

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.223

National Policy

Effective Date:
7/2/13

Cancellation Date:
7/2/14

SUBJ: OpSpec/MSpec D076, Short-Term Escalation Authorization

1. Purpose of This Notice. This notice provides revised guidance for Federal Aviation Administration (FAA) certificate-holding district offices (CHDO) and principal maintenance inspectors (PMI) assigned to operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart K (part 91K), 121, and 135. This notice amends all D076 templates (i.e., Operations Specification (OpSpec)/Management Specification (MSpec) D076) for operators conducting airplane operations under parts 91K, 121, and 135. This is a mandatory change to OpSpec/MSpec D076.

2. Audience. The primary audience for this notice is FAA CHDOs and PMIs assigned to operators conducting airplane operations under parts 91K, 121, and 135. The secondary audience includes Flight Standards Service (AFS) divisions and branches 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 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. FAA Order 8900.1, Flight Standards Information Management System (FSIMS), Volume 3, Chapter 37, Section 1, subparagraph 3-3708C was revised to add an additional prohibition against using the short-term escalation program approved by OpSpecs paragraph D076. This required a revision to the templates for D076. The revised guidance and templates now address six prohibitions for short-term escalation authorizations approved by D076 for parts 91K, 121, and 135 operators.

5. Guidance. The Aircraft Maintenance Division (AFS-300), in cooperation with the Air Transportation Division (AFS-200), and industry members of the Operations Specifications Working Group (OSWG), developed this notice. This notice contains the following:

- The sample OpSpec D076 template in Appendix A applies to part 121.
- The sample OpSpec D076 template in Appendix B applies to part 135.
- The sample OpSpec D076 template in Appendix C applies to part 121/135.

- The sample MSpec M076 template in Appendix D applies to part 91K.

6. Action. PMIs should review the revised guidance for issuance of OpSpec/MSpec D076. PMIs should provide this notice to the operators for whom they are responsible, alerting them to updated operating procedures, as well as required knowledge and training. This authorization is mandatory, with a compliance date of 60 days from the template control date.

7. Disposition. We will incorporate the information in this notice into FSIMS before this notice expires. You may direct questions concerning the information in this notice to the AFS-330 at 202-385-6435.

for 

John M. Allen
Director, Flight Standards Service

Appendix A. Sample OpSpec Paragraph D076, Short-Term Escalation
Authorization: 14 CFR Part 121

- a. Subject to the following conditions, limitations, and prohibitions, the certificate holder is authorized to escalate scheduled maintenance intervals, on a short-term basis, for check packages, check package individual line items, or component time-change/task intervals.
- b. The conditions, procedures and standards for the technical evaluation and implementation of short-term escalation of scheduled maintenance intervals shall be defined in the certificate holder's manual and shall reflect the following policy:

(1) The basis for a short-term escalation is the emergence of some unforeseen situation; however, the use of short-term escalations must be supported solely on a technical analysis. It cannot be used to compensate for marketing requirements, flight scheduling requirements, poor maintenance practices, or poor maintenance program management.

(2) Short-term scheduled maintenance interval escalations shall not be used on a large scale (escalating numerous aircraft at once) or on a repetitive basis to the extent that it results in a fleet interval extension.

- c. Short-Term Escalation Intervals. Scheduled maintenance tasks are authorized a maximum of 10 percent, not to exceed 500 hours time in service. Any scheduled maintenance task short-term escalation that is more restrictive than the maximum times authorized must be listed in Table 1 below.

Table 1

Aircraft M/M/S	Limitations and Provisions That Are More Restrictive Than the Maximum Authorization

- d. Special Considerations for Operations Under a U.S. Military Contract. This authorization does not permit use of a short-term escalation when the sole justification is a military contract requirement. In those cases, deviations to operations specifications extending scheduled maintenance intervals must be specifically authorized by the FAA under the provisions and procedures of 14 CFR part 119, § 119.55. However, during operations under a U.S. military contract, if unanticipated or unforeseen situations arise, the air carrier may use this authorization as prescribed in their manual.

- e. Prohibitions. The following listed scheduled maintenance intervals may not be escalated under this authorization:

- (1) Intervals specified by FAA Airworthiness Directives;
- (2) Life limits specified by Type Certificate Data Sheets;

(3) Certification Maintenance Requirements (CMR), (unless specifically allowed and designated by the CMR document);

(4) Interval limitations specified by minimum equipment lists or configuration deviation lists;

(5) Structural sampling periods imposed by Maintenance Review Boards; and

(6) Fuel System Airworthiness Limitations and Critical Design Configuration Control Limitations.

Appendix B. Sample OpSpec Paragraph D076, Short-Term Escalation
Authorization: 14 CFR Part 135

- a. Subject to the following conditions, limitations, and prohibitions, the certificate holder is authorized to escalate scheduled maintenance intervals, on a short-term basis, for check packages, check package individual line items, or component time-change/task intervals.
- b. The conditions, procedures and standards for the technical evaluation and implementation of short-term escalation of scheduled maintenance intervals shall be defined in the certificate holder's manual and shall reflect the following policy:

(1) The basis for a short-term escalation is the emergence of some unforeseen situation; however, the use of short-term escalations must be supported solely on a technical analysis. It cannot be used to compensate for marketing requirements, flight scheduling requirements, poor maintenance practices, or poor maintenance program management.

(2) Short-term scheduled maintenance interval escalations shall not be used on a large scale (escalating numerous aircraft at once) or on a repetitive basis to the extent that it results in a fleet interval extension.

- c. Short-Term Escalation Intervals. Scheduled maintenance tasks are authorized a maximum of 10 percent, not to exceed 500 hours time in service. Any scheduled maintenance task short-term escalation that is more restrictive than the maximum times authorized must be listed in Table 1 below.

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- e. Prohibitions. The following listed scheduled maintenance intervals may not be escalated under this authorization:

- (1) Intervals specified by FAA Airworthiness Directives;
- (2) Life limits specified by Type Certificate Data Sheets;

(3) Certification Maintenance Requirements (CMR), (unless specifically allowed and designated by the CMR document);

(4) Interval limitations specified by minimum equipment lists or configuration deviation lists;

(5) Structural sampling periods imposed by Maintenance Review Boards; and

(6) Fuel System Airworthiness Limitations and Critical Design Configuration Control Limitations.

Appendix C. Sample OpSpec Paragraph D076, Short-Term Escalation
Authorization: 14 CFR Part 121/135

- a. Subject to the following conditions, limitations, and prohibitions, the certificate holder is authorized to escalate scheduled maintenance intervals, on a short-term basis, for check packages, check package individual line items, or component time-change/task intervals.
- b. The conditions, procedures and standards for the technical evaluation and implementation of short-term escalation of scheduled maintenance intervals shall be defined in the certificate holder's manual and shall reflect the following policy:

(1) The basis for a short-term escalation is the emergence of some unforeseen situation; however, the use of short-term escalations must be supported solely on a technical analysis. It cannot be used to compensate for marketing requirements, flight scheduling requirements, poor maintenance practices, or poor maintenance program management.

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(4) Interval limitations specified by minimum equipment lists or configuration deviation lists;

(5) Structural sampling periods imposed by Maintenance Review Boards; and

(6) Fuel System Airworthiness Limitations and Critical Design Configuration Control Limitations.

**Appendix D. Sample MSpec MD076, Short-Term Escalation Authorization:
14 CFR Part 91 Subpart K**

- a. Subject to the following conditions, limitations, and prohibitions, the certificate holder is authorized to escalate scheduled maintenance intervals, on a short-term basis, for check packages, check package individual line items, or component time-change/task intervals.
- b. The conditions, procedures and standards for the technical evaluation and implementation of short-term escalation of scheduled maintenance intervals shall be defined in the certificate holder's manual and shall reflect the following policy:

(1) The basis for a short-term escalation is the emergence of some unforeseen situation; however, the use of short-term escalations must be supported solely on a technical analysis. It cannot be used to compensate for marketing requirements, flight scheduling requirements, poor maintenance practices, or poor maintenance program management.

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- (1) Intervals specified by FAA Airworthiness Directives;
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