



Federal Aviation Administration

Memorandum

Date: April 20, 2020

To: International Field Offices

From: Jackie Black, Manager, Aircraft Maintenance Division AFS-300

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Subject: Deviation to FAA Order 8900.1 for 14 CFR Part 145 Repair Station Renewals

This memorandum supersedes the attached memorandum with the subject “Deviation to FAA Order 8900.1 for 14 CFR Part 145 Repair Stations” dated March 17, 2020.

In view of serious health concerns and international travel restrictions associated with the COVID-19 Coronavirus pandemic, this memorandum authorizes deviation from the FAA’s current policy of annually renewing the certificates of certain repair stations located outside the United States. This policy deviation does not apply to repair stations included under the purview of a Bilateral Aviation Safety Agreement (BASA).

14 CFR § 145.55(b) provides that the certificates of repair stations located outside the United States have a limited duration and must be renewed periodically. Initial certification of a repair station is limited to 12 months from the date of issue. Thereafter, the FAA may renew the repair station’s certificate or rating for 24 months if the repair station has operated in compliance with the applicable requirements of part 145 within the preceding certificate duration period.

In accordance with FAA policy found in FAA Order 8900.1, Volume 2, Chapter 11, Paragraph 2-1335, the FAA, for efficiency purposes tied to the agency’s annual inspection visits, has been renewing the certificates of non-BASA repair stations annually, instead of on a 24-month cycle. This annual renewal process does not increase renewal costs or impose any other burden on those covered repair stations.

Because of the international travel restrictions and health concerns related to the COVID-19 pandemic—circumstances beyond FAA control—we have made the determination to deviate from the practice of annually renewing the certificates of these repair stations.

A large number have certificates that will expire during the time when travel remains restricted; accordingly, during this travel hiatus the FAA may extend for up to the allowable 24-month period the certificates of those repair stations the agency determines to have been in compliance during the preceding certificate duration period. This policy deviation does not provide for extensions of certificate durations for newly-certificated repair stations—these are limited to an initial 12-month duration.