U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

National Policy

ORDER 8110.119

Effective Date:

November 30, 2012

SUBJ: Streamlined Process for Parts Manufacturer Approval (PMA)

1. Purpose of this Order. This order establishes a streamlined process to approve articles from current holders of PMA that meet our qualifying criteria. The process applies to non-safety significant articles that have little or no effect on safe flight and landing. These articles from qualified applicants represent the lowest risk to safety. The process still uses tests and computations to show compliance to applicable airworthiness requirements.

2. Audience. This order is for Federal Aviation Administration (FAA) personnel responsible for evaluating applications for PMA.

3. Where to Find This Order. You can find this order on the MyFAA Employee Web site: https://employees.faa.gov/tools_resources/orders_notices/. This order is available to the public at http://www.faa.gov/regulations_policies/orders_notices/, or on the FAA Regulatory and Guidance Library (RGL) website at http://rgl.faa.gov.

4. Current Process. The processes in FAA Order 8110.42, *Parts Manufacturer Approval Procedures*, to issue PMA require approval of each replacement article's design by an aircraft certification office (ACO) regardless of its nature. A proposed article whose failure has little or no effect on safe flight or landing competes for limited resources at each ACO. Under the test-and-computation method, an application for each new replacement article requires submittal of data, followed by ACO review for compliance with appropriate airworthiness standards.

5. Streamlined FAA and Industry Processes.

a. We teamed with a leading PMA industry group to expedite approval of non-safety significant articles by PMA. The streamlined process entails our receiving a uniform data package that relies on PMA holder showings and statements of compliance. This is followed by a shortened ACO review based on our experience with the manufacturer. A key component of this package is the applicant's safety assessment that 1) categorizes the article as non-safety significant, 2) shows that the article's failure has little or no impact on safe flight and landing and 3) evaluates the service history of the original article including any known service issues, alert service bulletins/letters/notices, and Airworthiness Directives (AD). An AD on the original article disqualifies the corresponding replacement article from the streamlined process.

b. Applicant guidance for this process is in the Modification and Replacement Parts Association (MARPA) Document 1100, Streamlined Program for PMA Applications of Non-

Safety Significant Articles Submitted by Experienced Applicants with a Qualifying Performance Record, Revision 1 dated September 4, 2012. MARPA makes this document readily available to the public on its website at www.pmaparts.org. MARPA membership is not a requirement to use this document or process.

c. We make a finding of compliance by accepting the showings from qualified applicants in the manner set forth in the MARPA industry document. The document contains best practices from other working agreements with the FAA. Some of these practice guides and associated contingencies go beyond the scope of this order. If any conflicts arise between this order and the industry document, this order takes precedence.

6. Designees and the Streamlined Process. This process relies on showings of compliance and conformity from qualified applicants without the specific findings from organizational or individual designees. A holder of an Organization Designation Authorization (ODA) may use the streamlined process, but without its ODA unit. The holder may apply as any other qualified applicant to the responsible ACO. If an ODA holder wants to make findings of compliance, then the holder may do so under the normal ODA process. Individuals that are Designated Engineering Representatives (DER) may advise applicants on the method and scope of applicant showings, but not as a function of their respective delegations.

7. The Streamlined Approval Process.

a. Application and Setup.

(1) Review the applicant's statement of qualifications for the streamlined process. The applicant must hold PMA with four years minimum experience making at least comparable articles and having:

(a) No unresolved alert service bulletins,

(b) No airworthiness directives, and

(c) No reports of systemic noncompliance in Principal Inspector (PI) evaluations, ACSEP audits and Letters of Investigation (LOI) **within the last four years**.

(2) The ACO may verify the above qualifications by searching Special Airworthiness Information Bulletins (SAIB) database, the Airworthiness Directive (AD) database and the Aircraft Certification Systems Evaluation Program (ACSEP) reports in Certificate Management Information System (CMIS) database by contacting the responsible manufacturing inspection district office (MIDO). If an applicant has a disqualifying occurrence of any one of the above, the project ACO must request a deviation for continued use of the streamlined process. Otherwise, direct the applicant to the standard PMA process.

(3) Establish a MoU with the first time applicant that prescribes the format and content of the compliance data as described in the MARPA Document 1100. This MoU forms the framework for subsequent approvals of other articles from the qualified applicant. Use the document's article specific certification plan (PartSCP) as necessary. Accept subsequent data packages for other articles from the applicant that abide by the MoU.

b. Implementation

(1) Review the applicant's characterization of each article and the impact of its failure. The applicant's safety assessment must show the article is non-safety significant and its failure has little or no effect on continued safe flight and landing. Use safety standards appropriate to your product. If you concur with the applicant's assessment, accept the article into the streamlined process. If the safety assessment is inadequate or the article's failure affects safety, direct the applicant use the PMA process in Order 8110.42.

(2) Check the data package for completeness and adherence to this order and the MARPA document. Note that MARPA 1100 guides applicants in the content of acceptable data packages, but it also has some contingencies that are not in this order. Exercise of these contingencies will require approval of a deviation from this order.

(3) Review the associated statements of compliance per 14 CFR § 21.303(a)(5).

(4) If the PMA application satisfies the streamlined criteria, the ACO records an approval by signing a draft supplement. Ensure that the supplement data has enough detail to populate its six columns. Send this supplement electronically to the responsible MIDO in Portable Document Format (PDF) or Word document (DOC) format. The MIDO will use this document to create new or change the existing supplements of the PMA holder.

(5) The non-safety significant nature of an eligible article diminishes the need for an initial conformity inspection. An applicant's first article inspection report documents the required conformity to its approved design.

(6) The goal for approval by an ACO is 30 days from receipt of a data package that follows the content and format of the industry document.

8. The MoU and PartSCP.

a. The MoU between qualified applicants and us documents the streamlined process. The MoU accepts the content and format of the MARPA document to show the needed compliances to airworthiness requirements.

b. The MARPA document prescribes using a PartSCP to set the format and contents of the article's design data. This PartSCP is a tailored application of the project certification plan used in type certification programs.

9. Non-Safety Significant Articles Eligible for Streamlining. Streamlining applies to articles that pose the least risk to their respective products and their failures have little or no impact on safe flight or landing. These articles usually need a small number of discrete, well-known and easily demonstrated showing s of compliance.

10. Effect of the Streamlined PMA Process.

a. The process explained in this order is not a new regulation. It applies only to PMA projects for eligible articles from qualified PMA holders. If an applicant's proposed articles or qualifications are outside the established criteria, use the process in Order 8110.42.

b. The goal of the streamlined process is to help us approve eligible non-safety significant articles in about 30 days with minimal use of ACO resources.

11. Current Regulatory Material.

a. Title 14 of the Code of Federal Regulations (14 CFR) 21 subpart K sets the regulatory requirements for approval of replacement and modification articles in civil aviation.

b. Orders 8110.42 *Parts Manufacturer Approval Procedures* and 8120.2 *Production Approval and Certificate Management Procedures* specify the process for these approvals. The process entails FAA review and approval of the articles' designs and quality systems. The PMA process assures that these designs meet the airworthiness requirements of the associated products, conform to their approved designs, and are produced in a manner making them safe for installation.

c. Order 8100.15, *Organization Designation Authorization Procedures,* delegates design and production approval to qualified organizations. These delegations allow the organizations to approve test and computation decisions, and issue PMA supplements.

12. Distribution. Distribute this order to the branch level in the Aircraft Certification and the Flight Standards Services; to the branch level in the Aircraft Certification directorate offices and the regional Flight Standards divisions; to the Federal Aviation Administration Academy and the Regulatory Support Division; to all air carrier; general aviation, and flight standards district offices; to all international field offices, international area offices; aircraft certification offices; manufacturing inspection district and satellite offices.

13. Authority to Change This Order. The issuance, revision, or cancellation of the material in this order is the responsibility of the AIR Engineering Division (AIR-100). The Certification Procedures Branch (AIR-110) makes changes, as required, to carry out the FAA's responsibility to provide guidance on PMA.

14. Suggestions for Improvement. If you find deficiencies, need clarification or want to suggest improvements to this order, send FAA Form 1320-19, Directive Feedback Information, (written or electronically) to the Aircraft Certification Service, Administrative Services Branch, AIR-510, Attention: Directives Management Officer. You can also send a copy to the Aircraft Engineering Division, AIR-100, Attention: Comments to Order 8110.XX. If you urgently need an interpretation, you can contact the Certification Procedures Branch (AIR-110) at 202-385-6311. Always use Form 1320-19, in appendix E, to follow up each verbal conversation.

15. Records Management. Refer to Orders 0000.1, FAA Standard Subject Classification System; 1350.14, Records Management; and 1350.15, Records, Organization, Transfer, and Destruction Standards; or your office Records Management Officer or Directives Management Officer for guidance regarding retention or disposition of records.

Susan J. M. Cabler
Acting Manager, Aircraft Engineering Division
Aircraft Certification Service

U.S. Department
of Transportation

**Federal Aviation
Administration**

Directive Feedback Information

Please submit any written comments or recommendations for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: Order 8110.119 _____

To: Directive Management Officer, ___AIR-510_____

(Please check all appropriate line items)

☐ An error (procedural or typographical) has been noted in paragraph _____ on page _____.

☐ Recommend paragraph _____ on page _____ be changed as follows:
(attach separate sheet if necessary)

☐ In a future change to this directive, please include coverage on the following subject:
(briefly describe what you want added)

☐ Other comments:

☐ I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

FTS Telephone Number: _____ Routing Symbol: _____

FAA Form 1320–19 (8-89)(Representation)