

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.535

National Policy

Effective Date:
1/9/20

Cancellation Date:
1/9/21

SUBJ: Revision to Advisory Circular 120-17, Reliability Program Methods—
Standards for Determining Time Limitations

1. Purpose of This Notice. This notice provides information and guidance regarding the extensive current revision to Advisory Circular (AC) 120-17, Reliability Program Methods—Standards for Determining Time Limitations, published 12/19/18.

2. Audience. The primary audience for this notice is Flight Standards Service aviation safety inspectors (ASI) with certificate management and oversight responsibility of air carriers and operators who currently have or will pursue authority to use a Reliability Program as their standards for determining time limitations. The secondary audience includes Flight Standards divisions and branches.

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee website 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) website at <http://fsims.faa.gov>. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. Background. The current revision to AC 120-17 was a result of recommendations received from the Aviation Rulemaking Advisory Committee (ARAC) Working Group (WG), an extensive evaluation among FAA personnel, and feedback from the public via a public comment review period. Since the revision is a complete rewrite, FAA personnel, industry members, and the public should review it in its entirety.

5. Discussion.

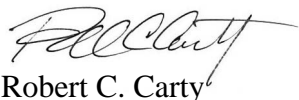
a. Policy Change. With the publication of the revised AC 120-17, revisions to an operator's Reliability Program will no longer require FAA approval. However, prior to its use, operators must submit their program to the FAA for evaluation. After the FAA accepts the program, the principal inspector (PI) will authorize its use by issuing the appropriate operations specification (OpSpec) in accordance with applicable requirements. This policy change is in addition to other changes initiated by this revision to AC 120-17.

b. Effect on Existing Reliability Programs. The revised AC has no effect on previously approved Reliability Programs that are currently authorized for use by an OpSpec. No changes are required to an operator's existing Reliability Program or their OpSpecs.

c. Effect on Existing Guidance References. The term "FAA-Approved Reliability Program" and variations thereof exist throughout many FAA-published documents. Where found, all uses and references to "FAA-Approved Reliability Program" refer to the program authorized for use by an OpSpec, regardless of whether the program was approved by the FAA under previous procedures, or was accepted by the FAA under the revised procedures. The existence of the term "FAA-Approved Reliability Program" in FAA documents does not constitute a requirement for the FAA to approve the program. Efforts are underway to revise all such references in accordance with established procedures.

6. Additional Information. Information about the ARAC Tasking Notice and WG's final report is located at https://www.faa.gov/regulations_policies/rulemaking/committees/documents/index.cfm/document/information?documentID=1382. The revised AC 120-17 can be found on the FAA's website, https://www.faa.gov/regulations_policies/advisory_circulars/.

7. 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 Aircraft Maintenance Division at 202-267-1675.



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