

**Operations Specifications**

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TABLE OF CONTENTS

PART D

		HQ Control Date	Effective Date	Amendment Number
084	Special Flight Permit with Continuing Authorization to Conduct Ferry Flights	02/03/11	01/01/19	050
085	Aircraft Listing	05/28/19	01/01/19	004
086	Maintenance Program Authorization for Two-Engine Airplanes Used in Extended-Range Operations	09/22/04	01/01/19	030
095	Minimum Equipment List (MEL) Authorization	06/14/13	01/01/19	02b

**D084 Special Flight Permit with Continuing Authorization  
To Conduct Ferry Flights**

**HQ Control: 02/03/11**  
**HQ Revision: 050**

- a. The certificate holder is authorized to conduct ferry flights using a special flight permit with continuous authorization.
- b. This special flight permit with continuous authorization is the certificate holder's authorization to fly an aircraft that may not meet applicable airworthiness requirements, but is capable of safe flight to a base where necessary maintenance or alterations are to be performed.
- c. This authorization applies only to those aircraft maintained under the Certificate Holder's Continuous Airworthiness Maintenance Program and listed on Operations Specifications Paragraph D085.
- d. This authorization permits an aircraft to be moved to a repair facility to perform work required by an airworthiness directive unless the airworthiness directive states otherwise or it is determined that the aircraft cannot be moved safely.
- e. A copy of this operation specification, or appropriate sections of the certificate holder's manual which restates this permit, shall be onboard the aircraft when operating under a special flight permit.
- f. Before operating an aircraft that does not meet applicable airworthiness requirements, the certificate holder shall determine that the aircraft can be safely flown to a station where maintenance or alterations are to be performed. The certificate holder shall have the aircraft inspected or evaluated according to procedures in its manual and have a certificated mechanic or repairman certify in the aircraft record that the aircraft is in a safe condition for the flight as specified in the operator's manual. The certificated mechanic or repairman may certify only for the work for which he or she is employed.
- g. Only flight crewmembers and persons essential to the operations of the aircraft shall be carried aboard during ferry flights where the aircraft flight characteristics may have been appreciably changed or its operation in flight substantially effected.
- h. The operating weight of the flight must be the minimum necessary for the flight with the necessary reserve fuel load.
- i. Flight shall be conducted according to the appropriate special conditions or limitations in the document listed in the following table:

<b>Maintenance Documents</b>
MidContinent Airlines General Maintenance Manual Volume III

- j. Aircraft involved in an accident or incident may not be ferried before it is released by the NTSB and the local FAA District Office is notified.
- k. The certificate holder shall impose any further conditions or limitations necessary for safe flight.

**Operations Specifications**

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1. The certificate holder applies for the operations in this paragraph.
2. Issued by the Federal Aviation Administration.
3. These Operations Specifications are Approved by direction of the Administrator

DIGITALLY FAA SIGNED.06/01/19 01:32:37 PM

Repairman, David  
Principal Maintenance Inspector

4. Date Approval is Effective: 06/01/19 Amendment Number: Original
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED. 06/01/19 04:46:59 PM

Fixit, Alan  
Director of Maintenance Operations

Date: 6/1/2019

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**Operations Specifications**

**D085. Aircraft Listing**

**HQ Control: 05/28/19**  
**HQ Revision: 004**

The certificate holder is authorized to conduct operations under 14 CFR Part 121 using the aircraft identified on this operations specification.

<b>Registration No.</b>	<b>Serial No.</b>	<b>Tail Number</b>	<b>Aircraft M/M/S</b>
N150MC	33341	150	B737-800
N151MC	33342	151	B737-800
N152MC	33343	152	B737-800
N153MC	33344	153	B737-800
N154MC	33345	154	B737-800
N155MC	33346	155	B737-800
N156MC	33347	156	B737-800
N157MC	33348	157	B737-800
N158MC	33349	158	B737-800
N159MC	33350	159	B737-800
N160MC	33351	160	B737-800
N161MC	33352	161	B737-800
N162MC	33353	162	B737-800
N163MC	33354	163	B737-800
N164MC	33355	164	B737-800
N165MC	33356	165	B737-800
N166MC	33357	166	B737-800
N167MC	33358	167	B737-800
N168MC	33359	168	B737-800
N169MC	33360	169	B737-800
N170MC	33361	170	B737-800
N171MC	33362	171	B737-800
N172MC	33363	172	B737-800
N173MC	33364	173	B737-800
N174MC	33365	174	B737-800
N175MC	33366	175	B737-800
N176MC	33367	176	B737-800
N177MC	33368	177	B737-800

**Operations Specifications**

<b>Registration No.</b>	<b>Serial No.</b>	<b>Tail Number</b>	<b>Aircraft M/M/S</b>
N178MC	33369	178	B737-800
N179MC	33370	179	B737-800
N180MC	33371	180	B737-800
N181MC	33372	181	B737-800
N182MC	33373	182	B737-800
N183MC	33374	183	B737-800
N184MC	33375	184	B737-800
N185MC	33376	185	B737-800
N186MC	33377	186	B737-800
N187MC	33378	187	B737-800
N188MC	33379	188	B737-800
N189MC	33380	189	B737-800
N190MC	33381	190	B737-800
N191MC	33382	191	B737-800
N192MC	33383	192	B737-800
N193MC	33384	193	B737-800
N194MC	33385	194	B737-800
N195MC	33386	195	B737-800
N196MC	33387	196	B737-800
N197MC	33388	197	B737-800
N198MC	33389	198	B737-800
N199MC	33390	199	B737-800
N501MC	29956	501	B777-200
N502MC	29957	502	B777-200
N503MC	29958	503	B777-200
N504MC	29959	504	B777-200
N505MC	29960	505	B777-200
N506MC	29961	506	B777-200
N507MC	29962	507	B777-200
N508MC	29963	508	B777-200
N509MC	29964	509	B777-200
N510MC	29965	510	B777-200

**Operations Specifications**

<b>Registration No.</b>	<b>Serial No.</b>	<b>Tail Number</b>	<b>Aircraft M/M/S</b>
N511MC	29966	511	B777-200
N601MC	40618	601	B787-8
N602MC	40619	602	B787-8
N603MC	40620	603	B787-8
N604MC	40621	604	B787-8
N605MC	40622	605	B787-8
N606MC	40623	606	B787-8
N607MC	40624	607	B787-8
N608MC	40625	608	B787-8
N609MC	40626	609	B787-8
N610MC	40627	610	B787-8
N611MC	40628	611	B787-8
N621MC	40651	621	B787-9
N622MC	40652	622	B787-9
N623MC	40653	623	B787-9
N624MC	40654	624	B787-9
N625MC	40655	625	B787-9
N626MC	40656	626	B787-9
N627MC	40657	627	B787-9
N628MC	40658	628	B787-9
N629MC	40659	629	B787-9
N630MC	40660	630	B787-9
N631MC	40661	631	B787-9

**Operations Specifications**

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1. The Certificate Holder applies for the operations in this Paragraph.
2. Support Information Reference:
3. These Operations Specifications are Approved by direction of the Administrator

DIGITALLY FAA SIGNED.06/01/19 01:38:41 PM

Shmoe, Joe A.  
Principal Operations Inspector

4. Date Approval is Effective: 06/01/19 Amendment Number: 2
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED. 06/01/19 04:46:59  
PM

Fixit, Alan  
Director of Maintenance Operations

Date: 6/1/2019

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**Operations Specifications**

**D086. Maintenance Program Authorization for Two-Engine Airplanes Used in Extended-Range Operation**

**HQ Control: 09/22/04  
HQ Revision: 030**

The certificate holder is authorized to use the airplanes listed in Table 1 below for extended-range operations subject to the conditions and limitations of these operations specifications.

**Table 1**

<b>Registration No.</b>	<b>Airplane M/M/S</b>	<b>Maximum Diversion Time In Minutes</b>
N501MC	B777-200	180
N502MC	B777-200	180
N503MC	B777-200	180
N504MC	B777-200	180
N505MC	B777-200	180
N506MC	B777-200	180
N507MC	B777-200	180
N508MC	B777-200	180
N509MC	B777-200	180
N510MC	B777-200	180
N511MC	B777-200	180
N601MC	B787-8	180
N602MC	B787-8	180
N603MC	B787-8	180
N604MC	B787-8	180
N605MC	B787-8	180
N606MC	B787-8	180
N607MC	B787-8	180



**Operations Specifications**

<b>Registration No.</b>	<b>Airplane M/M/S</b>	<b>Maximum Diversion Time In Minutes</b>
N608MC	B787-8	180
N609MC	B787-8	180
N610MC	B787-8	180
N611MC	B787-8	180
N621MC	B787-9	180
N622MC	B787-9	180
N623MC	B787-9	180
N624MC	B787-9	180
N625MC	B787-9	180
N626MC	B787-9	180
N627MC	B787-9	180
N628MC	B787-9	180
N629MC	B787-9	180
N630MC	B787-9	180

- a A separate reliability program must be established for the extended-range fleet.
- b The certificate holder shall continually assess the propulsion and airframe systems reliability within the extended-range fleet in accordance with the programs identified in Table 2.

**Operations Specifications**

**Table 2**

<b>Airplane M/M/S</b>	<b>Program Name</b>	<b>Program Number</b>	<b>Program Date</b>	<b>Powerplant M/M/S</b>	<b>Program Name</b>	<b>Program Number</b>	<b>Program Date</b>
B777-200	MidContinent Airlines General Procedures Manual (GPM)	GPM Section 22-07 ETOPS Reliability Program	07/10/12	Rolls-Royce RB.211-Trent- 892	Power Plant Condi- tion Monitored Maintenance Pro- gram "CMM"	GPM 16-21	10/15/2002
B787-8	MidContinent Airlines General Procedures Manual (GPM)	GPM Section 22-07 ETOPS Reliability Program	07/01/18	General Electric GEnx-1B70/P2	Power Plant Condition Monitored Maintenance Program "CMM"	GPM 16-21	10/15/2002
B787-9	MidContinent Airlines General Procedures Manual (GPM)	GPM Section 22-07 ETOPS Reliability Program	07/01/18	General Electric GEnx-B74/75/P2	Power Plant Condition Monitored Maintenance Program "CMM"	GPM 16-21	07/01/2017

- c Items controlled by these programs shall be identified in the certificate holder's manual.
- d The airplanes must meet all requirements for basic configuration, maintenance, and procedures (CMP) for extended-range operations, as specified in the manufacturer's document or applicable FAA-approved configuration, maintenance, and procedures document identified in table 3.

**Operations Specifications**

**Table 3**

<b>Airplane M/M/S</b>	<b>Powerplant M/M/S</b>	<b>FAA Approved CMP Document</b>	<b>Document Date</b>	<b>FAA-Approved Amendment No.</b>
B777-200	Rolls-Royce RB.211- Trent- 892	ETOPS Documents - Configuration and Maintenance and Proce- dures - CMP/D044W054	11/03/2011	Revision V
B787-8	General Electric GENx- 1B70/P2	ETOPS Documents - Configuration and Maintenance and Proce- dures - CMP/D021Z002- 01	07/01/18	Revision O
B787-9	General Electric GENx- 1B74/75/P2	ETOPS Documents - Configuration and Maintenance and Proce- dures - CMP/D021Z002- 01	07/01/18	Revision O

**Operations Specifications**

1. Issued by the Federal Aviation Administration.
2. Support Information Reference: Add B737-800 fleet ETOPS authority.
3. These Operations Specifications are Approved by the Administrator

DIGITALLY FAA SIGNED. 06/01/19 01:45:30 PM

Repairman, David A.  
Principal Maintenance Inspector

4. Date Approval is Effective: 06/01/19 Amendment Number: 1
5. I hereby receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED, 06/01/19 08:49:30 PM

Fixit, Alan  
Director of Maintenance Operations

Date: 6/1/2019

**D095. Minimum Equipment List (MEL) Authorization**

**HQ Control: 06/14/13  
HQ Revision: 02b**

- a. The certificate holder is authorized to use an FAA-approved MEL provided the conditions and limitations of this paragraph are met. The certificate holder shall not use an MEL for any aircraft that is not specifically authorized by this paragraph.
- b. Authorized Aircraft. The certificate holder is authorized to use an FAA-approved MEL for the aircraft listed below:

<b>Aircraft M/M/S</b>	<b>Limitations and Conditions</b>
B737-800	
B777-200	
B787-8	
B787-9	

- c. Maximum Times Between Deferral and Repair. Except as provided in subparagraph e of this operations specification, the certificate holder shall have instrument and equipment items repaired within the time intervals specified for the repair categories listed below:
  - (1.) Repair Category A. Items in this category shall be repaired within the time interval specified in the "Remarks or Exceptions" column of the certificate holder's FAA-approved MEL. For time intervals specified in "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (e.g., flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the certificate holder's FAA-approved MEL.
  - (2.) Repair Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.
  - (3.) Repair Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.
  - (4.) Repair Category D. Items in this category shall be repaired within one hundred twenty (120) consecutive calendar days (2,880 hours) excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.
- d. MEL Management Program. The certificate holder shall develop and maintain a comprehensive program for managing the repair of instrument and equipment items listed in the FAA-approved MEL. The certificate holder shall include in a document or manual a description of the MEL management program. The MEL management program must include at least the following provisions:

- (1.) A method which provides for tracking the date and, when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of:
    - (a.) The number of deferred items per aircraft; and
    - (b.) Each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.
  - (2.) A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.
  - (3.) A review of items deferred because of the unavailability of parts to ensure that a valid back order exists with a firm delivery date.
  - (4.) A description of specific duties and responsibilities, by job title, of the personnel who manage the MEL management program.
  - (5.) Procedures for controlling an extension to specified repair intervals as permitted by subparagraph e of this operations specification, to include the limit of the extension and the procedures to be used for authorizing an extension.
- e. Continuing Authorization-Single Extension. The certificate holder is authorized to use a continuing authorization-single extension to approve a single, one-time extension to the repair interval for repair category B and C items, as specified in the FAA-approved MEL, provided the responsible Certificate Holding District Office (CHDO) is notified within 24 hours of the extension approval.
- (1.) If an additional extension is required after the continuing authorization-single extension privilege has been exercised, it must be approved by the principal inspectors (PIs) prior to the expiration of the current extension time period.
  - (2.) The certificate holder is not authorized to approve a single, one-time extension to the repair interval for repair category A and D items, as specified in the FAA-approved MEL.
  - (3.) The CHDO may deny the use of the continuing authorization-single extension privilege if abuse is evident.

**Operations Specifications**

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1. The Certificate Holder applies for the operations in this Paragraph.
2. Support Information Reference:
3. These Operations Specifications are Approved by direction of the Administrator

DIGITALLY FAA SIGNED.06/01/19 01:47:36 PM

Shmoe, Joe A.  
Principal Operations Inspector

4. Date Approval is Effective: 06/01/19 Amendment Number: 2
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED. 06/01/19 04:46:59  
PM

Fixit, Alan  
Director of Maintenance Operations

Date: 6/1/2019

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