NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.468

National Policy

Effective Date:
5/8/18

Cancellation Date:
5/8/19

SUBJ: OpSpec D105, Air Carrier Emergency Evacuation Systems (EES) Maintenance Program Requirements

1. Purpose of This Notice. This notice announces changes to the requirements for issuing operations specification (OpSpec) D105 and revises the D105 templates for Title 14 of the Code of Federal Regulations (14 CFR) parts 121 and 121/135 certificate holders. This mandatory revision includes changing D105 from a required OpSpec for parts 121 and 121/135 certificate holders. OpSpec D105 is only applicable to parts 121 and 121/135 certificate holders who operate transport category aircraft equipped with emergency evacuation systems (EES), as defined below. Parts 121 and 121/135 certificate holders who operate transport category aircraft that are not equipped with EES will not be issued OpSpec D105.

2. Audience. The primary audience for this notice is certificate-holding district offices (CHDO) (including Flight Standards District Offices (FSDO) and certificate management offices (CMO)), principal inspectors (PI), and aviation safety inspectors (ASI). The secondary audience includes all Flight Standards divisions, branches, and 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. 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. As stated in the current edition of Advisory Circular (AC) 43-208, Maintenance of Emergency Evacuations Systems for Aircraft Operating Under Part 121, and FAA Order 8900.1, Volume 3, Chapter 45, Section 1, Safety Assurance System: General, "EES includes components of all aircraft slide-equipped exits affecting the emergency egress function (e.g., slides, slide/rafts, exit doors, exit door or hatch mechanisms, exit door or hatch opening assist mechanisms, tail cone release mechanisms, arm/disarm mechanisms, slide activation mechanisms, electronic slide monitoring systems, and slide-to-airframe attachments)." The definition of EES in AC 43-208 and Order 8900.1, Volume 3, Chapter 45, Section 1 does not include escape hatches, escape ropes, or any other type of lowering mechanism.

a. The Aircraft Maintenance Division (AFS-300) performed an in-depth review of historical ACs, FAA guidance, emergency evacuation task force documentation, AFS-300 correspondence,

safety recommendation files, and legal interpretations and did not find any language contrary to how EES is defined in AC 43-208.

b. OpSpec D105 was previously required for all parts 121 and 121/135 certificate holders. As of the effective date of this notice, OpSpec D105 will only be required for parts 121 and 121/135 certificate holders who operate aircraft equipped with EES, as defined above.

c. The D105 templates did not have a place to document the EES-equipped aircraft operated by the certificate holder. This information is important for certificate holders who have a split fleet (i.e., some aircraft have EES and some do not). This revision includes the addition of a table to document the make, model, and series (M/M/S) of the EES-equipped aircraft operated by the certificate holder.

5. References:

- Handbook Bulletin for Airworthiness (HBAW) 02-04, Air Carrier Emergency Evacuation Systems (EES) Maintenance Program Requirements, Paragraph 3, Definition (October 2002) (historical).
- AC 43-208, Maintenance of Emergency Evacuation Systems for Aircraft Operating Under Part 121, Paragraph 1, Purpose.
- FAA Order 8900.1, Volume 3, Chapter 45, Section 1, Safety Assurance System: General.
- National Transportation Safety Board (NTSB) Safety Recommendation A-99-103.

6. Guidance. This notice contains the following:

- The sample OpSpec D105 template in Appendix A applies to part 121.
- The sample OpSpec D105 template in Appendix B applies to part 121/135.

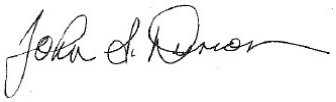
7. Action. This is a mandatory revision with a compliance date of 90 calendar-days from the HQ Control Date of the revised D105 template in the Web-based Operations Safety System (WebOPSS). Airworthiness PIs responsible for issuing and amending OpSpec D105 should provide this notice to the certificate holders for whom they are responsible. The PIs must review the guidance in Order 8900.1, Volume 3, Chapter 45, Section 1, as well as Volume 3, Chapter 18, Section 6, Parts D and E Maintenance Operations Specifications/Management Specifications/Letters of Authorization, and complete the following actions, as applicable, by the compliance date:

a. Action for Parts 121 and 121/135 Certificate Holders Operating EES-Equipped Aircraft:

- Reissue the certificate holder's A004 authorizing the D105. This must be completed before the revised D105 can be issued; and
- Issue the revised D105.

b. Action for Parts 121 and 121/135 Certificate Holders Operating Aircraft Not Equipped with EES. Reissue the certificate holder's A004 without selecting D105. This action will deauthorize and archive the certificate holder's issued D105.

8. 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 Air Carrier Maintenance Branch (AFS-330) at 202-267-1675.



John S. Duncan
Executive Director, Flight Standards Service

Appendix A. Sample OpSpec D105, Air Carrier Emergency Evacuation Systems (EES) Maintenance Program Requirements: 14 CFR Part 121

a. The certificate holder is authorized to conduct operations in air transportation, provided the following conditions are met on a continuing basis:

(1) The certificate holder must ensure that all maintenance on emergency evacuation systems (EES) is performed in accordance with the certificate holder's Continuous Airworthiness Maintenance Program (CAMP) and its maintenance manual.

(2) The certificate holder must ensure that scheduled maintenance tasks and intervals ensure the continued serviceability and immediate readiness of such equipment for its intended emergency purpose.

(3) The certificate holder must ensure that scheduled maintenance is established for the purpose of determining that all components of the EES are complete and serviceable and may be expected to remain in this condition until the next scheduled maintenance check or actual use under emergency conditions.

(4) The certificate holder must ensure that an adequate organizational structure and competent, appropriately trained, qualified personnel, as well as appropriate and adequate facilities and equipment, are provided for the proper performance of any EES maintenance in accordance with the certificate holder's CAMP and maintenance manual.

(5) After any on-aircraft EES maintenance is performed, the certificate holder must ensure that an airworthiness release or logbook entry is prepared in accordance with 14 CFR part 121, § 121.709.

(6) The certificate holder must ensure that its system, conforming to § 121.373, detects and identifies, as well as provides timely corrective action for, all deficiencies in those portions of its CAMP and maintenance manual related to EES, including report and recordkeeping systems.

(7) The certificate holder must have a means to ensure that each person who determines the adequacy of EES maintenance is appropriately trained and qualified; is fully informed in EES maintenance procedures and techniques and the use of existing, as well as new, equipment; and is competent to perform their duties.

(8) The certificate holder must have a system that tracks and evaluates, on a continuing basis, each failure of an EES required to be reported under § 121.703(a)(17). The system must also include provisions for timely corrective action of the root cause(s) involved in an EES failure that is required to be reported under § 121.703(a)(17).

(9) EES scheduled maintenance must be clearly identifiable in the maintenance time limitations.

b. The certificate holder is authorized to operate the following aircraft equipped with EES by make, model, and series (M/M/S) in Table 1 below:

Table 1 – Aircraft Equipped with EES

Aircraft by M/M/S

Appendix B. Sample OpSpec D105, Air Carrier Emergency Evacuation Systems (EES) Maintenance Program Requirements: 14 CFR Part 121/135

a. The certificate holder is authorized to conduct operations in air transportation, provided the following conditions are met on a continuing basis:

(1) The certificate holder must ensure that all maintenance on emergency evacuation systems (EES) is performed in accordance with the certificate holder's Continuous Airworthiness Maintenance Program (CAMP) and its maintenance manual.

(2) The certificate holder must ensure that scheduled maintenance tasks and intervals ensure the continued serviceability and immediate readiness of such equipment for its intended emergency purpose.

(3) The certificate holder must ensure that scheduled maintenance is established for the purpose of determining that all components of the EES are complete and serviceable and may be expected to remain in this condition until the next scheduled maintenance check or actual use under emergency conditions.

(4) The certificate holder must ensure that an adequate organizational structure and competent, appropriately trained, qualified personnel, as well as appropriate and adequate facilities and equipment, are provided for the proper performance of any EES maintenance in accordance with the certificate holder's CAMP and maintenance manual.

(5) After any on-aircraft EES maintenance is performed, the certificate holder must ensure that an airworthiness release or logbook entry is prepared in accordance with 14 CFR part 121, § 121.709.

(6) The certificate holder must ensure that its system, conforming to § 121.373, detects and identifies, as well as provides timely corrective action for, all deficiencies in those portions of its CAMP and maintenance manual related to EES, including report and recordkeeping systems.

(7) The certificate holder must have a means to ensure that each person who determines the adequacy of EES maintenance is appropriately trained and qualified; is fully informed in EES maintenance procedures and techniques and the use of existing, as well as new, equipment; and is competent to perform their duties.

(8) The certificate holder must have a system that tracks and evaluates, on a continuing basis, each failure of an EES required to be reported under § 121.703(a)(17). The system must also include provisions for timely corrective action of the root cause(s) involved in an EES failure that is required to be reported under § 121.703(a)(17).

(9) EES scheduled maintenance must be clearly identifiable in the maintenance time limitations.

b. The certificate holder is authorized to operate the following aircraft equipped with EES by make, model, and series (M/M/S) in Table 1 below:

Table 1 – Aircraft Equipped with EES

Aircraft by M/M/S