

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.178

National Policy

Effective Date:
1/12/12

Cancellation Date:
1/12/13

SUBJ: OpSpecs A001, A002, and D107 for Part 145

1. Purpose of this Notice. This notice provides administrative changes to operations specifications (OpSpecs) A001, Issuance and Applicability; A002, Definitions and Abbreviations; and D107, Line Maintenance Authorization, for Title 14 of the Code of Federal Regulations (14 CFR) part 145 repair stations. The changes to the OpSpecs are necessary to bring them into alignment with the current repair station regulations and the requirements of the new U.S./European Community (EC) aviation safety agreement (the Agreement). The Agreement's official title is "Agreement Between the United States of America and the European Community on Cooperation in the Regulation of Civil Aviation Safety."

2. Audience. The primary audience for this notice is Flight Standards District Offices (FSDO), International Field Offices (IFO), International Field Units (IFU), principal maintenance inspectors (PMI), and principal avionics inspectors (PAI) with oversight responsibility for repair stations. The secondary audience includes Flight Standards Service (AFS) branches and divisions in the regions and in headquarters (HQ).

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators can find this notice on the Federal Aviation Administration's (FAA) Web site at <http://fsims.faa.gov>. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

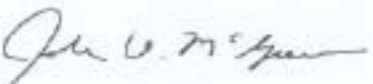
4. Background. On June 30, 2008, the United States and the EC signed an agreement on aviation safety. This agreement covers airworthiness and environmental certification and maintenance. The new agreement took effect on May 1, 2011. The Agreement is an executive agreement with two annexes, one for airworthiness and certification, and one for maintenance. Annex 2, Maintenance, deals with AFS and recognizes the reciprocal acceptance of findings of approvals and technical assistance regarding approvals, and the monitoring of repair stations/maintenance organizations. To support the agreement, both the FAA and the European Aviation Safety Agency (EASA) developed additional guidance material for their workforce: the Maintenance Annex Guidance (MAG), Maintenance Annex Guidance between the Federal Aviation Administration for the United States of America and the European Aviation Safety Agency for the European Community. The Agreement, Annex 2 and the MAG can be accessed on the following FAA Web site: <http://www.faa.gov/aircraft/repair>.

5. Discussion. Changes to OpSpec A001 include updating repair station location terminology; adding new agreement requirements; replacing the certificate and OpSpec expiration date field with a certificate and OpSpec expiration date as demonstrated in subparagraph c; and adding a radio bullet for inspectors to activate when the repair station does not have EASA approval. The radio bullet will indicate “d. EASA Not Authorized” and addresses inspector field reports of gaps between subparagraphs d and e when a repair station does not hold EASA approval. In OpSpec A002, the definitions on repair station location terminology were updated and new aviation safety agreement terminology was added. OpSpec D107 contains updated line station authorization wording for repair stations located outside the United States in order to meet the terms and conditions of the new aviation safety agreement.

6. Guidance. FAA Order 8900.1, Volume 2, Chapter 11, Section 1, Introduction, subparagraph 2-1188E, Line Maintenance Authorization, provides information on the eligibility requirements for obtaining authorization to perform line maintenance. Volume 3, Chapter 18, Section 6, Parts D and E—Maintenance MSpecs/OpSpecs/LODAs, for line maintenance authorization, contains information regarding the issuance of OpSpec D107. MAG, Sections B and C contain information on line maintenance authorizations.

7. Action. Principal inspectors (PI) for part 145 repair stations holding OpSpec D107 should review this notice and guidance material. PIs of repair stations holding a line maintenance authorization outside the United States should reissue mandatory OpSpec D107 at their earliest opportunity. OpSpecs A001 and A002 are nonmandatory changes and may be reissued at a later date. The Agreement, Annex 2 and the MAG can be accessed at <http://www.faa.gov/aircraft/repair>.

8. Disposition. We will incorporate the information in this notice into FAA Order 8900.1 before this notice expires. Direct questions concerning the information in this notice to the Repair Station Branch (AFS-340) at 202-385-6402.

for 

John M. Allen
Director, Flight Standards Service

Appendix A. Sample OpSpec A001, Issuance and Applicability: 14 CFR Part 145

a. These operations specifications are issued to [repair station name], a:

- Repair station located in the United States, pursuant to 14 CFR part 145, § 145.53.
- Repair station located outside the United States, pursuant to § 145.53.

The repair station certificate holder shall conduct operations in accordance with part 145 and these operations specifications.

The certificate holder's address:

Fixed location:	Mailing address:
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b. The holder of these operations specifications is the holder of certificate number [repair station certificate number] and shall hereafter be referred to as the "certificate holder."

c. These operations specifications are issued as part of this repair station certificate and are in effect as of the date of approval is effective. This certificate and operations specification shall remain in effect until:

- The repair station certificate for a repair station that is located in the United States is surrendered, suspended, or revoked.
- The last day of the 12th month after the date on which the certificate for the repair station that is located outside the United States is issued, unless previously surrendered, suspended, or revoked. If the certificate holder continues to comply with § 145.55 and applies for renewal before the expiration of such a certificate or rating, its certificate or rating may be renewed for 24 months from the date of renewal.
- The expiration date on which the certificate for a repair station that is located outside the United States is issued, unless previously surrendered, suspended, or revoked.

[Subparagraph d authorizes repair stations to maintain aircraft and aeronautical products in accordance with the U.S./European Community (EC) Safety Agreement. Select the appropriate requirement for the repair station.]

d. The repair station specified on these operations specifications and located within the United States performs maintenance and/or an alteration of aircraft and/or aeronautical products to be installed on aircraft under the terms and conditions of the U.S./EC Safety Agreement, Annex 2, Maintenance, between the FAA and the EC.

d. The repair station specified on these operations specifications and located within the EC performs maintenance and/or alteration of aircraft and/or aeronautical products to be installed on U.S.-registered aircraft under the terms and conditions of the U.S./EC Safety Agreement, Annex 2, Maintenance, between the FAA and the EC.

*"EASA Not Authorized."

[Insert a third radio bullet here to reflect a nonapplicable bullet for a repair station that does not have EASA approval. This way the PI will select this and there will be no gap between subparagraphs should the repair station not have EASA approval.]

[Subparagraph e authorizes repair stations to conduct operations under the business name on their certificate or under other business names. Select the appropriate requirement for the repair station.]

e. The certificate holder is authorized to use only the business name that appears on the certificate to conduct the operations described in subparagraph a.

e. The certificate holder is authorized to conduct the operations described in subparagraph a under the following other business names:

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Appendix A

Delegated authorities:

Appendix B. Sample OpSpec A002, Definitions and Abbreviations: 14 CFR Part 145

Unless otherwise defined in these operations specifications, all words, phrases, definitions, and abbreviations have identical meanings to those used in 14 CFR and 49 U.S.C., as cited in Public Law 103-272, as amended. Additionally, the definitions listed below are applicable to operations conducted in accordance with these operations specifications.

BASA	The Bilateral Aviation Safety Agreement (BASA) is an executive agreement concluded between the United States and a foreign country for the purpose of promoting aviation safety; also known as an Agreement for the Promotion of Aviation Safety.
Certificate Holder	In these operations specifications, the term “certificate holder” means the holder of the repair station certificate described in these operations specifications in Part A, paragraph A001 and any of its officers, employees, or agents used in the conduct of operations under this certificate.
CFR	Code of Federal Regulations.
Class Rating	As used with respect to the certification, ratings, privileges, and limitation of aircraft within a category having similar operating characteristics.
EASA	European Aviation Safety Agency.
EASA Accountable Manager	The manager who has corporate authority for ensuring that all maintenance required by the customer can be financed and carried out to the standard required by the EASA full-member authority.
Exemption	An authorization that permits an alternate means of compliance with a specific CFR. The exemption must meet the procedural requirements of 14 CFR part 11.
FAA Accountable Manager	A person designated by the certificated repair station who is responsible for and has authority over all repair station operations that are conducted under 14 CFR part 145, including ensuring that the repair station’s personnel follow the regulations and serving as the primary contact with the FAA.
Geographic Authorization	An approval provided to a repair station located outside the United States to perform maintenance support under contract for a U.S. air carrier (or an operator of U.S.-registered aircraft under 14 CFR part 129) at a location other than the repair station facility. A geographic authorization is issued by the FAA to respond to a U.S. air carrier’s or part 129 foreign operator’s need for maintenance at a station where the frequency and scope of that maintenance does not warrant permanently staffing and equipping the station for its accomplishment.
Limited Rating	A rating issued to repair stations for the performance of maintenance on particular makes and models of airframes, powerplants, propellers, radios, instruments, accessories, and/or parts.
Limited Ratings—Specialized Services	Rating issued for a special maintenance function when the function is performed in accordance with a specification approved by the Administrator.
Line Maintenance	Any unscheduled maintenance resulting from unforeseen events, or scheduled checks where certain servicing and/or inspections do not require specialized training, equipment, or facilities.
MAG	The Maintenance Annex Guidance (MAG) defines the process that the FAA and EASA undertake in the inspection, findings of compliance certification, and monitoring of repair stations, as well as

	their joint cooperation in quality assurance and standardization activities in support of the Agreement, Annex 2, Maintenance.
Maintenance	The inspection, overhaul, repair, preservation, and replacement of parts, but excludes preventive maintenance.
U.S./EC Aviation Safety Agreement, Annex 2, Maintenance	Annex 2 covers the reciprocal acceptance of findings of compliance, approvals, documentation and technical assistance regarding approvals and the monitoring of repair stations/maintenance organizations.
MIP	Maintenance Implementation Procedures (MIP) are procedures for implementing the provisions of a BASA that apply to maintenance.
MOE	A maintenance organization exposition (MOE) pertains to EASA member countries that use an MOE in place of a Repair Station Manual (RSM) and a Quality Control Manual (QCM).
Preventive Maintenance	As defined in 14 CFR part 1 and part 43 appendix A, subparagraph (c).
QCM	Quality Control Manual.
Repair Station Located in the United States	A certificated repair station located in the United States.
Repair Station Located Outside the United States	A certificated repair station located outside of the United States.
RSM	Repair Station Manual.

Appendix C. Sample OpSpec D107, Line Maintenance Authorization: 14 CFR Part 145

- a. The certificate holder is authorized to perform line maintenance functions that apply only to the certificate holders conducting air carrier operations under 14 CFR parts 121 and 135 and for foreign air carriers or foreign persons operating a U.S.-registered aircraft in common carriage under 14 CFR part 129 and listed in Table 1.
- b. Line maintenance may be performed for the listed air carriers at the following location(s) listed in Table 1, provided the certificate holder has the facilities, equipment, trained personnel, and technical data to perform such line maintenance.

Table 1—Line Maintenance Authorization

Name of Air Carrier	Air Carrier Four-Letter Designator	Aircraft M/M	ICAO Airport Identifier and Name of Airport	Physical Address Where Line Maintenance is Being Performed				Line Maintenance Limitation(s)
				Street	City	State or Country	Postal Code	

c. Other Limitations and Provisions.

- (1) This Line Maintenance Authorization does not constitute a rating. The certificate holder must be appropriately rated for the type of work performed under a limited rating or class rating to perform inspections and minor maintenance associated with this Line Maintenance Authorization.
- (2) All applicable authorizations and exemptions authorized for the certificate holder apply at the locations listed in Table 1.
- (3) The certificate holder may perform continuous line maintenance operations at the facilities listed in Table 1. Work away from any line maintenance facility listed in Table 1 is not authorized.
- (4) The certificate holder must perform the line maintenance authorized by this operations specification in accordance with the applicable sections of the maintenance program and with the manuals of the certificate holders listed in Table 1 for which the work is being conducted under part 145, § 145.205(d).
- (5) Repair stations located outside the United States must show a need to maintain U.S.-registered aircraft. The line maintenance authorization is limited to only those facilities within the geographic boundary of the country where the certificated repair station is located.
- (6) Repair stations located outside the United States and covered by the U.S./EC Safety Agreement, Annex 2, Maintenance. Repair stations located in participating EC Member States must show a need to maintain U.S.-registered aircraft and operate under the terms and conditions of the U.S./EC Safety Agreement, Annex 2. The line station must be under the surveillance of an aviation authority (AA) listed in Annex 2 and hold an EASA line station approval. This authorization is limited to only those facilities located within the EC Member States.