

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.30

National Policy

Effective Date:
02/08/08

Cancellation Date:
02/08/09

SUBJ: New Operations Specifications and Letter of Authority

- 1. Purpose of this Notice.** This notice introduces new operation specifications (OpSpec) for Title 14 of the Code of Federal Regulations (14 CFR) parts 121, 125 (letter of deviation authority (A125 LODA)), and 129 operators and a letter of authorization (LOA) for 14 CFR part 91 operators.
- 2. Audience.** The primary audience for this notice is Flight Standards District Office (FSDO) principal airworthiness inspectors, who have the responsibility to authorize programs operators will use to comply with fuel tank safety rules. 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.avs.faa.gov>. Operators may find this information at <http://fsims.faa.gov/>.
- 4. Background.** As a result of several accidents involving fuel tank explosions the FAA published a rule requiring fuel tank system design reviews (SFAR 88) and accompanying operational rules titled "Special Maintenance Program Requirements." These operational rules require operators to revise their maintenance and inspection programs by adding maintenance and inspection instructions (tasks and intervals) for the fuel tank system. These maintenance and inspection instructions are based on instructions for continued airworthiness (ICA) that were developed in accordance with SFAR 88. The incorporation of the FAA-approved maintenance and inspection instructions for parts 121, 125 (A125 LODA), and 129 into the operator's maintenance or inspection program will be approved by the PAI using OpSpec D070. The FSDO manager for a part 91 operator will issue the operator an LOA approving the incorporation of maintenance and inspection instructions into the operator's inspection program.
- 5. Action.** PAI and their assistants and FSDO managers should familiarize themselves with the new OpSpecs, LOA, and instructions contained in Order 8900.1.

Distribution: A-W(FS)-2; A-X(FS)-3; A-FFS-7 (LTD); AMA-200 (12 cys) Initiated By: AFS-300
(Electronically: A-W(FS)-2; A-X(FS)-2; A-FFS-7)

6. Disposition. We will permanently incorporate the information in this notice to FSIMS before this notice expires. Direct questions concerning this notice to the Aircraft Maintenance Division, AFS-300, at (202) 267-7355.

ORIGINAL SIGNED by

James J. Ballough
Director, Flight Standards Service

Appendix A. Part 121/129 Operations Specifications

D070. Integration of Aircraft Fuel Tank Maintenance and Inspection Instructions Into the Certificate Holder/Foreign Person's/Foreign Air Carrier's CAMP **HQ Control: 12/06/07**
HQ Revision: 01a

a. The 14 CFR, Part 121 certificate holder and Part 129 foreign person/foreign air carrier, hereafter referred to as operators, authorized to conduct operations under §§ 121.1113 and 129.113, as applicable, and the conditions and limitations of this operations specification.

b. Each applicable aircraft make/model/series listed in the operator's operations specification D072, Continuous Airworthiness Maintenance Program (CAMP), has FAA engineering-approved fuel tank system, type certificate (TC) and supplemental type certificate (STC) base-line instructions for continued airworthiness (ICA) incorporated into their CAMP. These ICA consists of fuel tank system maintenance and inspection instructions as required by §§ 121.1113 and 129.113, as applicable.

Note: Table 1 is used by all part 121/129 operators as applicable. Tables 2, 3, 4 and 5 are to be filled out only if applicable as described in the table description. Each Column in the table being used must have an entry.

1. Table 1: The part 121/129 operator has incorporated applicable ICA, as required by Paragraph b. above into their CAMP for the following aircraft:

- a. Column 1: Enter the make model and series of airplane (e.g. Boeing-757-200)**
- b. Column 2: Enter the type certificate holder's document name and number containing the type certificate holder's fuel tank system ICA (e.g. fuel tank system ICAs/D9-XXXX or MRBR/757).**
- c. Column 3: Enter the revision number of the ICA document in Column 2 (e.g. revision number 0/1/2/3 etc)**
- d. Column 4 : Enter the revision date of the ICA document in Column 2 (e.g. revision date mm/dd/yy)**

Table-1. Applicable Airplanes Listed on the Certificate Holder's Operations Specification D072.

Airplane M/M/S	ICA Document	ICA Document Revision #	ICA Document Date
TABL01	TABL02	TABL03	TABL04

2. Table 2: The part 121/129 operator has an Alternate Means of Compliance (AMOC) to alter a type certificate holder (TC) base-line fuel tank system ICA. The operator ICA in this table has been FAA engineering-approved as an alternate means of compliance to the TC holder's base-line ICA.

- a. Column 1: Enter the make model and series of airplane (e.g. Boeing-757-200)**
- b. Column 2: Enter the type certificate holder's ICA identifier (e.g. 28-XX-XX denoting a fuel system item).**
- c. Column 3: Enter the type certificate holder's ICA task and interval (e.g. visual inspection @ 12,000 flight hours)**
- d. Column 4: Enter the alternate means of compliance (AMOC) FAA engineering approval date (e.g. alternate means of compliance to ICA 28-XX-XX approved on mm/dd/yy).**

Table-2. Airplanes with an Authorized Alternate Means of Compliance (AMOC)

Airplane M/M/S	ICA Identifier	ICA Task and Interval(s)	AMOC Approval Date
TABL01	TABL02	TABL03	TABL04

Appendix A. Part 121/129 Operations Specifications (Continued)

3. Table 3: The part 121/129 operator has incorporated the supplemental type certificate holder’s (STCs) base-line fuel tank system ICA without any changes.

- a. Column 1: Enter the make model and series of airplane and the registration number (e.g. Boeing-757-200).**
- b. Column 2: Enter the airplane registration number (e.g. N1234).**
- c. Column 3: Enter the STC number (e.g. STC28-XXX).**
- d. Column 4: Enter the STC revision number (e.g. revision number 0/1/2/3 etc).**
- e. Column 5: Enter the STC revision date (e.g. revision mm/dd/yy).**

Table-3. Airplanes Utilizing the STCs Holder Baseline ICA Without Change.

Airplane M/M/S	Registration Number:	STC Number	STC Revision Number	STC Revision Date
TABL01	TABL02	TABL03	TABL04	TABL05

4. Table 4: The part 121/129 operator has incorporated an altered supplemental type certificate holder’s (STCs) base-line fuel tank system ICA .The operator ICA in this table has been FAA engineering-approved as an alternate means of compliance to the STC holder’s base-line ICA.

- a. Column 1: Enter the make model and series of airplane (e.g. Boeing-757-200).**
- b. Column 2: Enter the supplemental type certificate holder’s ICA identifier (e.g. STC 28-XX-XX denoting a fuel system item).**
- c. Column 3: Enter the supplemental type certificate holder’s ICA task and interval (e.g. visual inspection @ 12,000 flight hours).**
- d. Column 4: Enter the STC alternate means of compliance (AMOC) FAA engineering approval date (e.g. alternate means of compliance to STC ICA 28-XX-XX approved on mm/dd/yy).**

Table-4. Airplanes with an Approved AMOC to a Supplemental Type Certificate.

Airplane M/M/S	STC Identifier	STC Task and Interval(s)	AMOC and Approval Date
TABL01	TABL02	TABL03	TABL04

5. Table 5: The part 121/129 operator has approved ICA for aircraft that have field-approved auxiliary fuel tanks installed.

- a. Column 1: Enter the make model and series of airplane and the registration number (e.g. Boeing-757-200).**
- b. Column 2: Enter the airplane registration number (e.g. N1234).**
- c. Column 3: Enter the name of the original equipment manufacturer (OEM) of the auxiliary fuel tank (e.g. Joes fuel tank corporation).**
- d. Column 4: Enter the approved ICA or the OEM document containing the ICA (e.g. 28-XX-XX or Joes fuel tanks corporation document number)**
- e. Column 5: Enter the date of the approved ICA or the date of the approved OEM ICA document.**

Table-5. Airplanes with Auxiliary Fuel Tanks Installed by Field Approval.

Airplane M/M/S	Registration Number:	Fuel Tank OEM	Document Containing the Approved ICA	ICA Approval Date
TABL01	TABL02	TABL03	TABL04	TABL05

Appendix A. Part 121/129 Operations Specifications (Continued)

1. Issued by the Federal Aviation Administration.
2. Support information reference: *TEXT99*
3. These Operations Specifications are approved by direction of the Administrator.

4. Date Approval is effective:

Amendment Number:

5. I hereby accept and receive the Operations Specifications in this paragraph.

Date:

Appendix B. Part 125 Operations Specifications

PART 125 OPERATIONS SPECIFICATIONS

D070 Integration of Aircraft Fuel Tank Maintenance and Inspection Instructions Into the Certificate Holder’s Aircraft Inspection Program **HQ Control: 12/06/07**
HQ Revision: 01a

- a. The certificate holder authorized to conduct operations under 14 CFR, Part 125, agrees to comply with the fuel tank system inspection program requirements of § 125.507 and the conditions and limitations of this operations specification.
- b. Each applicable aircraft make/model/series listed in the certificate holder’s operations specification D073, Aircraft Inspection Program, has FAA engineering-approved fuel tank system, type certificate (TC) and supplemental type certificate (STC) base-line instructions for continued airworthiness (ICA) incorporated into their Aircraft Inspection Program. These ICA consists of fuel tank system maintenance and inspection instructions as required by § 125.507, as applicable.

Note: Table 1 is used by all part 125 certificate holders. Tables 2, 3, 4 and 5 are to be filled out only if applicable as described in the table description. Each Column in the table being used must have an entry.

1. Table 1: The part 125 certificate holder has incorporated applicable ICA, as required by paragraph b. above into their Aircraft Inspection Program for the following aircraft:

- a. Column 1: Enter the make model and series of airplane (e.g. Boeing-757-200)
- b. Column 2: Enter the type certificate holder’s document name and number containing the type certificate holder’s fuel tank system ICA (e.g. fuel tank system ICAs/D9-XXXX or MRBR/757).
- c. Column 3: Enter the revision number of the ICA document in Column 2 (e.g. revision number 0/1/2/3 etc)
- d. Column 4 : Enter the revision date of the ICA document in Column 2 (e.g. revision date mm/dd/yy)

Table–1. Applicable Airplanes Listed on the Certificate Holder’s Operations Specification D072.

Airplane M/M/S	ICA Document	ICA Document Revision #	ICA Document Date
TABL01	TABL02	TABL03	TABL04

2. Table 2: The part 125 certificate holder has an Alternate Means of Compliance (AMOC) to alter a type certificate holder (TC) base-line fuel tank system ICA. The certificate holder ICA in this table has been FAA engineering-approved as an alternate means of compliance to the TC holder’s base-line ICA.

- a. Column 1: Enter the make model and series of airplane (e.g. Boeing-757-200)
- b. Column 2: Enter the type certificate holder’s ICA identifier (e.g. 28-XX-XX denoting a fuel system item).
- c. Column 3: Enter the type certificate holder’s ICA task and interval (e.g. visual inspection @ 12,000 flight hours)
- d. Column 4: Enter the alternate means of compliance (AMOC) FAA engineering approval date (e.g. alternate means of compliance to ICA 28-XX-XX approved on mm/dd/yy).

Appendix B. Part 125 Operations Specifications (Continued)**Table-2. Airplanes with an Authorized Alternate Means of Compliance (AMOC)**

Airplane M/M/S	ICA Identifier	ICA Task and Interval(s)	AMOC Approval Date
TABL01	TABL02	TABL03	TABL04

3. Table 3: The part 125 certificate holder has incorporated the supplemental type certificate holder's (STCs) base-line fuel tank system ICA without any changes.

- a. Column 1: Enter the make model and series of airplane and the registration number (e.g. Boeing-757-200).*
- b. Column 2: Enter the airplane registration number (e.g. N1234).*
- c. Column 3: Enter the STC number (e.g. STC28-XXX).*
- d. Column 4: Enter the STC revision number (e.g. revision number 0/1/2/3 etc).*
- e. Column 5: Enter the STC revision date (e.g., revision mm/dd/yy).*

Table-3. Airplanes Utilizing the STC Holder Baseline ICA Without Change.

Airplane M/M/S	Registration Number:	STC Number	STC Revision Number	STC Revision Date
TABL01	TABL02	TABL03	TABL04	TABL05

4. Table 4: The part 125 certificate holder has incorporated an altered supplemental type certificate holder's (STCs) base-line fuel tank system ICA. The certificate holder ICA in this table has been FAA engineering-approved as an alternate means of compliance to the STC holder's base-line ICA.

- a. Column 1: Enter the make model and series of airplane (e.g. Boeing-757-200).*
- b. Column 2: Enter the supplemental type certificate holder's ICA identifier (e.g. STC 28-XX-XX denoting a fuel system item).*
- c. Column 3: Enter the supplemental type certificate holder's ICA task and interval (e.g. visual inspection @ 12,000 flight hours).*
- d. Column 4: Enter the STC alternate means of compliance (AMOC) FAA engineering approval date (e.g. alternate means of compliance to STC ICA 28-XX-XX approved on mm/dd/yy).*

Table-4. Airplanes with an Approved AMOC to a Supplemental Type Certificate.

Airplane M/M/S	STC Identifier	STC Task and Interval(s)	AMOC and Approval Date
TABL01	TABL02	TABL03	TABL04

5. Table 5: The part 125 certificate holder has approved ICA for aircraft that have field-approved auxiliary fuel tanks installed.

- a. Column 1: Enter the make model and series of airplane and the registration number (e.g. Boeing-757-200).*
- b. Column 2: Enter the airplane registration number (e.g. N1234).*
- c. Column 3: Enter the name of the original equipment manufacturer (OEM) of the auxiliary fuel tank (e.g. Joes fuel tank corporation).*
- d. Column 4: Enter the approved ICA or the OEM document containing the ICA (e.g. 28-XX-XX or Joes fuel tanks corporation document number)*
- e. Column 5: Enter the date of the approved ICA or the date of the approved OEM ICA document.*

Appendix B. Part 125 Operations Specifications (Continued)

Table-5. Airplanes with Auxiliary Fuel Tanks Installed by Field Approval.

Airplane M/M/S	Registration Number:	Fuel Tank OEM	Document Containing the Approved ICA	ICA Approval Date
TABL01	TABL02	TABL03	TABL04	TABL05

1. Issued by the Federal Aviation Administration.
2. Support information reference: *TEXT99*
3. These Operations Specifications are approved by direction of the Administrator.

4. Date Approval is effective:

Amendment Number:

5. I hereby accept and receive the Operations Specifications in this paragraph.

Date:

Appendix C. Letter of Deviation Authority, Part 125 Operations

A125 LODA Operations

D070. Integration of Aircraft Fuel Tank Maintenance and Inspection Instructions Into the Operators Aircraft Inspection Program **HQ Control: 12/06/07**
HQ Revision: 01a

a. The operator authorized to conduct operations under 14 CFR, Part 125, Letter of Deviation Authority (LODA), agrees to comply with the fuel tank system inspection program requirements of § 125.507 and the conditions and limitations of this LOA.

b. Each applicable aircraft make/model/series listed in the operator’s LODA, has FAA engineering-approved fuel tank system, type certificate (TC) and supplemental type certificate (STC) base-line instructions for continued airworthiness (ICA) incorporated into their Aircraft Inspection Program. These ICA consists of fuel tank system maintenance and inspection instructions as required by § 125.507, as applicable.

Note: Table 1 is used by all part 125 operators. Tables 2, 3, 4 and 5 are to be filled out only if applicable as described in the table description. Each Column in the table being used must have an entry.

1. Table 1: The part 125 operator has incorporated applicable ICA, as required by Paragraph b. above into their Aircraft Inspection Program for the following aircraft:

- a. Column 1: Enter the make model and series of airplane (e.g. Boeing-757-200)
- b. Column 2: Enter the type certificate holder’s document name and number containing the type certificate holder’s fuel tank system ICA (e.g. fuel tank system ICAs/D9-XXXX or MRBR/757).
- c. Column 3 :Enter the revision number of the ICA document in Column 2 (e.g. revision number 0/1/2/3 etc)
- d. Column 4 : Enter the revision date of the ICA document in Column 2 (e.g. revision date mm/dd/yy)

Table-1. Applicable Airplanes Listed on the Operator’s LODA.

Airplane M/M/S	ICA Document	ICA Document Revision #	ICA Document Date
TABL01	TABL02	TABL03	TABL04

2. Table 2: The part 125 operator has an Alternate Means of Compliance (AMOC) to alter a type certificate holder (TC) base-line fuel tank system ICA. The operator ICA in this table has been FAA engineering-approved as an alternate means of compliance to the TC holder’s base-line ICA.

- a. Column 1: Enter the make model and series of airplane (e.g. Boeing-757-200)
- b. Column 2: Enter the type certificate holder’s ICA identifier (e.g. 28-XX-XX denoting a fuel system item).
- c. Column 3: Enter the type certificate holder’s ICA task and interval (e.g. visual inspection @ 12,000 flight hours)
- d. Column 4: Enter the alternate means of compliance (AMOC) FAA engineering approval date (e.g. alternate means of compliance to ICA 28-XX-XX approved on mm/dd/yy).

Table-2. Airplanes with an Authorized Alternate Means of Compliance (AMOC)

Airplane M/M/S	ICA Identifier	ICA Task and Interval(s)	AMOC Approval Date
TABL01	TABL02	TABL03	TABL04

Appendix C. Letter of Deviation Authority, Part 125 Operations (Continued)

3. Table 3: The part 125 operator has incorporated the supplemental type certificate holder's (STCs) base-line fuel tank system ICA without any changes

- a. Column 1: Enter the make model and series of airplane and the registration number (e.g. Boeing-757-200).**
- b. Column 2: Enter the airplane registration number (e.g. N1234).**
- c. Column 3: Enter the STC number (e.g. STC28-XXX).**
- d. Column 4: Enter the STC revision number (e.g. revision number 0/1/2/3 etc).**
- e. Column 5: Enter the STC revision date (e.g., revision mm/dd/yy).**

Table-3. Airplanes Utilizing the STC Holder Baseline ICA Without Change.

Airplane M/M/S	Registration Number:	STC Number	STC Revision Number	STC Revision Date
TABL01	TABL02	TABL03	TABL04	TABL05

4. Table 4: The part 125 operator has incorporated an altered supplemental type certificate holder's (STCs) base-line fuel tank system ICA .The operator ICA in this table have been FAA engineering-approved as an alternate means of compliance to the STC holder's base-line ICA.

- a. Column 1: Enter the make model and series of airplane (e.g. Boeing-757-200).**
- b. Column 2: Enter the supplemental type certificate holder's ICA identifier (e.g. STC 28-XX-XX denoting a fuel system item).**
- c. Column 3: Enter the supplemental type certificate holder's ICA task and interval (e.g. visual inspection @ 12,000 flight hours).**
- d. Column 4: Enter the STC alternate means of compliance (AMOC) FAA engineering approval date (e.g. alternate means of compliance to STC ICA 28-XX-XX approved on mm/dd/yy).**

Table-4. Airplanes with an Approved AMOC to a Supplemental Type Certificate.

Airplane M/M/S	STC Identifier	STC Task and Interval(s)	AMOC and Approval Date
TABL01	TABL02	TABL03	TABL04

5. Table 5: The part 125 operator has approved ICA for aircraft that have field-approved auxiliary fuel tanks installed.

- a. Column 1: Enter the make model and series of airplane and the registration number (e.g. Boeing-757-200).**
- b. Column 2: Enter the airplane registration number (e.g. N1234).**
- c. Column 3: Enter the name of the original equipment manufacturer (OEM) of the auxiliary fuel tank (e.g. Joes fuel tank corporation).**
- d. Column 4: Enter the approved ICA or the OEM document containing the ICA (e.g. 28-XX-XX or Joes fuel tanks corporation document number)**
- e. Column 5: Enter the date of the approved ICA or the date of the approved OEM ICA document.**

Table-5. Airplanes with Auxiliary Fuel Tanks Installed by Field Approval.

Airplane M/M/S	Registration Number:	Fuel Tank OEM	Document Containing the Approved ICA	ICA Approval Date
TABL01	TABL02	TABL03	TABL04	TABL05

Appendix C. Letter of Deviation Authority, Part 125 Operations (Continued)

1. Issued by the Federal Aviation Administration.
2. Support information reference: TEXT99
3. This Letter of Deviation Authority (LODA) is approved by direction of the Administrator.

4. Date Approval is effective: Amendment Number:
5. I hereby accept and receive the Letter of Deviation Authority in this paragraph.

Date:

Appendix D. Letter of Authorization Part 91 Operators

AXXX-Letter of Authorization for 14 CFR part 91 operators who are subject to the Transport Airplane Fuel Tank System Design Review, Flammability Reduction and Maintenance and Inspection Requirements; final rule.

Background

Since 1959 there have been 17 fuel tank explosions. The most notable happened on July 17, 1996 when a 25-year old Boeing 747-100 series airplane was involved in an in-flight breakup after takeoff from Kennedy International Airport in New York, resulting in 230 fatalities. The NTSB determined the probable cause of the TWA Flight 800 accident, was an explosion of the center wing fuel tank (CWT) resulting from ignition of the flammable fuel and air mixture in the tank. The source of ignition energy for the explosion could not be determined with certainty. However, of all the sources evaluated, the most likely was a wiring failure outside the CWT. This failure allowed excessive electrical energy to enter the CWT through electrical wiring associated with the fuel quantity indication system (FQIS). This accident, in particular, prompted the FAA to examine the underlying safety issues surrounding fuel tank explosions, the adequacy of existing regulations, the service history of airplanes certificated to these regulations, and existing fuel tank system maintenance practices.

On November 8, 2007, the FAA published the Enhanced Airworthiness Program for Airplane Systems (EAPAS/FTS) rule. The rule helps ensure the continued safety of commercial airplanes by improving the design, installation, and maintenance of electrical wiring systems. This rule also includes provisions for operators to revise their inspection programs by adding maintenance and inspection instructions (tasks and intervals) for the fuel tank system. This letter of authorization (LOA) applies to Title 14 of the Code of Federal Regulations (14 CFR) part 91 operators who are required by § 91.1507 to incorporate FAA engineering approved, type certificate (TC) and supplemental type certificate (STC) (see NOTE 1) “baseline” Instructions for Continued Airworthiness (ICA) into their inspection program.

Note 1: Only airplanes that have fuel tank system STCs installed.

(1) If a part 91 operator is not already identified in automated Operations Safety System (OPSS), general instructions for putting an operator into the OPSS in order to issue the automated part 91 LOA AXXX is associated with all A001 templates in the part 91 database of the OPSS. If you need further assistance, please contact Aviation Safety (AVS) Support Central at 405-954-7272.

(2) Due to programmatic limitations, we are unable to provide any other title than principal operations inspector (POI), principal maintenance inspector (PMI), or principal avionics inspector (PAI) for the signature block in OPSS for part 91 LOAs. Thus, the office manager or applicable supervisor that chooses to sign the part 91 authorizations will be identified as a POI, PMI, or PAI instead of manager or supervisor.

(3) When issuing a part 91 authorization from OPSS, at a minimum the A001, Issuance and Applicability; and A004, Summary of Authorizations templates should be included in the operator's package.

Appendix D. Letter of Authorization Part 91 Operators (Continued)

(4) All operators must apply for and operate IAW the LOA AXXX issued by the FSDO nearest to its principal place of business by December 16, 2008. The following six items represent the minimum amount of information required for the national database and the issuance of LOA AXXX to the part 91 operators.

(a) Name of Operator, agent, and any DBA (doing business as) under which that operator does business (template/OpSpec A001);

(b) Principal business address and mailing address (template/OpSpec A001);

(c) Principal place of business (if different from business address) (template/OpSpec A001);

(d) Name of person responsible for management of the business (LOA AXXX);

(e) Name of person responsible for aircraft maintenance (LOA AXXX); and

(f) Type of aircraft, registration numbers(s), and make/model/series (LOA AXXX).

(5) Section 91.1507 states, After December 16, 2008, no person may operate a turbine-powered transport category airplane with a type certificate issued after January 1, 1958 and either a maximum type certificated passenger capacity of 30 or more, or a maximum type-certificated payload capacity of 7,500 pounds or more, unless instructions for maintenance and inspection of the fuel tank system are incorporated into its inspection program.

1. Issued by the Federal Aviation Administration.
2. Support information reference: TEXT99
3. This Letter of Authorization (LOA) is approved by direction of the Administrator.
4. Date Approval is effective:
5. I hereby accept and receive the Letter of Authorization.

Date:
