

## VOLUME 3 GENERAL TECHNICAL ADMINISTRATION

### CHAPTER 18 OPERATIONS SPECIFICATIONS

#### Section 6 Parts D and E Maintenance OpSpecs/MSpecs/LOAs

#### 3-921 GENERAL.

NOTE: All 300-series and nonstandard 500-series OpSpecs/MSpecs/training specifications (TSpecs)/letters of authorization (LOA) (Parts A, B, C, D, E, and H) require approval by the appropriate headquarters (HQ) policy division. Title 14 of the Code of Federal Regulations (14 CFR) parts 61, 91, 91 subpart K (part 91K), 125 (including part 125 Letter of Deviation Authority (LODA) holders), 133, 137, and 141 operators' nonstandard operational requests must be approved by the General Aviation and Commercial Division (AFS-800). Title 14 CFR part 121, 135, and 142 nonstandard operational requests must be approved for issuance by the Air Transportation Division (AFS-200). Parts 121, 135, and 14 CFR part 145 repair stations and all airworthiness nonstandard requests must be approved by the Aircraft Maintenance Division (AFS-300). All Weather Operations (AWO) relating to instrument procedures must be approved by the Flight Technologies and Procedures Division (AFS-400) and the International Programs and Policy Division (AFS-50), AFS-200, or AFS-800, as appropriate. Nonstandard authorizations for 14 CFR part 129 foreign operators require approval from AFS-50.

NOTE: All text added to an OpSpec/MSpec/TSpec or LOA through the use of nonstandard text entered in the nonstandard text block (sometimes referred to as "Text 99") must also be approved by the appropriate HQ policy division. For detailed guidance on the process for obtaining HQ approval for nonstandard authorizations, principal inspectors (PI) must read the guidance contained in Volume 3, Chapter 18, Section 2.

NOTE: A revision of a listed document within a table does not require reissuance of the OpSpec/MSpec unless the manual title or document number changes, or when a table requires the most current revision to be identified.

**OPSPEC/MSPEC D070—INTEGRATION OF AIRCRAFT FUEL TANK MAINTENANCE AND INSPECTION INSTRUCTIONS INTO A CAMP. DECOMMISSIONED.** For certificate holders/foreign persons/foreign air carriers; OpSpec/MSpec D070 was superseded by OpSpec/MSpec/LOA D097.

**OPSPEC/MSPEC D072—AIRCRAFT MAINTENANCE—CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM (CAMP) AUTHORIZATION.**

**A. OpSpec/MSpec D072.** This OpSpec/MSpec is issued to operators subject to a Continuous Airworthiness Maintenance Program (CAMP) under 14 CFR part 91, § 91.1109; 14 CFR part 121; and 14 CFR part 135, § 135.411(a)(2). OpSpec/MSpec D072 contains the

conditions that must be met for a certificate holder to operate their aircraft and lists the reference documents that contain the details of the operator's program.

**B. Certificate Holder/Program Manager.** The certificate holder/program manager is authorized to conduct operations using identified aircraft maintained in accordance with the CAMP and the limitations specified in these OpSpecs/MSpecs.

**C. OpSpec/MSpec D072 CAMP Authorization.** Table 1 must contain the following:

1) Each of the aircraft authorized to be maintained in accordance with the CAMP by make, model, and series (M/M/S).

2) The document(s) that encompasses all 10 elements of a CAMP. The certificate holder/program manager may have multiple manuals that encompass the CAMP. The principal inspector (PI) may elect to list all the manuals encompassing the CAMP or if one manual references all the other manuals, then preferably he or she may list only that particular manual.

3) The certificate holder/program manager's assigned number(s) of the CAMP document(s).

NOTE: Title 14 CFR part 125 operators are required to have an inspection program and are not subject to the requirements of a CAMP (refer to part 125, § 125.247). OpSpec/MSpec D072 is issued to parts 91 subpart K (part 91K), 121, and 135 operators with a CAMP requirement.

**OPSPEC/MSPEC/LOA D073—APPROVED INSPECTION PROGRAM.** Issue D073 to an operator, certificate holder, or A125 LODA holder (125M) who is required to use, or chooses to use, an inspection program approved by the FAA. There are four different applications of OpSpec/MSpec/LOA D073. Each D073 is worded differently to reflect the requirements of the applicable regulation.

**A. Different Applications of D073.**

1) Title 14 CFR part 91 subpart K (part 91K) – Issue MSPEC D073 to authorize an operator to use an Approved Aircraft Inspection Program (AAIP) under § 91.1109(b).

2) Title 14 CFR part 135 – Issue OpSpec D073 to authorize a certificate holder to use an AAIP under § 135.419.

NOTE: You will also issue OpSpec/MSpec D101 through D104 as applicable.

3) Title 14 CFR part 125 – Issue OpSpec D073 to authorize a certificate holder to use an AAIP under § 125.247(a)(3).

4) Title 14 CFR part 125 – Issue LOA D073 to authorize a Letter of Deviation Authority (LODA) holder (125M) to use an approved airplane inspection under § 125.247(a)(3).

**B. Inspection Program Requirements.** Parts 91K, 135, and 125 (including 125M) require a certificate holder, operator, or A125 LODA holder to include the approved inspection program in its required manual (refer to § 91.1025(L), § 135.419(e), § 135.23(o), and § 125.249(a)(3)). To comply with the regulations and have control of the inspection program, the operator, certificate holder, or A125 LODA holder must either control the section of their manual that contains the inspection program as an approved section, or include the program in a separate manual or document which is part of the certificated holder's manual. Either way, the certificate holder or operator must have a control in place to prevent any changes to the inspection program without prior FAA approval.

**OPSPEC D074—RELIABILITY PROGRAM AUTHORIZATION: ENTIRE AIRCRAFT.**

**A. OpSpec D074 Authorization.** OpSpec D074 is authorized for operators subject to a Continuous Airworthiness Maintenance Program (CAMP) under 14 CFR part 121 and 14 CFR part 135, § 135.411(a)(2). This OpSpec authorizes the use of a maintenance reliability program that contains standards for determining maintenance intervals and processes. This program controls the inspection, check, overhaul, or restoration times for the entire aircraft and is the sole control as far as OpSpecs are concerned. Each make, model, and series (M/M/S) of aircraft controlled by reliability and its approved reliability document shall be identified in this OpSpec. Guidance for approving a reliability program is found in Volume 3, Chapter 40.

**B. Reliability Program Authorization.** OpSpec D074, Table 1 must contain the following:

- 1) The M/M/S of each aircraft controlled by a reliability program; the level of detail in specifying the series of aircraft should match the detail in the operator's program.
- 2) The document name that encompasses the reliability program and the certificate holder's assigned number(s) of the reliability document.
- 3) The current revision date of the reliability document, placed in the "Document Date" block.

**OPSPEC D075—RELIABILITY PROGRAM AUTHORIZATION: AIRFRAME, POWERPLANT, SYSTEMS, OR SELECTED ITEMS.** OpSpec D075 is authorized for operators subject to a Continuous Airworthiness Maintenance Program (CAMP) under 14 CFR part 121 and 14 CFR part 135, § 135.411(a)(2). This OpSpec authorizes the use of a maintenance reliability program containing the standards for determining maintenance intervals and processes. The program controls the inspection, check, overhaul, or restoration time for airframe, powerplant, systems, or individually selected items within a system (hydraulic system, pumps, valves, actuators, etc.) and must be identified in the OpSpecs.

**A. Maintenance Time Limitations Section.** Airframe, powerplant, systems, or items controlled by reliability will be identified in the "Maintenance Time Limitations" section by an asterisk or other identifier and a note.

**B. Referenced Document.** If preferred, a certificate holder may reference in the “Maintenance Time Limitations” section a document approved by the Administrator. The referenced document will contain at least that information required by the “Maintenance Time Limitations” section.

**C. Program Approval.** Guidance for approving this program is found in Volume 3, Chapters 40 and 43.

1) Components not subject to the certificate holder’s partial reliability program must be controlled by a time limitations manual or document. This manual or document must be listed in OpSpec D088, Table 1.

2) Table 1 must contain the following:

- The make, model, and series (M/M/S) of each aircraft controlled by a reliability program; the level of detail in specifying the series of aircraft should match the detail in the operator’s program;
- The document name that encompasses the partial reliability program, and the certificate holder’s assigned number(s) of the partial reliability document; and
- The current revision date of the partial reliability document.

NOTE: Operators authorized OpSpec D075 must be issued OpSpec D088.

NOTE: This OpSpec does not apply to 14 CFR part 125 operators.

#### **OPSPEC/MSPEC D076—SHORT-TERM ESCALATION AUTHORIZATION.**

**A. OpSpec/MSpec D076.** This OpSpec/MSpec is authorized for operators subject to a Continuous Airworthiness Maintenance Program (CAMP) under 14 CFR part 91, § 91.1109; 14 CFR part 121; and 14 CFR part 135, § 135.411(a)(2). OpSpec/MSpec D076 authorizes a certificate holder/program manager to use short-term escalation procedures with aircraft, powerplant, systems, or selected items without preapproval by the principal inspector (PI).

**B. Short-Term Escalations.** Certificate holders who have short-term escalation procedures incorporated into their reliability program (OpSpec D074) or partial reliability program (OpSpec D075) do not need an OpSpec/MSpec D076 authorization for items covered in those programs. Items not subject to a partial reliability program must have OpSpec/MSpec D076 authorization to use short-term escalations.

NOTE: See Volume 3, Chapter 37.

**C. Limitations.** Table 1 references the aircraft by make, model, and series (M/M/S) and the limitations (if applicable) placed on that particular M/M/S. The limitations in Table 1 are primarily for airframe check and inspection intervals. Engines and their components, as well as airframe components and appliances, are generally not limited—except for the 10 percent, not to exceed 500 hours.

1) The limitations section of this table is used to restrict a particular M/M/S task below the maximum allowable 10 percent, not to exceed 500 hours. An example would be if an aircraft “A” check has an interval of 200 hours (200 x 10 percent = 20 hours), and the PI limited the “A” check short-term escalation to not exceed 20 hours.

2) It can also be used to eliminate certain tasks from being eligible for short-term escalation. An example would be if the operator was not permitted short-term escalations on a particular M/M/S aircraft “B” check.

3) If the limitations section of this table is left blank, then the operator is authorized to short-term escalate all items to the maximum interval described in their manual.

NOTE: If restrictions and eliminations are requested for engine, engine components, airframe components, and appliances, then they may be listed in the limitations for that particular M/M/S as well.

**OPSPEC D077—MAINTENANCE CONTRACTUAL ARRANGEMENT  
AUTHORIZATION: FOR AN ENTIRE AIRCRAFT.**

**A. OpSpec D077 Authorization.** OpSpec D077 is authorized for operators subject to a Continuous Airworthiness Maintenance Program (CAMP) under 14 CFR part 121 and 14 CFR part 135, § 135.411(a)(2). This OpSpec authorizes a certificate holder to use a part 121 or § 135.411(a)(2) certificate holder’s approved maintenance program for the maintenance of its entire aircraft. If applicable, this includes participation in the contractor’s reliability program (see Volume 3, Chapters 40 and 42). Title 14 CFR part 125, §§ 125.245 and 125.247 authorize the operator subject to an Approved Aircraft Inspection Program (AAIP) under part 125 to enter into a contractual agreement for the accomplishment of maintenance, preventive maintenance (PM), alterations, or required item inspections as identified in the operator’s manual.

**B. OpSpec D077.** Table 1 must contain the following information:

1) **Contractor Name and Address.** This field must list the contractor with whom the certificate holder has entered into an agreement for the specific maintenance function listed.

2) **Contract Date.** Self-explanatory.

3) **Aircraft Make, Model, and Series (M/M/S).** Self-explanatory.

4) **Powerplant M/M/S.** Self-explanatory.

5) **Maintenance Function.** List the maintenance function(s) performed per the contract.

**OPSPEC D078—MAINTENANCE CONTRACTUAL ARRANGEMENT  
AUTHORIZATION: FOR SPECIFIC MAINTENANCE.**

**A. OpSpec D078 Authorization.** OpSpec D078 is authorized for operators subject to a Continuous Airworthiness Maintenance Program (CAMP) under 14 CFR part 121 and 14 CFR part 135, § 135.411(a)(2). This OpSpec authorizes a certificate holder to use another part 121 or § 135.411(a)(2) certificate holder's approved maintenance program for specific maintenance functions. This OpSpec identifies the functions to be performed by the contractor on the certificate holder(s) aircraft listed in the table. This OpSpec may be used for one or more contracts, aircraft/engine makes and models, or components (see Volume 3, Chapter 42).

**B. OpSpec D078.** OpSpec D078 authorizes and identifies the functions to be performed by the contractor on the certificate holder's aircraft listed in the table. Table 1 must contain the following information:

- 1) **Contractor.** This field must list the contractor with whom the certificate holder has entered into agreement for the specific maintenance function listed.
- 2) **Contract Number and Contract Date.** Self-explanatory.
- 3) **Aircraft Make, Model, and Series (M/M/S).** Self-explanatory.
- 4) **Specific Maintenance Function.** This field can be as general as stating "All" for the entire aircraft and engines, or it can list specific inspections or checks.

NOTE: This OpSpec only applies to the performance of maintenance and inspections.

**OPSPEC D079—RELIABILITY PROGRAM CONTRACTUAL ARRANGEMENT  
AUTHORIZATION.**

**A. OpSpec D079 Authorization.** This OpSpec authorizes operators subject to a Continuous Airworthiness Maintenance Program (CAMP) under 14 CFR part 121 and 14 CFR part 135, § 135.411(a)(2) to participate in another part 121 or § 135.411(a)(2) contractor's FAA-approved reliability program for its aircraft, powerplant, systems, or selected components (see Volume 3, Chapter 41).

NOTE: Operators authorized under OpSpec D079 will be automatically issued OpSpec D088.

**B. OpSpec D079.** Table 1 must contain the following information:

- 1) **Contractor.** This field must list the contractor with whom the certificate holder has entered into agreement for the specific reliability function listed.
- 2) **Contract Number and Contract Date.** Identifying number from contract (if applicable) and date signed.

- 3) **Aircraft Make, Model, and Series (M/M/S).** Self-explanatory.
- 4) **Reliability Program Name and Number.** Name of program and number assigned by contractor.
- 5) **Reliability Program Date.** Date of current revision.

**OPSPEC D080—LEASED AIRCRAFT MAINTENANCE PROGRAM  
AUTHORIZATIONS: U.S.-REGISTERED AIRCRAFT.**

**A. OpSpec D080 Authorization.** This OpSpec authorizes operators subject to a Continuous Airworthiness Maintenance Program (CAMP) under 14 CFR part 121 and 14 CFR part 135, § 135.411(a)(2) to use a lessor's approved maintenance program for the leased aircraft. OpSpec D080 applies only to leases of aircraft intended to return to the lessor at a time specified in the lease.

**B. Leased Aircraft Maintenance Program Authorizations.** The certificate holder is authorized to maintain the aircraft listed in Table 1 in accordance with the lessor's approved maintenance program for the specific make, model, and series (M/M/S) of aircraft and lease agreements identified in Table 1, except as provided in Table 2.

NOTE: Table 2 identifies specific items that will be maintained in accordance with the certificate holder's approved maintenance program.

NOTE: Specific maintenance program requirements of the certificate holder that are different than the lessor's program will be listed in Table 2.

**OPSPEC D081—PARTS POOL AGREEMENT AUTHORIZATION.**

**A. OpSpec D081 Authorization.** This OpSpec authorizes a 14 CFR part 121 certificate holder operating outside the United States under the provisions of part 121, § 121.361(b) to enter into a parts pooling agreement with foreign air carriers or agencies whose employees do not hold U.S. airman certificates (see Volume 3, Chapter 39).

**B. Parts Pool Agreement Authorization.** Table 1 must list the participants, along with their location, who are eligible to provide parts to the certificate holder.

**OPSPEC D082—PRORATED TIME AUTHORIZATION.**

**A. OpSpec D082 Authorization.** This OpSpec authorizes operators subject to a Continuous Airworthiness Maintenance Program (CAMP) under 14 CFR part 121 and 14 CFR part 135, § 135.411(a)(2) to use aircraft for which inspection and overhaul times have been established using the prorating process.

**B. Prorated Time Authorization.** Table 1 lists each aircraft by registration, serial number, and make, model, and series (M/M/S) that shall be maintained in accordance with the adjusted times identified in the certificate holder's proration document. The table must list the individual proration document number assigned by the air carrier and current effective date.

**OPSPEC D083—SHORT-TERM ESCALATION AUTHORIZATION FOR BORROWED PARTS SUBJECT TO OVERHAUL REQUIREMENTS.**

**A. OpSpec D083 Authorization.** This OpSpec authorizes operators subject to a Continuous Airworthiness Maintenance Program (CAMP) under 14 CFR part 121 and 14 CFR part 135, § 135.411(a)(2) relief from approved overhaul time limits when borrowing parts from another certificate holder.

**B. A Certificate Holder's Authorization to Use a Borrowed Part.** Provided that all of the conditions listed in the OpSpec are met, the certificate holder is authorized to use a borrowed part (overhauled) from another operator when time in service of the available part exceeds the certificate holder's approved overhaul time limit.

**OPSPEC D084—SPECIAL FLIGHT PERMIT WITH CONTINUOUS AUTHORIZATION TO CONDUCT FERRY FLIGHTS.** This OpSpec authorizes 14 CFR part 119 certificate holders with an approved continuing flight authorization program to issue a special flight permit with continuing authorization to conduct ferry flights. This permit can only be issued under the guidelines set forth in 14 CFR part 21, § 21.197(c).

NOTE: Table 1 must reference the certificate holder's manual(s) that contains the approved continuing flight authorization program.

NOTE: The issuance/authorization of OpSpec D084 does not approve the continuing authorization to conduct a ferry flight program (CAFP) but simply authorizes the use of the procedures listed in Table 1 of OpSpec D084. The certificate holder should have a separate control in place for an acceptance/approval process of their manuals and/or sections of their manual system relating to the CAFP by the FAA.

**MSPEC D084—SPECIAL FLIGHT PERMIT WITH CONTINUOUS AUTHORIZATION TO CONDUCT FERRY FLIGHTS.** This MSPEC authorizes 14 CFR part 91 subpart K (part 91K) program managers subject to a Continuous Airworthiness Maintenance Program (CAMP) under part 91, § 91.1411 to issue a special flight permit with continuing authorization to conduct ferry flights. This permit can only be issued under the guidelines as set forth in 14 CFR part 21, § 21.197(c).

NOTE: Table 1 must reference the certificate holder's manual(s) that contains the policies, procedures, conditions, and limitations necessary to conduct the ferry flight.

NOTE: The issuance/authorization of MSPEC D084 does not approve the continuing authorization to conduct a ferry flight program (CAFP) but simply authorizes the use of the procedures listed in Table 1 of MSPEC D084. The certificate holder should have a separate control in place for an acceptance/approval process of their manuals and/or sections of their manual system relating to the CAFP by the FAA.

**OPSPEC/MSPEC D085—AIRCRAFT LISTING.** Title 14 CFR part 119 certificate holders conducting operations under 14 CFR part 121, 125, or 135 who are required to maintain liability insurance coverage under Title 49 of the United States Code (49 U.S.C.) § 41112 and its implementing regulation, 14 CFR part 205, § 205.4(b), must list their authorized aircraft in these OpSpecs/MSpecs. Program managers are required to list all aircraft in MSPEC D085.

**A. Liability Insurance Coverage.** Section 205.4(b) states, in part, that “aircraft shall not be listed in the carrier’s operations specifications with the FAA and shall not be operated unless liability insurance coverage is in force.” All part 119 certificate holders conducting operations noted above are required to have continuous, effective liability insurance coverage that is in effect to ensure that the public is protected in the event of an accident. Effective liability insurance coverage is a condition for them to hold Office of the Secretary of Transportation (OST) economic authority.

**B. Non-Use Suspension.** For air carrier certificate holders who request to hold the liability insurance coverage in suspension on aircraft for specific periods of non-use, refer to OpSpec A501 and OpSpec D106.

**C. Certificate Holders Operating Aircraft Under 14 CFR Part 125.** These certificate holders are not required to maintain liability insurance; although, they are required to list authorized airplanes by type and registration number on their OpSpecs, per part 125, § 125.31(b)(2).

**D. Aircraft Not in Revenue Service.** The aircraft listing may also contain the certificate holder’s aircraft that are not in revenue service. These aircraft include, but are not limited to, those that are undergoing heavy maintenance, in storage, awaiting parts, newly purchased, or being altered. However, the certificate holder must have procedures specifying how these aircraft are handled while they are conformed to regulatory requirements for operations in air transportation and before they are released for operations in air transportation. This applies to part 119 certificate holders conducting operations under 14 CFR part 121, 125, or 135, regardless of the kind of operations conducted.

NOTE: Aircraft that the certificate holder newly acquires may be placed on the aircraft listing, without a conformity inspection, to permit the certificate holder to operate the aircraft under 14 CFR part 91 and to conduct those maintenance, preventive maintenance (PM), or alteration activities necessary to conform the aircraft to regulatory requirements for operations in common carriage. Under no circumstance should an air carrier certificate holder who is authorized to conduct operations under either part 121 or 135 be issued a deviation under § 125.3. The prohibitive language of part 119, § 119.5(h) does not permit any aviation safety inspector (ASI) to issue such a deviation to an Air Carrier Certificate holder authorized to conduct common carriage operations under part 121 or 135.

**E. Aircraft Used Under an Interchange Agreement.**

1) Due to compatibility problems with the Web-based Operations Safety System (WebOPSS), the use of the asterisk to identify aircraft used under an interchange agreement must

be discontinued. Other methods are under study and will be incorporated into WebOPSS and this chapter when completed. Until that time, the FAA asks that the interchange aircraft be placed at the end of the OpSpec D085 aircraft listing for ease of identification.

2) The table(s) must list the aircraft registration number, serial number, nose number (if applicable), and aircraft make, model, and series (M/M/S).

**OPSPEC D086—MAINTENANCE PROGRAM AUTHORIZATION FOR TWO-ENGINE AIRPLANES USED IN EXTENDED RANGE OPERATION.**

**A. OpSpec D086 Authorization.** This OpSpec authorizes operators subject to a Continuous Airworthiness Maintenance Program (CAMP) under 14 CFR parts 121 and 135, as applicable, to use certain approved aircraft in Extended Operations (ETOPS). Airworthiness aviation safety inspectors (ASI) must be familiar with OpSpec B342 and shall coordinate with the principal operations instructor (POI) before approving OpSpec D086 (see Volume 4, Chapter 6).

**B. Maintenance Program Authorization for Two-Engine Airplanes Used in ETOPS.** Complete the following tables as described below:

1) Table 1 must include the approved aircraft registration number, airplane make, model, and series (M/M/S), and the maximum diversion time in minutes.

2) Table 2 identifies the reliability program, which continually assesses the propulsion and airframe systems with the extended-range fleet. The following must be included:

- a) Airplane M/M/S. Self-explanatory.
- b) Powerplant M/M/S. Self-explanatory.
- c) Program Name. Enter the name of the reliability program.
- d) Program Number. Assigned number of the program by the air carrier.
- e) Program Date. Enter date of approval.

3) Table 3 identifies the Configuration, Maintenance, and Procedures (CMP) document for ETOPS and must include the following:

- a) Airplane M/M/S. Self-explanatory.
- b) Powerplant M/M/S. Self-explanatory.
- c) FAA-Approved CMP Document Name/Number. Enter document name and assigned number for which the CMP is contained.
- d) Document Date. Enter the date that the above document was originally approved.

e) FAA-Approved Amendment No. Enter the current amendment number and date, if applicable, for the above approved document.

**OPSPEC D087—MAINTENANCE PROGRAM AUTHORIZATION FOR LEASED FOREIGN-REGISTERED AIRCRAFT OPERATED BY U.S. AIR CARRIERS.** This OpSpec authorizes operators subject to a Continuous Airworthiness Maintenance Program (CAMP) under 14 CFR part 121 and 14 CFR part 135, § 135.411(a)(2) to maintain leased, foreign-registered aircraft by adopting the foreign air carrier’s maintenance program.

NOTE: If a principal inspector (PI) approves a revision to an adopted foreign maintenance program, that approval must be done on an individual basis by amending this OpSpec.

NOTE: Any aircraft make, model, and series (M/M/S) listed on this OpSpec must also be listed in OpSpec/MSpec D072.

**A. OpSpec D087 Authorization.** Table 1 must be completed as follows:

- 1) **Foreign Air Carrier.** Enter the name of the foreign air carrier.
- 2) **Aircraft M/M/S.** Self-explanatory.
- 3) **Identification/Registration Number.** Self-explanatory.
- 4) **Lease Date.** Self-explanatory.
- 5) **Maintenance Program Revision Number/Date.** Revision number and date of the foreign air carrier’s leased maintenance program—original approval of the maintenance program must be identified with “ORIG.”

NOTE: If during the lease period a U.S. air carrier operating a foreign aircraft has accepted the foreign air carrier’s maintenance inspection program as its own, all parties are reminded that the foreign aircraft is still subject to the country of origin’s rules and regulations. If the Foreign Airworthiness Certificate is enforcing the maintenance inspection, program and time limitations cannot be altered by the U.S. lessee without prior approval of the country of origin’s Civil Aviation Authority (CAA). If a change is requested, it must be through the foreign air carrier who will request the change. If the foreign CAA agrees to the changes, the approval is forwarded to the U.S. air carrier via the foreign air carrier. The U.S. air carrier will make a request for any changes through the FAA certificate-holding district office (CHDO). If all parties agree, the PIs may amend the inspection time and this OpSpec.

**B. Differences Between the Certificate Holder’s Adopted and Approved Programs.** Table 2 identifies differences between the certificate holder’s adopted maintenance programs for leased, foreign-registered aircraft and the certificate holder’s approved program (if applicable). Each item or system that is considered a difference or exception must be listed in Table 2 as follows:

**1) Air Transportation Association of America (ATA) Chapter.** Enter the ATA code for the applicable item or system.

**2) Primary Maintenance Process.** List maintenance requirements for the item or system (overhaul, inspect, replace, etc.).

**3) Inspection and Check Period.** List inspection and/or check frequency/interval.

**4) Other.** This field can be used for general comments.

NOTE: Do not combine items into one row of this table. Each item must be broken down into ATA chapters and listed individually in this table.

### **OPSPEC D088—MAINTENANCE TIME LIMITATIONS AUTHORIZATION.**

**A. OpSpec D088 Authorization.** This OpSpec authorizes operators subject to a Continuous Airworthiness Maintenance Program (CAMP) under 14 CFR parts 91 subpart K (part 91K) and 121, and operators subject to an inspection program under 14 CFR part 125, § 125.247 (as well as operators under 14 CFR part 135, § 135.411(a)(2) and those who have an Approved Aircraft Inspection Program (AAIP) requiring a maintenance time limitations manual) to use a separate approved document or approved section in the certificate holder/operator's manual. This OpSpec is issued to approve the time limitations of each maintenance task not covered under the partial reliability or Continuing Analysis and Surveillance System (CASS) program (part 125 is not included in the reliability statement) (see Volume 3, Chapters 40 and 43 for further information).

NOTE: This OpSpec may be issued in conjunction with OpSpec D075, as necessary.

**B. Parts 91K, 121, and 135 Maintenance Time Limitations Authorization.** Table 1 must include the following:

**1) Aircraft Make, Model, and Series (M/M/S).** Self-explanatory.

**2) Manual/Document Name and Number.** Manual name and air carrier assigned number for that manual that houses the FAA-approved time limitations for maintenance tasks not covered under the partial reliability program.

**3) Manual/Document Date.** List the date of the current revision of the manual.

**C. Part 125 and 125M (A125 LODA) Maintenance Time Limitations Authorization: Aircraft Engine Maintenance/Overhaul Program.** Table 1 must include the following:

- Registration Number,
- Serial Number,
- Approved Engine Overhaul Period, and
- Support Manual or Document.

**OPSPEC/MSPEC D089—MAINTENANCE TIME LIMITATIONS SECTION.**

**A. Operators Subject to a Continuous Airworthiness Maintenance Program (CAMP).** This OpSpec authorizes operators subject to a CAMP under 14 CFR part 91, § 91.1109; 14 CFR part 121; and 14 CFR part 135, § 135.411(a)(2) requiring a maintenance time limitations manual to use a separate approved document or approved section in the certificate holder/program manager's manual (see Volume 3, Chapter 43).

NOTE: In compliance with 14 CFR part 119, § 119.49(a)(8), Time Limitations OpSpecs issued to part 135 certificate holders conducting commuter operations with aircraft not maintained under a CAMP will be issued OpSpec D073, D101, D102, D103, D104, and D105, as applicable.

**B. Referenced Document(s).** The referenced documents must be approved by the Administrator and must have procedures for affecting revisions and revision control acceptable to the Airworthiness principal inspector (PI) (refer to § 119.49(a)(8)).

NOTE: Each certificate holder conducting domestic, flag, or commuter operations must obtain OpSpecs containing all of the following: time limitations, or standards for determining time limitations, for overhauling, inspecting, and checking airframes, engines, propellers, rotors, appliances, and emergency equipment.

**C. Maintenance Time Limitations Section.** Table 1 must include the following:

- 1) Aircraft Make, Model, and Series (M/M/S).** Self-explanatory.
- 2) Manual/Document Name and Number.** Manual name and assigned air carrier number for that manual that houses the FAA-approved time limitations for maintenance tasks.
- 3) Manual/Document Date.** List the date of the current revision of the manual.

NOTE: This OpSpec is to be issued only if the operator is not issued OpSpec D074 or D075.

**OPSPEC D090—COORDINATING AGENCIES FOR SUPPLIER'S EVALUATION (C.A.S.E.).**

**A. OpSpec D090 Authorization.** This OpSpec authorizes operators subject to a Continuous Airworthiness Maintenance Program (CAMP) under 14 CFR part 121 and 14 CFR part 135, § 135.411(a)(2) to become a member of the Coordinating Agencies for Supplier's Evaluation (C.A.S.E.) program.

**B. Authorizing Certificate Holders to Use C.A.S.E.** This OpSpec authorizes certificate holders to use C.A.S.E. as a means of qualifying a vendor for services, parts, and materials to satisfy the requirements of part 121, § 121.373 and/or § 135.431, as applicable.

**OPSPEC D091—REQUIREMENTS: AIR CARRIER MAINTENANCE PROVIDERS.**

The new term “essential maintenance” has replaced “substantial maintenance.” The newly revised version of OpSpec D091, which has two tables, has replaced the former three-table addition. The new design specifically addresses the Required Inspection Items (RII). This OpSpec is issued to air carriers certificated under 14 CFR part 119 conducting operations under 14 CFR part 121.

**A. Essential Maintenance.** Essential maintenance encompasses any RII onwing accomplishment after any maintenance or alteration. This maintenance, if done improperly or if improper parts or materials were used, would result in a failure effect that would endanger the continued safe flight and landing of the airplane. Essential maintenance is the accomplishment of the designated air carrier inspection item onwing. Essential maintenance does not encompass any offwing maintenance.

**B. Guidance.**

1) Before issuing an initial OpSpec D091, or when the certificate holder adds an essential maintenance provider to the certificate holder’s maintenance provider listing required by part 121, § 121.369(a), ensure that the certificate holder has conducted an onsite audit of each essential maintenance provider or the added essential maintenance provider, as appropriate. The certificate holder’s onsite audit should, at least, determine that the essential maintenance provider has:

- An organization that is adequate to perform essential maintenance, and
- Competent personnel and adequate facilities and equipment for the proper performance of essential maintenance.

2) In addition, ensure that the certificate holder has provisions within its Continuing Analysis and Surveillance System (CASS) to determine that each essential maintenance provider listed in its maintenance provider listing performs essential maintenance in accordance with the certificate holder’s maintenance program and manual.

**C. Further Information.** See Volume 6, Chapter 2, Section 40 for information about the meaning of essential maintenance and for additional, more detailed guidance for issuing this OpSpec.

**D. Accomplishing Maintenance with Other Maintenance Providers.** The certificate holder is authorized to make arrangements with other persons (maintenance providers) to accomplish maintenance, preventive maintenance (PM), or alterations on its behalf.

**E. Listing Maintenance Providers.** The certificate holder shall list in their manual system (not in this OpSpec) the maintenance providers required by § 121.369(a). Each maintenance provider shall be listed by corporate or company name, business address and location, and a general description of the contracted work, using the following categories:

**1) Aircraft Maintenance.**

a) Heavy Maintenance. An example of heavy maintenance is the inspection and repair of the aircraft airframe performed at specified time intervals. These intervals are based

upon the guidelines of the aircraft manufacturer, National Aviation Authority (NAA), FAA, or European Aviation Safety Agency (EASA), as further refined by the airline/operator. Scheduled inspections are typically based on a fixed number of flight hours. There are four levels of inspection for commercial jet aircraft, usually termed “A,” “B,” “C,” and “D” checks. “A” and “B” checks are normally considered part of line maintenance. “C” and “D” checks are classified as “heavy maintenance.”

b) **Line Maintenance.** Line maintenance includes light regular checks that ensure the aircraft is fit for flight, troubleshooting, defect rectification, and component replacement. Aviation Maintenance Technicians (AMT) diagnose and correct issues on the aircraft and carry out these checks on an ad hoc basis or scheduled interval. Line maintenance consists of three primary activity categories: transit checks, daily/weekly checks, and “A” checks. Historically, line maintenance included “B” checks, which rarely exist these days.

2) **Aircraft Engine Work.** This includes off airplane maintenance of aircraft engines.

3) **Propeller Work.** This includes off airplane maintenance of propellers and propeller control components.

4) **Component Work.** This includes off airplane maintenance of individual components.

5) **Specialized Service.** This includes services such as x-ray, plating, eddy current, painting, shot peening, plasma spray, composite structures maintenance, weighing, welding, etc.

**F. Table 1.** The certificate holder shall provide its assigned principal maintenance inspector (PMI) with the maintenance provider listing referenced in § 121.369(a). Additionally, if this listing is incorporated within a larger manual or series of manuals, the certificate holder shall provide the appropriate volume and section number to indicate where the maintenance provider listing can be found (refer to the Table 1 sample below).

**Table 1**

Document Name and Number	Volume/Chapter/Section

**G. Table 2.** The certificate holder shall make the location and name(s) of the individual(s) responsible for the listing referenced in subparagraph E1)b) available to the assigned PMI. The phone number, email address, and physical mailing address must be provided for the named individual(s).

**Table 2**

Name of Individual	Phone	E-Mail Address	Mailing Address	Date Updated

**OPSPEC/MSPEC D092—AIRPLANES AUTHORIZED FOR OPERATIONS IN DESIGNATED REDUCED VERTICAL SEPARATION MINIMUM AIRSPACE.**

**A. OpSpec/MSpec D092 Authorization.** This OpSpec/MSpec authorizes operators under 14 CFR parts 91 subpart K (part 91K), 121, 125, and 135 to allow certain approved aircraft to operate in Reduced Vertical Separation Minimum (RVSM) airspace.

**B. Authorization for Airplanes Used for Operations in RVSM Airspace.** Table 1 must include the registration number and the make, model, and series (M/M/S) of the aircraft approved for RVSM airspace.

**OPSPEC D093—HELICOPTER NIGHT VISION GOGGLE OPERATIONS (HNVGO) MAINTENANCE PROGRAM.**

**A. OpSpec D093 Authorization.** This OpSpec is issued to operators authorized to conduct Helicopter Night Vision Goggle Operations (HNVGO) under the limitations and provisions of 14 CFR part 135 and current OpSpec A050 using specific approved aircraft.

**B. HNVGO Maintenance Program.** OpSpec D093, Table 1 must include the aircraft registration number, serial number, and make, model, and series (M/M/S), and the name of the maintenance document with the current revision number/letter for the Night Vision Imaging System (NVIS). Additionally, the maintenance document(s) for the night vision goggles (NVG) with the current revision number/letter must be listed in the table.

**Table 1 – Authorized NVIS and NVG Maintenance Documents**

Aircraft Registration Number	Aircraft Serial Number	Aircraft M/M/S	STC Number	Maintenance Document for Aircraft NVIS w/ Revision Number	Maintenance Document for NVG w/ Revision Number

**OPSPEC/MSPEC/TSPEC/LOA D095—MINIMUM EQUIPMENT LIST (MEL) AUTHORIZATION.**

**A. OpSpec/MSpec/TSpec/LOA D095 Authorization.** This OpSpec/MSpec/TSpec/LOA is issued to operators under 14 CFR parts 91, part 91 subpart K (part 91K), 121, 125, 125 Letter of Deviation Authority (A125 LODA) holders, 135, and 142 authorized to use an approved minimum equipment list (MEL).

**B. MEL Authorization.** This table must list the make, model, and series (M/M/S) of the aircraft authorized to use an MEL. Table 1 is found on authorized D095 for those operators under parts 91, 91K, 121, 125, A125 LODA holders, 135, and 142.

- 1) **Aircraft M/M/S.** Must be filled in. Add multiple M/M/S aircraft as required.
- 2) **Limitations and Conditions.** Use if appropriate, but not required. One of the uses of this column is to allow for differentiating aircraft by registration number and/or serial

number in cases where just the aircraft M/M/S may not be sufficient to specify particular aircraft affected by the D095.

**Table 1 – Parts 91K, 121, 125, A125 LODA Holders, 135, and 142**

<b>Aircraft M/M/S</b>	<b>Limitations and Conditions</b>

**OPSPEC/MSPEC/LOA D097—AGING AIRCRAFT PROGRAMS.** For aging aircraft programs for 14 CFR parts 91 subpart K (part 91K), 121, and 125, and 14 CFR part 129, § 129.14 that include approval sections for each of the aging aircraft CFRs, OpSpec/MSpec/LOA D097 is the means by which the principal inspector (PI) will approve the operator's incorporation of the applicable aging aircraft regulations, as well as any revisions that he or she needs to incorporate into the Continuous Airworthiness Maintenance Program (CAMP). It allows the PI to select the applicable CFR and to accomplish individual approvals for each, including the approval date. The PI should select the regulatory references applicable to the operator and insert the approval dates into the operator's CAMP.

**A. Fuel Tank System Maintenance Program.** When issuing the Fuel Tank System Maintenance Program, the PI must ensure that the free text area of OpSpec/MSpec/LOA D097 is used for the following:

1) To identify and record the document(s)—by document number, revision number, and date—that are used as the source of the FAA Oversight Office-approved electrical wiring interconnected system (EWIS)/fuel tank safety (FTS) instructions for continued airworthiness (ICA), or

2) If this information is contained in the operator's manual system, a reference to that location in their manual system must be recorded in the free text area.

NOTE: The PI must ensure that the operator has procedures in their manual that track any changes and approvals made to the FAA Oversight Office-approved EWIS/FTS ICA.

**B. Fuel Tank Flammability Reduction (FTFR) Program.** When issuing the Fuel Tank Flammability Reduction Program, the PI must ensure that the free text area of OpSpec/MSpec/LOA D097 is used for the following:

1) To identify and record the document(s)—by document number, revision number, and date—that are used as the source of the FAA Oversight Office-approved FTFR airworthiness limitations (AL).

2) If this information is contained in the operator's manual system, a reference to that location in their manual system must be recorded in the free text area.

NOTE: The PI must ensure that the operator has procedures in their manual that track any changes and approvals made to the FAA Oversight Office-approved FTFR AL.

**OPSPEC/MSPEC D101—ADDITIONAL MAINTENANCE REQUIREMENTS—AIRCRAFT ENGINE, PROPELLER, AND PROPELLER CONTROL (GOVERNOR).**

**C. OpSpec/MSpec D101 Authorization.** This OpSpec applies to all certificate holders and program managers who maintain aircraft under 14 CFR part 91, § 91.1109 and 14 CFR part 135, § 135.411(a)(1). This includes aircraft subject to an Approved Aircraft Inspection Program (AAIP) under § 135.419 (see Volume 3, Chapter 38 or Volume 2, Chapter 4).

**D. Additional Maintenance Requirements.** Table 1 must include the following:

- Airplane make, model, and series (M/M/S);
- Engine, propeller, and governor make and model;
- Engine, propeller, and governor maintenance document that contains the additional maintenance requirements;
- Engine, propeller, and governor time in service interval; and
- Limitations and conditions (if applicable).

**OPSPEC/MSPEC D102—ADDITIONAL MAINTENANCE REQUIREMENTS—ROTORCRAFT.**

**A. OpSpec/MSpec D102 Authorization.** This OpSpec/MSpec applies to all certificate holders/program managers who maintain aircraft under 14 CFR parts 91, § 91.1109 and 14 CFR part 135, § 135.411(a)(1). This includes aircraft subject to an Approved Aircraft Inspection Program (AAIP) under § 135.419 (see Volume 3, Chapter 38 or Volume 2, Chapter 4).

**B. Additional Rotorcraft Maintenance Requirements.** Table 1 must include the following:

- Rotorcraft type;
- Engine make and model;
- Engine, rotor main, and auxiliary maintenance document that contains the additional maintenance requirements; and
- Engine time in service interval.

**OPSPEC D103—ADDITIONAL MAINTENANCE REQUIREMENTS—SINGLE ENGINE INSTRUMENT FLIGHT RULES (IFR).**

**A. OpSpec D103 Authorization.** This OpSpec applies to all certificate holders maintaining aircraft under 14 CFR part 135, § 135.411(a)(1). This includes aircraft subject to an Approved Aircraft Inspection Program (AAIP) under § 135.419 (see Volume 3, Chapter 38 or Volume 2, Chapter 4).

**B. Additional Single Engine IFR (SEIFR) Maintenance Requirements.** Table 1 must include the following:

- Registration number;
- Serial number;
- Aircraft make, model, and series (M/M/S);
- Maintenance instructions/document that contains the additional maintenance requirements; and
- Other limitations as necessary (engine trend monitoring, oil analysis program, etc.).

**OPSPEC/MSPEC D104—ADDITIONAL MAINTENANCE REQUIREMENTS—EMERGENCY EQUIPMENT.**

**C. OpSpec/MSpec D104 Authorization.** This OpSpec/MSpec applies to all certificate holders/program managers maintaining aircraft under 14 CFR part 135, § 135.411(a)(1). This includes aircraft subject to an Approved Aircraft Inspection Program (AAIP) under § 135.419 (see Volume 3, Chapter 38 or Volume 2, Chapter 4).

**D. Additional Emergency Equipment Maintenance Requirements.** Table 1 must include the following:

- Emergency equipment items;
- Maintenance document that contains the additional maintenance requirements; and
- “Limitations and Provisions” field contains the intervals/frequency of the additional maintenance requirements (in hours, cycles, calendar-time, etc.).

**OPSPEC D105—AIR CARRIER EMERGENCY EVACUATION SYSTEMS (EES) MAINTENANCE PROGRAM REQUIREMENTS.**

**A. OpSpec D105 Authorization.** This OpSpec applies to all 14 CFR part 119 certificate holders conducting operations under 14 CFR part 121. The OpSpec must be issued to all air carriers and if their aircraft are not equipped per the Type Certificate Data Sheet (TCDS), then place “NA” in the applicable section of the table. OpSpec D105 contains the conditions and requirements for emergency evacuation systems (EES) that must be met on a continuing basis for all airplanes operated under part 121. This OpSpec is one of the required OpSpecs issued to all certificate holders conducting operations under part 121.

**B. Review the Operator’s Program.** Review the operator’s program to ensure that all conditions of this OpSpec are met. If the review is satisfactory, issue the OpSpec.

**OPSPEC D106—AIRCRAFT IN LONG-TERM MAINTENANCE OR STORAGE.**

**A. OpSpec D106 Authorization.** This OpSpec applies to all certificate holders maintaining aircraft in accordance with 14 CFR part 121 or 135 who request to hold the liability insurance coverage (required by their economic authority) in suspension on aircraft for specific

periods of non-use, such as long-term maintenance or long-term storage (refer to OpSpec A501 and OpSpec D106).

**B. Long Term Maintenance or Storage.** Table 1 must contain the following:

- 1) **End of Operation.** Enter the day on which the air carrier elects to cease operating the aircraft.
- 2) **Registration Number.** Enter the aircraft registration number.
- 3) **Serial Number.** Enter the aircraft serial number.

### **OPSPEC D301—AIRCRAFT NETWORK SECURITY PROGRAM (ANSP) AUTHORIZATION.**

**A. OpSpec D301.** OpSpec D301 is issued to operators who use aircraft with special conditions for electronic information security that requires operator action under 14 CFR parts 121 (includes combined 121/135), 125 (including part 125 Letter of Deviation Authority (A125 LODA) holders), and 129 (only operators with U.S.-registered aircraft). This OpSpec contains the conditions that must be met for a certificate holder to operate their aircraft and lists the reference documents that contain the details of the operator's program.

NOTE: A description of aircraft requiring a special condition can be found in Volume 3, Chapter 61, Section 1.

NOTE: The Aircraft Maintenance Division, Avionics Branch (AFS-360) will proactively assist the principal avionics inspector (PAI) to evaluate the ANSP.

**B. Certificate Holder.** The certificate holder is authorized to conduct operations using identified aircraft maintained in accordance with the ANSP and the limitations specified in these OpSpecs.

**C. OpSpec D301 ANSP Authorization.** Table 1 must contain the following:

- 1) Each of the aircraft authorized to be maintained in accordance with the ANSP by make, model, and series (M/M/S).
- 2) The manufacturer's aircraft security document name, number, revision number, and date of revision.

NOTE: The certificate holder's ANSP requires revision within 30 days to incorporate changes when the manufacturer's aircraft security document changes. Reissuance of this OpSpec is required each time the manufacturer's aircraft security document is revised.

3) The document(s) that encompasses all elements of an ANSP. The certificate holder may have multiple manuals that encompass the ANSP. The PAI may elect to

list all the manuals encompassing the ANSP or, if one manual references all the other manuals, preferably list only that particular manual.

**Figure 3-194. Sample D301 Table 1 – Aircraft Authorized ANSP**

Aircraft M/M/S	Manufacturer’s Aircraft Security Document Name and Number	Certificate Holder’s ANSP
B-787-8	Boeing Doc. No. D615Z008-04, Rev. A, November 25, 2009	ABC Airlines Company Manual XYZ, Chapter 46, Section 1
B-747-8	Boeing Doc. No. D925U723-01, Original, November 11, 2011	ABC Airlines Company Manual XYZ, Chapter 46, Section 2
A350-900	A350 XWB Security Handbook, D11040869, V3.1, December 4, 2014	ABC Airlines Company Manual XYZ, Chapter 46, Section 3

NOTE: Document revision levels and dates are examples only and do not reflect the current status of manufacturers’ documents.

**OPSPEC D485. DECOMMISSIONED.**

**OPSPEC E096—AIRCRAFT WEIGHING.** This OpSpec authorizes certificate holders operating multiengine aircraft under 14 CFR parts 91 subpart K (part 91K), 121, 125, and 135 to use one of two aircraft Weight and Balance (W&B) control programs.

**A. Individual Aircraft Weights.** The certificate holder is authorized under part 91K; part 121, § 121.135; part 125, § 125.91(b); and part 135, § 135.185(a) to use individual aircraft weights outlined in the certificate holder’s procedures for controlling the empty weight and center of gravity (CG) of its multiengine aircraft.

**B. Average Fleet Aircraft Weights.** The certificate holder is authorized under part 91K, § 121.153(b), or § 135.185(b)(2) to use average fleet aircraft weights outlined in the operator’s W&B control program.

NOTE: This OpSpec does not authorize the use of average fleet aircraft weights for a part 135 reciprocating-powered aircraft of nine or less passenger seats. For further information, see E096 and the current edition of Advisory Circular (AC) 120-27, Aircraft Weight and Balance Control.

**C. Procedures.** Conduct final review of this OpSpec per the guidance in Volume 3, Chapter 47, Section 1.

**D. Individual Aircraft Weight Requirements.** The procedures for controlling each individual (multiengine) aircraft empty weight and CG, referenced in Table 1 must include the following:

- List of aircraft by make, model, and series (M/M/S);
- Weighing interval (do not cite regulation); and
- W&B control procedures.

**E. Fleet Aircraft Weight Requirements.** Fleet aircraft weights outlined in the certificate holder's W&B control program in Table 2 must include the following:

- Aircraft by M/M/S;
- Fleet weighing sample interval; and
- Fleet W&B control program.

NOTE: Parts D and E OpSpecs may be approved only by the assigned Airworthiness principal inspectors (PI) or by aviation safety inspectors (ASI) authorized by the unit supervisor to sign for the PIs in their absence. Specific paragraphs within Part A of the OpSpecs are the joint responsibility of Operations and Airworthiness PIs. Approval of Part A OpSpecs may be indicated by the signature of any one of the three assigned PIs.

**RESERVED.** Paragraphs 3-922 through 3-985.