



U.S. Department
of Transportation
Federal Aviation
Administration

Advisory Circular

Subject: Maintaining Public Aircraft

Date: DRAFT

AC No: 91-91A

Initiated by: AFS-300

Change:

Title 49 of the United States Code (49 U.S.C.) § [40102\(a\)\(41\)](#) states that a “public aircraft” is (A) an aircraft used only for the U.S. Government; or (B) an aircraft owned by the U.S. Government and operated by any person for purposes related to crew training, equipment development, or demonstration; or (C) an aircraft owned and operated by the government of a State, the District of Columbia, or a territory or possession of the United States, or a political subdivision of one of these governments; or (D) an aircraft exclusively leased for at least 90 continuous days by the government of a State, the District of Columbia, or a territory or possession of the United States or a political subdivision of one of these governments; or (E) an aircraft owned or operated by the Armed Forces or chartered to provide transportation or other commercial air service to the Armed Forces under the conditions specified by 49 U.S.C. § [40125\(c\)](#); or (F) an unmanned aircraft that is owned and operated by, or exclusively leased for at least 90 continuous days by, an Indian Tribal government, as defined in Section 102 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Title 42 of the United States Code (42 U.S.C.) § [5122](#)). Title 14 of the Code of Federal Regulations (14 CFR) § [1.1](#) defines “civil aircraft” as an aircraft other than a public aircraft. The Federal Aviation Administration (FAA) does not grant public aircraft status. Rather, the status of an aircraft is a function of its operator and type of operation, in accordance with the applicable statutes. As explained in this advisory circular (AC), although these operations must continue to comply with certain general operating rules that are applicable to all aircraft in the National Airspace System (NAS), the civil certification and maintenance regulations do not apply. Responsibility for the continued airworthiness of public aircraft is assumed by the government entity while they have operational and maintenance control over the aircraft. This AC provides guidance that government entities can use if they choose to maintain their FAA type-certificated aircraft or products per 14 CFR regulations that would not otherwise apply to a public aircraft.

If not excluded by regulation, all operational requirements that are required to operate in the NAS must be complied with. However, there are safety and economic benefits to maintaining continued airworthiness as recommended in this AC. The information in this AC is based on proven maintenance practices that have been in use for many years to maintain FAA type-certificated aircraft. The 14 CFR regulations specified in this AC are used to illustrate how the operator of a civil aircraft must comply with certain rules. Operators of public aircraft may benefit from voluntary adherence to the safety standards established in the current regulations.

Hugh Thomas
Acting Executive Director, Flight Standards Service

CONTENTS

Paragraph	Page
Chapter 1. General	1-1
1.1 Purpose of This Advisory Circular (AC)	1-1
1.2 Audience	1-1
1.3 Where You Can Find This AC	1-1
1.4 What This AC Cancels	1-1
1.5 Related CFR Parts	1-1
1.6 Related Reading Material	1-1
1.7 Background	1-2
1.8 AC Feedback Form	1-2
Chapter 2. Aircraft Maintenance and Inspection	2-1
2.1 Responsibility for Airworthiness	2-1
2.2 Inspection Programs	2-1
2.3 Aircraft Maintenance	2-4
2.4 Major Repairs and Alterations	2-5
2.5 Instructions for Continued Airworthiness (ICA)	2-6
2.6 Airworthiness Limitations (AL)	2-6
2.7 Airworthiness Directives (AD)	2-6
2.8 Spares	2-7
2.9 Maintenance Records	2-7
2.10 Personnel Training	2-7
2.11 Return to Service	2-8
Appendix A. Definitions	A-1
Appendix B. Acronyms	B-1

CHAPTER 1. GENERAL

- 1.1 Purpose of This Advisory Circular (AC).** This AC provides guidance that government entities can use for maintaining public aircraft to the requirements of 14 CFR parts [43](#) and [91](#) subpart [E](#) for operators conducting qualified public aircraft operations (PAO).

Note: This is a guidance document. Its content is not legally binding in its own right and will not be relied upon by the Department as a separate basis for affirmative enforcement action or other administrative penalty. Conformity with the guidance document is voluntary only. Nonconformity will not affect rights and obligations under existing statutes and regulations.

- 1.2 Audience.** The Federal Aviation Administration (FAA) is writing this AC for persons, owners, or operators who operate and maintain public aircraft used to conduct qualified PAO.
- 1.3 Where You Can Find This AC.** You can find this AC on the FAA’s website at https://www.faa.gov/regulations_policies/advisory_circulars and the Dynamic Regulatory System (DRS) at <https://drs.faa.gov>.
- 1.4 What This AC Cancels.** AC 91-91, Maintaining Public Aircraft, dated October 19, 2016, is canceled.
- 1.5 Related CFR Parts.** The following 14 CFR parts apply to maintenance:
- Part [43](#), Maintenance, Preventive Maintenance, Rebuilding, and Alteration.
 - Part [91](#) Subpart [C](#), Equipment, Instrument, and Certificate Requirements.
 - Part 91 Subpart [E](#), Maintenance, Preventive Maintenance, and Alterations.
 - Part 91 Subpart [L](#), Continued Airworthiness and Safety Improvements.
- 1.6 Related Reading Material (current editions).** You can find the following ACs on the FAA’s website at https://www.faa.gov/regulations_policies/advisory_circulars and on DRS at <https://drs.faa.gov>. The ACs listed below have additional information a public aircraft operator might find helpful:
- AC [00-1.1](#), Public Aircraft Operations—Manned and Unmanned.
 - AC [20-62](#), Eligibility, Quality, and Identification of Aeronautical Replacement Parts.
 - AC [20-77](#), Use of Manufacturers’ Maintenance Manuals.
 - AC [39-7](#), Airworthiness Directives.
 - AC [43-4](#), Corrosion Control for Aircraft.
 - AC [43-9](#), Maintenance Records and FAA Form 8130-3 Return to Service.
 - AC [43-12](#), Preventive Maintenance.

- AC [43-210](#), Standardized Procedures for Obtaining Approval of Data Used in the Performance of Major Repairs and Major Alterations.
- AC [43.13-1](#), Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair.
- AC [43.13-2](#), Acceptable Methods, Techniques, and Practices—Aircraft Alterations.
- AC [91-56](#), Continuing Structural Integrity Program for Airplanes.
- AC [91-82](#), Fatigue Management Programs for In-Service Issues.
- AC [91-90](#), Part 91 Approved Inspection Programs.
- AC [120-16](#), Air Carrier Maintenance Programs.
- AC [121-22](#), Maintenance Review Boards, Maintenance Type Boards, and Original Equipment Manufacturer/Type Certificate Holder Recommended Maintenance Procedures.
- AC [135-10](#), Approved Aircraft Inspection Program.

1.7 Background. Title 49 U.S.C. § [44701](#) is one of the primary authorities for 14 CFR. This section instructs the FAA Administrator to promote safe flight of civil aircraft in air commerce through regulations and standards that promote safety. Because this section addresses civil aircraft, it necessarily excludes “public aircraft” because “civil aircraft” is defined as “an aircraft except a public aircraft.” As a result, public aircraft are not required to comply with the regulations stemming from 49 U.S.C. § 44701 (e.g., aircraft design, maintenance, and inspection requirements). Title 14 CFR part 91 specifies requirements for operations in the National Airspace System (NAS) for all aircraft, including public aircraft, but also details regulations applicable to only civil aircraft. Title 49 U.S.C. § [40102\(a\)\(41\)](#) defines a public aircraft, and 49 U.S.C. § [40125](#) specifies criteria for operating as a public aircraft.

Note: Simply stated, the FAA has statutory authority to regulate the operation and maintenance of civil aircraft. However, our statutory authority to regulate qualified PAO is limited to certain operational and air traffic rules applicable to all aircraft in the NAS under 14 CFR part 91. The government entity assumes the responsibility for the airworthiness of the public aircraft while it has operational and maintenance control over the aircraft.

1.8 AC Feedback Form. For your convenience, the AC Feedback Form is the last page of this AC. Note any deficiencies found, clarifications needed, or suggested improvements regarding the contents of this AC on the Feedback Form.

CHAPTER 2. AIRCRAFT MAINTENANCE AND INSPECTION

2.1 Responsibility for Airworthiness. Per 14 CFR § [91.403](#), the owner or operator of a civil aircraft is responsible for maintaining that aircraft in an airworthy condition, including compliance with Federal Aviation Administration (FAA) Airworthiness Directives (AD). Although not required for public aircraft operations, we recommend that operators conducting qualified public aircraft operations (PAO) use 14 CFR part [91](#) subpart [E](#) regulations that would be applicable if the aircraft were conducting civil operations. Structured procedures for performing maintenance increase safety benefits gained from following procedures as outlined in 14 CFR and help to ensure the continued airworthiness of an aircraft. An economic benefit comes from the structured program itself, where expenditures can be planned in the most cost-effective manner. This includes maintenance planning, obtaining replacement parts, and scheduling the aircraft for maintenance at repair facilities. Regardless of regulatory requirements, safety is paramount, and you will enhance the safety of your operations by following the regulations.

Note: Under Section 328 of the FAA Reauthorization Act of 2024, civilian operators that own restricted category aircraft are subject to FAA’s civil operating and maintenance regulations even if they are contracted by government entities to conduct qualified PAO.

2.1.1 Title 14 CFR Part 91 Requirements. Title 14 CFR part 91 prescribes certain rules governing the operation of “aircraft” within the United States, including the waters within 3 nautical miles (NM) of the U.S. coast. Government agencies must comply with these regulations when operating their public aircraft in the National Airspace System (NAS). Title 14 CFR part 91 contains regulations that have airworthiness implications that you may want to review and understand, specifically, 14 CFR §§ [91.215](#), [91.217](#), [91.219](#), [91.221](#), [91.223](#), [91.225](#), [91.227](#), and other part 91 operational regulations.

2.1.1.1 Government entities should establish procedures to maintain their public aircraft in a manner to ensure continued airworthiness relative to the required design elements of that aircraft and 14 CFR parts [43](#) and 91.

2.1.2 PAO vs. Civil Aircraft Operations. If you intend to perform both public and civil aircraft operations with the same aircraft, that aircraft must meet all civil requirements when it is returned to civil operations. Depending on the complexity of the PAO, it is recommended that you develop written instructions on how to transition the aircraft from public to civil operation.

2.2 Inspection Programs.

2.2.1 Inspection Program Types. The inspection requirements under 14 CFR § [91.409](#) are not applicable to public aircraft but may be followed as a best safety practice. Several inspection options are available to 14 CFR part 91 owners or operators depending on size and aircraft type. These inspection programs for civil aircraft include the following:

- 2.2.1.1** Small aircraft (as defined in 14 CFR § [1.1](#)), turbine-powered single-engine aircraft, and turbine-powered rotorcraft should be inspected using either an annual inspection under 14 CFR § 91.409(a) or a 100-hour inspection using 14 CFR § 91.409(b) or using a progressive inspection under 14 CFR § 91.409(d). However, these aircraft are excepted from 14 CFR § 91.409(a) and (b) if they meet the requirements of 14 CFR § 91.409(c). Only turbine-powered rotorcraft owners or operators may elect to use the inspection provisions of 14 CFR § 91.409(a), (b), (c), or (d) in lieu of an inspection option of 14 CFR § 91.409(f). The annual and 100-hour inspections are standardized, basic inspection programs, have no FAA approval requirements, and are identical in scope and detail. The difference is in the performance and approval of the annual inspection, which must be accomplished by a person authorized under 14 CFR §§ [43.3](#) and [43.7](#). The scope and detail of the annual and 100-hour inspections is defined in 14 CFR part [43](#) appendix [D](#), and the contents of appendix D can be included in a checklist. Items in Appendix D should be included in inspections. While its use is recommended, the checklist is not a document that must be retained as a maintenance record. Additional rotorcraft systems to be inspected are contained in 14 CFR § [43.15\(b\)](#), and if applicable, should also be included in the checklist. Title 14 CFR § 43.15 also lists other additional performance rules for inspections. Title 14 CFR § [43.11](#) states the content, form, and disposition requirements for the person who accomplished the inspections conducted under 14 CFR part 91 and other regulations.
- 2.2.1.1.1** The progressive inspection in 14 CFR § 91.409(d) is a complete inspection of the aircraft, conducted in stages, with all stages to be completed in a period of 12 calendar months. It breaks down the large task of conducting a major inspection, such as an annual inspection, into smaller tasks that an owner or operator can accomplish periodically without taking the aircraft out of service for an extended period of time. The progressive inspection schedule must ensure that the aircraft, at all times, will be airworthy and will conform to all applicable FAA aircraft specifications, Type Certificate Data Sheets (TCDS), ADs, and other approved data. If the progressive inspection is discontinued, the owner or operator is required to immediately notify the responsible Flight Standards office in writing and follow other specific requirements that are contained within this regulation.
- 2.2.1.2** Large airplanes (as defined in 14 CFR § 1.1 and ones where 14 CFR part [125](#) is not applicable), turbojet multiengine airplanes, turbopropeller-powered multiengine airplanes, and turbine-powered rotorcraft may be inspected per a different inspection program, outlined in 14 CFR § 91.409(e). (However, the owner or operator of turbine-powered rotorcraft may elect to use the annual, 100-hour, or progressive inspection provisions in 14 CFR § 91.409(a), (b), (c), or (d) instead.) The registered owner or operator of each airplane or turbine-powered rotorcraft described in 14 CFR § 91.409(e), when used in PAO, should select, identify in the aircraft maintenance records, and use one of the following programs for the inspection of the aircraft:

1. A continuous airworthiness inspection program that may be part of the Continuous Airworthiness Maintenance Program (CAMP) of a 14 CFR part [121](#) or [135](#) air carrier (refer to 14 CFR § 91.409(f)(1)). Refer to AC [120-16](#), Air Carrier Maintenance Programs, for additional information. This type of inspection program would include processes and procedures for inspections in a manual system. The manual system would provide instructions for:
 - The performance of the inspections,
 - Procedures for scheduling inspections,
 - Who may perform inspections,
 - Return-to-service procedures,
 - Procedures for handling unscheduled maintenance, and
 - Subsequent aircraft return to service.

Note: Refer to 14 CFR parts 91 subpart [K](#) (part 91K), 121, and 135, and any underlying operations specifications (OpSpec) or management specifications (MSpec), for specific CAMP requirements.

Note: Recordkeeping is an important part of this type of program. These programs usually contain all instructions for continued airworthiness (ICA) elements published by the aircraft manufacturer.

2. An Approved Aircraft Inspection Program (AAIP) approved under 14 CFR § [135.419](#) and currently in use by a person holding an Operating Certificate issued under 14 CFR part 135 (refer to 14 CFR § 91.409(f)(2)). Refer to AC [135-10](#), Approved Aircraft Inspection Program, for additional information.
3. A current inspection program recommended by the aircraft manufacturer. In this case, operators use the inspection program published by the manufacturer. The FAA also recommends in this case that program revisions be incorporated when the manufacturer revises the program (refer to 14 CFR § 91.409(f)(3)).
4. An Aircraft Inspection Program (AIP) devised by the registered owner or operator that should be based on the manufacturer’s recommendations or inspection programs in use by operators of similar aircraft. You may also use elements of the manufacturer’s recommended program, along with any inspection tasks you want to incorporate (refer to 14 CFR § 91.409(f)(4)). For civil aircraft, this AIP must be approved by the Administrator under 14 CFR § 91.409(g) and may require revision by the Administrator under the provision of 14 CFR § 91.415. Refer to AC [91-90](#), Part 91 Approved Inspection Programs, for additional information.

2.3 Aircraft Maintenance.

2.3.1 Types of Maintenance. Aircraft maintenance generally applies to maintenance, inspection, overhaul, repair, preservation, and the replacement of parts, including inspections associated with specific products, such as airframes, engines, propellers, or appliances. Refer to 14 CFR § 1.1. Owners or operators of public aircraft may choose to tailor an inspection program described above for their particular use, depending on the environment and usage rates of the aircraft. By using one of these inspection programs, operators will help ensure the safety and continued airworthiness of the aircraft.

2.3.2 Approved Maintenance Personnel. If the public aircraft has an FAA-issued Airworthiness Certificate, the aircraft should be maintained by persons authorized as provided in 14 CFR § 43.3, and the maintenance or inspection should be documented per 14 CFR part 43 in order to maintain the effectiveness of the Airworthiness Certificate as required by 14 CFR § [21.181](#).

2.3.2.1 If a public aircraft with an Airworthiness Certificate is not maintained in accordance with 14 CFR part 43, it cannot operate as a civil aircraft until all maintenance is documented and returned to service by FAA-certificated personnel or a repair station. Refer to 14 CFR §§ 21.181 and [91.7](#).

2.3.2.2 If the public aircraft does not have an Airworthiness Certificate, then it does not have to be maintained by FAA-certificated mechanics or by a repair station or meet the documentation requirements of 14 CFR part 43 or [145](#). The requirements of 14 CFR part 43 do not restrict FAA-certificated mechanics or repair stations from maintaining an aircraft that does not have an Airworthiness Certificate.

2.3.3 Scheduled and Unscheduled Maintenance.

2.3.3.1 Scheduled maintenance consists of maintenance tasks performed according to a maintenance schedule, and should include (1) procedural instructions for the task, and (2) a method of recording the results of inspection checks, tests, and other maintenance. Operators may use the aircraft manufacturer’s job or task cards or develop their own. These cards should include procedural instructions for accomplishing maintenance and inspection tasks. Operators may also develop and use nonroutine item job cards to document discrepancies found when performing maintenance and inspection tasks.

2.3.3.2 Unscheduled maintenance includes procedures, instructions, and standards for maintenance performed because of unscheduled or unforeseen circumstances. A need for unscheduled maintenance may result from scheduled maintenance tasks, pilot reports, or unforeseen events, such as hard or overweight landings or ground damage.

2.4 Major Repairs and Alterations.

2.4.1 Determining Level of Repairs or Alterations. For civil aircraft, persons authorized under 14 CFR § 43.3 must determine if a repair or alteration is major or minor, including maintenance performed on components in accordance with 14 CFR part 43. Aircraft used in public operations are usually type-certificated aircraft, and use of the appropriate FAA-approved data will ensure that the aircraft still meets its approved design standards when returned to civil operation. The FAA recommends government agencies look to 14 CFR part 43 appendices [A](#) and [B](#) to determine if a repair is major or minor and, in either case, to use FAA-approved data to repair their public aircraft when available.

2.4.2 Data Required for Repairs and Alterations. Major repairs and major alterations performed on civil aircraft require FAA-approved data. Refer to 14 CFR §§ 1.1, 43.7, [65.95](#), [121.379](#), [135.437](#), and [145.201](#).

2.4.2.1 Some sources of FAA-approved data are:

1. Type certificate (TC) data;
2. Supplemental Type Certificate (STC) data;
3. Airworthiness Directives (AD);
4. Most airframe Structural Repair Manuals (SRM), especially concerning 14 CFR part [25](#) transport aircraft;
5. Data approved by an FAA Designated Engineering Representative (DER);
or
6. Data approved by a Flight Standards Service (FS) Airworthiness aviation safety inspector (ASI) on Form FAA [337](#), Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance), or an FAA Designated Airworthiness Representative (DAR).

Note: For other possible resources for approved data, refer to FAA Order [8300.16](#), Major Repair and Alteration Data Approval, and AC [43-210](#), Standardized Procedures for Obtaining Approval of Data Used in the Performance of Major Repairs and Major Alterations, which describes standardized procedures for obtaining approval of data used in the performance of major repairs and major alteration.

2.4.2.2 Using FAA-approved data ensures that the aircraft will continue to meet its type design specifications and continued structural integrity. For continuity of records, we encourage government agencies to use FAA-approved data for repair or alteration of their public aircraft and the recording requirements of major repairs and major alterations in 14 CFR part 43 appendix B.

2.4.3 Data for Public Aircraft. Public aircraft that do not have Airworthiness Certificates are not required under 14 CFR to have or use FAA-approved data for major repairs or alterations. If owners or operators of public aircraft are unable to repair, modify, or overhaul the component back to its safe operational specification, then it is advisable to replace that component with one that is in a condition for safe operation. It is important that all maintenance be completed before each flight of your public aircraft, and preferably in accordance with the manufacturer’s instructions or, in lieu of that, with known industry best practices. It is the government entity’s responsibility to ensure the public aircraft is maintained in a condition for safe operation at all times.

2.5 Instructions for Continued Airworthiness (ICA). ICA is information developed per applicable airworthiness requirements under 14 CFR, including applicable inspection tasks, intervals, methods, processes, and airworthiness limitations (AL), to maintain airworthiness throughout the aircraft’s operational life, for type-certificated civil aircraft. (Refer to 14 CFR §§ [21.50](#), [23.1529](#), and [35.4](#).) Some airplanes and rotorcraft are type certificated with ICA, and these consist of a manufacturer’s maintenance manuals, including an Aircraft Maintenance Manual (AMM), standard wiring practice manual (SWPM), and other maintenance instructions developed under 14 CFR § 21.50. Owners or operators of public aircraft will find that ICAs contain the most concise maintenance information for a particular product. A “product” means an aircraft, aircraft engine, or propeller, as defined in 14 CFR § [21.1](#). Most civil aircraft manufactured prior to January 28, 1981, were not required to have ICA. Instead, the requirement was for an AMM. For more information on ICA requirements, refer to 14 CFR § 21.50.

2.6 Airworthiness Limitations (AL). Operators can locate mandatory inspections, replacement times, and other maintenance specified in the Airworthiness Limitations Section (ALS) of a manufacturer’s maintenance manual or ICA for type-certificated products. For aircraft type certificated prior to January 28, 1981, ALs were in an FAA-approved section of the AMM, but not all aircraft have ALs. Owners or operators of public aircraft are encouraged to comply with the aircraft’s ALs if they have them.

2.7 Airworthiness Directives (AD). The FAA issues ADs to notify civil aircraft owners or operators of unsafe conditions in aircraft, aircraft engines, propellers, and appliances and to require mandatory correction on type-certificated products. ADs prescribe the corrective action, including inspection, repair, or alteration, under which the product may continue to operate. Owners or operators of civil aircraft must comply with ADs issued by the FAA, per 14 CFR § [39.7](#). In the event that the FAA issues an AD, compliance with the AD will ensure a continued airworthy product. The FAA encourages owners or operators of public aircraft that have a Standard Airworthiness Certificate to comply with the requirements of all applicable ADs. In some cases, an AD cannot be accomplished, or an improved process is developed to better achieve the intent of the AD. In this situation, an operator may apply for an alternative method of compliance (AMOC), which, when approved, would enable use of the differing procedures or techniques. The FAA Aircraft Certification Service office with responsibility for the TC of the product approves these AMOCs. Compliance with all required ADs is mandatory prior to conducting civil operations. Complying with ADs ensures the safety of the aircraft in public and lessens the possibility of catastrophic failure that could lead to loss of life and property. Owners

or operators of public aircraft can use the FAA’s Dynamic Regulatory System (DRS) to search for ADs that may apply to their aircraft, aircraft engines, propellers, and appliances.

2.8 Spares. Components installed on a public aircraft maintained using the guidance in this AC should follow the requirements noted in 14 CFR part 43. Spare components should be repaired or overhauled at a facility such as a 14 CFR part 145 repair station or certificated air carrier. Owners or operators should use the component manufacturer’s maintenance instructions for overhaul periods, which were devolved to comply with ICA requirements in 14 CFR § 21.50, when overhauling a component. Operators should determine eligibility for installation if the component is being installed on a type-certificated aircraft, and should track the times and cycles on a particular component if the component has a life limit or an AD.

2.9 Maintenance Records.

2.9.1 Recordkeeping. Title 14 CFR part 91 details recordkeeping requirements for civil aircraft operators in 14 CFR § [91.417](#). Public aircraft owners or operators, while not required, are also encouraged to keep maintenance records. Maintenance records provide continuity of maintenance on an aircraft, engine, rotor, appliance, or propeller, and operators can use the records to plan future maintenance, as well as show completion of past maintenance and to what criteria that maintenance was performed. Records help the owner or operator ensure that proper data and procedures are used in maintaining the aircraft and identify the person performing the maintenance. Records enable owners or operators to track and identify components that are repaired or replaced and what ADs (if any) have been accomplished. For public aircraft, recordkeeping similar to that of a civil aircraft will facilitate transfer from public to civil operations, or from civil to public operations. Meeting the criteria in 14 CFR § 91.417 should also aid in a seamless transfer of ownership if aircraft records are kept in a format similar to a civil aircraft. Owners or operators may keep maintenance records in any format that provides record continuity, includes content identified in 14 CFR § 91.417, enables addition of new entries, and enables signature entry. Refer to 14 CFR § 91.417 for the specific maintenance record requirements that civil aircraft owners or operators must comply with.

Note: Refer to AC [43-9](#), Maintenance Records and FAA Form 8130-3 Return to Service, which provides information to the public on maintenance record-making and recordkeeping requirements of 14 CFR parts 43 and 91. It provides one means, but not the only means, of ensuring that the contemplated maintenance, alterations, or continue-in-service condition is in compliance with applicable regulations and existing policy.

2.10 Personnel Training. Under most circumstances, training programs for maintenance personnel are not required in 14 CFR part 91. Government entities that conduct qualified PAO can usually find training programs for their aircraft through a manufacturer. They may also be able to contract with another operator or air carrier to provide training. Determining the training level of persons performing maintenance for an owner or

operator of a public aircraft is essential in ensuring safety and the airworthiness of the aircraft.

- 2.11 Return to Service.** This term describes when an aircraft is put back into service after maintenance, preventive maintenance, or alterations are performed, and is a requirement under 14 CFR § [43.9\(a\)](#). A person who maintains a civil aircraft must make an entry in the maintenance record of that equipment after they perform preventive maintenance, rebuild, or alter an aircraft, airframe, aircraft engine, propeller, appliance, or component part as required in 14 CFR § 43.9(a). Title 14 CFR part 43 prescribes rules governing the maintenance of aircraft having a U.S. Airworthiness Certificate, and owners or operators of civil aircraft must follow 14 CFR part 43 to maintain the effectiveness of an aircraft's Airworthiness Certificate. Refer to 14 CFR § 21.181. The FAA recommends that the owners or operators of the public aircraft use the provisions in 14 CFR part 43 for return to service of their aircraft and 14 CFR § [91.405](#) for maintenance.

APPENDIX A. DEFINITIONS

Note: For purposes of this AC, the following definitions apply.

1. Airworthy. Refer to 14 CFR § 3.5.
2. Aircraft Maintenance Manual (AMM). A manual developed by the manufacturer of a particular airplane that contains information necessary for the continued airworthiness of that airplane.
3. Appliance. Refer to 14 CFR § 1.1.
4. Civil Aircraft. Refer to 14 CFR § 1.1.
5. Continued Airworthiness. The preservation of the product’s level of safety as defined at the time of certification (or its approved altered condition) through maintenance, preventive maintenance, repairs, and alterations. Continued airworthiness is required to maintain the validity of a civil aircraft’s airworthiness certificate throughout the end of the product lifecycle.
6. Governmental Function. Refer to 14 CFR § 1.1.
7. Maintenance. Refer to 14 CFR § 1.1.
8. Major Alteration. Refer to 14 CFR § 1.1.
9. Major Repair. Refer to 14 CFR § 1.1.
10. Person. Refer to 49 U.S.C. § 40102 and 14 CFR § 1.1.
11. Products. Refer to 14 CFR § 21.1.
12. Public Aircraft. Refer to 49 U.S.C. § 40102 and 14 CFR § 1.1.
13. Time in Service. Refer to 14 CFR § 1.1.

APPENDIX B. ACRONYMS

14 CFR Title 14 of the Code of Federal Regulations

AAIP Approved Aircraft Inspection Program

AC Advisory Circular

AD Airworthiness Directive

AIP Aircraft Inspection Program

AL airworthiness limitation

ALS Airworthiness Limitation Section

AMM Aircraft Maintenance Manual

AMOC alternative method of compliance

ASI aviation safety inspector

CAMP Continuous Airworthiness Maintenance Program

DAR Designated Airworthiness Representative

DER Designated Engineering Representative

DRS Dynamic Regulatory System

FS Flight Standards Service

FAA Federal Aviation Administration

ICA instructions for continued airworthiness

MSpec management specification

NAS National Airspace System

NM nautical mile

OpSpec operation specification

PAO public aircraft operations

Part 91K part 91 subpart K

SRM Structural Repair Manual

STC	Supplemental Type Certificate
SWPM	standard wiring practice manual
TC	type certificate
TCDS	Type Certificate Data Sheet
U.S.C.	United States Code