

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

<b>Time</b>	<b>Agenda Item Number</b>	<b>MMEL IG 80 DAY 1 Wednesday, November 3, 2010</b>	<b>Lead</b>
0830-0845	80-01	<b>Introduction / Administrative Remarks</b>	Bob Wagner
0845-0900	80-02	<b>MMEL IG / FOEB Calendar</b>	Bob Wagner
0900-0915	80-03	<b>2010 Final Policy Letters</b>	John Melotte
	80-04	<b>MMEL Policy Letter Status Summary</b>	
0915-0930	80-05	<b>Agenda Item 79-05: Opspecs.com Status</b>	Pete Neff
0945-0950	80-06	<b>Agenda Item 79-35: PL 128 Lavatory Call System</b>	Tim Kane
0950-1000	80-07	<b>PL 56 Flight Deck FWD Observer Seat</b>	Tim Kane
0950-1000	80-08	<b>Agenda Item 66-07: ATA – MMEL / MEL Value to Industry Survey</b>	Joe White
1000-1030		<b>BREAK</b>	
1030-1045	80-09	<b>PL-98, Navigation Databases</b>	ALPA/AFS 350
1045-1100	80-10	<b>Agenda Item 78-10: Nitrogen Gas Generation / Fuel Inerting – Repair Category Discussion</b>	AFS-260/Joe White
1100-1115	80-11	<b>Agenda Item 79-11: PL-25, Definitions</b>	Pete Neff/ Paul Nordstrom
1115-1130	80-12	<b>Agenda Item 79-12: PL-70, Definitions Required in MELs</b>	Pete Neff
1130-1145	80-13	<b>Agenda Item 78-15: PL-31, MMEL Format Specifications – (Spec #12; Identification of FARs)</b>	Paul Nordstrom/ Darrel Sheets/ Pete Neff
1145-1200	80-14	<b>Agenda Item 75-24: PL-31, MMEL Format Specification – ‘Next-Gen’ MMEL Specs</b>	Walt Hutchings
1200-1315		<b>LUNCH</b>	

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

<b>Time</b>	<b>Agenda Item Number</b>	<b>MMEL IG 80 DAY 1 (Cont'd) Wednesday, November 3, 2010</b>	<b>Lead</b>
1315-1330	80-15	<b>Agenda Item 2003-04: Conversion of FAA MMEL Documents To XML (MMEL Transformation)</b>	AFS-260
1330-1340	80-16	<b>Agenda Item 70-18: Policy Letter Rewrite: New Format, FAA Branding and incorporate new GC Header</b>	Joe White/George Ceffalo
1350-1400	80-17	<b>Agenda Item 77-25: PL-119, Two-Section MMELs</b>	JP Dargis
1410-1420	80-18	<b>Agenda Item 78-23: Airbus EASA MMEL Section 3 Discussion</b>	Tim Kane/ Tom Atzert
1420-1430	80-19	<b>Agenda Item 39-01: FAA / EASA MMEL Harmonization</b>	Jim Foster
1430-1445	80-20	<b>Agenda Item 71-15: PL-58, Boom Microphone</b>	David Burk
1445-1500	80-21	<b>Agenda Item 60-14: PL-85, Lavatory Door Ashtrays</b>	Joe White/Bob Wagner/Jim Foster
1500-1530		<b>BREAK</b>	
1545-1600	80-22	<b>Agenda Item 78-30: FSIMS 8900.1 Rewrite Project: Volume 4, Chapter 4 (MEL)</b>	Pete Neff
1600-1615	80-23	<b>Agenda Item 78-32: TCAS: Required to be Operative in Certain Foreign Airspace?</b>	Tom Atzert

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

<b>Time</b>	<b>Agenda Item Number</b>	<b>MMEL IG 80 DAY 2 Thursday, November 4, 2010</b>	<b>Lead</b>
0800-0810	80-24	<b>PL-104, Storage Bins/Cabin and Galley Storage Compartments/Closets</b>	Paul Nordstrom
0810-0825	80-25	<b>PL-47 Megaphones</b>	Paul Nordstrom
0825-0840	80-26	<b>PL-91 White Position Lights and Strobe Lights</b>	Paul Nordstrom
0840-0850	80-27	<b>PL-105 ADSB</b>	Paul Nordstrom
0850-0900	80-28	<b>MMEL Agenda Proposal &amp; Coordination process</b>	Bob Wagner
0900-0930		<b>BREAK</b>	
0930-0945	80-29	<b>PL-73 EEMK</b>	Pete Neff
0945-1000	80-30	<b>PL-120 ELT</b>	Gene Hartman/Steve Ford/John McCormick
1010-1020	80-31	<b>New MMEL proposal system.</b>	Walt Hutchings
1020-1035	80-32	<b>PL-72 – Agenda Item 79-33: Wing Illumination/Ice detection Lights</b>	Pete Neff
1035-1040	80-33	<b>Helicopter Operations Monitoring System (HOMP)</b>	Ed Hinch (FTWAEG)
1040-1100	80-34	<b>Cargo Compartment Zones PL-102 Cargo Compartment Smoke Detection and Fire Suppression Systems and PL-108 Carriage of Empty Cargo Handling Equipment</b>	Paul Nordstrom
1100-1110	80-35	<b>PL-112 Relief for 14 CFR 25.795 Compliant Flight Deck Doors</b>	Paul Nordstrom
1110-1115	80-36	<b>PL-79 Passenger Seats Relief</b>	Tim Kane
1115-1130		<b>NEW AGENDA ITEMS</b>	TBA

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-01. Introduction / Administrative Remarks**

**IG 80**

Jet Blue - administrative remarks.

Leader(s) - introductory comments.

Attendee introductions.

Sign in roster - start.

Call for old PL's by Bob Taylor for history keeping:

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-02. MMEL IG / FOEB Calendar**

**Standing Action:** Members are to review the calendar and advise the IG Recording Secretary of any changes or updates.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-03. 2010 Final Policy Letters**

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-04. MMEL Policy Letter Status Summary**

**Standing Action:** Members are to review the PL Status Matrix and advise John Melotte of any changes  
– [john.melotte@delta.com](mailto:john.melotte@delta.com), or 404-714-6753

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-05. Agenda Item 79-05: Opspecs.com Status**

**Objective:** Complete migration away from Opspecs.com.

**Item Lead:** Pete Neff

**Discussion:** Opspecs.com will be “turned off” in August. FSIMS is replacement.

**IG-79:**

Steve Kane briefed group about draft documents now being separate website from the FSMIMS web site. New site will contain all drafts for MMELs, PLs, and FSB documents.

[www.faa.gov/aircraft/draft\\_docs](http://www.faa.gov/aircraft/draft_docs)

Note FSIMS will be changed to AVSIMS in the future (6 mos. ).

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-06. Agenda Item 79-35 PL 128 Lavatory Call System**

**Objective:** PL 128 Lavatory Call System.

**Item Lead:** Pete Neff

**Discussion:**

**IG 79:**

Policy letter proposal is still under consideration. Lav Call Buttons are not “no-go” for other than part 121 and are questionable for Part 121. Steve Kane reminded everyone to post comments to the draft PL proposal.

**IG 80:**

Tim Kane to introduce Jennifer Orenstine, she will comment on proposed policy change.

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-07. Flight Deck FWD Observer Seat**

**Objective:** PL 56 Flight Deck FWD Observer Seat.

**Item Lead:** Tim Kane

**Discussion:**  
PL 56 change regarding 14 CFR 91 operations.

**IG 80:**

**MMEL IG Meeting 80 Agenda**  
**November 3, 4 2010**  
**Orlando, FL**

**80-08. Agenda Item 66-07: ATA MMEL / MEL Value to Industry Survey**

**Objective:** To determine overall \$\$ value of MMEL / MEL to industry. Once the value is determined, provide the numbers to upper management via ATA EMMC. The financial contribution the MMEL IG makes to industry is significant and this needs to be communicated properly to upper management.

**Item Lead:** Joe White

**Discussion:** Task ATA to provide updated numbers on the value of MELs to our industry. ATA (Mark Lopez) will work with UA (Tom Atzert) to develop survey that will be used to collect the data needed to determine the value.

**IG-79:**

Mark Lopez stated that he would like to obtain at least 8 of 16 carriers to present data from survey request in the near future. Request 5 more operators provide completed surveys to ATA.

Several operators have experienced delays in obtaining requested information from within their own carriers. Mark Lopez is assisting by adding an entry into the (monthly) ATA Senior Advisory Council (SAC) report. This should provide top down support for data requests needed for providing MEL value feedback.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-09. Agenda Item 64-10a: PL-98, Navigation Databases**

**Objective:** Modify current PL MMEL provisos by removal of proviso b).

**Item Lead:** ALPA/AFS-350

**Discussion:** A current navigation database for an FMS/INS aircraft provides the capability for an aircraft to fly point to point (waypoint to waypoint) without being dependent on ground-based Navaids as a back-up navigation source (assuming no operational restrictions on the route being flown, e.g., DME/DME or GPS update). If the database is not current, but a procedure is established for verifying the accuracy of the waypoints being used, as is required per current Proviso “a)” that outlines the requirement of verifying the waypoints (Navigation Fixes), the aircraft will navigate with the exact same accuracy as an aircraft with a current database.

Current Proviso “b)” seems to imply that ground based Navigation Facilities are required to be used for the enroute portion of flight. The use of such facilities is not necessary if all Navigation Fixes are verified to be valid for enroute operations using available aeronautical charts (as is already directed by proviso a). I believe that proviso “b)”, as written, should be deleted. If a ground based Navigation Facility is “required” for any particular operation, then current practices require that its status be checked through the Notam system (standard operational procedure). Under this strict interpretation that ground navigation facilities are to be used, aircraft would be restricted to filing standard domestic Airways and not able to operate on oceanic, polar or RNAV routes, or any other operator defined custom routes?

As a minimum, the intent of proviso “b” needs to be clarified, and the wording of the proviso revised.

**IG-79:**

Meeting mini-meeting conducted on August 19, by Terry Pearsall from AFS 350. Terry to adjust latest PL 98 to include manually tuning approach aids, then post for comments. Discussed were effects on the following operations: RNP 10, RNP 4, RNAV 2, RNAV 1, RNP 0.3 and RNP AR. No SIDs or STARS are allowed with out of date nav data base.

**IG-80:**

**MMEL IG Meeting 80 Agenda**  
**November 3, 4 2010**  
**Orlando, FL**

**80-10: Nitrogen Gas Generation / Fuel Inerting – Repair Category Discussion**

**Objective:** Change to Category D during compliance period, and Category C at compliance deadline.

**Item Lead:** AFS-260 / Joe White, ATA

**Discussion:** ATA has been in discussions with ACO concerning Repair Category.

**IG-78:**

Mr. Bryan Watson from SEA AEG gave a presentation on the NGS system and how the rules relate to it and how the MMEL time limit was determined for the A318/319/320/321. The timeline was also shown indicating when operators to retrofit their aircraft with these systems. Ref. CFR 121.1117.

Boeing 737, 747-400 & 777 MMEL relief for NGS at Cat A, 10 day  
A320 Family MMEL relief for NGS at Cat A, 20 day

Industry is concerned that spare parts unavailability will lead to flight interruptions since MMEL relief at Cat A is not extendable.

It is highly possible that, during the compliance period, an NGS modified airplane at one gate could be grounded for lack of spare parts, while an airplane without NGS installed at the next gate departs.

Dave Stewart suggested that pilot group may be able to influence repair category during the compliance period.

**IG-79:**

Mark Lopez stated ATA NGS working group gathering costs to install and will petition FAA to delay required dates for installation. Also, trying to change the existing category A (20 flight days) time limit to category C. Boeing 787 MMEL reflects 10 flight days.

**IG-80:**

**MMEL IG Meeting 80 Agenda**  
**November 3, 4 2010**  
**Orlando, FL**

**80-11. Agenda Item 79-11: PL-25 Definitions**

**Objective:** Add FAR Listing in Appendix A

**Item Lead:** Pete Neff, Paul Nordstrom

**Discussion:** Add list of FARs to aid MMEL/MEL authors in determining which rules apply for items with “As required by FAR” in the Remarks column.

PL-25 R17 Draft 3 posted on Opspecs.com 7/7/10.

**IG-79:**

Tom Atzert revised definition 22 to include: (14CFR 91 MEL users do not need to comply with the repair categories but shall comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc).

D4 also deletes the proposed change to the “extension” paragraph. Tom’s rationale is this: the proposed change would have set a limit to extensions in a document (PL-25), the purpose of which is to define MMEL terms. Extensions are not really relevant to the content of an MMEL. My position is that any change to extension policy should be made in D095 and FSIMS. I’m not opposed to FAA’s desire to provide some clarity on MEL extension policy and guidance; however, I do oppose using PL-25 to effect the change.

Please consider going final with D4 as I’m sure the UAL CMO is awaiting final resolution of the proposed change to Def # 24.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-12. Agenda Item 79-12 PL-70 MMEL Definitions Required in MELs**

**Objective:** Update PL-70 to align with recent PL 25 activity

**Item Lead:** Pete Neff

**Discussion:**

PL-70 R3 Draft 1 posted on Opspecs.com 7/7/10.

**IG-79:**

Minor adjustments made per Todd Schooler's and Dan Leduc's comments on the OPSPECS web. Add definition 31 to PL-70.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-13. Agenda Item 78-15: PL-31 MMEL Format Specifications; Spec #12; Identification of FARs**

**Objective:** Revise PL-31 Spec #12 to address identification of specific FAR references in MMELs

**Item Leads:** Paul Nordstrom, Darrel Sheets, Pete Neff

**Discussion:** Recent change to PL-31 required insertion of specific FAR reference in certain MMELs with “As required by FAR” in Remarks or Exception column. Many members objected to the PL change and offered suitable alternative suggestion, which basically adds a list of specific FAR references and the associated MMEL relief item as Appendix A to PL-25. This will facilitate operator MEL development and the FAA inspector MEL review and approval process.

**IG-78:**

Paul Nordstrom to update PL 31, to include Appendix A in PL-25 and amend PL-70 as required.

**IG-79:**

Paul Nordstrom accomplished a re-write of PL and has been forwarded to AFS for posting draft.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-14. Agenda Item 75-24: PL-31 MMEL Format Specifications – “Next-Gen” MMEL Specs**

**Objective:** Align PL-31 with new XML MMEL product.

**Item Lead:** Walt Hutchings, MKC AEG

**Discussion:**

**IG-78:**

Steve Kane briefed the group on the movement of all PL’s to FSIMS site by the end of the year. Web view will be very similar to what is seen today for PL’s on the OPSPECS web site.

**IG-79:**

XML schema is in OKC (ATA spec 2300). Final schemas to be published in about 2 months.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-15. Agenda Item 2003-04: Conversion of FAA MMEL Documents to XML (MMEL Transformation)**

**Objective:** To streamline the process of formatting MMELs to upload on FAA server.

**Item Leads:** AFS-260

**Discussion:** Working Group formed to develop MMEL XML schema. Group is to report progress at each IG meeting.

**IG-78:**

Walt Hutchings reports that operator MEL compliance tracking and reporting functionality has been tested and soon to be deployed. Notice that will go out to field offices has been written, and is awaiting final coordination before sending out. AEG authoring/publication tools about two thirds complete.

**IG-79:**

Mr. Paul Conn from ATA spoke to the group about work being done with XML schemas as they relate to ATA Spec 2300. FOIG group schema is set and should be released within several months.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-16. Agenda Item 70-18: Policy Letter Rewrite: New format with FAA branding and incorporate new GC Header**

**Objective:** 1) Adopt new PL format w/FAA branding, and 2) incorporate new GC header.

**Item Lead:** Joe White / AFS-260 George Ceffalo

**Discussion:** AFS-260 has begun to use a new PL format that improves readability and standardizes the manner in which PLs are authored. This new format should be rolled to existing PLs. In addition, with the release of revised PL-59 (Global Change), PLs designated as GC should incorporate the new header.

**IG-78:**

AFS – 200 still working 13 PL’s toward final formatting.

**IG-79:**

Mark Lopez to send George Cefallo 6 Policy Letters to upload in new format. George said that archived policy letters will be available only to FAA inspectors.

Kevin Peters expressed concerns regarding loss of a Policy Letter “discussion” portion after a PL is archived.

George Ceffalo stated a cross reference list of archived policy letters who’s contents are covered in 8900.1 will be developed to include Vol/Chapter/Section/Paragraph.

**IG-80:**

**MMEL IG Meeting 80 Agenda**  
**November 3, 4 2010**  
**Orlando, FL**

**80-17. Agenda 77-25: PL-119 – Two Section MMELs – See Agenda 78-18**

**Objective:** Revise PL to add Part 135 applicability.

**Item Lead:** JP Dargis (Bombardier)

**Discussion:** Previous release of PL allow Section Two (CAS Message Relief) of Two-Section MMELs to be used by Part 91 operators only. Goal is to introduce Two-Section MMELs to Part 135 operators.

**IG-78:**

Waiting for information from part 91 operator updates. AFS-800 to facilitate gathering of data from Part 91 Global Express operators. Revisit during Aug IG meeting.

**IG-79:**

Eli Cotti to update at MMEL IG 80. Bob Wagner to notify JP and Eli of action for IG 80.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-18. Agenda Item 78-23: Airbus EASA MMEL Section 3 Discussion**

**Objective:** Make MMEL IG members aware of Airbus plans to remove Section 3 (Recommended MEL Maintenance Procedures) from the EASA MMEL.

**Item Lead:** Tom Atzert, Tim Kane, Airbus Rep

**Discussion:** Operators have expressed concern to Airbus re: their plans to delete Section 3. MMEL IG decided to elevate the discussion.

**IG 78:**

Airbus representatives Gerry Walker and Valentino Vernier presented Airbus's proposal for the removal of Section 3 from the EASA A320F MMELs. They stated that the AMM will replace section 3. Valentino stated that Airbus was able to identify 28 items that they will convert from (M) procedures to (O) procedures within their MMEL. This will allow more crew deferral items by moving the action from the AMM to the MMEL (O) procedure.

Tim Kane recommended to Airbus that they develop a Dispatch Deviation Guide for operators to use along with the current FAA MMEL. This would synchronize numbering and procedures to the FAA MMEL for use by operators when building their MEL.

Removal of Section 3 from EASA MMELs under review by Airbus.

**IG-79:**

Item CLOSED. Airbus agreed to provide an extract of the AMM procedures related to the FAA MMEL. Mid-term vision is for Airbus to provide a DDG; Airbus to do a feasibility study and operators will demonstrate the added value of a DDG.

Develop added value statements and provide to Airbus representatives. Tom Atzert, Bob Taylor, Bob Wagner to develop position and provide to Airbus by September 15.

Rudy Canto suggests a conference call with Airbus in late September to follow up.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-19. Agenda 39-01: FAA / EASA MMEL Harmonization**

**Objective:** Monitor the status of FAA/EASA Harmonization initiatives regarding MMELs.

**Item Lead:** Jim Foster (FAA AEG/SEA)

**Discussion:** FAA MMEL Procedures Manual discussed at IG 60. AEG SEA and AFS 260 will review the FAA MMEL Procedures Manual and report back to the IG.

IG requests this manual be formally accepted as FAA policy.

**IG-78:**

Emilie Marchais from EASA stated no updates because of cancellation of a meeting in Europe due to travel problems associated with recent volcanic activity.

**IG-79:**

Pete Neff updated the group that the EASA MMEL policy document will be made available on the EASA website around April 2011.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-20. Agenda Item 71-15: PL-58 Boom Microphone**

**Item Lead:** David Burk

**Discussion:** David Burk proposed revision to PL-58 to address non-certificated operators (Part 91).

**IG-78:**

Dave Burk briefed the item regarding single pilot headsets/microphones. Dave will solicit inputs from the group and will revise the proposal for the next IG meeting.

**IG-79:**

Deferred until November IG 80.

**IG-80:**

**MMEL IG Meeting 80 Agenda**  
**November 3, 4 2010**  
**Orlando, FL**

**80-21. Agenda: 60-14: PL-85, Lavatory Door Ashtrays**

**Objective:** To determine whether or not to pursue a change to AD 74-08-09 R2

**Item Lead:** Joe White, Bob Wagner, Jim Foster

**Discussion:** Qantas has requested a change to PL-85 and AD 74-08-09 R2 based on the fact that most airlines, if not all, are operating non-smoking flights. They feel that the interior ashtray is more essential than the exterior ashtray. DAL had submitted a proposal to the FAA to revise the AD in order to give maximum flexibility to the operators. FAA rejected the proposals saying that people will smoke regardless of the operating rule. On-demand air taxi and non-certificated operations (i.e. Part 91) may still allow smoking on board and, on those airplanes, lav door ashtrays are airworthiness/safety items. AD 74-08-09 R2 applies to all transport category airplanes, not just Part 121 passenger carrying operations. Seattle AEG agreed to discuss with ACO the possibility of revision to AD 74-08-09R2.

**IG-78:**

Tom Atzert updated the group about the status of the AD. The AD is to be revised at FAA, but is in line with several other projects, so the timeframe is undetermined at this time. Todd Schooler to look at part 23 aircraft and split PL and report back to the group.

**IG-79:**

Jim Foster updated the group and showed a re-write of the AD to the group. NPRM – 45 day response time for review after it is posted for comment.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-22. Agenda Item 78-30: FSIMS 8900.1 Rewrite Project: Volume 4, Chapter 4 (MEL)**

**Objective:** Improve and clarify content of MEL Sections of 8900.1.

**Item Lead:** Pete Neff

**Discussion:** Industry and FAA inspectors continue to struggle with intent of various portions of 8900.1 MEL guidance.

**IG 78 NOTE:** Steve Kane advises that tentative start date for project is June, 2010.

**IG 78:**

8900.1 Vol4 Chpt 4 re-write project. Steve Kane reported that Bob Davis wants this section re-written starting this summer. Steve has been tasked with forming a working group along with industry involvement. The group will consist of industry and AEG.

Submit to Tom Atzert your name via e-mail if you wish to participate in this effort. Will be 2 face to face meetings and the rest will be telecon. Probably 3 from IG will participate, but more IG members may be involved to assist those chosen. Tom will organize telecon for those interested, and to select industry working group members.

**IG 79:**

Steve Kane updated the group on 8900 re-write. Meeting in Kansas City in mid July resulted in Part 91 being 85-90% complete. Third week in October for next meeting in Kansas City, work on Part 121 and 135 will begin. Rick Chitwood to fill in for Steve Kane during that meeting.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-23. Agenda Item 78-32: TCAS: Required to be Operative in Certain Foreign Airspace?**

**Objective:** Determine foreign country requirements for operative TCAS (China, Japan, Australia, etc).

**Item Lead:** Tom Atzert

**Discussion:** IFALPA reports TCAS required to be operative in certain foreign airspace and says flight crews subject to fines if TCAS on MEL and special permission to operate not obtained. Apparently waivers can be obtained, but the method to obtain the waiver is a mystery.

**IG 78:**

Dave Stewart and Dave Abbott have volunteered to work this and report back to group. They will seek information of possible annual waiver that apparently is available to local Japanese carriers.

**IG 79:**

Applications JCAB (in Japanese) for annual waivers must be submitted locally. Contact Tom Atzert or Dave Stewart for details. Tom Atzert sent note to AFS-50 for assistance.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-24. PL-104, Storage Bins/Cabin and Galley Storage Compartments/Closets**

**Objective:**

Bring in line with recently issued PL-125 Equipment Relief Without Passengers. To add lavatories per Bob Taylor.

**Item Lead:** Paul Nordstrom (Boeing).

**Discussion:** Paul Nordstrom will revise and PL-104 will be posted for comment.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-25. PL-47 Megaphones**

**Objective:**

Bring in line with recently issued PL-125 Equipment Relief Without Passengers.

**Item Lead:** Paul Nordstrom (Boeing)

**Discussion:** Paul Nordstrom will revise and PL-47 will be posted for comment.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-26. PL-91, White Position Lights and Strobe Lights**

**Objective:** Clarify PL about substitution of exterior wing/strobe lights

**Item Lead:** Paul Nordstrom (Boeing).

**Discussion:**

Paul will continue to research possibility of changes to MMEL.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-27. PL-105 ADSB**

**Objective:**

**Item Lead:** Paul Nordstrom (Boeing)

**Discussion:**

No CFR 14 reference in PL, UPS had installed the system under a test program. ADS B will be required by 2020. Reference CFR 91.225, 91.227.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-28. Master Minimum Equipment List (MMEL) Agenda Proposal & Coordination Process document**

**Objective:**

Keep on agenda for updates

**Item Lead:** Bob Wagner

**Discussion:**

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-29. PL-73 EEMK**

**Objective:**

MMEL relief established by PL-73 for emergency medical equipment is being challenged by FAA legal. Reference to CFR 121.803, 121.628, and A.C. 121.33b.

**Item Lead:** Pete Neff

**Discussion:**

Policy Letter change to be posted and comments should be made to the posting.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-30. PL-120 ELT**

**Objective:** Clarify PL 120.

**Item Lead:** Gene Hartman/John McCormick/Steve Ford

**Discussion:**

Fixed ELT per CFR 91.207 was discussed by Gene Hartman.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-31. New MMEL Proposal System**

**Objective:**

Volunteers needed to submit MMEL items through a new MMEL proposal program.

**Item Lead:** Walt Hutchings

**Discussion:**

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-32. Agenda Item 79-33: PL-72 Wing Illumination / Ice Detection Lights**

**Objective:** Resolve concerns raised about relief provided in PL-72.

**Item Lead:** Pete Neff

**Discussion:** Draft is posted on Opspecs.com.

**IG 79:**

Seve Kane briefed the group. Legal reviewed and re-worked R4D8. Original policy letter did not meet the intended purpose of the lighting. It is not only used for ground deicing only, ref. 23.1419d. and 25.1403. Paul Nordstrom briefed the Boeing system and stated the certification of the system is different for the larger Boeing airplanes and that they are used for ground deicing procedures. PL draft posted for comments.

Dave Bridgens recommended two policy letters be developed, one for wing illumination and one for wing ice detection.

**IG-80:**

**MMEL IG Meeting 80 Agenda**  
**November 3, 4 2010**  
**Orlando, FL**

**80-33. Helicopter Operations Monitoring System**

**Objective:** Planning and development of MMEL relief for Helicopter Operations Monitoring System (HOMP) which is similar to the electronic fault alerting system under Part 25

**Item Lead:** Ed Hinch, FTW AEG

**Discussion:**

**IG 79:**

Ed Hinch provided a power point presentation. Eurocopter is developing an ECAM type system similar to Airbus for use on helicopters. Ed will work with Colin Hancock and EASA during certification to develop MMEL and other procedures needed for use with this system. It was suggested that Ed Hinch develop a draft change to definition 23 of PL-25 to accommodate the new monitoring system.

**IG-80:**

**MMEL IG Meeting 80 Agenda**  
**November 3, 4 2010**  
**Orlando, FL**

**80-34: Cargo Compartment Zones PL-102 Cargo Compartment Smoke Detection and Fire Suppression Systems and PL-108 Carriage of Empty Cargo Handling Equipment**

**Objective:** PL-102 Cargo Compartment Smoke Detection and Fire Suppression Systems and PL-108 Carriage of Empty Cargo Handling Equipment are being clarified to allow for individual zones to remain empty.

**Item Lead:** Paul Nordstrom

**Discussion:**

FOEB Chairman interprets current PLs to require the entire cargo compartment to remain empty.

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**80-35. PL-112 Relief for 14 CFR 25.795 Compliant Flight Deck Doors**

**Objective:** Clarify flight deck doors that have decompression function that is independent of the door locking system.

**Item Lead:** Paul Nordstrom

**Discussion:** Based on 787 MMEL industry review meeting discussions with FAA.

**IG-80:**

**80-36. PL-79 Passenger Seats Relief**

**Objective:** Include airbag equipped seat belts into PL.

**Item Lead:** Tim Kane

**Discussion:**

**IG-80:**

**MMEL IG Meeting 80 Agenda  
November 3, 4 2010  
Orlando, FL**

**New Agenda Items:**

## Foreign Airline MEL granted time limited comprehensive approval for use in Japanese airspace

In January of this year IFALPA issued a Safety Bulletin (10SAB12) which warned that the MELs of foreign airlines are not oversighted in Japan and that operating an aircraft within the FUKOKUA FIR with TCAS inoperative and without dispensation from the Japanese Ministry of Land Infrastructure Transport and Tourism (LITT) could result in the Pilot in Command being personally liable and fined under the penalties section of this Japanese Aviation Law. The penalties could result in the Pilot in Command being personally fined ¥ 1 million (approx US\$11,200) as well as the Operator with a similar fine.

Recently, the Japanese Civil Aviation Bureau (JCAB) has sent a letter to the branch offices of all foreign airlines known to serve destinations in Japan which details all the equipment as set out in Japanese Aviation Law Articles 60 and 61 which are required to be serviceable at the time of dispatch for flights within the FUKOKUA FIR (see the listing below). Significantly, the JCAB also advised airlines that it has set up a Comprehensive Approval which allows an airline to apply its own MEL for inoperative items from the Article 60 & 61 list. This dispensation is limited to a year at a time after which the airline must apply for a further Comprehensive Approval. This means that the PIC will not have to apply for dispensation prior to a specific departure provided his airline has a current Comprehensive Approval from the JCAB.

### Serviceable Equipment required by Article 60

- 2 x ADF\*
- 2 x VOR\*
- 1 x Weather Radar
- 1 x GPWS
- 1 x TCAS

*\*not required for RNAV based flight*

### Serviceable Equipment required by Article 61

- 1 x Flight Data Recorder (FDR)
- 1 x Cockpit Voice Recorder (CVR)

#### Contact details:

Flight Standards Division, Japan Civil Aeronautics Bureau  
2-1-3 Kasumiagaseki, Chiyoda-ku, Tokyo 100-8918  
Tel: +81 3 5253 8731 Fax +81 3 5253 1661

#### And the email address:

Mr. Kenichi Takahasi  
Deputy Director of Flight Standards  
takahashi-k2hi@mlit.go.jp

Since failure to comply with the regulation exposes the PIC to the risk of a large fine, it is important to check that your airline has a current Comprehensive Approval if any of the equipment listed above is inoperative before dispatching to or from Japan. You can check the status of your airline via the Flight Standards division of the JCAB (contact details above). This office is manned 24 hours a day, 365 days a year and should individual waiver permissions be required they will be issued without delay (allow between 20 & 30 minutes before departure).

***Remember: Failure to follow this procedure could result the fines outlined above being imposed on both the operator and the PIC.***

*IFALPA provides this data for information only, In all cases pilots should follow their company's guidance and procedures.*

In the interests of flight safety, reproduction of this bulletin in whole or in part is encouraged. It may not be offered for sale or used commercially. All reprints must credit IFALPA.

## Wagner, Robert A

---

**From:** Renaud, Antoine [Antoine.Renaud@airbus.com]  
**Sent:** Friday, September 24, 2010 11:29 AM  
**To:** 'Kane, Tim'; Richard\_Castle@usairways.com; david.seymour@usairways.com; Robert.Taylor2@usairways.com; john.hope@usairways.com; ron.thomas@usairways.com; shawn\_david@usairways.com; Apyshkov, Paul; Agnew, Paul; chris.beckmann@jetblue.com; thomas.atzert@united.com; Roger.Peterson@united.com; Rick.T.Vculek@united.com; mike.evanoff@virginamerica.com; keith.sokalick@flyfrontier.com; joseph.bajzath@aircanada.ca; marc.delisle@aircanada.ca; Mitrenga, Martin E; Wagner, Robert A; Melotte, John; Bill.Razack@spiritair.com; whoffman@usa3000.com; JMiller@usa3000.com; vburnevi@usa3000.com; Garcia, Charlie; Buratti, Frank  
**Cc:** Anderson, Tom; LECER, Patrick; PARISIS, Marc; VENIER, Valentino; VIEILLARD, Antoine; BARTHAS, Philippe; Bozin, Bill; CANTO, Rudy; Christiansen, Gary; BOWDEN, John; SLADE, Graham; Pappy, David; Barthe-Heusse, Joelle; ALIZON, Patrick; Simon, Claude; Armstrong, James; AIBIAD; DALATL; UALORD; JBUJFK; ACAYUL  
**Subject:** RE: Airbus - SA MMEL Section 3 Review Meeting  
**Importance:** High

Dear Tim,  
Dear Customers,

Thanks for your email and attached joint letter

I would like to address two points through this email:

- A follow up on Airbus' action to produce the MMEL Maintenance Procedure document (MMP)
- Our acknowledgement of your joint letter.

### 1. The Airbus's MMEL Maintenance Procedure - MMP

As agreed during the conference in Herndon and to address the short term perspective, Airbus has committed to provide U.S. Operators with an extract of all the AMM procedures related to the FAA MMEL. This will be captured in a new document called MMEL Maintenance Procedures - MMP.

In the FAA approved Master Minimum Equipment List (MMEL), the FAA requires the development of maintenance procedures. The MMP document gives the Airbus recommended maintenance procedures to comply with the FAA requirements. These maintenance procedures are extracted from the Aircraft Maintenance Manual (AMM).

The MMP will be provided under PDF format. Your respective Customer Support Director will provide you with the delivery date of your own Airline MMP. It will be linked to the AMM revision cycle.

### 2. U.S. operator's joint resolution proposal

Your letter gives Airbus a clear and very detailed Operator's point of view of the situation (Cost, resources, process, etc.) and we thank you for that.

It requires on Airbus' side a deep analysis in order to provide a detailed answer. We intend to officially answer by end of November 2010 and we kindly request your understanding for this leadtime.

I trust that should you have any questions, you will not hesitate to contact the undersigned.

Sincerely,

Antoine RENAUD  
Customer Support Director  
Airbus Americas Customer Services, Inc

Phone: (1) 703-834-3526  
Fax: (1) 703-834-3464  
Cell: (1) 571-226-0232

e-mail: antoine.renaud@airbus.com<mailto:antoine.renaud@airbus.com>

---

From: Kane, Tim [mailto:Timothy.Kane@jetblue.com]  
Sent: Wednesday, September 15, 2010 4:03 PM  
To: Renaud, Antoine; Anderson, Tom; LECER, Patrick; PARISIS, Marc; VENIER, Valentino; VIEILLARD, Antoine; BARTHAS, Philippe; Bozin, Bill; CANTO, Rudy; Christiansen, Gary; BOWDEN, John; SLADE, Graham; Pappy, David; Barthe-Heusse, Joelle; ALIZON, Patrick; Simon, Claude; Armstrong, James; AIBIAD; DALATL; UALORD; JBUJFK  
Cc: Richard\_Castle@usairways.com; david.seymour@usairways.com; Robert.Taylor2@usairways.com; john.hope@usairways.com; ron.thomas@usairways.com; shawn\_david@usairways.com; Apyshkov, Paul; Agnew, Paul; chris.beckmann@jetblue.com; thomas.atzert@united.com; Roger.Peterson@united.com; Rick.T.Vculek@united.com; mike.evanoff@virginamerica.com; keith.sokalick@flyfrontier.com; joseph.bajzath@aircanada.ca; marc.delisle@aircanada.ca; martin.mitrenga@delta.com; robert.wagner@delta.com; john.melotte@delta.com; Bill.Razack@spiritair.com; whoffman@usa3000.com; JMiller@usa3000.com; vhurnevi@usa3000.com; Kane, Tim; Garcia, Charlie; Buratti, Frank  
Subject: RE: Airbus - SA MMEL Section 3 Review Meeting

Dear Antoine, et al.,

On behalf of the A320 Family Operators, thank you for giving us the opportunity to discuss and evaluate our concerns over the Airbus Industries A320 MMEL and the Section 03 issue on June 23rd, 2010 - at the Airbus Herndon, VA office.

Additionally, I would like to compliment Airbus and US Airways for bringing this agenda item from FAIR, the Airbus World online Forum with Airlines for Interactive Resolution, to the A320 North American Operators Conference that was hosted by JetBlue Airways in Orlando, Florida, March 17-18, 2010.

Together, with the U.S. MMEL Lead Airline- Delta Airways, US Airways, United Airlines and JetBlue Airways endeavored to summarize the most important issues and experience related to this topic in order to provide Airbus and all of the FAA Registered North American A320 Family Operators with a jointly authored resolution proposal.

Attached, Please find our summaries of Disadvantages to the current MMEL project, Resolution Proposal for an FAA MMEL based Dispatch Deviation Procedures Guide, Advantages of a DDG and Revision Cost Analysis.

Sincerely,

Tim Kane  
Manager - MEL Programs  
JetBlue Airways Corporation  
Timothy.Kane@jetblue.com<mailto:Timothy.Kane@jetblue.com>

John Melotte  
Manager, MEL Program  
Delta Air Lines  
john.melotte@delta.com

Tom Atzert  
MEL Manager  
United Air Lines  
thomas.atzert@united.com

Bob Taylor  
Manager, MEL Administration  
US Airways  
Robert.Taylor2@usairways.com

From: Renaud, Antoine [mailto:Antoine.Renaud@airbus.com]  
Sent: Tuesday, July 06, 2010 5:35 PM  
To: Richard\_Castle@usairways.com; david.seymour@usairways.com; Robert.Taylor2@usairways.com; john.hope@usairways.com; ron.thomas@usairways.com; shawn\_david@usairways.com; Apyshkov, Paul; Kane, Tim; Agnew, Paul; chris.beckmann@jetblue.com; thomas.atzert@united.com; Roger.Peterson@united.com; Rick.T.Vculek@united.com; mike.evanoff@virginamerica.com; keith.sokalick@flyfrontier.com; joseph.bajzath@aircanada.ca; marc.delisle@aircanada.ca; martin.mitrenga@delta.com; robert.wagner@delta.com; john.melotte@delta.com; Bill.Razack@spiritair.com; whoffman@usa3000.com; JMiller@usa3000.com; vhurnevi@usa3000.com  
Cc: Anderson, Tom; LECER, Patrick; PARISIS, Marc; VENIER, Valentino; VIEILLARD, Antoine; BARTHAS, Philippe; Bozin, Bill; CANTO, Rudy; Christiansen, Gary; BOWDEN, John; SLADE, Graham; Pappy, David; Barthe-Heusse, Joelle; ALIZON, Patrick; Simon, Claude; Armstrong, James; AIBIAD  
Subject: Airbus - SA MMEL Section 3 review Meeting - Minutes  
Importance: High

Dears,

On behalf of the Airbus Team, I would like to thank you again for your active participation during our last Single Aisle MMEL Section 3 review meeting.

You will find attached the Minutes which I hope accurately reflects our mutual understanding.

Being coordinator on this topic, I remain at your disposal should you have any comments.

Best regards,

Antoine RENAUD  
Customer Support Director  
Airbus Americas Customer Services, Inc

Phone: (1) 703-834-3526  
Fax: (1) 703-834-3464  
Cell: (1) 571-226-0232

e-mail: antoine.renaud@airbus.com<mailto:antoine.renaud@airbus.com>

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## GLOBAL SERIES CUSTOMERS

### Call for support on MMEL Section Two - CAS Message Relief coverage expansion - LAST REMINDER!

This article is the 3<sup>rd</sup> and last reminder to our customers for providing feedback on operational experience when dispatching an aircraft under the MMEL Section Two - CAS Message Relief.

In December 2009, FAA posted Draft 1 of MMEL Policy Letter 119 Revision 3 to collect public comments before proceeding for final release. With the purpose of supporting the final release of PL 119 Rev 3, Bombardier has set up a web based survey as well as released two Forum articles in August and June 2010 soliciting operators to share their experience.

The reason for this survey is to highlight the frequency of CAS message relief use in-service, along with its benefits and any subsequent issues resulting from dispatch thereafter to further support reinstatement of CAS Message Relief for Part 135 operations.

The following table is a list of 6 responses provided by operators so far.

CAS Message under which relief was used	<ol style="list-style-type: none"> <li>1. SLAT-FLAP BIT</li> <li>2. A/T 1 FAIL</li> <li>3. HUD FAN FAIL</li> <li>4. SPLRS/STAB BIT</li> <li>5. ICE DETECTOR FAULT</li> <li>6. MESSAGE NOT SPECIFIED</li> </ol>
As a flight crew member is it your first choice to dispatch failures under CAS message relief?	<p>YES – 5 responses NO – 1 response</p>
Why was using CAS Message Relief a benefit to your operations?	<ol style="list-style-type: none"> <li>1. Saved time</li> <li>2. Simplifies dispatch</li> <li>3. Time involved and no maintenance or parts available</li> <li>4. Allowed trip to safely continue</li> <li>5. Allowed dispatch</li> <li>6. Response not provided</li> </ol>
Could you estimate the amount of time that CAS Message Relief has saved in safely dispatching the aircraft?	<ol style="list-style-type: none"> <li>1. Several hours</li> <li>2. 3 hours</li> <li>3. A few hours</li> <li>4. It is priceless</li> <li>5. Response not provided</li> <li>6. Response not provided</li> </ol>
Did you encounter any adverse issues resulting from dispatch using CAS Message Relief?	<p>YES – no responses NO – 6 responses</p>

Please complete the survey by clicking the following link:

<http://www.surveymonkey.com/s/Q3DD2T8>.

Regardless under what legislative authority you operate the aircraft, your response is greatly appreciated. If you have questions please contact Sergey Zagumenny by email [sergey.zagumenny@aero.bombardier.com](mailto:sergey.zagumenny@aero.bombardier.com) or by phone: 1-514-855-8481.

# Federal Aviation Administration

[RGL Home](#)

## Code of Federal Regulations

### ▼ Sec. 91.207

#### Part 91 GENERAL OPERATING AND FLIGHT RULES

##### Subpart C--Equipment, Instrument, and Certificate Requirements

### Sec. 91.207

Emergency locator transmitters.

(a) Except as provided in paragraphs (e) and (f) of this section, no person may operate a U.S.-registered civil airplane unless--

(1) There is attached to the airplane an approved automatic type emergency locator transmitter that is in operable condition for the following operations, except that after June 21, 1995, an emergency locator transmitter that meets the requirements of TSO-C91 may not be used for new installations:

(i) Those operations governed by the supplemental air carrier and commercial operator rules of parts 121 and 125;

(ii) Charter flights governed by the domestic and flag air carrier rules of part 121 of this chapter; and

(iii) Operations governed by part 135 of this chapter; or

(2) For operations other than those specified in paragraph (a)(1) of this section, there must be attached to the airplane an approved personal type or an approved automatic type emergency locator transmitter that is in operable condition, except that after June 21, 1995, an emergency locator transmitter that meets the requirements of TSO-C91 may not be used for new installations.

(b) Each emergency locator transmitter required by paragraph (a) of this section must be attached to the airplane in such a manner that the probability of damage to the transmitter in the event of crash impact is minimized. Fixed and deployable automatic type transmitters must be attached to the airplane as far aft as practicable.

(c) Batteries used in the emergency locator transmitters required by paragraphs (a) and (b) of this section must be replaced (or recharged, if the batteries are rechargeable)--

(1) When the transmitter has been in use for more than 1 cumulative hour; or

(2) When 50 percent of their useful life (or, for rechargeable batteries, 50 percent of their useful life of charge) has expired, as established by the transmitter manufacturer under its approval.

The new expiration date for replacing (or recharging) the battery must be legibly marked on the outside of the transmitter and entered in the aircraft maintenance record. Paragraph (c)(2) of this section does not apply to batteries (such as water-activated batteries) that are essentially unaffected

during probable storage intervals.

(d) Each emergency locator transmitter required by paragraph (a) of this section must be inspected within 12 calendar months after the last inspection for--

- (1) Proper installation;
- (2) Battery corrosion;
- (3) Operation of the controls and crash sensor; and
- (4) The presence of a sufficient signal radiated from its antenna.

**(e) Notwithstanding paragraph (a) of this section, a person may--**

- (1) Ferry a newly acquired airplane from the place where possession of it was taken to a place where the emergency locator transmitter is to be installed; and
- (2) Ferry an airplane with an inoperative emergency locator transmitter from a place where repairs or replacements cannot be made to a place where they can be made.

No person other than required crewmembers may be carried aboard an airplane being ferried under paragraph (e) of this section.

**(f) Paragraph (a) of this section does not apply to--**

- [ (1) Before January 1, 2004, turbojet-powered aircraft; ]
- (2) Aircraft while engaged in scheduled flights by scheduled air carriers;
  - (3) Aircraft while engaged in training operations conducted entirely within a 50-nautical mile radius of the airport from which such local flight operations began;
  - (4) Aircraft while engaged in flight operations incident to design and testing;
  - (5) New aircraft while engaged in flight operations incident to their manufacture, preparation, and delivery;
  - (6) Aircraft while engaged in flight operations incident to the aerial application of chemicals and other substances for agricultural purposes;
  - (7) Aircraft certificated by the Administrator for research and development purposes;
  - (8) Aircraft while used for showing compliance with regulations, crew training, exhibition, air racing, or market surveys;
  - (9) Aircraft equipped to carry not more than one person; and

**(10) An aircraft during any period for which the transmitter has been temporarily removed for inspection, repair, modification, or replacement, subject to the following:**

**(i) No person may operate the aircraft unless the aircraft records contain an entry which includes the date of initial removal, the make, model, serial number, and reason for removing the transmitter, and a placard located in view of the pilot to show "ELT not installed."**

**(ii) No person may operate the aircraft more than 90 days after the ELT is initially removed from the aircraft; and**

**[(11) On and after January 1, 2004, aircraft with a maximum payload capacity of more than 18,000 pounds when used in air transportation.]**

Amdt. 91-265, Eff. 12/22/2000

## ▶ **Comments**

▼ **Document History**

**Notice of Proposed Rulemaking Actions:**

Not Applicable.

**Final Rule Actions:**

Not Applicable.

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## SECTION TWO

# CAS MESSAGE ORIENTED MMEL RELIEF

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: BD--700-1A10 / -1A11	REVISION NO: 9 DATE: 06/27/2009	PAGE NO:	INT - 1

## INTRODUCTION

Two-section MMELs are authorized by FAA Policy Letter 119, Revision 2. Policy Letter 119, Revision 2 allows the flight crews of CFR 14 Part 91 operated aircraft to accomplish certain operational procedures that allows the dispatch of the aircraft. The Master Minimum Equipment List (MMEL) is used in conjunction with the respective dispatch procedures manual [ie.: Operations and Maintenance Procedures (OMP); Dispatch Deviation Guide (DDG); etc], to accomplish the tasks required by the MMEL for dispatch.

Section Two of two-section MMELs may grant relief for failure indications presented as CAS messages on Engine Indicating and Crew Alerting Systems (EICAS), or Electronic Centralized Aircraft Monitoring (ECAM), rather than the traditional relief (Section One) for failed equipment.

Section Two of the MMEL will list only Crew Alerting system (CAS) messages meeting the following requirements:

- 1) Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane,
- 2) Messages that the crew can act upon with simple troubleshooting procedures without the assistance of a mechanic, and
- 3) Messages using the new self-diagnostic technology (virtual) actions.

CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.

Section Two CAS message relief items may require flight crews to accomplish one or more steps to deactivate/re-configure the affected system prior to flight. The "(O)" indicates the need for these tasks, the details of which can be found in the respective dispatch procedures manual.

Tasks associated with candidate relief items are subject to verification by FOEB. They may include, but are not necessarily limited to the following duties:

- a) Procedures accomplished using cockpit (or cabin) system controls.
- b) Deactivation of affected systems (by pulling system breaker or use of remote electronic system isolation),
- c) Visual confirmation of remote gauge indications, or valve positions as provided by integral external indicators.
- d) Visual inspection behind panels (internal or external) which are accessible without tools via quick-release latches and which clearly indicate their unlocked or unsafe state; (ie.: red/green safe window; flush fit latches; etc.)

AIRCRAFT:  
BD--700-1A10 / -1A11

REVISION NO: 9  
DATE: 06/27/2009

PAGE NO: TOC - 1

[↑](#) Back  
To  
Top

**SECTION TWO**  
**CAS MESSAGE RELIEF**

SECTION 2 Cover.....INT1  
[INTRODUCTION](#).....INT1  
[TABLE of CONTENTS](#).....TOC-1  
 MESSAGES.....2-1

**CAS MESSAGE**

- [A/T 1 FAIL](#)
- [A/T 2 FAIL](#)
- [ADC 2 DEGRADED](#)
- [ADC 3 DEGRADED](#)
- [ADC 2 FAIL](#)
- [ADC 3 FAIL](#)
- [AFCS 1 FAIL](#)
- [AFCS 2 FAIL](#)
- [AP 1 FAIL](#)
- [AP 2 FAIL](#)
- [AP PITCH TRIM FAIL](#)
- [APU BLEED SYS FAIL](#)
- [APU DOOR FAIL](#)
- [APU FADEC FAIL](#)
- [APU FAULT](#)
- [APU FIRE FAIL](#)
- [APU FIRE FAULT](#)
- [APU FUEL SOV](#)
- [APU GEN FAIL](#)
- [APU NOT AVAILABLE](#)
- [APU OIL HI TEMP](#)
- [APU OIL LO PRESS](#)
- [APU OIL LO QTY](#)
- [APU SHUTDOWN](#)
- [APU SQUIB 1 FAIL](#)
- [APU SQUIB 2 FAIL](#)
- [ASCB CTLR 1 FAIL](#)
- [ASCB CTLR 2 FAIL](#)
- [ASCB CTLR 3 FAIL](#)
- [AUTOBRAKE FAIL](#)
- [AVIONIC FAN FAIL \(GX ONLY\)](#)

**CAS MESSAGE**

- [CHECK DU 4](#)
- [CHECKLIST MISMATCH](#)
- [CPLT BRAKE FAULT](#)
- [CTR FUELXFER FAIL](#)
- [CTR XFER FAULT](#)
- [ELEC SYS FAULT](#)
- [EVS DEFOG FAULT](#)
- [EVS FAIL](#)
- [EVS HEAT FAIL](#)
- [EVS HEAT OVHT](#)
- [FDR ACCEL FAIL](#)
- [FDR FAIL](#)
- [FLAP HALFSPEED](#)
- [FMS 2 FAIL](#)
- [FMS 3 FAIL](#)
- [FUEL TEMP SENSOR](#)
- [GEAR SYS FAIL](#)
- [GEAR SYS FAULT](#)
- [GND PROX FAIL](#)
- [GPWS SYSTEMS FAIL](#)
- [HUD FAIL](#)
- [HUD FAN FAIL](#)
- [HUD MISALIGN](#)
- [HUMIDIFIER FAIL](#)
- [HYD PUMP 3A FAIL](#)
- [HYD PUMP 3B FAIL](#)
- [IAC 3 INVALID](#)
- [IAC 3 OVHT](#)
- [ICE](#)
- [ICE DETECTOR FAIL](#)
- [ICE DETECTOR FAULT](#)

AIRCRAFT:

BD--700-1A10 / -1A11

REVISION NO: 9

DATE: 06/27/2009

PAGE NO: TOC - 2

TABLE OF CONTENTS  
(cont'd)[INT CABIN DOOR](#)[IRS 1 AUX FAIL](#)[IRS 1 AUX PWR](#)[IRS 1 FAIL](#)[IRS 1 MISCMP](#)[IRS 1 OVHT](#)[IRS 2 AUX FAIL](#)[IRS 2 AUX PWR](#)[IRS 2 FAIL](#)[IRS 2 MISCMP](#)[IRS 2 OVHT](#)[IRS 3 AUX FAIL](#)[IRS 3 AUX PWR](#)[IRS 3 FAIL](#)[IRS 3 MISCMP](#)[IRS 3 OVHT](#)[L AUX FUEL PUMP](#)[L BLEED FAULT](#)[L ENG FIRE FAULT](#)[L FADEC FAULT](#)[L PACK AUTO FAIL](#)[L PACK FAIL](#)[L PACK FAULT](#)[L PRI FUEL PUMP](#)[L PROBE MON FAIL](#)[L WING A/ICE FAIL](#)[L WSHLD HEAT FAIL](#)[LARGE SERV DOORS](#)[LTRK FAIL](#)[MAN PRESS FAULT](#)[MLG BAY OVHT FAIL](#)[MLG BAY OVHT FAULT](#)[OUTFLOW VLV 1 FAIL](#)[OUTFLOW VLV 2 FAIL](#)[OXYGEN LO QTY](#)[PITOT 2 HT FAIL](#)[PITOT 3 HT FAIL](#)[PLT BRAKE FAULT](#)[R AUX FUEL PUMP](#)[R BLEED FAULT](#)[R ENG FIRE FAULT](#)[R FADEC FAULT](#)[R PACK AUTO FAIL](#)[R PACK FAIL](#)[R PACK FAULT](#)[R PRI FUEL PUMP](#)[R PROBE MON FAIL](#)[R WINDOW HEAT FAIL](#)[R WING A/ICE FAIL](#)[R WSHLD HEAT FAIL](#)[RECIRC FAN FAIL](#)[SAFETY VALVE OPEN](#)[SG 3 FAIL](#)[SLAT HALFSPD](#)[SLAT-FLAP BIT](#)[SMALL SERV DOORS](#)[SMOKE AFT LAV FAIL](#)[SMOKE AV RACK FAIL](#)[SMOKE BAGGAGE FAIL](#)[SMOKE CLOSET AFT FAIL](#)[SMOKE CLOSET FWD FAIL](#)[SMOKE FWD LAV FAIL](#)[SPLRS/STAB BIT](#)[TAT 2 FAIL](#)[TAT 3 FAIL](#)[TAT HT 1 FAIL](#)[TAT HT 2 FAIL](#)[TAT HT 3 FAIL](#)[TERR FAIL](#)[TRU 1 FAIL](#)[TRU 2 FAIL](#)[WINDSHEAR FAIL](#)[WING A/ICE FAULT](#)[WING A/ICE LEAK](#)

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

BD--700-1A10 / -1A11

REVISION NO: 9

DATE: 06/27/2009

PAGE NO: TOC - 3

TABLE OF CONTENTS  
(cont'd)

WING A/ICE LO HEAT

WING A/ICE SENSOR

WOW FAULT

YD 1 FAIL

YD 2 FAIL

YD HEAT 1 FAIL

YD HEAT 2 FAIL

AIRCRAFT:

BD--700-1A10 / -1A11

REVISION NO: 9

DATE: 06/27/2009

PAGE NO:

2 - 1

CAS Indication	1.	2.	Dispatch Consideration
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<p>⬆ <b>A/T 1 FAIL</b> (Advisory)</p>	C		<p>Aircraft may be dispatched provided affected A/T is confirmed disengaged.</p>
<p>⬆ <b>A/T 2 FAIL</b> (Advisory)</p>	C		<p>Aircraft may be dispatched provided affected A/T is confirmed disengaged.</p>
<p>⬆ <b>ADC 2 DEGRADED</b> (Advisory)</p>	B	(O)	<p>Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> <li>a) ADC 2 is de-activated,</li> <li>b) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>ADC 1 FAIL Advisory;</li> <li>ADC 3 FAIL Advisory;</li> <li>ADC 1 DEGRADED Advisory;</li> <li>ADC 3 DEGRADED Advisory;</li> </ul> </li> <li>c) Reversion Switching System is operative;</li> <li>d) The four pitot-static probes are functional, including the probe heaters, and</li> <li>e) TAT probes of the unaffected ADCs are operative.</li> </ul> <p>NOTE: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.</p>
<p>⬆ <b>ADC 3 DEGRADED</b> (Advisory)</p>	B	(O)	<p>Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> <li>a) ADC 3 is de-activated,</li> <li>b) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>ADC 1 FAIL Advisory;</li> <li>ADC 2 FAIL Advisory;</li> <li>ADC 1 DEGRADED Advisory;</li> <li>ADC 2 DEGRADED Advisory;</li> </ul> </li> <li>c) Reversion Switching System is operative,</li> <li>d) The four pitot-static probes are functional, including the probe heaters, and</li> <li>e) TAT probes of the unaffected ADCs are operative.</li> </ul> <p>NOTE: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.</p>



# Federal Aviation Administration

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## MMEL Policy Letter 119 **Revision 3 D1**

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Date: **Month/Day/Year**

To: All Region Flight Standards Division Managers  
All Aircraft Evaluation Group Managers

From: Manager, Air Transportation Division, AFS-200

Reply To: Manager, Technical Programs Branch, AFS-260  
Attn Of:

---

**Subject: Two-Section MMELs (Part 91 and Part 135)**

MMEL CODE: 00 (GENERAL)

REFERENCE **PL-119, Revision 2, dated December 10, 2008,**  
PL-119, Revision 1, dated February 14, 2008, (Cancellation notice)  
PL-119, Original, dated September 12, 2006

### PURPOSE:

The purpose of this policy letter is to establish a standard Master Minimum Equipment List (MMEL) policy regarding the use of two-section MMELs. These MMELs are for aircraft equipped with self diagnostic technology which provide Crew Alerting System (CAS) messages for determining aircraft airworthiness status. Initially, this policy letter only applies to Part 91 Operations.

This policy is for AEG MMEL development and review.

### DISCUSSION:

**Revision 3: Revises Policy Letter to allow Part 135 operators to use the Two-Section MMELs.**

Revision 2: Revises and clarifies the Policy Letter policy and guidance. Guidance is provided for standardized formatting of the two-section MMELs. Section Two CAS message relief is also clarified.

Revision 1: Withdrew original policy letter policy and guidance due to confusion over who (crew or maintenance) can accomplish CAS self diagnostic actions.

### POLICY:

Two section MMELs are authorized by FAA Policy Letter 119, Revision 2. Section Two of two-section MMELs may grant relief for failure indications presented as CAS messages on Engine Indicating and Crew Alerting Systems (EICAS), or Electronic Centralized Aircraft Monitoring (ECAM), rather than the traditional relief (Section One) for failed equipment. New technology self diagnostic tests eliminate the need for failure isolation procedures by maintenance personnel for many CAS messages. By using (O) procedures, the crew can complete selected system/component deactivation/re-configuration from the cockpit. Section Two will only contain CAS message relief if the crew can act on the item. CAS message

relief must ensure safe operation of aircraft. Flight Operations Evaluation Boards will use the normal FOEB processes for determining which CAS messages go into each section.

## TWO-SECTION MMEL GUIDANCE

Modern technology CAS MMELs shall be divided into two sections.

Section One – Items which either require maintenance actions (this may include some CAS messages), or caution/advisory information. Section One will continue to use the existing Line Replaceable Units (LRU-oriented) MMEL format and should address the following type of equipment failures:

- failures which are not annunciated to crew, and
- failures which are annunciated, but the failure indication by itself is not considered sufficient to determine the aircraft airworthiness status.

Section Two –Includes only items where flight members may act on CAS messages. MMEL items where CAS messages can be used to determine the aircraft airworthiness should be formatted as follows:

- It should have only two columns.
- The first column should list the failure indications (messages) for which relief is given (if desired, the messages will be listed in alphabetical order with no ATA break down)
- The second column should include the corresponding MMEL limitations and/or procedures. The format of this column should be in line with the format requirements of “Remarks or Exceptions” column of the conventional “LRU oriented” MMEL.

In many cases CAS messages will not require maintenance to perform fault analysis. Relief provisos for these CAS items are expected to be more restrictive in content, and repair interval, as compared to Section One relief provisos.

Section Two CAS message relief items require flight crews to accomplish one or more steps to deactivate/re-configure the affected system prior to flight. The “(O)” indicates the need for these tasks. Tasks include, but are not necessarily limited to the following duties:

- a) Procedures accomplished using cockpit (or cabin) system controls.
- b) Deactivation of affected systems (by pulling system breaker or use of remote electronic system isolation);
- c) Visual confirmation of remote gauge indications, or valve positions as provided by integral external indicators.
- d) Visual inspection behind panels (internal or external) which are accessible without tools via quick-release latches and which clearly indicate their unlocked or unsafe state;(red/green safe window; flush fit latches - candidates to be verified at FOEB) may be accomplished by the crew;

## **In addition, the following statement shall be included on page 1 of Section Two in all two-section MMELs;**

“Section Two of the MMEL will list only Crew Alerting system (CAS) messages meeting the following requirements;

- 1) Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane,
- 2) Messages that the crew can act upon with simple troubleshooting procedures without the assistance of a mechanic, and
- 3) Messages using the new self-diagnostic technology (virtual) actions.

CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.”

Flight Operations Evaluation Board (FOEB) chairman should apply the above policy to applicable MMELs through the normal FOEB Process.

(AFS Manager name here), Manager  
Air Transportation Division, AFS-200

Federal Aviation  
Administration

# MMEL Policy Letter 119 Revision 3

## D1

Date: Month/Day/Year

To: All Region Flight Standards Division Managers

All Aircraft Evaluation Group Managers

From: Manager, Air Transportation Division, AFS-200

Reply To

Attn Of:

Manager, Technical Programs Branch, AFS-260

**Subject: Two-Section MMELs (Part 91 and Part 135)**

MMEL CODE: 00 (GENERAL)

REFERENCE PL-119, Revision 2, dated December 10, 2008,

PL-119, Revision 1, dated February 14, 2008, (Cancellation notice)

PL-119, Original, dated September 12, 2006

PURPOSE:

The purpose of this policy letter is to establish a standard Master Minimum Equipment List (MMEL) policy

regarding the use of two-section MMELs. These MMELs are for aircraft equipped with self diagnostic

technology which provide Crew Alerting System (CAS) messages for determining aircraft airworthiness

status. Initially, this policy letter only applies to Part 91 Operations.

This policy is for AEG MMEL development and review.

DISCUSSION:

**Revision 3: Revises Policy Letter to allow Part 135 operators to use the Two-Section MMELs.**

Revision 2: Revises and clarifies the Policy Letter policy and guidance. Guidance is provided for standardized formatting of the two-section MMELs. Section Two CAS message relief is also clarified.

Revision 1: Withdrew original policy letter policy and guidance due to confusion over who (crew or maintenance) can accomplish CAS self diagnostic actions.

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Two section MMELs are authorized by FAA Policy Letter 119, Revision 2. Section Two of two-section

MMELs may grant relief for failure indications presented as CAS messages on Engine Indicating and

Crew Alerting Systems (EICAS), or Electronic Centralized Aircraft Monitoring (ECAM), rather than the

traditional relief (Section One) for failed equipment. New technology self diagnostic tests eliminate the

need for failure isolation procedures by maintenance personnel for many CAS messages. By using (O)

procedures, the crew can complete selected system/component deactivation/re-configuration from the

cockpit. Section Two will only contain CAS message relief if the crew can act on the item. CAS message

Page 2 of 3

relief must ensure safe operation of aircraft. Flight Operations Evaluation Boards will use the normal

FOEB processes for determining which CAS messages go into each section.

#### TWO-SECTION MMEL GUIDANCE

Modern technology CAS MMELs shall be divided into two sections.

Section One – Items which either require maintenance actions (this may include some CAS messages),

or caution/advisory information. Section One will continue to use the existing Line Replaceable Units

(LRU-oriented) MMEL format and should address the following type of equipment failures:

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Tasks include, but are not necessarily limited to the following duties:

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- d) Visual inspection behind panels (internal or external) which are accessible without tools via quick-release latches and which clearly indicate their unlocked or unsafe state;(red/green safe window; flush fit latches - candidates to be verified at FOEB) may be accomplished by the crew;

**In addition, the following statement shall be included on page 1 of**

#### **Section Two in all two-section MMELs;**

“Section Two of the MMEL will list only Crew Alerting system (CAS) messages meeting the following

requirements;

- 1) Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane,
- 2) Messages that the crew can act upon with simple troubleshooting procedures without the assistance of a mechanic, and
- 3) Messages using the new self-diagnostic technology (virtual) actions.

CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.”

Flight Operations Evaluation Board (FOEB) chairman should apply the above policy to applicable MMELs

through the normal FOEB Process.

(AFS Manager name here), Manager  
Air Transportation Division, AFS-200





**FINAL FAA Policy Letters Issued in 2010**

As of October 6, 2010

<b>PL NUMBER &amp; REVISION #</b>	<b>TITLE</b>	<b>DATE</b>
PL-1	Wide-body Door / Slide Inoperative – R4	02/27/2010
PL-9	PA / Interphone	4/30/2010
PL-25	Policy Concerning MMEL Definitions – R16	04/02/2010
PL-29	CVR – R5	08/10/2010
PL-39	Altitude Alerting System – R5	01/29/2010
PL-40	New ETOPS Rule – R2	12/03/2009
PL-79	Passenger Seat – R7 1	12/01/2009
PL-86	Compliance with MMEL Revs – R5	01/29/2010
PL-87	Flight Data Recorder (FDR) – R9	03/08/2010
PL-87	Flight Data Recorder (FDR) R-10	08/10/2010
PL-96	Galley/Cabin Waste Receptacles – R2	01/29/2010
PL-99	All Cargo Slide Relief – R2	02/26/2010
PL-100	MMEL/MEL relief for Cargo Restraint Components – R2	01/20/2009
PL-104	Storage Bins / Compartments – R4	6/18/2010
PL-123	Passenger Lighted Information Signs	04/30/2010
PL-124	Damaged Window/Windshield – R0 (posted 04/02/2010 with minor change)	01/20/2009
PL-125	Equipment Relief without Passengers – R0	04/01/2010
PL-126	Chelton Flight Logic EFIS – R0	05/28/2010
PL-127	Night Vision Imaging System (NVIS) – R0	06/7/2010



**POLICY LETTER STATUS SUMMARY**

**Revision 80 as of October 6, 2010**

<b>CURRENT POLICY LETTERS IN EFFECT</b>			
<b>PL NO.</b>	<b>REV NO.</b>	<b>DATE</b>	<b>SUBJECT</b>
1	4	Feb 27, 2010	Operation of Wide-Body Jets with Door/Slide Inoperative
2	1	Aug 15, 97	Aural and Visual Speed Warning Policy
3	1	Aug 15, 97	DME Systems MMEL Policy
4			ARCHIVED
5	1	Aug 15, 97	Takeoff Warning Systems
6	1	Aug 15, 97	Certification Guidance for Digital Engine Tachometers
7			ARCHIVED
8			ARCHIVED
9	9	Apr 30, 10	Public Address System
10	1	Aug 15, 97	Magnetic Compass System
11	1	Aug 15, 97	FAR Part 23.1305(g) Fuel Pressure Indicators
12			ARCHIVED
13	1	Aug 15, 97	Oil Temperature and Pressure Instrument MEL Policy
14			ARCHIVED
15	1	July 26, 04	Policy Regarding Continued Operations with Inoperative or Missing Equipment
16			Operations ("O") and Maintenance ("M") Procedures and Standardization – Transferred to 8900.1
17			ARCHIVED
18			ARCHIVED
19			ARCHIVED
20			ARCHIVED
21			ARCHIVED
22			ARCHIVED
23			ARCHIVED
24	4	Nov 02, 09	Lavatory Fire Protection
25	16	Apr 02, 10	Policy Concerning MMEL Definitions
26	1	Aug 15, 97	Thrust Reversers On Small Turbojet Airplanes
27	1	Aug 15, 97	Electrical System Requirements for Two-engine Airplanes
28			ARCHIVED
29	5	Aug 8, 10	Master Minimum Equipment List (MMEL) Requirements for Cockpit Voice Recorder (CVR)
30	1	Aug 15, 97	Flight Instruments in the Basic "T" MMEL Policy
31	2	Oct 15, 09	MMEL Format Specification
32	7	July 07, 06	Policy Regarding Traffic Alert Collision Avoidance System (TCAS)
33	3	June 25, 01	Policy Regarding MMEL Relief for Passenger Convenience Items in Master Minimum Equipment List
34	4	Aug 15, 97	MMEL and MEL Preamble
35			ARCHIVED

Provide corrections/additions to John Melotte at Delta Air Lines, [john.melotte@delta.com](mailto:john.melotte@delta.com),  
Phone: 404-714-6753

**POLICY LETTER STATUS SUMMARY**

**Revision 80 as of October 6, 2010**

<b>CURRENT POLICY LETTERS IN EFFECT</b>			
<b>PL NO.</b>	<b>REV NO.</b>	<b>DATE</b>	<b>SUBJECT</b>
36	2	Aug 15, 97	FAR Part 91 MEL Approval
<a href="#">37</a>			<a href="#">ARCHIVED</a>
38	1	Aug 15, 97	Policy Regarding MMEL Relief for Primary Thrust Setting Instruments on Two-Engine Airplanes
39	5	Jan 29, 10	Altitude Alerting System Requirement
40	2	Dec 3, 09	Policy Regarding MMEL Requirements For ETOPS Beyond 120 Minutes
<a href="#">41</a>			<a href="#">ARCHIVED</a>
<a href="#">42</a>			<a href="#">ARCHIVED</a>
43	1	Aug 15, 97	Crewmember Protective Breathing Equipment (PBE) MMEL Policy
<a href="#">44</a>			<a href="#">ARCHIVED</a>
45	2	Mar 4, 04	Time Limited Dispatch (TLD) Authorization for Full Authority Digital Electronic Control (FADEC) Engines
<a href="#">46</a>			<a href="#">Standard and Interim Revisions – Transferred to 8900.1</a>
47	1	Aug 15, 97	Megaphone MMEL Requirements
<a href="#">48</a>			<a href="#">ARCHIVED</a>
<a href="#">49</a>			<a href="#">ARCHIVED</a>
<a href="#">50</a>			<a href="#">ARCHIVED</a>
<a href="#">51</a>			<a href="#">ARCHIVED</a>
52	3	Nov 19, 01	Category D Repair Interval
<a href="#">53</a>			<a href="#">ARCHIVED</a>
54	10	Oct 31, 05	Terrain Awareness and Warning System (TAWS)
<a href="#">55</a>			<a href="#">ARCHIVED</a>
56	4	Sep 15, 04	Flight Deck Fwd Observer Seat Relief
<a href="#">57</a>			<a href="#">ARCHIVED</a>
58	3	July 12, 01	Boom Microphone MMEL Requirements
59	3	June 20, 08	Global Change Revisions
<a href="#">60</a>			<a href="#">ARCHIVED</a>
<a href="#">61</a>			<a href="#">ARCHIVED</a>
62	1	Aug 15, 97	New Equipment Installation MMEL Requirements
63	3	Jan 29, 04	Equipment Required For Emergency Procedures
64	1	Aug 15, 97	Electrical Power MMEL Policy - Four Engine Cargo Airplanes
65	1	Aug 15, 97	Policy Regarding Cargo Provisions in the MMEL for Cargo Operations
<a href="#">66</a>			<a href="#">ARCHIVED</a>
67	3	Dec 5, 05	Windshear Warning and Flight Guidance System (RWS) Windshear Detection and Avoidance System (PWS)
<a href="#">68</a>			<a href="#">Policy Regarding Use of Additional (M) and (O) symbols in operators MEL – Transferred to 8900.1</a>
69	2	Sep 24, 03	External Door Indication System

Provide corrections/additions to John Melotte at Delta Air Lines, [john.melotte@delta.com](mailto:john.melotte@delta.com),  
Phone: 404-714-6753

**POLICY LETTER STATUS SUMMARY**

**Revision 80 as of October 6, 2010**

<b>CURRENT POLICY LETTERS IN EFFECT</b>			
<b>PL NO.</b>	<b>REV NO.</b>	<b>DATE</b>	<b>SUBJECT</b>
70	2	Sep 11, 06	Definitions Required in MELs.
71			<a href="#">Policy concerning configurations and fleet approval. – Transferred to 8900.1</a>
72	3	Mar 24, 08	Air Carrier Aircraft Wing Illumination/Ice Lights
73	4	Apr 18, 06	MMEL Relief for Emergency Medical Equipment
74			<a href="#">ARCHIVED</a>
75	1	Aug 15, 97	Portable Fire Extinguisher MMEL Requirements
76	5	Mar 24, 08	ATC Transponders and Automatic Altitude Reporting System MMEL Requirements
77	1	Aug 15, 97	Cockpit and Instrument Lighting System MMEL Requirements;
78			<a href="#">ARCHIVED</a>
79	7	Dec 1, 09	Passenger Seats And Underseat Baggage Restraining Bar Relief
80			<a href="#">ARCHIVED</a>
81			<a href="#">MEL and Configuration Deviation List Operator Procedures – Transferred to 8900.1</a>
82	1	<a href="#">Aug 15, 97</a>	<a href="#">Use of "Operative" Terminology in MELs (Where is this one?)</a>
83	4	Oct 15, 01	Master Minimum Equipment List (MMEL) Requirements for Water and Waste on Air Carrier Aircraft
84	1	Aug 15, 97	Master Minimum Equipment List (MMEL) for Reduced Vertical Separation Minimum (RVSM) Operations
85	2	Feb 7, 00	Lavatory Door Ashtray Policy
86	5	Jan 29, 10	Policy Regarding Air Carrier Compliance with Master Minimum Equipment List (MMEL) Revisions
87	9	Mar 8, 10	Master Minimum Equipment List (MMEL) for Flight Data Recorder (FDR)
88	1		<a href="#">Air Carrier Handling Of Equipment Discrepancies That Are Discovered After "Blocking Out," But Before Takeoff Was Aug 15, 97 – Transferred to 8900.1</a>
89	2	<a href="#">Jan 31, 09</a>	FASTEN SEAT BELT WHILE SEATED Signs or placards
90	1	Sep 20, 01	Pitot Heat Indicating System
91	1	Nov 14, 03	White Position Lights and Strobe Lights
92			<a href="#">ARCHIVED</a>
93	1	Sept 11, 06	Autopilot Disconnect MMEL Policy
94	1	Oct 8, 04	Liquid or Paste Propeller Deicer
95	1	Mar 20, 02	VHF Communications MMEL Requirements
96	2	Jan 29, 10	MMEL Relief Galley Waste Receptacles Access Doors
97	4	Sep 06, 07	Flight Attendant Seat(s)
98	0	Jan 20, 99	Navigation Databases
99	2	Feb 26, 10	Narrow-Body All-Cargo Aircraft Slide Relief Policy
100	2	Jan 20, 10	Weight & Balance - Cargo Operations
101	1	Sep 13, 01	Guidance for MMEL and MEL Relief for Autopilot(s)

Provide corrections/additions to John Melotte at Delta Air Lines, [john.melotte@delta.com](mailto:john.melotte@delta.com),  
Phone: 404-714-6753

**POLICY LETTER STATUS SUMMARY**

**Revision 80 as of October 6, 2010**

<b>CURRENT POLICY LETTERS IN EFFECT</b>			
<b>PL NO.</b>	<b>REV NO.</b>	<b>DATE</b>	<b>SUBJECT</b>
102	0	Sep 29, 99	Cargo Compartment Smoke Detection and Fire Suppression Systems
103	0	Mar 21, 00	MEL policy for 14 CFR 129 and 129.14 Foreign Air Operators
104	4	Jun 18, 10	Overhead Storage Bin(s)/Cabin and Galley Storage Compartments/Closets
105	1	Jan 20, 09	Automatic Dependent Surveillance-Broadcast System
106	3	Oct 7, 05	High Frequency (HF) Communications
107	1	May 22, 01	MMEL Relief for Inoperative APU Generator
108	0	Oct 10, 01	Carriage of Empty Cargo Handling Equipment
109	0		Supplemental Type Certificate (STC) MMEL Relief Process Transferred to 8900.1
110			ARCHIVED
111	1	Jan 29, 04	MMEL Policy for Inoperative Standby Attitude Indicator
112	1	Jan 29, 04	MMEL/MEL Relief, Compliant Flight Deck Doors
113	0	Dec 20, 02	MMEL Relief for Anti-Skid Inoperative
114	0	Feb 6, 04	MMEL Policy for Inoperative Rudder Pedal Steering
115			ARCHIVED
116	1	Dec 21, 07	Non-Essential Equipment and Furnishings
117	0	Oct 7, 05	Selective Call System (SELCAL)
118			ARCHIVED
119	2	Dec 10, 08	Policy regarding equipment for which failure indication can be used to determine aircraft dispatchability status
120	1	Jan 20, 09	Emergency Locator Transmitters (ELT)
121	0	Sept 06, 07	(EFB) Electronic Flight Bag
122	0	Apr 04, 08	Flight Deck Door Surveillance Systems
123	1	Apr 30, 10	Passenger Notice System (Lighted Information Signs)
124	0	Jan 20, 09	Damaged Window/Windshield Relief
125	0	Apr 1, 10	Equipment Relief without Passengers
126	0	May 28, 10	Chelton Flight Logic Electronic Flight Instrument Systems
127	0	Jun 7, 10	Night vision Imaging systems (NVIS)

Provide corrections/additions to John Melotte at Delta Air Lines, [john.melotte@delta.com](mailto:john.melotte@delta.com),  
Phone: 404-714-6753

**POLICY LETTER STATUS SUMMARY**

**Revision 80 as of October 6, 2010**

<b>CURRENT POLICY LETTERS UNDER REVISION/DRAFT</b>				
PL NO.	REV NO.	DRAFT NO.	DRAFT DATE	SUBJECT
25	17	5	June 8, 10	Policy concerning MMEL Definitions (Lead Paul Nordstrom)
31	3	2	Apr 1, 10	MMEL Format Specification (Lead Walt Hutchings)
47	2	0	July 21, 10	Megaphone MMEL Requirements (Lead Paul Nordstrom)
56	4	1		Flight Deck FWD Observer Seat (Lead Tim Kane)
58	3	1		Boom Microphone (Lead David Burk)
65	2	1		Policy Regarding Cargo Provisions in the MMEL for Cargo Operations (Lead Joe White)
70	3	1	May 6, 10	Definitions Required in MELs. (Lead AFS-260)
72	4	8	Jun 13, 08	Air Carrier Aircraft Wing Illumination/Ice Lights (Lead AFS-260)
73				EEMK (Lead AFS-260)
83	5	1	Aug 21, 08	Master Minimum Equipment List (MMEL) Requirements for Water and Waste on Air Carrier Aircraft (Lead Paul Schenck - CO)
85	TBD		Pending AD changes	Lavatory Door Ashtrays (Lead Joe White, Bob Wagner, Jim Foster)
91				White Position Lights and Strobe Lights (Lead Paul Nordstrom)
98	1	14	Nov 23, 09	Navigation Databases (Lead AFS-350/ALPA)
102	1	0		Cargo Compartment Smoke Detection and fire Suppression Systems (Lead Paul Nordstrom)
103	1	1		MEL Policy for 14 CFR 129 and 129.14 Foreign Air Operators (Lead AFS 250/260)
104	5	0	July 19, 10	Overhead Storage Bin(s) /Cabin and Galley Storage Compartments/Closets (Lead Paul Nordstrom)
105				ADSB (Lead Paul Nordstrom)
107	1	1		MMEL Relief for Inoperative APU Generator (Lead AFS 250/260)
108	1	0		Carriage of Empty Cargo Handling Equipment (Lead Paul Nordstrom)
112	2	0		Relief for CFR 25.795 Compliant Flight Deck doors (Lead Paul Nordstrom)
119	3	1		Two-Section MMELs (Part 91 and Paqrt 135) (Lead JP Dargis)
120	1	1		ELT (Lead Gene Hartman, Steve Ford, John McCormick)
128	0	2	July 7, 10	Lavatory Call System (Lead AFS-260)

Provide corrections/additions to John Melotte at Delta Air Lines, [john.melotte@delta.com](mailto:john.melotte@delta.com),  
Phone: 404-714-6753

**POLICY LETTER STATUS SUMMARY**  
**Revision 80 as of October 6, 2010**

<b>NEW POLICY LETTERS</b>			
<b>PL LTR</b>	<b>DRAFT NO.</b>	<b>DRAFT DATE</b>	<b>SUBJECT</b>

Provide corrections/additions to John Melotte at Delta Air Lines, [john.melotte@delta.com](mailto:john.melotte@delta.com),  
Phone: 404-714-6753

**POLICY LETTER STATUS SUMMARY**

**Revision 80 as of October 6, 2010**

<b>POLICY LETTERS ON HOLD</b>			
<b>PL LTR</b>	<b>DRAFT NO.</b>	<b>DRAFT DATE</b>	<b>SUBJECT</b>

Provide corrections/additions to John Melotte at Delta Air Lines, [john.melotte@delta.com](mailto:john.melotte@delta.com),  
Phone: 404-714-6753

with a “No Smoking” sign, the required procedure must provide that the announcement be made prior to each takeoff.

### **Ashtray Installation**

(i) Except as provided by paragraph (j) of this AD: Within 180 days after August 6, 1974, or before the accumulation of any time in service on a new production aircraft, whichever occurs later—except that new production aircraft may be flown in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to a base where compliance may be accomplished: Install a self-contained, removable ashtray on or near the entry side of each lavatory door. One ashtray may serve more than one lavatory door if the ashtray can be seen readily from the cabin side of each lavatory door served.

(j) An airplane with multiple lavatory doors may be operated with up to 50 percent of the lavatory door ashtrays missing or inoperative, provided 50 percent of the missing or inoperative ashtrays are replaced within 3 days and all remaining missing or inoperative ashtrays are replaced within 10 days. An airplane with only 1 lavatory door may be operated for a period of 10 days with the lavatory door ashtray missing or inoperative.

Note 2: This AD permits a lavatory door ashtray to be missing, although the FAA-approved Master Minimum Equipment List (MMEL) may not allow such provision. In any case, the provisions of this AD prevail.

(k) Within 30 days after August 6, 1974, and thereafter at intervals not to exceed 1,000 hours' time-in-service from the last inspections, accomplish the following:

(1) Inspect all lavatory paper and linen waste receptacle enclosure access doors and disposal doors for proper operation, fit, sealing, and latching for the containment of possible trash fires.

# FEDERAL AVIATION ADMINISTRATION



**AIR TRANSPORT ASSOCIATION**

MMEL INDUSTRY GROUP

## **Master Minimum Equipment List (MMEL) Agenda Proposal & Coordination Process**

Revision 9: September, 2010

## Table of Contents

1. Introduction
  2. Background
  3. MMEL Agenda Item Coordination Process via the Lead Airline
  4. Formal FOEB Procedure
  5. Electronic FOEB Procedure
  6. MMEL Coordination Process Improvement
- Appendix A - ATA Operator Lead Airline/Association/Manufacturer/FAA  
Contacts
- Appendix B - Format for proposed FOEB agenda items
- Appendix C - FAA opssecs web site
- Appendix D - FOEB/MMEL History
- Appendix E - MMEL Revision Instructions

# Master Minimum Equipment List (MMEL) Agenda Proposal & Coordination Process

## Chapter 1 Introduction

The Air Transport Association of America (ATA) and Federal Aviation Administration (FAA) formed a joint industry Master Minimum Equipment List (MMEL) Subcommittee in January 1991 (NOTE: Subcommittee name changed to MMEL Industry Group in early 2004). The MMEL Industry Group (IG) was formed to develop consensus industry position and make recommendations to the FAA relating to Master Minimum Equipment Lists, FAA Flight Standards letters, FAA Orders, Principal Inspector guidance, related Advisory Circulars (ACs) and other associated documents. As part of their activity, the MMEL IG developed a "lead airline" MMEL revision coordination process to assist the Flight Operations Evaluation Board (FOEB) chairmen develop draft FOEB MMEL agenda items. This document provides guidelines and milestones for developing and submitting proposed MMEL agenda items. However, readers of this document should be aware that MMELs could also be changed by other means such as FAA Global Change Policy Letters and Airworthiness Directives. This document is maintained and revised explicitly by the MMEL IG.

## Chapter 2 Background

The objective of this document is to improve the quality of proposed MMEL agenda items and to assist the FAA (FOEB chairmen) develop MMEL revisions on a more timely basis. The document includes assignment of a lead airline to work with the aircraft manufacturers and FOEB chairmen to develop a draft MMEL revision agenda for consideration at an FOEB. The FOEB may be conducted in a formal meeting or "electronically" using the FAA's Flight Standards (AFS-200) web site.

The procedures outlined in this document are intended to reduce the FOEB chairmen's workload, allow early industry involvement with the development of a draft MMEL revision and enable better draft MMEL revisions to be processed sooner. The procedures are intended to enact a proactive and cooperative process that allows the FAA to capitalize on the expertise of both the aircraft manufacturers and operators. Early coordination and interface between the lead airline, the aircraft manufacturer and the FOEB chairman are the cornerstones to make the process successful. Details of the process are described in the following paragraphs.

## Chapter 3 MMEL Agenda Item Coordination Process via the Lead Airline

Lead airline assignments for Part 91, 121, 125 and 135 operators will be designated by the MMEL IG in coordination with the ATA and Regional Airline Association (RAA). [\[Appendix A\]](#) provides the lead airline assignments and key personnel for coordinating draft MMEL revisions. The lead airlines will serve as the primary point of contact for the FOEB chairmen, aircraft manufacturers and other operators for a specific airplane MMEL. Since the information in [\[Appendix A\]](#) is dynamic, the MMEL IG will update its contents as required.

3a. The following guidance is provided for determining Lead Airline assignments:

1. Airplane [should](#) be operated by the designated Lead Airline.
2. Changing Lead Airline assignments may be made with concurrence of existing Lead Airline. Reason for change may be due to existing Lead Airline workload issues, another airline requesting to assume Lead Airline duties for an airplane type, [or the](#) operator retires [the](#) airplane type from its fleet, etc.
3. Changes to Lead Airline assignment should be coordinated with the MMEL IG Chairman, the aircraft manufacturer's MMEL representative and the appropriate FOEB Chairman.
4. [Disputes over, or petitions for change in lead assignments that cannot be amiably agreed too between the parties will be brought to attention of the MMELIG Chairpersons and will be resolved by membership vote. In response to such petitions, preference should given to the party that has:](#)
  - a. [The most operational expertise, and/or](#)
  - b. [The larger percentage of affected equipment in its inventory, and/or](#)
  - c. [The internal resources and financial ability to support the Lead assignment/ obligation.](#)

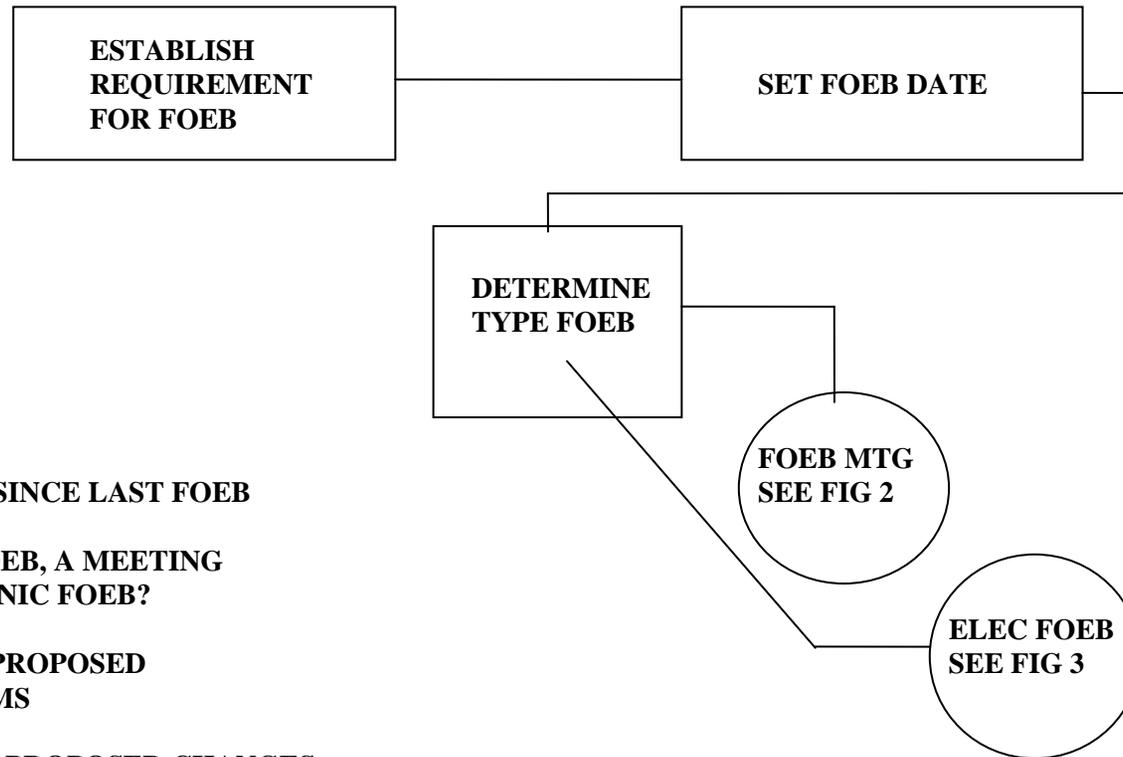
## Chapter 4 Formal FOEB Procedure

The following paragraphs provide the procedures and coordination process for submitting draft MMEL agenda items for an FOEB. [Figure 4-1.1] provides the steps and considerations for determining the type of FOEB, meeting or electronic. [Figure 4-1.2] shows the schedule of the lead airline coordination process for developing draft agenda items for an FOEB and for drafting MMEL revisions. [Figure 4-1.3] shows the corresponding, abbreviated process for an electronic FOEB. [Figure 4-1.4] further details the coordination and procedures necessary for FOEBs.

Figures 4-1.1, 4-1.2, 4-1.3 and 4-1.4 on pages 5, 6, 7 & 8.

### 4-1 Establish proposed FOEB date 210-180 days prior to FOEB

1. The lead airline will coordinate with the aircraft manufacturer and the FOEB chairman to determine a date for the FOEB. In most cases it will take approximately 180-210 days to coordinate the proposals for the FOEB.
2. Once an FOEB date has been coordinated and established between the lead airline, the manufacturer and the FAA FOEB chairman, the lead airline representative or FAA FOEB chairman will notify the FAA AFS-260 in writing as to the date, time and location of the meeting. The FAA AFS-260 will take the necessary action announcing the FOEB meeting. The lead airline will coordinate with the aircraft manufacturer for alerting operators.



**CONSIDERATIONS**

1. **DATE / TIME SINCE LAST FOEB**
2. **WAS LAST FOEB, A MEETING OR ELECTRONIC FOEB?**
3. **NUMBER OF PROPOSED AGENDA ITEMS**
4. **URGENCY OF PROPOSED CHANGES**

**FIGURE 4-1.1 - Determining the Type of FOEB**

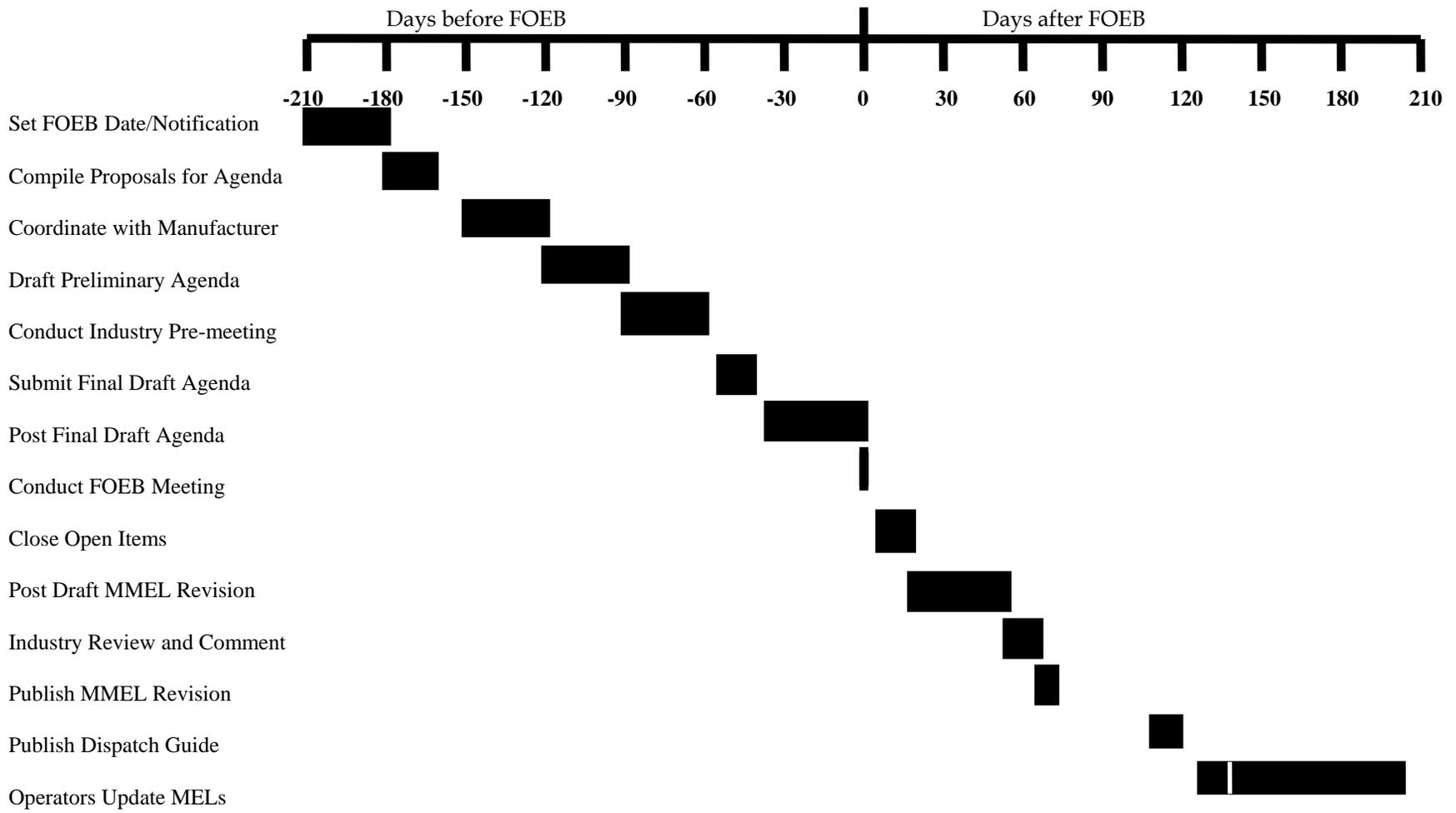


Figure 4-1.2 - FAA FOEB Process

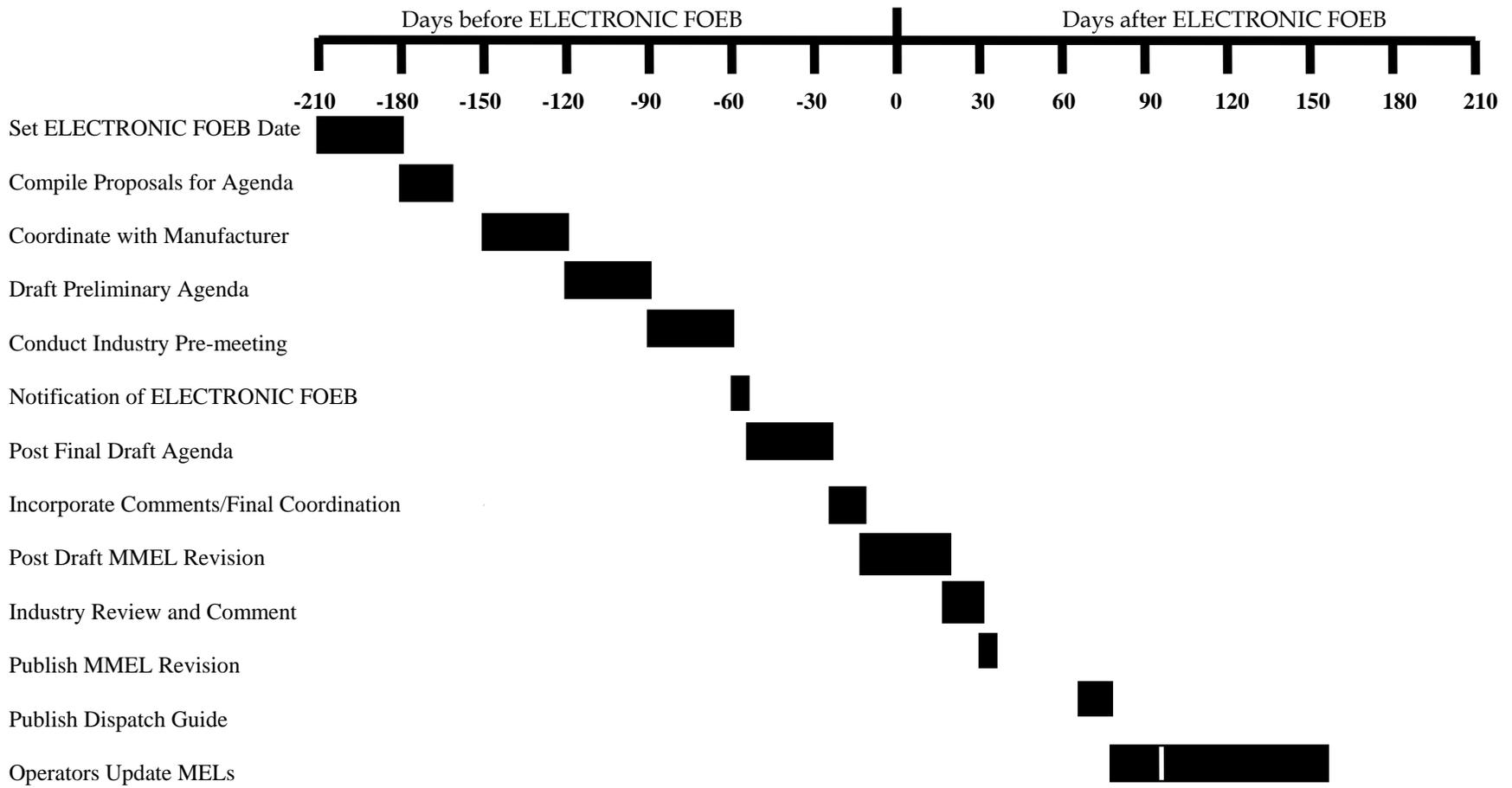
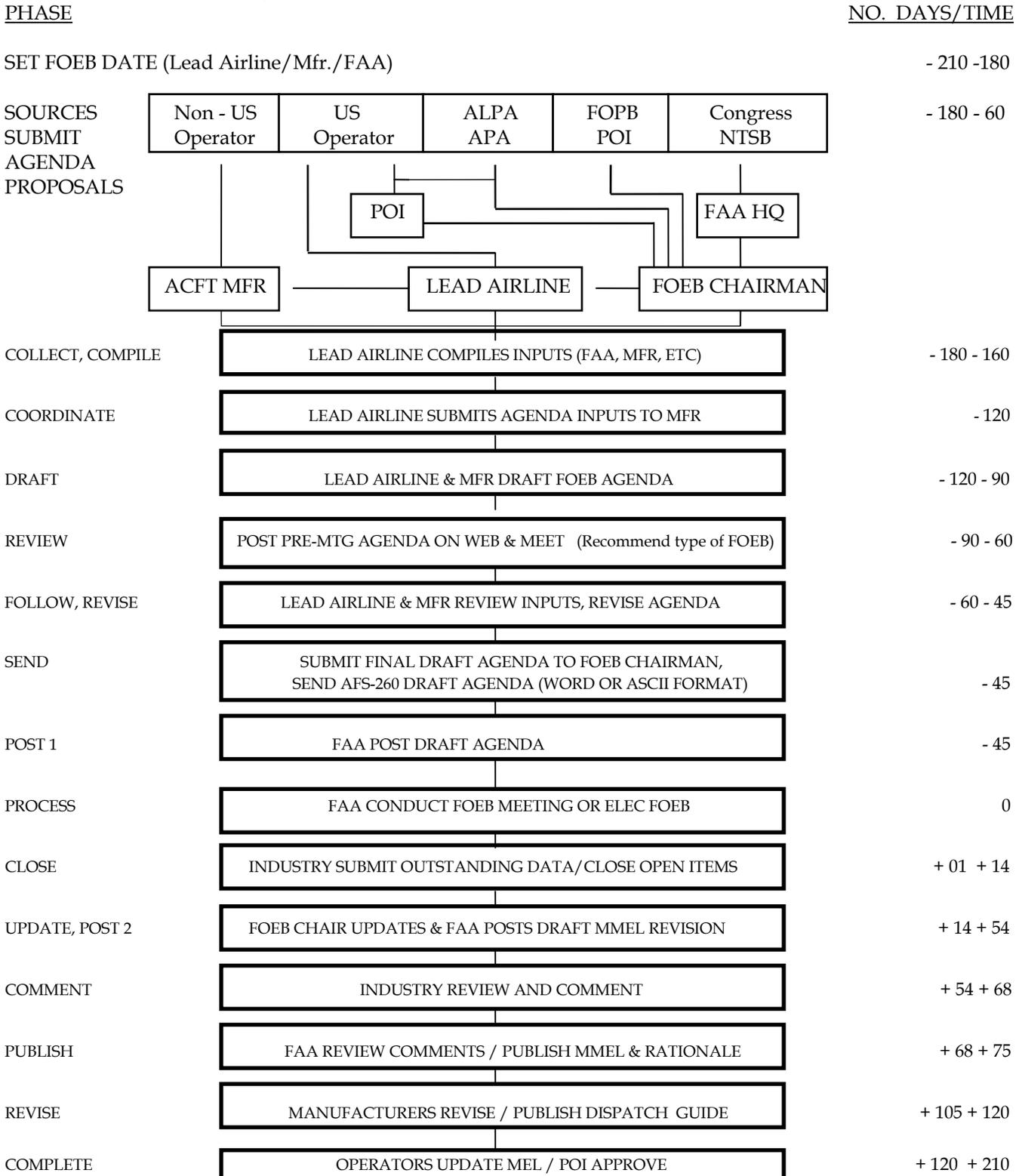


Figure 4-1.3 - FAA ELECTRONIC FOEB Process

**Figure 4-1.4 - LEAD AIRLINE MMEL COORDINATION PROCESS**



#### 4-2 Collect and compile candidate agenda items 180-160 days prior to FOEB

1. After establishment of the FOEB date, operators should submit proposed agenda items to the lead airline representative at least 160-180 days prior to the FOEB date. Operators should also forward a copy of their agenda items to the FOEB chairman via their Principal Operations Inspector (POI).
2. The aircraft manufacturer will collect and provide other draft MMEL agenda items that have been submitted to the manufacturer to the lead airline at least 160-180 days prior to the FOEB date.
3. Operators are responsible for submitting draft MMEL agenda items to the lead airline and aircraft manufacturer / modifier that pertain to Supplemental Type Certification (STC) systems. Close coordination between the STC holder, operator(s) and the lead airline is critical to ensure that STC MMEL items are properly documented.
4. The lead airline will request a copy from the FOEB chairman of any candidate agenda items that were submitted directly to the FOEB chairman.

#### 4-3 Coordinate draft agenda items with aircraft manufacturer 120 days prior to FOEB

1. The lead airline should submit draft agenda items to the aircraft manufacturer no later than 120 days prior to the FOEB date. To support the draft agenda item(s) operators should include technical data and justification and as appropriate, draft operations (O) and / or maintenance (M) procedures as outlined in [Appendix B]. The lead airline will coordinate with the aircraft manufacturer for a review of technical data, justification and draft procedures.
2. The lead airline should also coordinate with other operators and pilot and labor organizations on proposed agenda items and for additional technical and operator data.
3. The aircraft manufacturer will consolidate technical support recommendations for draft agenda items based on a schedule acceptable to the lead airline and the aircraft manufacturer.
4. Draft MMEL agenda items pertaining to approved STCs / FAA Form 337 should be coordinated between the agenda item originator, the STC / 337 holder and the lead airline. The lead airline should also coordinate with the aircraft manufacturer to ensure continuity for the final draft MMEL agenda package.
5. If it has been determined, in the preparation of the MMEL agenda package, that an O and / or M procedure is required, the lead airline and the aircraft manufacturer will include a draft O and / or M procedure, including provisos, with the draft agenda item. The lead airline and / or manufacturer may also elect to contact the agenda item originator for drafting the O and / or M procedure and provisos. If FAA FOEB input is needed to verify a need for an O and / or M procedure the lead airline and the aircraft manufacturer may provide just the intent / outline of the O and / or M procedure and wait for further guidance at the FOEB.

#### 4-4 Lead airline/manufacturer draft FOEB agenda items 120-90 days prior to FOEB

1. The lead airline and the aircraft manufacturer will develop draft MMEL revision agenda items 90-120 days prior to the FOEB date.
2. Draft MMEL revision agenda items should be developed in the format outlined in [Appendix B]. This format is preferred by the FAA for presentation at the FOEB. Draft agenda items should be completed in Microsoft Word format.
3. Each revision proposal submitted to the FAA may vary in terms of the amount of required data. Simple proposals for typographical errors, minor wording changes, or basic technical changes may be adequately justified by a single sentence or short paragraph. Proposals for which some technical evaluation is necessary may require more substantial written justification as shown in [Appendix B].

#### 4-5 Review draft agenda items at industry pre-meeting 90-60 days prior to FOEB

1. The draft MMEL revision agenda items will be reviewed at an industry pre-meeting 60-90 days prior to the FOEB date. The industry pre-FOEB meeting should be coordinated with the aircraft manufacturer to determine the date and location. ATA or RAA as appropriate may be used to assist in arranging the pre-meeting.
2. The lead airline may also coordinate with FAA AFS-260 and have the draft MMEL revision agenda posted on the FSIMS website for review and access prior to the pre-meeting. The web site address is <http://fsims.faa.gov>

3. Based on the considerations outlined in [\[Figure 4-1.1\]](#) and related factors discussed at the industry pre-meeting, the lead airline and aircraft manufacturer, in concert with the industry representatives in attendance at the industry pre-meeting, will develop a recommendation as to the type of FOEB (i.e., meeting or electronic). The lead airline may make the recommendation as to the type of FOEB to the FOEB chairman. FOEBs conducted electronically should refer to Chapter 5.
4. Industry representatives unable to participate in the industry pre-meeting may submit comments directly to the lead airline in time for review at the pre-meeting.
5. Contact FOEB Chairman and the Lead Airline to request an FOEB meeting in lieu of an electronic FOEB.

#### 4-6 Follow-up and revise draft agenda 60-45 days prior to FOEB

1. The lead airline and the aircraft manufacturer will compile the agenda items inputs following the industry pre-meeting and develop a final draft MMEL revision agenda.
2. The revision will be accomplished 45-60 days prior to the FOEB date.

#### 4-7 Submit agenda to FOEB chairman and FAA AFS-260 45 days prior to FOEB

1. The lead airline will submit the agenda items to the FOEB chairman NO LATER THAN 45 DAYS PRIOR TO THE FOEB DATE. The FOEB chairman should be provided both a hard copy and electronic media (Word) of the proposed agenda items using the approved FAA format (Ref. [\[Appendix B\]](#)).
2. The lead airline should also forward a hard copy and electronic media of the agenda to:

Special Programs Branch, AFS-260  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591  
USA

3. FAA AFS-260 will post the agenda items on the FAA web site upon receipt from the lead airline. FAA AFS-260 will coordinate with the lead airline representative in the event the electronic media is not properly formatted.

#### 4-8 FAA Conducts FOEB - Day 0

1. The lead airline and the aircraft manufacturer may elect to conduct a final industry review prior to the FOEB date and submit additions/revisions to the agenda. The FAA also conducts its own pre-FOEB meeting to review industry agenda items prior to the FOEB.
2. The FAA FOEB chairman will conduct the FOEB meeting and review the agenda items developed under the lead airline process.

#### 4-9 Open agenda items - Submittal of outstanding justification/data 1-14 days

1. The lead airline and aircraft manufacturer will coordinate with the FOEB chairman and conduct a review of FOEB open agenda items and develop an agreement to close out the items within 14 days after the FOEB.
2. Open agenda item justification / data must be submitted to the FOEB chairman within ten working days after the FOEB meeting or the agenda item will be tabled to enable release of the MMEL revision. Incomplete agenda items will be considered for the next MMEL revision.
3. Once tabled open agenda item requirements have been satisfied, the FOEB Chairman may choose to post a draft MMEL revision.

#### 4-10 FOEB updates draft MMEL revision - Post on FAA WEB 14-54 days

1. After receipt of outstanding justification and data from the lead airline and / or manufacturer, the FAA will complete the draft MMEL revision.
2. After updating the draft MMEL revision, the FAA will post the document on the FAA WEB for a period of 14 days for final industry comment.

#### 4-11 Industry review and comment 54-68 days

1. After posting on the FAA WEB, industry will have 14 days to review and submit comments on the draft MMEL revision.
2. Industry comments can be submitted to the FOEB chairman and/or the lead airline. Comments submitted to the FOEB chairman will be reviewed and considered for inclusion in the MMEL revision.
3. To request additional review time notify AFS-260, FOEB Chairman, and the Lead Airline.

#### 4-12. FAA review comments and publish the MMEL revision within 68-75 days after the FOEB

1. After review of industry comments the FAA will post the new MMEL revision on the FAA WEB within 68-75 days after completion of the FOEB.
2. FAA will notify industry of final MMEL revisions.

#### 4-13 Manufacturers revise and publish applicable Dispatch Deviation Guides/ procedures

1. Manufacturers must make every effort to publish a revised Dispatch Deviation Guide (DDG) / procedures in conjunction with the release of a new MMEL.

#### 4-14 Operators revise MEL to reflect changes published in new MMELs

1. In accordance with FAA Policy Letter 86, MMEL changes that are more restrictive than the operator's MEL, are to be submitted to the Principal Operations Inspector (POI) within 60 days of the MMEL revision date, unless the operator and the POI agree that extenuating circumstances preclude adoption of a specific MMEL item. The POI may authorize an additional 60 days if deemed necessary.

### Chapter 5 Electronic FOEB Procedure

#### 5-1 Coordinate with FOEB Chairman

1. At the industry pre-meeting, held 60-90 days prior to an FOEB, a recommendation will be developed as to the type of FOEB (i.e., meeting or electronic).
2. The lead airline and aircraft manufacturer will coordinate with the FOEB chairman to obtain concurrence and establish a target date for the ELECTRONIC FOEB.

#### 5-2 Coordinate with FAA AFS-260

1. Once a date has been established, the lead airline will notify FAA AFS-260 stipulating that industry and the FAA FOEB chairman have agreed to conduct an electronic FOEB (for type airplane) and to expect a draft MMEL agenda to be forwarded to FAA AFS-260 by a specific date.
2. FAA AFS-260 will take the necessary action to publish the appropriate notification announcing the electronic FOEB, the date the draft MMEL revision will be posted and when comments will be due.

### 5-3 Post draft MMEL agenda package/Conduct FOEB electronically

1. The FAA will post the draft MMEL agenda items on the FAA AFS-200 web site for 30 days to allow for comment.
2. Industry should access the FAA web site and provide comments on the FAA web. Comments should also be forwarded to the lead airline, FOEB chairman and aircraft manufacturer.

### 5-4 Lead airline, aircraft manufacturer and FAA (FOEB chairman and AFS-260) coordinate industry comments

1. The lead airline, aircraft manufacturer and the FAA (FOEB Chairman and AFS-260) should review industry comments and agree on follow-on action for draft MMEL agenda items. Options include: revise and report on web site for follow-on review or, promulgates MMEL revision with change recommendations considered and incorporated.
2. Coordination of comments and follow-on action should be completed within 14 days after the comment period is closed.

### 5-5 FAA AFS-260 post MMEL revision on Web Site

1. The FAA AFS-260 will post the revised MMEL on the FAA AFS-200 web site within seven days after final coordination is completed.
2. A revised draft MMEL that requires additional comment / review will be posted for ten additional working days. Final coordination and dissemination of a revised MMEL will be completed within seven days after the second comment period is completed.

### 5-6 Other Considerations

1. Requirements pertaining to technical justification and data, O and / or M procedures, agenda format and Microsoft Word are applicable for the electronic FOEB.
2. In cases where an electronic FOEB is to be originated by the FOEB chairman, it is incumbent that the FOEB chairman coordinate with the lead airline and aircraft manufacturer to enable the opportunity to include additional agenda items with the FOEB chairman's electronic FOEB package. The FOEB chairman, lead airline and manufacturer should agree on a timetable and follow the above electronic FOEB procedures as appropriate.

## Chapter 6. MMEL Coordination Process Improvement

In order to provide feedback on the effectiveness of the MMEL coordination process and to enable improvements to the MMEL coordination process, lead airlines and aircraft manufacturers are requested to track the MMEL development and publication time using the format outlined in [\[Appendix D\]](#).

Reports by lead airlines will be included in quarterly industry and government MMEL IG meetings with the intent of highlighting the coordination process steps that worked particularly well or became backlogged or delayed.

Master Minimum Equipment List (MMEL) Agenda Proposal & Coordination Process

Appendix A, as of September, 2010

MMEL LEAD AIRLINES

<u>AIRPLANE</u>	<u>AIRLINE</u>	<u>AIRLINE POINT OF CONTACT</u>
DC-8	ASTAR Air Cargo	Mr. Eric Bergesen Flight Standards ASTAR Air Cargo, Inc. 859-980-1084 / 859-980-1749 (office) Fax: 859-980-3216 Email: <a href="mailto:MngrFltTrng&amp;Stndrds@astaircargo.us">MngrFltTrng&amp;Stndrds@astaircargo.us</a>
DC-9/MD-80	American Airlines	Mr. Donn Reece Flight Operations Technical American Airlines MD 843 PO Box 619617 DFW Airport, TX 75261-9617 817-967-5115 Fax: 817-967-5443 Email: <a href="mailto:donn.reece@aa.com">donn.reece@aa.com</a>
DC-10	OPEN	Contact Manufacturer or FOEB Chairman
MD-90	Delta Air Lines	Mr. John Melotte Manager – MEL Programs Delta Air Lines, Inc. Department 088 P.O. Box 20706 Atlanta, GA 30320-6001 404-714-6753 Fax: 404-715-7202 Email: <a href="mailto:john.melotte@delta.com">john.melotte@delta.com</a>
B717	AirTran Airways	Mr. Thomas Young Director of Maintenance Southern Region AirTran Airways 9955 AirTran Blvd. Orlando, FL 32827 407-318-5536 Fax: 407-318-5952 Email: <a href="mailto:thomas.young@airtran.com">thomas.young@airtran.com</a>

MMEL LEAD AIRLINES (cont.)

<u>AIRPLANE</u>	<u>AIRLINE</u>	<u>AIRLINE POINT OF CONTACT</u>
MD-10 MD-11	Federal Express	Mr. Michael W. Krueger Standards & Tech. Support 901-224-5335 Fax: 901-224-5337 Email: <a href="mailto:mwkrueger@fedex.com">mwkrueger@fedex.com</a>
		Mr. Darryl Bailey Standards & Tech. Support 901-224-5528 Fax: 901-224-5337 Email: <a href="mailto:dbailey@fedex.com">dbailey@fedex.com</a> Federal Express Delivery Code 0135 3131 Democrat Road Memphis, TN 38194
B727	Federal Express	Mr. Frank Rogers Flight Standards & Tech. Support Federal Express Delivery Code 0135 3131 Democrat Road Memphis, TN 38118 901-224-4979 Fax: 901-224-5537 Email: <a href="mailto:frank.rogers@fedex.com">frank.rogers@fedex.com</a>
B737	Southwest Airlines	Mr. Jim Stieve Sr. Manager Certification and Compliance Southwest Airlines P.O. Box 36611, HDQ 1DP 2702 Love Field Drive Dallas, TX 75235-1611 214-792-3517 Fax: 214-792-3120 Email: <a href="mailto:jim.stieve@wnco.com">jim.stieve@wnco.com</a>
B747 (100-300/SP)	OPEN	Contact Manufacturer or FOEB Chairman
B747-400	Delta Air Lines	Mr. John Melotte Manager – MEL Programs Delta Air Lines, Inc. Department 088 P.O. Box 20706 Atlanta, GA 30320-6001 404-714-6753 Fax: 404-715-7202 Email: <a href="mailto:john.melotte@delta.com">john.melotte@delta.com</a>

MMEL LEAD AIRLINES (cont.)

<u>AIRPLANE</u>	<u>AIRLINE</u>	<u>AIRLINE POINT OF CONTACT</u>
B757	Delta Air Lines	Mr. John Melotte Manager – MEL Programs Delta Air Lines, Inc. Department 088 P.O. Box 20706 Atlanta, GA 30320-6001 404-714-6753 Fax: 404-715-7202 Email: <a href="mailto:john.melotte@delta.com">john.melotte@delta.com</a>
B767	Delta Air Lines	Mr. John Melotte Manager – MEL Programs Delta Air Lines, Inc. Department 088 P.O. Box 20706 Atlanta, GA 30320-6001 404-714-6753 Fax: 404-715-7202 Email: <a href="mailto:john.melotte@delta.com">john.melotte@delta.com</a>
B777	United Airlines	Mr. Tom Atzert MEL Manager United Airlines Operations Center 1200 E. Algonquin Road Elk Grove Village, IL 60007 847-700-1031 Fax: 847-700-3201 Email: <a href="mailto:thomas.atzert@united.com">thomas.atzert@united.com</a>
B787	United Airlines	Mr. Tom Atzert MEL Manager United Airlines Operations Center 1200 E. Algonquin Road Elk Grove Village, IL 60007 847-700-1031 Fax: 847-700-3201 Email: <a href="mailto:thomas.atzert@united.com">thomas.atzert@united.com</a>
L1011	OPEN	Contact Manufacturer or FOEB Chairman

MMEL LEAD AIRLINES (cont.)

<u>AIRPLANE</u>	<u>AIRLINE</u>	<u>AIRLINE POINT OF CONTACT</u>
A300 B4	ASTAR Air Cargo	Mr. Eric Bergesen Flight Standards ASTAR Air Cargo, Inc. 859-980-1084 / 859-980-1749 (office) Fax: 859-980-3216 Email: <a href="mailto:MngrFltTrng&amp;Stndrds@astaircargo.us">MngrFltTrng&amp;Stndrds@astaircargo.us</a>
A300-600/310	Federal Express	Mr. Fred (Derf) Henderson Flight Standards and Tech Support Federal Express Delivery WDR 0135 3131 Democrat Road Memphis, TN 38133 901-224-5338 Fax: 901-224-5337 Email: <a href="mailto:fahenderson@fedex.com">fahenderson@fedex.com</a>
A318/319/320/321	Delta Air Lines	Mr. John Melotte Manager – MEL Programs Delta Air Lines, Inc. Department 088 P.O. Box 20706 Atlanta, GA 30320-6001 404-714-6753 Fax: 404-715-7202 Email: <a href="mailto:john.melotte@delta.com">john.melotte@delta.com</a>
A330	US Airways	Mr. Bob Taylor Manager - MEL Administration US Airways Operations Control Center – PIT OPS MCL 150 Hookstown Grade Road Moon Township, PA 15108 412 474-4355 Fax: 412-474-4396 E-mail: <a href="mailto:rtaylor@usairways.com">rtaylor@usairways.com</a>
A350	United Airlines	Mr. Tom Atzert MEL Manager United Airlines Operations Center 1200 E. Algonquin Road Elk Grove Village, IL 60007 847-700-1031 Fax: 847-700-3201 Email: <a href="mailto:thomas.atzert@united.com">thomas.atzert@united.com</a>
F-28 Mk 1000 F-28 Mk 2000 F-28 Mk 4000	OPEN	Contact Manufacturer or FOEB Chairman
F100/F70	OPEN	Contact Manufacturer or FOEB Chairman

RAA OPERATOR LEAD AIRLINES

<u>AIRPLANE</u>	<u>AIRLINE</u>	<u>AIRLINE POINT OF CONTACT</u>
ATR 42/72	Mountain Air Cargo	Captain Matthew Riley Assistant Director of Operations Mountain Air Cargo 3524 Airport Rd. Maiden, NC 28650 Phone: 828-464-8741, ext. 214 Email: <a href="mailto:mriley@mtaircargo.com">mriley@mtaircargo.com</a>
Bae 146/RJ	Air Wisconsin	Mr. Paul G. Kaminski Manager, Maintenance Control Air Wisconsin Airlines Corporation W6390 Challenger Drive, Suite 203 Appleton, WI 54914-9120 Phone: 920-749-7564 Fax: 920-749-4208 Email: <a href="mailto:pkaminski@airwis.com">pkaminski@airwis.com</a>
Beechcraft 1900D	Air Midwest Airlines	Mr. Mike Williams Air Midwest Airlines 1140 W. Navajo Farmington, NM 87401 Phone: 505-564-7608 Fax: 505-564-7667 Email: <a href="mailto:mike.williams@mesa-air.com">mike.williams@mesa-air.com</a>
CRJ 100/200/700/900	Comair	Captain Leslie Hock Phone: 859-767-6253 Fax: 859-767-6260 Email: <a href="mailto:lhock@comair.com">lhock@comair.com</a> OR Captain Eric Hinz Phone: 859-767-2059 Fax: 859-767-6260 Email: <a href="mailto:ehinz@comair.com">ehinz@comair.com</a> Comair, Inc. Flight Operations – CRJ Program 77 Comair Blvd. Erlanger, KY 41018
DHC-6	Scenic Airlines	Mr. Glenn R. Nicoll Scenic Airlines 2705 Airport Drive North Las Vegas, NV 89032 Phone: 520-638-2463 Email: <a href="mailto:Gnicoll@scenic.com">Gnicoll@scenic.com</a>
DHC-8	Horizon Airlines	Mr. Greg Milholland Manager, Maintenance Control Horizon Air 8070 Air Trans Way Portland, OR 97215 Phone: 503-384-4044 FAX: 503-249-5384 Email: <a href="mailto:greg.milholland@horizonair.com">greg.milholland@horizonair.com</a>
DOR 328	OPEN	Contact Manufacturer or FOEB Chairman

RAA OPERATOR LEAD AIRLINES (cont.)

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# FORMAT FOR PROPOSED FOEB AGENDA ITEMS

## Appendix B

- I. **Summary Page.** Document and justify proposed MMEL agenda items in a summary page formatted as follows below. The magnitude and complexity of the proposed revision will determine the scope of the justification data:
1. Subject – Title and number of proposed MMEL item.
  2. Proposal – Summary of proposed MMEL relief.
  3. Justification – Provide data substantiating proposal.
  4. System(s) Description - should include a description of the system or equipment under consideration, its function and other details that will aid in evaluating the proposal. If possible, any variations within the fleet should also be defined, such as different numbers installed on aircraft, etc. If possible, a schematic diagram or other system drawing should be included for clarification.
  5. Certification Basis (optional) - This may be included to explain any certification requirements, or lack thereof associated with the agenda item.
  6. Effect of Failure - the effect of the failure on the aircraft/system should be clearly explained. Consideration must be given to the possible interaction of the inoperative system or equipment with other systems. A clear description of the effects will avoid any misconceptions and improper conclusions by the evaluator.
  7. Effects of Additional Enroute Failures - in addition to including an evaluation of the potential outcome of operating with items that are inoperative, documentation should consider the subsequent failure of the next critical component, the interrelationships between items that are inoperative, the impact on aircraft flight manual procedures (AFM) and the increase in flight crew workloads.
  8. Procedures - any operations (O) and/or maintenance (M) procedures required for the proposed dispatch condition should be defined. It is preferred that the detailed O and/or M procedure be identified. However, in some cases a general outline and description of the functions to be accomplished by the procedure should be adequate for presentation at the FOEB. The intent of providing this information is to help support the agenda item and in no way means that the FAA is approving the procedure(s).
- II. **Submit existing and proposed MMELs using MMEL Proposal - Record Summary Template Appendix D.** Examples of Summary Page and associated submittals follow:

## Appendix C

### **FAA FSIMS Website.**

Draft and final MMELs will be posted on the FAA's Flight Standards Information System (FSIMS) Website (<http://fsims.faa.gov>).

Posted MMELs may be downloaded for viewing or printing, and "Discussion Groups" are available for registering and viewing comments to the documents.

Once on the Website, select "Publications" and then "Master Minimum Equipment List (MMEL)" link and navigate to the desired document.

# MMEL PROPOSAL – RECORD SUMMARY TEMPLATE (Appendix D)

## Record Summary

### Subject:

21-33-03 Cabin Rate-of-Climb Indicator

### Proposal:

Delete "M" from first set of provisos.

### Justification:

Relief may be given provided all other components of the cabin pressurization control system are operative, or if flight is conducted in an unpressurized configuration and the Cabin Air Outflow Valve remains OPEN.

For this proposal, which concerns dispatch option 01, there is no additional maintenance procedure required for this item.

### System Description:

Provides Cabin Rate-of-Climb Indication.

### Effect of Failure:

Cabin Rate-of-Climb Indication not available.

### Effect of Additional Enroute Failures:

Redundant features of cabin pressurization control system will be available.

### Procedures:

For dispatch option 01, none required.

For dispatch option 02, (M) procedures required to position Cabin Air Outflow Valve OPEN; (O) procedures required to configure and operate the airplane unpressurized.

**EXAMPLE**

## MMEL PROPOSAL – RECORD SUMMARY TEMPLATE (Appendix D)

U.S. Department Of Transportation Federal Aviation Administration		Master Minimum Equipment List				
Aircraft	MD-90	Revision Number:				
	Proposed By: ABC Air Lines	Page: 21-X				
		Date: 3/20/00				
Present						
21 Air Conditioning						
Sequence Number						
21 33 01						
Repair category						
Number Installed						
Number Required for Dispatch						
Maintenance Procedure Required						
Operations Procedure Required						
Remarks or Exceptions						
01	Cabin Rate-of- Climb Indicator	D	1	0	M	May be inoperative provided all other components of the cabin pressurization control system are operative.
02	Cabin Rate-of- Climb Indicator	C	1	0	M O	May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) The Cabin Air Outflow Valve remains OPEN.

EXAMPLE

## MMEL PROPOSAL – RECORD SUMMARY TEMPLATE (Appendix D)

U.S. Department Of Transportation Federal Aviation Administration		Master Minimum Equipment List			
Aircraft	MD-90	Revision Number:			Page: 21-X
	Proposed By: ABC Air Lines				Date: 3/20/00
Proposed					
21 Air Conditioning		Repair category			
		Number Installed			
Sequence Number		Number Required for Dispatch			
21 33 01		Maintenance Procedure Required			
		Operations Procedure Required			
Name / Description		Remarks or Exceptions			
01	Cabin Rate-of- Climb Indicator	D	1	0	May be inoperative provided all other components of the cabin pressurization control system are operative
02	Cabin Rate-of- Climb Indicator	C	1	0	M O May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) The Cabin Air Outflow Valve remains OPEN.

EXAMPLE

# MMEL PROPOSAL – RECORD SUMMARY TEMPLATE (Appendix D)

## Record Summary

**Subject:**

**Proposal:**

**Justification:**

**System Description:**

**Effect of Failure:**

**Effect of Additional Enroute Failures:**

**Procedures:**

**TEMPLATE**

# MMEL PROPOSAL – RECORD SUMMARY TEMPLATE (Appendix D)

U.S. Department Of Transportation Federal Aviation Administration		Master Minimum Equipment List													
Aircraft	XXXXX	Revision Number:	Page: XX-X												
	Proposed By: XXXXXX		Date: XX/XX/XXXX												
Present	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"></td> <td style="padding: 2px;">Repair category</td> </tr> <tr> <td></td> <td style="padding: 2px;">Number Installed</td> </tr> <tr> <td></td> <td style="padding: 2px;">Number Required for Dispatch</td> </tr> <tr> <td></td> <td style="padding: 2px;">(M) Procedure</td> </tr> <tr> <td></td> <td style="padding: 2px;">(O) Procedure</td> </tr> <tr> <td></td> <td style="padding: 2px;">Remarks or Exceptions</td> </tr> </table>				Repair category		Number Installed		Number Required for Dispatch		(M) Procedure		(O) Procedure		Remarks or Exceptions
	Repair category														
	Number Installed														
	Number Required for Dispatch														
	(M) Procedure														
	(O) Procedure														
	Remarks or Exceptions														
ATA Number / Chapter Name															
Item															

TEMPLATE

# MMEL PROPOSAL – RECORD SUMMARY TEMPLATE (Appendix D)

U.S. Department Of Transportation Federal Aviation Administration		Master Minimum Equipment List													
Aircraft	XXXXX	Revision Number:	Page: XX-X												
	Proposed By: XXXXXXXX		Date: XX/XX/XXXX												
Proposed	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"></td> <td style="padding: 2px;">Repair category</td> </tr> <tr> <td></td> <td style="padding: 2px;">Number Installed</td> </tr> <tr> <td></td> <td style="padding: 2px;">Number Required for Dispatch</td> </tr> <tr> <td></td> <td style="padding: 2px;">(M) Procedure</td> </tr> <tr> <td></td> <td style="padding: 2px;">(O) Procedure</td> </tr> <tr> <td></td> <td style="padding: 2px;">Remarks or Exceptions</td> </tr> </table>				Repair category		Number Installed		Number Required for Dispatch		(M) Procedure		(O) Procedure		Remarks or Exceptions
	Repair category														
	Number Installed														
	Number Required for Dispatch														
	(M) Procedure														
	(O) Procedure														
	Remarks or Exceptions														
ATA Number / Chapter Name															
Item															

TEMPLATE



# Federal Aviation Administration

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## **M MEL Policy Letter 25 Revision 17 D5**

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Date: **XX, XX, 2010**

To: All Region Flight Standards Division Managers  
All Aircraft Evaluation Group Managers

From: Manager, Air Transportation Division, AFS-200

Reply To: Manager, Technical Programs Branch, AFS-260  
Attn Of:

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### M MEL GLOBAL CHANGE

PL-25 is designated as GC-**XXX**

This Global Change (GC) is an approved addendum to all existing M MEL documents. Operators may seek use of the specific relief contained in this policy letter by revising their Minimum Equipment List (MEL). In doing so, each applicable sample proviso stating the relief in this policy letter, must be copied verbatim in the operator's MEL. Approval of a revised MEL is gained utilizing established procedures, through the Operator's assigned Principle Operations Inspector (POI).

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### **Subject: Policy Concerning M MEL Definitions**

M MEL CODE: 00 (GENERAL)

REFERENCE: **Policy Letter 25, Revision 16, dated April 2, 2010**  
Policy Letter 25, Revision 15, dated November 2, 2009  
Policy Letter 25, Revision 14, dated August 26, 2008  
Policy Letter 25, Revision 13, dated September 11, 2006  
Policy Letter 25, Revision 12, dated June 5, 2006  
Policy Letter 25, Revision 11, dated July 5, 2005  
Policy Letter 25, Revision 9, dated August 15, 1997  
Policy Letter 25, Revision 8, dated January 31, 1995

#### **PURPOSE:**

The purpose of this policy letter is to provide a list of M MEL definitions.

#### **DISCUSSION:**

PL-25 Revision 17 adds a Note to definition 3, adds the Boeing model 747-8 to definition 23a and adds Appendix A. Definition 22 and 24 are also modified for clarity.

PL-25 Revision 16 corrects revision bar requirement in definition #1e; deletes the Passenger Convenience definition #21; revises the Electronic Fault Alerting System for Airbus aircraft (definition #23c.); adds new M MEL definition #31 for HMV.

PL 25 Revision 15 revises definition 22.A. "Category A Repair Interval" by including a reference to "calendar days", aligning the criteria for Day of Discovery with definition 27 "Day of Discovery". A-380

aircraft added to definitions, 23c

PL-25 Revision 14 revises definition #1a to include the listing of the repair interval categories (A, B, C and D) in column 1, revises definition #7 to align with recent ETOPS rulemaking, adds day of discovery to definition #22 Category A, adds MEL repair interval extensions information to definition #22, adds "787" to definition #23a, adds G-150 and G-200 to definition #23g, corrects NEF Definition #30 to align with FSIMS 8900.1 Volume 4 (Aircraft Equipment and Operational Authorizations) Chapter 4 (MEL and CDL) Section 11 (NEF) paragraph 4-898.

PL-25 Revision 13 adds clarification to definition 10. Icing Conditions for aircraft (structural) and engines (induction) icing.

PL-25 Revision 12 adds definitions for "considered Inoperative", "is not used" and "Nonessential equipment and furnishings (NEF)." Added the term "14 CFR" to Definition 3 (As required by FAR).

PL-25 Revision 11 adds the Boeing 717 and MD-10 aircraft to the definitions Paragraph 23-b. as both aircraft are Electronic Instrument Systems (EIS) equipped aircraft. Definition 23-c (Airbus) has been revised to add A-318 to the fleet listing and clarify requirements for MAINTENANCE status (Class II) messages. Definition 23-f (Embraer EMB-145) has been revised to add applicable models EMB-135/145 and ERJ-170/190. Definition 23-g (Gulfstream) has also been revised to add applicable models G-IV, GV-SP, and GIV-X. This revision also changes MMEL Definition to Revision #11

POLICY:

### Rev 17 Definitions

#### 1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification and items are numbered sequentially.

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column. Repair interval categories (A, B, C, and D) are listed on right side of column 1. Repair intervals are described in definition 22.

b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next MMEL revision.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.

**NOTE: Appendix A may be used to identify the applicable FARs for MMEL items that use terms such as "As required by FAR" or "Any in excess of those required by FAR may be inoperative". Appendix A is a non-inclusive list of CFRs.**

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. As used in MMELs, "ER" refers to Extended Operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs

them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" Deleted see NEF #30.

22. Repair Intervals: All users of an MEL approved under 14 CFR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators (14CFR 91 MEL users do not need to comply with the repair categories but shall comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc):

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's 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 (flights, flight legs, cycles, hours, etc), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record. The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system – General New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented.

The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING (747-400, **747-8**, 757, 767, 777, 787)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances. System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operators standard maintenance program.

b. BOEING (B-717, MD-10, MD-11)

These aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS). Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading. A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A300-600, A310, A318/319/320/321, A330, A340, A380)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages {WARNING (red), CAUTION (amber)}. On A318/319/320/321, A330 and A340, the ECAM STATUS page also provides MAINTENANCE STATUS messages. Any message that affects airplane dispatch is displayed at the WARNING or CAUTION level. For A318/319/320/321, MAINTENANCE STATUS messages may also affect airplane dispatch. System faults that result only in messages on the Central Maintenance System (CMS) (for A330, A340 and A380) or on the Centralized Fault Display System (CFDS) (for A318/319/320/321) do not affect airplane dispatch and do not require action other than as addressed within the operator's standard maintenance program.

d. FOKKER (FK-100)

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white)). Any messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required. System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

e. CANADAIR (CL-65, CL-604)

Canadair aircraft equipped with Engine Indication and Crew Alerting Systems (EICAS) provide four classes of messages (WARNING, CAUTION, ADVISORY, and STATUS). Any message that affects aircraft dispatch will be at the WARNING, CAUTION, or STATUS level. System conditions that only require maintenance are not visible to the flight crew. These maintenance

indications/messages are only activated by maintenance personnel using the Maintenance Diagnostics Computer.

f. EMBRAER (EMB-135/145, ERJ-170/190 Series)

The EMB-135/145 and ERJ-170/190 are equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. The ERJ-170/190 Series add STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

g. GULFSTREAM (G-IV, G-V, GV-SP,GIV-X, G-150 and G-200)

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY, STATUS and MAINTENANCE (cyan or blue). Any WARNING or CAUTION message affects airplane dispatch status and requires that the Airplane Flight Manual or the MEL be used to determine dispatch capability. STATUS messages which indicate a system failure (e.g., FMS 1 fail) require that the Airplane Flight Manual or the MEL be used to determine dispatch capability. MAINTENANCE messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be identified by Maintenance Data Acquisition Unit (MDAU on the G-V) interrogation, Central Maintenance Computer (CMC on the GV-SP/GIV-X) interrogation or by reference to the Airplane Flight Manual.

Gulfstream mid-cabin airplanes (G-150, G-200) equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY (green), and STATUS (white). The Airplane Flight Manual prohibits take off with any WARNING message displayed. CAUTION, ADVISORY and STATUS messages may affect airplane dispatch status and requires the Airplane Flight Manual or the MEL be used to determine dispatch capability. The airplane may dispatch with CAUTION, ADVISORY and STATUS messages that indicate proper system operation and are not illuminated due to a system failure (i.e. FUEL STBY PUMP ON when the pump is selected ON, GND A/B OUT with LAND selected on the ground, or APU GEN OFF with the switch OFF). MAINTENANCE and MAINTENANCE DATA STATUS messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be retrieved from the Maintenance Diagnostics Computer. In all cases, the Airplane Flight Manual must be referenced and procedures compiled with for the displayed message prior to applying MEL dispatch relief.

h. De-HAVILLAND (DASH 8 SERIES 400)

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit. "Class 1 failures" are failures that prevent continued operation of a specific Line Replacement Unit or channel and are annunciates via advisory messages: caution, warning or advisory lights in the flight compartment. Dispatch with such posted failures are to be in accordance with the MMEL. "Class 2 failures" are failures which do not prevent continued system function. These faults will not be annunciates to the flight crew and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the operators when these faults are to be rectified.

24. "Administrative control item" (ACI) means an item listed by the operator in the MEL for tracking and informational purposes. **As an example, ACI may be used to track ETOP accomplishment of required APU cold-soak, or in-flight verification starts.** It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is

sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "\*\*\*\*" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provides authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original type certification, supplemental type certificate, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

31. As used in MMELs, Heavy Maintenance Visit (HMV) is a scheduled C-check/D-check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.

John Duncan, Manager  
Air Transportation Division, AFS 200

PL-025 Appendix A Applicable 14 CFR Parts 91, 121, 125, 129, 135 Current as of June 7, 2010
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This listing is for guidance only, and any questions regarding the applicability of a particular regulation should be resolved by a review of the regulation involved.			
ATA Ch. #	PL-#	Item	14 CFR References
<u>ATA 21</u>		Ozone Converters	14 CFR 121.578
<u>ATA 23</u>	PL-029	Cockpit Voice Recorder (CVR) System	14 CFR 91.609, 91.1045, Appendix E to Part 91 14 CFR 121.359 14 CFR 125.227 14 CFR 129.24 14 CFR 135.151
	PL-058	Flight Deck Headsets/Headphones	14 CFR 91.511 14 CFR 121.318, 121.349, 121.359 14 CFR 125.203, 125.227 14 CFR 135.151, 135.165
	PL-106	High Frequency (HF) Communication Systems	14 CFR 91.511 14 CFR 121.345, 121.347, 121.349, 121.351 14 CFR 125.203 14 CFR 135.98, 135.165
	PL-009	Passenger Address System	14 CFR 121.318 14 CFR 135.150
	SATCOM	Satellite Communication System	14 CFR 121.99, 121.122, 121.345, 121.347, 121.349, 121.351 14 CFR 125.203 14 CFR 135.98, 135.165
	PL-095	VHF and UHF Communications Systems	14 CFR 91.126, 91.127, 91.129, 91.130, 91.131, 91.135, 91.205, 91.511 14 CFR 121.345, 121.347, 121.349, 121.351 14 CFR 125.203 14 CFR 129.17 14 CFR 135.161 135.165

<u>ATA 25</u>		Crash Ax/Crow Bar	14 CFR 91.513 14 CFR 121.309 14 CFR 125.207 14 CFR 135.177
	PL-120	Emergency Locator Transmitter (ELT)	14 CFR 91.205, 91.207 14 CFR 121.353, 121.339
	PL-073	Emergency Medical Equipment (AED, EMK, FAK)	14 CFR 91.513 14 CFR 121.803 14 CFR 125.207 14 CFR 135.177
		Extended Overwater Equipment (Emergency, Flotation, Survival)	14 CFR 91.205, 91.509 14 CFR 121.339, 121.340 14 CFR 125.209 14 CFR 135.167
		Flashlight Stowage/Charger Assemblies (Including Flashlights)	14 CFR 121.310, 121.549 14 CFR 135.107, 135.178
	PL-097	Flight Attendant Seat Assembly (Single or Dual Position)	14 CFR 91.533 14 CFR 121.391 14 CFR 125.269 14 CFR 135.107
	PL-047	Megaphones	14 CFR 91.513 14 CFR 121.309 14 CFR 125.207
	PL-056	Observer Seat	Aircraft operated under 14 CFR 91 are not required to have an observer seat 14 CFR 135.75
<u>ATA 26</u>	PL-075	Portable Fire Extinguishers	14 CFR 91.513, 91.525 14 CFR 121.309 14 CFR 125.119 14 CFR 135.155

<u>ATA 31</u>		Clocks	14 CFR 91.205
	PL-087	Flight Data Recorder (FDR) System	14 CFR 91.609, 91.1045, Appendix E to Part 91, 14 CFR 121.343, 121.344, 121.344a 14 CFR 125.225, 125.226 14 CFR 129.20 14 CFR 135.152
<u>ATA 33</u>	PL-123	Passenger Notice System (Lighted Information Signs)	14 CFR 91.517 14 CFR 125.207, 125.217 14 CFR 135.127, 135.177
<u>ATA 34</u>		ADF Systems	14 CFR 91.205 14 CFR 121.347, 121.351 14 CFR 125.203
	PL-039	Altitude Alerting System	14 CFR 91.219, Appendix G to Part 91 (RVSM)
	PL-076	ATC Transponder/Automatic Altitude Reporting Systems	14 CFR 91.130, 91.131, 91.135, 91.215, Appendix G to Part 91 (RVSM)
	PL-105	Automatic Dependent Surveillance - Broadcast (ADS-B) System	None
	PL-003	Distance Measuring Equipment (DME)	14 CFR 91.205 14 CFR 121.349 14 CFR 125.203 14 CFR 129.17
		Flight Management Computer System (FMCS)	14 CFR 91.205 14 CFR 121.347, 121.349, 121.351 14 CFR 125.203 14 CFR 129.17 14 CFR 135.161, 135.165
	PL-054, PL-067	Ground Proximity Warning System (GPWS)	14 CFR 91.223, 91.1045 14 CFR 121.354, 121.358 14 CFR 135.154

ATA 34 (Cont'd)		Instrument Landing System (ILS)	14 CFR 121.347, 121.349 14 CFR 129.17 14 CFR 135.165
		Long Range Navigation Systems (GPS, INS, Loran, Omega)	14 CFR 121.351, 121.355 14 CFR 125.267
		Marker Beacon System	14 CFR Appendix A to Part 91 (Cat II Operations) 14 CFR 121.349 14 CFR 125.203 14 CFR 129.17 14 CFR 135.165
	PL-111	Standby Attitude Indicator	14 CFR 91.205, 91.507 14 CFR 121.305 14 CFR 135.149, 135.159
		Thunderstorm Detection	14 CFR 135.173
	PL-032	Traffic Collision and Avoidance System (TCAS)	14 CFR 91.221, 91.1045, Appendix G to Part 91 (RVSM) 14 CFR 121.356 14 CFR 125.224 14 CFR 129.18 14 CFR 135.180
		VOR Navigation Systems	14 CFR 91.131, 91.205, 91.511 14 CFR 121.345, 121.347, 121.349, 121.351 14 CFR 125.203 14 CFR 129.17 14 CFR 135.161 135.165
	PL-067	Weather Radar System	14 CFR 91.1045 14 CFR 121.357, 121.358 14 CFR 125.223 14 CFR 135.175

<u>ATA 35</u>		Oxygen System (Chemical or Gaseous)	14 CFR 91.211 14 CFR 121.329, 121.333, 121.574 14 CFR 125.219 14 CFR 135.157
		Portable Oxygen Dispensing Units (Or Equivalent) (Bottle and Mask)	14 CFR 121.329, 121.333
	PL-043	Protective Breathing Equipment (PBE)	14 CFR 121.337



# Federal Aviation Administration

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## MMEL Policy Letter 31, Revision 3

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Date: **May 5, 2010**  
To: All Region Flight Standards Division Managers  
All Aircraft Evaluation Group Managers  
From: Manager, Air Transportation Division, AFS-200  
Reply to Attn: Manager, Technical Programs Branch, AFS-260

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### MMEL GLOBAL CHANGE PL-31 is designated as GC-**XXX**

This Global Change (GC) is an approved addendum to all existing MMEL documents. Operators may seek use of the specific relief contained in this policy letter by revising their Minimum Equipment List (MEL). In doing so, each applicable sample proviso stating the relief in this policy letter must be copied by using equivalent text in the operator's MEL. Approval of a revised MEL is gained using established procedures, through the Operator's assigned Principal Operations Inspector (POI).

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### **SUBJECT: MMEL Format Specification**

MMEL CODE: 00 (General)

REFERENCE: **PL-31, Revision 2, dated October 15, 2009**  
PL-31, Revision 1, dated August 15, 1997  
Previous PL-28 items 3 and 11, dated 19 May 1987  
PL-41, no date and PL-44, no date  
PL-61, dated March 19, 1993

#### PURPOSE:

This policy letter provides the Aircraft Evaluation Groups (AEGs) a Master Minimum Equipment List (MMEL) format specification document.

#### DISCUSSION:

**Revision 3 revises Policy specification 12 back to the policy prior to Revision 2 (applicable FARs should not be identified).**

Revision 2 reformats this policy letter, clarifies existing policy, adds three specifications and makes editorial changes. Specifications have been rearranged to better align their application to the MMEL format. New specifications are identified by their number in this rearranged sequence: Specification 1 directs use of the attached MMEL title page template when drafting or revising MMELs; Specification 5 directs the use of exact nomenclature when referencing annunciators or EICAS messages; and Specification 8 outlines the use of three asterisks "\*\*\*\*" to identify optional installed equipment. Additionally, Specification 7 expands guidance on notation for deleted or moved relief, and Specification 23 is revised to add further guidance regarding the use of NOTES.

Revision 1 reformatted policy letter with no change to policy. The use of "OR" has caused confusion as to which set of provisos are required for dispatch. Deletion of "OR" wherever possible and repeating the provisos needed will help eliminate this confusion. This policy is stated in Specification 22. The Board was asked to consider deleting "if Installed" from the notes and definitions section of the MMEL. The term "if installed" was no longer needed and in some cases caused confusion. Chairmen should review all MMELs for which they are responsible and remove the term "if installed" through the normal FOEB revision schedule and process.

Nonstandard use of the change bar or its omission has resulted in confusion by industry as to its intended use in MMELs. Specifications 2 and 3 graphically identify all current changes. The process used in administering MMEL items in which relief has been eliminated has created confusion among users after a revision to an MMEL. It is necessary to develop a standard procedure to indicate when items are deleted from, combined with, or moved in an MMEL. Specification 7 defines such a procedure.

Item 4 in the DEFINITIONS section of the Master Minimum Equipment List/Minimum Equipment List (MMEL/MEL) indicates that an inoperative item must be placarded to inform and remind crew members and maintenance personnel of inoperative equipment. Industry representatives have taken the position that since all inoperative items in the MMEL/MEL are required to be brought to the attention of the flight crew and maintenance personnel, using an asterisk to identify placarding needs is superfluous. Evolving technology on newer aircraft equipped with EICAS, FADEC, etc., automatically "placards" a system or equipment when it experiences a failure. All asterisks used to identify the need for placarding in MMELs/MELs may be deleted at the earliest opportunity. Specification 24 states this policy.

#### POLICY:

1. Use the attached title page template when drafting or revising an MMEL.
2. For each page of the MMEL that is revised, change bars are to be placed to the right of the proviso for every line of text that is changed due to addition or deletion of either word or character.
3. All change bars applicable to the previous revision of the MMEL are to be removed prior to release of the next revision. This applies to all pages, including those not affected by the new revision.
4. Identify sub-system titles in column one with 1), 2) etc. For example,  
28-xx Fuel Quantity Indicating System
  - 1) Main Tank
  - 2) Center Tank
5. When referencing annunciators or EICAS messages, use exact panel or EICAS nomenclature.
6. Delete or do not include any items that must be operative for all conditions.
7. When a relief item is deleted or moved, the item name and sequence number will be retained in the MMEL, with an appropriate notation in the REMARKS or EXCEPTIONS column. Include the revision number of the deleted or moved relief item. For example,
  - 1) Relief is deleted entirely: "Deleted, Revision X."
  - 2) Relief is combined with relief at another location: "Relief combined with ATA 31-XX, (Relief Title), Revision X."
  - 3) Relief is moved to another ATA chapter: "Relief moved to ATA 31-XX, Revision X."
  - 4) Relief is moved to another FAA approved document: "Relief moved to (Document Name), Revision X."

The item name, sequence number and notations may be deleted from the MMEL/MEL with the next numbered revision provided permanent documentation of this change is retained by the AEG.

8. Use three asterisks "\*\*\*\*" below the relief item number to identify optional equipment that may have been installed on some models of aircraft.
9. In Number Installed or Number Required for Dispatch columns, use a number whenever possible; otherwise, use a "-" with proper qualification.
10. When only one proviso condition exists, arrange it into the statement of relief.
11. Where a control or switch position is specified, indicated by label, or special emphasis is required, use all caps instead of underlining, e.g., ON-OFF; OPEN-CLOSED. Use of the word "position" in reference to ON-OFF, OPEN-CLOSED, is often redundant and need not be included.
12. When the term "As required by FAR" or "Any in excess of those required by FAR may be inoperative" is used in the proviso, the applicable FAR should **not** be identified (e.g., FAR 91.33).
13. Where a proviso refers to another item listed in the MMEL, typically to require that item be operative,

the item will always be referred to using the exact same title as listed. The relief item number will generally not be used to reference an item.

14. When there is an "(M)" or "(O)" in the REMARKS or EXCEPTIONS column, remarks or proviso(s) are required for clarification.
15. Whenever possible, all limiting altitudes stated should include the words "or below" (e.g., "10,000 feet MSL or below", "FL 310 or below").
16. The word "operative" should be used instead of "operable".
17. Delete the word "the" wherever possible.
18. Delete all instances of "if installed".
19. Use letter and parenthesis, e.g., a), b), etc., to identify proviso conditions.
20. Indent proviso condition identifiers and subsequent text approximately six spaces, and delete line space between proviso conditions.
21. Use a comma after all proviso conditions, and prior to the last one use ", and". Use a period after last proviso condition. For example,
  - a) First condition,
  - b) Second condition, and
  - c) Last condition.
22. Delete the word "OR" when it is located between proviso conditions. Each set of needed proviso conditions should be repeated as required to eliminate the use of "OR".
23. Each NOTE applies to only the relief proviso it immediately follows, and shall be located in the REMARKS or EXCEPTIONS column, using all caps for the word "NOTE". NOTES should be repeated as necessary following each applicable proviso. Where there is only one NOTE, do not number it. Where more than one NOTE occurs, number them, (e.g., "NOTE1:" "NOTE 2: ").
24. Delete all single asterisks "\*" used to indicate the need for placarding. The requirement to placard MMEL items is stated in Policy Letter 25 Definitions.

Each Flight Operations Evaluation Board (FOEB) Chairman should apply this policy to affected MMELs through the normal FOEB process.

/s/

John Duncan, Manager  
Air Transportation Division, AFS-200



U.S. Department of Transportation  
Federal Aviation Administration  
Washington, D.C.

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# Master Minimum Equipment List

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Revision: xx  
Date: Month DD, YYYY

Manufacturer Name

Airplane Model

Name, Chairman  
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration  
Aircraft Evaluation Group  
Address  
Address  
Address

Telephone: (xxx) xxx-xxxx  
FAX: (xxx) xxx-xxxx



# Federal Aviation Administration

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## **M MEL Policy Letter 56, Revision 4**

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Date: September 15, 2004  
To: All Region Flight Standards Division Managers  
All Aircraft Evaluation Group Managers  
From: Manager, Air Transportation Division, AFS-200  
Reply to Attn of: Manager, Technical Programs Branch, AFS-260

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### M MEL GLOBAL CHANGE PL-56 is designated as GC-127

This (GC) is an approved addendum to all existing M MEL documents. Operators may seek use of the specific relief contained in this policy letter by revising their Minimum Equipment List (MEL). In doing so, each applicable sample proviso stating the relief in this policy letter, must be copied verbatim in the operator's MEL. Approval of a revised MEL is gained utilizing established procedures, through the Operator's assigned Principal Operations Inspector (POI).

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### **SUBJECT: Flight Deck FWD Observer Seat Relief**

**M MEL CODE:** 25 (EQUIPMENT & FURNISHINGS)

**REFERENCE:** PL-56, Revision 3, dated January 16, 2001, signed by Gregory L. Michael  
PL-56, Revision 2, dated August 15, 1997  
PL-56, Revision 1, dated June 29, 1995, signed by David R. Harrington  
PL-22, Revision Original, dated July 19, 1985, signed by John S. Kern  
PL-20, Revision Original, dated May 17, 1985

#### **PURPOSE:**

The purpose of this policy letter is to establish standardized Master Minimum Equipment List (M MEL) relief for the flight deck observer seat(s).

#### **DISCUSSION:**

Revision 4 adds additional M MEL relief for the flight deck observer seat(s) installed on aircraft operated under 14 CFR 91. Aircraft operated under 14 CFR 91 are not required to have an observer seat(s), therefore, the Remarks/Exceptions need to reflect these differences.

Revision 3 standardized the PURPOSE statement, deleted "OR" and "(2)" from provisos, revised previous proviso e) into two provisos and deleted "May be inoperative" from sub-item 2).

Revision 2 reformatted and incorporated previous policy letters 20 and 22 regarding the observer seat associated equipment, oxygen system and audio control panel.

The standard MMEL proviso for the Forward Observer Seat (14 CFR 121.581) as contained in Notice 8430.40 dated June 19, 1991, is amended as set forth in the new proviso herein. During the period when the MMEL proviso as described in Notice 8430.40 dated June 19, 1991, was in effect, a number of inquiries were made by the Federal Aviation Administration (FAA) field offices and some air carriers which required explanation. Based on those inquiries and requests from the air carrier industry, changes have been made as clarifying in nature. This change provides standard relief for aircraft with a single forward observer seat and aircraft with a forward and second observer seat on the flight deck. Any additional seats or equipment on the flight deck not encompassed by this proviso will be reviewed by the Flight Operations Evaluation Board (FOEB) for inclusion in the MMEL. Also, this change provides for the inspector to decide whether to occupy an observer seat by accepting certain defects, such as lights or other non-safety item(s), that would not adversely affect the performance of official duties.

The FAA designated observer seat on the flight deck is primarily designed for aviation safety inspectors and company check airman for use in the official performance of their duties. They are considered to be crewmembers performing flight deck duties when occupying the observer seat and shall be provided with oxygen and an audio control panel. The oxygen system and audio control panel provided must be equivalent to the system provided to the pilot/crewmember for the rules under which their operations are conducted.

**POLICY:**

The following standard MMEL proviso is established to provide limited relief for the forward observer seat or the observer seat (primary) or the observer seat selected by the Administrator, including associated equipment. Observer seat associated equipment is defined as all systems or components used in support of or in conjunction with the seat, i.e., audio selector panel, oxygen system, microphone, headset, lights, etc. This change provides the inspector an option, to occupy the forward observer seat or the second observer seat (if installed) with certain non-safety equipment inoperative when the inspector has determined that the official duty can be accomplished.

The pilot in command will determine if either observer seat may be occupied with certain non-safety equipment inoperative for persons, other than FAA inspectors, authorized by the air carrier.

Air carrier check airman may occupy an observer seat with certain non-safety equipment inoperative when it has been determined by the pilot-in-command that the flight check can be accomplished safely.

The described options to occupy the forward or second observer seat does not in any way alter the established repair interval.

Each FOEB chairman is to take appropriate action to have all applicable MMELs amended to include the following proviso for the forward observer seat as provided by 14 CFR 121.581, 125.317(b), and 135.75(b). The FOEB will also review any additional observer seats and equipment on the flight deck not encompassed by this proviso for inclusion in the MMEL. Except as provided herein, it is not intended that any existing MMEL relief for certain equipment on the flight deck be removed as a result of this proviso. Principal inspectors may amend assigned air carrier MELs in accordance with this policy letter when requested by the certificated operator/air carrier.

25 (EQUIPMENT & FURNISHINGS)

25-XX Observer Seat(s)

1)	Primary Observer Seat (including associated equipment)	A	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and</li> <li>b) Repairs are made within two flight days.</li> </ul>
		A	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Secondary observer's seat is available to the FAA inspector for the performance of official duties, and</li> <li>b) Repairs are made within two flight days.</li> </ul>
		A	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Required minimum safety equipment (safety belt and oxygen) is available,</li> <li>b) Seat is acceptable to the FAA inspector for performance of official duties, and</li> <li>c) Repairs are made within two flight days.</li> </ul> <p>NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.</p> <p>NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).</p>
*** 2)	Additional Observer Seat(s) (including associated equipment)	D	-	0	<p>NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).</p>

25 (EQUIPMENT & FURNISHINGS)

3)	Observer Seat Not Required by FAR (including associated equipment)	D	-	0	NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
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Each Flight Operations Evaluation Board (FOEB) Chairman should apply this Policy to affected MMELs through the normal FOEB process.

Matthew Schack, Manager,  
Air Transportation Division, AFS-200

PL-56 reformatted 01/20/2010 with no change to content.  
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# Federal Aviation Administration

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## MMEL Policy Letter 70 Revision 3

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Date: August 18, 2010  
To: All Region Flight Standards Division Managers  
All Aircraft Evaluation Group Managers  
From: Manager, Air Transportation Division, AFS-200  
Reply To: Manager, Technical Programs Branch, AFS-260  
Attn Of:

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**Subject: Definitions Required in MELs.**

MMEL CODE: 00 (GENERAL)

REFERENCE: PL-70, Revision 2 dated September 11, 2008  
PL-70, Revision 1 dated December 22, 1993

**PURPOSE:**

The purpose of this policy letter is to clarify the requirements for Master Minimum Equipment List definitions. The previous policy, contained in Policy Letter 70, dated December 22, 1993 is unchanged.

**DISCUSSION:**

Revision 3 moved previous revision remarks to this section (Discussion), clarified that PL-25 Appendix A is not required to be included in the operator's MEL and added Definition 31.

Revision 2 adds the definitions of "Considered Inoperative", "Is not used" and "Nonessential equipment and furnishings (NEF)" (reference PL 25, Revision 12). Termination date of December 31, 2007 added to definition 21 – Passenger Convenience Items.

Revision 1 reflects new standardized policy letter formatting.

Master Minimum Equipment List (MMEL) definitions are included to define specific items related to the MMEL and includes specific items which are required to be in an operator's Minimum Equipment List (MEL). Not all of the MMEL definitions are required to be in an operator's MEL, as some are related to format issues, specific aircraft types, and certain types of operations. Certain portions of a MMEL definition may be edited and/or not required, but the intent of the definition must be the same and cannot be less restrictive than the MMEL.

**POLICY:**

PL-25 Appendix A is not required to be included in the operator's MEL. The following MMEL definitions indicated are to be included in the operator's MEL:

<b>DEFINITION</b>	<b>OPERATOR'S MEL CRITERIA</b>	<b>REMARKS</b>
1. System Definition		
a. Item	Operator must include explanation describing format.	MMEL definition explaining MMEL format. Format issue.
b. Number Installed	Operator must include explanation describing format.	MMEL definition explaining MMEL format. Format issue.
c. Number Required for dispatch	Operator must include explanation describing format.	MMEL definition explaining MMEL format. Format issue.
d. Remarks or Exceptions	Operator must include explanation describing format.	MMEL definition explaining MMEL format. Format issue.
e. Vertical Bar	Operator's manual MMEL definition must indicate revision identification method as specified by the operator. May be "bar" or other suitable method accepted by the Administrator.	MMEL definition explaining MMEL format. Format issue.
2. Airplane/Rotorcraft Flight Manual	Operator must indicate appropriate type manual that applicable to the type of aircraft.	MMEL Definition.
3. As required by FAR	Not allowed in MEL. Definition not applicable to MEL.	MMEL item only; therefore development criteria.
4. "Placarding"	Statement regarding placarding items must be included.	MMEL definition No. 4 NOTE.
5. "-"	MEL item or an acceptable means to determine quantity installed.	MMEL Definition.
6. Deleted	Operator format issue, not required in operator MEL.	MMEL definition explaining MMEL format.
7. ER	Required in operator's MEL dependent on aircraft configuration.	MMEL Definition.
8. FAR	Required in operator's MEL.	MMEL Definition.
9. Flight Day	Required in operator's MEL. Operator may edit to define when clock time starts and ends.	May edit to suit operations.
10. Icing Conditions	Required in operator's MEL.	
11. Alphabetical Symbol	Not required in operator's MEL.	MMEL definition explaining MMEL format.
12. Inoperative	Required in operator's MEL.	
13. Notes	Required in operator's MEL. Operator may edit column references to conform to MEL format.	
14. Inoperative components of an inoperative system	Required in operator's MEL.	

<b>DEFINITION</b>	<b>OPERATOR'S MEL CRITERIA</b>	<b>REMARKS</b>
15. (M)	Required in operator's MEL.	MMEL Definition.
16. (O)	Required in operator's MEL.	MMEL Definition.
17. Deactivated and Secured	Required in operator's MEL.	
18. VFR	Required in operator's MEL.	
19. VMC	Required in operator's MEL.	
20. Visible Moisture	Required in operator's MEL.	
21. Passenger Convenience Items (expires December 31, 2007)	Definition optional dependent on how operator lists these items. If operator includes items in MEL, definition not required	MMEL definition for MEL development criteria.
22. Repair Intervals	Required in operator's MEL. Definition may be edited to conform to MEL format. Limitations cannot be changed and examples need not be included.	
23. EICAS	Required in operator's MEL dependent on aircraft configuration.	
24. Administrative Control Items	Not required in operator's MEL.	MMEL definition for MEL development criteria.
25. ***	Not required in operator's MEL.	MMEL definition for MEL development criteria.
26. Excess Items	Required in operator's MEL only if excess items are installed.	MMEL definition for MEL development criteria.
27. Day of Discovery	Required in operator's MEL.	
28. Considered Inoperative	Required in operator's MEL.	
29. Is not used	Required in operator's MEL.	
30. Nonessential Equipment and Furnishings (NEF)	Required in operator's MEL.	
31. As used in MMELs, Heavy Maintenance Visit (HMV)	Required in operator's MEL.	

Principal operations inspectors are requested to review these definitions with their certificate holders to ensure understanding.

John Duncan, Manager,  
Air Transportation Division, AFS-200



# Federal Aviation Administration

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## MMEL Policy Letter 72, Revision 4 **D** **8**

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Date: xxxx xx, 2010  
To: All Region Flight Standards Division Managers  
All Aircraft Evaluation Group Managers  
From: Manager, Air Transportation Division, AFS-200  
Reply to Attn of: Manager, Technical Programs Branch, AFS-260

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**SUBJECT:** Wing Icing Detection Lights

**MMEL CODE:** 33 (LIGHTS)

**REFERENCE:** PL-72, Revision 3, dated March 24, 2008  
PL 72, Revision 2, dated August 15, 1997  
PL 72, Revision 1, dated July 31, 1995.

**PURPOSE:**

This policy letter provides standardized Master Minimum Equipment List (MMEL) Policy for Wing Icing Detection Lights.

**DISCUSSION:**

**Revision 4 changes the proviso statement by adding night operations restrictions, except on aircraft where the wing surfaces are not visible from inside the aircraft.**

Revision 3 deleted the Global Change designation of GC-54 from this Policy Letter and revises FOEB Chairman guidance statement.

Revision 2 cancelled and replaces the following Policy Letters:

Master Minimum Equipment List, Policy Letter 37, dated September 15, 1993,  
Subject: Relief for Wing/Illumination Ice Lights

Master Minimum Equipment List, Original Policy Letter 72, dated December 16, 1993,  
Subject: Cargo Aircraft Ice Lights Relief.

**This Policy Letter is issued to comply with 14 CFR for wing icing detection lights. This policy letter contains changes to make it clear that this policy only applies to aircraft during certain ground de-icing situations, or where the wing surfaces are not visible from inside the aircraft.**

MMEL relief is necessary for wing icing detection lights for various configurations of aircraft operating under current regulatory aircraft deicing requirements. The current generation of cargo jet aircraft equipped with modular containers does not permit access to the aircraft cabin to view ice formation on the wings as do some other aircraft. Fuselage windows are not installed, or are covered on some cargo aircraft, so they may not be available as a viewing station.

Therefore, for certain configured jet aircraft, the wing icing detection lights may not meet their intended purpose. Current regulatory requirements exist for ground deicing of aircraft and for the ability to determine the formation of ice on the wing surfaces in flight. Wing icing detection lights for certain configured jet aircraft may be inoperative under specified conditions.

**POLICY:**

The FAA position is that wing icing detection lights provide illumination for viewing critical wing surfaces on certain aircraft which should be inspected prior to commencing take off under certain adverse weather conditions. These lights should be operable for night operations on those aircraft where the wing surface can be adequately viewed from **inside the aircraft**. For those configured jet aircraft which preclude a view of critical wing surfaces from inside aircraft, the wing icing detection lights may be inoperative provided ground deicing procedures do not require their use.

Accordingly, the following proviso shall be used in the MMEL, for items entitled "Wing Icing Detection Lights", or equivalent, on airplanes where the view of wing surfaces from the inside the aircraft is restricted.

**33 LIGHTS**

**XX-X Wing Icing Detection Lights**

- |    |  |   |   |   |   |
|----|--|---|---|---|---|
| 1) | Airplanes with Critical Wing surfaces visible from inside airplane | C | - | 0 | <p>(O) May be inoperative provided</p> <p><b>a) operations at night in known, or forecast icing conditions are prohibited unless an alternate means of illumination is used, and</b></p> <p><b>b) an alternate means of illumination must not cause glare or reflection that would handicap crewmembers in the performance of their duties, and</b></p> <p><b>c) operations at night in known or forecast icing conditions are prohibited if the pilot side wing ice detect light is inoperative and operating as a single pilot operation on all aircraft regardless of certification basis.</b></p> |
|    |  | C | - | 0 | <p>(O) May be inoperative provided:</p> <p><b>a) an alternate means is used to determine the formation of</b></p>   |

**ice on the critical wing surface**  
b) ground deicing procedures  
do not require their use.

- 2) Airplanes with Critical Wing surfaces not visible from inside airplane C - O
- (O)May be inoperative provided**  
**a) ground deicing procedures do not require their use, and**  
**b) operations at night in known or forecast icing conditions are prohibited if the pilot side wing ice detect light is inoperative and operating as a single pilot operation on all aircraft regardless of certification basis.**

Flight Operations Evaluation Board Chairman should review the MMELs for necessary action. If appropriate for the airplane configuration and applicable certification rules, they may apply this policy to affected MMELs through the normal Flight Operations Evaluation Board process. Principal Inspectors may affect changes to the MEL in accordance with this policy letter when requested by their assigned certificate holders.

John Duncan, Manager,  
Air Transportation Division, AFS-200



# Federal Aviation Administration

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## MMEL Policy Letter 102 Revision 1 D0

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Date: **September 29, 2010**  
To: All Region Flight Standards Division Managers  
All Aircraft Evaluation Group Managers  
From: Manager, Air Transportation Division, AFS-200  
Reply to Attn of: Manager, Technical Programs Branch, AFS-260

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### MMEL GLOBAL CHANGE

PL-102 is designated as GC-**xxx**

This GC is an approved addendum to all existing MMEL documents. The operators may seek use of the specific relief contained in this policy letter by revising their Minimum Equipment List (MEL). In doing so, the sample proviso stating the relief in this policy letter, must be copied verbatim in the operator's MEL. Approval of the revised MEL is gained utilizing established procedures, through the assigned Principal Operations Inspector (POI).

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**Subject: Cargo Compartment Smoke detection and Fire  
Suppression Systems**

**MMEL CODE:** 26 (FIRE PROTECTION)

**REFERENCE:** **PL-102, Original, dated September 29, 1999**

#### **PURPOSE:**

The purpose of this policy letter is to provide guidance for establishing standardized Minimum Equipment List (MEL) relief for both Cargo Compartment Smoke Detection and also Fire Suppression (Extinguishing) Systems being installed on transport category airplanes by either Type Certificates or Supplemental Type Certificates per Title 14 Code of Federal Regulations (14 CFR) sections 25.855, 25.857, 25.858, and 121.314, Revised Standards for Cargo or Baggage Compartments in Transport Category Airplanes; Final Rule, dated February 17, 1998. This rule requires the installation of such detection and suppression systems in Class D cargo compartments by no later than March 19, 2001.

#### **DISCUSSION:**

**Revision 1 clarifies relief for cargo holds with individual zones.**

14 CFR sections 25.855, 25.857, 25.858, and 121.314, Revised Standards for Cargo or Baggage Compartments in Transport Category Airplanes; Final Rule, upgrades the fire safety standards for cargo or baggage compartments by eliminating Class D compartments as an option for future type certification. Compartments that no longer can be designated as Class D will be required to comply with the standards for either Class C, or Class E compartments, as applicable.

The Class D compartments in transport category airplanes manufactured under existing type certificates and used in passenger service will be required to comply with both the fire detection and suppression

standards for Class C compartments by March 19, 2001 for use in air carrier, commuter, on-demand, or most other commercial service. The Class D compartments manufactured under existing type certificates and used only for the carriage of cargo will also be required to comply with both the fire detection and suppression standards, or the detection standards for Class E compartments by that date for such service. These improved standards are required in order to increase protection from possible in flight fires.

**POLICY:**

As a result of this new rule, the following guidelines are provided for determining an air carrier's specific MEL relief for both smoke detection and fire suppression (Extinguishing) systems installed in transport category aircraft.

Due to the numerous types of systems being installed, MEL relief should be granted in order to operate these systems fully and yet not penalize an operator if a discrepancy in either system should occur. Appropriate (M) and/or (O) procedures (if required) will be developed by the operator for the MEL as appropriate.

Inoperative components of a system(s) may be considered for MMEL/MEL relief if it is determined that the smoke detection/suppression system will continue to function as intended. **Cargo holds that have individual zones that continue to operate normally may be loaded provided the inoperative zones remain empty.**

26 FIRE PROTECTION

Cargo Compartment Fire  
Detection/Suppression Systems

C - 0

May be inoperative provided associated cargo compartment **or zone** remains empty.

**NOTE 1:** Does not preclude the carriage of empty cargo containers, pallet, ballast, etc.

**NOTE 2:** Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).

Each Flight Operations Evaluation Board (FOEB) Chairman should apply this Policy to affected MMELs through the normal FOEB process.

John Duncan, Manager,  
Air Transportation Division, AFS-200



# Federal Aviation Administration

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## MMEL Policy Letter 108, Revision 1 D0

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Date: **September 29, 2010**  
To: All Region Flight Standards Division Managers  
All Aircraft Evaluation Group Managers  
From: Manager, Air Transportation Division, AFS-200  
Reply to Attn of: Manager, Technical Programs Branch, AFS-260

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### MMEL GLOBAL CHANGE PL-108 is designated as GC-**xxx**

This GC is an approved addendum to all existing MMEL documents. The operator may seek use of the specific relief contained in the policy letter by revising the Minimum Equipment List (MEL). In doing so, the sample proviso stating the relief in the policy letter must be copied verbatim in the operator's MEL. Approval of the revised MEL is gained utilizing established procedure, through the assigned Principal Operations Inspector (POI).

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### **SUBJECT: Carriage of Empty Cargo Handling Equipment**

**MMEL CODE:** 00 (GENERAL)

**REFERENCE:** **PL-108, Original, dated October 10, 2001**

#### **PURPOSE:**

The purpose of this policy letter is to provide standardized relief statements in Master Minimum Equipment List (MMEL) that allow for the carriage of empty cargo handling equipment when the compartment is otherwise required to be empty of cargo.

#### **DISCUSSION:**

**Revision 1 clarifies relief for cargo holds with individual zones.**

As a condition of deferral for many existing MMEL items such as air conditioning and air distribution components, smoke/fire detection systems, and other such related items, etc., cargo compartments are required to remain empty of cargo. In an effort to address the needs of air carriers to be able to redistribute cargo handling equipment such as containers, pallets, igloos (typically referred to as Unit Loading Devices (ULDs)), ballast, and related cargo restraint components throughout their route structure, successive MMEL revisions have added statements that have attempted to address this need. Principally, the statements; "...affected compartment remain empty, or only non-combustible (and/or non-flammable) materials are carried in the affected compartments," were added to many MMELs. Due to the lack of availability and uniformity of definitions for such terms as combustible and flammable, many operators were confronted with the necessity to conform to only the strictest interpretation of these provisos and fly with the cargo compartment completely empty.

Most recent attempts to address this issue have resulted in MMEL provisos that have been changed to state that "...affected compartment remain empty," along with the addition of a NOTE that states "does not preclude the carriage of empty cargo containers, pallets, ballast, and cargo restraint components." Several air carriers have expressed concern that this new standard also will not allow them to carry empty cargo handling materials because Notes, by their definition, ".. do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos."

Operators argue that this definition can lead them back to the need to void the entire compartment and once again leave urgently needed ULDs and ballast, etc., at remote locations, disrupting their system, all because the proviso they are left to comply with is essentially "..Affected compartment remains empty." Other parties have also expressed concern that this note in MMELs lacks any creditable authority to ensure that inappropriate items associated with cargo handling such as shoring timbers, plywood panels, cardboard boxes, etc., are not also being loaded.

In response to these concerns industry submits that their cargo handling materials, consisting of ULDs (containers, pallets, and igloos), ballast, and related cargo restraint components and equipment, are designed and tested to standards that are equivalent to standards that the aircraft structure must meet, principally, Title 14 Code of Federal Regulations Part 25, Appendix F, Part 1. These items of equipment are all manufactured in accordance with various STCs, TSO, ISO, or SAE standards for such equipment. All such standards require the equipment and its materials to meet the minimum performance standards of NAS 3610, or other designations that are in accordance with IATAs ULD Technical Manual, Chapter 5, Standards Specifications 50/0 and 50/4. These standards have been reviewed and approved, or accepted, by the Administrator for routine use in cargo carriage.

Additionally, some operators have an installed storage unit(s) called Fly Away Kits (alternately referred to as Parts for Maintenance [PFM] (Boxes), which have been reviewed and approved by the Administrator to remain on the aircraft when the compartment is to be considered empty. The purpose of such kits is to carry aircraft certified spare parts and hardware. It is the responsibility of each operator, who uses such kits, to ensure that they be voided of any item(s) that may not be compatible with the goal of minimizing potential sources of smoke, fume, or fire while MEL items affected by this policy are being carried on deferral. Examples of such item(s) that shall be removed are all self contained fluids, i.e., cans of hydraulic oil, cleaning solvents, etc. In addition, any item that either stores or can produce a source of ignition, i.e., devices that store energy such as batteries and capacitors, chemical generators, etc., shall be removed. When part of a Fly Away Kit, serviceable tires should only be inflated to a minimal pressure that preserves their serviceability.

The presence of cargo handling equipment (unloaded, empty, or with ballast) or installed Fly Away Kits, onboard the aircraft constitute no greater hazard in regards to propagation of fire, smoke, and fumes than the aircraft itself.

Each operator is required to maintain records of the types of cargo handling materials they carry, and thus be able to demonstrate that empty cargo handling material loaded in conjunction with any MMEL proviso that mandates no cargo be carried are of these approved, or accepted, categories. Further, each operator has the responsibility of ensuring and recording the exact position, and tare weight, of empty cargo equipment that are loaded onboard an aircraft in accordance with an approved weight and balance program, load manifest, etc. Since this information must be validated by the crew, the operator shall also establish and use a procedure that verifies the cargo compartment is empty or contains only empty cargo handling equipment, ballast, and/or Fly Away Kits. To maintain operational flexibility, ballast may be loaded in ULDs.

**POLICY:**

~~Flight Operations Evaluation Board (FOEB) chairmen should apply the following policy to affected MMELs through the normal FOEB process.~~ Any MMEL item that carries a proviso that states the "affected cargo compartment ~~or zone~~ remains empty" be changed to read as follows:

(O)May be inoperative provided procedures are established and used to ensure the associated compartment ~~or zone~~ remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and /or Fly Away Kits.

NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

Each Flight Operations Evaluation Board (FOEB) Chairman should apply this Policy to affected MMELs through the normal FOEB process.

John Duncan, Manager,  
Air Transportation Division, AFS-200



# Federal Aviation Administration

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## MMEL Policy Letter 112, Revision 2 D0

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Date: **October 7, 2010**  
To: All Region Flight Standards Division Managers  
All Aircraft Evaluation Group Managers  
From: Manager, Air Transportation Division, AFS-200  
Reply to Attn: Manager, Technical Programs Branch, AFS-260

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### MMEL GLOBAL CHANGE PL-112 is designated as GC-xxx

This Global Change (GC) is an approved addendum to a significant number of existing MMEL documents. Operators may seek use of the specific relief contained in this policy letter by revising the Minimum Equipment List (MEL). In doing so, each applicable sample proviso stating the relief in this policy letter must be copied by using equivalent terminology in the operator's MEL. Approval of the revised MEL is gained utilizing established procedures, through the Operator's assigned Principal Operations Inspector (POI).

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### **SUBJECT: Relief for 14 CFR 25.795 Compliant Flight Deck Doors**

**MMEL CODE:** 52

**REFERENCE:** **PL-112, Revision 1, dated January 29, 2004**  
**PL-112, Original, dated June 28, 2002**

#### **PURPOSE:**

The purpose of this policy letter is to provide guidance to Flight Operations Evaluation Board (FOEB) Chairmen relative to the granting of standardized Master Minimum Equipment List (MMEL) relief for Title 14 Code of Federal Regulations (14 CFR) section 25.795 compliant flight deck doors.

#### **DISCUSSION:**

**Revision 2 clarifies relief for flight deck doors that have a decompression function that is independent of the door locking system.**

Revision 1: Adds title (Passenger/Combi Aircraft Only) and example provisos (Primary and Secondary Locking Systems) for new flight deck door(s) and establishes time deferral limits for use within MMELs.

Revision Original: As a result of the September 11, 2001 attacks by terrorists whose focus included United States aviation interest as targets, the U.S. Government, the Federal Aviation Administration, and the U.S. aviation industry joined together to increase levels of aviation security including transport airplane flight deck security. Passage of SFAR 92 and subsequent Amendments 92-1 through 92-4, Amendments

25.106 and 121.288, along with the approval of Advisory Circulars 25.795-1 and 25.795-2, highlighted some of the regulatory activities that supported increased security awareness. The newly designed 14 CFRs provide for more robust flight deck door designs on transport aircraft that will be utilized in service by U.S. operators. The U.S. operating rules (14 CFR) provide MMEL/MEL relief for inoperative equipment subject to specified conditions. U.S. operating rules (14 CFR section 121.587) have required locked flight deck doors during 14 CFR part 121 operations for approximately 40 years (August 6, 1964). Policy letters provide guidance specific to the management and oversight of the MMEL/MEL approval process.

**POLICY:**

FOEB chairmen may not allow relief for flight deck doors, as a system, however they may allow relief for certain specific items associated with the design of flight deck doors, as has been the Flight Operations Policy Board's (FOPB) long standing practice. The normal FOEB practice of considering the type of failure and the next probable failure in the granting of MMEL relief must be followed, and an acceptable level of safety must be maintained. In all cases the primary consideration will be the maintenance of flight deck security and the prevention of unauthorized access, as required by 14 CFR.

Further, any flight deck door locking device in use in 14 CFR part 121 operations must meet the requirements of 14 CFR section 25.795, as amended. The part(s) of the system that alerts the flight crew that the auto opening cycle has been activated, and that the door locking system is entering the unlocked mode, must be operative, unless the auto-opening system has been deactivated. The part(s) of the system that allows the flight crew to take immediate action to cause the door to remain locked or default to a locked mode, until positive (visual) identification of the person seeking entry can be validated, must remain operative, unless a tertiary locking device is used that does not allow flight deck access.

The FOPB is aware that some designs may incorporate tertiary locking features or locking features that were originally designed for use in other than in-flight operations. These latter locking features, or system attributes, may be accompanied by placards labeled "For Ground Use Only", etc. While Aircraft Certification may not have envisioned the use of those kinds of devices in-flight, considering that the use of those particular systems would not meet the requirements for aircraft certification; the FOPB believes that the use of certain of these devices will enable the operator to maintain a level of safety, considering the unauthorized entry case, by using these devices at dispatch, where certain door locking failures occur in service. Additionally, the use of certain of these features will provide safety benefits after an enroute failure of the primary locking system(s).

In these cases, the FOEBs are encouraged to utilize these locking system resources to good advantage. Provisos should address alternative Placarding provisions, when appropriate, that specify when the use of appropriate alternative locking subsystems may provide an additional safety benefit.

Inoperative components of the door locking system may be considered for MMEL/MEL relief, if it is determined that the door may be locked and the locked indication is clearly visible or discernable to the flight crew.

The following standard MMEL proviso and repair category is adopted to provide standardization among all MMELs.

52 DOORS

XX. Enhanced Flight Deck Security Door Primary Locking System ( FAR 25.795 Compliant) Passenger and Combi Aircraft ONLY

\*\*\*

1) Decompression Function Dependant on Primary Door Locking System	A	1	0	(M)(O) May be inoperative provided: a) Primary locking system is deactivated, b) Secondary locking system operates normally and is used to lock the door, c) Alternate procedures are established and used for locking and unlocking the door using the secondary locking system, and d) Repairs are made within two flight days
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2) Decompression Function Independent of Primary Door Locking System	C	1	0	(M)(O) May be inoperative provided: a) Primary locking system is deactivated, b) Secondary locking system operates normally and is used to lock the door and c) Alternate procedures are established and used for locking and unlocking the door using the secondary locking system.
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XX. Enhanced Flight Deck Security Door Secondary Locking System ( FAR 25.795 Compliant) Passenger and Combi Aircraft ONLY	C	1	0	May be inoperative provided primary locking system operates normally.
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XX Flight Deck Door Decompression Function (Independent of Door Locking System)	A	1	0	May be inoperative provided repairs are made within two flight days.
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Each Flight Operations Evaluation Board (FOEB) Chairman should apply this Policy to affected MMELs through the normal FOEB process.

John Duncan, Manager,  
Air Transportation Division, AFS-200



# Federal Aviation Administration

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## MMEL Policy Letter 120, Revision 1

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Date: Jan 20, 2009

To: All Region Flight Standards Division Managers  
All Aircraft Evaluation Group Managers

From: Manager, Air Transportation Division, AFS-200

Reply To: Manager, Technical Programs Branch, AFS-260  
Attn Of:

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MMEL GLOBAL CHANGE  
PL-120 is designated as GC-156

This Global Change (GC) is an approved addendum to all existing MMEL documents. Operators may seek use of the specific relief contained in this policy letter by revising their Minimum Equipment List (MEL). In doing so, each applicable sample proviso stating the relief in this policy letter, must be copied verbatim in the operator's MEL. Approval of a revised MEL is gained utilizing established procedures, through the Operator's assigned Principal Operations Inspector (POI).

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**Subject: Emergency Locator Transmitters (ELT)**

MMEL CODE: **23 (COMMUNICATIONS) and 25 (EQUIPMENT & FURNISHINGS)**

REFERENCE: 14 CFR Part 91.207 (f) (10), dated Jan 01, 2006  
PL-120, Original, dated Jan 01, 2007

**PURPOSE:**

The purpose of this Policy Letter is to provide standardized MMEL requirements for the Emergency Locator Transmitters (ELT).

**DISCUSSION:**

**Revision 1 adds ATA code assignment ATA 23 and the requirement that an inoperative system that remains installed must be deactivated. For Fixed ELTs, split items into two parts, those that are inoperative and those that are missing.**

Adds relief for Emergency Locator Transmitters (ELT). After review by the Flight Operations Policy Board, a determination was made that MMEL policy for ELTs was necessary in order to clarify the relief provided in 14 CFR Part 91.207(f)(10).

**POLICY:**

The following policy has been established for ELTs in order to provide operators with ready access to the dispatch relief allowed by 14 CFR.

For Fixed ELTs required by 14 CFR, Category A repair interval is assigned with repairs to be made within 90 days after the ELT is found to be **missing or temporarily removed for inspection**, repair, modification or replacement.

For ELTs in excess of those required by 14 CFR (Fixed or Survival Type), Category D repair interval is assigned.

**23 – COMMUNICATIONS, or  
25 – EQUIPMENT AND  
FURNISHINGS**

25-XX Emergency Locator  
Transmitter (ELT)

	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
*** Survival Type ELTs	D	–	–	Any in excess of those required by FAR may be inoperative or missing.
*** Fixed ELTs	<b>A</b>	<b>–</b>	<b>0</b>	<b>(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.</b>
	A	–	0	May be missing provided repairs are made within 90 days.
	D	–	–	<b>(M)</b> Any in excess of those required by FAR may be inoperative provided system is deactivated.
	D	–	–	Any in excess of those required by FAR may be missing.

Each Flight Operations Evaluation Board (FOEB) Chairman should apply this Policy to affected MMELs through the normal FOEB process.

(Gregory Kirtland for)  
4/10/2009  
John Duncan, Manager,  
AFS-200

SF – I believe that this proviso is contrary to FAR 91.207(f). For 135 ops, the only relief is provided if the ELT is removed for inspection, repair, modification, or replacement. Otherwise it must be installed and operative. Operations with the ELT deactivated is not permitted by FAR. If the aircraft is over 18,000 pounds payload then no ELT is even required.





# Federal Aviation Administration

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## MMEL Policy Letter 128 Revision **O D2**

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Date: XX/XX/2010

To: All Region Flight Standards Division Managers  
All Aircraft Evaluation Group Managers

From: Manager, Air Transportation Division, AFS-200

Reply To: Manager, Technical Programs Branch, AFS-260  
Attn Of:

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**Subject: Lavatory Call System**

MMEL CODE: 23 (COMMUNICATIONS)

REFERENCE: 14 CFR 382.63 (a) (a3), 14CFR 382.71 (a)

**PURPOSE:**

The purpose of this policy letter is to provide updated guidance for Flight Operations Evaluation Board (FOEB) Chairmen for the Flight Attendant Visual/Audio Alerting System, Lavatory Call System (Call Button).

**DISCUSSION:**

MMELs have provided relief for the Passenger to Attendant Call System as a Non Essential Equipment and Furnishings (NEF) item. FAA certification review has determined relief for the Lavatory Call System (Call Button) for wheelchair accessible lavatories is not allowed by regulation, therefore does not appear in the NEF list..

**POLICY:**

The FAA position is that the Lavatory Call System (call button) for wheelchair accessible lavatories will not be granted relief in MMELs, or MELs. Any references to the Lavatory Call System provided in NEF lists, or guidance will be disregarded.

Flight Operations Evaluations Board Chairmen should review MMELs for necessary action and apply this policy to affected MMELs through the normal Flight Operations Evaluation Board process. Principal inspectors may affect changes to the MEL in accordance with this policy letter.

John Duncan, Manager

Air transportation Division, AFS-200

**Wagner, Robert A**

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**From:** Taylor, Bob [Robert.Taylor2@usairways.com]  
**Sent:** Wednesday, September 08, 2010 12:49 PM  
**To:** Wagner, Robert A  
**Subject:** FW: MMEL Policy Letters - Historical Compilation

Do you have any of these?

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**From:** Taylor, Bob  
**Sent:** Tuesday, August 31, 2010 1:31 PM  
**To:** 'Nordstrom, Paul'  
**Subject:** MMEL Policy Letters - Historical Compilation

Paul,

Per yesterday's conversation, I'm trying to assemble a compilation of all Policy Letters from each PL's Original issue through its latest revision. With the transfer of the intent of many PLs to 8900 and the PLs subsequent archiving, having such a resource available will provide an overview of each PL's development, as well as background information (DISCUSSION section) that would otherwise be lost to Industry. I'll be happy to share the end result with you if you would like to have it.

I began participating in MMEL Sub-committee meetings in May 1992 and tried to save PLs as they were superseded; however I do not have any that were superseded before that time, and I have missed some along the way, particularly when I was involved in merger related activities. Is there any chance you would have a copy of the following PLs in any form? (I've included dates of the missing revisions when I could determine what they are.

Thanks

**PL 9 Original Issue June 9, 1982**

**PL 25 Original Issue**  
**Revision 1**  
**Revision 2**  
**Revision 3**  
**Revision 4**  
**Revision 5**  
**Revision 8**  
**Revision 11 July 5, 2005**  
**Revision 12 June 5, 2006**  
**Revision 13 September 11, 2006**

**PL 29 Original Issue**

**PL 32 Original Issue March 4, 1988**  
**Revision 2 June 3, 1997**

**PL 33 Original Issue March 29, 1988**

**PL 34 Original Issue**  
**Revision 1**

PL 39 Original Issue February 20, 1990  
Revision 2 August 15, 1997

PL 54 Original Issue April 10, 1991  
Revision 1 July 27, 1992  
Revision 3 August 15, 1997  
Revision 4 January 12, 1998  
Revision 5 September 29, 1999  
Revision 6 January 19, 2001  
Revision 9 May 26, 2005

PL 63 Original Issue May 19, 1987

PL 76 Revision 4 May 26, 2005

PL 78 Original Issue

PL 79 Revision 4 June 10, 2005  
Revision 5 June 1, 2007

PL 86 Revision 2  
Revision 3

PL 87 Revision 9 March 8, 2010

PL 116 Original Issue

PL 119 Original Issue September 12, 2006  
Revision 1 February 14, 2008

PL 120 Original Issue January 1, 2007

Vol. 4, Chapter 4, Section 12 ?  
 (new section title –Policy Letters Incorporated into 8900.1)

Date: 10-21-2009

Standard FAA intro paragraph

Title	PL	Location(s)	Paragraphs
O & M Procedures/Policy	16, 68	Vol. 4, Chap 4, Sect 1	1 4.626
			2 4.658, 4.670
			3 4.698, 4.702
			4.704
			7 4.800
Part 91 MEL Approval Process	36	Vol. 4, Chap 4, Sect 2	4.670, 4.675
Standard & Interim Revisions	46	Vol. 4, Chap 4, Sect 3	3 4.703
			4 4.680
			6 4.779
			8 4.822
Configuration & Fleet Approval	71	Vol. 4, Chap 4, Sect 1	1 4.626, 4.632
			3 4.702
			4 4.736
			10 4.876-880
MEL/CDL Procedures	81	Vol. 4, Chap 4, Sect 1	1 multiple
			2 multiple
			4 4.731-738
			5 4.756-758
			6 multiple
			7 multiple
10 4.876-880			
Air Carrier Compliance	86	Vol. 4, Chap 4, Sect 6	4.780
After Blocking Out	88	Vol. 4, Chap 4, Sect 1	1 4.629
			8 4.826



# Federal Aviation Administration

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## MMEL Policy Letter 47, Revision 2 D0

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Date: July 21, 2010  
To: All Region Flight Standards Division Managers  
All Aircraft Evaluation Group Managers  
From: Manager, Air Transportation Division, AFS-200  
Reply to Attn of: Manager, Technical Programs Branch, AFS-260

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**SUBJECT: Megaphone MMEL Requirements**

**MMEL CODE:** 25 (Equipment and Furnishings)

**REFERENCE:** PL-47, Revision 1, dated 15 August 1997  
PL-47, ~~Revision~~-Original, (~~undated~~) not dated, signed by David R. Harrington

**PURPOSE:**

This policy letter provides standardized MMEL requirements for cabin megaphones.

**DISCUSSION:**

Revision 2 adds requirement to remove or obscure the megaphone placard and adds relief for flights with no passengers.

Revision 1 reformats Policy Letter 47 and changes the C category to D with no change to policy.

Megaphones are required by FAR 121.309 (f) for passenger carrying operations. The number required is one (1) for airplanes with a seating capacity of more than 60 and less than 100 passengers, and two (2) for airplanes with seating capacity of more than 99 passengers. MMEL relief for inoperative or missing megaphones can therefore only be applied for units that are carried in excess of the regulatory requirement. COMBI type operations are required a megaphone, the quantity corresponding to the number of passenger seats installed. The regulation does not extend the megaphone requirement to all-cargo type operations.

**POLICY:**

To ensure that the requirements set forth in the Federal Aviation Regulations (FAR) are met, the FOPB has determined that the number of megaphones required by regulation must be installed and fully functional. Megaphones in excess of the number required may be granted relief.

The following standard MMEL proviso and repair category is adopted to provide standardization among all MMELs.

25 (Equipment and Furnishings)

Megaphones	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative megaphone is removed from the passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained.
	D	-	0	May be inoperative or missing provided no passengers are carried.

Each Flight Operations Evaluation Board (FOEB) Chairman should apply this Policy to affected MMELs through the normal FOEB process.

Manager,  
Air Transportation Division, AFS-200

~~PL-47 reformatted 01/20/2010 with no change in content~~



# Federal Aviation Administration

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## **M MEL Policy Letter 104, Revision 5 D0**

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Date: **July 19, 2010**  
To: All Region Flight Standards Division Managers  
All Aircraft Evaluation Group Managers  
From: Manager, Air Transportation Division, AFS-200  
Reply to Attn of: Manager, Technical Programs Branch, AFS-260

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### M MEL GLOBAL CHANGE PL-104 is designated as GC-**xxx**

This Global Change (GC) is an approved addendum to all existing M MEL documents. Operators may seek use of the specific relief contained in this policy letter by revising their Minimum Equipment List (MEL). In doing so, each applicable sample proviso stating the relief in this policy letter must be copied verbatim (or by using equivalent text) in the operator's MEL. Approval of a revised MEL is gained utilizing established procedures, through the Operator's assigned Principal Operations Inspector (POI).

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**SUBJECT:** Storage Bins/Cabin and Galley Storage  
Compartments/Closets

**M MEL CODE:** 25 (Equipment / Furnishings)

**REFERENCE:** **PL-104 Revision 4, dated 18 June 2010**  
PL-104 Revision 3, dated 4 August 2008  
PL-104 Revision 2, dated 24 March, 2008  
PL-104 Revision 1, dated September 24, 2004

**PURPOSE:**

The purpose of this policy letter is to provide guidance for establishing standardized Master Minimum Equipment List (M MEL) relief for overhead storage bin(s)/cabin and galley storage compartments/closets.

**DISCUSSION:**

**Revision 5 clarifies that relief is applicable to bins, compartments and closets.**

Revision 4 adds provisions for retractable storage bin doors revises PL title and revises notes in Remarks column for clarity.

Revision 3 adds the Global Change designation to the Policy Letter.

Revision 2 includes changes that allows compartment doors to be missing provided no items are stored in the compartments unless they are permanently affixed. This allows any emergency equipment permanently affixed within the compartment to be made available during an emergency. Placarding requirement added to existing relief. Also added sub-item for Storage Compartment Key Locks. Removes the Global change designation.

Revision 1 acknowledges that some FAR required Emergency Equipment located in storage compartments have individual specific MMEL provisions. Hence, continued operation with that equipment is allowed in an inoperative storage compartment. This policy was established to provide standardized relief for storage compartments.

**POLICY:**

The following standard MMEL proviso and repair category is adopted to provide standardization among all MMELs.

25 (EQUIPMENT / FURNISHINGS)	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
XX-X Storage Bins/Cabin and Galley Storage Compartments/Closets	C	-	-	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Procedures are established <del>Compartment/Closets</del> to secure <del>compartment</del> the affected bin, compartment or closet <del>CLOSED</del> in the closed position,</li> <li>b) <del>Associated</del> Affected bin, <del>or</del> compartment <del>or</del> closet is prominently placarded DO NOT USE,</li> <li>c) Any emergency equipment located in affected compartment is considered inoperative, and</li> <li>d) Affected bin, compartment <del>or</del> closet is not used for storage of any items except for those permanently affixed.</li> </ul> <p>NOTE: For overhead <del>storage compartments</del> bins, if no partitions are installed, the entire overhead <del>storage compartment</del> bin is considered <del>one-compartment</del> inoperative.</p>

- C - - (M)(O) May be inoperative provided:
- a) For non-retractable doors, affected door is removed,
  - b) For retractable doors, affected door is removed or secured in the retracted (fully open) position,
  - c) ~~Associated~~ Affected bin, ~~or~~ compartment or closet is not used for storage of any items, except those permanently affixed,
  - d) ~~Associated~~ Affected bin, ~~or~~ compartment or closet is prominently placarded DO NOT USE,
  - e) Procedures are established and used to alert crew members and passengers of inoperative bins, compartments or closets and
  - f) Passengers are briefed that ~~associated~~ affected bin, ~~or~~ compartment or closet is not used.

NOTE 1: For overhead storage compartments bins, if no partitions are installed, the entire overhead storage compartment bin is considered ~~one~~ compartment inoperative.

NOTE 2: Any emergency equipment located in the ~~associated~~ affected bin, compartment or closet (permanently affixed) is available for use.

- \*\*\* 1) Storage Compartment Key Locks D - 0 (M) May be inoperative in the unlocked position provided doors can be secured by other means

Each Flight Operations Evaluation Board (FOEB) Chairman should apply this Policy to affected MMELs through the normal FOEB process.

John Duncan, Manager  
Air Transportation Division, AFS-200



# Federal Aviation Administration

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## MMEL Policy Letter 58, Revision 4

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Date: Month dd, yyyy  
To: All Region Flight Standards Division Managers  
All Aircraft Evaluation Group Managers  
From: Manager, Air Transportation Division, AFS-200  
Reply to Attn of: Manager, Technical Programs Branch, AFS-260

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### MMEL GLOBAL CHANGE PL-58 is designated as GC-100

This Global Change (GC) is an approved addendum to all existing MMEL documents. Operators may seek use of the specific relief contained in this policy letter by revising their Minimum Equipment List (MEL). In doing so, each applicable sample proviso stating the relief in this policy letter, must be copied verbatim in the operator's MEL. Approval of a revised MEL is gained utilizing established procedures, through the Operator's assigned Principle Operations Inspector (POI).

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### **SUBJECT: Flight Deck Headsets and Hand Microphones**

**MMEL CODE:** 23 (COMMUNICATIONS)

**REFERENCE:** PL-58, Revision 3, dated July 12, 2001, signed by (AFS Manager Name)  
PL-58, Revision 2, dated August 15, 1997  
PL-58, Revision 1, dated December 3, 1993  
PL-58, Original, dated October 11, 1991

### **PURPOSE:**

The purpose of this policy letter is to provide standardized Master Minimum Equipment List (MMEL) requirements for flight deck headsets (microphones and earphones) and hand microphones.

### **DISCUSSION:**

Revision 4 renames the Policy Letter and rewrites the boom microphone relief, including relief for earphones. This revision also includes the hand microphones to the document.

Revision 3 corrects regulation reference from 14 Code of Federal Regulations (14 CFR) section 121.359(e) to 14 CFR section 121.359(g) and adds proviso for cockpit voice recorder (CVR) not equipped to record boom microphone.

Revision 2 reformatted policy letter 58 with no change to policy.

Revision 1 allowed relief for boom microphone installation not required by 14 CFR.

The original policy letter 58, dated October 11, 1991, provided the rationale to standardize relief for inoperative boom microphones by permitting a boom microphone to be inoperative for three (3) flight days provided the flight data recorder (FDR) was operative.

This policy was appropriate for aircraft required to have boom microphones by 14 CFR sections 121.359(g), 135.151(d), and 125.227(e). In addition, MMEL boom microphone relief is granted to those aircraft that are not required to have a FDR by regulation.

**POLICY:**

Headsets require standardized MMEL relief for both those installations that are required by 14 CFR and those not required by 14 CFR. For installations that are not required by 14 CFR, the repair interval will be designated Category "D". In all cases below the Observers seat equipment should be addressed in the associated MMEL item for Observer Seat relief.

The following standard MMEL proviso and repair category is adopted to provide standardization among all MMELs.

**HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE**

**23 COMMUNICATIONS**

		Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
XX-X	Flight Deck Headsets Earphones/ Headphones and Boom Microphones				
1)	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three flight days.
		D	-	-	Any in excess of those required by regulation may be inoperative.
2)	Headset Earphones/ Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.
		D	-	-	Any in excess of those required by regulation may be inoperative.
XX-X	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.
		D	-	-	Any in excess of those required by regulation may be inoperative.

OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR  
 CERTIFICATE

23 COMMUNICATIONS		Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
XX-X	Flight Deck Headsets Earphones/ Headphones and Boom Microphones				
1)	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.
		D	-	-	Any in excess of those required by regulation may be inoperative.
2)	Headset Earphones/ Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.
		D	-	-	Any in excess of those required by regulation may be inoperative.
XX-X	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.
		D	-	-	Any in excess of those required by regulation may be inoperative.

Each Flight Operations Evaluation Board (FOEB) Chairman should apply this Policy to affected MMELs through the normal FOEB process.

(AFS 200 Manager Name here), Manager,  
 Air Transportation Division, AFS-200



# Federal Aviation Administration

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## MMEL Policy Letter 79, Revision **x**

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Date: Dec 01, 2009

To: All Region Flight Standards Division Managers  
All Aircraft Evaluation Group Managers

From: Manager, Air Transportation Division, AFS-200

Reply to: Manager, Technical Programs Branch, AFS-260  
Attn of:

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### MMEL GLOBAL CHANGE PL-79 is designated as GC-160

This GC is an approved addendum to all existing MMEL documents. Operators may seek use of the specific relief contained in this policy letter by revising their Minimum Equipment List (MEL). In doing so, each applicable sample proviso stating the relief in this policy letter must be copied verbatim in the operator's MEL. Approval of a revised MEL is gained using established procedure, through the Operator's assigned Principal Operations Inspector (POI).

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### **SUBJECT:** Passenger Seats Relief

**MMEL CODE:** 25 (EQUIPMENT AND FURNISHINGS)

**REFERENCE:** PL-79, Revision 6, dated Aug 04, 2008  
PL-79, Revision 5, dated Jun 01, 2007  
PL-79, Revision 4, dated Jun 10, 2005  
PL-79, Revision 3, dated Sep 15, 2004  
PL-79, Revision 2, dated Mar 01, 2001  
PL-79, Revision 1, dated Aug 15, 1997  
PL-79, Original, dated Nov 14, 1995

### **PURPOSE:**

The purpose of this policy letter is to combine and standardize **MMEL requirements** for passenger seats, seat recline mechanism, underseat baggage restraining bars and seat armrests.

### **DISCUSSION:**

**Revision x revises note 1:** A seat with an inoperative seat belt or airbag equipped seat belt is considered inoperative.

**Revision 7:** Revised to provide operator guidance for passenger seat deferrals with seat cushions removed.

Revision 6: Revised the repair category for second set of "Recline Mechanism" provisos from category C to category D. Removed the (M) from the second set of "Recline Mechanism" provisos when a seat is immovable in the full upright position (Seat is already immovable and no maintenance is required). Revised repair category for "Armrest" proviso from category C to category D. Added an (M) to the existing "Armrest" proviso with a recline mechanism because the seat must be secured in the upright position. Added a second set of provisos to the "Armrest" relief for an armrest without a recline mechanism.

Revision 5 to PL-79: Revised repair category for passenger seats from category C to category D. Added an (M) to the existing proviso for the recline mechanism. Added a second set of provisos with an (M) to the "Recline Mechanism" when a seat is immovable in the full upright position.

Revision 4 to PL-79: Revised sub-item 3) "Armrest". The (O) was deleted from the proviso, and proviso a) and b) titles were changed from "Seat" to "Armrest". Proviso c) was added for an armrest with a recline mechanism.

Revision 3 to PL-79: Added "Armrest" as sub-item 3.

Revision 2 to PL-79: Changed the repair category to C to comply with the PL-52, R 3 (Category D Policy Letter).

Revision 1 to PL- 79: Reformatted the policy letter with no change to policy.

**POLICY:**

The following standard MMEL provisos and repair categories are adopted for passenger seats, seat recline mechanisms, underseat baggage restraining bars and seat armrests.

**Seat cushions may be removed at operator discretion due to damage, spills, bio-hazards, etc. when passenger seats are deferred inoperative.**

25 (EQUIPMENT/FURNISHINGS)	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
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XX-X Passengers Seat(s)	D	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Seat does not block an Emergency Exit,</li> <li>b) Seat does not restrict any passenger from access to the main aircraft aisle, and</li> <li>c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY".</li> </ul> <p>NOTE 1: A seat with an inoperative seat belt or airbag equipped seat belt is considered inoperative.</p> <p>NOTE 2: Inoperative seats do not affect the required number of Flight Attendants.</p> <p>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</p>
1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat <b>back</b> is secured in the full upright position.
	D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.
2) Underseat Baggage Restraining Bars	C	-	-	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Baggage is not stowed under seat with inoperative restraining bar,</li> <li>b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and</li> <li>c) Procedures are established to alert Cabin Crew of inoperative restraining bar.</li> </ul>
3) Armrest				

a) Armrest with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.
b) Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.

Each Flight Operations Evaluation Board (FOEB) Chairman should apply this Policy to affected MMELs through the normal FOEB process.

John Duncan, Manager,  
Air Transportation Division, AFS-200