NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.130

National Policy

Effective Date:
08/02/10

Cancellation Date:
08/02/11

SUBJ: New Aging Aircraft Operations Specification/Management Specification/Letter of Authorization D097

1. Purpose of This Notice. This notice introduces a new operations specification (OpSpec)/management specification (MSpec)/letter of authorization (LOA) D097 to support the continued airworthiness and safety improvements of transport-category aging aircraft.

2. Audience. The primary audience for this notice includes principal inspectors (PI) in the Flight Standards District Offices (FSDO) and Certificate Management Offices (CMO). The secondary audience includes Flight Standards branches and divisions in the regions and headquarters.

3. Where You Can Find This Notice. You can find this notice on the MyFAA 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 and the public may find this information at: http://fsims.faa.gov.

4. Background.

a. Aging Aircraft Program OpSpec. The Enhanced Airworthiness Program for Airplane Systems/Fuel Tank Safety (EAPAS/FTS) Rule established new continued airworthiness and safety improvements subparts: Title 14 of the Code of Federal Regulations (14 CFR) part 121 subpart AA, part 91 subpart L, part 125 subpart M, and part 129 subpart B. These new subparts allow the operator to identify rules pertinent to continued airworthiness. They contain all the aging aircraft operational requirements. Each aging aircraft rule requires that changes to an air carrier's maintenance program implement the operational requirements in the rule and must be approved. The FAA believes that creating one OpSpec for the Aging Aircraft Program that approves sections of the operator's maintenance program that include the requirements of the Aging Aircraft Rules best serves the Flight Standards workforce and the air carriers.

b. Recodification of Aging Aircraft Rules. The Aging Aircraft Rules have been recodified as follows:

(1) Part 91:

- Section 91.1505, Repairs Assessment for Pressurized Fuselages, and
- Section 91.1507, Fuel Tank System Maintenance Program.

(2) Part 121:

- Section 121.1107, Repairs Assessment for Pressurized Fuselages,
- Section 121.1109, Supplemental Inspections,
- Section 121.1111, Electrical Wiring Interconnection Systems (EWIS) Maintenance Program,
- Section 121.1113, Fuel Tank System Maintenance Program, and
- Section 121.1117, Flammability Reduction Means.

(3) Part 125:

- Section 125.505, Repairs Assessment for Pressurized Fuselages,
- Section 125.507, Fuel Tank System Maintenance Program, and
- Section 125.509, Flammability Reduction Means.

(4) Part 129:

- Section 129.107, Repairs Assessment for Pressured Fuselages,
- Section 129.109, Supplemental Inspections,
- Section 129.111, Electrical Wiring Interconnection Systems (EWIS) Maintenance Program,
- Section 129.113, Fuel Tank System Maintenance Program, and
- Section 129.117, Flammability Reduction Means.

c. New OpSpec/MSpec/LOA D097. AFS-300 has created a new OpSpec/MSpec/LOA D097, Aging Aircraft Programs, for parts 91, 121, 125, and 129 that will include approval sections for each of the aging aircraft rules. The new D097 is the means by which the PI will approve the operator's incorporation of the requirements of the applicable aging aircraft rules, including any revisions into its maintenance program. It allows the PI to select the applicable rule and accomplish individual approvals for each rule. Each rule will have an approval and a date block. The PI should select the regulatory references applicable to the operator and insert the approval date for the incorporation of each into the operator's maintenance program. Upon signing and issuing the new D097 to the operator, the existing D097, Repairs Assessment for Pressurized Fuselages, will automatically archive. If issued to the

operator, the PI should manually archive the D070, Fuel Tank System Maintenance Program when the new D097 has been issued.

5. Changes to Policy and Guidance. We are revising Order 8900.1, FSIMS, sections and advisory circulars that reference existing D097 and D070. In the interim PIs can use these documents to determine operator compliance while the FAA makes the editorial changes. This policy change does not affect the operational requirements, and reduces the paperwork burden on the air carriers and the inspector workforce.

6. Action. Principal maintenance inspectors (PMI) and principal avionics inspectors (PAI) should ensure that their assigned operators are aware of the supplemental inspections requirement in § 121.1109 and § 129.109. Additionally, OpSpec/MSpec/LOA D097 should be issued when the operator's supplemental inspection program is approved, but no later than December 20, 2010. Upon issuance of D097, any corresponding D070 should be manually archived from the operators issued authorizations.

7. Disposition. We will permanently incorporate this information in FSIMS before this notice expires. Direct your questions or comments concerning this notice to the Special Programs Branch, AFS-320, at (202) 385-6436.


for

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Director, Flight Standards Service