

§ 145.59

electric systems, and shall use materials that conform to approved specifications for equipment appropriate to its rating. It shall use test apparatus, shop equipment, performance standards, test methods, alterations, and calibrations that conform to the manufacturers' specifications or instructions, approved specification, and, if not otherwise specified, to accept good practices of the aircraft radio industry.

[Doc. No. 1157, 27 FR 6662, July 13, 1962, as amended by Amdt. 145-5, 31 FR 8585, June 21, 1966; Amdt. 145-7, 31 FR 10614, Aug. 9, 1966]

**§ 145.59 Inspection of work performed.**

(a) Each certificated domestic repair station shall, before approving an airframe, powerplant, propeller, instrument, radio, or accessory for return to service after maintaining or altering it, have that article inspected by a qualified inspector. After performing a maintenance or alteration operation, the station shall certify on the maintenance or alteration record of the article that it is airworthy with respect to the work performed.

(b) For the purposes of paragraph (a) of this section, the qualified inspector must be a person employed by the station, who has shown by experience as a journeyman that he understands the inspection methods, techniques, and equipment used in determining the airworthiness of the article concerned. He must also be proficient in using various types of mechanical and visual inspection aids appropriate for the article being inspected.

[Doc. No. 1157, 27 FR 6662, July 13, 1962, as amended by Amdt. 145-16, 43 FR 22643, May 25, 1978]

**§ 145.61 Performance records and reports.**

Each certificated domestic repair station shall maintain adequate records of all work that it does, naming the certificated mechanic or repairman who performed or supervised the work, and the inspector of that work. The station shall keep each record for at least two years after the work it applies to is done.

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**§ 145.63 Reports of defects or unairworthy conditions.**

(a) Each certificated domestic repair station shall report to the Administrator within 72 hours after it discovers any serious defect in, or other recurring unairworthy condition of, an aircraft, powerplant, or propeller, or any component of any of them. The report shall be made on a form and in a manner prescribed by the Administrator, describing the defect or malfunction completely without withholding any pertinent information.

(b) In any case where the filing of a report under paragraph (a) of this section might prejudice the repair station, it shall refer the matter to the Administrator for a determination as to whether it must be reported. If the defect or malfunction could result in an imminent hazard to flight, the repair station shall use the most expeditious method it can to inform the Administrator.

(c) The holder of a domestic repair station certificate that is also the holder of a part 121, 127, or 135 certificate, a Type Certificate (including a Supplemental Type Certificate), a Parts Manufacturer Approval (PMA), or a TSO authorization, or that is the licensee of a Type Certificate, need not report a failure, malfunction, or defect under this section if the failure, malfunction, or defect has been reported by it, under § 21.3, § 37.17, § 121.703, § 127.313, or § 135.57 of this chapter.

[Doc. No. 1157, 27 FR 6662, July 13, 1962, as amended by Amdt. 145-9, 35 FR 3155, Feb. 19, 1970; Amdt. 145-13, 35 FR 18189, Nov. 28, 1970]

**Subpart C—Foreign Repair Stations**

**§ 145.71 General requirements.**

A repair station certificate with appropriate ratings may be issued for a foreign repair station if the Administrator determines that it will be necessary for maintaining or altering United States registered aircraft and aircraft engines, propellers, appliances, and component parts thereof for use on United States registered aircraft. A foreign repair station must meet the

requirements for a domestic repair station certificate, except those in §§ 145.39 through 145.43.

[Doc. No. 25454, 53 FR 47376, Nov. 22, 1988]

**§ 145.73 Scope of work authorized.**

(a) A certificated foreign repair station may, with respect to United States registered aircraft, maintain or alter aircraft, airframes, powerplants, propellers, or component parts thereof. The Administrator may prescribe operations specifications containing limitations that the Administrator determines necessary to comply with the airworthiness requirements of this chapter.

(b) A certificated foreign repair station may perform only the specific services and functions within the ratings and classes that are stated in its operations specifications.

[Doc. No. 25454, 53 FR 47376, Nov. 22, 1988]

**§ 145.75 Personnel.**

(a) Each applicant for a foreign repair station certificate and rating, or for an additional rating, must provide enough personnel who are able to perform, supervise, and inspect the work for which he seeks a rating, with regard being given to its volume of work.

(b) The supervisors and inspectors of each certificated foreign repair station must understand the regulations in this chapter, FAA airworthiness directives, and the maintenance and service instructions of the manufacturers of the articles to be worked on. However, they do not need airman certificates issued under this chapter and, along with the persons performing the work of the station, are not considered to be airmen within the meaning of section 101(7) of the Federal Aviation Act of 1958 (49 U.S.C. 1301) with respect to work performed in connection with their employment by the foreign repair station.

(c) In cases where the persons engaged in supervision or final inspection are not certificated under this chapter or by the country in which the station is located, their qualifications are determined by the Administrator, based on their ability to meet the requirements of paragraph (a) of this section as shown by oral or practical test or

any other method the Administrator elects.

(d) No person may be responsible for the supervision or final inspection of work on an aircraft of United States registry at a foreign repair station unless he can read, write, and understand English.

**§ 145.77 General operating rules.**

Each certificated foreign repair station shall comply with the operating rules prescribed in subpart B of this part, except for §§ 145.61 and 145.63, and has the privileges of a domestic repair station as provided in § 145.51.

**§ 145.79 Records and reports.**

(a) Each certificated foreign repair station shall maintain such records, and make such reports, with respect to United States registered aircraft, as the Administrator finds necessary, including those prescribed in paragraphs (b) and (c) of this section.

(b) Each certificated foreign repair station shall keep a record of the maintenance and alteration it performs on United States registered aircraft, in enough detail to show the make, model, identification number, and serial number of the aircraft involved, and a description of the work. In a case of major repairs or major alterations, or both, it shall report on a form and in a manner prescribed by the Administrator, giving the original copy to the aircraft owner and sending a copy to the Administrator through the FAA office having jurisdiction over the station. However, if a major repair or alteration is made on a United States scheduled flag air carrier aircraft, the report may be made in the log or other record provided by the carrier for that purpose. Upon request, the station shall make all of its maintenance and alteration records available to the Administrator.

(c) Each certificated foreign repair station shall, within 72 hours after it discovers any serious defect in, or other recurring unairworthy condition of, any aircraft, powerplant, propeller, or any component of any of them, that it works on under this part, report that defect or unairworthy condition to the Administrator.