

# NOTICE

## U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.13

National Policy

Effective Date:  
8/10/07

Cancellation Date:  
8/10/08

**SUBJ:** Line Maintenance Authorization Operations Specification D107 for Repair Stations

---

**1. Purpose of This Notice.** This notice introduces the revised operations specification (OpSpec) D107, Line Maintenance Authorization. It also provides guidance for aviation safety inspectors (ASI) on the proper issuance of the revised D107 OpSpec and how to update OpSpec A003, Aircraft Authorization, when a repair station requests authorization for line maintenance.

**2. Audience.** The primary audience for this notice is Flight Standards District Office (FSDO) ASIs. The secondary audience includes Flight Standards branches and divisions in the regions and in headquarters.

**3. Where You Can Find This Notice.** Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avr.faa.gov>. Operators may find this information on the Federal Aviation Administration's (FAA) Web site at: [http://www.faa.gov/library/manuals/examiners\\_inspectors/8900](http://www.faa.gov/library/manuals/examiners_inspectors/8900).

**4. Background.** On October 6, 2003, the Federal Aviation Administration (FAA) published the final rule to Title 14 of the Code of Federal Regulations (14 CFR) part 145, § 145.205(d), which states that the FAA may grant approval for a certificated repair station to perform line maintenance for an air carrier certificated under 14 CFR part 119 conducting operations under 14 CFR parts 121 or 135 (using aircraft with 10 or more seats), or a foreign air carrier or a foreign person operating a U.S.-registered aircraft in common carriage under 14 CFR part 129 on any aircraft of that air carrier. Section 145.3(d) defines Line Maintenance as: Any unscheduled maintenance resulting from unforeseen events; or scheduled checks that contain servicing and/or inspections that do not require specialized training, equipment, or facilities.

**5. Discussion.** During recent inquiries from the field it was discovered that the part 145 OpSpecs A003 and D107 are not being properly issued. OpSpec D107 with a control date of 11/16/04 was not built to capture this information. Therefore a change to OpSpec D107 is required. Although the guidance contained in FAA Order 8300.10, Airworthiness Inspector's Handbook, is correct, it is believed that clarification to the order and additional information on how to properly issue the OpSpecs A003 and D107 is required.

## 6. Guidance.

**a.** Order 8300.10, volume 2, chapter 161, section 3, paragraph 1(C)(3)(a) states that at least a limited airframe rating is needed to perform inspections and minor flight line repairs to air carrier aircraft. It also states that OpSpec D107 should list all the aircraft and airlines the repair station is contracted to perform line maintenance for, and the locations where line maintenance is to be performed.

**b.** Order 8300.10 also states that although you can inspect and perform line maintenance on the engine with just the limited airframe rating, you may need the powerplant rating if the air carrier requires maintenance beyond what is allowed for line service.

**7. Action.** The principal inspector (PI) for part 145 repair stations should review the guidance in Appendix A to reevaluate the necessity and process of issuing OpSpec D107.

**a.** OpSpec D107 is a mandatory revision which now includes a collection of more detailed information and must be reissued. The PI must complete the review as required for each location and determine if the repair station can complete the requested maintenance for the air carrier. The compliance date for this action is 90 days from the publication of this notice.

**b.** See a sample of the revised OpSpec D107 in Appendix B of this notice. The PI should ensure that with a reissuance of OpSpec D107 no inappropriate entries remain in OpSpec A003. Table 1 of the revised OpSpec D107 now requires the following to be listed:

- (1) All the aircraft by make and model;
- (2) The name and designator of the certificated air carrier for which the repair station is contracted to perform line maintenance;
- (3) The airport identifiers; and
- (4) The complete physical address where line maintenance is to be performed.

**8. Disposition.** We will permanently incorporate the information in this notice to FSIMS before this notice expires. Direct questions concerning this notice to the General Aviation and Repair Station Branch, AFS-340, (202)-267-3109.

ORIGINAL SIGNED BY  
Carol Giles

James J. Ballough  
Director, Flight Standards Service

## **Appendix A. Line Maintenance Authorization**

**a.** Operations specification (OpSpec) D107, Line Maintenance Authorization, authorizes a Title 14 of the Code of Federal Regulations (14 CFR) part 145 repair station to perform line maintenance functions that apply only to the certificate holders conducting 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.

(1) The authorization of line maintenance can only be added to the OpSpecs for repair stations that provide line maintenance for air carriers as defined in the regulation. Line maintenance is not authorized for general aviation operators.

(2) The authorization for providing line maintenance through the issuance of OpSpec D107 is not a rating.

(3) The D107 authorization is a limitation to a rating and as such it must be clearly stated in the limitation section as to the types of aircraft the repair station is authorized to maintain and where the line station will be located.

**b.** As stated in Federal Aviation Administration (FAA) Order 8300.10, Airworthiness Inspector's Handbook, the aviation safety inspector (ASI) must review the scope of work the repair station will provide for each air carrier, which becomes the limitation added to OpSpec D107. A blanket authorization cannot be given. The principal inspector (PI) must complete the review as required for each location and determine if the repair station can complete the requested maintenance for the air carrier at each location.

**c.** Repair stations that are not limited to line maintenance should not be issued OpSpec D107 for line maintenance at their home location or airport.

(1) However, if they need to perform line maintenance away from the home location, then all of the provisions of the line maintenance would apply, and OpSpec D107 would be issued listing each location.

(2) The PI must complete the review as required for each location and determine if the repair station can complete the requested maintenance for the air carrier at each location.

(3) If the repair station is limited to line maintenance at the home airport then OpSpec D107 must be issued for that repair station.

**d.** Other Issues.

(1) It has been noted that OpSpec D100, Work Away from Station, has been inappropriately issued for repair stations that were limited to line maintenance only in D107. OpSpec D100 should not be issued to a repair station that is only authorized line maintenance. A repair station is only authorized line maintenance based upon a demonstrated ability to perform the scope of work for a specific air carrier at a specified location. Emergency maintenance and any work away from that location can not be authorized.

(2) This does not prevent the appropriately rated main base from doing work away from station unless its OpSpec A003 has a “line maintenance only” limitation from doing work away from station. However, work away from station cannot be authorized from any location listed on the D107. The D107 is an authorization for a specific maintenance function and air carrier at a specified location.

(3) Additionally, several repair stations had multiple locations for line maintenance all under separate certificates. If a repair station requests to have multiple locations, the rating on OpSpec A003 would remain the same but the additional location (s) are recorded on OpSpec D107 specific to the air carrier and the scope of work for that air carrier.

(a) Each location must be evaluated to determine if the repair station meets all requirements for the scope of work for each air carrier and the parts, equipment, and personnel to support the requested maintenance for each air carrier at that location.

(b) The PI for the parent repair station will assume the responsibility for all certification and surveillance of the additional locations. Certification at each Flight Standards District Office is not required.

**Appendix B. Sample Part 145 OpSpec D107, Line Maintenance Authorization**

- 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, 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 below.
- b. Line maintenance may be performed for the listed air carriers at the following location(s) listed in Table 1 below, 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	Zip Code	
US Air	ABCA	B-747	KLAX Los Angeles	12345 Summer Hill	Los Angeles	CA	22222	“A” checks and overnight services

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 the applicable authorizations and exemptions authorized for the certificate holder apply at the locations listed in Table 1 above.

(3) The certificate holder may perform continuous line maintenance operations at the facilities listed in Table 1 above. Work away from any line maintenance station listed in Table 1 above 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 manuals of the certificate holders listed in Table 1 above for which the work is being conducted under 14 CFR 145.205 (d).

(5) **Europe (IFO):** Under the terms and conditions of a Bilateral Aviation Safety Agreement and Maintenance Implementation Procedures (BASA/MIP), the FAA will only recognize the line stations located within France, Germany, or Ireland.

8/10/07

N 8900.13  
Appendix B

(6) **Domestic U.S. and territories:** Under the Bilateral Agreement the EASA will recognize the repair station line station authorization, as set forth on these operation specifications when the repair station has demonstrated a need to maintain European-registered aircraft at the locations listed in Table 1 above.

(7) **Maintenance implementation procedures (MIP) (IFO):** The FAA will only recognize line station authorizations for line stations located within the MIP country, when the repair station has shown a need to maintain US registered aircraft at locations listed in Table 1 above.

*Nonstandard text.*