

Part 43 Para (a) Will the definitions of "Life Limited" and "Life Status" apply to components supplied to European TC aircraft from the United States? The French DGAC has a document called AMM Chapter 5 which identifies the "Service Life" of components in aircraft but it does not have a definition of what "Service Life" is. We are concerned that the FAA definitions for "Life Limitation" and the JAA use of "Service life" will be confused. Has the FAA contacted the JAA on this issue to review their "Service Life" identification of components?

Part 43 Para (b) (2) (4)

Will manufacturers be required to include a "Life Status" marking plate on components to allow repair stations / operators to record this data?

Part 45.14

Is it expected that manufacturers marking instructions will be included in "Component Maintenance Manuals"? If so; will the ATA (Air Transport Association) requirements for manual writing be revised?