NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.58

National Policy

Effective Date:
11/12/08

Cancellation Date:
11/12/09

SUBJ: OpSpec/MSpec/LOA D070, Integration of Aircraft Fuel Tank Maintenance and Inspection Instructions into a CAMP/Aircraft Inspection Program

1. Purpose of This Notice. This notice provides information and sample templates regarding the new operations specification (OpSpec)/management specification (MSpec)/letter of authorization (LOA) D070, Integration of Aircraft Fuel Tank Maintenance and Inspection Instructions into a Continuous Airworthiness Maintenance Program (CAMP)/Aircraft Inspection Program, for operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 121, 125 and 129 or LOA issued to operators with part 125, § 125.3 deviations.

2. Audience. The primary audience for this notice is all Flight Standards District Office (FSDO), certificate management offices (CMO) and certificate management units (CMU), principal avionics inspectors (PAI), principal airworthiness inspectors, and other interested aviation safety inspectors (ASI). 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 and the public may find this information at http://fsims.faa.gov.

4. Discussion.

a. Guidance. Guidance for PAIs and principal airworthiness inspectors, and their assistants, to determine operator compliance with the Enhanced Airworthiness Program for Airplane Systems/Fuel Tank Safety (EAPAS/FTS) operational rules and the specific fuel tank system Airworthiness Directive (AD), is located in Order 8900.1, Volume 3, Chapter 18, Section 6 and Volume 6, Chapter 11, Section 23. Advisory Circular (AC) 120-97, Incorporation of Fuel Tank System Instructions for Continued Airworthiness into the Operator Maintenance or Inspection Programs, has been published on the Regulatory and Guidance Library (RGL) as a method of compliance for operators. Principle inspectors (PI) should refer to the AC in conjunction with this guidance to facilitate operator implementation and determine compliance with the applicable fuel tank system rules.

b. OpSpec D070. OpSpec D070 is required to be issued by December 16, 2008 for certificate holders/operators/program managers who must incorporate Federal Aviation Administration (FAA) Oversight Office approved type certificate (TC) and supplemental type

certificate (STC) holder fuel tank system instructions for continued airworthiness (ICA) into their CAMP.

5. Disposition. The information in this notice will not be incorporated into FSIMS before this notice expires. Direct questions or comments concerning the information in this notice to Fred Sobeck at 202-267-7355.

ORIGINAL SIGNED BY
John M. Allen for

James J. Ballough
Director, Flight Standards Service

Appendix A. Part 91 Subpart K Management Specification for Fuel Tank Safety

D070. Integration of Aircraft Fuel Tank Maintenance and Inspection Instructions into an Inspection Program/CAMP **HQ Control: DATE** **HQ Revision: 000**

a. The owner or operator of the aircraft identified in the program manager's aircraft listing is primarily responsible for maintaining that aircraft in an airworthy conditions as required by Title 14 of the code of Federal Regulations (14 CFR) part 91, § 91.403(a) and part 39. The program manager is responsible for establishing an aircraft inspection program for program aircraft as required by § 91.1109. The program manager has integrated the fuel tank maintenance and inspection instructions into its inspection program/Continuous Airworthiness Maintenance Program (CAMP).

b. This applies to transport category turbine-powered airplanes with a type certificate (TC) issued after January 1, 1958, that, as a result of original type certification or later increase in capacity, have a maximum type-certificated passenger capacity of 30 or more, or a maximum payload capacity of 7,500 pounds or more. This management specification (MSpec) does not apply to the airplanes listed in § 91.1507(g).

c. If the program manager uses the manufacturer's baseline fuel tank system instructions for continued airworthiness (ICA) without any changes, enter the information in Table 1 below.

Table 1 - Applicable Airplanes Using Manufacturer's Baseline ICA without Changes

Airplane M/M/S	ICA Document	ICA Document Revision No.	ICA Document Date
TABL01	TABL02	TABL03	TABL04

d. If the program manager uses an alternate means of compliance (AMOC) to alter a manufacturer's baseline fuel tank system ICA it must be documented in Table 2 below. The ICA must have been FAA engineering-approved as an AMOC to the TC holder's baseline ICA. (If no AMOC is issued, enter "N/A" in each of the columns of Table 2 below.)

Table 2 - Airplanes with an AMOC to Manufacturer's Baseline ICA

Airplane M/M/S	ICA Identifier Denoting a Fuel System Item	ICA Task and Interval(s)	ICA AMOC Approval Date
TABL01	TABL02	TABL03	TABL04

e. If the program manager uses the Supplemental Type Certificate's (STC) baseline fuel tank system ICA without any changes, enter the information in Table 3 below. (If this table is not applicable, enter "N/A" into each of the columns.)

Table 3 - Airplanes Utilizing the STC Holder's Baseline ICA without Changes

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

f. If the program manager uses an altered STC baseline fuel tank system ICA, and the ICA in this table has been FAA engineering-approved as an AMOC to the STC holder's baseline ICA, enter the applicable information in Table 4 below. (If this table is not applicable, enter "N/A" into each of the columns.)

Table 4 - Airplanes with an Approved AMOC to the STC Holder's Baseline ICA

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

g. If the program manager uses an approved ICA for a field-approved auxiliary fuel tank that has been installed, enter the airplane M/M/S and registration number, the name of the Original Equipment Manufacturer (OEM) of the auxiliary fuel tank, the approved ICA document containing the ICA, and the date of the approved ICA in Table 5 below. (If this table is not applicable, enter "N/A" into each of the columns.)

Table 5 - Airplanes with Field-approved Auxiliary Fuel Tanks Installed

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

Appendix B. Part 121 Operations Specification for Fuel Tank Safety

D070. Integration of Aircraft Fuel Tank Maintenance and Inspection Instructions into a CAMP **HQ Control: DATE** **HQ Revision: 000**

a. The certificate holder has integrated fuel tank maintenance and inspection instructions into its Continuous Airworthiness Maintenance Program (CAMP).

b. This applies to transport category turbine-powered airplanes with a type certificate (TC) issued after January 1, 1958, that, as a result of original type certification or later increase in capacity, have a maximum type-certificated passenger capacity of 30 or more, or a maximum payload capacity of 7,500 pounds or more. This operations specification (OpSpec) does not apply to the airplanes listed in Title 14 of the Code of Federal Regulations (14 CFR) part 121, § 121.1113(g).

c. If the certificate holder uses the manufacturer's baseline fuel tank system instructions for continued airworthiness (ICA) without any changes, enter the information in Table 1 below.

Table 1 - Applicable Airplanes Using Manufacturer's Baseline ICA without Changes

Airplane M/M/S	ICA Document	ICA Document Revision No.	ICA Document Date
TABL01	TABL02	TABL03	TABL04

d. If the certificate holder uses an alternate means of compliance (AMOC) to alter a manufacturer's baseline fuel tank system ICA it must be documented in Table 2 below. The ICA must have been FAA engineering-approved as an AMOC to the TC holder's baseline ICA. (If no AMOC is issued, enter "N/A" in each of the columns of Table 2 below.)

Table 2 - Airplanes with an AMOC to Manufacturer's Baseline ICA

Airplane M/M/S	ICA Identifier Denoting a Fuel System Item	ICA Task and Interval(s)	ICA AMOC Approval Date
TABL01	TABL02	TABL03	TABL04

e. If the certificate holder uses the Supplemental Type Certificate's (STC) baseline fuel tank system ICA without any changes, enter the information in Table 3 below. (If this table is not applicable, enter "N/A" into each of the columns.)

Table 3 - Airplanes Utilizing the STC Holder's Baseline ICA without Changes

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

f. If the certificate holder uses an altered STC baseline fuel tank system ICA, and the ICA in this table has been FAA engineering-approved as an AMOC to the STC holder's baseline ICA, enter the applicable information in Table 4 below. (If this table is not applicable, enter "N/A" into each of the columns.)

Table 4 - Airplanes with an Approved AMOC to a STC Baseline ICA

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

g. If the certificate holder uses an approved ICA for a field-approved auxiliary fuel tank that has been installed, enter the airplane M/M/S and registration number, the name of the Original Equipment Manufacturer (OEM) of the

auxiliary fuel tank, the approved ICA document containing the ICA, and the date of the approved ICA in Table 5 below. (If this table is not applicable, enter "N/A" into each of the columns.)

Table 5 - Airplanes with Field-approved Auxiliary Fuel Tanks Installed

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

Appendix C. Part 125 Operations Specification for Fuel Tank Safety

D070. Integration of Aircraft Fuel Tank Maintenance and Inspection Instructions into an Aircraft Inspection Program **HQ Control: DATE** **HQ Revision: 000**

a. The certificate holder has integrated fuel tank maintenance and inspection instructions into its aircraft inspection program.

b. This applies to transport category turbine-powered airplanes with a type certificate (TC) issued after January 1, 1958, that, as a result of original type certification or later increase in capacity, have a maximum type-certificated passenger capacity of 30 or more, or a maximum payload capacity of 7,500 pounds or more. This operations specification (OpSpec) does not apply to the airplanes listed in Title 14 of the Code of Federal Regulations (14 CFR) part 125, § 125.507(g).

c. If the certificate holder uses the manufacturer's baseline fuel tank system instructions for continued airworthiness (ICA) without any changes, enter the information in Table 1 below.

Table 1 - Applicable Airplanes Using Manufacturer's Baseline ICA without Changes

Airplane M/M/S	ICA Document	ICA Document Revision No.	ICA Document Date
TABL01	TABL02	TABL03	TABL04

d. If the certificate holder uses an alternate means of compliance (AMOC) to alter a manufacturer's baseline fuel tank system ICA, it must be documented in Table 2 below. The ICA must have been FAA engineering-approved as an AMOC to the TC holder's baseline ICA. (If no AMOC is issued, enter "N/A" in each of the columns of Table 2 below.)

Table 2 - Airplanes with an AMOC to Manufacturer's Baseline ICA

Airplane M/M/S	ICA Identifier Denoting a Fuel System Item	ICA Task and Interval(s)	ICA AMOC Approval Date
TABL01	TABL02	TABL03	TABL04

e. If the certificate holder uses the Supplemental Type Certificate's (STC) baseline fuel tank system ICA without any changes, enter the information in Table 3 below. (If this table is not applicable, enter "N/A" into each of the columns.)

Table 3 - Airplanes Utilizing the STC Holder's Baseline ICA without Changes

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

f. If the certificate holder uses an altered STC baseline fuel tank system ICA, and the ICA in this table has been FAA engineering-approved as an alternate means of compliance to the STC holder's baseline ICA, enter the applicable information in Table 4 below. (If this table is not applicable, enter "N/A" into each of the columns.)

Table 4 - Airplanes with an Approved AMOC to a STC Baseline ICA

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

g. If the certificate holder uses an approved ICA for a field-approved auxiliary fuel tank that has been installed, enter the airplane M/M/S and registration number, the name of the Original Equipment Manufacturer (OEM) of the

auxiliary fuel tank, the approved ICA document containing the ICA, and the date of the approved ICA in Table 5 below. (If this table is not applicable, enter "N/A" into each of the columns.)

Table 5 - Airplanes with Field-approved Auxiliary Fuel Tanks Installed

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

Appendix D. Part 125 Letter of Authorization for Fuel Tank Safety

Letter of Authorization
Integration of Aircraft Fuel Tank Maintenance and
Inspection Instructions into an Aircraft Inspection Program

1. The Operator/Company, authorized to conduct operations in accordance with the Letter of Deviation Authority (LODA A125), has integrated fuel tank maintenance and inspection instructions into its aircraft inspection program in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 125, § 125.507 and the conditions and limitations of this letter of authorization (LOA).

2. This applies to transport category turbine-powered airplanes with a type certificate (TC) issued after January 1, 1958, that, as a result of original type certification or later increase in capacity, have a maximum type-certificated passenger capacity of 30 or more, or a maximum payload capacity of 7,500 pounds or more. This LOA does not apply to the airplanes listed in § 125.507(g).

3. If the Operator/Company uses the manufacturer's baseline fuel tank system instructions for continued airworthiness (ICA) without any changes, enter the information in Table 1 below.

Table 1 - Applicable Airplanes Using Manufacturer's Baseline ICA without Changes

Airplane M/M/S	ICA Document	ICA Document Revision No.	ICA Document Date
TABL01	TABL02	TABL03	TABL04

4. If the Operator/Company uses an alternate means of compliance (AMOC) to alter a manufacturer's baseline fuel tank system ICA, it must be documented in Table 2 below. The ICA must have been FAA engineering-approved as an AMOC to the TC holder's baseline ICA. (If no AMOC is issued, enter "N/A" in each of the columns of Table 2 below.)

Table 2 - Airplanes with an AMOC to Manufacturer's Baseline ICA

Airplane M/M/S	ICA Identifier Denoting a Fuel System Item	ICA Task and Interval(s)	ICA AMOC Approval Date
TABL01	TABL02	TABL03	TABL04

5. If the Operator/Company uses the Supplemental Type Certificate's (STC) baseline fuel tank system ICA without any changes, enter the information in Table 3 below. (If this table is not applicable, enter "N/A" into each of the columns.)

Table 3 - Airplanes Utilizing the STC Holder's Baseline ICA without Change

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

6. If the Operator/Company uses an altered STC baseline fuel tank system ICA, and the ICA in this table has been FAA engineering-approved as an AMOC to the STC holder's baseline ICA, enter the applicable information in Table 4 below. (If this is not authorized or applicable, enter "N/A" into each of the columns.)

Table 4 - Airplanes with an Approved AMOC to a STC Baseline ICA

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

7. If the Operator/Company uses an approved ICA for a field-approved auxiliary fuel tank that has been installed, enter the airplane M/M/S and registration number, the name of the Original Equipment Manufacturer (OEM) of the auxiliary fuel tank, the approved ICA containing the ICA, and the date of the approved ICA in Table 5 below. (If this table is not applicable, enter "N/A" into each of the columns.)

Table 5 - Airplanes with Field-approved Auxiliary Fuel Tanks Installed

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

Appendix E. Part 129 Operations Specification for Fuel Tank Safety

D070. Integration of Aircraft Fuel Tank Maintenance and Inspection Instructions into a Maintenance Program **HQ Control: DATE** **HQ Revision: 000**

a. The holder of these operation specifications (OpSpecs) operating U.S.-registered aircraft has integrated fuel tank maintenance and inspection instructions into its Maintenance Program.

b. This applies to transport category turbine-powered airplanes with a type certificate (TC) issued after January 1, 1958, that, as a result of original type certification or later increase in capacity, have a maximum type-certificated passenger capacity of 30 or more, or a maximum payload capacity of 7,500 pounds or more. This OpSpec does not apply to the airplanes listed in Title 14 of the Code of Federal Regulations (14 CFR) part 129, § 129.113(g).

c. If the holder of these OpSpecs uses the manufacturer's baseline fuel tank system instructions for continued airworthiness (ICA) without any changes, enter the information in Table 1 below.

Table 1 - Applicable Airplanes Using Manufacturer's Baseline ICA without Changes

Airplane M/M/S	ICA Document	ICA Document Revision No.	ICA Document Date
TABL01	TABL02	TABL03	TABL04

d. If the holder of these OpSpecs uses an alternate means of compliance (AMOC) to alter a manufacturer's baseline fuel tank system ICA, it must be documented in Table 2 below. The ICA must have been FAA engineering-approved as an AMOC to the TC holder's baseline ICA. (If no AMOC is issued, enter "N/A" in each of the columns of Table 2 below.)

Table 2 - Airplanes with an AMOC to Manufacturer's Baseline ICA

Airplane M/M/S	ICA Identifier Denoting a Fuel System Item	ICA Task and Interval(s)	ICA AMOC Approval Date
TABL01	TABL02	TABL03	TABL04

e. If the holder of these OpSpecs uses the Supplemental Type Certificate's (STC) baseline fuel tank system ICA without any changes, enter the information in Table 3 below. (If this table is not applicable, enter "N/A" into each of the columns.)

Table 3 - Airplanes Utilizing the STC Holder's Baseline ICA without Changes

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

f. If the holder of these OpSpecs uses an altered STC baseline fuel tank system ICA, and the ICA in this table has been FAA engineering-approved as an AMOC to the STC holder's baseline ICA, enter the applicable information in Table 4 below. (If this table is not applicable, enter "N/A" into each of the columns.)

Table 4 - Airplanes with an Approved AMOC to a STC Baseline ICA

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

g. If the holder of these OpSpecs uses an approved ICA for a field-approved auxiliary fuel tank that has been installed, enter the airplane M/M/S and registration number, the name of the Original Equipment Manufacturer (OEM) of the auxiliary fuel tank, the approved ICA document containing the ICA, and the date of the approved ICA in Table 5 below. (If this table is not applicable, enter "N/A" into each of the columns.)

Table 5 - Airplanes with Field-approved Auxiliary Fuel Tanks Installed

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

Appendix F. Part 91 Letter of Authorization for Fuel Tank Safety

Letter of Authorization
Integration of Aircraft Fuel Tank Maintenance and
Inspection Instructions into an Aircraft Inspection Program

1. The owner or operator has integrated fuel tank maintenance and inspection instructions into its aircraft inspection program in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.1507 and the conditions and limitations of this Letter of Authorization (LOA).

2. This applies to transport category turbine-powered airplanes with a TC issued after January 1, 1958, that, as a result of original type certification or later increase in capacity, have a maximum type-certificated passenger capacity of 30 or more, or a maximum payload capacity of 7,500 pounds or more. This LOA does not apply to the airplanes listed in § 91.1507 (g).

3. If the owner or operator uses the manufacturer's base-line fuel tank system instructions for continued airworthiness (ICA) without any changes, enter the information in Table 1 below:

Table 1 - Applicable Airplanes Using Manufacturer's Baseline ICA without Changes

Airplane M/M/S	Serial Number	ICA Document	ICA Document Revision No.	ICA Document Date
TABL01	TABL25	TABL02	TABL03	TABL04

4. If the owner or operator uses an alternate means of compliance (AMOC) to alter a manufacturer's base-line fuel tank system ICA, it must be documented in Table 2 below. The ICA must have been FAA engineering-approved as an alternate means of compliance to the TC holder's base-line ICA. (If no AMOC is issued, enter N/A in each of the columns of Table 2 below).

Table 2 - Airplanes with an Authorized Alternate Means of Compliance (AMOC) to Manufacturer's Baseline ICA

Airplane M/M/S	Serial Number	ICA Identifier Denoting a Fuel System Item	ICA Task and Interval(s)	ICA AMOC Approval Date
TABL01	TABL27	TABL02	TABL03	TABL04

5. If the owner or operator uses the STC's base-line fuel tank system ICA without any changes, enter the information in Table 3 below: (If this table is not applicable, enter N/A into each of the columns).

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

Airplane M/M/S	Serial Number	STC Number	STC Revision Number	STC Revision Date
TABL01	TABL28	TABL03	TABL04	TABL05

6. If the owner or operator uses an altered STC base-line fuel tank system ICA, and the ICA in this table has been FAA engineering-approved as an alternate means of compliance to the STC holder's base-line ICA, enter the applicable information in Table 4 below: (If this is not authorized or applicable, enter N/A into each of the columns).

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

Airplane M/M/S	Serial Number	STC Number	STC Task and Interval(s)	ICA AMOC and Approval Date
TABL01	TABL16	TABL02	TABL03	TABL04

7. If the owner or operator uses an approved ICA for a field-approved auxiliary fuel tank that has been installed, enter the airplanes (M/M/S and registration no.), the name of the original equipment manufacturer (OEM) of the auxiliary fuel tank, the approved ICA document containing the ICA, and the date of the approved ICA in Table 5 below. (If this table is not applicable, enter N/A into each of the columns).

Table 5 - Airplanes with Field-approved Auxiliary Fuel Tanks Installed

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

8. Responsible Person. The owner or operator (§ 91.403(a)) is primarily responsible for aircraft maintenance. The owner or operator may be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen and holds a U.S. pilot or mechanic certificate and accepts responsibility for complying with the stated regulations by signing this document

a. If the Responsible Person signing this LOA relinquishes responsibility, this LOA becomes invalid.

b. Enter the name, email address, and telephone number in Table 6 of the Responsible Person signing this LOA:

Table 6 - Responsible Person for Airplane Maintenance

Name	E-mail Address	Telephone Number
TABL31	TABL51	TABL52