

SECTION 7. OPERATIONS SPECIFICATIONS (FAA FORM 1014) GOVERNING  
THE MAINTENANCE OF AIRCRAFT

1710. AUTHORITY. The regulatory basis for specifications governing maintenance of aircraft (Operations Specifications) is contained in FAR Sections 121.25, 121.45, 127.13 and 135.5.

1711. PURPOSE. This section provides guidance for preparation and processing of Operations Specifications - Aircraft Maintenance - Part D for aircraft subject to Continuous Airworthiness Maintenance Programs and Aircraft Weight and Balance - Part E. In the interest of uniformity, the material and examples set forth in or referenced by this Order should be adhered to as closely as possible.

1712. INTRODUCTION. Operations Specifications, FAA Form 1014 (OMB 04-R0075), are issued to supplement air carrier and air taxi rules by listing authorization and limitations that are not specifically prescribed by the regulations. FAR Sections 121.25(b)(6), 121.45(b)(6), 127.13(b)(7), and 135.11(b)(2) specify that time limitations for overhaul, inspections and checks be set forth in the operations specifications. Operations specifications may also authorize optional privileges afforded by FAR Section 21.197. Some aircraft have parts that are life limited by the manufacturer which must be listed in or referenced by the aircraft operations specifications. When approved, the provisions of the operations specifications are as legally binding as the regulations themselves. (Reference FAR Sections 121.3, 127.11, and 135.5.)

1713. OPERATIONS SPECIFICATIONS. Operations specifications fall into eight broad categories each of which is referred to as a "part." Each part has an assigned letter designator as follows:

- a. Part A - General.
- b. Part B - En route authorizations and limitations.
- c. Part C - Airport authorizations and limitations.
- d. Part D - Maintenance.
- e. Part E - Weight and balance.
- f. Part F - Scheduled cargo flights, charter flights, or other special services.
- g. Part G - Equipment interchange.
- h. Part H - Aircraft leasing.
- i. Of the foregoing, only Parts D and E are a maintenance responsibility. Parts A, B, C, F, G, and H are the responsibility of the Air Transportation Division of the Office of Flight Operations. In this chapter, we speak to Part D (maintenance) and Part E (weight and balance).

1714. MAINTENANCE OPERATIONS SPECIFICATIONS - PART "D." In working with operations specifications pages that pertain to maintenance, it should be recognized that they are first subdivided into two broad categories; namely, aircraft maintenance pages and preface pages.

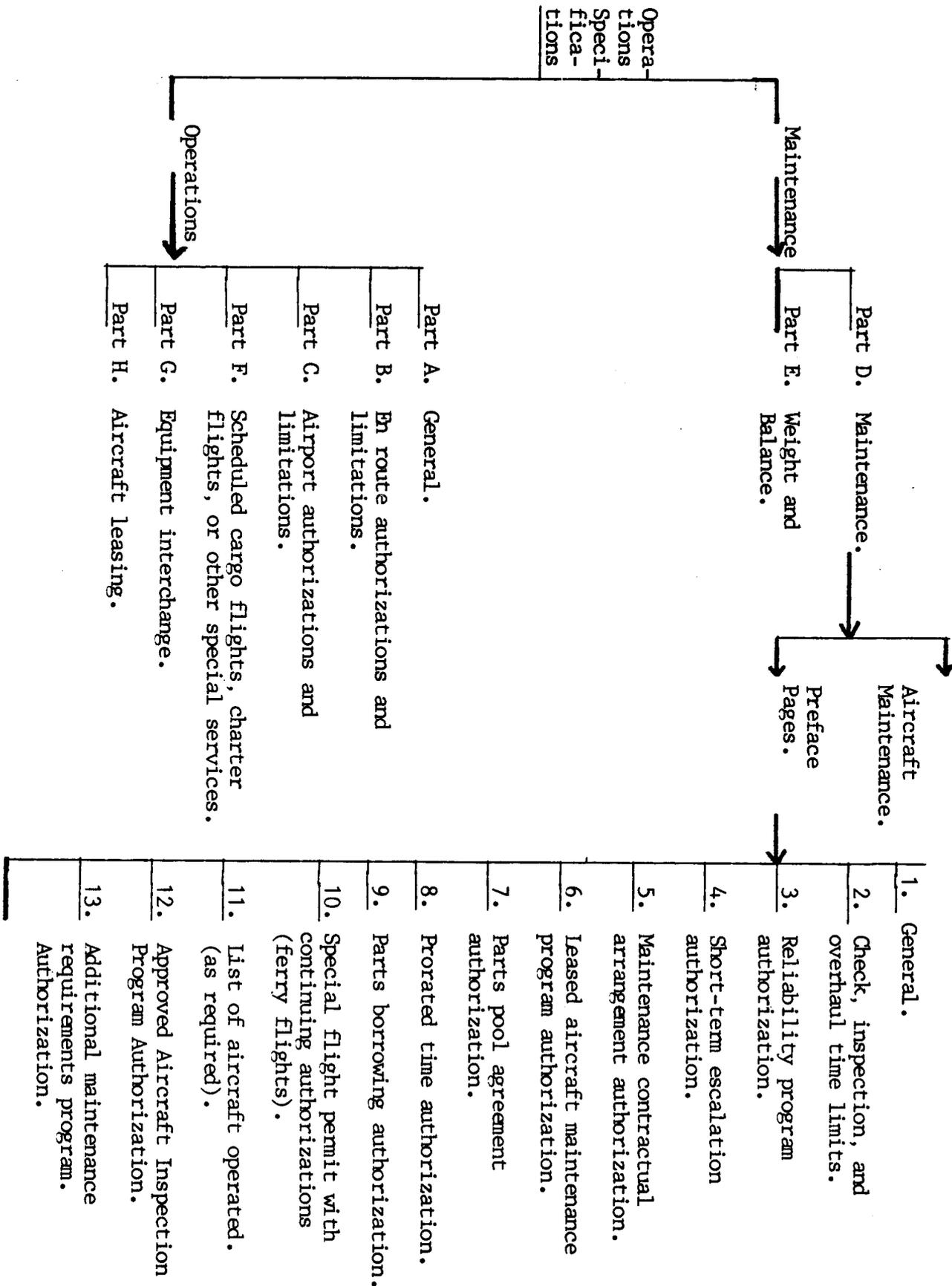
a. Aircraft Maintenance Pages. These pages itemized by "ATA Specification Code 100," the inspection, check, and overhaul time limits for airframes, powerplants, propellers, rotors, and appliances.

b. Preface Pages. Preface pages are further subdivided into the following categories and are implemented as required by characteristics of the operator:

- (1) General.
- (2) Check, inspection and overhaul time limits.
- (3) Reliability program authorization.
- (4) Short-term escalation authorization.
- (5) Maintenance contractual arrangements authorization.
- (6) Leased aircraft maintenance program authorization.
- (7) Parts pool agreement authorization.
- (8) Prorated time authorization.
- (9) Parts borrowing authorization.
- (10) Special flight permit with continuing authorization (ferry flights).
- (11) List of aircraft operated (as required).
- (12) Approved Aircraft Inspection Program Authorization.
- (13) Additional maintenance requirements program.

NOTE: The following is a graphic portrayal of Operations Specifications described above.

TYPES OF OPERATIONS SPECIFICATIONS



c. All airframe, engine and appliance life-limited parts will be directly included in each operator's operations specifications or included by references to operator's maintenance manual section(s) or other identifiable publications that contain these limits. This data may be found in the approved Airplane Flight Manual (AFM), the Type Certificate Data Sheet or in the required Maintenance Manual (reference Order 8110.4, Type Certification, Chapter 2, Paragraph 33). The operator's manual should contain procedures for the proper control of these critical items.

1715. DESCRIPTION OF OPERATIONS SPECIFICATIONS - AIRCRAFT MAINTENANCE PAGES. Paragraphs a and b following, and the sample aircraft maintenance pages, Figures 6-2, 6-3, and 6-4 show typical entries for conventional maintenance programs.

a. Aircraft maintenance pages may indicate time limits by means of a symbol (an X or some combination of letters) placed under the columns headed "Overhaul Period" or "Inspection and Check Period." As an example, items may be listed on various "aircraft maintenance" pages in the following manner:

	<u>Overhaul Period</u>	<u>Inspection &amp; Check Period</u>				<u>Other</u>
		#1	#2	#3	#4	
<u>Landing Gear, Chapter 32</u>	18,000	X	X	X	X	
<u>Cylinder, NLG Steering</u>	12,600	X		X	X	Note 1

NOTE 1: Check fluid level each third number 4 inspection.

	<u>Overhaul Period</u>	<u>Inspection &amp; Check Period</u>				<u>Other</u>
		A	B	C	D	
<u>Wings, Chapter 57</u>	D	A	B	C	D	
<u>Outboard Pylon, Apron &amp; Nacelle Access Doors, Zones 13 L/R</u>	D		2B			

b. The symbols in the above example must be defined in the preface pages. On occasion, you may find a symbol in one of the columns that is preceded by a 2, 3, or 4. This number serves as a multiple of the time limit shown on the preface page. For example, if a check "B" is shown on a preface page as 350 hours and the symbol in the "Inspection and Check Period" column is 2B, the limit for the task would be 700 hours.

c. Refer to paragraph 1716.c following for maintenance pages reflecting reliability programs.

1716. DESCRIPTION OF OPERATIONS SPECIFICATIONS - PREFACE PAGES. The purpose of this paragraph is to explain the usage and applicability of the various types of "preface pages" listed in paragraph 1714.b.

a. Preface Pages - General. It is essential that this type of preface page contain the conditions which must be met in order for a carrier to operate the aircraft under the terms of the operations specifications. An example of an acceptable statement is shown on the sample preface page, Figure 6-5. The on-condition definition is unnecessary when on-condition is not specified on aircraft maintenance pages, such as when all systems and components are on reliability programs that define on-condition. The parts and components provisions are unnecessary when aircraft maintenance pages are not used. (Reference Section 22, paragraph 1942, pressure vessel entry requirements of this chapter.)

b. Preface Page - Check, Inspection, and Overhaul Time Limits. This page will show time limits and conditions for the aircraft services, checks and inspections approved for the operator. It is the primary page for approval of continuous airworthiness maintenance programs.

(1) Limits expressed in terms other than time-in-service as defined in Part 1, clock, or calendar time, must be defined in the specifications. (Reference Figure 6-6.) This page may also be used to authorize the use of an identifiable program, such as a manufacturer's program. (Reference Figure 6-7.)

(2) If an operator's program utilizes a time-in-service or calendar range or any buffer arrangement for a check, inspection or service, the related entry on the operations specifications should be the maximum allowable increment for that item.

c. Preface Page - Reliability Program Authorization.

(1) Preface pages which serve to authorize and control reliability programs generally fall into one of two main categories:

(a) Those which control the inspection, check, and overhaul times for the entire airframe or powerplant.

(b) Those which control the inspection, check, and overhaul time for complete systems or for individually specified items within a system (e.g.; pumps, valves, actuators, etc.).

(2) Entire Airframe, Powerplant or System. In the first case, (a) above, the preface page may serve as the sole control as far as operations specifications are concerned. The entire aircraft or the powerplant is governed by a reliability program so there is no need to list individual items on aircraft maintenance pages. It is imperative, however, that the aircraft or powerplant controlled by reliability and the approved program document be properly and adequately identified on the preface page. See Figure 6-8 for a sample of this type of preface page.

(3) Complete System or Individually Specified Items. Where complete systems or selected individual items are controlled by a reliability program, reference to the program must be made on a preface page specifically identifying the controlling document. Figure 6-9 is an example of this type preface page.

In addition, the items must be further identified on the particular aircraft maintenance page on which they appear by an asterisk, program name, or acronym or other symbol which must be defined on a preface page. (Reference Figure 6-10.)

d. Preface Page - Short-Term Escalation Authorization. Operators who establish short-term escalation procedures other than as a function of their approved reliability programs must have those procedures authorized by an operations specifications preface page. This page must reference the maintenance manual section or other publications defining those procedures in a manner that requires its amendment whenever the procedure is revised. Figure 6-11 depicts a typical preface page for this purpose. Section 10 of this chapter discusses short-term escalation.

e. Preface Page - Maintenance Contractual Arrangement Authorization. A certificate holder may make arrangements with another person for the performance of any maintenance, preventive maintenance or alterations. Guidance material for the approval of maintenance contractual arrangements between operators may be found in Section 6 of this chapter. Figures 6-12, 6-13, and 6-14 depict preface pages used to authorize certain contractual arrangements. The preface page must contain such pertinent information as names of contract identification and date, locations of accomplishment of maintenance (if pertinent), reference documents approved for the control of maintenance and a clause referring to termination or alteration of the contract.

f. Preface Page - Leased Aircraft Maintenance Program Authorization. This authorization provides for an operator to use two different maintenance programs for the same type aircraft. It applies only to cases involving short-term leases of aircraft that are intended to be returned to the lessor. This arrangement allows the lessor to retain the compatibility of the aircraft with other aircraft in his possession. Figure 6-15 depicts an acceptable preface page for this authorization.

g. Preface Page - Parts Pool Agreement Authorization. Under the provisions of FAR Section 121.361(b), operations specifications may be approved for an operator who desires to enter into parts pooling agreement with persons employed outside of the United States who do not hold U.S. airman certificates. A preface page should be prepared that contains all the elements shown in the example given in Figure 6-16. (See Section 13 of this chapter for information and guidance regarding parts pooling agreements.)

h. Preface Page - Prorated Time Authorization. Whenever the proration process is used to establish initial starting times for an operator, a preface page such as that shown in Figure 6-17 shall be executed. This is essential, not only for proper time accountability but also for the orderly and exact transfer of time should the aircraft be sold to another operator. This preface page should readily indicate to all concerned that the aircraft is being operated under "adjusted time since overhaul," calculated via proration process. (See Advisory Circular 121-1A, Standard Operations Specifications - Aircraft Maintenance Handbook, Chapter 2, for further information on proration.)

i. Preface Page - Parts Borrowing Authorization. Air carriers and commercial operators of large aircraft may apply for this type of preface page, which authorizes nominal and reasonable relief from their approved overhaul time limits when borrowing parts from another operator. The preface page is necessary because an operator may need to borrow a part and the only one available may have a higher time since overhaul (TSO) than the operator's approved overhaul time limit. In this situation, the operator may use the borrowed part for up to 100 hours (or 50 landings if it is controlled by the number of landings). Subparagraphs (1) and (2) following, are satisfied if the borrowed part has a lower TSO than the operator's approved overhaul time limit. The 100-hour or 50-landing limitation would not apply and the part may be used up to the operator's approved overhaul time limit.

(1) The part in question must have minimum time of 200 hours (or 100 landings if the overhaul time limit is controlled by the number of landings) remaining to overhaul in relation to the lender's approved overhaul time limit.

(2) The part is not specifically "life limited." In such a case, the part may not be operated beyond its approved life.

(3) Figure 6-18 provides an example of the preface page format for this authorization.

j. Preface Page - Special Flight Permit With Continuing Authorization to Conduct Ferry Flight. Under the provisions of FAR Sections 21.197 and 21.199, special flight permits with continuing authorization may be approved for an air carrier. The criteria for development and approval of such authorization will be found in Section 12 of this chapter. A sample preface page which grants this type of authorization to an air carrier is shown in Figure 6-19.

k. Preface Page - Aircraft Identification. Air carriers and commercial operators subject to FAR Sections 121.45, 127.13, and 135.11(b)(2)(iii) are required to submit a preface page containing a current list of aircraft operated. (Reference Figure 6-20.)

(1) Aircraft will be listed on the front page of the specification page and shall be identified by:

(a) Manufacturer.

(b) Model.

(c) Serial number (not required by FAR Part 135).

(d) Registration number.

(e) Designation (e.g.; passenger, cargo, or passenger/cargo convertible.)

(2) For aircraft on which seating is provided only for the crew, the maximum number of crewmembers will be listed and will be followed by the designation (i.e., "five-cargo").

(3) When this type of preface page is amended to add or delete aircraft, those aircraft added or deleted will be listed on the reverse side of the page and shall be identified by manufacturer, model, serial number, registration number and designation.

(4) On a quarterly basis (by the 10th of January, April, July, and October of each year), the assigned inspector shall ascertain that this list is current and provide AWS-300 and AVN-120 with the most up-to-date preface page including the latest amendment number, where applicable.

(5) Flag and domestic air carriers are required to maintain a current list of aircraft operated but this need not be on an operations specifications page. Generally, this list will be found in the carrier's maintenance manual.

l. Preface Page - Approved Aircraft Inspection Program. This page serves to identify and approve inspection programs for aircraft of 9-or-less passenger seats. Section 2 of this chapter discusses approved aircraft inspection programs. (Reference Figure 6-22.)

m. This page serves to identify manufacturer's maintenance programs for aircraft of 9-or-less seats used to satisfy FAR Section 135.421. It also serves to identify and approve operator developed programs under that FAR. Section 2 of this chapter discusses that subject. (Reference Figure 6-23.)

#### 1717. INSPECTOR'S ACTION PRIOR TO RECEIPT OF FORMAL APPLICATION.

##### a. Issuance of Initial or Revised Operations Specifications - Aircraft Maintenance.

(1) Preliminary Approval or Disapproval. Prior to the formal application of new or amended Operations Specifications - Aircraft Maintenance, the operator will usually have given the assigned inspector an informal indication of intent. It is highly desirable that appropriately coordinated investigations be conducted at this stage and the operator be advised of known deficiencies or required changes. Every effort should be made to detect and informally resolve any problem areas or items which might result in a delay or a possible disapproval of the specifications at the time of formal application.

(2) Physical Inspection. In cases of time extension requests, the operator shall be advised during preliminary discussions of the number of components to be inspected during teardown and overhaul. The components inspected should be as near to the maximum time limits of the currently approved limitations and is consistent with the scheduled maintenance program of the operator.

(3) Data Review. In the case of time extension requests, data submitted by the operator as justification for the time extension should be thoroughly researched and evaluated. If observations made during the physical inspection or record review indicated that deterioration of reliability will result if the requested amendment is approved, the operator shall be required to continue at limitations currently approved.

b. Aircraft not Previously Used by an Operator in Air Carrier Service. In preparing "Operations Specifications - Aircraft Maintenance", the guidelines in Advisory Circular 121-1A shall be followed.

1718. PREPARATION OF OPERATIONS SPECIFICATIONS (OMB 04-R0075), FAA FORM 1014.

a. Operations Specifications are prepared by the operator using FAA Form 1014. The assistance of the assigned inspector may be requested or offered. In many instances, considerable time and effort will be saved if the assigned inspector works closely with the operator in the formulation of new specification pages. It is well to remember that the Administrator must find the specifications acceptable before granting approval.

b. Occasional strikeovers or erasures are acceptable, but must be initialed by the applicant. Since these specifications are legal documents, care must be taken in their preparation and processing.

c. Major components of ATA Systems 22, 23, 24, 31, 33, 34, and 77 or autopilot systems, communication systems, electrical systems, instrument systems, lighting systems, navigational systems, and engine instruments, respectively, shall be identified by name, manufacturer and model number. If the operator chooses not to identify these components on the Operations Specifications (Maintenance), FAA Form 1014, then such components shall be so identified in an approved document which is referenced and identified on the specification page. (Future revisions should comply with these guidelines).

d. Operations Specifications, Part D, Aircraft Maintenance, and Part E, Weight and Balance, are originated by the operator except for amendments not acceptable to the operator (reference paragraph 1724). There are no standard specifications issued by FAA as is the case with Parts A, B, and C. The operator must prepare the Parts D and E pages and submit them for approval, both for original certification and for amendments. For original certification of operators subject to FAR Parts 121, 127, or 135, the application for amendment entry should be "original issuance" and the reasons and supporting data entry should be "complies with FAR Parts 121, 127, or 135" (as applicable).

e. All certificate numbers under which the aircraft is authorized to operate will be entered in "operating certificate number" space.

f. The operator is responsible for completion of FAA Form 1014 in its entirety except for the "effective dates," "Inspector's Recommendations," "approval or disapproval by direction of the Administrator," "Amendment Number," and "Supersedes Specifications dated \_\_\_\_\_." Figure 6-21 depicts typical FAA Form 1014 reverse side entries.

1719. REVIEW AND APPROVAL.

a. The specifications shall be reviewed for accuracy and completeness. Operations specifications may be approved only by the assigned principal airworthiness inspectors (avionics or maintenance, as appropriate) or by inspectors authorized to sign for them in their absence. All pages should be checked to ensure that:

- (1) The name and certificate number of the operator appears at top.
- (2) The manufacturer and model number of aircraft, if applicable, appears at top (e.g.; Boeing B-727-200, Douglas DC-8-61F, etc.).
- (3) All pages are properly numbered and correctly dated.
- (4) The operator has itemized all changes or additions to the specifications in the space provided on the back of the form.
- (5) Authorized signature of operator's representative, title, and date are filled in.
- (6) The operator has entered the reasons and supporting data in the space provided on the back of the form.
- (7) Overhaul and inspection time limits are correctly listed.
- (8) Major components of ATA Systems 22, 23, 34, 31, 33, 34, and 77 are identified as to manufacturer and model.

b. To approve the specification, the authorized inspector shall enter the amendment number, effective date, superseded specification date and have typed or stamped the word "approval" after the words "The operations specifications set forth on the reverse side hereof are \_\_\_\_\_." On original issuance, the amendment will be shown as "original" and the superseded block will be left blank. (See Figure 6-21.)

c. The effective dates on the front and back of the FAA Form 1014 should be the same. The effective date in both instances is the date the specification is approved (signed).

d. Should approval of the operations specifications be denied, the date and word DISAPPROVED shall be entered on the form. The disapproved pages should be returned to the operator within ten (10) days, and the operator will be notified, in writing, by those inspectors delegated specific authority to perform such functions, reason for disapproval. No distribution will be made of the disapproved pages and the amendment number will not be changed. (Amendments are not effective until officially approved.)

e. Under no circumstances will more than one FAA signature appear in the "approved" portion of the specifications.

f. The "Inspector's Recommendations" portion of the specification is no longer to be filled in on any copies.

1720. NUMBERING OPERATIONS SPECIFICATIONS PAGES. Preface pages shall be numbered consecutively but separately from aircraft maintenance pages and vice versa. In each case, each page is to contain its individual page number and the total number of pages in the specific category (e.g.; preface pages 1 of 7, 2 of 7, 3 of 7; aircraft maintenance pages 1 of 21, 2 of 21, 3 of 21, etc.).

Should it become necessary to add an additional page in an already established numerical sequence, a numbered page may be repeated with a suffix letter or number; i.e., 3A of 10, 11-1 of 17, etc. To maintain accountability when a suffix numbered page is used, the entire group sequence must be indexed on a preface page or the page preceding the suffix numbered page must reference it; i.e., page 7 of 10, next page is 7-1, etc.

1721. MINIMUM DISTRIBUTION OF OPERATIONS SPECIFICATIONS, FAA FORM 1014 (OMB 04-R0075).

a. The original and one copy will be routed by the district office to the individual authorized by the operator to sign operations specifications. The operator will retain the original, indicate receipt on the copy and return the copy to the originating FAA office certificate responsibility.

b. One copy of all approved operations specifications (including "Operations Specifications - Aircraft Identification") and a copy of all reliability programs referenced by these specifications, and all revisions thereto, will be sent (through channels in accordance with regional instructions) to the Aircraft Maintenance Division, AWS-300.

c. The copies of the "Operations Specifications - Aircraft Identification" and referenced reliability programs will be retained by AWS-300. All other copies of operations specifications pages will be returned to the sender following their review.

d. One copy of "Operations Specifications - Aircraft Identification" will be sent (through channels in accordance with regional instructions) to the National Safety Data Branch, AVN-120.

1722. CANCELLATION OF OPERATIONS SPECIFICATIONS.

a. Operators Desiring Cancellation of Operations Specifications - Aircraft Maintenance. The operator should advise the district office, in writing, stating the particular specification for which cancellation is desired and the effective date of such cancellation. If the district office concurs, they should stamp or mark the word cancelled, together with cancellation date, across the face of all copies of the applicable specification. They should then advise, by letter, the operator and all FAA "offices holding copies of the operator's Operations Specifications-" Aircraft Maintenance of the cancellation date of same.

b. FAA desiring Cancellation of Operations Specifications - Aircraft Maintenance. In cases where certain Operations Specifications - Aircraft Maintenance are no longer required, the operator will be notified, in writing, to cancel such specifications. Such a notification should clearly specify that which is being cancelled, the effective date of cancellation and the reason therefore. Copies of the letter to the operator should be forwarded to all FAA offices holding copies of the operator's Operations Specifications - Aircraft Maintenance.

1723. EFFECTIVE DATE OF AMENDED OPERATIONS SPECIFICATIONS - AIRCRAFT MAINTENANCE.

a. Amendments. Except for emergency amendments, amendments to Operations Specifications - Aircraft Maintenance will become effective on the effective date in the amendment. The effective dates on the front and back of FAA Form 1014 should be the same. The effective dates in both instances is the date of the signing of the recommendation for approval.

b. Emergency Amendments. By virtue of the authority contained in FAR Sections 121.79, 127.27, and 135.17, the Administrator may require immediate amendment to Operations Specifications - Aircraft Maintenance when such action is required to assure safety. Extreme caution should be exercised when employing emergency amendment procedures. When such action is deemed necessary, the following steps should be followed.

(1) The inspector recommending such action shall inform his supervising inspector of all pertinent facts.

(2) The supervising inspector will notify appropriate region office personnel.

(3) If an emergency amendment is determined to be the proper and necessary course of action, the inspector who recommended the action will be so advised. He will then notify the operator of such action in writing.

(4) When emergency amendment action is imminent, the Manager, Aircraft Maintenance Division, AWS-300, will be notified by telephone of all the details.

1724. AMENDMENTS NOT ACCEPTABLE TO THE OPERATOR. When an amendment is necessary in the interest of safety and the operator will not consent to such an amendment, the following procedure will apply:

a. The described amendment to the Operations Specifications - Aircraft Maintenance shall be prepared.

b. The appropriate regional personnel should consult with the regional attorney as to action to be taken to require the operator to amend its operations specifications.

c. A letter of transmittal, addressed to the highest authority in the operator's organization with whom maintenance matters are normally handled, shall be prepared. The transmittal shall indicate that "in accordance with the applicable provisions of the regulations (such as FAR Section 121.79) the, Administrator hereby amends the existing Operations Specifications - Aircraft Maintenance in the following particulars for the reasons indicated and that the amendment will become effective 30 days from receipt."

d. The letter of transmittal and the amended Operations Specifications - Aircraft Maintenance are to be forwarded by registered mail to establish the date of receipt.

1725.-1749. RESERVED.

FIGURE 6-2. EXAMPLE OPERATIONS SPECIFICATIONS - AIRCRAFT MAINTENANCE

		UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON			Form Approved. OMB No. 04-R0075	
<b>Part D</b>					Page 1 of 17	
<b>OPERATIONS SPECIFICATIONS</b> ABC AIRLINES, INC. AIRCRAFT MAINTENANCE BOEING 737-201/222/247						
<u>SYSTEM/COMPONENT</u>	<u>MODEL</u> <u>OR P/N</u>	<u>MFG</u>	<u>OVERHAUL</u> <u>PERIOD</u>	<u>INSP&amp;CHECK</u> <u>PERIOD</u>	<u>OTHER</u>	
<b>CHAPTER 21</b>						
<b>AIR CONDITIONING</b>						
Turbine, Air Cycle			OC	A,C,D	FC @ 1D	
Valve, pneumatic			3000	1C		
Filter, Air			3000	4C		
Altimeter, Cabin			OC	1C	Clean @ 1C	
Control, Cabin Pres.			9000	1C		
			OC	1C	Replace Filter Element @ 1D	
Control, Diff. Pres.			12,000	1C		
Regulator, Servo Pres.			7000	6C		
Valve, Outflow			11,000	2C	1D-Replace Filter Element	
<b>CHAPTER 23</b>						
<b>COMMUNICATIONS</b>						
Fixed Radio Installation			OC	A,B,C		
Amplifier, Isolation	AI-27	Telephonics	OC	C		
Transceiver HF	618T-2	Collins	2000	C		
Control, VHF Comm	G-4817	Gables	OC	C		
Cockpit Voice Recorder	A-100	Fairchild	OC	C		
<b>CHAPTER 25</b>						
<b>EQUIPMENT AND FURNISHINGS</b>						
Evacuation Slides			OC	B,C,D		
Life Vests			1 yr.	A,C		
Evacuation Slide Inflation Bottles (DOT-3HT)			1 yr.	A,C		
			3 yr.	A,C	See Note 25.1	
Escape Ropes or Straps (Cockpit/Cabin)			OC	A,C		
Megaphone			OC	A		
Flotation Equipment			OC	A,C		
First Aid Kit			OC	A		
Crash Axe			OC	A		
Smoke Goggles			OC	A		
Note 25.1: Inspections, hydrostatic test, and life limits will be accomplished as set forth in Part 173, chapter 1, subtitle B of CFR 49 currently in effect.						
Effective date _____						

FAA Form 1014 (2-72)

FIGURE 6-3. EXAMPLE OPERATIONS SPECIFICATIONS - AIRCRAFT MAINTENANCE

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON		Form Approved. OMB No. 04-R0075			
Part D		Page 5 of 17			
<b>OPERATIONS SPECIFICATIONS</b> <b>ABC AIRLINES, INC.</b> <b>AIRCRAFT MAINTENANCE</b> <b>BOEING 737-201/222/247</b>					
	OVERHAUL PERIOD	INSPECTION AND CHECK PERIOD			OTHER
		P.F.	S.C.	P.I.	
<u>Hydraulic, Chapter 29</u>	AO	X	X	X	
Pump Emergency	2,000	X	X	X	
Pump Engine Driven	EO	X	X	X	
Regulator-Air-Pressure	4,000			X	
Valve-Reservoir Relief	4,000			X	
Accumulator-Emergency	4,000		X	X	
Accumulator-Regulator Primary	4,000		X	X	
Filters - Pressure	OC		X	X	R&R 4-PI
Valve-Thermal Relief-Emergency	4,000	X	X	X	
Reservoir Air Filters	OC				
<u>Ice and Rain, Chapter 30</u>	AO	X	X	X	
Windshield	OC	X		X	
Valve, Modulating	OC		X	X	
Valve, Shutoff	OC		X	X	
<u>Instruments, Chapter 31</u>	AO	X	X	X	
Flight Data Recorder					
(Fairchild P/N 15630-601)	2,500	X	X	X	
Clock (Elgin A-3)	OC	X	X	X	
<u>Landing Gear, Chapter 32</u>	10,000	X	X	X	
Wheels	OC	X	X	X	Zygro wheels ea. tire change.
Brakes	OC	X	X	X	
Anti-Skid-Control Units	OC			X	Spin check at wheel or brake change.
Tires	OC	X	X	X	
Cable-Emergency System	OC			X	FC 4-PI
Bottle-Nitrogen Pres./DOT-3A	OC	X	X	X	*
Doors and Linkage	OC	X	X	X	
Valve Assy. - Power Brake	4,000	X	X	X	
<u>Lights, Chapter 33</u>	OC	X	X	X	

\*Inspections, hydrostatic test, and life limits will be accomplished as set forth in Part 173, chapter 1, subtitle B of CRF 49 currently in effect.

Effective date \_\_\_\_\_

FAA Form 1014 (2-72)

FIGURE 6-4. EXAMPLE OPERATIONS SPECIFICATIONS - AIRCRAFT MAINTENANCE

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON		Form Approved OMB No. 34-28975
Part D	Page 5 of 17	
<b>OPERATIONS SPECIFICATIONS ABC AIRLINES, INC. AIRCRAFT MAINTENANCE BOEING 737-201/222/247</b>		
	<u>Overhaul Period</u>	<u>Inspection &amp; Check Period</u> A B C D OTHER
<u>Equipment and Furnishings, Chapter 25</u>		
Bottle Evacuation Slide Inflation (DOT-3HT)	12,000 *	A
<u>Fire Protection, Chapter 26</u>		
Cylinder CO <sup>2</sup> (DOT-3A)	OC *	B
Sphere Fire Extinguisher (MIL-C-2284) (DOT-4DA)	*	A B C D
Marine Dry Chemical (stored pressure or cartridge-operated type)	**	A
<u>Landing Gear, Chapter 32</u>		
Bottle Air Emergency Landing Gear (MIL-C-7905) (DOT-3A)	16,000 *	B
<u>Oxygen, Chapter 35</u>		
Bottle - Oxygen Portable (DOT-3A)	OC *	A
Bottle - Foreign MFG	***	A B C D
Bottle - Oxygen Crew (DOT-3HT)	*	A
Bottle - Oxygen Passenger (DOT-3HT)	*	
*Inspections, hydrostatic test, and life limits will be accomplished as set forth in Part 173, chapter 1, subtitle B of CFR 49 currently in effect.		
**Marine, dry chemical portable fire extinguishers (stored pressure or cartridge-operated type). The following statement will apply: "Examinations, tests and inspections will be accomplished as set forth in subpart 162.028 and 71.25, chapter 1 of CFR 46 currently in effect."		
***Foreign Manufactured Cylinders. The following statement will apply: "Inspection, hydrostatic test and life limits will be accomplished as set forth in the manufacturer's specifications currently in effect."		
Effective date _____		

FAA Form 1014 (2-72)

FIGURE 6-5. EXAMPLE OPERATIONS SPECIFICATIONS - PREFACE PAGE - GENERAL.

Part D	UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON	Form Approved OMB No. 04-R0075  Page 1 of 10
<b>OPERATIONS SPECIFICATIONS</b> <b>PREFACE PAGE</b> <b>GENERAL</b>		
<p>Irrespective of the type of operation to be conducted by (name of operator), the continuous airworthiness and inspection program limitations which are described and specified in these operations specifications shall be applicable to all (name of operator) aircraft listed and authorized for use under Federal Aviation Regulations 121 or 127 (as the case may be).</p> <p>The operator shall provide in its currently effective maintenance manual a comprehensive maintenance program necessary to fulfill its responsibility to maintain the aircraft in an airworthy condition in accordance with applicable Federal Aviation Regulations and standards prescribed and approved by the Administrator.</p> <p>The aircraft and its component parts, accessories, and appliances shall be maintained in an airworthy condition in accordance with the maximum time limits hereinafter set forth for the accomplishment of the overhaul, periodic inspections, and routine checks of the aircraft and its component parts, accessories, and appliances.</p> <p>"On-condition" items will be maintained in a continuous airworthy condition by periodic and progressive inspections, checks, services, repair, and/or preventive maintenance and shall be appropriately described in the operator's maintenance manual.</p> <p>Parts or subcomponents, not listed below, will be checked, inspected and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subcomponents are related or at the time period indicated for the ATA subchapter heading.</p>		
Effective date _____		

FAA Form 1014 (2-72)

FIGURE 6-6. EXAMPLE OPERATIONS SPECIFICATIONS - PREFACE PAGE - CHECKS, INSPECTIONS AND OVERHAUL TIME LIMITS

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON	Form Approved. OMB No. 04-R0075
Part D	Page 2 of 10
<b>OPERATIONS SPECIFICATIONS</b> <b>ABC AIRLINES, INC.</b> <b>PREFACE PAGE</b> <b>CHECKS, INSPECTIONS, AND OVERHAUL TIME LIMITS</b> <b>BOEING 737-201/222/247</b>	
<p><u>Preflight (PF)</u>          The "preflight inspection" shall be accomplished in accordance with the applicable procedures in ABC Airlines Maintenance Manual, Volumes A and C, each calendar day when the aircraft is in operation.</p>	
<p><u>Service Check (SC)</u>          The "service check" shall be performed within 50 hours of aircraft time in service in accordance with the applicable procedures in ABC Airlines Maintenance Manual, Volumes A and C.</p>	
<p><u>"Line" Inspection and Check (LC)</u>          The "line" inspection and check shall be performed within 100 hours of aircraft time in service in accordance with the applicable procedures in ABC Airlines Maintenance Manual, Volume C.</p>	
<p><u>"A" Inspection and Check (A)</u>          The "A" inspection and check shall be performed within 175 hours of aircraft time in service and includes, in addition to the "line inspection and check," all applicable procedures in current chapters O1 and O2 of ABC Airlines Maintenance Manual, Volume C.</p>	
<p><u>"B" Inspection and Check (B)</u>          The "B" inspection and check shall be performed within 350 hours of aircraft time in service and includes, in addition to the "A" inspection and check, all applicable procedures in current chapters O1 and O2 of ABC Airlines Maintenance Manual, Volume C.</p>	
<p><u>"Overhaul" (Major Inspection Program)</u>          A block overhaul will be performed at intervals not to exceed three thousand (3000) hours of aircraft time in service. A series of six (6) block overhauls comprise the complete major inspection program. The blocks will be performed in accordance with applicable procedures in ABC Airlines Maintenance Manual, Volume E.</p>	
<p><u>"Fixed Radio Installation"</u>          The term "fixed radio installation" shall be understood to include all components not specifically listed on FAA Form 1014, such as the following: fixed antennas, indicators and warning light assemblies, jack boxes, cables, plugs, wiring, junction boxes, shockmounts, and remote turning tach shafts.</p>	
Effective date _____	

FAA Form 1014 (2-72)

FIGURE 6-7. EXAMPLE OPERATIONS SPECIFICATIONS - PREFACE PAGE - CHECKS, INSPECTIONS AND OVERHAUL TIME LIMITS

Part D	UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON	Form Approved. OMB No. 04-R0075  Page 2 of 10
<b>OPERATIONS SPECIFICATIONS</b> <b>ABC AIRLINES, INC.</b> <b>PREFACE PAGE</b> <b>CHECKS, INSPECTIONS, AND OVERHAUL TIME LIMITS</b> <b>DE HAVILLAND MODEL DH-114</b>		
<p>(Name of Company) is authorized to utilize the maintenance/inspection program requirements prescribed by chapter 5 of the De Havilland DH-114, Heron Maintenance and Repair Manual, through Revision No. 11, dated October 27, 1978.</p> <p>The maintenance procedures, methods and standards for this program are contained in the De Havilland DH-114 Heron Maintenance and Repair Manual; AVCO-Lycoming Engine Maintenance and Overhaul Manual, 602294-6; and Hartzell Propeller Overhaul Manual 109A.</p> <p>Pressure vessel inspections, hydrostatic tests, and life limits will be accomplished as set forth in Part 173, chapter 1, subtitle B of CFR 49 currently in effect.</p> <p>Service life limits contained in AVCO-Lycoming Service Bulletin No. 127B, as revised will be adhered to.</p> <p>Work forms detailing the applicable inspection/check requirements are contained in the (Name of Company) Computerized Aircraft Maintenance Program (CAMP) as revised. Revisions to this program are subject to review by the FAA assigned principal airworthiness inspectors prior to their implementation.</p> <p><u>NOTE:</u> The principal inspector shall include any other conditions or limitations necessary for the continued airworthiness of the aircraft (components or engines).</p>		
Effective date _____		

FAA Form 1014 (2-72)

FIGURE 6-8. EXAMPLE OPERATIONS SPECIFICATIONS - PREFACE PAGE - RELIABILITY PROGRAM AUTHORIZATION

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON	Form Approved. OMB No. 34-80075
<b>Part D</b>	
<b>OPERATIONS SPECIFICATIONS</b> <b>ABC AIRLINES, INC.</b> <b>PREFACE PAGE</b> <b>BOEING 737-201/222/247</b> <b>RELIABILITY PROGRAM AUTHORIZATION</b>	
<p>ABC Airlines is authorized to utilize the provisions of a maintenance reliability program which contains the standards for determining maintenance intervals and processes.</p> <p>The program for these systems is described in and the standards are established in ABC document (Enter - Name, Number, and Date).</p> <p>The time limitations for the overhaul, inspection and checks of the aircraft and/or systems/components controlled by the program are contained in ABC Airlines B-737 Maintenance Manual:</p> <ol style="list-style-type: none"> <li>1. The service time limits will be listed in the 5-2-0 section of the Maintenance Manual.</li> <li>2. The component overhaul time limits and life limits will be listed in the 5-2-1 section of the Maintenance Manual.</li> <li>3. The service item checks and scheduled maintenance tasks to be performed at routine service periods will be listed in the 5-2-2 section of the Maintenance Manual.</li> <li>4. The inspection and maintenance of aircraft structures will be listed in the 5-2-3 section of the Maintenance Manual.</li> <li>5. The parts and sub-components not listed in the 5-2-1 section of the Maintenance Manual will be checked, inspected and/or overhauled at the same time limit specified for the components or assembly to which such components are related.</li> </ol> <p>In the event the program document referenced above is canceled, the maintenance program covered by said document will be completely reevaluated and maintenance and overhaul time limits established by the FAA.</p> <p>Effective date _____</p>	

FAA Form 1014 (2-72)

FIGURE 6-9. EXAMPLE OPERATIONS SPECIFICATIONS - PREFACE PAGE - RELIABILITY PROGRAM AUTHORIZATION

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON	Form Approved OMB No. 04-R0075
Part D	Page 3 of 10
<b>OPERATIONS SPECIFICATIONS          PREFACE PAGE          RELIABILITY PROGRAM AUTHORIZATION</b>	
<p>ABC Airlines is authorized to utilize the provisions of a maintenance reliability program which contains the standards for determining maintenance intervals and processes for the items designated by an asterisk (*) (or some other identifier) on the following specification pages. These items are listed in and this program is described and the standards established in _____ document _____.          (Enter name, number, and date.)</p> <p>In the event the program document referenced above is canceled, the maintenance program covered by said document will be completely reevaluated and maintenance and overhaul time limits established by the FAA.</p>	
Effective date _____	

FAA Form 1014 (2-72)

FIGURE 6-10. EXAMPLE OPERATIONS SPECIFICATIONS - AIRCRAFT MAINTENANCE - RELIABILITY PROGRAM IDENTIFICATION

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON		Form Approved OMB No. 34-82975
Part D	Page 1 of 17	
<b>OPERATIONS SPECIFICATIONS</b> <b>ABC AIRLINES, INC.</b> <b>AIRCRAFT MAINTENANCE</b> <b>BOEING 737-201/222/247</b>		
	<u>OVERHAUL PERIOD</u>	<u>INSPECTION &amp; CHECK PERIOD</u>
<u>Air Conditioning, Chapter 21</u>	12,000	PF A B C D OTHER
Actuators, valves	*	A B C
Blowers	*	B D
Heaters	2,000	A C
Ignition units	*	*
Compressor	, 2,000	B C
<u>Autopilot, Chapter 22</u>	12,000	PF A B C D OTHER
<u>Communications, Chapter 23</u>	*	*
<u>Equipment &amp; Furnishings, Chapter 25</u>	12,000	PF A B C D OTHER
<u>Fuel, Chapter 28</u>	2,000	A B C
Pump, fuel boost	*	*
Effective date _____		

FAA Form 1014 (2-72)

FIGURE 6-11. EXAMPLE OPERATIONS SPECIFICATIONS - PREFACE PAGE - SHORT TERM ESCALATION AUTHORIZATION

<p>UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON</p>	<p>Form Approved. OMB No. 04-R0075</p>
<p>Part D</p>	<p>Page 4 of 10</p>
<p><b>OPERATIONS SPECIFICATIONS</b> <b>ABC AIRLINES, INC.</b> <b>PREFACE PAGE</b> <b>SHORT-TERM ESCALATION AUTHORIZATION</b></p>	
<p>A. The procedure for short-term escalation of maintenance intervals are contained in ABC Airline's General Maintenance Manual, chapter 7, section 3. This procedure is applicable to the following equipment:</p> <p style="text-align: center;">B-737 Fleet</p>	
<p>B. LIMITATIONS</p> <ol style="list-style-type: none"> <li>1. Aircraft A &amp; B checks - 15 hours - time in service.</li> <li>2. Aircraft C checks - 50 hours - time in service.</li> <li>3. Aircraft D checks - 400 hours - time in service.</li> <li>4. Powerplants and powerplant components - 5% not to exceed 500 hours - time in service.</li> <li>5. Airframe components and appliances - 10% not to exceed 500 hours - time in service.</li> </ol>	
<p>NOTE: An individual item may be escalated to a higher figure predicated on justification presented to the assigned FAA principal airworthiness inspector (maintenance or avionics as applicable) and subject to his approval prior to exceeding the current limit.</p>	
<p>C. PROHIBITIONS.</p> <p>Short-term escalation procedures do not apply to the following:</p> <ol style="list-style-type: none"> <li>1. Intervals specified by FAA Airworthiness Directives.</li> <li>2. Life limits specified by type-certificate data sheets, flight manuals, or manufacturer's publications.</li> <li>3. Limitations specified by Minimum Equipment Lists or Configuration Deviation Lists.</li> <li>4. Structural sampling periods imposed by maintenance review boards.</li> </ol>	
<p>Effective date _____</p>	

FAA Form 1014 (2-72)

FIGURE 6-12. EXAMPLE OPERATIONS SPECIFICATIONS - PREFACE PAGE - MAINTENANCE CONTRACTUAL ARRANGEMENT AUTHORIZATION

Part D	UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON	Form Approved OMB No. 04-R0075  Page 5 of 10
<p style="text-align: center;"><b>OPERATIONS SPECIFICATIONS</b>  <b>ABC AIRLINES, INC.</b>  <b>PREFACE PAGE</b>  <b>MAINTENANCE CONTRACTUAL ARRANGEMENT AUTHORIZATION</b></p>		
<p>ABC Airlines is authorized to utilize the provisions of a contractual agreement with XYZ repair station identified as _____ dated _____ wherein XYZ provides Allison 501D-13 engines and primary accessories to ABC for use on their aircraft. Overhaul and repair standards are specified by XYZ specification _____ and applicable manufacturer's instructions.</p>		
<p>Under the terms of this agreement, repair and overhaul records will be maintained by XYZ and will be available to ABC. ABC will make such records available to FAA upon request. Each engine provided by XYZ for use by ABC will be accompanied by a maintenance release depicting its maintenance status.</p>		
<p>In the event this arrangement is canceled, altered, or if ABC should cease for any reason to provide the services contracted for, ABC's entire powerplant program is subject to reevaluation by the FAA.</p>		
<p>Effective date _____</p>		

FAA Form 1014 (2-72)

FIGURE 6-13. EXAMPLE OPERATIONS SPECIFICATIONS - PREFACE PAGE - MAINTENANCE CONTRACTUAL ARRANGEMENT AUTHORIZATION

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON	Form Approved. OMB No. 04-R0075
Part D	Page 5 of 10
<b>OPERATIONS SPECIFICATIONS</b> <b>ABC AIRLINES, INC.</b> <b>PREFACE PAGE</b> <b>MAINTENANCE CONTRACTUAL ARRANGEMENT AUTHORIZATION</b>	
<p>*ABC Airlines is authorized to utilize the provisions of a contractual agreement with XYZ Airlines identified as _____ dated _____ for the maintenance of the following ABC Airlines' DC-8-63 aircraft in accordance with XYZ Airlines' approved continuous maintenance program:</p> <p style="text-align: center;">N101AB N102AB</p> <p>This agreement provides for XYZ Airlines to perform all scheduled maintenance above the "A" check level, including structural inspection, powerplant shop maintenance and aircraft component shop maintenance, in accordance with XYZ Airlines' methods, standards, and procedures.</p> <p>Under the terms of this agreement XYZ will provide ABC with a current copy of the publications and documents relating to their maintenance program as listed in that agreement and revisions thereto. All maintenance performed by ABC will be in accordance with those publications and documents.</p> <p>ABC Airlines is authorized to participate in XYZ Airlines' reliability program identified as _____ as revised, with ABC aircraft included in XYZ fleet for the purpose of that program. Maintenance intervals and assignment of maintenance processes are controlled by that program.</p> <p>Under the terms of this agreement all maintenance records applicable to the subject aircraft shall be maintained by XYZ Airlines at their maintenance base in _____. ABC Airlines shall expediently forward the original of all maintenance records generated during the period of this agreement to XYZ Airlines for inclusion in the records for that aircraft, and ABC Airlines will retain a copy for their files for that aircraft.</p> <p>ABC Airlines will determine that all replacement components, other than those provided by XYZ Airlines, that are common to the above listed aircraft and the XYZ fleet are evaluated by XYZ Airlines to insure they meet XYZ standards.</p> <p>XYZ Airlines will maintain all components and systems not common to XYZ Airlines' fleet in accordance with the requirements of ABC Airlines' specifications.</p> <p>Administration of this agreement and related policies and procedures, including those pertaining to the control of maintenance interval limits, will be included in ABC Airlines' Maintenance Manual.</p> <p>In the event this arrangement is canceled, altered, or if XYZ Airlines should cease for any reason to provide the services contracted for, the entire program is subject to reevaluation by FAA.</p> <p>Effective date _____</p>	

FAA Form 1014 (2-72)

FIGURE 6-14. EXAMPLE OPERATIONS SPECIFICATIONS - PREFACE PAGE - MAINTENANCE CONTRACTUAL ARRANGMENT AUTHORIZATION

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON	Form Approved. OMB No. 04-R0075
Part D	Page 5 of 10
<b>OPERATIONS SPECIFICATIONS</b> <b>ABC AIRLINES, INC.</b> <b>PREFACE PAGE</b> <b>MAINTENANCE CONTRACTUAL ARRANGEMENT AUTHORIZATION</b>	
<p>*ABC Airways is authorized to utilize the provisions of a contractual agreement with XYZ Airlines identified as _____ dated _____ for the maintenance of ABC Airlines' DC-8-63 aircraft.</p> <p>This agreement provides for XYZ to perform the following maintenance on ABC Airlines aircraft in accordance with XYZ Airlines' methods, procedures, and specifications:</p> <ol style="list-style-type: none"> <li>1. JT3D-3B Engine shop maintenance.</li> <li>2. Repair and overhaul of JT3D-3B powerplant mounted components as itemized in ATA chapters 72-80.</li> </ol> <p>Items subject to this agreement are identified by asterisk and footnote on the appropriate Aircraft Maintenance Specification Page.</p> <p>Maintenance records applicable to work performed under the terms of this agreement shall be maintained by XYZ Airlines at their engine overhaul facility.</p> <p>Administration of this agreement and related policies and procedures, including those pertaining to the control of maintenance interval limits, will be included in ABC Airlines' Maintenance Manual.</p> <p>In the event this arrangement is canceled, altered, or if XYZ Airlines should cease for any reason to provide the services contracted for, the entire program is subject to reevaluation by FAA. *</p>	
Effective date _____	

FAA Form 1014 (2-72)

FIGURE 6-15. EXAMPLE OPERATIONS SPECIFICATIONS - PREFACE PAGE - LEASED AIRCRAFT MAINTENANCE PROGRAM AUTHORIZATION

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON	Form Approved. OMB No. 04-R0075
Part D	Page 6 of 10
OPERATIONS SPECIFICATIONS ABC AIRLINES, INC.	
PREFACE PAGE	
LEASED AIRCRAFT MAINTENANCE PROGRAM AUTHORIZATION	
<p>ABC Airlines Inc., is authorized to maintain DC-8-63 aircraft N8650F S/N 1237, in accordance with XYZ Airlines, Inc., approved DC-8-63 maintenance program in accordance with the aircraft lease agreement between ABC and XYZ dated November 4, 1977. All maintenance accomplished under this authorization will be according to XYZ Maintenance Manual and will be recorded on XYZ forms except for the following, which will be maintained under ABC's approved program:</p>	
<ol style="list-style-type: none"> <li>1. Life rafts, life vests, and emergency transmitters.</li> <li>2. Preflight inspections.</li> </ol>	
<p>This authorization has no bearing on ABC Airlines, Inc., approved maintenance program for this type aircraft.</p>	
Effective date _____	

FAA Form 1014 (3-72)

FIGURE 6-16. EXAMPLE OPERATIONS SPECIFICATIONS - PREFACE PAGE - PARTS POOL AGREEMENT AUTHORIZATION

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON	Form Approved OMB No. 34-30075
Part D	Page 7 of 10
<b>OPERATIONS SPECIFICATIONS</b> <b>ABC AIRLINES, INC.</b> <b>PREFACE PAGE</b> <b>PARTS POOL AGREEMENT AUTHORIZATION</b>	
<p>The holder of these operations specifications is authorized, subject to the conditions and limitations specified herein, to participate in a parts pool agreement.</p>	
<p>(1) Only those parts pool participants specified herein shall be eligible to provide parts to _____.</p>	
<p>(2) _____ shall not utilize any part provided by any participant identified herein unless such part meets with the applicable provisions of the Federal Aviation Regulations and the certificate holder's manual.</p>	
Effective date _____	

FAA Form 1014 (2-72)

FIGURE 6-17. EXAMPLE OPERATIONS SPECIFICATIONS - PREFACE PAGE - PRORATED TIME AUTHORIZATION

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON	Form Approved. OMB No. 04-R0075
Part D	Page 8 of 10
<b>OPERATIONS SPECIFICATIONS</b> <b>ABC AIRLINES, INC.</b> <b>PREFACE PAGE</b> <b>PRORATED TIME AUTHORIZATION</b>	
<p>The aircraft listed hereon and including its installed powerplants, propellers, and appliances shall be maintained in accordance with the adjusted hours of time since overhaul as set forth in the document identified as:</p> <p style="margin-left: 40px;">Adjusted time since overhaul for N _____          Document No. _____          Dated _____</p> <p>A copy of which is on file at the operator's main maintenance base and with the Federal Aviation Administration.</p> <p>These time limits and this specification page shall remain in effect until such time as the aircraft, its powerplants, propellers, and appliances are first overhauled. Thereafter, this specification page shall be cancelled and the aircraft will be inspected and overhauled in accordance with _____ airlines' maintenance program and approved time limits.</p>	
Effective date _____	

FIGURE 6-18. EXAMPLE OPERATIONS SPECIFICATIONS - PREFACE PAGE - PARTS BORROWING AUTHORIZATION

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON	Form Approved OMB No. 04-R0075
Page 9 of 10	
<b>OPERATIONS SPECIFICATIONS</b> <b>ABC AIRLINES, INC.</b> <b>PREFACE PAGE</b> <b>PARTS BORROWING AUTHORIZATION</b>	
<p>ABC Airlines, when in need, may borrow a part from another FAR 121, 127, or 135 (for aircraft under continuous airworthiness maintenance programs) operator (or from a parts pool if the operator is a participant of a parts pool agreement) and may use such part for a maximum of 100 hours (or 50 landings if the service or overhaul time limit is controlled by the number of landings) even though the time in service of such part exceeds ABC Airlines' approved service and overhaul time limit providing:</p> <ol style="list-style-type: none"> <li>a. The part in question has a minimum of 200 hours (or 100 landings if the service or overhaul time limit is controlled by the number of landings) remaining to service or overhaul in relation to the lender's approved service and overhaul time limit.</li> <li>b. The part is not specifically life limited. In such a case, the part may not be operated beyond its approved service life.</li> </ol>	
Effective date _____	

FAA Form 1014 (2-72)

FIGURE 6-19. EXAMPLE OPERATIONS SPECIFICATIONS - PREFACE PAGE - SPECIAL FLIGHT PERMIT WITH CONTINUING AUTHORIZATION TO CONDUCT FERRY FLIGHTS

<p style="font-size: small; margin: 0;">UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON</p>	<p style="font-size: x-small; margin: 0;">Form Approved. OMB No. 04-R0075</p>
<p>Part D</p>	<p>Page 10 of 10</p>
<p><b>OPERATIONS SPECIFICATIONS</b> <b>ABC AIRLINES, INC.</b> <b>PREFACE PAGE</b> <b>SPECIAL FLIGHT PERMIT WITH CONTINUING AUTHORIZATION TO CONDUCT FERRY FLIGHTS</b></p>	
<p>This special flight permit with continuous authorization is (certificate holder) authorization to fly any aircraft listed on its aircraft listing (§ 121.685) or operations specifications (§§ 121.45, 127.13, and 135.11), that may not meet applicable airworthiness requirements but is capable of safe flight, to a base where the necessary maintenance or alterations can be performed.</p>	
<ol style="list-style-type: none"> <li>1. A copy of this operation specification, or appropriate sections of the certificate holder's manual containing a restatement of this permit, shall be carried on board the aircraft when operating under a special flight permit.</li> <li>2. Before operating an aircraft that does not meet applicable airworthiness requirements, the certificate holder shall make a determination that the aircraft can safely be flown to a station where maintenance or alterations can be performed. In addition, the certificate holder will have the aircraft inspected in accordance with procedures contained in the operator's manual and have a certificated mechanic or repairman certify in the aircraft logbook that the aircraft is in safe condition for the flight as specified in the operator's manual.</li> </ol> <p style="margin-left: 40px;">NOTE - The certificated repairman may certify only for the work for which he is employed.</p> <ol style="list-style-type: none"> <li>3. Only flight crewmembers and persons essential to operations of the aircraft shall be carried aboard during ferry flights where the aircraft flight characteristics may have been altered appreciably or the flight operations affected substantially.</li> <li>4. Operating weight of the aircraft must be the minimum necessary for the flight with necessary reserve fuel load.</li> <li>5. Flight shall be conducted in accordance with appropriate special conditions or limitations contained in (appropriate sections or pages) of the certificate holder's manual.</li> <li>6. This authorization does not permit operation of a product to which an AD applies except in accordance with the requirements of that AD.</li> <li>7. Aircraft involved in an accident or incident may not be ferried prior to notifying the FAA accident coordinator.</li> <li>8. The certificate holder shall impose any further conditions or limitations necessary for safe flight.</li> </ol>	
<p>Effective date _____</p>	

FIGURE 6-20. EXAMPLE OPERATIONS SPECIFICATIONS - PREFACE PAGE - AIRCRAFT IDENTIFICATION

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON			Form Approved. OMB No. 04-R0075	
Part D	Page 1 of 1			
<b>OPERATIONS SPECIFICATIONS</b>  ABC AIRLINES, INC. PREFACE PAGE AIRCRAFT IDENTIFICATION				
<u>Manufacturer</u>	<u>Model</u>	<u>Serial Number</u>	<u>Registration Number</u>	<u>Designation</u>
Douglas*	DC-3	1569	N-0110	4-24
Douglas	DC-6A	101	N-0010	5-Cargo
Douglas	DC-6A	102	N-0011	5-Cargo
Douglas	DC-7B	4379	N-0111	9-98
* DC-3 N-0110 leased on an exclusive use basis for an indefinite period consisting of at least six (6) consecutive months beginning January 2, 1981, from ABC Airlines, Box 2, Seneca, New York.				
Effective date _____				

FAA Form 1014 (2-72)

FIGURE 6-21. EXAMPLE OPERATIONS SPECIFICATIONS - AIRCRAFT MAINTENANCE PAGES - TYPICAL FORM 1014 REVERSE SIDE ENTRIES

FEDERAL AVIATION ADMINISTRATION  
Washington, D. C.

Operating Certificate No. SO-100 (c)  
ASO-19 (ac)

ABC AIRLINES, INC. hereby makes application for amendment of the Operations Specifications appearing on the reverse side hereof, as follows:

System 27, Flight Controls: Increase the overhaul period for Gearbox, Flap Drive from seventeen thousand (17,000) hours time in service to eighteen thousand (18,000) hours time in service.

Reasons and supporting data (if insufficient space attach additional page):

The above increase is based on an unscheduled removal rate of zero (0) per one thousand (1000) hours time in service for the past twelve (12) months and is substantiated by the satisfactory findings during overhaul of four (4) Flap Drive Gearboxes at seventeen thousand (17,000) hours time in service.

Service experience has shown that this amendment will not adversely affect the airworthiness of the aircraft or jeopardize the safety of operations.

I CERTIFY that the statements submitted in connection herewith are true and that I am duly authorized to make this application on behalf of the applicant.

Francis E. Thomas  
Francis E. Thomas  
Vice President, (Signature)  
Maintenance and Engineering  
(Title)

Date September 14, 1976

INSPECTOR'S RECOMMENDATIONS:

.....  
(Signature)  
.....  
(Title)

The Operations Specifications set forth on the reverse side hereof are Approved

Amendment No. 2

By direction of the Administrator:  
Irvin M. Friendly  
Irvin M. Friendly  
(Signature)  
Principal Maintenance Inspector  
(Title)

Effective date September 16, 1976

Supersedes specifications dated September 25, 1975

Received for the applicant by:  
Francis E. Thomas  
Francis E. Thomas  
Vice President, (Signature)  
Maintenance and Engineering  
(Title)

Date September 16, 1976

FIGURE 6-22. OPERATIONS SPECIFICATIONS - PREFACE PAGE - APPROVED AIRCRAFT INSPECTION PROGRAM

Part D	UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON	Form Approved. OMB No. 04-R0075  Page 2 of 2
<b>OPERATIONS SPECIFICATIONS</b>  NAME OF COMPANY <b>AIRCRAFT MAINTENANCE - NINE OR LESS PASSENGERS</b>  <b>APPROVED AIRCRAFT INSPECTION PROGRAM</b>		
<p>The aircraft listed below by registration number shall not be used in air taxi operations by (COMPANY NAME) unless the aircraft has been inspected in accordance with the Approved Aircraft Inspection Program identified as _____ approved for (COMPANY NAME and AIRCRAFT TYPE).</p>		
<p>Registration No.</p> <ol style="list-style-type: none"> <li>1. N1236</li> <li>2.</li> <li>3.</li> <li>4.</li> <li>5.</li> </ol>		
<p>Effective date _____</p>		

FAA Form 1014 (2-72)

FIGURE 6-23. EXAMPLE OPERATIONS SPECIFICATIONS - PREFACE PAGE -  
ADDITIONAL MAINTENANCE REQUIREMENTS PROGRAM

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON	Form Approved. OMB No. 04-R0075
Page 1 of 1	
<b>OPERATIONS SPECIFICATIONS</b> DORO AVIATION SERVICE AIRCRAFT MAINTENANCE - NINE OR LESS PASSENGERS ADDITIONAL MAINTENANCE REQUIREMENTS CESSNA - 421	
<p>Aircraft operated by Doro Aviation Service shall not be utilized in air taxi/ commercial operator operations unless:</p>	
<ol style="list-style-type: none"> <li>1. The Teledyne Continental Motors engine model GTS10-520C and its component parts, accessories, and appliance are maintained in an airworthy condition in accordance with the schedule of maintenance, inspection, and overhaul times set forth in Cessna Model 421 Service Manual D817-13, as amended, and the other manufacturers' service manual referenced therein as amended.</li> <li>2. The McCauley propeller model 3AF 34C-74 and its component parts are maintained in an airworthy condition in accordance with the schedule of maintenance, inspection and overhaul times set forth in the Cessna Model 421 Service Manual D817-13, as amended, and the other manufacturers' service manuals referenced therein as amended.</li> <li>3. The items of installed required emergency equipment are maintained in an airworthy condition in accordance with the schedule of maintenance inspection and overhaul functions set forth in the product manufacturer's service and overhaul instructions as follows:           <ul style="list-style-type: none"> <li>Lifevest - Pan Avion Overhaul Manual 310-9</li> <li>Liferaft - Pan Avion Overhaul Manual 310-9</li> <li>Oxygen Regulator - Scott Overhaul Manual H-137</li> <li>*Oxygen Bottle - Scott Overhaul Manual H-120</li> <li>Oxygen Mask - Scott Service Instructions</li> <li>*CO2 Extinguisher - Walter Kiddie Overhaul Manual, with Illustrated Parts List, Part No. 870904.</li> </ul> </li> <li>4. Parts having retirement times are replaced as outlined in the Cessna Model 421 Service Manual D817-13, as amended, and on the FAA, Aircraft Type Data Sheet A7CE as revised, Engine Type Data Sheet E7CE as revised and Propeller Type Data Sheet P22E as revised.           <ul style="list-style-type: none"> <li>*Inspections Test and Life Limits will be accomplished as set forth in Part 173, Chapter 1, Subtitle B of CFR 49, currently in effect.</li> </ul> </li> </ol>	
Effective date _____	

FAA Form 1014 (2-72)

FIGURES 6-24.-29. RESERVED.

FIGURE 6-30. EXAMPLE OPERATIONS SPECIFICATIONS - AIRCRAFT WEIGHT AND BALANCE

Part E	UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON	Form Approved. OMB No. 04-R0075														
	Page 1 of 1															
<b>OPERATIONS SPECIFICATIONS</b> <b>PREFACE PAGE</b> <b>AIRCRAFT WEIGHT AND BALANCE CONTROL</b>																
<p>The following procedures have been established to maintain control of weight and balance of the ABC Airlines' aircraft operated under the terms of these specifications (identified below) and to insure that these aircraft are loaded within the gross weight and center of gravity limitations.</p>																
<p><u>Determination of Weight of Passengers and Crew.</u> Procedures by which either actual or approved average passenger weights may be used are provided for in the operator's weight and balance control manual.</p>																
<p><u>Determination of Weight of Baggage.</u></p>																
<p>(a) When computing the weight and balance of the aircraft, the average passenger baggage weights used are in accordance with the operator's weight and balance control manual.</p>																
<p>(b) The average passenger baggage weight authorized in paragraph (a) shall not be used in computing the weight and balance of charter flights and other special service involving the carriage of special groups.</p>																
<p><u>Periodic Aircraft Weighing.</u> All aircraft will be weighed in accordance with the procedures for establishing individual or fleet aircraft weights as outlined in the operator's aircraft weight and balance control manual.</p>																
<p><u>Loading Schedules and Identification of Aircraft.</u> The following loading schedules are used for routine operations:</p>																
<table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;"><u>Aircraft Type</u></th> <th style="text-align: left;"><u>Type of Loading Schedule</u></th> </tr> </thead> <tbody> <tr> <td>1. Convair Model 340 (Passenger)</td> <td>Tabular</td> </tr> <tr> <td>2. Douglas Model DC-6B (Passenger)</td> <td>Tabular</td> </tr> <tr> <td>3. Douglas Model DC-7C (Passenger and Cargo)</td> <td>Tabular</td> </tr> <tr> <td>4. Lockheed Model 188 (Passenger)</td> <td>Index</td> </tr> <tr> <td>5. Boeing Model 707-123 (Passenger)</td> <td>Computer</td> </tr> <tr> <td>6. Boeing Model 727 (Passenger)</td> <td>Computer</td> </tr> </tbody> </table>			<u>Aircraft Type</u>	<u>Type of Loading Schedule</u>	1. Convair Model 340 (Passenger)	Tabular	2. Douglas Model DC-6B (Passenger)	Tabular	3. Douglas Model DC-7C (Passenger and Cargo)	Tabular	4. Lockheed Model 188 (Passenger)	Index	5. Boeing Model 707-123 (Passenger)	Computer	6. Boeing Model 727 (Passenger)	Computer
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<p><u>Loading Instructions.</u> Loading instructions relative to the above-listed loading schedules are set forth in ABC Airlines' Stations Manual Volume E and Flight Operations Manual Volume C.</p>																
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## SECTION 8. MAINTENANCE REVIEW BOARD (MRB) PROCEDURES

1750. PURPOSE. This section provides information pertinent to the administration of MRB proceedings and the implementation of the initial or revised maintenance/inspection requirements developed by the MRB process.

1751. GENERAL. The MRB procedures developed for the wide-body jets (B-747, DC-10, and L-1011) represent a real advance over those of earlier years. The increasing technical complexity and the attendant effect of efficient maintenance on the operation of current and future aircraft required development of a rational method for assessing individual aircraft maintenance characteristics. This method was developed by representative airlines and published as Handbook MSG-1, "Maintenance Evaluation and Program Development," which includes decision logic and interairline/manufacturer procedures for developing a maintenance program for the B-747. Subsequently, the decision logic was updated and certain B-747 detail procedural information was deleted to provide a document that would be applicable for later new type aircraft. This amended document is known as the "Airline/Manufacturer Maintenance Program Planning Document - MSG-2." MSG-2 outlines the general organizations and decision processes for determining the essential scheduled maintenance requirements for new airplanes. Later refinement of MSG-2 resulted in an upgraded document known as MSG-3 used to develop the programs for the B-767 and B-757.

1752. MAINTENANCE REVIEW BOARD PROCEEDINGS. The MRB proceedings are only conducted on newly manufactured aircraft, powerplants or appliances that have been acquired for use in air carrier operations.

1753. MAINTENANCE REVIEW BOARD MANAGEMENT. When a transport type (air carrier) project is undertaken by a manufacturer, the Factory Maintenance Specialists (FMS) in the controlling region will assume or delegate the MRB chairmanship. If the controlling regional director or associate administrator have the resources and they believe that it is in the public interest, they may conduct an MRB (advisory capacity) for a foreign manufactured product intended for use in air carrier service that does not have any U.S. buyers. The controlling regional MRB specialist or the delegated specialist should work with the foreign authorities in the development of the MRB to insure that material developed is in accordance with FAA guidelines. Any reports or material developed under such arrangements will not be FAA approved. Such material will serve as a baseline for future MRB proceedings if the product is introduced into U.S. air carrier operations.

1754. MAINTENANCE REVIEW BOARD RUNNING CONCURRENTLY. The airframe and propulsion system will be consolidated into a single MRB. The MRB specialist in the region having jurisdiction over the airframe will determine what type MRB action is required.

1755. MAINTENANCE REVIEW BOARD CONSIDERATIONS. Each member of the MRB should be aware that only through the conscientious application of initiative, resourcefulness, interest, and technical knowledge will the overall responsibilities and functions assigned to the MRB be successfully accomplished. The MRB's evaluation of a new product must encompass at least the following:

a. A review of the results of the manufacturers' static test programs. These programs furnish an indication of the behavior of structure under limit and ultimate loads, strength of the components tested, and the locations of deficiencies. The proposed maintenance and inspection programs related to these deficient areas should be carefully scrutinized and coordinated with engineering.

b. An evaluation of all proposed maintenance instructions with particular attention given to those that relate to areas, parts and/or components that involve unusual functional design features, new fabrication methods, and/or unique functional requirements.

c. Consideration of the recommendations of the FAA Engineering and Manufacturing Branch relating to the establishment of structures sampling programs and initial time recommendations.

d. A careful analysis of the results and reports on certification flight test and functional and reliability flight test programs that pertain to the maintenance/inspection program.

e. A comparative analysis of systems, areas, components, etc., shall be made, if possible, with similar products in use on aircraft in current operation.

f. An assessment of the practicability of the proposed inspection and maintenance requirements by comparison with the results of structural test programs conducted by the manufacturers and made available to the FAA.

g. A comprehensive review of the frequency, scope of the structure sampling and inspection requirements proposed for the new product to ascertain that they provide ample coverage of the areas to which they are related. These programs require the establishment of the importance of all parts and/or areas of the new product, a determination as to whether external indications of incipient failure of these areas is readily discernible and the probability and effects of failures in these areas. This data, in conjunction with the expected service life of the parts, etc., should be used to judge, in part, the adaptability and value of proposed programs.

h. Fatigue test programs provide an excellent tool for associating failures with cycles of service life. The results of these programs may, however, require tempering when the fatigue characteristics of the structure are supplemented by use of the fail-safe design concept. These data, approved by the FAA engineering, when combined with the past knowledge and experience of the MRB member, are a useful element for evaluating proposed maintenance/inspection requirements.

i. Replacement times for areas, structural sampling, parts, and/or components that are established by the manufacturers through fatigue testing shall be evaluated by the MRB. The results of the tests shall be reviewed by the MRB and specific recommendations on required inspection times for these areas, etc., will generally be provided by the MRB FAA engineering and manufacturing representative.

1756. MAINTENANCE REVIEW BOARD DUTIES AND RESPONSIBILITIES. Approval of proposed initial maintenance/inspection requirements will be accomplished by a board of FAA specialists (MRB). The MRB chairman will be the Factory Maintenance Specialist (FMS) assigned by their respective region to a specific aircraft or aircraft engine manufacturer.

a. MRB Chairman (FMS). The functions and responsibilities of the FMS will be to:

(1) Coordinate all MRB activities associated with his assigned manufacturer's product.

(2) Keep AWS-330 (Chairman MRB Policy Board) advised of the manufacturer's plans for developing new aircraft. Information concerning certification data, proposed operators, delivery dates, and available training courses should be forwarded as soon as it becomes available.

(3) Extend invitations, in concurrence with the steering committee, to the FAA's international counterparts to observe working group activities.

(4) Select MRB members and assign them to specific working groups as observers.

(5) Arrange for and schedule necessary technical and decision logic process training for MRB members.

(6) Participate in TC board and flight operation evaluation board proceedings.

(7) At his/her discretion, take part in working group activities as an observer.

(8) Coordinate with MRB Policy Board Chairman, in a timely manner, on matters which may affect major policy, the Federal Aviation Regulations, maintenance management philosophies, and relationships with international civil aviation authorities.

(9) Maintain close coordination with the regional engineering staff and solicit their comments and recommendations as necessary.

(10) Prepare a report on the proceedings of all appropriate meetings attended and forward a copy to MRB Policy Board Chairman through regional channels.

(11) Review industry's preliminary proposal and advise MRB Policy Board Chairman of his/her recommendations and comments to industry.

(12) Coordinate with MRB Policy Board Chairman and staff at the time industry presents a formal proposal.

(13) Convene the MRB for the purpose of reviewing and approving or denying the proposed material relating to FAR Sections 25.1529 and 29.1529.

(14) Coordinate denial with MRB Policy Board Chairman prior to formally notifying the steering committee of such action. Any denial should include what is needed to make the program acceptable.

(15) Offer guidance and assistance to the Industry Steering Committee or working groups when appropriate.

(16) Review reports of FAA working group observers required by Subparagraphs b(5) below.

(17) Make arrangements in coordination with AWS-330 to train the principal inspectors in the implementation of the initial approved MRB inspection requirements.

b. FAA Observers. FAA working group observers will be selected by the MRB Chairman (FMS). Throughout the proceedings, all FAA observers shall advise the Chairman of items they consider unsatisfactory or otherwise noteworthy. Early awareness of potential controversial items will enable development of a timely solution. Each observer will:

(1) Be assigned to a specific working group or groups by the FMS.

(2) Attend familiarization and training courses as scheduled by the FMS.

(3) Become thoroughly familiar with the application of the decision logic process (MSG-2).

(4) Observe working group proceedings to assure that the working group understands and utilizes the MSG-2 decision logic process during development of the proposal.

(5) Submit a highlight report to the FMS at the conclusion of each meeting attended, with a copy to MRB Policy Board Chairman and all other board members. The report should refer to the items discussed, conclusions reached, open or pending items, summary, and recommendations.

(6) Offers FAA policy guidance and assistance to the working groups whenever requested or deemed necessary.

(7) Coordinate with the FMS in a timely fashion on matters which may affect major policy, Federal Aviation Regulations, maintenance management philosophies, and relationships with international civil aviation authorities.

(8) Attend all meetings scheduled by the FMS and working group chairman.

1757. MAINTENANCE REVIEW BOARD POLICY BOARD. The MRB Policy Board will be Headquartered in AWS-300 to provide the Chairman of the MRB with policy relating to MRB proceedings. The Policy Board will consist of a chairman and four members. The Chairman of the Policy Board will be a technical specialist

assigned to the Air Transportation Branch of the Aircraft Maintenance Division, AWS-300. The board members are to include a representative from:

(1) Aircraft Engineering Division, AWS-100; (2) Air Transportation Division, AFO-200; (3) Avionics Branch, AWS-350; and (4) the appropriate MRB Chairman. The functions and responsibility of the Policy Board will be to:

a. Provide MRB Chairman with a single Flight Standards' position concerning current policy relating to MRB responsibilities.

b. Give direction and recommend solutions to MRB Chairman on matters where an interim policy decision is necessary.

c. Review and recommend proposed changes to the MRB policies and procedures to ensure that MRB functions are effective and consistent with Agency goals and industry needs.

d. Schedule periodic board meetings as directed by the MRB Policy Board Chairman or at the request of the MRB Chairman to seek early solutions to problems related to MRB functions and responsibilities.

1758. MAINTENANCE/INSPECTION REQUIREMENT APPROVALS. When all issues have been resolved, the material developed by the MRB proceedings will be recorded and approved by the MRB Chairman. This approved manuscript will be submitted for printing in an appropriate document and will be the criteria for evaluating proposed maintenance programs submitted to the assigned inspector.

1759. MAINTENANCE/INSPECTION REQUIREMENT PUBLICATIONS. The MRB Report is to be published as a part of the Technical Support Documents provided by the manufacturer to the operators. Technical Support Documents comprising the maintenance manual, supplied by the manufacturer, will contain a note advising the operator that the data contained in the MRB Reports comply with the requirements of FAR Sections 25.1529 or 29.1529.

1760. INITIAL MAINTENANCE/INSPECTION REVISION. In order to maintain the management maintenance/inspection requirements consistent with the management techniques and technological changes brought about as a result of operating experience, periodic revisions will be necessary. When revision includes changes to the external detectability maintenance/inspection requirements that are the basis for the internal inspection frequency, a reassessment of the internal requirements shall be included. After the accumulation of service experience, industry may request changes to the initial approved maintenance/inspection requirements. Such requests will be handled by an industry airline/manufacturer committee composed of the manufacturer and representative operators, PMI/PAI as appropriate, and the MRB Chairman. The MRB Chairman will review all substantiating data to ascertain that sampling data is representative, fleet experience is compatible and that operating cycles are equated with flight time.

1761. IMPLEMENTATION OF INITIAL MAINTENANCE/INSPECTION REQUIREMENTS. The responsibility for preparation and submission of a proposed maintenance program rests with the operator. Utilizing the approved initial maintenance/inspection requirements as a base for developing individual operators maintenance

program(s) will facilitate FAA approval. The complete maintenance program as furnished by the operator to the assigned FAA inspector (PMI/PAI) should consist of Operations Specifications--Aircraft Maintenance and appropriate supporting material to substantiate the proposal. To ensure that all required inspections are performed and reported, the essentials of system operations (sampling inspections, etc.) and other instructions required because of the approved initial maintenance/inspection requirements established by the MRB proceedings and/or the character of the maintenance organization involved shall be published in the operator's maintenance manual.

a. A group of operators may combine their fleets for the purpose of accomplishing the maintenance/inspection requirements. The fleet may include foreign operators provided the appropriate document rules are adhered to.

b. An operator or group of operators may submit a program where the manufacturer is the repository for the data collection and analysis requirements. Any data submitted for use by the group must be validated by the manufacturer.

c. If an operator participates in a program where the manufacturer is the repository for a group of operators, any action generated by the analysis will apply to the operator. Changes to the maintenance/inspection requirements brought about by the analysis of this data will be accompanied by supporting data and logic analysis.

d. Assigned inspector's responsibility. The inspector assigned to an air carrier which has submitted a proposed maintenance program on a new product will carefully review it. He/she will ascertain that the application and the Operations Specifications--Aircraft Maintenance and all other phases of the program are complete and in compliance with the maintenance/inspection requirements contained in the MRB Report. Initial programs submitted for FAA approval will be forwarded in accordance with regional procedures to the Manager, Aircraft Maintenance Division, AWS-300, for review and concurrence, prior to final field approval. Subsequent changes which deviate significantly from established policy will also be forwarded for review and concurrence by AWS-300. Each approved program will be incorporated in the operator's overall maintenance program by approval of Operations Specifications--Aircraft Maintenance. He/she will followup and assure that his assigned operator adheres to the maintenance program as approved. He/she will review reports of all structural sampling inspections, opportunity or forced powerplant inspections, and disassembly threshold inspections, if required, during the life of the program. In addition, he/she will witness as many sampling inspections as deemed necessary to justify any future program changes.

e. Reporting requirements. It is the responsibility of the operator to document and advise the assigned inspector of all sampling inspections, opportunity or forced powerplant inspections and disassembly threshold inspections if required. This data will be used to identify design and maintenance problem areas and substantiate future revisions to the initial maintenance/inspection requirements.

f. The PMI/PAI will submit a timely report of all sampling inspections conducted by the operator in accordance with the requirements of the MRB repetitive sampling inspections to the FMS. These reports will include significant items noted during operation, maintenance, and inspections conducted by the operator and any action taken as a result of these findings. The FMS shall process these reports and provide information concerning significant service difficulties to all regions and manufacturers.

1762.-1775. RESERVED.

## SECTION 9. AIRCRAFT RELIABILITY PROGRAMS

1776. AUTHORITY. The regulatory basis for approval of air carrier reliability programs is contained in Federal Aviation Regulations, Sections 121.25(b)(6), 121.45(b)(6), 121.373; 127.13(b)(7), 127.136; 135.11(b)(2)(iii), 135.411(a)(2), 135.411(b), and 135.431.

1777. BACKGROUND. The Federal Aviation Administration is responsible for the approval of air carrier maintenance programs; the programs that establish the time limitations or standards for determining time limitations for overhauls, inspections, and checks of airplanes, engines, and appliances. The characteristics of these limitations and standards have been subject to continual change as changes in the state of the art of airframe, engine, and appliance design have occurred and knowledge about the effectiveness of preventive maintenance has been obtained.

a. The oldest recognized primary maintenance process, generally called "hard-time," requires periodic overhaul or replacement of the affected hardware. During the early days of commercial aviation "hard-time" was generally considered to be the most effective maintenance process. It was applied with the intent of ensuring operating safety of airplanes having limited systems redundancy.

b. After World War II, the FAA recognized that, for some hardware, checking to a physical standard at periodic intervals was also an important and effective maintenance process. This process, called "on-condition," was the second primary maintenance process to be recognized. At that time, "hard-time" and "on-condition" were the only recognized primary maintenance processes. Because there were only two alternatives, gradually "on-condition" was applied to many items where neither alternative was appropriate.

c. In the 1960's the FAA issued Advisory Circular 120-17 and approved a number of "reliability programs." These permitted air carriers to explore the relationship between age and reliability without conventional time limitations. A wide range of programs have been approved. Some use "hard-time" limitations; some use "on-condition" physical standards; and some use only reliability performance standards to manage reliability. Experience with programs using only reliability performance standards made it clear that some aircraft elements did not require the traditional preventive primary maintenance process in order to ensure operating safety.

d. From this experience came the development by the Industry 747 Steering Group and an FS-300/747 Advisory Group of a new technique for the design of initial maintenance programs. This technique, which requires intensive review of the aircraft design by industry and FAA specialists and application of a process called "decision tree analysis," is currently used for all new air transport initial maintenance programs. This work resulted in the recognition of a third primary maintenance process called "condition-monitoring." This process applies to hardware which has design characteristics warranting the use of a process not involving "hard-times" or "on-condition" checks. The outcome of this cooperative effort is reflected in the approved MRB documents.

1778. PRIMARY MAINTENANCE PROCESSES. A primary maintenance process is the process that is listed in the "overhaul period" column of the Operations Specifications - Maintenance, FAA Form 1014. It is the process relied upon to ensure that inherent design reliability is maintained. The FAA recognizes three primary maintenance processes. These processes are simply a means for classifying the way in which a particular aircraft element is maintained. Any one or any combination of these processes may be part of a carrier's "reliability program," developed in accordance with Advisory Circular 120-17A, Maintenance Control by Reliability Methods, or a carrier may use the conventional form of operations specifications described in Advisory Circular 121-1A, Standard Operations Specifications - Aircraft Maintenance Handbook.

a. The three primary maintenance processes have no self-implied order of importance. Each has its own place in an effective maintenance program. The right process is determined primarily by the design of the hardware and secondarily by the user's economics, not by any historical significance. To say it in another way, "hard-time" is not the best because it was first nor is "condition-monitoring" the best, or the worst, because it was last.

b. A description of each primary maintenance process follows:

(1) Overhaul Time Limit or Part Life Limit - (HT). This is a preventive primary maintenance process. It requires that an appliance or part be periodically overhauled in accordance with the carrier's maintenance manual or that it be removed from service. These time limitations may be adjusted based on operating experience or tests, as appropriate, in accordance with a carrier's approved reliability program, or the maintenance manual (see Advisory Circular 121-1A for guidelines).

(2) On-Condition Maintenance - (OC). This is a preventive primary maintenance process. It requires that an appliance or part be periodically inspected or checked against some appropriate physical standard to determine whether it can continue in service. The purpose of the standard is to remove the unit from service before failure during normal operation. These standards may be adjusted based on operating experience or tests, as appropriate, in accordance with a carrier's approved reliability program or its maintenance manual (see Advisory Circular 121-1A).

(3) Condition-Monitoring - (CM). This is a maintenance process for items that have neither "hard-time" nor "on-condition" maintenance as their primary maintenance process. CM is accomplished by appropriate means available to an operator for finding and solving problem areas. In effect, it obligates the user to apply knowledge gained by analysis of failures or other indications of deteriorations to consider action to improve performance.

1779. RELIABILITY PROGRAMS. Reliability programs approved under FAR Sections 121.25, 121.45, or 127.13 (guidelines provided in Advisory Circular 120-17A) have been adopted by many operators. These programs are essentially a set of rules and practices for managing maintenance processes. Some of these are special integrated maintenance management programs designed to meet an operator's own management needs. These may not individually recognize the three primary maintenance processes, even though they may include any or all of them and the collection of in service operating data as well.

1780. CONTINUOUS SURVEILLANCE AND ANALYSIS. In addition to the requirements outlined in the operator's Operations Specifications - Maintenance for specific aircraft, each operator is required by FAR Section 121.373 to have a system for continuous surveillance and analysis to appraise the performance and effectiveness of his overall program.

a. For B-747 and later aircraft, this system will initially include all of the maintenance significant items listed in the MRB Document.

b. For earlier aircraft the scope of this system will be determined locally, using the appropriate MRB Document or Standard Maintenance Specifications available in Advisory Circular 121-1A.

c. The overall surveillance and analysis system will provide procedures to ensure that all items are being maintained by appropriate primary maintenance processes.

1781. APPLICATION OF "THREE-PROCESS CONCEPT" TO NEW AIRCRAFT. The lack of real experience with new aircraft requires careful, detailed study of its characteristics to determine those components or systems that would probably benefit from scheduled maintenance.

a. The initial maintenance programs for the B-747, DC-10, and L-1011 aircraft were developed by special teams of industry and FAA personnel. These teams sorted out the potential tasks and then evaluated these tasks to determine which must be done for operating safety or essential hidden function protection. The remaining potential tasks were evaluated to determine whether they were economically useful. These procedures provide a systematic review of the aircraft design so that, in the absence of real experience, the best process can be utilized for each component or system.

b. The B-747, DC-10, and L-1011 aircraft operating experience confirmed the effectiveness of these procedures.

c. It is expected that a similar procedure will be used for future new aircraft.

1782. APPLICATION OF THE CONDITION-MONITORING PROCESS TO EXISTING FLEETS.

Application of the condition-monitoring process may be made to existing fleets. Operators desiring to apply condition-monitoring to existing fleets must have a suitable program to manage condition-monitored items. Accordingly, the determination of components or items eligible for "condition-monitoring" must be made on the basis of an individual operator by the operator and his assigned PMI/PAI in accordance with Advisory Circular 121-17A procedures and the procedures outlined herein. The determination will consider actual operating experience and relevant information from the operator's reliability or equivalent data collection and analysis system. Should an operator desire to apply the condition-monitoring process in maintenance programs on existing fleets, the following procedures will apply:

a. Transfer of On-Condition Items to Condition-Monitoring. Items that have been "on-condition" may be changed to the "condition-monitored" category.

Substantiation must be made that the periodic condition checks of the "on-condition" item have been unproductive in revealing conditions warranting removal. (The condition check in this case may have been devised for a failure mode originally forecast that has not materialized in actual operational use.) An analysis will also be made of the failure modes and effects, and hidden function factors in accordance with MSG-2 and/or the operator's reliability program. Figure 6-31 depicts a typical form used for this purpose.

b. Transfer of Condition-Monitored Items to "On-Condition or "Hard-Time." The operator may change items from the condition-monitored category to either "hard-time" or "on-condition" should the operating performance of the item, as revealed by his reliability or data collection and analysis system, indicates a problem or deterioration in performance for which such a change of category is determined to be beneficial.

c. Transfer of Hard-Time Items to "Conditioning-Monitoring." Consideration must be given not only to the operational performance of the item as revealed by the operator's reliability data collection and analysis system, but also to the failure modes and effects and hidden function factors involved. For these latter, an analysis in accordance with MSG-2 and/or the operator's reliability program must be accomplished.

(1) Operating Safety Evaluation. The failure modes, which for existing fleets are known from operator's experience data, must be listed and analyzed to determine any adverse affect on operating safety. Should such an adverse affect on operating safety be determined, the item is ineligible for categorization as "condition-monitoring."

(2) Hidden Function Evaluation. Analysis of the primary functions of the item must be made to determine if any are hidden; i.e., malfunction would not be evident to the flightcrew. Any such hidden function must have an appropriate routine maintenance task (or flightcrew operational check) that will verify "function," scheduled in the operator's maintenance or flight operation program. When this condition is satisfied, the item may be categorized as CM. These procedures are summarized in Figure 6-31.

1783. GROUP PROGRAMS. Two or more operators can consolidate compatible aircraft into a single fleet for the purpose of utilizing a common maintenance program, as was done with the DC-9 ROPER and ROPAR programs. All of the elements or processes of the fundamental program must be encompassed in the group program. For example, a group reliability program must include data collection and analysis, performance measurements and maintenance controls as specified by Advisory Circular 120-17A.

a. The program must incorporate a governing board composed of the highest maintenance official of each participating airline. One member shall serve as chairman. This board provides a media for each operator's responsibility for the airworthiness of their respective aircraft.

b. In addition to the governing board, a committee of technical personnel must be established to provide expertise for effective administration of the program. One member and an alternate must be designated by each operator

and both should hold an authoritative position in the technical area of the operator's maintenance organization. Again, one member shall be designated as chairman.

c. An FAA committee composed of the PAI/M's and/or PAI/A's assigned to the participating operators must be established to fulfill FAA responsibilities for the program. A chairman for this group will be appointed to serve as the focal point for FAA interest in the program and as the primary contact for the governing and technical committees. Generally, the FAA chairman will be the PAI/M and/or PAI/A assigned to the operator who provides the governing board chairman. The FAA committee chairman will maintain close liaison with the board of governors, technical committee and the FAA committeemen, particularly with regard to program and document changes.

d. The region in which the FAA committee chairman is located will provide regional support and Washington liaison in matters related to the program.

e. Administration of the program must be developed and documented in a form suitable to the needs of the participating operators and FAA. The document must include a controlled revision system. Administration should include the following facets:

- (1) Scope and purpose of the program.
- (2) Description and makeup of the governing, technical, and FAA units and methods of assigning chairmanships. Methods of changing and/or mandatory rotation of chairmanship should be considered.
- (3) Responsibilities and Authorities of each unit, including substantiation and approval of document and maintenance program changes.
- (4) Procedures for communication and dissemination of information. This should include a periodic publication of performance data for the consolidated fleet. This information will be made continuously available to all member airlines and assigned PAI/M's and/or PAI/A's.
- (5) Procedures for initiating mandatory inspections, modifications or surveys and designation of authority for initiating same.
- (6) Periodic meetings of program members and FAA committee and a joint meeting of the two for review and discussion of activities.
- (7) Procedures for collection and accounting of inspection results, mechanical performance figures, or other factors the program is based on.

1784. MAINTENANCE PROGRAMS APPROVAL. Application for program approval will be accepted by the air carrier district office (ACDO) having responsibility for the operating certificate of the operator involved. This will be handled through the principal airworthiness inspectors (maintenance/avionics) assigned to the carrier. Approval of group programs will be by the FAA committee chairman in coordination with his region and the PAI's assigned to the other participating operators. This approval will be subject to written concurrence of AWS-330 or AWS-350.

a. Individual programs will be included in the operator's total maintenance program by approval of Operations Specifications - Aircraft Maintenance - Part D (FAA Form 1014). The operations specifications should cover the entire maintenance program as has been done in the past.

b. All airframe, engine, and appliance service life limits will be in each operator's Operations Specifications - Aircraft Maintenance or by references to operators maintenance manual section(s) which contain these limits. This data may be found in the approved Airplane Flight Manual (AFM), applicable airworthiness directives, the type certificate data sheet, or in the required maintenance manual (Reference Handbook 8110.4, Chapter 2, paragraph 33(c)(3)). The manual should contain procedures for the proper control of these critical items.

c. Each approved program shall include a description of the operator's system for overall surveillance and analysis. This system must include procedures to ensure that all items have been placed in their proper and respective categories. These requirements may be incorporated into an operator's current continuous analysis and surveillance system required by FAR Section 121.373 by a revision to that system.

d. Reliability control programs will be approved by specific operations specifications. If an operator submits a program which does not incorporate statistical performance standards or which significantly deviates from the instructions contained in Advisory Circular 120-17A, the program, together with appropriate comments, shall be forwarded to the Manager, Air Transportation Branch, AWS-330, in accordance with regional procedures.

e. Each operator submitting a reliability program will provide a description of its program so that the assigned inspector can make a determination as to whether the program falls within the criteria outlined in Advisory Circular 120-17A. This program should:

(1) Include methods for gathering, compiling, and analyzing information and the manner in which this information is used to direct efforts toward solving problems.

(2) Identify the organization responsible to management for the reliability program function. It should define the authority delegated to these organizations to enforce policy and assure necessary followup and corrective actions.

(3) Include a description of how changes will be made to the established maintenance program controls and the organizational segments responsible for this action.

(4) Define the significant terms used in each program document.

(5) Include procedures for the preparation, approval, and implementation of revisions. In addition, the procedures for implementing revisions should be described in sufficient detail to identify and isolate areas which require FAA approval. Program revisions which will require FAA approval are:

- standards.
- (a) Procedures relating to reliability measurement/performance
  - (b) Data collection system.
  - (c) Data analysis methods and application to the total maintenance program.
  - (d) For programs using statistical performance standards (alert type programs), procedures for changing components or system from one primary maintenance process to another. For programs using other standards (nonalert type programs), changing systems or components from one primary maintenance process to another.
  - (e) Adding or deleting components/systems.
  - (f) Adding or deleting aircraft types.
  - (g) All procedural and organizational changes.

(6) Provide for proper reports necessary for the operator's use. Programs reporting evaluation should consider the following:

- (a) Ascertain types and scope of reports developed by operators to provide for "overall surveillance monitoring."
- (b) Select reports most appropriate to the airline program and operation which will provide "howgozit" information to the appropriate PAI.
- (c) Provide the PAI's with "alerts," "targets," "performance standards," "trend information," "critical areas," "highlights," etc., as may be appropriate to the program developed by the operators. The information should permit a broad identification of aircraft condition as it actually is, so that judgments can be made against the conditions as they should be.
- (d) Reports which only cover detailed shop findings or the like on individual units are not considered to be the kind of reports which can be used for broad surveillance purposes. Detailed reports of this nature are useful for research of individual problems and should be available at the operator's base.

f. Structural inspection program will also be approved by use of operations specifications. For all operators not having approved reliability programs, the inspection frequency and sampling requirements specified in the MRB document will be shown on each operator's operations specifications, or by a cross-reference to an operator's approved document by number and date. Revisions to these requirements will be handled by each operator through their assigned PAI by using the results of their individual sampling and inspection program experience or, if appropriate, the results of group sampling and industry experience as substantiating data.

1785. OPERATIONS SPECIFICATIONS - AIRCRAFT MAINTENANCE, PART D. To assure a uniform and standard format for all operators, the instructions in Section 7 of this chapter will be followed.

1786.-1799. RESERVED.

FIGURE 6-31. COMPONENT ANALYSIS

Change of Component from Hard-Time Overhaul or On-Condition  
to Condition-Monitored Process of Maintenance Management

Part Number \_\_\_\_\_ Type A/C \_\_\_\_\_

Description \_\_\_\_\_

Operating Safety Evaluation

- a) List predominant failure modes based on operator experience

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

- b) Do any of these failure modes result in an adverse effect on operating safety and require a maintenance task per MSG-2?

Hidden Function Evaluation

- a) List predominant functions of unit

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

- b) Are any of these functions hidden from flightcrew and require a maintenance task per MSG-2?

\_\_\_\_\_

- c) List appropriate maintenance tasks scheduled in the operator's maintenance program

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## SECTION 10. SHORT-TERM ESCALATION

1800. AUTHORITY. The authority for approval of short-term escalation procedures is in FAR Sections 121.25, 121.45, or 127.13. FAR Section 135.11 also authorizes this privilege but only for aircraft under an approved airworthiness maintenance program.

1801. BACKGROUND. Operations specifications time limits or maintenance intervals established by the airline under the provisions of an approved reliability program are based on frequent analysis of operating performance. As such, these limits tend to be somewhat conservative since a single value is applied to all aircraft in a fleet or all components in service in the fleet. In addition, the inability to establish scientifically precise limits tends to keep these values conservative. Further conservatism is stimulated by the airline's desire to avoid delays which occur if the units are run to the point of failure and to avoid the excessive costs of reconditioning units if failure rates are allowed to remain at high levels. Normally, it is the FAA's policy, and the airline's policy as well, to require strict adherence to these intervals unless a change is justified by the airline for application to its fleet. There are times, however, when due to any number of circumstances, an airline will find a need to adjust these intervals on an individual component, engine, or aircraft.

1802. POLICY. Individual escalations (short-term escalations) of specified time limits for an individual aircraft or component may be permitted, under controlled conditions, without compromising safety. The procedure must not be abused or used indiscriminately to coverup poor maintenance practices, maintenance program shortcomings, or poor management. Although the need for a short-term escalation is the emergence of some unforeseen shortage or deficiency, its use must be based solely on technical analysis supported by management responsibility. It must not be used repetitively to, in effect, constitute a fleet time extension. An escalation can be authorized only after the history of the affected aircraft or unit has been carefully analyzed to ensure a knowledgeable decision. To provide such safeguards, the airline's manual should define the conditions, procedures, and standards for authorization of short-term escalations.

1803. ESSENTIAL ELEMENTS OF A SHORT-TERM ESCALATION PROGRAM.

a. The company approval authority for escalations must be equal to or greater than the authority for fleet operations specifications time increases or maintenance interval adjustments by a reliability program.

b. The limitations of the procedure as to applicability and maximum short-term escalation intervals must be specifically defined. The maximum short-term escalation interval may be expressed as a percentage of an existing interval such as 5 percent of a particular scheduled inspection, or it can be directly designated in hours of time in service, cycles, or some other identifiable increment. Except for extended short-term escalations in accordance with paragraph 1804 following, no short-term escalation may exceed 500 hours time in service, or the equivalent in cycles or other value.

c. The procedure should be set forth in detail in the airline's manual, including all steps which must be taken with regard to a short-term escalation prior to the release of the affected component, engine, or aircraft for flight. It should include establishment of:

- (1) The reason for the short-term escalation.
- (2) The amount of the short-term escalation and the new maintenance interval.
- (3) How the authorization is to be justified.
- (4) A list of those persons who must be a part to the authorization.

d. The procedure should restrict repetitive short-term escalations of particular component replacements or aircraft inspection periods that require frequent escalations. This situation indicates the need for a maintenance program change.

e. It should include a method of recording all short-term escalations and provisions for reporting each use to the FAA certificate-holding district office.

f. It should designate items or categories ineligible for escalation; such as:

- (1) Intervals specified by FAA Airworthiness Directives.
- (2) Life limits specified by type-certificate data sheets, flight manuals, or manufacturer's publications.
- (3) Limitations specified by Minimum Equipment Lists or Configuration Deviation Lists.
- (4) Structural sampling periods imposed by Maintenance Review Boards.

g. Procedures for short-term escalation (except for extended escalation) for aircraft, systems, or units subject to a reliability program may be implemented under the terms of that program that apply to maintenance interval adjustment.

h. Each short-term escalation for aircraft, systems, or units not subject to a reliability program and all extended escalations require prior approval by the assigned principal airworthiness inspector.

1804. EXTENDED SHORT-TERM ESCALATIONS. The 500-hour figure (reference paragraph 1803) represents 1-1/2 months' operation at nominal aircraft utilization. This period is normally sufficient for positioning an aircraft to an appropriate maintenance station without ferrying or schedule interruption. However, there may be occasions whereby an operator cannot effectively accomplish some tasks within that period. To accommodate this situation, an

individual item may be escalated to a higher figure predicated on justification presented to the principal airworthiness inspector, maintenance or avionics (as applicable). This extended escalation would be subject to prior approval by that inspector. Again, it should not be used to authorize continuing an item in service beyond the first opportunity to accomplish it without schedule interruption, nor can it be used for the same task on successive airplanes to produce, in effect, a fleet time extension.

1805. APPROVAL.

a. An operator with an approved reliability program may incorporate short-term escalation procedures as a revision to that program if FAA revision approval is as specified in Advisory Circular 120-17A.

b. Approval of short-term escalation procedures other than under the terms of Paragraph 1805.a above will be by operations specifications. Figure 6-11 depicts a typical short-term escalation authorization.

1806.-1815. RESERVED.