

FAA DAR Support for AC00-56B Accredited Distributors

Presented to: ASA Annual Conference

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AIR-6F0

Date: June 24-25, 2018



Federal Aviation
Administration



Overview

- **DAR-F's associated with AC00-56 distributors**
 - Limited DAR-F program
 - FC19 DAR-F program
- **Part traceability criteria**
 - Applicable Guidance
- **“Traditional” DAR-F and DAR-T support for distributors**
 - Existing DAR-F and DAR-T resources
- **Export**
- **Location where a DAR can perform work**



Why Limited DAR-F Program?

- **Change 6 to the Maintenance Annex Guide (MAG) – September 2016**
 - All US repair station with EASA credentials can only accept new parts with a FAA Form 8130-3 document or EASA Form 1.
 - Parts shipped by distributors to dual rated U.S. repair stations must have 8130-3's.
 - Potentially 625 AC00-56 accredited distributors affected.
- **Policy Memo signed on October 14, 2016**
 - Memo number: AIR-I00-16-160-PM13
 - Allows the issuance of a FAA Form 8130-3 on eligible existing “new” inventory at an accredited distributor (AC 00-56B)
 - For new articles received prior to November 1, 2016.
 - Appointment based on 12 mo. working experience at distributor



L-DAR-F Program

- **Expediently established outside of FAA Order 8000.95 and Designee Management System (DMS)**
 - Managed by FAA HQ and not MIDO field offices
 - Intended to be temporary, 1 year
 - Limited oversight resources
 - No recurrent training requirements
 - Reduced qualification requirements
- **By the numbers:**
 - Total of 87 applicants appointed at 46 accredited distributors
 - 17 L-DAR-F remaining as of today
- **Program ends September 30, 2018**
 - All remaining L-DAR-F's will be terminated on October 1, 2018



Limited DAR-F Transition to FC19 DAR

- **Policy Memo signed on October 4, 2017**
 - Number: AIR-600-17-6F0-DM08
- **FAA “need and ability to manage” decision leveraged from L-DAR-F program for first 90 days.**
- **Managed under FAA Order 8000.95, Designee Management Policy, and DMS**
 - MIDO Managing Specialist (MS) manages the designee
 - Pre-approvals & Post Activity Reports
 - Mandatory Oversight: Witnessing and Overall Performance Evaluation
- **By the numbers:**
 - 43 L-DAR-Fs applied for FC19 DAR-F at 22 distributors
 - 38 have been appointed
 - 5 in evaluation process



L-DAR-F & FC19 DAR-F AC00-56 Link

AC 00-56 System

Appendix 1: Documentation Matrix

- ✓ Receiving inspection process
- ✓ Maintaining documentation
- ✓ Shelf-life control system
- ✓ Technical data is current and accessible
- ✓ Lot control, batch control, and remaining inventory control and verification.
- ✓ Training the distributor's personnel
- ✓ Training Records
- ✓ Controlling measuring and/or test equipment
- ✓ Removing suspect or nonconforming material
- ✓ Preservation controls



Issue 1: Traceability Criteria

Both Policy memos (L-DAR-F & FC19) require...

- a) Certificate of Conformity/Statement of Conformity from a production approval holder (PAH). The part number and serial number (S/N), if applicable, must match any marking on the part.
- b) Certificate of Conformity/Statement of Conformity or shipping document from a PAH supplier with verification of direct ship authorization.
- c) Part markings made under 14 CFR § 45.15. If the PAH name or other identification is not included in the part marking, then the requirements listed in bullets (a) or (b) above must be met.



Issue 1: Traceability Criteria

- **Applicable Guidance**

- AC00-56, Voluntary Industry Distributor Accreditation Program,

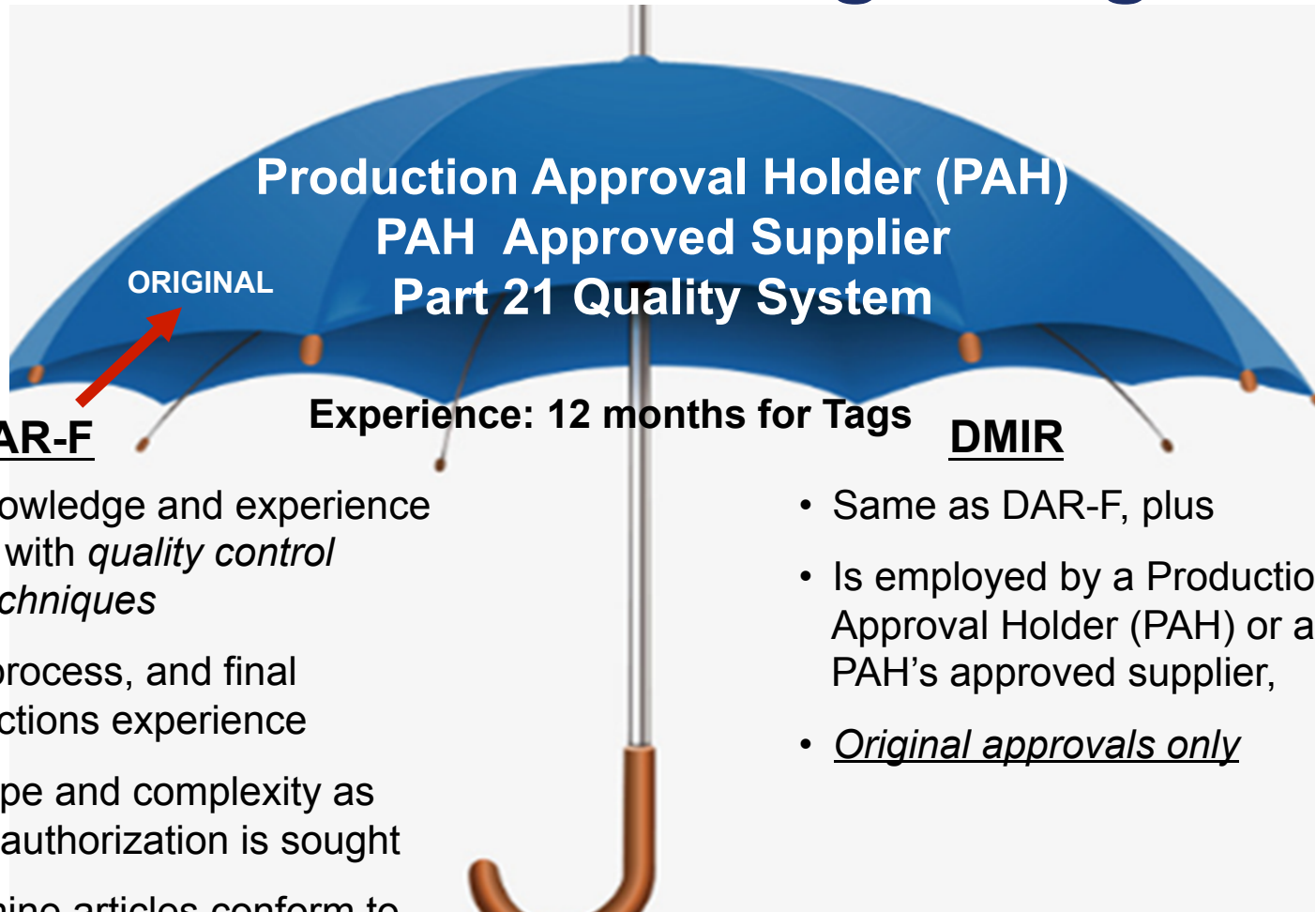
- Traceability must meet the minimum standards found in Appendix 1 documentation matrix

- Must Follow FAA Order 8130.21

- How to complete FAA Form 8130-3



“Traditional” Manufacturing Designees



- Aeronautical knowledge and experience and experience with *quality control methods and techniques*
- First article, in-process, and final assembly inspections experience
- For the same type and complexity as those for which authorization is sought
- Ability to determine articles conform to approved design and are in a condition for safe operation

- Same as DAR-F, plus
- Is employed by a Production Approval Holder (PAH) or a PAH’s approved supplier,
- Original approvals only

Domestic and Export



“Traditional” Maintenance Designees

DAR-T

- Issue Recurrent/Original Domestic airworthiness approvals,
- Issue Recurrent/Original export approvals for articles.
- At any location authorized by the FAA Managing Office
- Not under a “Quality System”

Eligibility:

- Must hold a current mechanic certificate with A&P rating for the previous 3 years
- Show 3 years of experience working in a position of responsibility,
- Of the same type and complexity of engines, or propellers, parts or appliances



Existing DAR-F and DAR-T Resources

- **Manufacturing DAR-Fs = 446**
 - 402 hold FC19
- **Maintenance DAR-Ts = 256**
- **Find a DAR-F with Function Code 19 by going to:**
 - <https://designee.faa.gov/dmsang/#/login>



Issue 2: Can DAR-F's Export Parts?

- **Parts/Articles shipped to a U.S. Repair Station anywhere in the world do not require “export”**
- **L-DAR-F's and FC19 DAR-F's can both issue “domestic” 8130-3 tags for parts, which can then be exported by:**
 - A dual use repair station when the product is returned to service, or
 - A “Traditional” DAR-F with FC20, if the parts are going directly to a foreign entity that is not a U.S. repair station.
- **L-DAR-F's and FC19 DAR-F's don't “export” parts**
 - Because they don't hold FC20.



Issue 3: Any Location Restrictions on Where DAR's Perform Their Work?

- **FAA Order 8130.21 is not intended to restrict locations**
 - It does require a physical address of where form was completed.
- **L-DAR-F and FC19 DAR-F are both limited to issuing tags at the physical location of the accredited distributor**
- **“Traditional” DAR-F’s are under no such limitation**
 - Inspections can be conducted at any location authorized by the FAA (183.33(c))
 - Good judgement should be exercised if considering an inspection away from a distributor's facility controlled environment.
 - FAA must be allowed to conduct oversight at any location where the form is completed.



Questions

