3-921 GENERAL. This section discusses Part D and E operations specifications (OpSpec), management specifications (MSpecs), training specification (TSpec) and Letters of Authority (LOA). The Part D authorizations discussed in this section apply to operations conducted in accordance with Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91 subpart K (part 91K), 121, 125 and 135. All 300-series and nonstandard 500-series Part D and E OpSpecs, MSpecs, and LOAs require approval by the Aircraft Maintenance Division.

NOTE: All text added to a Part D or E OpSpec/MSpec/TSpec/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 responsible Flight Standards policy division. For detailed guidance on the process for obtaining approval for nonstandard authorizations, principal inspectors (PI) and aviation safety inspectors (ASI) 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 For certificate holders/foreign persons/foreign air carriers; OpSpec/MSpec D070 was superseded by OpSpec/MSpec/LOA D097.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. The FAA issues D072 to authorize the use of a CAMP. Each D072 is worded differently to reflect the requirements of the applicable regulation.

1) The OpSpec D072 authorization is issued to 14 CFR parts 121 and/or 135 certificate holders. For part 135 operations, this authorization is only granted to those certificate holders who maintain their aircraft per part 135, § 135.411(a)(2), (b), and (d).

2) The MSpec D072 authorization is issued to 14 CFR part 91K fractional ownership operations program managers who maintain their aircraft per part 91K, § 91.1411. Any program manager who elects to maintain the aircraft using a CAMP must comply with §§ 91.1413 through 91.1443.
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. D072 CAMP Authorization. Table 1 of D072 must list the following:

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

2) The CAMP document(s) by assigned name, and (if available) document number.

NOTE: The listed CAMP document(s) must encompass all 10 elements of a CAMP. The certificate holder/program manager may have multiple manuals that comprise the CAMP. The certificate holder/program manager may list all the manuals individually, or if one manual references all the other manuals, then the certificate holder/program manager may list only that particular manual.

OPSPEC/MSPEC/LOA D073—APPROVED INSPECTION PROGRAM (AIP).

A. OpSpec/MSpec/LOA D073. Issue D073 to authorize the use of an inspection program approved by the FAA. Inspection programs authorized by D073 are approved by the FAA outside of OpSpec D073. There are four different applications of D073. Each D073 is worded differently to reflect the requirements of the applicable regulation.

1) Title 14 CFR Part 91K. Issue MSpec D073 to authorize a program manager to use an inspection program approved under part 91, § 91.1109(b)(1)–(5). This authorization also requires the issuance of MSpecs D101–D104, as applicable.

2) Title 14 CFR Part 135. Issue OpSpec D073 to authorize a certificate holder to use an Approved Aircraft Inspection Program (AAIP) under § 135.419. This authorization also requires the issuance of OpSpecs D101–D104, as applicable.

3) Title 14 CFR Part 125. Issue OpSpec D073 to authorize a certificate holder to use an inspection program approved under part 125, § 125.247(a)(3). The inspection programs requiring approval are listed under § 125.247(e).

4) Title 14 CFR Part 125 Letter of Deviation Authority (LODA) Holder. Issue LOA D073 to authorize a part 125 LODA holder to use an inspection program approved under § 125.247(a)(3). The inspection programs requiring approval are listed under § 125.247(e).

B. Inspection Program Requirements. Parts 91K, 125 (including part 125 LODA holders), and 135 require a program manager, certificate holder, or part 125 LODA holder to include the AIP in its required manual (refer to §§ 91.1025(l), 125.249(a)(3), 135.23(o), and 135.419(e)). To comply with the regulations and have control of the inspection program, the program manager, certificate holder, or part 125 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 their manual. Either way, the program
manager, certificate holder, or part 125 LODA holder must have a control in place to prevent any changes to the inspection program without prior FAA approval.

C. Inspection Program Authorization. Table 1 of D073 must contain the following:

1) The aircraft/airplane registration number of each aircraft/airplane with an AIP;
2) The aircraft/airplane serial number;
3) The make, model, and series (M/M/S) of each aircraft/airplane with an AIP;
4) The AIP document name; and
5) The FAA program approval date, which is the date of the last FAA approval of the inspection program.

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 15 hours, then the PI should list that task in Table 1.

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.


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.


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. (DECOMMISSIONED)

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 OpsSpecs/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 OpSpecs A501 and D106.

C. Certificate Holders Operating Aircraft Under 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 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 to conduct those maintenance, preventive maintenance, 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 certificate holders under 14 CFR part 121 and 135 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.

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 part 121 or 135 certificate holder operating a foreign aircraft has accepted the foreign air carrier’s maintenance inspection program as its own, all parties are reminded that the foreign-registered 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 part 121 or 135 certificate holder 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 part 121 or 135 certificate holder via the foreign air carrier. The part 121 or 135 certificate holder 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/exceptions 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 Transport 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:


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; part 121; and 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), part 135 certificate holders conducting commuter operations with aircraft not maintained under a CAMP will be issued OpSpecs 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 effecting 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.

Check with FSIMS to verify current version before using
C. Maintenance Time Limitations Section. Table 1 of D089 must include the following:


2) Manual/Document Name and Number. List the 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 for aircraft not listed in 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>
<thead>
<tr>
<th>Document Name and Number</th>
<th>Volume/Chapter/Section</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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>
<thead>
<tr>
<th>Name of Individual</th>
<th>Phone</th>
<th>E-Mail Address</th>
<th>Mailing Address</th>
<th>Date Updated</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Aircraft Registration Number</th>
<th>Aircraft Serial Number</th>
<th>Aircraft M/M/S</th>
<th>STC Number</th>
<th>Maintenance Document for Aircraft NVIS w/ Revision Number</th>
<th>Maintenance Document for NVG w/ Revision Number</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

OPSPEC D094—AIRPLANE NIGHT VISION GOGGLE OPERATIONS (ANVGO) MAINTENANCE PROGRAM.

A. **OpSpec D094 Authorization.** This OpSpec is issued to operators authorized to conduct ANVGO under the limitations and provisions of 14 CFR part 135 and OpSpec A051 using specific approved aircraft.

B. **ANVGO Maintenance Program.** Table 1 of this OpSpec must include the aircraft registration number, serial number, make, model, series (M/M/S), and the name of the maintenance document(s) with the revision level for the Night Vision Imaging System (NVIS). Additionally, the maintenance document(s) for the night vision goggles (NVG) with revision level must be listed in the table. The NVGs are not aircraft specific.

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

<table>
<thead>
<tr>
<th>Aircraft Registration Number</th>
<th>Aircraft Serial Number</th>
<th>Aircraft M/M/S</th>
<th>NVIS TC/STC Number</th>
<th>Maintenance Document for Aircraft NVIS w/ Revision Number</th>
<th>Maintenance Document for Night Vision Goggles w/ Revision Number/Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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>
<thead>
<tr>
<th>Aircraft M/M/S</th>
<th>Limitations and Conditions</th>
</tr>
</thead>
</table>

**OPSPEC/MSPEC/LOA D097—AGING AIRCRAFT PROGRAMS.** OpSpec/MSpec/LOA D097 is for Aging Aircraft Programs for 14 CFR parts 91K, 121, and 125.

**A. Issuance.** The issuance of this OpSpec signifies the FAA has reviewed the operator/certificate holder/program manager’s policies and procedures incorporated into their maintenance and/or inspection programs for compliance with the Aging Aircraft Program rules. Table 1 of D097 will consist of three columns that list:

- The Aging Aircraft Program rules;
- The manual and section where the policy and procedures are located for the applicable Aging Aircraft Program; and
- The date of the manual and section where the current policy and procedures are located for the applicable Aging Aircraft Program.

NOTE: Figure 3-195 below illustrates a D097 Table 1 that lists the various 14 CFR part rules. The operator/certificate holder/program manager will have a specific OpSpec D097 template for their operation.
Figure 3-195. Sample D097 Table 1 – Aging Aircraft Maintenance Programs

<table>
<thead>
<tr>
<th>Aging Aircraft Program Rules</th>
<th>Operator/Certificate Holder/Program Manager’s Maintenance and/or Inspection Program Policy and Procedures (Manual and Section)</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Repairs Assessment for Pressurized Fuselages — § 91.1505, § 121.1107, § 125.505</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Supplemental Inspections — § 121.1109</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Electrical Wiring Interconnection Systems (EWIS) Maintenance Program — § 121.1111</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel Tank System Maintenance Program — § 121.1113</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flammability Reduction Means — § 121.1117, § 125.509</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel Tank System Inspection Program — § 91.1507, § 125.507</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**B. Submission to Principal Inspector (PI) for Review.** Initial submission and any later revisions to the operator/certificate holder/program manager’s maintenance and/or inspection program policy and procedures must be submitted to the PI for review for compliance with the Aging Aircraft Program rules.

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

**A. 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).

**B. 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 (SEIFR).

A. OpSpec D103 Authorization. This OpSpec applies to all certificate holders
maintaining aircraft under 14 CFR part 135. Part 135, § 135.411(c) requires the air carrier that
uses a single-engine aircraft in passenger-carrying IFR operations to maintain the aircraft in
accordance with § 135.421(c), (d), and (e).

B. Additional 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 (e.g., engine trend monitoring, oil analysis
  program, etc.).

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

A. 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).
B. 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 121 or 121/135 certificate holders who operate transport category aircraft equipped with EES, as defined. EES includes components of all aircraft slide-equipped exits affecting the emergency egress function (e.g., slides, slide/rafts, exit doors, exit door or hatch mechanisms, exit door or hatch opening assist mechanisms, tail cone release mechanisms, arm/disarm mechanisms, slide activation mechanisms, electronic slide monitoring systems, and slide-to-airframe attachments). OpSpec D105 contains the conditions and requirements for EES that must be met on a continuing basis for all aircraft equipped with EES.

NOTE: EES does not include escape hatches, escape ropes, or any other type of lowering mechanisms.

B. Review the Certificate Holder’s Program. Review the certificate holder’s program to ensure that all conditions of this OpSpec are met and Table 1 contains each aircraft the certificate holder operates that is equipped with EES by aircraft make, model, and series (M/M/S). If aircraft by M/M/S are not all equipped with EES, then nonstandard text will require approval per Volume 3, Chapter 18, Section 2. 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.
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) in cooperation with the Office of Information & Technology (AIT) Security and Privacy Risk Management Staff (AIS-020) will proactively assist the principal avionics inspector (PAI) with program evaluation and approval. AFS-360 will evaluate all initial ANSP program approvals, the addition of fleet types to an existing ANSP, or at the request of the PAI. Changes that are considered routine and do not involve an operator’s computer infrastructure can be reviewed and approved by the PAI.

NOTE: Part 129 foreign operators requesting D301 authorization do not require approval from the International Programs and Policy Division (AFS-50).

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

<table>
<thead>
<tr>
<th>Aircraft M/M/S</th>
<th>Manufacturer’s Aircraft Security Document Name and Number</th>
<th>Certificate Holder’s ANSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>B787-8</td>
<td>Boeing Doc. No. D615Z008-04, Rev. A, November 25, 2009</td>
<td>ABC Airlines Company Manual XYZ, Chapter 46, Section 1</td>
</tr>
</tbody>
</table>

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.