



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

Aviation Safety

*Strategic Policy Management Branch
800 Independence Ave SW
Washington, DC 20591*

Exemption No. 16637B
Regulatory Docket No. FAA-2016-0833

Michael Marano
The Boeing Company
Boeing-Cargo Helicopter Sustainment
P.O. Box 16858
Philadelphia, PA 19142-0858

Dear Mr. Marano:

This letter is to inform you that the Federal Aviation Administration (FAA) has granted your petition to amend Exemption No. 16637A. This letter transmits the FAA's decision, explains the FAA's basis for the decision, provides the revised conditions and limitations of the exemption, and the date it ends.

The Basis for the FAA's Decision

By letter dated January 11, 2023, you petitioned the FAA on behalf of Boeing-Cargo Helicopter Sustainment (Boeing) for an extension of Exemption No. 16637A. That exemption from § 21.9 of Title 14, Code of Federal Regulations (14 CFR) allows Boeing to produce, represent for sale, and sell new replacement parts for installation on CH-47D helicopters declared surplus by the U.S. Armed Forces that are type certificated under 14 CFR 21.25(a)(2) and operated in the restricted category, subject to the revised conditions and limitations listed below.

The FAA's Decision

The FAA has determined that good cause exists for not publishing a summary of the petition in the Federal Register, because the requested amendment to Exemption No. 16637A would not set a precedent and any delay on this petition would be detrimental to Boeing and the operators who rely on these replacement parts.

Although the FAA did not petition the public for comments, commenters from CHI Aviation, PJ Helicopters, and Unical Air wrote letters in support of Boeing's petition.

The FAA has amended this exemption by expanding on Condition and Limitation No. 4 to reaffirm that production of the articles under this exemption must be completed under the U.S. military Defense Contract Management Agency (DCMA) production oversight system as well as

the FAA approved Quality Management System used to support Boeing's PMA approvals for the Model 234 Helicopter.

The FAA has determined that the justification for the issuance of Exemption No. 16637A remains valid with respect to this amendment and is in the public interest. Therefore, under the authority provided by 49 U.S.C. §§ 106(f), 40113, and 44701(f), which the FAA Administrator has delegated to me, I grant Boeing's petition for amendment to Exemption 16637B. Specifically, this amendment permits the installation of Boeing to produce, represent for sale, and sell new replacement parts for installation on CH-47D helicopters declared surplus by the U.S. Armed Forces that are type certificated under 14 CFR 21.25(a)(2) and operated in the restricted category.

The Effect of the FAA's Decision

The FAA's decision amends Exemption No. 16637A to 16637B and extends the termination date to May 31, 2028, unless sooner superseded or rescinded.

Conditions and Limitations

1. This exemption is only applicable to the production of new replacement parts for installation on CH-47D Chinook helicopters declared surplus by the U.S. Armed Forces.
2. Boeing must own or have rights to the necessary design and manufacturing data.
3. This exemption is issued only for the purpose of production of new parts, not aircraft.
4. All production under this exemption must be completed under U.S. military DCMA production oversight system and the Boeing Quality Management System (QMS) used to support PMA approvals for the Model 234 Helicopters.
5. Boeing must grant the FAA access to its production facilities, documentation and manufacturing records associated with the articles produced under this exemption to conduct production oversight upon request.

Sincerely,

Brian E Cable
Manager, Organization & System Policy Branch,
Policy and Standards Division,
Aircraft Certification Service.