



**U.S. Department**  
of Transportation  
**Federal Aviation**  
**Administration**

# InFO

Information for Operators

InFO 16007  
DATE: 5/25/16

Flight Standards Service  
Washington, DC

## [http://www.faa.gov/other\\_visit/aviation\\_industry/airline\\_operators/airline\\_safety/info](http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info)

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

**Subject:** Expanded Delegation of Alternative Method of Compliance (AMOC) Approvals to Boeing Organization Designation Authorization (ODA)

**Purpose:** This InFO provides information regarding delegation of AMOC approvals to Boeing ODA Unit Members (UM) for deviations not related to an unsafe condition identified in an airworthiness directive (AD).

**Background:** Federal Aviation Administration (FAA) Order 8110.103, Alternative Methods of Compliance (AMOC) (see paragraph 3-3) and FAA Order 8100.15, Organization Designation Authorization Procedures (see paragraph 8-9) currently limit delegation of AMOC approvals to structural repairs. Delegation of AMOC approval to Boeing structures ODA UM for repairs has worked well and allowed the FAA and industry to benefit from an efficient process. FAA audits of Boeing ODA AMOC approvals have shown that the delegation is being properly exercised by the Boeing ODA. At the time AMOC approval delegation policies were established, it was not anticipated that AMOC approval delegation in areas other than structures would provide meaningful benefits to the industry and the FAA. Since that time, the FAA has processed and approved a large number of AMOCs in areas other than structures for deviations to AD requirements that were not relevant to an unsafe condition. In order to improve the efficiency of the AMOC issuance process, the FAA approved a deviation to current policy.

**Discussion:** On November 10, 2015, the Aircraft Certification Service's (AIR) Design, Manufacturing and Airworthiness Division (AIR-100) issued Memorandum AIR100-15-140-DM55, which can be viewed at [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgPolicy.nsf/0/BF772129076D7BB186257EF90075E70B?OpenDocument&Highlight=air100-15-140-dm55](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgPolicy.nsf/0/BF772129076D7BB186257EF90075E70B?OpenDocument&Highlight=air100-15-140-dm55). This memorandum authorized a policy deviation allowing further delegation of AMOC approvals as follows:

1. Modifications not associated with an unsafe condition; and
2. Alternate service instructions not affecting the unsafe condition.

The memorandum identifies 19 eligible modification deviations, and seven alternate service instruction procedures, with specific limitation for the authority to be established by the FAA ODA Organization Management Team. See AIR-100's memorandum mentioned above for additional details.

Boeing has developed FAA-approved procedures to implement this expanded delegation of AMOC approval, which are discussed in the Boeing Multi-Operator Message (MOM) MOM-MOM-16-0212-01B dated 03/24/16. As is currently the case for delegated AMOC approvals associated with structural repairs,

AMOCs issued by the Boeing ODA for this expanded delegation will cite specific delegation from the FAA. These AMOCs will also instruct operators that, prior to using the AMOC, they are to notify their appropriate principal inspector (PI). If there is no PI, the operators are to notify the manager of the local Flight Standards District Office (FSDO)/Certificate Management Office (CMO)/Certificate Holding District Office (CHDO).

AMOC request procedures currently used for structural repairs should also be used for AMOC requests associated with these additional delegated areas. That is, when an operator copies its FSDO/CMO/CHDO on AMOC requests to Boeing for structural repairs, they should do the same for AMOC requests related to the additional areas delegated to the Boeing ODA. These procedures are found in Title 14 of the Code of Federal Regulations (14 CFR) part 39, §39.19, and further discussed relative to delegated AMOCs in FAA Order 8110.103, as amended by the memorandum listed above.

**Recommended Action:** Boeing aircraft owners and operators, Directors of Maintenance, and those in charge of AD management programs should develop internal processes and procedures, as appropriate, to request AMOC approvals associated with the expanded delegation areas directly through Boeing. Those processes and procedures should incorporate the instructions provided by Boeing in the MOM (number MOM-MOM-16-0212-01B) dated 03/24/16.

**Contact:** Questions or comments regarding this InFO should be directed to the Flight Standards Service (AFS) Aircraft Maintenance Division, (AFS-300) at (202) 267-1675.