

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.725

National Policy

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11/27/24

Cancellation Date:
11/27/25

SUBJ: CAMP, Reliability Program, and Time Limitations Authorization
OpSpecs/MSpecs D072, D074, D075, D088, and D089, and the
Decommissioning of OpSpec/LOA D088 for Part 125 CHs and LODA Holders

1. Purpose of This Notice. This notice provides revised guidance to aviation safety inspectors (ASI) with oversight responsibilities for certificate holders (CH) or program managers operating under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart K (part 91K), 121, and 135 and part 121/135 combined CHs. The revisions affect documents used by the Federal Aviation Administration (FAA) to authorize a Continuous Airworthiness Maintenance Program (CAMP), a reliability program, and the maintenance time limitations that are part of a CH/program manager's CAMP. This notice announces the nonmandatory revisions to Operations Specification (OpSpec)/Management Specification (MSpec) D072, Aircraft Maintenance—Continuous Airworthiness Maintenance Program (CAMP) Authorization; OpSpec D074, Reliability Program Authorization: Entire Aircraft; OpSpec D075, Reliability Program Authorization: Airframe, Powerplant, Systems, or Selected Items; OpSpec D088, Maintenance Time Limitations Authorization; and OpSpec/MSpec D089, Maintenance Time Limitations. This notice also announces new part 91K MSpec D074, Reliability Program Authorization: Entire Aircraft; MSpec D075, Reliability Program Authorization: Airframe, Powerplant, Systems, or Selected Items; and MSpec D088, Maintenance Time Limitations Authorization. Finally, this notice announces the decommissioning of OpSpec/Letter of Authorization (LOA) D088, Aircraft Engine Maintenance/Overhaul Program, previously issued to 14 CFR part 125 CHs or Letter of Deviation Authority (LODA) holders. These changes are needed to align them with regulatory and guidance requirements.

2. Audience. The primary audience for this notice is Flight Standards (FS) Safety Assurance and Safety Standards offices and principal inspectors (PI) responsible for oversight of CHs/program managers who maintain their aircraft under a CAMP and operate under parts 91K, 121, and 135; part 121/135 combined CHs; and part 125 CHs or LODA holders. The secondary audience includes the Foundational Business offices.

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 and the Dynamic Regulatory System (DRS) at <https://drs.faa.gov>. Operators and the public can find this notice on the Federal Aviation Administration's (FAA) website at https://www.faa.gov/regulations_policies/orders_notices and DRS.

4. Background. OpSpecs D072, D074, D075, D088, and D089, and MSpecs D072 and D089 previously used language requiring “FAA approval” for the underlying program. There is no regulatory requirement for the FAA to approve these programs prior to issuing these OpSpecs/MSpecs. MSpecs D074, D075, and D088 are being made available to meet the provisions of part 91, § 91.1015(a)(5). The applicable OpSpec/MSpec templates have been revised to remove the FAA approval requirement and to make changes in the tables that eliminate the need to indicate the document revision date and document number. Lastly, LOA D088, issued for part 125 CHs and LODA holders, identified and authorized the engine time between overhaul (TBO) intervals. However, D088 has been determined to be unnecessary and is being decommissioned because part 125, § 125.247(d)(2) already requires this information to be included in the part 125 CHs’ approved inspection program (AIP).

5. Guidance.

a. FAA Order 8900.1. The Aircraft Maintenance Division (AFS-300) developed this notice. In addition to removing language in the existing templates that called for FAA approval, it was determined that new MSpec D074, D075, and D088 templates were needed for part 91K program managers having aircraft maintained under a CAMP to authorize the use of either a full or partial reliability program. The relevant guidance documents in Order 8900.1 (e.g., Volume 3, Chapter 18, Section 6 and Volume 20, Chapter 5, Sections 2 and 3) are being revised and will be published to accurately reflect the regulatory requirements.

(1) CHs/program managers may revise their CAMP without having to reissue OpSpec/MSpec D072. In regard to OpSpecs/MSpecs that contain time limitations and reliability programs, CHs/program managers must still submit revisions of their time limitations document to the responsible Flight Standards office for evaluation and acceptance. Revisions to the time limitations document require the CH/program manager to have and follow robust revision control procedures, which should be included in its manual.

(2) The term “FAA-approved” time limitations and reliability programs, and variations thereof, exist throughout many FAA-published documents. Where found and only concerning time limitations and reliability programs authorized via issuing the OpSpecs/MSpecs, all uses and references to these “FAA-approved” programs refer to the program authorized for use by the appropriate OpSpec/MSpec. This is regardless of whether the program has FAA approval under previous procedures, or FAA acceptance under the revised procedures. The existence of the term “FAA-approved” for time limitations or reliability programs in FAA guidance documents does not constitute a regulatory requirement for the FAA to approve these programs.

b. OpSpecs/MSpecs. The templates for OpSpecs/MSpecs D072, D074, D075, D088, and D089 have been revised or added, as applicable. Appendices to this notice contain the samples for the new and revised templates. This notice contains the following:

Appendix	Authorizing Document	Paragraph	Applicable to Part
A	OpSpec	D072	121
B	OpSpec	D074	121

Appendix	Authorizing Document	Paragraph	Applicable to Part
C	OpSpec	D075	121
D	OpSpec	D088	121
E	OpSpec	D089	121
F	OpSpec	D072	121/135
G	OpSpec	D074	121/135
H	OpSpec	D075	121/135
I	OpSpec	D088	121/135
J	OpSpec	D089	121/135
K	OpSpec	D072	135
L	OpSpec	D074	135
M	OpSpec	D075	135
N	OpSpec	D088	135
O	OpSpec	D089	135
P	MSpec	D072	91K
Q	MSpec	D074	91K
R	MSpec	D075	91K
S	MSpec	D088	91K
T	MSpec	D089	91K

6. Action.

a. PIs. PIs should review the new/revised OpSpec/MSpec templates and associated Order 8900.1 guidance and provide a copy of this notice to their assigned CHs/program managers. PIs are not required to reissue or rescind any of these OpSpecs/MSpecs identified above as a result of these nonmandatory revisions. The revised template(s), as applicable, will be utilized when an amendment to the CH/program manager's authorization is needed.

b. Decommissioning OpSpec/LOA D088. OpSpec/LOA D088 templates for part 125 CHs and LODA holders are being decommissioned with the effective date of this notice. Within 180 days following the effective date of this notice, PIs having oversight for part 125 CHs or LODA holders that have been issued OpSpec/LOA D088 should ensure that the engine TBO time limitation intervals are included in the AIP time limitations. Upon confirmation that the engine TBO time intervals have been included in the AIP time limitations, the PI should inform the CH/part 125 LODA holder that OpSpec/LOA D088 is no longer needed, archive the CH/part 125 LODA holder's issued OpSpec/LOA D088, and reissue OpSpec/LOA A004, Summary of Special Authorizations and Limitations/Summary of Authorizations.

c. Program Changes. CHs/program managers are not required to make changes to their existing program because of these template changes.

7. Disposition. We will incorporate the information in this notice into Order 8900.1 before this notice expires. Direct questions or comments concerning the information in this notice to the Commercial Aviation Group (AFS-330) at 202-267-1675.



Timothy R. Adams for
Lawrence Fields
Executive Director, Flight Standards Service

Appendix A. Sample OpSpec D072, Aircraft Maintenance—Continuous Airworthiness Maintenance Program (CAMP) Authorization: 14 CFR Part 121

- a. The certificate holder is authorized to conduct operations under 14 CFR Part 121 using the aircraft identified in the certificate holder's aircraft listing providing the conditions of this operations specification are met.
- b. Each aircraft listed in Table 1 below is authorized for use and must be maintained in accordance with the Continuous Airworthiness Maintenance Program (CAMP) and limitations specified in these operations specifications.
- c. To fulfill the certificate holder's responsibility to maintain its aircraft in an airworthy condition, the CAMP must be sufficiently comprehensive in scope and detail. The CAMP must be included in the certificate holder's manual and comply with all applicable 14 CFR requirements and standards prescribed and accepted by the Administrator.
- d. Each aircraft and its component parts, accessories, and appliances are maintained in an airworthy condition in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, and routine checks of the aircraft and its component parts, accessories, and appliances. Time limits or standards for determining time limits must be contained in these operations specifications or in a document accepted by the Administrator and referenced in these operations specifications.
- e. Items identified as "on condition" must be maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance. The procedures and standards for inspections, checks, service, repair, and/or preventive maintenance, checks or tests, must be described in the certificate holder's manual.
- f. Parts or subassemblies of components that do not have specific time intervals must be checked, inspected, and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subassemblies are related or included at the time period indicated for the Air Transport Association (ATA) chapter heading.

Table 1 – Aircraft Authorized CAMP

Aircraft M/M/S	CAMP Document(s)

**Appendix B. Sample OpSpec D074, Reliability Program Authorization: Entire
Aircraft: 14 CFR Part 121**

a. The certificate holder is authorized to use the provisions of a maintenance reliability program for the aircraft identified in Table 1 below.

Table 1 – Aircraft Maintenance Reliability Program

Aircraft M/M/S	Document Name

b. The program description and the standards for determining time limitations are contained in the certificate holder's document identified in Table 1 above.

c. The time limitations for the overhaul, inspections, and checks of the aircraft and related systems including appliances and components controlled by the program must be contained in the certificate holder's maintenance time limitations section identified as [Text Box].

d. If the program document is canceled, the maintenance program must be completely reevaluated by the FAA. Maintenance and overhaul time limits must then be reestablished by the certificate holder and authorized by the FAA.

Appendix C. Sample OpSpec D075, Reliability Program Authorization: Airframe, Powerplant, Systems, or Selected Items: 14 CFR Part 121

a. The certificate holder is authorized to use the provisions of its maintenance reliability program for airframe, powerplant, systems, or individually selected items identified in Table 1 below.

**Table 1 – Airframe, Powerplant, Systems, or Individually Selected Items:
Reliability Program**

Aircraft M/M/S	Document Name

b. The program description and the standards for determining time limitations must be contained in the certificate holder's document identified in Table 1 above.

c. Airframe, powerplant, systems, or individually selected items controlled by the partial reliability program must be identified by an asterisk (*) or other identifier in the maintenance time limitations section of the certificate holder's operations specification D088 or other document(s) accepted by the Administrator and referenced in the time limitations section.

d. If the program document is canceled, the maintenance program must be completely reevaluated by the FAA. Maintenance and overhaul time limits must then be reestablished by the certificate holder and authorized by the FAA.

**Appendix D. Sample OpSpec D088, Maintenance Time Limitations Authorization:
14 CFR Part 121**

a. The certificate holder is authorized to use the maintenance time limitations specified in the manual/document for the aircraft listed in Table 1 below.

Table 1 – Authorized Aircraft Maintenance Time Limitations

Aircraft M/M/S	Manual/Document Name

b. Each change to a maintenance time limitation that is restricted (such as Airworthiness Directives (AD), life-limited parts (LLP), Certification Maintenance Requirements (CMR), critical design configuration control limitations (CDCCL), etc.) must be approved by the FAA before the certificate holder's time limitations document is revised to reflect that change.

c. Airframe, powerplant, systems, or individually selected items controlled by a partial reliability program must be identified by an asterisk (*) or other identifier in the certificate holder's maintenance time limitations manual or document identified in Table 1 above.

**Appendix E. Sample OpSpec D089, Maintenance Time Limitations:
14 CFR Part 121**

- a. The certificate holder is authorized to use the maintenance time limitations specified in the manual/document for the aircraft listed in Table 1 below.

Table 1 – Authorized Aircraft Maintenance Time Limitations

Aircraft M/M/S	Manual/Document Name

- b. Each change to a maintenance time limitation that is restricted (such as Airworthiness Directives (AD), life-limited parts (LLP), Certification Maintenance Requirements (CMR), critical design configuration control limitations (CDCCL), etc.) must be approved by the FAA before the certificate holder's time limitations document is revised to reflect that change.

**Appendix F. Sample OpSpec D072, Aircraft Maintenance—Continuous
Airworthiness Maintenance Program (CAMP) Authorization: 14 CFR Part 121/135**

- a. The certificate holder is authorized to conduct operations under 14 CFR Part 121/135 using the aircraft identified in the certificate holder's aircraft listing providing the conditions of this operations specification are met.
- b. Each aircraft listed in Table 1 below is authorized for use and must be maintained in accordance with the Continuous Airworthiness Maintenance Program (CAMP) and limitations specified in these operations specifications.
- c. To fulfill the certificate holder's responsibility to maintain its aircraft in an airworthy condition, the CAMP must be sufficiently comprehensive in scope and detail. The CAMP must be included in the certificate holder's manual and comply with all applicable 14 CFR requirements and standards prescribed and accepted by the Administrator.
- d. Each aircraft and its component parts, accessories, and appliances are maintained in an airworthy condition in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, and routine checks of the aircraft and its component parts, accessories, and appliances. Time limits or standards for determining time limits must be contained in these operations specifications or in a document accepted by the Administrator and referenced in these operations specifications.
- e. Items identified as "on condition" must be maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance. The procedures and standards for inspections, checks, service, repair, and/or preventive maintenance, checks or tests, must be described in the certificate holder's manual.
- f. Parts or subassemblies of components that do not have specific time intervals must be checked, inspected, and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subassemblies are related or included at the time period indicated for the Air Transport Association (ATA) chapter heading.

Table 1 – Aircraft Authorized CAMP

Aircraft M/M/S	CAMP Document(s)

**Appendix G. Sample OpSpec D074, Reliability Program Authorization: Entire
Aircraft: 14 CFR Part 121/135**

a. The certificate holder is authorized to use the provisions of a maintenance reliability program for the aircraft identified in Table 1 below.

Table 1 – Aircraft Maintenance Reliability Program

Aircraft M/M/S	Document Name

b. The program description and the standards for determining time limitations are contained in the certificate holder's document identified in Table 1 above.

c. The time limitations for the overhaul, inspections, and checks of the aircraft and related systems including appliances and components controlled by the program must be contained in the certificate holder's maintenance time limitations section identified as [Text Box].

d. If the program document is canceled, the maintenance program must be completely reevaluated by the FAA. Maintenance and overhaul time limits must then be reestablished by the certificate holder and authorized by the FAA.

Appendix H. Sample OpSpec D075, Reliability Program Authorization: Airframe, Powerplant, Systems, or Selected Items: 14 CFR Part 121/135

a. The certificate holder is authorized to use the provisions of its maintenance reliability program for airframe, powerplant, systems, or individually selected items identified in Table 1 below.

**Table 1 – Airframe, Powerplant, Systems, or Individually Selected Items:
Reliability Program**

Aircraft M/M/S	Document Name

b. The program description and the standards for determining time limitations must be contained in the certificate holder's document identified in Table 1 above.

c. Airframe, powerplant, systems, or individually selected items controlled by the reliability program must be identified by an asterisk (*) or other identifier in the maintenance time limitations section of the certificate holder's operations specification D088 or other document(s) accepted by the Administrator and referenced in the time limitations section.

d. If the program document is canceled, the maintenance program must be completely reevaluated by the FAA. Maintenance and overhaul time limits must then be reestablished by the certificate holder and authorized by the FAA.

**Appendix I. Sample OpSpec D088, Maintenance Time Limitations Authorization:
14 CFR Part 121/135**

a. The certificate holder is authorized to use the maintenance time limitations specified in the manual/document for the aircraft listed in Table 1 below.

Table 1 – Authorized Aircraft Maintenance Time Limitations

Aircraft M/M/S	Manual/Document Name

b. Each change to a maintenance time limitation that is restricted (such as Airworthiness Directives (AD), life-limited parts (LLP), Certification Maintenance Requirements (CMR), critical design configuration control limitations (CDCCL), etc.) must be approved by the FAA before the certificate holder's time limitations document is revised to reflect that change.

c. Airframe, powerplant, systems, or individually selected items controlled by a partial reliability program must be identified by an asterisk (*) or other identifier in the certificate holder's maintenance time limitations manual or document identified in Table 1 above.

**Appendix J. Sample OpSpec D089, Maintenance Time Limitations:
14 CFR Part 121/135**

- a. The certificate holder is authorized to use the maintenance time limitations specified in the manual/document for the aircraft listed in Table 1 below.

Table 1 – Authorized Aircraft Maintenance Time Limitations

Aircraft M/M/S	Manual/Document Name

- b. Each change to a maintenance time limitation that is restricted (such as Airworthiness Directives (AD), life-limited parts (LLP), Certification Maintenance Requirements (CMR), critical design configuration control limitations (CDCCL), etc.) must be approved by the FAA before the certificate holder's time limitations document is revised to reflect that change.

Appendix K. Sample OpSpec D072, Aircraft Maintenance—Continuous Airworthiness Maintenance Program (CAMP) Authorization: 14 CFR Part 135

- a. The certificate holder is authorized to conduct operations under 14 CFR Part 135 using the aircraft identified in the certificate holder's aircraft listing providing the conditions of this operations specification are met.
- b. Each aircraft listed in Table 1 below is authorized for use and must be maintained in accordance with the Continuous Airworthiness Maintenance Program (CAMP) per Part 135, § 135.411(a)(2), (b), and (d), and limitations specified in these operations specifications.
- c. To fulfill the certificate holder's responsibility to maintain its aircraft in an airworthy condition, the CAMP must be sufficiently comprehensive in scope and detail. The CAMP must be included in the certificate holder's manual and comply with all applicable 14 CFR requirements and standards prescribed and accepted by the Administrator.
- d. Each aircraft and its component parts, accessories, and appliances are maintained in an airworthy condition in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, and routine checks of the aircraft and its component parts, accessories, and appliances. Time limits or standards for determining time limits must be contained in these operations specifications or in a document accepted by the Administrator and referenced in these operations specifications.
- e. Items identified as "on condition" must be maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance. The procedures and standards for inspections, checks, service, repair, and/or preventive maintenance, checks or tests, must be described in the certificate holder's manual.
- f. Parts or subassemblies of components that do not have specific time intervals must be checked, inspected, and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subassemblies are related or included at the time period indicated for the Air Transport Association (ATA) chapter heading.

Table 1 – Aircraft Authorized CAMP

Aircraft M/M/S	CAMP Document(s)

**Appendix L. Sample OpSpec D074, Reliability Program Authorization: Entire
Aircraft: 14 CFR Part 135**

- a. The certificate holder is authorized to use the provisions of a maintenance reliability program for the aircraft identified in Table 1 below.

Table 1 – Aircraft Maintenance Reliability Program

Aircraft M/M/S	Document Name

- b. The program description and the standards for determining time limitations are contained in the certificate holder's document identified in Table 1 above.
- c. The time limitations for the overhaul, inspections, and checks of the aircraft and related systems including appliances and components controlled by the program must be contained in the certificate holder's maintenance time limitations section identified as [Text Box].
- d. If the program document is canceled, the maintenance program must be completely reevaluated by the FAA. Maintenance and overhaul time limits must then be reestablished by the certificate holder and authorized by the FAA.

Appendix M. Sample OpSpec D075, Reliability Program Authorization: Airframe, Powerplant, Systems, or Selected Items: 14 CFR Part 135

a. The certificate holder is authorized to use the provisions of its maintenance reliability program for airframe, powerplant, systems, or individually selected items identified in Table 1 below.

**Table 1 – Airframe, Powerplant, Systems, or Individually Selected Items:
Reliability Program**

Aircraft M/M/S	Document Name

b. The program description and the standards for determining time limitations must be contained in the certificate holder's document identified in Table 1 above.

c. Airframe, powerplant, systems, or individually selected items controlled by the reliability program must be identified by an asterisk (*) or other identifier in the maintenance time limitations section of the certificate holder's operations specification D088 or other document(s) accepted by the Administrator and referenced in the time limitations section.

d. If the program document is canceled, the maintenance program must be completely reevaluated by the FAA. Maintenance and overhaul time limits must then be reestablished by the certificate holder and authorized by the FAA.

**Appendix N. Sample OpSpec D088, Maintenance Time Limitations Authorization:
14 CFR Part 135**

a. The certificate holder is authorized to use the maintenance time limitations specified in the manual/document for the aircraft listed in Table 1 below.

Table 1 – Authorized Aircraft Maintenance Time Limitations

Aircraft M/M/S	Manual/Document Name

b. Each change to a maintenance time limitation that is restricted (such as Airworthiness Directives (AD), life-limited parts (LLP), Certification Maintenance Requirements (CMR), critical design configuration control limitations (CDCCL), etc.) must be approved by the FAA before the certificate holder's time limitations document is revised to reflect that change.

c. Airframe, powerplant, systems, or individually selected items controlled by a partial reliability program must be identified by an asterisk (*) or other identifier in the certificate holder's maintenance time limitations manual or document identified in Table 1 above.

**Appendix O. Sample OpSpec D089, Maintenance Time Limitations:
14 CFR Part 135**

- a. The certificate holder is authorized to use the maintenance time limitations specified in the manual/document for the aircraft listed in Table 1 below.

Table 1 – Authorized Aircraft Maintenance Time Limitations

Aircraft M/M/S	Manual/Document Name

- b. Each change to a maintenance time limitation that is restricted (such as Airworthiness Directives (AD), life-limited parts (LLP), Certification Maintenance Requirements (CMR), critical design configuration control limitations (CDCCL), etc.) must be approved by the FAA before the certificate holder's time limitations document is revised to reflect that change.

**Appendix P. Sample MSpec D072, Aircraft Maintenance—Continuous
Airworthiness Maintenance Program (CAMP) Authorization: 14 CFR Part 91K**

- a. The program manager is authorized to conduct fractional ownership operations under 14 CFR Part 91K in accordance with §§ 91.1411 through 91.1443 using the aircraft identified in the program manager's aircraft listing providing the conditions of this management specification are met.
- b. Each aircraft listed in Table 1 below is authorized for use and must be maintained in accordance with the Continuous Airworthiness Maintenance Program (CAMP) and limitations specified in these management specifications.
- c. To fulfill the program manager's responsibility to maintain its aircraft in an airworthy condition, the CAMP must be sufficiently comprehensive in scope and detail. The CAMP must be included in the program manager's manual and comply with all applicable 14 CFR requirements and standards prescribed and accepted by the Administrator.
- d. Each aircraft and its component parts, accessories, and appliances are maintained in an airworthy condition in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, and routine checks of the aircraft and its component parts, accessories, and appliances. Time limits or standards for determining time limits must be contained in these management specifications or in a document accepted by the Administrator and referenced in these management specifications.
- e. Items identified as "on condition" must be maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance. The procedures and standards for inspections, checks, service, repair, and/or preventive maintenance, checks or tests, must be described in the program manager's manual.
- f. Parts or subassemblies of components that do not have specific time intervals must be checked, inspected, and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subassemblies are related or included at the time period indicated for the Air Transport Association (ATA) chapter heading.

Table 1 – Aircraft Authorized CAMP

Aircraft M/M/S	CAMP Document(s)

**Appendix Q. Sample MSpec D074, Reliability Program Authorization: Entire
Aircraft: 14 CFR Part 91K**

- a. The program manager is authorized to use the provisions of a maintenance reliability program for the aircraft identified in Table 1 below.

Table 1 – Aircraft Maintenance Reliability Program

Aircraft M/M/S	Document Name

- b. The program description and the standards for determining time limitations are contained in the program manager's document identified in Table 1 above.
- c. The time limitations for the overhaul, inspections, and checks of the aircraft and related systems including appliances and components controlled by the program must be contained in the program manager's maintenance time limitations section identified as [Text Box].
- d. If the program document is canceled, the maintenance program must be completely reevaluated by the FAA. Maintenance and overhaul time limits must then be reestablished by the program manager and authorized by the FAA.

Appendix R. Sample MSpec D075, Reliability Program Authorization: Airframe, Powerplant, Systems, or Selected Items: 14 CFR Part 91K

a. The program manager is authorized to use the provisions of its maintenance reliability program for airframe, powerplant, systems, or individually selected items identified in Table 1 below.

**Table 1 – Airframe, Powerplant, Systems, or Individually Selected Items:
Reliability Program**

Aircraft M/M/S	Document Name

b. The program description and the standards for determining time limitations must be contained in the program manager's document identified in Table 1 above.

c. Airframe, powerplant, systems, or individually selected items controlled by the reliability program must be identified by an asterisk (*) or other identifier in the maintenance time limitations section of the program manager's management specification D088 or other document(s) accepted by the Administrator and referenced in the time limitations section.

d. If the program document is canceled, the maintenance program must be completely reevaluated by the FAA. Maintenance and overhaul time limits must then be reestablished by the program manager and authorized by the FAA.

**Appendix S. Sample MSpec D088, Maintenance Time Limitations Authorization:
14 CFR Part 91K**

a. The program manager is authorized to use the maintenance time limitations specified in the manual/document for the aircraft listed in Table 1 below.

Table 1 – Authorized Aircraft Maintenance Time Limitations

Aircraft M/M/S	Manual/Document Name

b. Each change to a maintenance time limitation that is restricted (such as Airworthiness Directives (AD), life-limited parts (LLP), Certification Maintenance Requirements (CMR), critical design configuration control limitations (CDCCL), etc.) must be approved by the FAA before the program manager's time limitations document is revised to reflect that change.

c. Airframe, powerplant, systems, or individually selected items controlled by a partial reliability program must be identified by an asterisk (*) or other identifier in the program manager's maintenance time limitations manual or document identified in Table 1 above.

Appendix T. Sample MSpec D089, Maintenance Time Limitations: 14 CFR Part 91K

a. The program manager is authorized to use the maintenance time limitations specified in the manual/document for the aircraft listed in Table 1 below.

Table 1 – Authorized Aircraft Maintenance Time Limitations

Aircraft M/M/S	Manual/Document Name

b. Each change to a maintenance time limitation that is restricted (such as Airworthiness Directives (AD), life-limited parts (LLP), Certification Maintenance Requirements (CMR), critical design configuration control limitations (CDCCL), etc.) must be approved by the FAA before the program manager's time limitations document is revised to reflect that change.