

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

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

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

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

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80-01. Introduction / Administrative Remarks

IG 80

Jet Blue – Thank you Tim Kane for arranging the excellent meeting facilities and luncheon.

Bob Wagner requested that draft policy letters have header information about revision/draft no. and Lead contact information to better identify who the POC is for various PL's in work. See example below:

**PL-79, Revision 5, Draft 2 as of May 11, 2006
Item Lead: Tom Atzert, United Airlines, thomas.atzert@united.com, 303-780-3007**

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

Below is an updated list of MMEL Policy Letter revisions that I am trying to locate for historical reference purposes. (Revision dates are shown where I was able to locate one as referenced on a later revision of the same PL.) Would you mind checking your archive file, and if you have any in electronic or paper format, could you please provide me with a copy?

Thank you

Bob Taylor
Manager - MEL Administration
US Airways O.C.C.
150 Hookstown Grade Road
Moon Township, PA 15108

	Revision	Date
PL 9	Original	06/09/1982
PL 25	Original 1 2 3 4 5 8 11	01/31/1995 07/05/2005
PL 29	Original	
PL 32	Original 2	03/03/2010 06/03/1997

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PL 33	Original	03/29/1988
PL 34	Original 1	
PL 39	Original	02/20/1990
PL 54	Original 1 3	04/10/1991 07/27/1992 08/15/1997
PL 59	2	04/03/2003
PL 63	Original	05/19/1987
PL 78	Original	
PL 79	5	06/01/2007
PL 104	2	03/24/2008

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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:

Refer to calendar.

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80-03. 2010 Final Policy Letters

IG-80:

Refer to PL Status.

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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, or 404-714-6753

IG-80:

Refer to PL status.

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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

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

IG-80:

George Ceffalo updated group that opspecs.com has links to take you to documents previously listed on the site.

Paul Nordstrom and Tom Atzert voiced concern that comments are no longer able to be viewed. George stated that this is only temporary until the new sites get fully updated.

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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:

PL 128 is under review by FAA and with handicapped specialist. Could be category A relief, should have answer soon.

Tim Kane briefed IG with examples of procedures utilized by Jet Blue FAs for monitoring disabled pax utilizing the lavatory. AFS 260 indicates dispatch may continue to be allowed provided company personnel monitor handicapped pax to assist when they are ready to exit lav.

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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:

Discussion revolved around time limit for forward observer's seat. Decision was made to leave as is for now since the existing time limit was FAA mandated after relief for the FWD observer's seat was restored after being eliminated some years back.

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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:

Joe White asked for operators to please provide this valuable information. Dave Bridgens suggested taking each MEL Item applied and looking at it as a cancellation, that would be easier than trying to obtain various costs generated during operations. Discussions will continue about simplifying the equation for ease of use in generating cost savings.

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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:

Pete Neff tried obtaining the latest draft PL-98 from Terry Pearsall.

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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:

Bryan Watson said that TAD would not allow more time than 10 days relief, since it was determined by them that this was an appropriate length of time for this system to be deferred.

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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:

George Ceffalo stated that PL-25 is ready to go final. Paul Nordstrom will clarify note under item 3. Also change the header at top for appendix A.

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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:

PL 70 Item 21 Pax Convenience needs to be updated to reference NEF; however, some MMELs have not yet replaced pax conv with NEF. Darrel Sheets accepted Lead assignment.

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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:

George Ceffalo stated PL-31 is ready to go final.

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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:

Walt not in attendance, Bryan Watson stated that Walt is trying to push IT for a “go” date.

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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:

Pete Neff stated that meetings are ongoing in DC and an update is likely at next IG meeting.

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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:

Darrell Sheets to produce new draft for next IG meeting; his proposed changes to the summary of what occurred in previous revisions 1 through 3 will be withdrawn; this information will remain as is.

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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:

JP Dargis asked why the delay for expanding the two section MMEL to include Part 135 operations. Pete Neff is going to follow up with AFS 300 and 800 and report back.

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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:

Tim Kane updated group regarding the letter submitted to Airbus by Jet Blue, UAL, DAL, and USA, the anticipated November release of a MMEL Maintenance Procedures Manual, and ultimately an FAA oriented Operator DDG.

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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:

Pete Neff reported EASA is currently re-writing their regulations -certification specification (CSMMEL). April 2011, rule should be out for comment. April 2012, rule should go final. EASA MMELs are OEM owned and managed where as FAA MMELs are FAA owned and managed.

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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:

Dave Burk presented draft PL; it needs to add language regarding requirements for single pilot operation for certain GA aircraft (regarding required boom mic/headset earphones).

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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:

NPRM for revision to AD was issued October 6, 2010. Joe White will provide query to operators requesting feedback to NPRM and then post comments accordingly to the proposed rule change.

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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:

8900 re-write is in progress. Part 91 section completed and undergoing final review. Part 121/125/135 sections in work.

FAA took action to check on FAA review/approval process regarding an operator's submittal to add a new fleet type to their existing MEL program.

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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:

Closed.

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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:

Paul Nordstrom added lavatory to the title. No questions or comments. Paul will forward D2 to George Ceffalo to post for comments.

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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:

PL 125 provides a "Summary of equipment" normally required for passenger carrying operations which is allowed to be inoperative or missing provided no passengers are carried; some of the equipment identified is also the subject of other existing PLs (e.g. PL 47 Megaphones). Discussion at IG 80 evolved into whether or not it is appropriate to individually align the existing PLs with the intent of PL 125; a group consensus favored simultaneous revision of existing PLs, as well as the creation of new PLs as necessary to address all equipment covered in PL 125.

Post-meeting discussions suggest it may now be more prudent to:

1. Address this issue via a revision to PL 125 defining relief for each of the eight items currently identified in the "Summary of equipment" (as opposed to opening up multiple existing Policy Letters).
 2. Provide two options for each of the eight items:
 - A.) Flight Crew only onboard, and
 - B.) Flight Crew and up to 19 persons allowed onboard with certain equipment limitations spelled out.
- Bob Taylor has volunteered to become lead on PL-125 and produce a draft proposal to be presented at the next IG meeting.

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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:

Each FOEB Chairman should bring in certification folks to assist in determining if relief can be granted. Ref AC 20-74. Jim Foster suggested the option of placing AC 20-74 into 8900.1 re-write.

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80-27. PL-105 ADSB

Objective: Is intent of PL still valid?

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:

Tom Atzert and Paul Nordstrom will revise PL to bring it up to date.

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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:

Lead duties changed for B787 and B747-400. New lead airline assignments as follows:

787 – United Airlines

B747-400 – Delta Airlines

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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:

Pete Neff stated the relief may still be around as legal understands that an aircraft should be able to be dispatched after a diversion and said one flight is being considered as the maximum proposed time limit.

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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:

LGB AEG asked the IG to review PL-120 as it relates to 14 CFR 91.207. Pete Neff will check with part 135 and follow up at the next IG meeting.

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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:

Walt not in attendance, Bryan Watson stated that Walt is trying to push IT for a “go” date.

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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:

Pete Neff will explore writing the policy letter to better align with regulations. Paul Nordstrom to send current draft PL to Pete. Mentioned at the meeting, AC 2314-2D prohibits use of a flashlight for viewing wing surfaces.

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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:

Presently, no MMEL relief exists. STCs are being written to address new system(s).

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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:

Jim Foster proposes deletion of GC designation for PL-108 and recommends certification reviews system to ensure capability in degraded modes of operations.

Paul Nordstrom to revise PL-102, breaking out detection and suppression components.

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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:

Paul Nordstrom will change nomenclature to flight deck door decompression panels. Paul will send to George Ceffalo to post for comments.

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80-36. PL-79 Passenger Seats Relief

Objective: Include airbag equipped seat belts into PL-79.

Item Lead: Tim Kane

Discussion:

IG-80:

Tim Kane to lead a re-write of PL 79 and send to David Burk and Todd Schooler for review.

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New Agenda Items:

Propose adding the following definition to PL-25 (now in 8900.1 V4, Ch4, Section 1). Justification is that PL-82 was archived:

Operative. A system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies that an item of equipment must be operative, it does not mean that its operational status must be verified (unless specified in the provisions); it is to be considered operative unless reported or is known to be malfunctioning. When an MMEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MMEL item specifies that an item of equipment must be verified, but no interval is specified, verification is required only at the time of deferral. The operator's MEL may incorporate standardized terminology of its choice, to specify that an item of equipment must be operative, provided the operator's MEL definition indicate that the selected operative terminology means that the required item of equipment will accomplish its intended purpose.