NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.574

National Policy

Effective Date:
12/11/20

Cancellation Date:
12/11/21

SUBJ: Revision to Repair Station OpSpecs A101 and D107 in Preparation for UK-EU Transition

1. Purpose of This Notice. This notice revises Operations Specifications (OpSpec) A101, Additional Fixed Locations, and D107, Line Maintenance Authorization, for Title 14 of the Code of Federal Regulations (14 CFR) part 145 certificated repair stations located within the United Kingdom of Great Britain and Northern Ireland (UK). This notice provides revised guidance for the responsible Flight Standards offices and International Field Offices (IFO).

2. Audience. The primary audience for this notice is the responsible Flight Standards offices' and IFOs' airworthiness principal inspectors (PI) assigned to repair stations located within the UK.

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 https://fsims.avs.faa.gov. Operators can find this notice on the Federal Aviation Administration's (FAA) website at https://fsims.faa.gov. This notice is available to the public at https://www.faa.gov/regulations_policies/orders_notices.

4. Explanation of Changes. The Aircraft Maintenance Division has revised OpSpecs A101 and D107 due to the withdrawal of the UK from the European Union (EU), commonly known as Brexit. The UK withdrew from the EU on January 31, 2020. On January 1, 2021, the Maintenance Implementation Procedures (MIP) becomes effective with the UK. The applicable content in FAA Order 8900.1 has been revised to reflect this change, to provide more thorough guidance for the revised OpSpecs, and to address the other changes required due to the withdrawal of the UK from the EU. The revision to the OpSpecs also removes "as listed in Annex 2" from the subparagraphs that reference EASA.

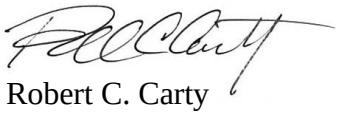
5. Guidance. This notice contains the following:

- The sample OpSpec A101 template in Appendix A applies to part 145.
- The sample OpSpec D107 template in Appendix B applies to part 145.

6. Action. This is a non-mandatory revision to OpSpecs A101 and D107. The Airworthiness PIs responsible for issuing and amending OpSpecs A101 and D107 for part 145 certificated

repair stations located in the UK can reissue these OpSpecs using the new revision when the next amendment is needed. PIs should provide this notice to the repair stations for whom they are responsible.

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 Aircraft Maintenance Division at 202-267-1675.



Robert C. Carty
Executive Director, Flight Standards Service

Appendix A. Sample OpSpec A101, Additional Fixed Locations: 14 CFR Part 145

a. The certificate holder is authorized to perform work at the following additional fixed location(s) listed in Table 1 below, provided it has the facilities, materials, equipment, and technical personnel to perform the work authorized.

Table 1

Additional Location Address(es)				
Address	**City**	**State**	**Country**	**Postal Code**

b. This authorizes the certificate holder to use multiple locations to perform its operations under a single certificate.

c. With the exception of the provisions of subparagraph g below, this authorization does not constitute work performed at additional location(s) outside the domiciled country.

d. The certificate holder may perform continuous operations at the facilities listed in Table 1 above.

e. All the authorizations and exemptions authorized for the certificate holder apply at these locations, as applicable.

f. Repair stations located outside the United States covered by the U.S./European Union (EU) Safety Agreement must be under the surveillance of an aviation authority (AA), hold a European Aviation Safety Agency (EASA) line station approval, and must be located within the EU Member States.

g. Repair stations with their principal place of business located within the United Kingdom of Great Britain and Northern Ireland (UK) operating under the Maintenance Implementation Procedures (MIP) are authorized additional fixed locations outside of the UK. The repair station must hold a UK Civil Aviation Authority (CAA) approval, be under direct surveillance by the UK CAA for that location, and must not be located within the United States.

Appendix B. Sample OpSpec D107, Line Maintenance Authorization: 14 CFR Part 145

a. The certificate holder is authorized to perform line maintenance functions that apply to the certificate holders conducting air carrier operations under 14 CFR Parts 121 and 135 and for foreign air carriers or foreign persons operating a U.S.-registered aircraft in common carriage under 14 CFR Part 129 and listed in Table 1.

b. The certificate holder under the provisions of a Bilateral Aviation Safety Agreement is authorized to perform line maintenance functions that apply to certificate holders conducting air carrier operations for foreign air carriers or foreign persons operating non-U.S.-registered aircraft in common carriage under Part 129, and listed in Table 1.

c. Line maintenance may be performed for the listed air carriers at the location(s) in Table 1 below, provided the certificate holder has the facilities, equipment, trained personnel, and technical data to perform such line maintenance.

Table 1 – Line Maintenance Authorization

Name of Air Carrier	Air Carrier Four-Letter Designator	Aircraft M/M	ICAO Airport Identifier and Name of Airport	Physical Address Where Line Maintenance is Being Performed				Line Maintenance Limitation(s)
				Street	City	State or Country	Postal Code	

d. Other Limitations and Provisions.

(1) This line maintenance authorization does not constitute a rating. The certificate holder must be appropriately rated for the type of work performed under a limited rating or class rating to perform inspections and minor maintenance associated with this line maintenance authorization.

(2) All applicable authorizations and exemptions authorized for the certificate holder apply at the locations listed in Table 1.

(3) The certificate holder may perform continuous line maintenance operations at the facilities listed in Table 1. Work away from any line maintenance facility listed in Table 1 is not authorized.

(4) The certificate holder must perform the line maintenance authorized by this operations specification in accordance with the applicable sections of the maintenance program and with the manuals of the certificate holders listed in Table 1 for which the work is being conducted under 14 CFR Part 145, § 145.205(d).

(5) Repair stations located outside the United States must show a need to maintain U.S.-registered aircraft. With the exception of the provisions of subparagraphs d(6) and (7)

below, the line maintenance authorization is limited to only those facilities within the geographic boundary of the country where the certificated repair station is located.

(6) Repair Stations Located Outside the United States and Covered by the U.S./European Union (EU) Safety Agreement. Repair stations located in participating EU Member States must show a need to maintain U.S.-registered aircraft and operate under the terms and conditions of the U.S./EU Safety Agreement. The line station must be under the surveillance of an aviation authority (AA) and hold a European Aviation Safety Agency (EASA) line station approval. This authorization is limited to only those facilities located within the EU Member States.

(7) Repair stations with their principal place of business located within the United Kingdom of Great Britain and Northern Ireland (UK) operating under the Maintenance Implementation Procedures (MIP) are authorized line maintenance outside of the UK. The repair station must show a need to maintain U.S.-registered aircraft for which maintenance is being conducted under § 145.205(d). All locations must hold UK Civil Aviation Authority (CAA) line station approval and be under the direct surveillance of the UK CAA. Line maintenance under the UK CAA is not authorized within the United States.