VOLUME 3 GENERAL TECHNICAL ADMINISTRATION

CHAPTER 18 OPERATIONS SPECIFICATIONS

Section 10 Parts A, B, and D Operations Specifications for Part 145 Repair Stations

3-1058 DISCUSSION. This section discusses each standard template available for issuance by the Web-based Operations Safety System (WebOPSS) for Title 14 of the Code of Federal Regulations (14 CFR) part 145 repair stations. These templates are more commonly referred to as “paragraphs.”

NOTE: All 300-series (300–399) operations specifications (OpSpecs)/management specifications (MSpecs)/training specifications (TSpecs)/Letters of Authorization (LOA) (Parts A, B, C, D, E, and H) require approval by the appropriate Office of Safety Standards policy division. All airworthiness nonstandard requests must be approved by the Aircraft Maintenance Division (AFS-300). Any additional provisions and/or authority added to an 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 appropriate Safety Standards policy division. For detailed guidance on the process for obtaining Safety Standards division approval for nonstandard authorizations, principal inspectors (PI) must read the guidance contained in Volume 3, Chapter 18, Section 2.

OPSPEC A001—ISSUANCE AND APPLICABILITY. A001 is a mandatory paragraph issued to 14 CFR part 145 repair stations. Select the correct radio button for each subparagraph:

- Select the sentence that describes whether the repair station is located in the United States or outside the United States. (The fixed location and the mailing address is auto-loaded. Click on the pencil to correct the entry, if needed. The mailing address is only needed if different from the fixed location.)
- Subparagraph b is auto-filled and should contain the correct certificate number.
- Select the applicable expiration text for the certificate holder in subparagraph c.
- Select the applicable subparagraph d.
- Select the applicable “doing business as” (DBA) statement.
- Enter any delegated authorities or select “None” in the drop-down box under “Delegated authorities.”

OPSPEC A002—DEFINITIONS AND ABBREVIATIONS. A002 includes definitions of words or phrases used in other paragraphs. These definitions are not found in the regulations and should enhance understanding between the Federal Aviation Administration (FAA) and the aviation industry. Washington HQ-developed definitions must not be changed by Regional Offices (RO) or district offices. Washington HQ will add definitions when it becomes apparent that they are needed. Addition of a definition by a certificate-holding district office (CHDO) makes the whole paragraph nonstandard and must be processed as a nonstandard OpSpec request. See Volume 3, Chapter 18, Section 2, paragraph 3-712.
OPSPEC A003—RATINGS AND LIMITATIONS. A003 is a mandatory OpSpec issued to 14 CFR part 145 repair stations and lists the authorized class ratings, limited ratings, and limited specialized services ratings held by the certificate holder.

A. Class Ratings.

1) Under “Class Ratings,” the first dropdown list contains the words “None authorized,” as well as all the class ratings except propellers. If there is no class rating, select “None authorized”; otherwise, select the correct class rating.

NOTE: Normally, the FAA will not issue a class rating on an initial certification. All new applications should receive a limited rating until the repair station performs enough work to establish a representative number of makes and models (M/M) that would qualify the repair station for a class rating.

2) The second dropdown list would be selected for “Propeller Class 1.”

3) The third dropdown list would be selected for “Propeller Class 2.” The box under the “Propeller Class 2” is used to list the propellers by make.

B. Limited Ratings. Select the correct limited rating from the dropdown list labeled “Rating.”

1) In the dropdown list labeled “Manufacturer,” enter the manufacturer or select “From the Capability List, as amended.”

2) In the dropdown list labeled “Make/Model,” enter the M/M or select “From the Capability List, as amended.” In certain rare occasions, the term “all” may be appropriate when identifying the M/M. When using “all” to denote the M/M, the principal inspector (PI) must use good judgment and carefully consider potential unintended consequences. If the inspector is not careful, use of the word “all” could inadvertently authorize work beyond the desired intent.

NOTE: The phrase “From the Capability List, as amended” indicates that the certificate holder will be using a current capability list (CL) that is acceptable to the FAA and includes any additions made to the list using the self-evaluation process described in its manual. The PI will use “NA” if the ratings meet the criteria of part 145, § 145.61(b)(7), (9), (10), or (12).

3) In the box labeled “Limitations,” enter additional limitations, as well as specific maintenance functions. Adequately describe the scope of the rating and any associated limitations in a clearly understood manner. Vague or misunderstood OpSpecs could lead to operations outside the intended scope of the certificate. When necessary, use of the “Limitations” box may further limit the intended scope of the rating. If additional limitations are not necessary to adequately describe the intended scope, the PI should enter “None.” The PI should use good judgment and carefully consider possible unintended consequences of not specifying limitations. If the repair station’s limitation is performing maintenance on only a certain part of the airframe, engine, etc., that language should specify the manufacturer and M/M of the component and describe exactly what the repair station is limited to do.
NOTE: For example, if a repair station holds the proposed limited airframe rating, it is using a CL to list the airframe manufacturers, M/M, and the repair station’s OpSpecs limit the repair station to performing work on reciprocating engine-powered aircraft, the repair station would not be able to add any turbine-engine-powered aircraft to its CL without an FAA-approved revision to its OpSpec.

a) The sentence, “Use the methods, techniques, and practices prescribed in the current manufacturer’s maintenance manual or Instructions for Continued Airworthiness prepared by its manufacturer, or other methods, techniques, and practices acceptable to the Administrator,” is regulatory language and not to be used as a limitation.

b) Under the rating, “Any other purpose for which the FAA finds the applicant’s request is appropriate,” the purpose must be listed in the limitations along with any other required limitations.

c) Limitations must be entered in OpSpec A003. Do not refer to the CL as the limitation in the “Limitations” box.

NOTE: For repair stations seeking to perform maintenance on night vision goggles (NVG), it is not appropriate to issue a limited rating for specialized services because NVG are certificated as appliances (refer to FAA Technical Standard Order (TSO)-C164, Night Vision Goggles). When certificating a repair station, or adding a rating to a repair station to maintain NVG, the PI should issue an Accessory Class 3 or Limited Accessory Rating, as appropriate.

C. OpSpec A060 Reference. For guidance developed under a Bilateral Agreement (BA) which directs the use of OpSpec A060 for the issuance of a rating(s), follow the OpSpec A060 guidance below.

OPSPEC/MSPEC A004—SUMMARY OF SPECIAL AUTHORIZATIONS AND LIMITATIONS. This paragraph summarizes special (optional) authorizations and/or limitations applicable to the certificate holder. The Web-based Operations Safety System (WebOPSS) application extracts the specific paragraphs that authorize a specific activity; it provides a summary of the authorized activity and reference number of the specific paragraph.

OPSPEC/MSPEC A005—EXEMPTIONS. In order for an air agency to conduct operations under the provisions of any exemption, the exemption must be listed in A005. The current exemption number and expiration date must be selected for insertion into A005. List the exemption numbers in numerical order. Enter a brief description of the exemption or, if appropriate, the exempted regulations in the space labeled “Conditions and Limitations” (adjacent to each exemption). If certain conditions or limitations related to the exemption are specified in another paragraph of the OpSpec, the reference number of the other paragraph must also be entered in this space. For example, if operation of a repair station without a hangar door is permitted, insert the limitations, if any, in the Remarks/References section.
OPSPEC/MSPEC A007—DESIGNATED PERSONS. In Table 1, list the authorized person(s) by name, title, and the OpSpec paragraph that they are authorized to sign. In Table 2, list the personnel that are designated by the certificate holder to receive Information for Operators (InFO).

NOTE: Individuals’ titles listed in A007 should match the title in the enhanced Vital Information Database (eVID).

OPSPEC A025—ELECTRONIC/DIGITAL RECORDKEEPING SYSTEM, ELECTRONIC/DIGITAL SIGNATURE, AND ELECTRONIC MEDIA. This is an optional OpSpec for 14 CFR part 145 repair stations to demonstrate part 145, § 145.219 requirements. Complete the following subparagraphs.

A. Electronic/Digital Recordkeeping System. Subparagraph a authorizes the certificate holder to use an electronic/digital recordkeeping system acceptable to the Administrator. Enter procedures for an electronic/digital recordkeeping system or the manual reference. If there are none, enter “N/A.”

B. Electronic/Digital Signature. Subparagraph b authorizes the certificate holder to use an electronic/digital signature. Enter procedures for an electronic/digital signature or the manual reference. If there are none, enter “N/A.”

C. Electronic Media. Subparagraph c authorizes the certificate holder to use electronic media for acceptable Repair Station Manuals (RSM) and Quality Control Manuals (QCM). Enter procedures for revising the RSM and QCM and ensuring the manuals are available to repair station personnel, or enter the manual reference. If there are none, enter “N/A.”

OPSPEC A060—RATINGS FOR REPAIR STATIONS LOCATED OUTSIDE THE UNITED STATES UNDER A BILATERAL AVIATION SAFETY AGREEMENT WITH MAINTENANCE PROVISIONS. This OpSpec authorizes the FAA to refer to the aviation authority (AA) Part 145 Approved Maintenance Organization’s (AMO) certificate and approval schedule. The maintenance organization exposition (MOE) details the scope of work and limitations. The applicable Bilateral Agreement (BA) must have provisions or guidance material to direct the use of OpSpec A060. Complete the following subparagraphs:

- In subparagraph a, in the dropdown list, select the appropriate AA or country where the repair station is located from the list.
- In subparagraph b, in the dropdown list, select the appropriate aircraft rating and enter the AMO certificate number and the MOE number listed on the certificate in the space provided.
- In subparagraph c, in the dropdown list, select the appropriate engine rating and enter the AMO certificate number and the MOE number listed on the certificate in the space provided.
In subparagraph d, in the dropdown list, select the appropriate component rating and enter the AMO certificate number and the MOE number listed on the certificate in the space provided.

In subparagraph e, in the dropdown list, select the appropriate specialized services rating and enter the AMO certificate number and the MOE number listed on the certificate in the space provided.

OPSPEC A101—ADDITIONAL FIXED LOCATIONS. This OpSpec identifies additional locations (facilities) within the Flight Standards District Office (FSDO) that collectively form a certificated 14 CFR part 145 repair station’s primary fixed location without having to certificate each facility as a standalone or satellite repair station. The FAA may grant this authorization if all of the facilities are localized and within a defined area, such as several buildings or hangars, which may be on or near the same airport or at or near the address stated on the Repair Station Certificate.

A. Additional Locations. All additional locations of the certificated repair station must be under the full control of the primary facility listed in OpSpec A001. Individual facilities are not required to be completely equipped with tools, equipment, and parts, but must have them available when they perform the work.

B. Review Application. The principal inspector (PI) receives the application, manual revisions, and any other information necessary to determine the appropriateness of the request. The inspector must:

1) Review the manual revisions that detail how the repair station will perform maintenance at the additional location.

2) Review any other material or information submitted to assist the inspector in completing his or her review.

3) Inspect the additional location to verify that:
   - It is within the local commuting area and does not pose an inconvenience to the inspector for traveling to all locations;
   - The accomplishment of the work is appropriate under the repair station’s certificate and ratings as listed on the OpSpecs; and
   - It is under the full control of the repair station.

C. Repair Station Manual (RSM). The RSM must contain detailed procedures for the transport of equipment and parts between facilities. The RSM should also outline procedures to ensure that adequate personnel are available to support the additional fixed locations/facilities while articles are undergoing maintenance. Further, using additional fixed locations does not constitute work away from the repair station.

D. Quality Control Manual (QCM). The QCM must include how the repair station will continue to meet the requirements of part 145 and its manual at each additional location.
E. Bilateral Agreement (BA) Including Provisions for Maintenance. When a repair station is located outside of the United States and the certification and surveillance is conducted under a BA with maintenance provisions, the repair station may operate additional fixed locations (multiple facilities) under one FAA Air Agency Certificate. The BA should have the required maintenance procedures that outline such operation and the cooperation of the local aviation authority (AA).

NOTE: Limitations on the additional fixed locations will be listed in the applicable BA’s maintenance guidance.

OPSPEC/MSPEC/LOA A449—ANTIDRUG AND ALCOHOL MISUSE PREVENTION PROGRAM. New and existing 14 CFR part 145 certificate holders may obtain an OpSpec A449 if they opt to have drug and alcohol programs because they perform safety-intensive functions for an air carrier. Only one OpSpec is required for both the drug and alcohol programs.

A. Verification. OpSpec A449 serves as a verification to the operators (14 CFR parts 121, 135, 136, and part 91, § 91.147) that the repair station performing the maintenance is under an antidrug and alcohol misuse prevention program.

B. Emergency Repairs. Those certificate holders who operate under part 135, § 135.1(a)(5) or § 135.1(c)(1) or (2) who do not hold a 14 CFR part 119 certificate, and who operate under the provisions of § 91.147, are permitted to use a person who is otherwise authorized to perform aircraft maintenance or preventative maintenance duties and who is not subject to an antidrug and alcohol misuse prevention program to perform the following:

1) Aircraft maintenance or preventative maintenance on the operator’s aircraft if the operator would otherwise be required to transport the aircraft more than 50 nautical miles (NM) further than the repair point closest to the operator’s principal place of operation to obtain these services; or

2) Emergency repairs on the operator’s aircraft if the aircraft cannot be safely operated to a location where an employee subject to FAA-approved programs can perform the repairs.

NOTE: If the above circumstances do not exist, the repair station must adhere to the regulations found in § 91.147 and part 136.

C. Testing Program 14 CFR Implementation. Title 14 CFR part 120 requires specified aviation employers to implement drug and alcohol testing programs. Originally, a part 145 repair station submitted an antidrug and alcohol misuse prevention program to the Industry Drug Abatement Division (AAM-800) for approval. In 2004, the regulations were changed to allow part 145 repair stations to obtain OpSpec A449 to certify compliance with the regulations. Upon obtaining OpSpec A449, each part 145 repair station is required to implement its testing program under these regulations. The regulations require that each part 119 certificate holder, with the authority to operate under parts 121 and/or 135 or to conduct a sightseeing operation defined under § 91.147, ensure that any individual who performs safety-sensitive functions (directly or by contract) is subject to testing under the FAA’s drug and alcohol testing regulations.
1) The operator may choose one of two ways to comply with the regulations:
   - Include individuals performing safety-sensitive functions for a part 145 repair station under the operator’s own drug and alcohol testing program; or
   - Ensure that the part 145 repair stations, including the individual performing safety-sensitive functions, are under an FAA-mandated drug and alcohol testing program.

2) When a part 145 repair station chooses to implement its own proprietary drug and alcohol testing program, it may choose one of two ways:
   - A standalone drug and alcohol testing program for one facility/repair station, which is recorded in OpSpec A449 (using the A1 example); or
   - Register a combined drug and alcohol testing program directly with AAM-800, which is recorded in OpSpec A449 (using the A2 example). “Combined” means a repair station with multiple locations or certificates.

D. Applicability. As identified earlier, OpSpec A449 is applicable for part 121, 121/135, or 135 certificate holders, and LOA A049 is applicable for part 91 operators conducting sightseeing operations under § 91.147. OpSpec A449 is also applicable to certified part 145 repair station maintenance facilities that perform safety-sensitive functions for the above-identified operations and that choose to implement their own FAA-mandated drug and alcohol testing program.

1) Certificate holders, program managers, or operators are responsible for providing the information required by part 120 to the principal inspector (PI) for the issuance of OpSpec A449, as applicable. When any changes occur, certificate holders and operators are responsible for providing the Flight Standards Service (AFS) with current information to update and amend OpSpec A449.

2) The questions and answers in Table 3-6B, Operations Specification A449 Questions and Answers, should help.
### Table 3-6B. Operations Specification A449 Questions and Answers

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is a 14 CFR part 145 certificated repair station required to comply with FAA drug and alcohol regulations?</td>
<td>No</td>
<td>But a 14 CFR part 119 certificate holder, with the authority to operate under 14 CFR parts 121 and/or 135, or to conduct a sightseeing operation defined under 14 CFR part 91, § 91.147, is prohibited from using any contractor or contract employee to perform safety-sensitive work, unless that individual is subject to testing under a domestic and/or FAA drug and alcohol program.</td>
</tr>
<tr>
<td>Should I, as a principal maintenance inspector (PMI), ensure that a part 145 certificate holder is in compliance with the drug and alcohol testing program regulations?</td>
<td>No</td>
<td>Refer any questions that you or a company might have about program compliance or implementation by a part 145 certificate holder to the Industry Drug Abatement Division (AAM-800) at 202-267-8442, or at <a href="mailto:drugabatement@faa.gov">drugabatement@faa.gov</a>.</td>
</tr>
<tr>
<td>What oversight responsibility does the principal operations inspector (POI) or PMI have regarding a certificate holder’s requirement to ensure that contractors who perform safety-sensitive work are subject to the drug and alcohol testing program?</td>
<td>None</td>
<td>All Flight Standards Service (AFS) inspectors’ primary responsibilities relating to the drug and alcohol testing regulations are to issue and make changes to an air carrier’s OpSpec A449 or to issue LOA A049 for § 91.147. For any questions, please contact an AAM-800 manager at 202-267-8442 or at <a href="mailto:drugabatement@faa.gov">drugabatement@faa.gov</a>.</td>
</tr>
</tbody>
</table>

#### E. Recordkeeping

When certificating a new part 145 repair station or when providing oversight of an existing part 145 repair station that provides safety-sensitive functions for parts 121, 121/135, and 135 certificate holders, or part 91 operators conducting sightseeing operations under § 91.147, the PI records or validates the location of the repair station’s antidrug and alcohol misuse prevention program records in OpSpec A449 as described below.

**NOTE:** Selection and recording of A1, A2, or A3 in A449 Table 1 is not dependent upon whether a consortium provides implementation or administrative services for the program.

1) **Implementation of Proprietary Program.** If the part 145 Repair Station Certificate holder has elected to implement its own antidrug and alcohol misuse prevention program, record or validate where their antidrug and alcohol misuse prevention program records are maintained and available for inspection by FAA drug abatement compliance and enforcement inspectors by filling out OpSpec A449, as shown in Figure 3-236, Sample A449 Table 1 for a Proprietary Program.

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EXAMPLE: RS101 is a repair station that provides safety-sensitive functions to a major airline operating in its area. RS101 chooses to implement its own drug and alcohol testing program to cover its safety-sensitive employees. RS101 contacts its PI and requests that an OpSpec A449 be included in its OpSpecs.

2) FAA-Registered Proprietary Program. If a part 145 Repair Station Certificate holder has registered its antidrug and alcohol misuse prevention program directly with AAM-800, record or validate its antidrug and alcohol misuse prevention program records by filling out OpSpec A449 as shown in Figure 3-237, Sample A449 Table 1 for a Registered Proprietary Program.

NOTE: An A2 registered program is one that has at least two part 145 Repair Station Certificates associated with the program’s FAA registration number. Program members and the FAA registration number are found on Form AAM 810-002-F3, FAA Drug and Alcohol Testing Program Registration Format, which is submitted by and issued to the company that applied. The number is always “CONN” followed by four additional characters, and should be included in parentheses after the text “A2” in the table. This should be accomplished on all new issuances of this paragraph and any changes to existing paragraph A449.

EXAMPLE: A2 (CONN123X).

Figure 3-236. Sample A449 Table 1 for a Proprietary Program

<table>
<thead>
<tr>
<th>Location &amp; Telephone of Antidrug and Alcohol Misuse Prevention Program Records</th>
</tr>
</thead>
<tbody>
<tr>
<td>Telephone Number: A1 202-575-8732</td>
</tr>
<tr>
<td>Address: 699 Strander Dr.</td>
</tr>
<tr>
<td>City: Tukwila</td>
</tr>
<tr>
<td>State: WA</td>
</tr>
<tr>
<td>Zip Code: 98899</td>
</tr>
</tbody>
</table>

Figure 3-237. Sample A449 Table 1 for a Registered Proprietary Program

<table>
<thead>
<tr>
<th>Location &amp; Telephone of Antidrug and Alcohol Misuse Prevention Program Records</th>
</tr>
</thead>
<tbody>
<tr>
<td>Telephone Number: A2 (CONN123X)</td>
</tr>
<tr>
<td>Address:</td>
</tr>
<tr>
<td>City:</td>
</tr>
<tr>
<td>State:</td>
</tr>
<tr>
<td>Zip Code:</td>
</tr>
</tbody>
</table>
EXAMPLE: RS102 is a corporation or repair station. It has a central location in Kansas City, as well as several outlying repair stations in Denver, Atlanta, and Miami. RS102 chooses to implement its own drug and alcohol testing program, which will include all of its locations. RS102 contacts AAM-800 to submit a contractor registration, which includes a listing of all the repair stations and locations its program will cover.

3) **Included in the Air Carrier’s Program.** If the part 145 Repair Station Certificate holder is included as part of the air carrier’s (§ 91.147, part 121, or part 135) drug and alcohol testing program, record or validate its antidrug and alcohol misuse prevention program records by filling out OpSpec A449 as shown in Figure 3-238, Sample A449 Table 1 for a Program Included in Air Carrier’s Program.

NOTE: There may be more than one part 145 repair station included as part of an air carrier’s program. Record “A3,” followed in parentheses by the air carrier’s four-letter identifier. This should be accomplished on all new issuances of this paragraph and any changes to existing paragraph A449.

EXAMPLE: A3 (ABCA).

**Figure 3-238. Sample A449 Table 1 for a Program Included in Air Carrier’s Program**

| Location & Telephone of Antidrug and Alcohol Misuse Prevention Program Records |
|-----------------|-----------------|
| Telephone Number: | A3 (ABCA)       |
| Address:         |                 |
| Address:         |                 |
| City:            |                 |
| State:           |                 |
| Zip Code:        |                 |

EXAMPLE: An air carrier operating under part 121 also maintains a part 145 repair station (RS103), and the RS103 works solely for that air carrier. The part 121 air carrier chooses to implement its drug and alcohol testing program and includes its RS103 employees. RS103 does not implement its own testing program. If RS103 chooses to contract out to a third-party air carrier, the third-party air carrier is required to ensure that the employees working for RS103 are subject to an FAA-mandated drug and alcohol testing program. To do this, the third-party air carrier must obtain this verification with the part 121 air carrier, which includes the RS103 employees under its testing program.

NOTE: It is AAM-800’s responsibility to ensure that the third-party air carrier has obtained assurance from the part 121 air carrier that the RS103 employees performing safety-sensitive functions are subject to testing.
OPSPEC B050—GEOGRAPHIC AUTHORIZATIONS FOR REPAIR STATIONS LOCATED OUTSIDE THE UNITED STATES. OpSpec B050 authorizes an FAA-certificated repair station with an airframe rating, located outside of the United States, to maintain U.S.-registered aircraft at a location outside the country where the Repair Station Certificate is held and where an appropriately rated repair station is not available in that country.

A. Completion of OpSpec B050 Table 1. Enter the following information in Table 1 of the OpSpec:

- City and country;
- The customer for whom the work is being performed;
- The aircraft make and model (M/M), and if additional selections are required, you may then manually enter others, separated by a comma;
- The customer’s contract name or select the text “In accordance with the approved maintenance program”;
- The date of the contract for maintenance with the referenced customer, in the mm/dd/yyyy format;
- The CFR part for the referenced approved maintenance program; and
- Either maintenance organization exposition (MOE), Repair Station Manual (RSM), or Quality Control Manual (QCM).

B. Geographic Authorization. Geographic authorization is not a rating; it is an authorization that allows line maintenance to be performed outside of the repair station’s domiciled country. The Flight Standards office responsible for the repair station must obtain office management concurrence for the issuance due to the surveillance responsibilities and resources needed. Coordination efforts with additional Flight Standards offices, such as the International Field Office (IFO) and the air carrier certificate management office (CMO), should be considered to mitigate resources and travel expenses for the oversight.

OPSPEC D100—WORK TO BE PERFORMED AT A PLACE OTHER THAN THE REPAIR STATION’S FIXED LOCATION(S) (14 CFR PART 145, § 145.203(b)). This OpSpec is issued to authorize a part 145 repair station to perform work on a recurring basis at a location other than the fixed location(s) listed in OpSpecs A001 and A101, if issued. The repair station may accomplish this by temporarily transporting material, equipment, and personnel to perform specific maintenance functions at other locations. The type of work for OpSpec D100 could include fuel cell repair, Nondestructive Testing (NDT), the use of mobile maintenance units, field support, on-wing engine repairs, etc., where most, if not all, of the work is completed away from the main facility.

NOTE: OpSpec D100 should not be issued solely for special circumstances (e.g., blown tire, inoperative radio, emergency repairs, preparation for a special flight permit (SFP), etc.). These are not part of day-to-day recurring operations. In order to receive a D100 authorization, the repair station must show the FAA that it is necessary to perform work at another location on a recurring basis with acceptable procedures.

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A. **Work Authorized.** The work authorized in Table 1 of OpSpec D100 could be the repair station’s entire rating or portions thereof. The FAA should work with the repair station to evaluate and determine what level of need exists for this authorization.

B. **Repair Station Manual (RSM).** The RSM must set forth procedures that govern how the repair station will perform work on a recurring basis at a place other than the repair station. Table 1 of OpSpec D100 must list the section(s) in the RSM and, if applicable, the Quality Control Manual (QCM) where these procedures can be found.

C. **Continuous Operations.** Issuance of OpSpec D100 does not authorize continuous operations at a location away from the repair station.

NOTE: OpSpec D100 is not to be issued for a line maintenance authorization. Line maintenance is authorized under OpSpec D107.

**OPSPEC D107—LINE MAINTENANCE AUTHORIZATION.** This OpSpec permits a 14 CFR part 145 certificate holder to perform line maintenance for certificate holders that conduct operations under 14 CFR parts 121 and 135, and for foreign air carriers or foreign persons operating a U.S.-registered aircraft operating under 14 CFR part 129. The certificate holder, under the provisions of a Bilateral Aviation Safety Agreement (BASA), is authorized to perform line maintenance functions that apply to certificate holders conducting air carrier operations for foreign air carriers or foreign persons operating non-U.S.-registered aircraft in common carriage under part 129, and listed in Table 1 of OpSpec D107.

NOTE: If the repair station is located at an airport, OpSpec D107 will only be issued when the repair station is performing line maintenance at a location other than the airport at which their fixed base of operations is located. However, if line maintenance needs to be performed on the same airport where additional fixed operations are established (office, records, tooling, etc.), a line maintenance authorization could be issued for that location. A line maintenance authorization may be issued for locations outside the territories of the United States; however, the principal inspector (PI) will ensure that the surveillance program also encompasses the location. This may be accomplished by requesting assistance (e.g., shared resources/shared aviation safety inspector (ASI)) from the responsible Flight Standards offices and/or International Field Offices (IFO) that perform surveillance activities in the geographic area where the line maintenance is being performed.

A. **Limited Airframe Rating.** A limited airframe rated repair station that is authorized OpSpec D107 should state, “limited to line maintenance only” in the “Limitations” box of OpSpec A003 if this is the only type of maintenance performed by the repair station. The actual
limitations will be listed in OpSpec D107. Regardless of the type of airframe rating of the repair station, OpSpec A003 must be issued to perform line maintenance. The certificate holder must also have the facilities, equipment, trained personnel, and technical data to perform such line maintenance.

**B. OpSpec D107, Table 1.** Table 1 of OpSpec D107 lists the locations where the repair station may perform line maintenance. The table consists of six columns:

1) Column 1 identifies the name of the air carrier.

2) Column 2 identifies the air carrier four-letter designator.

3) Column 3 identifies the aircraft make/model (M/M).

4) Column 4 identifies the International Civil Aviation Organization (ICAO) airport identifier and the name of the airport.

5) Column 5 identifies the physical address where line maintenance is being performed, listing:
   - Street,
   - City,
   - State, and
   - ZIP Code.

6) Column 6 identifies any line maintenance limitation(s).

**C. Performing Operations.** Once line maintenance is authorized, the repair station can perform operations on a continuous basis at the line maintenance locations listed in Table 1 of OpSpec D107.

**RESERVED.** Paragraphs 3-1059 through 3-1060.