificate, the applicant shall notify, in writing, the Chief Advisor of the International Field Office of his intent to apply for a foreign repair station certificate. The applicant should include in this notification of intent a statement outlining the reasons for desiring a U. S. repair station at the applicant's place of business. After submission of the notification of intent the applicant should hold informal discussions with the FAA Advisor, who will actually handle the certificate of the foreign repair station, and who is hereinafter referred to as the inspecting advisor. During this discussion the inspecting advisor will clarify all points in question regarding repair station requirements. An application for a foreign repair station certificate will be made on Form ACA–394, which may be obtained from the FAA International Field Office nearest the applicant.

(e) *Brochure.* Each foreign repair station shall furnish, at the time of making application, a suitably bound brochure, which shall include a description of the physical characteristics of the facilities, supplemented by photographs. The brochure shall also include a description of the inspection system, an organizational chart, the names and titles of managing and supervisory personnel, and a list of contracted services, if any, giving the names of the contractors and the type of service rendered by them. It will be necessary to furnish the brochure in duplicate.

(f) *Application for reissuance of foreign repair station certificate.* A foreign repair station certificate expires one year after date of issuance. In order to expedite the handling of reissuance of the certificate, the repair station should, within 30 days prior to the expiration date, apply for reissuance of the certificate. The application should be addressed to the Chief Advisor of the International Field Office nearest the repair station's place of business. If approved, the repair station will be notified to that effect by the Washington office of the FAA through normal channels of communication. Foreign repair stations failing to apply for reissuance prior to the expiration date shall apply for the repair station certificate in the same manner as for original certification. However, in this case it will not be necessary to furnish copies of the brochure required in paragraph (e) of this section. A certificated foreign repair station shall not exercise its privileges beyond the expiration date of the certificate.

(Published in 17 F. R. 5004, June 4, 1952, effective June 15, 1952; amended in 18 F. R. 950, Feb. 18, 1953, effective Mar. 1, 1953; amended in 20 F. R. 7645, Oct. 13, 1955, effective Nov. 1, 1955; amended in 22 F. R. 3172, May 4, 1957, effective May 15, 1957; amended in 23 F. R. 1758, Mar. 14, 1958, effective Mar. 25, 1958.)

52.6 *Issuance.* A repair station certificate with appropriate ratings prescribing such operations specifications and limitations as may be reasonably required in the interest of safety will be issued to an applicant who the Administrator finds is properly and adequately equipped and competent and able to maintain, repair, or alter airframes, powerplants, propellers, radios, instruments or accessories in accordance with the applicable requirements hereinafter specified. No person shall operate as a certificated repair station without, or in violation of, the terms of a repair station certificate.

52.6–1 *Issuance (FAA interpretations which apply to sec. 52.6).* (a) *General.* The applicant must not operate as a certificated repair station nor advertise as such until he is in possession of a valid repair station certificate.

(Published in 17 F. R. 5004, June 4, 1952, effective June 15, 1952.)

52.7 *Duration.* (a) A domestic repair station certificate shall remain in effect until surrendered, suspended, revoked, or otherwise terminated by order of the Administrator, after which it shall be returned to the Administrator.

(b) A foreign repair station certificate shall expire one year after the date of issuance, unless sooner surrendered, suspended, revoked or otherwise terminated by order of the Board, after which it shall be returned to the Administrator: *provided,* That upon a showing of continued compliance with section 52.50 it may be reissued for additional 12-month periods upon application to the Administrator.

52.7–1 *Duration (FAA interpretations which apply to sec. 52.7).* (a) Any domestic repair station certificate which has been either surrendered, suspended, revoked, or otherwise terminated by order of the Administrator must be delivered to an FAA Flight Operations and Airworthiness Inspector.

(b) Any foreign repair station certificate which has been either surrendered, suspended, revoked, or otherwise terminated by order of the Administrator must be delivered to an FAA advisor assigned to the International Field Office which has jurisdiction over the activities of the particular foreign repair station.

(Published in 17 F. R. 5004, June 4, 1952, effective June 15, 1952; amended in 22 F. R. 3172, May 4, 1957, effective May 15, 1957.)

52.8 *Exchange of certificates.* The Administrator shall, not later than one year from the effective date of this part, reinspect all repair stations certificated prior to the effective date of this part. Upon the conclusion of each reinspection the existing certificate and ratings of such repair station shall expire, and the certificate shall be returned to the Administrator. New certificates with appropriate ratings may be issued in accordance with the provisions of this part, if such reinspection indicates compliance herewith. Until such reinspection has been completed and a new certificate has been issued, a repair station shall comply with the requirements of this part in effect immediately prior to this revision.

52.8–1 Deleted.

(Published in 17 F. R. 5004, June 4, 1952, effective June 15, 1952; amended in 22 F. R. 3172, May 4, 1957, effective May 15, 1957; rescinded in 24 F. R. 2903, Apr. 16, 1959, effective Apr. 16, 1959.)

52.9 *Display.* The repair station certificate shall be on display in the repair station for which the certificate was issued and available for inspection by any authorized representative of the Administrator or the Board.

52.9–1 *Display of certificates (FAA interpretations which apply to sec. 52.9).* The repair station certificate, and the repair station operations specifications which are a part of such certificate, must be displayed in a location normally accessible to the general public, and must not be obscured.

(Published in 17 F. R. 5004, June 4, 1952, effective June 15, 1952; amended in 24 F. R. 2903, Apr. 16, 1959, effective Apr. 16, 1959.)

52.10 *Change of facilities.* No change in location or in the housing and facilities required by section 52.21 shall be made by a certificated repair station without the prior written approval of the Administrator.[1]

[1] Requests for approval of a change of location, housing, or facilities should be submitted to the Regional Administrator of The Federal Aviation Agency for the region in which the repair station is located.

52.10–1 *Procedure for changing the location or housing and facilities of a certificated repair station (FAA policies which apply to sec. 52.10).* (a) A certificated repair station changing its location or its housing and facilities should notify the FAA Regional Administrator for the region in which the repair station is located, or the Flight Operations and Airworthiness Inspector who has jurisdiction over the repair station certificate, using Form ACA–394 (Part II) for this purpose. Since a repair station certificate is based on the approval of the location and specific physical facilities of a repair station at a particular location, it is necessary for an FAA inspector to conduct an inspection and approve the new location or housing and facilities prior to their use under the privileges of a repair station certificate. If approved, an amended certificate will be issued incorporating the approved change in location or housing and facilities.

(b) The FAA will prescribe the conditions under which the station may operate while the change in location or housing and facilities is being accomplished.

(Published in 17 F. R. 5004, June 4, 1952, effective June 15, 1952; amended in 22 F. R. 3172, May 4, 1957, effective May 15, 1957; and revised in 22 F. R. 9520, Nov. 28, 1957, effective Dec. 10, 1957.)

52.11 *Advertising.* Any advertising conducted by a certificated repair station which indicates that it is a certificated repair station shall clearly indicate the work for which it is rated under its certificate.

52.11–1 *Scope of advertising (FAA policies which apply to sec. 52.11).* The objective of section 52.11 is to provide the public with reasonable information setting forth the classification and capabilities of a repair station which holds itself to be certificated by the FAA. Any piece of advertising indicating directly or indirectly that the repair station is certificated by the FAA should clearly indicate the work for which it is rated under the certificate.

(Published in 17 F. R. 5004, June 4, 1952, effective June 15, 1952.)

52.11–2 *Advertising media (FAA interpretations which apply to sec. 52.11).* The following advertising media are considered to come within the scope of section 52.11:

(a) Business letterheads.
(b) Billheads and statements.
(c) Customer estimates and inspection forms.
(d) Hangar or shop signs.
(e) Advertisements in newspapers, periodicals or trade journals.
(f) Any form of promotional media.

(Published in 17 F. R. 5004, June 4, 1952, effective June 15, 1952.)

52.11–3 *Advertisement of ratings (FAA interpretations which apply to sec. 52.11).* The basic rating or ratings and the classes of ratings or ratings for which the repair station has been certificated must be clearly indicated on any of the advertising media mentioned in section 52.11–2, upon which is imprinted a statement, indicating directly or indirectly, that the repair station is certificated by the FAA. Examples of methods that may be used to meet this requirement may be found in the appendix, D.

(Published in 17 F. R. 5004, June 4, 1952, effective June 15, 1952.)

52.12 *Inspection.* An authorized representative of the Administrator or the Board shall be permitted at any time to make inspections or examinations to determine a repair station's compliance with the provisions of this subchapter.

52.12–1 *Formal inspections (FAA policies which apply to sec. 52.12).* The applicant's

compliance with the requirements of this part will be determined by the Flight Operations and Airworthiness Inspector after completing an inspection of the applicant's facilities. After the original inspection for certification or recertification, formal inspections will normally be made by an inspector annually. This inspection will be made to determine if the repair station continues to meet the requirements under which it was originally certificated. The inspection will cover the adequacy of the repair station's inspection system, personnel, stock facilities, equipment, records, and a determination will be made as to the ability of the repair station to comply with all requirements of this part. Upon completion of each formal inspection, the inspecting representative will notify the repair station, in writing, of any discrepancies noted during his inspection.

(Published in 17 F. R. 5004, June 4, 1952, effective June 15, 1952; amended in 22 F. R. 3172, May 4, 1957, effective May 15, 1957; revised in 22 F. R. 9520, Nov. 28, 1957, effective Dec. 10, 1957.)

52.12–2 *Informal inspection (FAA policies which apply to sec. 52.12).* A Flight Operations and Airworthiness Inspector or a representative of the Board may make spot checks from time to time between formal inspections.

(Published in 17 F. R. 5005, June 4, 1952, effective June 15, 1952; amended in 22 F. R. 3172, May 4, 1957, effective May 15, 1957.

52.13 *Nontransferability of certificate.* A repair station certificate is not transferable.

52.13–1 *Nontransferability of certificate (FAA interpretations which apply to sec. 52.13).* An amended repair station certificate will be required when a corporation holding a repair station certificate sells or transfers all its assets, including the repair station, to another person, or all members of a copartnership sell their interest in the repair station to other persons. In the above cases an application for an amended repair station certificate must be made by the new owners of the business, and the procedure given in section 52.5–1 must be followed.

(Published in 17 F. R. 5005, June 4, 1952, effective June 15, 1952.)

Domestic Certificate Requirements

52.20 *Requirements for issuance of certificate.* No certificate for a repair station to be located within the United States shall be issued until the requirements of sections 52.21 through 52.25 and sections 52.30 through 52.36, as appropriate, are met.

52.20–1 *General (FAA policies which apply to sec. 52.20).* The FAA will not issue a repair station certificate to an applicant unless the inspecting inspector finds that all the requirements of this part have been complied with in all respects. Limitations found necessary because of operating conditions peculiar to a specific repair station will be considered when such limitations are fully compensated for by other factors and the standard is not lowered. In such cases the limitations will be noted appropriately upon the repair station's certificate.

(Published in 17 F. R. 5005, June 4, 1952, effective June 15, 1952; amended in 22 F. R. 3172, May 4, 1957, effective May 15, 1957.)

52.21 *Housing and facilities.* An applicant shall provide:

(a) Sufficient housing to accommodate the necessary equipment and material, and suitable working space for the performance of the work for which the repair station rating is sought;

(b) Suitable facilities for the proper storage, segregation, and protection of materials, parts, and supplies; and

(c) Suitable facilities for the proper protection of parts and subassemblies during disassembly, cleaning, inspection, repair, alteration, and assembly.

52.21–1 *Housing and facilities (FAA interpretations which apply to sec. 52.21).* (a) *General.* The objectives of section 52.21 are to assure that the work being accomplished is protected at all times from the elements (rain, snow, wind, dust, and heat); that the workers are so protected that their physical efficiency will not impair the quality of work performed; and that any maintenance operation will have the proper facilities for its efficient accomplishment.

(Published in 17 F. R. 5005, June 4, 1952, effective June 15, 1952; amended in 18 F. R. 950, Feb. 18, 1953, effective Mar. 1, 1953.)

52.21–2 *Working space, storage facilities, and parts protection (FAA interpretations which apply to sec. 52.21).* (a) *Working space.* (1) *Shop space.* Shop space is defined as that space

in a repair station to which the location of machine tools and equipment is assigned and where the largest volume of bench work is accomplished. This space does not have to be partitioned, but the machines or equipment may be required to be segregated under certain conditions. For example, machines or equipment must be segregated when:

(i) Machine or woodwork is performed so close to the assembly area that chips, etc. might inadvertently fall into assembled or partially assembled work.

(ii) Parts cleaning units, unpartitioned, are close to other operations.

(iii) Fabric work is done in an area where oils and greases are present.

(iv) Painting and spraying is done in an area so arranged that paint or paint dust can fall on assembled or partially assembled work.

(v) Paint spraying, cleaning or machining operations are conducted so close to testing operations that the precision of test equipment may be affected.

(2) *Assembly space.* Assembly space is defined as that space in a repair station in which the largest volume of final assembly work is accomplished. The assembly space must be ample to accommodate the largest item being worked on, appropriate to the class of rating for which the repair station is certificated. The assembly space must be an enclosed structure that will meet the objectives as stated in section 52.21–1.

(b) *Storage facilities.* Storage facilities include those areas of the repair station to which is allocated, exclusively, the storage of standard parts, spare parts, and raw materials. These areas must be separate from the shop and working space. They must be so organized that only acceptable parts and supplies will be issued to the job in process. Standard good practice for the proper protection of material in storage must be followed at all times.

(c) *Parts protection.* All parts in process of disassembly, assembly, or awaiting assembly or disassembly must be properly stored and protected to eliminate the possibility of damage to the parts.

(d) *Ventilation.* Shop, assembly, and storage areas must be suitably ventilated so that the physical efficiency of the workers will not be impaired.

(e) *Lighting.* All work being accomplished must be illuminated sufficiently so as not to adversely affect the quality of the job being accomplished.

(f) *Temperature control.* The temperature of the shop and assembly space must be so controlled as to not impair the quality of work. Where special maintenance operations are performed, such as fabric work, painting, etc., the temperature and humidity control must be adequate to assure the airworthiness of the article undergoing maintenance.

(Published in 17 F. R. 5005, June 4, 1952, effective June 15, 1952; amended in 18 F. R. 951, Feb. 18, 1953, effective Mar. 1, 1953; amended in 24 F. R. 2903, Apr. 16, 1959, effective Apr. 16, 1959.)

52.21–3 *Special housing and facility requirements (FAA interpretations which apply to sec. 52.21).* (a) *Airframe repair stations.* In addition to the requirements of sections 52.21–1 and 52.21–2, airframe repair stations must have suitable permanent type housing sufficient to accommodate at least one of the heaviest aircraft within the weight class of the repair station rating. For example, a repair station with an airframe rating, Class 1, must be able to house at least one aircraft with a gross weight of 12,500 pounds. If the repair station's location is such that climatic conditions permit work to be accomplished outdoors, permanent type work docks will be acceptable provided such work docks meet the objective as stated in section 52.21–1.

(b) *Engine repair stations.* In addition to the requirements of sections 52.21–1 and 52.21–2, engine repair stations must provide suitable racks or stands for the purpose of segregating complete engine assemblies from each other during assembly and disassembly operations. Covers must also be provided for the protection of parts awaiting assembly or during assembly to prevent dust or other foreign particles from entering or falling upon these parts.

(c) *Propeller repair station.* In addition to the requirements of sections 52.21–1 and 52.21–2, propeller repair stations must have suitable stands, racks, or other fixtures for the proper storage of propellers after repair or overhaul.

(d) *Instrument repair stations.* In addition to the requirements of sections 52.21–1 and 52.21–2, instrument repair stations should, if possible, be air-conditioned. Where air conditioning is not installed in the shop allocated to final assembly, such space must be reasonably dust free. Shop and assembly areas must be kept clean at all times in order to reduce the possibility of the entrance of foreign particles into instrument assemblies.

(e) *Accessory repair stations.* In addition to the requirements of sections 52.21–1 and 52.21–2, accessory repair stations must provide suitable trays, racks or stands for the purpose of segretating complete assemblies from each other during assembly and disassembly operations. Covers must also be provided for the protection of parts awaiting assembly or during assembly to prevent dust or other foreign particles from entering or falling upon these parts.

(f) *Radio repair stations.* In addition to the requirements of sections 52.21–1 and 52.21–2, radio repair stations must provide storage facilities which will assure the protection of parts, components, and complete units susceptible to deterioration from dampness or moisture.

(Published in 17 F. R. 5006, June 4, 1952, effective June 15, 1952; amended in 18 F. R. 951, Feb. 18, 1953, effective Mar. 1, 1953; amended in 24 F. R. 2903, Apr. 16, 1959, effective Apr. 16, 1959.)

52.22 *Personnel.* (a) Each applicant shall have adequate personnel competent to perform, supervise, and inspect the work for which the repair station is rated.

(b) Any individual who is directly in charge of the inspection, maintenance, overhaul, or repair functions shall have had at least 18 months of practical experience with the procedures, practices, inspection methods, materials, tools, machine tools, and equipment generally used in such functions as are related to the work for which the repair station is rated.

(c) Any individual who is directly in charge of inspection, maintenance, overhaul, or repair functions shall be either an appropriately certificated mechanic or an appropriately certificated repairman.

(d) In addition to the requirements of paragraph (b) of this section, at least one of the individuals performing such functions under a repair station certificate with an airframe rating shall also possess experience in the methods and procedures prescribed by the Administrator for returning aircraft to service after 100-hour, periodic, and progressive inspections, and the issuance of other flight authorizations.

52.22–1 *Personnel (FAA interpretations which apply to sec. 52.22).* (a) *General.* An objective of this part is to place greater responsibility for the repair station's performance on the responsible managing officials. To this end it is essential that repair station officials give careful consideration to the qualifications and competency of individuals in their employ. The primary responsibility for the satisfactory performance of a worker will be the repair station's.

(b) *Required number of personnel.* The number of repair station personnel will vary according to the type of work and volume engaged in. However, a repair station must provide a sufficient number of properly qualified employees in keeping with the volume of work in process. This number must not be reduced beyond the number required for the production of airworthy work performed in an efficient manner.

(c) *Supervisory personnel.* The repair station must provide a sufficient number of competent supervisors over all phases of the repair station's activities. These supervisors need not exercise overall supervision at a management level, but must exercise direct supervision over working groups. When apprentices are utilized in working groups engaged in assembly operations, or other operations which might be critical to the safety of the aircraft, the repair station must provide at least one competent supervisor for each ten apprentices. This ratio need not apply where apprentices have been integrated into working groups composed essentially of experienced workers.

(d) *Experience requirements for supervisors.* Supervisors directly in charge of maintenance operations must have at least 18 months of experience with the procedures, practices, inspection methods, materials, tools, machine tools and equipment generally used in such functions as related to the work for which the repair station is rated. Experience obtained as an apprentice or student mechanic is not considered acceptable. It is the responsibility of the repair station to determine the competency

of its supervisory personnel. However, the inspecting Flight Operations and Airworthiness Inspector may at his discretion determine such competency and ability by requesting the submission of employment and experience records of the individual or by personal examination or test.

(e) *Competency of nonsupervisory personnel.* The repair station must determine the competency of all uncertificated workers engaged in maintenance operations under the terms of a repair station certificate. Competency should be determined on the basis of practical examination or authentic employment record.

(f) Deleted.

(g) *Special requirements for limited ratings.* Since a limited rating is based on the ability of a repair station to perform a specialized service to a particular aircraft, engine or component, or perform a maintenance technique requiring special knowledge and equipment, all limited repair stations must provide personnel having detailed knowledge of the particular maintenance function or technique for which the rating is issued. The individual may obtain such knowledge by attending a factory school or by obtaining the equivalent knowledge through long experience with the product or technique involved.

(Published in 17 F. R. 5006, June 4, 1952, effective June 15, 1952; amended in 18 F. R. 951, Feb. 18, 1953, effective Mar. 1, 1953; amended in 21 F. R. 3184, May 15, 1956, effective July 17, 1956; amended 22 F. R. 3172, May 4, 1957, effective May 15, 1957.)

52.23 *Recommendation of certificated repairman.* A certificated repairman shall be recommended in accordance with the provisions of Subpart B of Part 24 of this subchapter.

52.23–1 *Recommendation of certificated repairman (FAA interpretations which apply to sec. 52.23).* At the time of making application for a repair station certificate, the applicant must recommend and certify one or more individuals to the FAA, at or above the level of shop foreman or department head, stating that they are competent to perform and supervise the work to which they are assigned. The repair station should not certify personnel below the level of shop foreman or department head. The FAA will issue certificates to individuals so recommended by the repair station.

(Published in 17 F. R. June 4, 1952, effective June 15, 1952.)

52.24 *Records of supervisory and inspection personnel.* Each repair station shall maintain current records of personnel who are directly in charge of maintenance, repair, inspection, or alteration and shall furnish copies of any personnel changes thereof to the Administrator in a manner and form prescribed by him. These records shall contain such information concerning the qualifications of each such individual as is necessary to show compliance with the experience qualifications of this subchapter. No certificated repair station shall utilize the services of an individual directly in charge of maintenance, repair, inspection, or alteration unless current records are maintained for such individuals as required in this section.

52.24–1 *Records of supervisory and inspection personnel (FAA rules which apply to secs. 52.5 and 52.24).* (a) *Employment records.* An applicant for a repair station certificate shall provide and a repair station shall maintain, a roster of all supervisory and inspection personnel. The roster of supervisory personnel shall include officials of the repair station responsible for its management, in addition to technical supervisors such as foremen, crew chiefs, etc. In regard to inspection personnel, the roster shall include the names of the chief inspector in addition to those inspectors responsible for making final determinations as to airworthiness of an article prior to its release for service. An employment summary shall also be provided for each individual on the roster. The summary shall include the following:

(1) Scope of present assignment (e. g., airframe overhaul, airframe final assembly, engine inspection department, airframe final inspection).

(2) Present title (e. g., chief inspector, metal shop foreman, engine test crew chief, etc.).

(3) Total experience in years on scope of work assigned.

(4) Past employment record, giving places and term of employment by month and date.

(5) Type and serial number of FAA certificates held (e. g., A&P 12175.)

(b) *Roster changes.* The repair station shall change the roster called for in paragraph (a) of this section, under the following conditions:

(1) When the employment of an individual named on the roster has been terminated.

(2) When an individual is assigned to duties which require the addition of his name to the roster.

(3) When any appreciable change takes place in the duties and scope of assignment of an individual named on the roster.

(c) *Maintenance of records.* The roster and employment summaries required by paragraph (a) of this section and any changes made in accordance with paragraph (b) of this section, shall be submitted to the local Flight Operation's and Airworthiness Inspector for personnel evaluation and shall thereafter be retained in the repair station administrative office. The current roster and employment summaries shall be made available for inspection by any authorized representative of the Administrator or Board on request.

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52.25 *Inspection system.* An applicant for a repair station certificate shall have an inspection system adequate for satisfactory quality control.

52.25–1 *Inspection system (FAA interpretations which apply to sec. 52.25).* (a) *Inspection personnel.* Inspection personnel must be thoroughly familiar with all inspection methods, techniques, and equipment used in their specialty to determine the quality or airworthiness of an article undergoing maintenance or alteration. Inspection personnel must also maintain proficiency in the use of various types of inspection aids. They must also have available and be familiar with current specifications, involving inspection tolerances, limits and procedures, as set forth by the manufacturer of the product undergoing inspection, or other forms of inspection information such as FAA airworthiness directives, bulletins, etc. Where magnetic, fluorescent, or other forms of mechanical inspection devices are used, the operator-inspector must be skilled in the operation of such equipment and must be competent to properly interpret defects indicated by such equipment.

(b) *Inspection of incoming material.* A repair station must provide a satisfactory method of inspecting incoming material to the extent found necessary to insure that all incoming material is in a good state of preservation and free from any apparent defects or malfunctioning prior to being placed in stock for use in any aircraft or component.

(c) *Preliminary inspection.* A repair station must provide a method whereby all items undergoing maintenance are given a preliminary inspection to determine the state of preservation or defects of the item involved. The results of this inspection must be entered on an appropriate form supplied by the repair station, which must remain with the item undergoing maintenance until it is released to service.

(d) *Inspection for hidden damage.* Prior to the commencement of any work, all airframes, powerplants, or other components that have been involved in an accident must be given a searching inspection for hidden damage, including areas adjacent to the obviously damaged members or components. The results of this inspection must be recorded on the appropriate inspection form mentioned in paragraph (c) of this section.

(e) *Inspection procedures manual.* Upon application for a repair station certificate, an applicant must prepare an inspection procedures manual, which must be maintained in a current condition at all times thereafter. This manual should not be confused with the type that contains detailed inspection standards or instructions for a particular airframe, powerplant, accessory, etc. The procedures manual must explain the internal inspection system of the repair station in a form that is readily understood by any employee of the repair station. It must state in detail the repair station's inspection system, including the continuity of inspection responsibility, samples of inspection forms, and their method of execution. In addition, the manual must contain all items under paragraphs (a) through (d) of this section. The procedures manual should refer, when

necessary, to the appropriate manufacturer's inspection standards for the overhaul or repair of the particular article involved. A repair station must provide copies of this manual for all supervisory and inspection personnel, and must assure that these individuals are thoroughly familiar with its contents. The manual must also be made available to personnel other than supervisors or inspectors, so that they may be familiar with the inspection system.

(Published in 17 F. R. June 4, 1952, effective June 15, 1952; amended in 18 F. R. 951, Feb. 18, 1953, effective Mar. 1, 1953.)

52.26 *Ratings.* The following repair station ratings shall be issued:

(a) Airframe: (1) Class 1: Composite construction up to and including 12,500 lbs. maximum certificated take-off weight;

(2) Class 2: Composite construction above 12,500 lbs. maximum certificated take-off weight;

(3) Class 3: All-metal construction up to and including 12,500 lbs. maximum certificated take-off weight;

(4) Class 4: All-metal construction above 12,500 lbs. maximum certificated take-off weight.

(b) Powerplant: (1) Class 1: Reciprocating engines up to and including 400 horsepower;

(2) Class 2: Reciprocating engines above 400 horsepower;

(3) Class 3: Turbine engines.

(c) Propeller: (1) Class 1: Fixed-pitch type;

(2) Class 2: All other types, by make.

(d) Radio: [2] (1) Class 1: Communication equipment;

(2) Class 2: Navigational equipment;

(3) Class 3: Radar.

(e) Instrument: (1) Class 1: Mechanical;

(2) Class 2: Electrical;

(3) Class 3: Gyroscopic;

(4) Class 4: Electronic.

(f) Accessory: (1) Class 1: Mechanical, by type;

(2) Class 2: Electrical, by type;

(3) Class 3: Electronic, by type.

52.26–1 *Ratings (FAA interpretations which apply to sec. 52.26 (c) through (f)).* (a) *General.* The purpose of this section is to explain the types of propellers, radio equipment, instruments, and accessories which are set forth by classes under the appropriate ratings.

(b) *Propeller.* (1) *Class 1; fixed-pitch type.* Fixed-pitch type means all propellers, either of wood, metal or composite construction, including those propellers whose pitch is adjustable on the ground only and not controllable otherwise. Examples: Hartzell, McCauley, and Curtiss-Reed.

(2) *Class 2; other types by make.* This means all controllable propellers. A repair station will be rated for each specific make of controllable propeller it is equipped and able to service. Examples: Hamilton-Standard, Curtiss Electric, Aero Products, Koppers, etc.

(c) *Radio.* (1) *Class 1; communication equipment.* Communication equipment means any radio transmitting and/or receiving equipment used in aircraft to receive or transmit communication in flight, regardless of carrier frequency and type of modulation utilized. It also includes auxiliary and related equipment such as aircraft interphone systems, voice power amplifier systems, electrical or electronic intercrew signaling devices and similar equipment. It does not include any apparatus or device used for the navigation of aircraft or as an aid to navigation. It does not include equipment used to measure altitude terrain clearance or other measuring apparatus or devices operating upon either radio or radar principles, nor does it include mechanical, electrical, gyroscopic, and electronic instruments which may form a part of communications radio equipment.

(2) *Class 2; navigational equipment.* Navigational equipment means any radio system used in aircraft to accomplish or assist in en route and approach navigation of an aircraft, except such equipment which operates on radar or pulsed radio frequency principles. It does not

[2] The Communications Act of 1934, as amended, and the rules and regulations of the Federal Communications Commission require that all transmitter adjustments or tests during or coincident with the installation, servicing, or maintenance of a radio station licensed by the Federal Communications Commission which may affect the proper operation of such station shall be made by or under the immediate supervision and responsibility of a person holding a first- or second-class radio operator license issued by the Federal Communications Commission, either radiotelephone or radiotelegraph as may be appropriate for the class of station concerned, who shall be responsible for the proper functioning of the station equipment.

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include equipment used to measure altitude terrain clearance or other distance measuring apparatus or devices operating either on pulsed radio frequency or radar principles.

(3) *Class 3; radar equipment.* Radar equipment means any aircraft electronic system operating from either radar or pulsed radio frequency principles.

(d) *Instruments.* (1) *Class 1; mechanical.* Mechanical instruments mean any of the following types used on aircraft or for the operation of aircraft: Diaphragm, bourdon tube, optical and power driven centrifugal, averoid type. Examples of these instruments are tachometers, air speed indicators, pressure gauges, drift sights, magnetic compasses, altimeters, etc.

(2) *Class 2; electrical.* Electrical instruments mean any instrument of the following types: Syncro-style and electrical indicating instruments and systems. Examples of these instruments are the various remote indicating instruments, cylinder head temperature gauges, etc.

(3) *Class 3; gyroscopic.* Gyroscopic instruments mean any instrument or instrument system employing the gyroscopic principle and motivated by either air pressure or electrical energy. Examples are: Automatic pilot control units, turn and bank indicators, directional gyros and their components, flux gate and gyrosyn compasses.

(4) *Class 4; electronic.* Electronic instruments mean any instrument whose operations depend upon the use of an electron tube or similar device. Examples: Capacitance type quantity gauges, system amplifiers, engine analyzers.

(e) *Accessory.* (1) *Class 1; mechanical.* Mechanical accessories mean those accessories which depend on friction, hydraulics, mechanical linkage, or pneumatic pressure for their operation. Examples: Aircraft wheel brakes, mechanically driven pumps, carburetors, aircraft wheel assemblies, shock absorber struts, hydraulic servo units.

(2) *Class 2; electrical.* Electrical accessories mean any accessories depending on electrical power for their operation, and generators. Examples: Starters, voltage regulators, electric motors, electrically driven fuel pumps, magnetos, etc.

(3) *Class 3; electronic.* Electronic accessories mean any accessories whose operations depend upon the use of an electron tube or similar device. Examples: Supercharger, temperature regulating, and air conditioning controls, etc.

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52.27 *Limited ratings.* Ratings may be issued with appropriate limitations, where found appropriate by the Administrator, to a repair station which engages solely in the maintenance, repair, or alteration of a particular type of airframe, powerplant, propeller, radio, instrument, accessory, or the components thereof, or engages in a specialized service with respect to the maintenance, repair, or alteration of an aircraft, or the components thereof.

52.27–1 *Limited ratings (FAA policies which apply to sec. 52.27).* (a) *General.* The type of work for which the Administrator considers a limited rating appropriate is listed in this section. This list may be revised from time to time as the needs of the industry dictate. If a particular activity is not included on the list, an applicant should apply in the manner stated in section 52.5–1, and the application will be submitted to the FAA's Washington office for further study. When the Administrator finds that the applicant's request for such a rating is appropriate, the Administrator may authorize a rating not covered in this section.

(b) *Scope of limited ratings.* All limited ratings are issued for the maintenance, inspection, repair and alteration of an aircraft, engine or other component. In addition, ratings may be issued for some special repair, maintenance technique or process which requires equipment and skills not normally found in regular repair stations. Limited ratings may be issued for a specific model aircraft, engine, or component, or they may be issued for a number of products produced by a particular manufacturer.

(c) *List of appropriate limited ratings.* (1) Airframes of a particular make and model.

(2) Engines of a particular make and model.

(3) Propellers of a particular make and model.

(4) Instruments of a particular make and model.

(5) Radio equipment of a particular make and model.

(6) Accessories of a particular make and model.

(7) Landing gear component overhaul and repair.

(8) Float overhaul and repair, by make.

(9) Nondestructive inspection, testing, and processing.

(10) Emergency equipment overhaul and repair.

(11) Rotor blade overhaul and repair, by make and model.

(12) Aircraft fabric work.

(d) *Acceptable specifications.* For a limited rating for specialized services, the operations specifications (Form ACA–390.1) will also contain the specification to be used by the repair station in performing the specialized services for which it is rated. This specification may be a civil or military specification currently used by the industry and which is acceptable to the Administrator or a specification developed by the applicant and approved by the Administrator.

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52.30 *Equipment and materials; general.* An applicant for a repair station certificate shall have such equipment and materials as are necessary for the competent and efficient performance of the functions appropriate to the rating or ratings sought.

52.30–1 *Equipment and materials (FAA interpretations which apply to sec. 52.30).* (a) *General.* The objective of this section is to assure that a repair station has adequate equipment and materials, proportionate to the volume of work undertaken, to do any job within the scope of its ratings. The equipment and material must be of such type that the work for which they are being used can be performed in a competent, efficient manner. All inspection and test equipment must be checked at regular intervals to insure correct calibration. Equipment and materials required for the various ratings must be located on the premises of the repair station and must also be under the full control of such station, unless the equipment and materials are used in a function which the repair station is authorized under this part to contract to outside agencies. In this event the repair station will be responsible for the airworthiness of the article unless the contractor is an appropriately rated repair station. The applicant will have the responsibility of choosing suitable tools and equipment (which may be either equipment or tools recommended by a manufacturer in the overhaul or repair of his product or the equivalent of such equipment or tools) to accomplish the specific functions that are set forth in the following sections. The inspecting FAA inspector will determine if these tools, equipment, and materials are satisfactory within the intent of this regulation.

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52.31 *Equipment and materials; airframe rating.* An applicant for an airframe rating shall be equipped to perform maintenance, repair, inspection, or alteration operations on such of the following as are appropriate to the rating sought:

(a) Steel structural components;
(b) Wood structure;
(c) Alloy skin and structural components;
(d) Fabric covering;
(e) Control systems;
(f) Landing gear systems;
(g) Electric wiring systems;
(h) Assembly operations.

52.31–1 *Equipment and materials; airframe rating (FAA interpretations which apply to sec. 52.31).* (a) *General.* An applicant for any class of airframe rating must provide equipment and materials for the competent and efficient performance of the following job functions within the class of rating applied for. An asterisk (*) indicates that the applicant need not have equipment and materials on his premises for this function provided he contracts that particular type work to an outside agency having such equipment and materials.

(b) *Class 1; composite construction up to and including 12,500 pounds maximum certificated weight.* (1) *Steel structural components.*

Repair or replace steel tubes and fittings, using the proper welding techniques when appropriate.
Anticorrosion treatment of the interior and exterior of steel parts.
Metal plating or anodizing.*
Simple machine operations such as making bushings, bolts, etc.
Complex machine operations involving the use of planers, shapers, milling machines, etc.*
Fabricate steel fittings.
Abrasive air blasting and chemical cleaning operations.*
Heat treatment.*
Magnetic inspection.*
Repair or rebuild metal tanks.*

(2) *Wood structure.*

Splice wood spars.
Repair ribs and spars (wood).
Fabricate wood spars.*
Repair or replace metal ribs.
Interior alignment of wings.
Repair or replace plywood skin.
Treatment against wood decay.

(3) *Alloy skin and structural components.*

Repair and replace metal skin, using power tools and equipment.
Repair, replace, and fabricate alloy members and components such as tubes, channels, cowling, fittings, attach angles, etc.
Alignment of components, using jigs or fixtures as in the case of joining fuselage sections or other similar operations.
Make up wooden forming blocks or dies.
Fluorescent inspection of alloy components.*

(4) *Fabric covering.*

Repairs to fabric surfaces.
Recovering and refinishing of components and entire aircraft.*

(5) *Control systems.*

Renewing control cables, using swaging and splicing techniques.
Rigging complete control system.
Renewing or repairing all control system hinge point components such as pins, bushings, etc.
Install control system units and components.

(6) *Landing gear systems.*

Renew or repair all landing gear hinge point components and attachments such as bolts, bushings, fittings, etc.
Overhaul and repair elastic shock absorber units.
Overhaul and repair hydraulic-pneumatic shock absorber units.*
Overhaul and repair brake system components.*
Conduct retraction cycle tests.
Overhaul and repair electrical circuits.
Overhaul and repair hydraulic system components.*
Repair or fabricate hydraulic lines.

(7) *Electric wiring systems.*

Diagnose malfunctions.
Repair or replace wiring.
Installation of electrical equipment.
Bench check electrical components (this check is not to be confused with the more complex functional test after overhaul).

(8) *Assembly operations.*

Assembly of airframe component parts such as landing gear, wings, controls, etc.
Rigging and alignment of airframe components, including the complete aircraft and control system.
Installation of powerplants.
Installation of instruments and accessories.
Assembly and fitting of cowling, fairings, etc.
Repair and assembly of plastic components such as windshields, windows, etc.
Jack or hoist complete aircraft.
Conduct aircraft weight and balance operations (this function will be conducted in draft-free area).*
Balance control surfaces.

(c) *Class 2; composite construction above 12,500 pounds maximum certificated weight.* The various job functions under this class for which appropriate equipment and materials are required, are the same as under Class 1.

(d) *Class 3; all metal construction up to and including 12,500 pounds maximum certificated weight.* The various job functions under this class for which appropriate equipment and materials are required, are the same as under Class 1.

(e) *Class 4; all metal construction above 12,500 pounds maximum certificated weight.* The various job functions under this class for

which appropriate equipment and materials are required, are the same as under Class 1.

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52.32 *Equipment and materials; powerplant rating.* An applicant for a powerplant rating shall be equipped, as appropriate to the rating sought, to:

(a) Maintain, repair, and alter powerplants, including replacement of parts;

(b) Inspect all parts, using appropriate inspection aids;

(c) Accomplish routine machine work;

(d) Perform assembly operations; and

(e) Test overhauled powerplants in compliance with manufacturers' recommendations or shall have made arrangements suitable to the Administrator for the performance of this function in lieu thereof.

52.32–1 *Equipment and materials; powerplant rating (FAA interpretations which apply to sec. 52.32).* (a) *General.* An applicant for all classes of powerplant ratings must provide such equipment and materials as are necessary for the competent and efficient performance of the following job functions within the class of rating applied for. An asterisk (*) indicates that the applicant need not have equipment and materials for that function provided he contracts the particular function to an outside agency having such equipment and materials.

(b) *Class 1; Engines up to and including 400 horsepower.* (1) *Maintain, repair, and alter powerplants, including replacement of parts.*

Chemical and mechanical cleaning.
Disassembly operations.
Replacement of valve guides and seats.
Replacement of bushings, bearings, pins, inserts, etc.
Plating operations (copper, silver, cadmium, etc.).*
Heating operations (involving the use of recommended techniques requiring controlled heating facilities).
Chilling or shrinking operations.
Removal and replacement of studs.
Inscribing or affixing identification information.
Painting of powerplants and components.
Anticorrosion treatment for parts.
Replacement and repair of powerplant alloy sheet metal and steel components such as baffles, fittings, etc.*

(2) *Inspect all parts, using appropriate inspection aids.*

Magnetic, fluorescent and other acceptable inspection aids.*
Precise determination of clearances and tolerances of all parts.
Inspection for alignment of connecting rods, crankshafts, impeller shafts, etc.
Balancing of parts, including crankshafts, impellers, etc.*
Inspection of valve springs.

(3) *Accomplish routine machine work.*

Precision grinding, honing and lapping operations (includes crankshaft, cylinder barrels, etc.).*
Precision drilling, tapping, boring, milling and cutting operations.
Reaming of inserts, bushings, bearings and other similar components.
Refacing of valves.

(4) *Perform assembly operations.*

Valve and ignition timing operations.
Fabricate and test ignition harnesses.
Fabricate and test rigid and flexible fluid lines.
Prepare engines for long- or short-term storage.
Functional check powerplant accessories (this check is not to be confused with the more complex performance test of overhaul).*
Hoist engines by mechanical means.
Install engines in aircraft.* [1]
Align and adjust engine controls.* [1]

(5) *Test overhauled powerplants in compliance with manufacturers' recommendations.* The test equipment will be the same as recommended by the manufacturers of the particular engines undergoing test or equivalent equipment that will accomplish the same purpose. The testing function may be performed by the repair station itself, or may be contracted to an outside agency. In either case the repair station will be responsible for the final acceptance of the tested engine.

(c) *Class 2; engines above 400 horsepower.* The various job functions under this class, for which appropriate equipment and materials are required, are the same as under Class 1.

[1] These functions, when completed, must be inspected by either an appropriately rated certificated mechanic or certified repairman. Persons supervising or inspecting these functions must be thoroughly familiar with the pertinent installation details involved.

(d) *Class 3; turbine engines.* Functional and equipment requirements for turbine engines will be governed entirely by the recommendations of the manufacturer, including techniques, inspection methods, and test.

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52.33 *Equipment and materials; propeller rating.* An applicant for a propeller rating shall be equipped, as appropriate to the rating sought, to:

(a) Maintain, repair, and alter, including installation and the replacement of parts:

(b) Inspect components, using appropriate inspection aids;

(c) Repair or replace components;

(d) Balance; and

(e) Test propeller pitch-changing mechanisms in compliance with manufacturers' recommendations or shall have made arrangements suitable to the Administrator for the performance of this function in lieu thereof.

52.33–1 *Equipment and materials; propeller rating (FAA interpretations which apply to sec.* 52.33). (a) *General.* An applicant for all classes of propeller ratings must provide equipment and materials for the competent and efficient performance of the following job functions within the class of rating applied for. An asterisk (*) indicates that the applicant need not have equipment and materials for this function provided he contracts that particular function to a competent outside agency having such equipment and materials.

(b) *Class 1; fixed-pitch propellers.* (1) *Maintain, repair and alter propellers, including installation and the replacement of parts.*

Replace blade tipping.
Refinish wood propellers.
Make wood inlays.
Refinish plastic blades.
Straighten bent blades within repairable tolerances.
Modify blade diameter and profile.
Polish and buff.
Painting operations.
Remove from and reinstall on powerplants.

(2) *Inspect components, using appropriate inspection aids.*

Inspect propellers for conformity with manufacturer's drawings and specifications.
Inspect hubs and blades for failures and defects, using magnetic or fluorescent inspection devices.*
Inspect hubs and blades for failures and defects, using all visual aids, including the etching of parts.
Inspect hubs for wear of splines or keyways or any other defect.

(3) *Repair or replace components.* (Not applicable to this class).

(4) *Balance propellers.*

Test for proper track on aircraft.

Test for horizontal and vertical unbalance (this test will be accomplished with the use of precision equipment).

(5) *Test propeller pitch-changing mechanisms.* (Not applicable to this class.)

(c) *Class 2; all other types by make.* (1) *Maintain, repair, and alter propellers, including installation and the replacement of parts.*

All functions listed under Class 1 of paragraph (b) (1) of this section when applicable to the make and model for which rated.
Properly lubricate moving parts.
Assemble complete propeller and subassemblies, using special tools when required.

(2) *Inspect components, using appropriate inspection aids.* All functions listed under Class 1 of paragraph (b) (2) of this section when applicable to the make and model for which rated.

(3) *Repair or replace component parts.*

Replace blades, hubs, or any of their components.
Replace or repair anti-icing devices.
Remove nicks or scratches from blades.
Repair or replace electrical propeller components.

(4) *Balance propellers.* All functions listed under Class 1 of paragraph (b) (4) of this section, when applicable to the make and model for which rated.

(5) *Test propeller pitch changing mechanism.*

Test hydraulically, propellers and components.
Test electrically operated propellers and components.
Test of constant speed devices.*

(Published in 17 F. R. 5010, June 4, 1952, effective June 15, 1952; amended in 24 F. R. 2903, Apr. 16, 1959, effective Apr. 16, 1959.)

52.34 *Equipment and materials; radio rating.* An applicant for a radio rating shall be equipped, as appropriate to the rating sought, to:

(a) Diagnose malfunctions;

(b) Maintain, repair, and alter, including installation and the replacement of parts;

(c) Inspect and test;

(d) Make frequency checks; and

(e) Perform such calibrations as are necessary for the proper operation of equipment.

52.34–1 *Equipment and materials; radio rating (FAA interpretations which apply to sec. 52.34.* (a) *General.* An applicant for all classes of radio ratings must provide equipment and materials for the competent and efficient performance of the following job junctions within the class of rating applied for. An asterisk (*) indicates that the applicant need not have equipment and materials for this function, provided he contracts that particular function to a competent outside agency having such equipment and materials.

(b) *Class 1; communications equipment.* (1) *Diagnose radio malfunctions.*

Check aircraft wiring, antennas, connectors, relays and other associated radio components to detect installation faults.

Check engine ignition systems and aircraft accessories to determine sources of electrical interference.

Check aircraft power supplies for adequacy and proper functioning.

(2) *Maintain, repair, and alter radios, including installation and the replacement of parts.*

Overhaul, test and check dynamotors, inverters, and other radio rotary electrical apparatus.*

Paint and refinish equipment containers.*

Accomplish appropriate methods of marking calibrations, or other information on radio control panels and other components, as required.*

Make and reproduce drawings, wiring diagrams and other similar material required to record alterations and/or modifications to radios (photographs may be used in lieu of drawings when it will serve as an equivalent or better means of recording).*

Fabricate tuning shaft assemblies, brackets, cable assemblies, and other similar components used in radios or aircraft radio installations.*

Align tuned circuits (RF and IF).

Test and repair head sets, speakers, and microphones.

Install and repair aircraft antennas.

Install complete radio systems in aircraft and prepare weight and balance reports* (that phase of radio installation requiring alterations to the aircraft structure must be performed, supervised and inspected by qualified personnel).

Measure modulation values, noise and distortion in radios.

Measure audio and radio frequencies.

Measure radio transmitter power output.

Measure radio component values (inductance, capacitance, resistance, etc.).

Measure aircraft radio antenna, lead-in and transmission line direct current resistance by appropriate methods.

Determine proper aircraft radio antenna, lead-in and transmission line characteristics and locations for type of radio equipment to which connected.

Determine operational condition of radio equipment installed in aircraft by using appropriate portable test apparatus.

Determine proper location for radio antennas on aircraft.

(3) *Inspect and test radios.*

Perform physical inspection of radio systems and components by visual and mechanical methods.

Perform electrical inspection of radio systems and components by means of appropriate electrical and/or electronic test instruments.

Test radio instruments.*

Test all types of electronic tubes used in equipment appropriate to this rating.

Test electrical components of radios, such as resistors, condensers, transformers, chokes and other related items.

(4) *Make frequency checks.* Measure radio frequencies to appropriate tolerances and calibrate equipment to such tolerances when applicable.

(5) *Perform such calibrations as are necessary for the proper operation of radios.* This applies to all functions listed under subparagraphs (1), (2), (3), and (4) of this paragraph.

(c) *Class 2; Navigational equipment.* (1) *Diagnose radio malfunctions.* Provide equipment and material which are satisfactory to perform all functions listed under Class 1 of paragraph (b) (1) of this section.

(2) *Maintain, repair, and alter radios, including installation and the replacement of parts.*

Measure loop antenna sensitivity by appropriate methods.

Determine and compensate quadrantal error in aircraft direction finder radio equipment.

Measure radio frequency transmission line attentuation.

(3) *Inspect and test radios.* Provide equipment and material which are satisfactory to perform all functions listed under Class 1 of paragraph (b) (3) of this section.

(4) *Make frequency checks.* Provide equipment and material which are satisfactory to perform all functions listed under Class 1 of paragraph (b) (4) of this section.

(5) *Perform such calibrations as are necessary or the proper operation of radios.*

Calibrate instrument landing system equipment to approved performance standards.

Calibrate VHF navigational systems to approved performance standards.

Calibrate VHF marker beacon receiver systems to approved performance standards.

Calibrate any navigational equipment, approach aids or similar equipment, appropriate to this rating, to approved performance standards.

Determine wave forms and phase in radios when applicable.

(d) *Class 3; radar equipment.* (1) *Diagnose radio (radar) malfunctions.* Provide equipment and material which are satisfactory to perform all functions listed under Class 1 of paragraph (b) (1) of this section.

(2) *Maintain, repair, and alter radios (radar), including installation and the replacement of parts.*

Provide equipment and material which are satisfactory to perform all functions listed under Class 1 of paragraphs (b) (2) and (c) (2) of this section; also

Metal plate transmission lines, wave guides, and similar equipment, in accordance with appropriate specifications.

Pressurize appropriate radar equipment with dry air, nitrogen or other specified gases.

(3) *Inspect and test radios.* Provide equipment and material which are satisfactory to perform all functions listed under Class 1 of paragraph (b) (3) of this section.

(4) *Make frequency checks.* Provide equipment and material which are satisfactory to perform all functions listed under Class 1, of paragraph (b) (4) of this section.

(5) *Perform such calibrations as are necessary for the proper operation of radios.* Provide equipment and material which are satisfactory to perform all functions listed under Class 1 of paragraph (b) (5) of this section.

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52.35 *Equipment and materials; instrument rating.* An applicant for an instrument rating shall be equipped, as appropriate to the rating sought, to:

(a) Diagnose malfunctions;

(b) Maintain, repair, and alter, including installation and the replacement of parts; and

(c) Inspect, test, and calibrate.

52.35–1 *Equipment and materials; instrument rating (FAA interpretations which apply to sec. 52.35).* (a) *General.* An applicant for all classes of instrument ratings must provide equipment and materials for the competent and efficient performance of the following job functions, in accordance with pertinent specifications and manufacturers' recommendations, within the class of rating applied for. An asterisk (*) indicates that when the rating held by the repair station is not applicable to a particular instrument component, maintenance operations undertaken on the component may be contracted to a competent outside agency having adequate equipment and materials to perform the operations. For example, the maintenance operations required for Fluxgate compass and autopilot amplifier components may be so contracted.

(b) *Class 1; mechanical instruments.* (1) *Diagnose instrument malfunctions.* Equipment must be satisfactory to diagnose malfunctioning of the following instruments:

Rate of climb indicators.

Altimeters.

Air speed indicators.
Vacuum indicators.
Oil pressure gauges.
Fuel pressure gauges.
Hydraulic pressure gauges.
Deicing pressure gauges.
Pitot-static tube.
Direct indicating compasses.
Direct indicating tachometers.
Accelerometer.
Direct reading fuel quantity gauges.
Optical (sextants, drift sights, etc.).*

(2) *Maintain, repair, and alter instruments, including installation and replacement of parts.* Equipment and materials must be satisfactory to perform these functions on instruments listed under Class 1 of subparagraph (1) of this paragraph. The function of installation includes fabrication of instrument panels and other installation structural components. The repair station should be equipped to perform this function. However, it may be contracted to a competent outside agency equipped to perform the function.

(3) *Inspect, test and calibrate instruments.* Equipment and materials must be satisfactory to perform these functions on and off the aircraft, when appropriate, on all instruments under Class 1 of subparagraph (1) of this paragraph.

(c) *Class 2; electrical instruments.* (1) *Diagnose instrument malfunctions.* Equipment must be satisfactory to diagnose malfunctioning of the following instruments:
Tachometers.
Synchroscope.
Electric temperature indicators.
Electric resistance type indicators.
Moving magnet type indicators.
Resistance type fuel indicators.
Warning units (oil-fuel).
Selsyn systems and indicators.
Syncro style systems and indicators.
Remote indicating compasses.
Fuel quantity indicators.
Oil quantity indicators.
Radio indicators.
Ammeters.
Voltmeters.

(2) *Maintain, repair, and alter instruments, including installation and the replacement of parts.* Equipment and materials must be satisfactory to perform these functions on instruments listed under Class 2 of paragraph (c) (1) of this section. The function of installation includes fabrication of instrument panels and other installation structural components. The repair station should be equipped to perform this function. However, it may be contracted to a competent outside agency equipped to perform the function.

(3) *Inspect, test and calibrate instruments.* Equipment and materials must be staisfactory to perform these functions on and off the aircraft, when appropriate, on all instruments under Class 2 of paragraph (c) (1) of this section.

(d) *Class 3; gyroscopic instruments.* (1) *Diagnose instrument malfunctions.* Equipment must be satisfactory to diagnose malfunctioning of the following instruments:
Turn and bank indicators.
Directional gyros.
Horizon gyros.
Auto pilot control units and components.*
Remote reading direction indicators.*

(2) *Maintain, repair, and alter instruments, including installation and replacement of parts.* Equipment and materials must be satisfactory to perform these functions on instruments listed under Class 3 of paragraph (d) (1) of this section. The function of installation includes fabrication of instrument panels and other installation structural components. The repair station should be equipped to perform this function. However, it may be contracted to a competent outside agency equipped to perform the function.

(3) *Inspect, test and calibrate instruments.* Equipment and materials must be satisfactory to perform these functions on and off the aircraft, when appropriate, on all instruments under Class 3 of paragraph (d) (1) of this section.

(e) *Class 4; electronic instruments.* (1) *Diagnose instrument malfunctions.* Equipment must be satisfactory to diagnose malfunctioning of the following instruments:
Capacitance type quantity gauge.
Other electronic instruments.
Engine analyzers.

(2) *Maintain, repair and alter instruments, including installation and replacement of parts.* Equipment and materials must be satisfactory to perform these functions on instruments listed under Class 4 of paragraph (e) (1) of this section. The function of installation includes fabrication of instrument panels and other installation structural components. The repair station should be equipped to perform this function. However, it may be contracted to a competent outside agency equipped to perform the function.

(3) *Inspect, test and calibrate instruments.* Equipment and materials must be satisfactory to perform these functions on and off the aircraft, when appropriate, on all instruments listed under Class 4 of paragraph (e) (1) of this section.

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52.36 *Equipment and materials; accessory rating.* An applicant for an accessory rating shall be equipped, as appropriate to the rating sought, to:

(a) Diagnose malfunctions;

(b) Maintain, repair, and alter, including the replacement of parts; and

(c) Inspect, test, and, where necessary, calibrate.

52.36–1 *Equipment and materials; accessory rating (FAA interpretations which apply to sec. 52.36).* (a) *General.* An applicant for all classes of accessory ratings must provide equipment and materials for the competent and efficient performance of the following job functions, in accordance with pertinent specifications and the manufacturers' recommendations, within the class of rating applied for:

(b) *Class 1; mechanical accessories.* (1) *Diagnose accessory malfunctions.*

(2) *Maintain, repair and alter accessories, including installation and the replacement of parts.*

(3) *Inspect, test, and, where necessary, calibrate accessories.*

(c) *Class 2; electrical accessories.* (1) *Diagnose accessory malfunction.*

(2) *Maintain, repair and alter accessories, including installation and the replacement of parts.*

(3) *Inspect, test, and, where necessary, calibrate accessories.*

(d) *Class 3; electronic accessories.* (1) *Diagnose accessory malfunctions.*

(2) *Maintain, repair and alter accessories, including installation and the replacement of parts.*

(3) *Inspect, test, and, where necessary, calibrate accessories.*

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52.37 *Equipment and materials; limited ratings.* An applicant for a limited rating under any of the ratings and classes specified in section 52.26, or for such specialized services as are not covered under these ratings, shall have such equipment and material to accomplish the functions appropriate to the ratings sought which have been found to be appropriate by the Administrator.

52.37–1 *Equipment and materials; limited ratings (FAA interpretations which apply to sec. 52.37).* (a) *General.* When applying for any limited rating the applicant must have equipment and materials to perform any job function under the appropriate rating and class specified in sections 52.31–1 to 52.36–1, inclusive, or paragraph (b) of this section: *Provided,* That the applicant need not be equipped to perform any job function that is not applicable to the particular make or model article for which he desires a rating, where the applicant shows that such equipment and materials are not required under the recommendations of the manufacturer of the article involved. (See sec. 52.27–1 for list of appropriate limited ratings.)

EXAMPLE 1: If it were the policy of a particular manufacturer of an all metal aircraft to repair this aircraft by 100 percent replacement of parts, it would not be necessary for an applicant to have such metal forming equipment as brakes, shears, etc.

EXAMPLE 2: An applicant desires a limited rating for the overhaul and repair of landing gears. He would apply under a limited rating for landing gear overhaul. He would then be required to have equipment and materials to perform only those job functions within the class that would be applicable to the overhaul and repair of landing gears as set forth under airframe rating-landing gear systems.

(b) *Specialized services or techniques.* (1) *Magnetic and penetrant inspection.* Equipment

and materials required to perform inspections, using the following techniques or methods:
"Wet" and "dry" magnetic inspection techniques.
Residual and continuous methods.
Inspection of welds, both on and off the aircraft (this refers to portable equipment).

(2) *Emergency equipment overhaul and repair.* Equipment and materials required to perform following functions:

(i) Class 1:

(*a*) Inspection, minor repair and test of inflated equipment and containers.

(*b*) Repacking, remarking, resealing and restocking of life rafts.

(*c*) Weighing CO_2 containers.

(ii) Class 2:

(*a*) All functions under Class 1.

(*b*) Major repairs to all types of inflated equipment.

(*c*) Weighing, refilling and testing of CO_2 fire extinguishers, oxygen containers.

(3) *Rotor blade overhaul and repair.* Equipment, materials, methods and techniques are to be determined on the basis of the manufacturers' recommendations.

(4) *Aircraft fabric work.* Equipment and materials required to perform the following job functions:
Apply protective coatings to structure.
Machine stitch fabric panels.
Perform covering sewing and rib stitching operations.
Apply dope and paint, using temperature and humidity control equipment.
Install patches, grommets, tapes, hooks, etc.
Refinish aircraft components and entire aircraft.

(Published in 17 F. R. 5012, June 4, 1952, effective June 15, 1952; amended in 19 F. R. 2519, Apr. 30, 1954, effective Apr. 30, 1954.)

Domestic Repair Station Operating Rules

52.40 *Domestic repair station operating rules; general.* All certified repair stations located in the United States shall comply with the following operating rules.

52.41 *Privileges of certificate.* A certified repair station shall be authorized:

(a) To perform maintenance, repair, and alteration work on any airframe, powerplant, propeller, instrument, radio, or accessory for which it is rated; and

(b) To approve and return to service such airframe, powerplant, propeller, instrument, radio, or accessory after it has undergone maintenance, minor repair, or minor alteration; and

(c) To approve and return to service such airframe, powerplant, propeller, instrument, radio, or accessory after it has undergone a major repair or major alteration: *Provided,* That such major repair or major alteration has been accomplished in accordance with a manual, specification, or other technical data approved by the Administrator.

(d) To return aircraft to service after 100-hour, periodic, and progressive inspections and issue other flight authorizations in a form and manner approved by the Administrator: *Provided,* That this privilege shall apply only to those certified repair stations holding airframe ratings.

52.41–1 *Scope of authorized major repairs and major alterations (FAA interpretations which apply to sec. 52.41 (c)).* A repair station may approve and return to service an article to which a major repair or a major alteration has been accomplished only if such repair or alteration has been done in accordance with the manual, specifications, or other technical data approved by the Administrator. Examples of such approved data are manufacturers' service or maintenance manuals, drawings, service bulletins, FAA airworthiness directives, FAA specifications, or any other repair or alteration data previously approved by the Administrator. The repair station may also request approval for repairs and alterations of its own design and, once approved by the Administrator, may continue to exercise the privilege granted in section 52.41 (c). The repair station must determine that any technical data used have been approved by the Administrator.

(Published in 17 F. R. 5012, June 4, 1952, effective June 15, 1952.)

52.42 *Limitations of certificate.* A certificated repair station shall not perform any inspection, maintenance, repair, or alteration on any airframe, powerplant, propeller, instrument,

radio, or accessory for which such station is not rated, or any such work for which rated when such inspection, maintenance, repair, or alteration would require special technical data, equipment, or facilities not available to such station.

52.43 *Maintenance of facilities, equipment, and material.* The holder of a repair station certificate shall maintain all facilities, equipment, and materials in conformity with the standards required for the original issuance of the certificate.

52.44 *Standard of performance.* All maintenance, repair, and alteration work shall be performed in accordance with the standards prescribed in Part 18 of this subchapter.

52.44–1 *Standard of performance (FAA interpretations which apply to sec. 52.44).* (a) *General.* Standards referred to in section 52.44 may be found in Civil Aeronautics Manual 18. These standards apply to all aircraft, powerplants, propellers, instruments, and accessories undergoing maintenance, repair and alteration by a certificated repair station. Civil Aeronautics Manual 18 refers to manufacturers' recommendations and instructions; therefore, the repair station must maintain in a current condition all manufacturers' service manuals, instructions and service bulletins which pertain to the articles undergoing repair or alteration by the repair station.

(b) *Radio standards.* A repair station holding one or more classes under the radio rating must conform with those sections of CAM 18 applying to electric systems. Materials must conform with the approved specifications pertinent to equipment appropriate to the rating. Test apparatus, shop equipment, performance standards, test methods, alterations, and calibrations must conform to applicable manufacturers' specifications and/or instructions, approved specifications, FAA accepted specifications of the Radio Technical Commission for Aeronautics and, when not otherwise specified, must conform with accepted standards and good practices of the aircraft radio industry. The tolerances established in Part 9 of Title 47, Chapter I (47 CFR Part 9) apply in the performance of radio transmitter frequency checks.

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52.45 *Inspection of work performed.* Each airframe, powerplant, propeller, instrument, radio, and accessory which has undergone any maintenance, repair, or alteration shall, prior to being returned to service, be inspected by a qualified inspector. When the nature of a particular maintenance, repair, or alteration operation so warrants, the inspector shall be a person other than the one who accomplishes the operation. The repair station shall certify on the maintenance, repair, and alteration record for such airframe, powerplant, propeller, instrument, radio, or accessory that it is airworthy.

52.45–1 *Inspection of work performed (FAA interpretations which apply to sec. 52.45).* (a) *General.* The objective of section 52.45 is to prevent the return to service of an aircraft or component unless the repair station has satisfied itself that the maintenance on the aircraft or component is of good quality and is installed in such a manner so as not to compromise the airworthiness of the article in any manner. This objective also attempts to fix the responsibility for returning aircraft or components to service on the proper individuals, by requiring that the aircraft records be certified that the articles being returned to service are airworthy.

(b) *Qualified inspector.* For the purpose of section 52.45, a qualified inspector is an individual in the employ of the repair station who has demonstrated through past experience that he is familiar with all inspection methods, techniques, and equipment used to determine the quality of airworthiness of the article involved. He must also be proficient in the use of various types of inspection aids, both mechanical and visual, whichever is appropriate to the article undergoing inspection. Experience as an inspector must have been gained as a journeyman.

(c) *Maintenance operations requiring a double inspection.* Any maintenance operation which, if performed improperly, could be critical to the safe flight of an aircraft must be given a double inspection. The nature of the particular operation will be the governing factor in determining whether such operation shall be given a double inspection. A double inspection refers to that type of inspection wherein an article is repaired or altered by one individual and examined by a second individual in order to reduce to a mini-

mum the possibility of error. Of the two individuals involved in a double inspection, only one need be a qualified inspector assigned for that purpose by the repair station. The mechanic accomplishing the particular maintenance operation may perform the first inspection; however, the qualified inspector must perform the second or final inspection. Operations requiring double inspections include, but are not limited to, the following:

(1) Installation of propellers or rotor blades.

(2) Assembly of wing panels and control surfaces.

(3) Rigging and adjustment of flight controls.

(4) Installation of powerplants in airframes.

(5) Final test and calibration of any article used for flight under IFR.

(6) The overhaul or repair of any accessory used in the flight control system of an aircraft.

(Published in 17 F. R. 5013, June 4, 1952, effective June 15, 1952.)

52.46 *Performance records and reports.* A certificated repair station shall maintain adequate records of all work performed. Such records shall indicate the name of the individual or individuals by whom the work was performed, the name of the individual by whom it was inspected, and the name of the certificated mechanic or certificated repairman directly in charge thereof, if other than the individual performing the work or inspecting it. Such record shall be retained for at least 2 years.

52.47 *Report of defects or unairworthy conditions.* Unless otherwise prescribed by the Administrator, a certificated repair station shall submit to the Administrator an immediate report of all serious defects in, or other recurring unairworthy conditions of, an airframe, power plant, propeller, or any component thereof, on a form and in a manner prescribed by the Administrator.

52.47–1 *Report of defects or unairworthy conditions (FAA rules which apply to sec. 52.47).* (a) *General.* The objective of this section is to require and expedite the reporting of facts regarding malfunctions of aircraft, powerplants, propellers, instruments, radio equipment and accessories. These reports are essential in processing unairworthy items so that speedy corrective action may be taken by the manufacturer of the article or the FAA. A repair station shall not withhold any information regarding the defect or malfunctioning of an article. The repair station shall file a report required under paragraphs (b) and (c) of this section on any serious defect or malfunctioning of an article undergoing work at such repair station. In cases where the filing of such reports may result in a situation prejudicial to the interests of the repair station, each case in question shall be reported to the local responsible Flight Operations and Airworthiness Inspector, who will rule whether or not a report shall be submitted by the repair station as required in paragraph (b) of this section.

(b) *Report form.* The official form for reporting a defect and malfunction is the Form ACA–1226 (Malfunctioning and Defects Report). In preparing this form, the repair station should completely describe the nature of the defect or malfunction.

(c) *Filing of reports.* The filing of a Form ACA–1226 (Malfunctioning and Defects Report) shall be accomplished within 72 hours after a defect or malfunction has been discovered, unless otherwise provided for in section 52.47–1 (a). If the defect or malfunction could result in an imminent hazard to flight, the repair station shall use the most expeditious method at hand to so inform the local supervising Flight Operations and Airworthiness Inspector.

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Foreign Repair Station Certificate Requirements

52.50 *Requirements for issuance of foreign repair station certificate.* A certificate with appropriate ratings for a repair station located outside of the United States may be issued only where the Administrator finds that such repair station is necessary to provide for the maintenance, repair, or alteration of United States registered aircraft outside of the United States. No person shall be issued such repair station certificate until the requirements for the issuance of a domestic repair station certificate, excepting sections 52.22 through 52.24, are met.

52.50–1 *Necessity for certification (FAA interpretations which apply to sec. 52.50).* The necessity for a U. S. certificated foreign repair station is based upon the need for service of U. S. registered aircraft. This need, potential or actual, will be determined by the inspecting advisor, subject to final evaluation by the Washington office of the FAA.

(Published in 17 F. R. 5013, June 4, 1952, effective June 15, 1952.)

52.51 *Scope of work authorized.* A foreign repair station certificate shall with respect to the performance of work on United States registered aircraft be limited to those aircraft which are used in operations conducted in whole or in part outside the United States, and it shall contain such operating specifications and limitations as the Administrator may prescribe to insure compliance with applicable aircraft airworthiness requirements of this subchapter.

52.51–1 *Scope of work authorized (FAA policies which apply to sec. 52.51.* (a) *General.* While foreign and domestic repair stations are issued the same basic ratings and classes activities of foreign repair stations are limited to specific services and functions within the appropriate ratings and classes. When making application, a foreign repair station should state the specific services or functions for which it desires ratings. If approved, these shall be entered upon the Operating Limitations of the repair station. Requests for amendments or revisions to these limitations should be made by the foreign repair station on Form ACA–394, Parts I and/or II, and forwarded through the International Field Office nearest its place of business.

(b) *Examples of limitations.* When applying for a repair station certificate, an applicant may be guided by the following examples:

(1) Overhaul modification and repair to Douglas Model DC–6 series, their powerplants, propellers, instruments and accessories;

(2) Overhaul, modification and repair to Pratt & Whitney Model 1830, R–2000 and R–3350 series engines, including all accessories;

(3) Sheet metal repairs only to Boeing Model 377.

The above are merely examples, and are not to be construed to mean that ratings are in any way limited to these three cases.

(Published in 17 F. R. 5013, June 4, 1952, effective June 15, 1952.)

52.52 *Personnel.* An applicant shall have adequate personnel competent to perform, supervise, and inspect the work for which the repair station is rated. An individual employed by a certificated foreign repair station, and who in such employment performs or supervises inspection, maintenance, overhaul, or repair of aircraft, aircraft engines, propellers, or applicances in connection with aircraft of United States registry, shall not be deemed an airman within the meaning of section 1 (6) of the Civil Aeronautics Act of 1938, as amended, with respect to such work performed in connection with his employment by such foreign repair station.

52.52–1 *Personnel (FAA policies which apply to sec. 52.52).* (a) *General.* The objective of this section is to require that repair station personnel are qualified to perform, supervise and inspect the work for which the repair station is rated, with due regard for the volume of such work undertaken by the repair station. Supervisory and inspection personnel must be thoroughly familiar with all Civil Air Regulations, Civil Aeronautics Manuals, FAA Airworthiness Directives, and the maintenance and service instructions of the manufacturer of the article involved.

(b) *Personnel qualifications.* Foreign repair station personnel engaged in the supervision or final inspection of maintenance are not required to hold U. S. certificates of competency. Where such personnel do not hold appropriate certificates issued by the U. S. or the country in which the repair station is located, the inspecting advisor will determine the qualification of the repair station's personnel with respect to their ability to meet the objective stated in paragraph (a) of this section. This determination may be made by an oral or practical examination or by any other method chosen by the FAA.

(c) *Language qualification.* It is necessary that personnel of the repair station, responsible for the supervision and final inspection of work processed through the repair station, have the

ability to read, write and understand the English language.

(Published in 17 F. R. 5014, June 4, 1952, effective June 15, 1952.)

Foreign Repair Station Operating Rules

52.60 *General.* A certificated foreign repair station shall comply with the operating rules prescribed for a domestic repair station, excepting sections 52.46 and 52.47.

52.61 *Required records and reports.* The holder of a foreign repair station certificate shall maintain such records and make such reports with respect to United States registered aircraft as the Administrator finds necessary for the satisfactory administration of this part.

Note: The reporting and record-keeping requirements of this part have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

52.61–1 *Required records and reports (FAA rules which apply to sec. 52.61).* (a) *Maintenance records.* A maintenance record of all work performed on U. S. registered aircraft, including major repairs and alterations, shall be kept by a foreign repair station. The record shall be in sufficient detail to indicate the make, model, identification number, serial number, and a description of work performed. In a case of major repairs and/or alterations, the repair station shall execute Form ACA–337 (Repair and Alteration Form) in duplicate.[2] The original of this form is given to the aircraft owner and the duplicate is forwarded to the Washington office of the FAA through the FAA International Field Office nearest the repair station's place of business. The foreign repair station shall make all maintenance records, on U. S. registered aircraft, available to the inspecting advisor upon his request.

(b) *Malfunctioning and defects reports.* A report of any malfunction or defect of an aircraft, powerplant, propeller, or component thereof, shall be made on a Form ACA–1226 (Malfunctioning and Defects Report). This report shall be filed within 72 hours after the malfunction or defect has been discovered. A supply of these forms will be furnished the foreign repair station by the inspecting advisor. The provisions of this section apply only to U. S. registered aircraft.

(Published in 17 F. R. 5014, June 4, 1952, effective June 15, 1952; amended 22 F. R. 3172, May 4, 1957, effective May 15, 1957.)

[2] In the event major repairs and/or alterations are accomplished on U. S. scheduled flag carrier aircraft, they may be recorded in the logs or other records provided by the carrier for this purpose.

Appendix A

Deleted—24. F. R. 2903, Apr. 16, 1959, effective Apr. 16, 1959.

Form Approved - Budget Bureau No. 41-R071.5

Form ACA-394
(4-52)

U.S. DEPARTMENT OF COMMERCE - CIVIL AERONAUTICS ADMINISTRATION

APPLICATION FOR REPAIR STATION CERTIFICATE AND RATING - PART I

(See Civil Aeronautics Manual 52 for Instructions and Procedure for Applying)

1. RATING AND CLASS

Application is hereby made for a Repair Station Certificate and the Rating(s) indicated below. *(Check rating(s) and class being applied for)*

a.	X	Airframe	X	Class I		Class II	X	Class III		Class IV
b.	X	Powerplant	X	Class I		Class II		Class III		
c.	X	Propeller	X	Class I	X	Class II				
d.		Radio		Class I		Class II		Class III		
e.		Instrument		Class I		Class II		Class III		Class IV
f.		Accessory		Class I		Class II		Class III		
g.	X	Limited *(See Attachment Number I for Proposed Limitations)*								

2. REPAIR STATION NAME, ADDRESS AND LOCATION

a. Name of Repair Station *(Official name under which repair station will conduct business)*

United Aircraft Repair

b. Repair Station Location *(If located on airport, give name of airport)*

Centerville Municipal Airport
Hangar 16

c. Official Mailing Address *(Give complete address - number and street, city, postal zone, state)*

Post Office Box #649
Centerville 1, Kansas

d. Location of Administrative Offices *(Give complete address only if location is not same as "b" above)*

1524 Main Street
Centerville 1, Kansas

3. TYPE OF APPLICATION (Original Application, Exchange of Certificate)

(Check and complete appropriate spaces)

a. ☒ Original Application (Station not currently certificated under CAR 52)

b. ☐ Domestic Repair Station Certificate. ☐ Foreign Repair Station Certificate.

c. ☐ Exchange of Certificate (Station currently certificated under CAR 52)

Current Certificate Number _____ Rating(s) Approved _____ *(A, B, C, D, E, or F)*

4. REPAIR STATION OWNER

(Check appropriate block and complete)

a. ☐ Individual *(List name of owner)*

b. ☒ Partnership *(List names of partners)*

Ralph P. Sloan Howard J. Finch

c. ☐ Corporation *(List name of state under which incorporated and date)*

5. APPLICANT'S CERTIFICATION

I hereby certify that I have been authorized by the repair station identified in Item 2 above to make this application and that the information furnished herewith as a part of this application is true and correct to the best of my knowledge.

Ralph P. Sloan
Ralph P. Sloan
Authorized Signature

General Manager
Title

June 15, 1952
Date of Application

6. ATTACHMENTS

The following are submitted as part of this application:

☒ I. Proposed Limitations for Limited Rating
☒ II. Form ACA-394 Part II and attachments.
☒ III. Repair Station's Inspection Manual (Domestic)
☐ IV. Brochure (Submitted by foreign applicant)
☒ V. Other Equipment List
(2) Repairman Applications

Comm-DC 52948

Form ACA-394 (Part I) (4-52)

Note: This form will be issued subsequently as Form FAA-394, Part I by the Federal Aviation Agency.

In connection with my application for a Class II propeller rating, I desire to be approved for all models of Beech, Hartzell and Koppers propellers that are not included in the Class I rating.

In connection with my application for a limited rating, I desire to be approved for Douglas DC-3 Series airframes, and permitted to exercise all the privileges set forth in CAR 52.41 as applicable to Douglas DC-3 Series airframes.

Ralph L. Sloan

Form Approved; Budget Bureau No. 41-R071.5

Form ACA-394
(4-52)

U.S. DEPARTMENT OF COMMERCE - CIVIL AERONAUTICS ADMINISTRATION

APPLICATION FOR REPAIR STATION CERTIFICATE AND/OR RATING - PART II

(See Civil Aeronautics Manual 52 for Instructions and Procedures for Applying)

7. SUPPLEMENTAL INFORMATION

Name of Repair Station	Date of this Application
United Aircraft Repair	June 15, 1952

(Check appropriate item)

a. [X] This form is submitted as Part II of an original repair station application

b. [ ] This form is submitted to modify repair station certificate no.

8. SUPERVISORY AND INSPECTION PERSONNEL* *(Ref. CAM 52.24-1) (Attach additional forms if necessary)*

a. List Name(s) of Officials Responsible for Station Management and Their Title

Ralph P. Sloan	General Manager
Howard J. Finch	Shop Supervisor

b. List Name of Chief Inspector*

	Certificate Number & Rating, if any
James S. Welsh	123456 "A&E"

c. List Names of Inspector(s)*

	Department	Certificate Number & Rating, if any
John S. Houseman	Final Assembly	43287 "A&E"
Sam J. Frankhold	Engine Shop	37654 "E"
James J. Cooper	Propeller Shop	(Application for Repairman Certificate attached)

d. List Names of Technical Supervisors*

	Department	Certificate Number & Rating, if any
Donald K. Meeker	Metal Shop	56432 "A"
Sam J. Frankhold	Engine Shop	37654 "E"
Harry K. Farzie	Propeller Shop	(Application for Repairman Certificate attached)

9. DESIGNATED MAINTENANCE REPRESENTATIVE*, (DMR) (APPLICANT'S RECOMMENDEE(S))

a. The following named person(s) are considered by the applicant to meet the requirements of CAR 52.22(d) and CAM 52.22-1(f) for appointment as a DMR.

James S. Welsh
John S. Houseman

* Attach employment summary for each person listed under items 8 b,c,d, and 9. See CAM 52.24-1(a) for information to be furnished. Summary shall be separate for each person and identified by name and type of position i.e., Chief, Inspector, Technical Supervisor, DMR Recommendee.

Comm-DC 52948 (Over) Form ACA-394 (Part II) (4-52)

Note: This form will be issued subsequently as Form FAA-394, Part II, by the Federal Aviation Agency.

10. AUTHORIZED SIGNATURES - If this application is approved the following persons are authorized to sign official documents, log books, airworthiness records, etc. on behalf of the repair station. (Limitations, if any, will be set forth in inspection manual, see CAM 52.25-1).

a. Official Name and Signature of Designated Maintenance Representative(s)

Type Name as Signed	Official Signature *(Sign with ink)*
James S. Welsh	James S. Welsh
John S. Houseman	John S. Houseman

b. Official Name and Signature of Chief Inspector

Type Name as Signed	Official Signature *(Sign with ink)*
James S. Welsh	James S. Welsh

c. Other Authorized Signatures

Type Name as Signed	Official Signature *(Sign with ink)*
Ralph P. Sloan	Ralph P. Sloan
Howard J. Finch	Howard J. Finch

11. LIST OF MAINTENANCE FUNCTIONS CONTRACTED TO OUTSIDE AGENCIES *(See CAM 52 for eligible functions)*

Metal plating and anodizing
Complex machine operations
Heat treatment
Fabricate wood spars
Precision grinding and honing

12. NOTIFICATION OF PERSONNEL CHANGES OR INTENT TO CHANGE REPAIR STATION LOCATION

a. Personnel Changes (This space is to be used to notify the CAA of any additions or deletions to items 8, 9 or 10. Indicate in space below name of employee to be dropped and effective date. List additions under appropriate items and attach the employment summary as required by CAM 52.24-1(a).)

b. Request for approval to change Repair Station Location

(1) In compliance with CAM 52.10-1, this is to serve as notice that we intend to move our repair station activities to the following location:

(2) We expect to move beginning *(date)*	(3) We will be ready for reinspection *(date)*

13. APPLICANT'S SIGNATURE *(Omit when submitted as part of an original application)*

Authorized Signature	Title

Comm-DC 52948 Form ACA-394 Part II (4-52)

Appendix C

FAA Regional Offices and Areas of Jurisdiction

Region 1. **Headquarters Office at Jamaica, Long Island, N. Y.**

Composed of the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, Delaware, New Jersey, Pennsylvania, Ohio, Maryland, Virginia, West Virginia, Kentucky, and the District of Columbia.

Region 2. **Headquarters Office at Fort Worth, Tex.**

Composed of the States of Tennessee, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Arkansas, Oklahoma, Louisiana, and Texas, and Puerto Rico, Swan Island, the Virgin Islands, and the Canal Zone.

Region 3. **Headquarters Office at Kansas City, Mo.**

Composed of the States of Michigan, Indiana, Wisconsin, Illinois, Minnesota, Iowa, Missouri, North Dakota, South Dakota, Nebraska, and Kansas.

Region 4. **Headquarters Office at Los Angeles, Calif.**

Composed of the States of Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, Nevada, and California.

Region 5. **Headquarters Office at Anchorage, Alaska.**

Consists of the State of Alaska, including the Aleutian Islands.

Region 6. **Headquarters Office at Honolulu, T. H.**

Consists of the areas contained within the Honolulu, Wake, and Guam Flight Information Regions established by ICAO. (Major operations are conducted in the State of Hawaii and the islands of Canton, Wake, and Guam.)

Appendix D

Advertising Requirements

Minimum advertising requirements of CAM 52.11–3 call for the repair station to stipulate, on all advertising media, the work for which it is rated. This is a requirement *only* when the repair station indicates that it is a certificated or approved repair station.

The following examples show how this requirement may be complied with:

Ratings		*Minimum Advertising*	
Airframe	All Classes	Airframe Rating	Class 1 (2, 3 or 4)
Powerplant	All Classes	Powerplant Rating	Class 1 (2 or 3)
Propeller	All Classes	Propeller Rating	Class 1 (or 2)
Radio	All Classes	Instrument Rating	Class 1 (2, 3 or 4)
Instrument	All Classes	Radio Rating	Class 1 (2 or 3)
Accessory	All Classes	Accessory Rating	Class 1 (2 or 3)

Limited Ratings [1]

Airframe of a Particular Make and Model
Powerplant of a Particular Make and Model
Radio of a Particular Make and Model
Instrument of a Particular Make and Model
Accessories of a Particular Make and Model
Landing Gear Component Overhaul
Float Overhaul, by Make
Magnetic and Fluorescent Inspection
Emergency Equipment Overhaul
Rotor Blade Overhaul, by Make and Model
Aircraft Fabric Work

[1] All repair stations must use the words "Limited Rating" if so rated. These stations may, at their option, amplify the words "Limited Rating" by adding the specific articles for which they are rated, and which are spelled out in their operations specifications, e. g.:

"Limited Rating—Carburetors."
"Limited Rating—Edo Floats—All Models."
"Limited Rating—Kollsman Instruments—All Models"

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