

Time	Agenda Item Number	MMEL IG 84 DAY 1 Wednesday November 2, 2011	Lead
0830-0900	84-01	Introduction/Administrative Remarks	US Airways - Bob Taylor
0900-0915	84-02	MMEL IG/FOEB Calendar	US Airways - Bob Taylor
0915-0930	84-03	2011 Final Policy Letters	US Airways - Bob Taylor
	84-04	Policy Letter Status Summary / Current Policy Letters in Effect & Policy Letters Under Revision / Draft	US Airways - Bob Taylor
0930-0945	84-04A	Agenda Item 82-04A: Clarification definitions required in MMELs	Cessna – Todd Schooler
0945-1000	84-05	PL-09 Passenger Address System, Crewmember Interphone and Alerting Systems	United – Tom Atzert
1000-1015		BREAK	
1015-1025	84-06	Agenda Item 79-35: PL 128 Lavatory Call System	FAA (AFS-202) - Pete Neff
1025-1030	84-07	Agenda Item 66-07: ATA – MMEL / MEL Value to Industry Survey	ATA-Mike Bianchi
1030-1100	84-07A	BCA Aviation Safety ATA MMEL IG MMEL Interpretation, Use, Undesired Outcomes and Extraneous Maintainer Actions	Boeing - William C. Steelhammer
1100-1115	84-08	Agenda Item 80-09: PL-98, Navigation Databases	ALPA/AFS-350
	83-09	CLOSED	
1115-1130	84-10	Emergency Vision Assurance System (EVAS)	UPS - Scott Hofstra

Time	Agenda Item Number	MMEL IG 84 DAY 1 (Cont'd) Wednesday November 2, 2011	Lead
1130-1140	84-11	Agenda Item 82-11: PL-77, Cockpit and Instrument Lighting System MMEL Requirements	Cessna-Todd Schooler
1140-1150	84-12	Agenda Item 82-12: PL-63 Equipment Required for Emergency Procedures	US Airways - Bob Taylor
1150-1200	84-13	Agenda Item 75-24: PL-31, MMEL Format Specification – ‘Next-Gen’ MMEL Specs	FAA (KCI AEG)-Walt Hutchings
1200-1315	LUNCH		
1315-1325	84-14	Agenda Item 2003-04: Conversion of FAA MMEL Documents To XML (MMEL Transformation)	FAA (AFS-260) – Bob Davis
1325-1335	84-15	Agenda Item 70-18: Policy Letter Rewrite: New Format, FAA Branding and incorporate new GC Header	ATA - Mike Bianchi, FAA (AFS-260) –George Ceffalo, NetJets-Darrel Sheets
	83-16	CLOSED	
1335-1350	84-17	Agenda Item 78-23: Airbus EASA MMEL Section 3 Discussion	Jet Blue -Tim Kane, United - Tom Atzert Delta – Bob Wagner, Airbus - Pierrick PENE
1350-1400	84-18	Agenda Item 39-01: FAA / EASA MMEL Harmonization	Pete Neff (AFS 202) & and Colin Hancock (EASA)
1400-1410	84-19	PL 58 - Flight Deck Headsets and Hand Microphones	Cessna – Todd Schooler

Time	Agenda Item Number	MMEL IG 84 DAY 1 (Cont'd) Wednesday November 2, 2011	Lead
1410-1415	84-20	Agenda Item 60-14: PL-85, Lavatory Door Ashtrays	ATA - Mike Bianchi, FAA (SEA-AEG) -Jim Foster
1415-1430		BREAK	
1430-1440	84-21	Agenda Item 78-30: FSIMS 8900.1 Rewrite Project: Volume 4, Chapter 4 (MEL)	FAA (AFS-202)-Pete Neff
1440-1455	84-22	Agenda Item 80-24: PL-104, Storage Bins/Cabin and Galley Storage Compartments/Closets	Boeing - Paul Nordstrom
1455-1505	84-22A	Flight time/duty time limitations Vs AOG	FAA – Dale Roberts
	83-23	CLOSED	
1505-1520	84-23A	Agenda Item <u>84-24A, PLs 43 (PBE), 73 (EEMK), 75 (PORTABLE FIRE EX.), and 120 (ELT)</u>	Boeing - Paul Nordstrom
1520-1540	84-25	Agenda Item 80-27: PL-76 ATC Transponders	Boeing - Paul Nordstrom
1540-1550	84-26	Agenda Item 80-28: MMEL Agenda Proposal &Coordination process	US Airways – Bob Taylor
	83-27	CLOSED	
1550-1600	84-29	Agenda Item 80-31: New MMEL proposal system.	FAA (KCI AEG)-Walt Hutchings
1600-1615	84-30	Agenda Item 79-33: PL-72 – Agenda Item 79-33: Wing Illumination/Ice detection Lights	FAA (AFS-202)-Pete Neff
1615-1630	84-31	Agenda Item 82-31: PL-106 HF Radio communications MMEL Requirements	OPEN - Previously Delta – Bob Wagner

Time	Agenda Item Number	M MEL IG 84 DAY 2 Thursday November 3, 2011	Lead
0800-0825	84-31A	Agenda Item 82-31A: PL-09 Public Address System, Crewmember Interphone and Alerting systems	Boeing – Paul Nordstrom
0825-0830	84-32	Agenda Item 80-33: Helicopter Operations Monitoring System (HOMP)	FAA (FTW AEG)- Ed Hinch
0830-0840	84-33	Agenda Item 80-34: Cargo Compartment Zones PL-102 Cargo Compartment Smoke Detection and Fire Suppression Systems and PL-108 Carriage of Empty Cargo Handling Equipment	Boeing - Paul Nordstrom
0840-0855	84-34	Agenda Item 80-35: PL-112 Relief for 14 CFR 25.795 Compliant Flight Deck Doors	Boeing - Paul Nordstrom
0855-0910	84-35	Agenda Item 80-36: PL-79 Passenger Seats Relief	Jet blue - Tim Kane
0910-0920	84-36	Agenda Item 81-36: PL-25 Policy Concerning MMEL Definitions – Introduce OPERATIVE definition.	Thiago Viana - Embrair
	83-37	CLOSED	
0920-0930	84-37	PL 54 TAWS – Reinstate missing Discussion and Policy sections	Boeing – Paul Nordstrom
0930-0945		BREAK	
0945-1000	84-38	PL-125 Equipment Relief Without Passengers	US Airways - Bob Taylor
1000-1015	84-39	PL-114 Inoperative Rudder Pedal Steering – Removal of Relief	AFS 260 – Greg Janosik and AFS 202 – Pete Neff
1015-1030	84-40	PL-111 Inoperative Standby Attitude Indicator – Removal of Relief	AFS 260 – Greg Janosik and AFS 202 – Pete Neff
1030-1040	84-41	PL-122 Flight Deck Surveillance Systems	FEDEX - Kevin Peters
	83-42	CLOSED	

Time	Agenda Item Number	MMEL IG 84 DAY 2 (Cont'd) Thursday November 3, 2011	Lead
1040-1050	84-42	Development of PL for Noise Cancelling, Noise Reduction, Headsets	Cessna - Todd Schooler, FEDEX – John McCormick, Aerodocs - Dave Burk
1050-1100	84-43	Consideration of Options for FAA to Control Global Change Headers	AFS 260 – George Ceffalo
NEW AGENDA ITEMS			TBA
1100-1110			
1110-1115			
1115-1120			
1120-1130			

84-01. Introduction / Administrative Remarks

84-02. MMEL IG/FOEB Calendar

Standing Action: Members are to review the calendar and advise Bob Taylor of any changes or updates - Robert.Taylor2@usairways.com

IG-84:

Refer to calendar.

84-03. 2011 Final Policy Letters

Open item from IG 83 - Gene Hartman (FAA AEG) and Todd Schooler (Cessna Corp) both registered complaints that archiving of PL 109 MMEL relief for STCs should not have been moved to archive status since it is no longer accessible and certain operators have approached both FAA AEG and Cessna on how to proceed with submitting MMEL FOEB submissions for STC equipment. Greg Janosik (AFS 260) stated that it is being incorporated 8900 but if it is needed it can be re-activated.

IG-84: - Final Policy Letters -

**84-04. Policy Letters Under Revision / Draft &
Policy Letter Status Summary / Current Policy Letters in Effect**

Standing Action: Members are to review PLs and advise Bob Taylor of any changes at Robert.Taylor2@usairways.com

IG 84

84-04A. Clarification definitions required in MMELs

Objective: Propose definition language for all MMELs

Item Lead: Todd Schooler - Cessna

Discussion: Proposed DEFINITIONS language for all MMELs to clarify the how to determine what definitions are required in an operators MEL and to allow for additional definitions to be inserted if desired:

IG-82:

See following para from T. Schooler.

DEFINITIONS

The required definitions listed in PL-070 must be obtained from PL-025 and inserted into the operators MEL. Additional definitions may be included in an operators MEL as desired.

Todd Schooler stated he has asked FAA to clarify that an operator must use PL 70 to determine what portions of PL 25 are applicable to MEL to ensure operators are not required, by FAA local authorities; to publish all of PL 25 as has happened numerous times.

Pete Neff (AFS 202) stated 8900 re-write will resolve this and PL70 will go away. He was asked where is the re-write progress-at? It was promised as in work but no date for completion could be given. Dave Burk states this is a real time problem now especially with small 91/135 operators and he believed the new definition as proposed would be a good interim solution.

Bob Taylor (US Airways) questioned if this is to be placed in MMEL or MEL? He stated his preference was not in MMEL as he contended the first sentence of Todd's proposed definition could be construed as to mean that an operator must publish all PL 25 definitions verbatim. He then countered that the final sentence in Todd's proposal regarding additional definitions may be placed in MEL as desired contradicts PL 70 which prohibits including certain PL 25 definitions (e.g. def. #3). He closed with an alternate proposal that the MMEL carry two statements regarding the source for definitions; the current statement to insert PL 25 definitions for the MMEL, and a new statement for MELs to Refer to PLs 25 & 70 for definitions.

Bob Davis (AFS 260) countered that Bob's alternate approach wasn't appropriate as MMEL are not simultaneous republished. He said a quicker solution would be to simply revise the PLs with a statement in BOLD in each PL, 25 and 70, that state these two PL need to be used in conjunction with each other.

Pete Neff (AFS 202) restated FAA intent is PL 70 to go away with re-write 8900.1. Discussion re-
revolved around where this clarification needs to be placed.

Action item for FAA AFS 260 to place this cross reference in 25 and 70.

84-04A. Clarification definitions required in MMELs (Cont'd)

IG-83:

New draft 18 of PL 25 intent is to incorporate PL 70 into 25. Greg Janosik (AFS 260) reported it as a 'work in progress' and will be updated with comments posted online. The online comments were described as 'very constructive' and he thanked the group in general for positive response. He did not seem to want to delve into it on screen or discuss in detail. He reported that 18 will soon be replaced with draft 19 and he urged the group to wait for it to post and then review draft 19.

Item remains OPEN.

IG-84:

84-05. PL-09 Passenger Address System, Crewmember Interphone and Alerting Systems

Objective: Proposal to include Lavatory Call Systems.

Item Lead: Tom Atzert - United

Discussion: Related agenda item 83-06 Lavatory Call System, draft PL-128.

IG-83:

In regards to PL 09_R10: Tom Atzert (UAL) reported that comments he had posted for this draft become 'mute' with the new PL 128, Wheelchair Accessible Lavatory, (refer to next MMEL IG item 83-06). Todd Schooler (Cessna) reported that FAA has issued a directive for Wheel Chair accessible lavatory components to be taken immediately off NEF lists. (Bob Wagner (DAL) had mentioned this earlier during the calendar update discussion too and stated that the 128 PL did not contain a GC header and thus a period of potential no relief was possible until MMELs are individually updated.) Tom Atzert stated that Wheelchair accessible Lavatory's Call System therefore needs to be removed from the current PL 09 draft. Paul Nordstrom (Boeing) spoke to other changes he was aware of that were needed for PL 09. It was asked if he would update draft.

Action item: Paul Nordstrom to adjust PL 09 to bring inline with PL 128

IG-84:

84-06. PL 128 Lavatory Call System

Objective: PL 128 Lavatory Call System.

Item Lead: Pete Neff – FAA (AFS-202)

Discussion:

IG 82:

See PL128 R0 latest draft.

Tom Atzert (UAL) states the issue is bigger than just Lavatory Call Light. The question is can an MMEL give relief for system item that are required by FAR. Bob Davis (AFS 260) countered that this is addressed the FARs that approve MELs. He gave reference to: FAR 121.628 sub part 5.b.3 that states “instruments and equipment required for specific operation by this part.”

Pete Neff (AFS 202) stated the term "equipped" means if installed it must be operative and performing its design function and it may be inoperative provided there is a certified approved maintenance program that can be used to bring the equipment back to its intended function. Thus legal interpretation allows for the use 121.628. Boeing stated that preamble of MMEL does allow for limited relief from FARs provided an equivalent level of safety can be met.

Pete explained that the PL 128 draft is been driven by DOT regulation that allows them (DOT) to evaluate passenger complaints on safety and their methodology is to look for what is called “pattern and practice” of how an operator conduct business. Example of acceptable 'pattern and practice' is if they (operator) use the MEL then that would be reported that as the standard practice and operator should be OK. If they make a ruling that the pattern and practice is not in conformance with standard policy and procedure, i.e., not MMEL approved, or a pattern of repeated abuse exist, etc., and then the DOT could make a case and possibly issue civil penalties to the operator.

It was counter proposed that this info need not be a part of MMEL per PL 128 but published as an InFO to operators. Bob Davis stated that the DOT is not trying to eliminate MMEL relief but remedy issues of denial of service. When a disabled person reports such event to DOT, DOT is obligated to investigate. Thus the MMEL group’s objective is to find a means of preserving relief for individual lavatory items without making lavatory unusable. It was proposed that the relief should be “provided alternate means are established and used” in lieu of current draft proposal of limit to one flight day. FAA stressed that may be a solution but it will not prevent a DOT investigation if a compliant is received.

FAA agreed to take that under internal advisement. Industry requested C category relief and Pete Neff countered with it may well be a B versus C. The spirit of need to compromise was encouraged. He then committed to draft the alternate procedure means of relief into the draft PL document. Actual PL 09, or 128, or its own numbered PL, etc., to be determined. Tom Atzert to draft PL-09 for next MMEL IG meeting.

84-06. PL 128 Lavatory Call System (Cont'd)

IG 83:

Paul Nordstrom (Boeing) reported that at a recent Boeing FOEB, FAA directed Wheel Chair accessible lavatory item be added as a separate item, separate from the current item lavatory waste system that currently exists. Discussion was pursued by members of industry as to what was the basis of removing this lavatory from NEF and creating PL 128. Pete Neff (AFS 240) restated that the agency's intent is to formalize how they feel operators should conduct operations and fix the wheelchair lavatory components in timely manner as to avoid inconveniencing the handicap traveler. He stressed that DOT has stressed to the FAA that no matter how or why a wheelchair accessible lavatory is reported as unavailable it will be investigated and civil fines are possible. Thus FAA felt the need to ensure operators handle this equipment in a formal timely manner that was in conformity to the 14 CFR 382.

The PL statement that wheelchair accessible components are not allowed to be treated as NEF was reviewed along with recent B767 FOEB agenda items for the new item, wheelchair accessible lavatory, based upon the new PL 128. It was recommended that if FAA would publish a GC header to PL it would fix the problem of there being a period of no relief until all MMELs are updated.

After much discussion it was agreed that industry and FAA would agree to be in general disagreement with the need for this to be a separate MMEL actionable item. It was the position of industry as expressed by Tom Atzert (UAL) that the Airline Industry has been held to a higher standard than other industries for maintenance of handicap assistance equipment. Pete Neff acknowledged the exemplary handling by the industry but he stressed that under the new risk management system concepts now in place, there needs to this type of guidance.

George Ceffalo presented a draft InFO that spoke to DOA process of "pattern and practice" or non compliance and the FAA provision of limited relief for 14 CFR 382 items per PL 128. He concluded with comment that operators must be aware of differing FAA and DOT objectives for 14 CFR 382 equipment.

Action item: Paul Nordstrom (Boeing) and Greg Janosik (AFS 260)

IG 84:

84-07. 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: Mike Bianchi/ATA

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-82:

Dave Landry (DAL / ALPA) stressed the value of the MEL, that collection of this data should be of great value and the survey should be something everyone should support. It was requested that ATA HDQ again send out the survey. It was questioned if this will be a new version of survey or old one. Apparently there is no plan to revamp the existing survey.

IG-83:

ATA representative not present.

Item remains OPEN.

IG-84:

84-07A. BCA Aviation Safety MMEL Interpretation

Objective: Briefing by Boeing about MMEL applications

Item Lead: William C. Steelhammer/Boeing, Sr. Flight Safety Investigator

Discussion: Refer to presentation by Boeing titled BCA Aviation Safety ATA MMEL Industry Group MMEL Interpretation, Use, Undesired Outcomes and Extraneous Maintainer Actions –

IG-83:

Boeing representative not present.

Item remains OPEN.

IG-84:

84-08. 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.

IG-81:

Bob Davis update – FAA is working on this internally. John McCormick suggested the MMEL IG working group continue to be involved.

IG-82:

Bob Davis (AFS 260) opened the discussion with reports they are negotiating with charting world to develop charting standards to eliminate operator concerns with this PL.

Pete Neff added that the Air Nav committee is evaluating enroute Nav Aids that are currently re-named and published if moved >5 miles will be choked down to movement > 1 mile. Discussion on approach limits discussed. John McCormick expressed that he is concerned that the alternate procedure approach

84-08. PL-98, Navigation Databases (Cont'd)

already placed in draft PL 98 is not removed. Pete Neff stated they are concerned that if the US nav data limits are changed how that may dovetail into foreign requirements? Part 91/135 operators present who operate worldwide stated concern that PL 98 wording currently does not impact them. If PL-98 gets a GC header and C category relief it will negatively impact them. Pete Neff states FAA will entertain breaking PL 98 out into several versions by Part of operations, 91, 135, 121, etc.

Finally, John McCormick (FedEx) stressed the need to preserve distinction between aircraft that can be flown by charts without FMS versus those that must be flown with FMS (doing otherwise presents a risk).

Action item for FAA 260, Lead: Terry Pearsall

IG 83:

FAA reported current status on the Air Nav committee that location movement of more than a mile of a nav aid will result in a name change and charting update has been checked with ICAO guidance and is found to be acceptable. Dennis Landry questioned the status of the latest version of Policy Letter guidance (PL 98_D10) that he stated it is the version that ALPA upper management finds acceptable and what he referred to as the draft that represents the industry consensus now appears to be languishing, awaiting final FAA acceptance and no action? He reports it is now five years since the initial drafts of this PL.

Todd Schooler (Cessna) at this point raised the objection, on behalf of the private owners / national biz jet community, to the imposition of a C category. Todd contented that the current version of PL is only suitable for large aircraft, Part 121 operators, but does not meet the needs of the general aviation aircraft that have the equipment (FMS) but for which it is not necessarily required by certification, and he gave certain examples of how it was too restrictive. Dennis objected to any suggestion of less restrictive category and argued that if a private operator is flying with an out-of-date nav data base because they do not chose to pay for a subscription to navigation service provider, then they are at minimum in violation of current MMEL and more. Todd re-stated that there is no requirement for them to do so.

Pete Neff (AFS 240) re-iterated that after confirming the adequacy of using backup current aeronautical charts with the new decision to choke the movement of nav aid movement down to < one mile versus previous < 5 miles that the current draft is acceptable. Pete also countered that FAA could 'choke' down the PL draft even further to delineate requirements such as VMC only capability when FMC is inoperative, etc., for those GA type aircraft. Dennis, supported by John McCormick (FDX), expressed that they felt if a GA jet have this equipment, are flying RNAV, and operating in modern day airspace, they should be complying with the same standards. Pete again suggested that FAA could break the PL down to different relief of each Part, 121, 135, 91, etc., that would allow for different provisions, repair categories. Dennis then expounded upon how any further changes risk 'backlash' from his people at ALPA National. Todd retorted that maintaining the C category would invite equal backlash from the NBAA, GAMA owners / operators.

84-08. PL-98, Navigation Databases (Cont'd)

Discussion then moved to the draft PL wording. Numerous comments then were raised as to the appropriateness of draft NOTES 1 & 2, plus the citing of 14 CFR 91.503 in NOTE 2. Dennis defended the NOTES as being purposely designed to ensure aircraft can be operating under the new 'NextGen' rules and will have the tools to do so safely. Discussion also centered on the appropriateness of citing specific a 14 CFR in the NOTE 2. Suggestion was finally made that draft to be posted for comments and the group allow the industry at large to comment on these issues.

At this point Todd re-surfaced the fact that there is no legal requirement for GA aircraft to have FMS and / or maintain it. Greg Janosik countered that there is AC 90-100 and other references specify that you must have a current onboard FMC database for terminal enroute area operations. Todd then objected that the PL 98 draft is directed towards large turbine multi-engine aircraft and will be ignored by the GA single engine operators. Last of all, the only agreement was to post draft 10 for comment.

Item remains OPEN.

IG 84:

83-09. CLOSED (PL-120 Emergency Locator Transmitters)

84 -10. Emergency Vision Assurance Systems (EVAS)

Objective: Provide relief for EVAS units installed under STC.

Item Lead: Scott Hofstra - UPS

Discussion: Propose MMEL Policy Letter draft for discussion.

IG 83:

Scott Hofstra (UPS) outlined details of some UPS aircraft fire incidents, including the fatal loss of a 747-400, due to heavy smoke in cockpit. These events have led to UPS's commitment to install EVAS (Emergency Vision Assurance System) units on all their aircraft. UPS plans are to begin installation this year. The system is already in use (JetBlue) and a few other operator aircraft types. He then presented MMEL examples for these different aircraft that demonstrate that relief is non-standard across fleet types.

He then presented a draft of their proposed MMEL PL for D category level relief. He then introduced a representative from EVAS, Mr. Kerry Howard, who demonstrated the unit for the benefit of the group. Several questions were asked, MTBF, answer: 10-6. Power source, answer, it is self contained, etc. JetBlue reported that they perform a weekly maintenance check on the system and have never had a system fail.

The ALPA rep, Dennis Landry, questioned the soundness of the D category. D category was discussed at length and then it was mentioned that PL approvals should not be a vehicle to seeking MMEL relief. One AEG representative stated he would not place an item in the master he controlled strictly on a PL issuance. Discussion then centered on whether or not UPS had sought FOEB relief. Scott stated they had notified their respective fleet types AEG Chairman months ago and had not received any responses and thus now felt they had no option but seek out the policy letter. Todd (Cessna) restated that their AEG will not approve MMEL's strictly based on PL issuance.

Scott countered that they therefore need FAA support from AEG to support their aggressive installation schedule. Back on the topic of PL issuance AEG Chairman, Jim Foster, asked if there could be differences in emergency procedures and training events due to differences in equipment installations between aircraft fleet types. Apparently he was concerned if there is, then it can not be addressed by a PL

Emergency procedures and training requirements were discussed and Todd countered that these are the parameters that AEG typically should be allowed to evaluate. Jim asked what the service life of unit was once it has been inflated. Kerry Howard, the EVAS vendor, stated unit is certified to remain operational for 2 ½ hrs but has been bench tested for up to four hours.

Bob Wagner attempted to begin closure to discussion by asking will Seattle AEG commit to take issue on as MMEL proposal for STC equipment. Scott expressed concern over timing of getting a MMEL revisions finalized. Commitment to work the issue was agreed by both parties, UPS and FAA.

84 -10. Emergency Vision Assurance Systems (EVAS) (Cont'd)

IG 84:

Scott Hofstra has submitted two different versions of a draft policy letter for EVAS for consideration and discussion (reference attached MMEL EVAS PL for FOEB UPS Draft & MMEL EVAS PL for FOEB AEG Draft).

84-11. PL 77 Cockpit and Instrument Lighting System MMEL Requirements

Objective: Clarify intent of PL to exclude certain pushbutton/switch lights.

Item Lead: Todd Schooler/Cessna

Discussion: Safety concern was raised by Cessna regarding global change (G. C.) applicability for flight deck lighting. It is in conflict with some MMEL criteria that stipulate additional lights are required by some manufacturers. Also deletes global change designation and expands upon relief intended to be granted in MMELs.

IG-82:

See PL-77 R2 latest draft

Todd Schooler (Cessna) states the intent of relief per PL 77 is for area lighting, overhead, etc. The draft is due to what he refers to as abuse they have experienced with 91, 135 operators who reported their interpretation of current PL does not preclude them from deferring integral instrument lighting. Therefore, the proposal is to include a parenthetical statement under the item title to state "excludes internally lighted buttons/switches and annunciators." Discussion was held on this information would be better as an MMEL note. 121 operators stated this would negatively impact the structured, XML coded information if it becomes a part of the item title and a general discussion of why it is needed. Was finally agreed that if such information is helpful to some operator then it would be OK if it is a just an MMEL note.

Action item: Todd (Cessna) to revise draft PL77 and re-submit.

IG-83:

Todd Schooler (Cessna) stated the only change to the PL was exclusion of buttons/switch lights or individual annunciations from being allowed to be deferred per this PL as NOTE 1 and the addition language regarding the use of night vision systems in NOTE 2. He indicated that no comments have been received. He asked the group if anyone had reviewed it. Paul Nordstrom (Boeing) stated he had seen it but had failed to comment. He questioned the other change to PL, addition of proviso a) "Not on an emergency bus." He believed the group had previously discussed whether we should be allowing relief if the backup system is on an emergency bus, and therefore inclusion of this proviso a) maybe short circuiting an operator ability to exercise relief if primary and secondary power are both emergency powered.

Discussion then went to topic of if this relief is intended to address emergency lighting and both Todd and Paul agreed it is not. Paul then asked if Todd's real intent was the addition of NOTE 1, to which Todd responded affirmative, Cessna feels some of their operators were incorrectly applying this to individual lights, annunciators, rather than just general background panel illumination lights and overall area illumination lighting.

Bob Wagner injected that because no comments have been received then the PL should be moved on to AFS for FAA final inspection and if OK it should go FINAL.

Item remains OPEN.

84-11. PL 77 Cockpit and Instrument Lighting System MMEL Requirements (Cont'd)

IG-84:

84-12. PL-63 Equipment Required for Emergency Procedures

Objective: Clarify MMEL relief may be provided for redundant system or components used to accomplish an emergency procedure.

Item Leads: Bob Taylor/US Airways

Discussion: There are proposed MMELs (PMMEL) being developed for aircraft configurations with redundant components and systems, each of which is powered by an emergency bus. The proposal is to revise PL 63 to clarify that MMEL relief may be considered for a system or component that can be used to accomplish an emergency procedure, including those powered by an emergency bus or equivalent, provided more than one such system or component is installed, and one such system or component remains operative. System or component redundancy must ensure the system or component for which relief is being provided to will not be required to accomplish an emergency procedure.

IG-82:

See PL-63 R4 latest draft

Bob Taylor (US Airways) provided a presentation (attached) indicating that in the ongoing development of the A350 PMMEL, EASA agreed to relief for systems or components powered by an emergency bus when a redundant system or component also powered by an emergency bus remained operative (A350 PMMEL Item Flight Warning System was provided as an example). The presentation questioned if current language in PL 63 would permit an FOEB Chairman to also consider these same systems or components for inclusion in the FAA MMEL, or if current PL 63 is interpreted to automatically exclude any system and component powered by an emergency bus (regardless if a redundant system or component is also powered by an emergency bus). During discussion it was pointed out that a policy that allowed consideration of relief may actually encourage development of redundant emergency bus powered systems and components, vs. a policy that did not allow consideration of relief, which may actually inhibit development. Bob presented proposed PL 63 Rev. 04 Draft 0 as an alternative if it is determined current PL 63 would not allow the Chairman to consider such relief.

Bob Davis (AFS 260) agreed subject was worthy of further FAA consideration and agreed to take issue up with AEG and FAA HDQ and come up with a position.

Action Item: FAA AFS.

IG-83:

Bob Taylor states he was attempting to get clarification if FAA concurred with this relief philosophy as approved by EASA on the A350 PMMEL, that systems powered by emergency bus can be deferred if the redundant components are also powered by an emergency bus. He reported it was promised to be handled by Mr. Bob Davis. Greg Janosik (AFA 260) stated Bob was out of office and he would follow up with him later in the week. Bob Wagner (DAL) stated the action item is to see if FAA will be OK to amend PL 63 to allow this? Greg asked if a draft of 63 had or had not been devised. Bob Taylor stated it was a part of previous IG meeting agenda but was not promulgated forward. Greg asked if Bob could forward a copy to him.

Item remains OPEN.

84-12. PL-63 Equipment Required for Emergency Procedures (Cont'd)

IG-84:

84-13. 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.

IG-81:

Walt Hutchings was not in attendance, no update.

IG-82:

FAA representative present stated some general agreement on new schema has been reached with AEG but actual details could not be outline as Lead, Walt Hutching not present. Group general discussion was held on various schemas have been hatched by different entities, Boeing DDG as one, the above referenced ATA scheme another. It was stated that there are several other similar projects such MMEL numbering schema that fall in this same arena, different approaches being pursued. Jim Foster (AEG SEA) stated he recently spoke to Walt and was informed that the progress is in limbo due to FAA budget cuts.

IG-83:

Walt Hutching has reported to Greg Janosik (AFS 260) that the project is on hold due to FAA funding issue.

IG-84:

84-14. Conversion of FAA MMEL Documents to XML (MMEL Transformation)

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

Item Leads: Bob Davis 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.

IG-81:

Bob Davis – This is still in work and will likely occur in 2012. Paul Nordstrom stated that there are two different MMEL “word templates” out there for use and was expecting to see one eventually.

Other thoughts included discussion about Spec 2300 Schema (is completed) and Boeing, Airbus and FAAs need to eventually synch up.

IG-82:

Similar discussion as that held on previous agenda item 82-13. Lead Walt Hutchings not present. Program on hold due to budget constraints.

IG-83:

Project is on hold due to FAA funding issue.

IG-84:

84-15. 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: ATA Mike Bianchi / AFS-260 George Ceffalo/NetJets Darrel Sheets

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-81:

Bob Davis stated most GCs are rebranded.

Darrell Sheets to provide updated PL-59 draft at next MMEL IG meeting.

IG-82:

See PL-59 R4 latest draft.

Lead assignment moved from Darrel Sheets (NetJets) to Greg Janosik (AFS 260). Darrel stated he is OK with the Lead assignment being changed to FAA but he wants to be still be engaged in the process.

Bob Davis outlined some of the FAA logic of removing GC headers from PL stating use of GC should be life limited. His example was the relief contained in a 1999 dated PL should by now be incorporated in all MMEL and thus the GC is not longer valid. He stated this and other changes to the GC PL 59 are now listed in a Draft 4.

Discussion was held on effectiveness of the term verbatim as relief often must be applied to various different configurations, different mode of operation.

FAA appeared to leaning in favor of language indicating the PL designated as GC would contain information indicating what GC designation is applicable to a particular Part 91, 135, 121, i.e. a PL designated as GC may only be global only for certain operators.

IG-83:

PL 59 to be reviewed by Greg Janosik (AFS 260) to ensure all comments have been addressed and PL then expected to go final. He stressed that everybody re-read and comment. If no comments received in the next few weeks it will be released as FINAL.

IG-84:

83-16. CLOSED (PL-119 – Two Section MMELs)

(Note - PL had not gone final as of October 14, 2011)

84-17. 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: United - Tom Atzert, Jet Blue - Tim Kane, Delta – Bob Wagner, US Airways – Bob Taylor, **Pierrick PENE** - Airbus

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.

IG-81:

MMP document provided by Airbus is available on Airbus World but operators are unable to download the document. IG requests from attending Airbus representative (Dan Cohen-Nir – Programs director Airbus Americas, Inc.) the status of end state DDG document to be provided to operators based on the FAA MMEL.

84-17. Airbus EASA MMEL Section 3 Discussion (Cont'd)

IG-82:

Airbus to provided briefing by Pierrick PENE

The following discussion pertains to Airbus fly-by-wire aircraft, A320, 330, 350 and all future models only:

Perrick opened with introduction to Airbus Going Digital project, moving airbus docs in XML. Their XML schema complies with the latest ATA standard, ATA Spec 2300. They have now, since last Dec 2010, moved the MMELs into digital XML. By Apr 2013 will stop producing paper docs. Operators who still need paper were encouraged to produce their own paper manuals as needed from Airbus online XML. Airbus will provide MMELs operators strictly in XML coding and provide two customization tools. The first one converts XML code in to .pdf output files for continued paper products. The other will allow the MMEL XML code to be converted into Airbus electronic output for cockpit display (EFB).

He reported that currently ¼ of their operators no longer use paper in cockpit, and 60% use XML products.

DGAC MMEL Format changes

Old DGAC MMEL section 00 becomes known as General, how to use

Section 00E becomes MMEL entry

Section 01 become MMEL items: MMEL/MI

Section 02 becomes MMEL operations procedures

Section 03 is removed from MMEL and is replaced with reference the AMM tasks, when an individual enters an MEL item (MMEL/MI) it will automatically provide listing of AMM tasks.

The MMEL entry section list all ECAM messages in ATA order on L side screen view and status and fault conditions that causes message are found on R side.

The MMEL items section all MMEL items are listed in ATA order on L side view screen of actual MMEL item on R. If one clicks on the M symbol box it will open up a window with reference AMM tasks. Selecting a check box by the item number in the R side to the MMEL items will then select item

If one clicks on the (O) symbol box it will pull up the Ops conditions. At top of this screen will be a list of all applicable MMEL items that is (O) procedure may be applied too.

Several procedure, conditions may be listed, and one selects the appropriate one by clicking in its check box.

New MMEL numbering is only digits, 3 to 4 pairs of digits (up to 5 pairs for MEL use)

AMM also use the new MMEL numbering system.

Airbus encourages FAA to adopt this new Airbus MMEL XML schema. Perrick outlined difficulties in cross references between them, EASA MMEL and FAA current. If a US operator wants to use the

84-17. Airbus EASA MMEL Section 3 Discussion (Cont'd)

Airbus MMEL XML then they must stop using the current FAA numbering. Airbus intends to re-number the A320 and A330 FAA MMELs in FOEBs beginning in 2011.

He presented a revision to 8900 section 6, 4-870, that outlined changes the 90 day requirement to present more restrictive MMEL items to FAA in 90 days from release of new MMELs. Their revised statement stated that re-numbering need not be presented to FAA in 90 days.

He presented examples of the new MMEL numbering schema and showed how it breaks down to where each dispatch condition of a piece of equipment listed in MMEL carries its own unique number.

MMEL titles names have been changes as each must be self explanatory as you no longer have a page presentation so their name must will include the stem statement, parent title followed by sub-item description, etc.

He stated that a cross reference table of old FAA MMEL numbering to new Airbus XML numbering will be provided.

Pete Neff – FAA considers renumbering acceptable for development of new mmels, for current mmels manpower is a huge issue. Commonality between all mmels is also a consideration for FAA, not just A320/330/340 MMEL, e.g. Boeing, Embraer, and other Airbus besides A320/330/340.

B. Davis – Does this proposed new numbering consider the xml schema FAA & industry have been working on?

Perrick – Only the 1st three digit pairs are standard per ATA spec (2300?).

Nordstrom & Atzert – this proposed change should not impact FAA xml mmel schema.

Pete Neff – much discussion is required on FAA side, including this group. Discussion must 1st occur with AEGs prior to going forward with this proposal.

IG-83:

Tim Kane (Jet Blue) expressed reservations with Airbus proposal. He appreciates Airbus offering manpower to convert document item numbering schema but he doubts FAA is going to ultimately accept it at the FOEB level. Plus he feels charging a service for future DDG revision, maintenance of document is not a good proposition for the operators. He also expressed concern on their approach of removing dedicated maintenance deactivation procedures, substitution of MMP document that they do not promise to maintain after its development. Finally referring exclusively to the AMM is very problematic as the AMM does not necessarily have all the information, or the information is not designed for the dispatch environment which he described as representative of what he called 'quality escapes.'

Bob Wagner, Chairman, expressed tabling the discussion as Airbus was not present. Kevin Peters (FDX) asked if the EASA representative could comment on their, EASA, position regarding the Airbus proposal. Emilie Marchais (EASA) stated at the current moment EASA does not approve the Airbus MMEL, it is an accepted document only and thus they do not have an issue with the maintenance procedures. At the current moment they only review and accept the MMEL item list. Bob asked if they

84-17. Airbus EASA MMEL Section 3 Discussion (Cont'd)

approved AFM? She replied that these are approved. It was re-stated that for MMELs EASA will soon approve the MMEL item list but still only require the manufacturer provide maintenance procedures where they are called for but again Emilie stated EASA will not approve them. She mentioned that beginning in April 2012 EASA will be requiring that manufacturers to provide MMELs as a part of the certification of the aircraft. Further details on this to be found in next agenda item, 83-18.

IG-84:

84-18. FAA / EASA MMEL Harmonization

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

Item Lead: Pete Neff (FAA AFS 202) and Colin Hancock (EASA)

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.

IG-81:

Jim Foster was not in attendance, but Thierry Vandendorpe updated the IG on EASA. He stated they are developing certification specification by choice, very similar to FAA policy letter guidance. The CS MMEL will be the responsibility of the OEM, not EASA.

In US, FAA is responsible for the MMEL.

IG-82:

Jim Foster (AEG SEA) had no updates to report. Colin Hancock (EASA) spoke to development of EASA MMELs. He stated the draft document on the topic will be posted to EASA website for public comment within the next two weeks.

FAA Lead was transferred to Pete Neff (AFS 202) from Mr. Foster (FAA SEA AEG). Pete spoke to the differences in the FAA, EASA rules and procedures. He stated both parties have compared their individual rules have come to agreements in some areas thus narrowing the differences where disagreement still exist. Perrick Pene (Airbus) stated how as a manufacturer they, Airbus, cannot build or support two different standards.

Overall good progress has been achieved and further meetings are planned.

84-18. FAA / EASA MMEL Harmonization (Cont'd)

IG-83:

Emilie Marchais (EASA) reported that very soon, I believe she stated by the end of this week (19 August 2011), that the details on Certification Specification MMEL (CS-MMEL) will be posted on the EASA website as Notice of Proposed Amendment (NPA) No. 2011-11 document. This document provides the details on how manufacturers are to use certification standards, statistical analysis tools, to develop an aircraft MMEL. This is supposed to become effective in the September timeframe. Todd Schooler (Cessna) interjected that these MMELs were to be just developed and maintained but owned by the manufacturer, not EASA. To this Emilie concurred.

For further information, please refer to attachment "CS-MMEL.pdf" which outlines the certification specifications, acceptable means of compliance and guidance material related to development of an EASA MMEL. (This is the content of NPA No. 2011-11 document referenced above).

IG-84:

84-19. PL-58 Boom Microphone

Item Lead: David Burk – Aerodox, Inc.

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

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).

IG-81:

David Burk presented PL 58 R4 D4. David will forward a copy to George to upload for comment.

IG-82:

PL draft presented and Lead, Dave Burk, outlined the purpose of this draft is to expand the relief covered by PL to all headset and phones not just boom mikes. There was discussion, actual some dissent to reference to 'as require by regulation.' Some other changes that apparently were expected by the group were not included but since it been so long since initial draft Dave agreed to re-send revised draft to AFS 260 for re-post.

IG-83:

No Comments received and thus it will be moved to FINAL. Item CLOSED.

IG-84:

Subsequent to IG 83, AFS 260 – Greg Janosik stopped the process to go final and placed draft PL 58 R4 D4 back on-line for comment due to Todd Schooler submitting the addition of noise canceling/reduction functions as part of PKL 58, draft was then placed back on-line for comments, which indicate they are due by October 28. (Item related to new Item 84-42, raised at IG 83).

84-20. PL-85, Lavatory Door Ashtrays

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

Item Lead: Mike Bianchi – ATA, Bob Wagner - Delta , Jim Foster – FAA (SEA AEG)

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-81:

ATA and Jim Foster not in attendance, defer to next IG meeting.

Bob Taylor advised the group that US Airways CMO informed them that AD 74-08-09 R2 prohibits the deferral of an ashtray serving the entry side of a lavatory door if there is no other ashtray available that can be seen readily from the cabin side of the affected lavatory door. US Airways requests that this issue be clarified by AFS 260 to ensure PL 85 correctly reflects the relief provided by the AD.

IG-82:

ATA representative stated the interpretation on the comments from NPRM have been sent EMMC for their comments, concurrence on said interpretations and a final outcome may be known very soon.

IG-83:

Awaiting AD change which Bob Wagner reported has been 'shuffled to the bottom' of priority list.

Item on HOLD.

IG-84:

84-21. 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 FAA (AFS-202)

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.

IG-81:

Greg Janosik AFS 260 briefed IG on progress of 8900.1 rewrite. Solid link between 8900.1 V4 C4 CDL MMEL and V8 C2 AEG and MMELs. AC 25-7A is the only published guidance on CDLs. He is looking for more published guidance. Reference MMEL IG 81 power point included with the minutes.

IG-82:

No updates given except FAA budget restrictions have led to no progress since last report.

84-21. FSIMS 8900.1 Rewrite Project: Volume 4, Chapter 4 (MEL) (Cont'd)

IG-83:

Greg Janosik (AFS 260) presented progress on combining the current 11 sections of 8900.1 Vol 4/ Ch. 4 MEL/CDL. In this process some 64 PLs are to be incorporated in 8900.

The rewrite to create only four new sections:

- 4-4-1: MEL for Part 91, sub-part K
- 4-4-2: CDL
- 4-4-3: MEL for all other Parts, 121,
- 4-4-4: NEF

Sections 1,2, and 4 almost complete except for final review. Section 3 is 50% at time of this meeting. A workgroup sessions is planned for the end of MMEL IG. Plus one final meeting to be held 6-7 Sept in Kansas City. All four sections to be submitted to FAA Document Control Board for final internal intra-departmental review pending final approval in the month of October, 2011.

8900.1 Vol 8, Ch 2 the AFS / FOEB process has already been rewritten and it incorporates approximately 30 FAA PLs and when finally released these PL will go away. It broken out as follows:

Re-write of sections 3,4,5,6, 7 & 8

3-4 under review with AFS 200, 5, 6, 7 & 8 are with AFS 140 who were described as contractors (assumed to mean tech writers) who prepare and disseminate the document to the internal FAA departments. Thus it is a work in progress. No final date could be given.

Bob Wagner and Scott Hofstra requested a talk on the new section 1 to 8900 Vol 4 / Ch 4. that was just released 07/27/2011. FAA members present requested deferement of this discussion until the next morning.

IG-84:

84-22. 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 – US Airways.

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.

IG-81:

Paul Nordstrom presented PL-104 R5 D2. Todd Schooler recommended removing G.C. from this PL, then AFS to post as a draft.

IG-82:

Paul Nordstrom (Boeing) stated that this was expected to have been posted and routed for sign off, approval. George Ceffalo (AFS 260) stated that it may be delayed, revised further based upon the discussion of ADA and DOT regulation spoken to in agenda item 82-06, PL 128. Depending upon direction FAA takes on PL 128 it may or may not be revised.

IG-83:

PL to go FINAL.

IG-84:

84-22A. Flight time/duty time limitations Vs AOG

Objective: Relationship to MEL applications for AOG.

Item Lead: Dale Roberts

Discussion:

IG-83:

Next, Pete Neff (AFS 240) introduced Mr. Dale Roberts, AFS 220, who presented an outline of new Fatigue Risk Management program (FRMP) and system (FRMS). He outlined the process, the related regulatory documents, AC, rulemaking, etc, covering new crew rest requirements. A system by which an air carrier will manage crew fatigue within their system that drives the establishment of a plan, awareness of plan, and monitoring of plan via reports such as Aviation Safety Action Program (ASAP) Flight Ops Quality Assurance (FOQA), etc

He began with background of how aviation fatigue, new flight crew rest process has evolved. He stated this lead to issuance of several ACs; the first one an educational issue, 121-100, titled "Basics of Aviation Fatigue" and another one, 121-103, "Fatigue Risk Management Systems for Aviation Safety." He stated this was immediately followed by issuance of a Public Law, 111-216, section that dictated air carriers were to submit a FRMP to FAA for acceptance. Apparently that lead to industry wide confusion and in order to help resolve some of this confusion as he was giving this presentation.

He then outlined the difference between a FRM System versus FRM Program and gave descriptions, definitions of fatigue and listed of common symptoms of fatigue, how an operator is to establish a FRMP as is contained in Notice to 8900, 8900-131, and InFO 10013, which introduces the concept and actual guidance in 10017, plus a 10017 supplement. The supplement is a checklist that is intended to aid the operator in development of FRMP program. The elements in this checklist will essentially the same elements within an ATOS audit survey, the process by which FAA oversight is accomplished.

Once an operator establishes a FRMP they must submit to AFS 200 for approval and they will be issued an Opspec A317 that outlines the elements of the program.

IG-84:

83-23. (CLOSED) PL-47 Megaphones

84-23A. PLS 43 (PBE, 73 (EEMK), 75 (PORTABLE FIRE EX.), and 120 (ELT)

Objective: Align these PLs with the recent change to PL 47 Megaphones by including a proviso indicating the location placard must be removed or obscured.

Item Lead: Paul Nordstrom (Boeing)

Discussion: This item originated from action assigned upon the closure of Item 83-24, PL 47 - Megaphones.

IG-84:

84-25. PL-76 ATC Transponders

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 PLs to bring them up to date.

IG-81:

Paul Nordstrom – PL 76 R6 D0 – ADSB Squitter Transmissions – Added second set of provisos regarding establishment of alternate procedures. Also, repair category updated. Boeing has not developed any procedures and defers to the operators. They are actually routing restrictions. AFS 260 will review PL draft with AFS 400 and post for comment. No action on PL-105 at this time.

IG-82:

See pl-076 R6 latest draft.

Paul Nordstrom (Boeing) presented changes to sub-item for ADS-B Squitter Transmission that states if inoperative alternate procedures are used. If an aircraft operates in an airspace environment that requires it then there is no relief, thus alternate relief would be to restrict aircraft to other operating regions. Discussion of what type of ADS-B transmission is being addressed with this sub-item, the higher altitude capable 1090 MHz extended squitter (1090ES) or the universal access transmitter (UAT) which is a less capable, altitude limited system. Thus it was agreed to continue ‘tweak’ the language. PL-105 removed from this agenda item.

Action item: AFS

Note of interest: Discussion was held on PL 105 which has a similar title as PL 76, ADS-B system. This PL was created for the benefit of UPS who pioneered this equipment that employs CDTI for cockpit presentation. Suggestion was to sunset, archive. Pete Neff, Bob Davis (FAA) both argued in favor of retention as there are programs in development that employ this mode of ADS-B, etc.

IG-83:

PL draft presented and Paul Nordstrom (Boeing) reported that it was not the draft he worked as he added that only alternate procedures are established and used with NOTE that any ADS-B function operates normally may be used. Draft on review had CFR references added. Group comment was that is not the convention. Pete Neff requested the NOTE remain but the CFR reference be removed. Greg Janosik (AFS 260) stated the reference can be moved to the PL 25 appendix A which provides lists of applicable FAR per MMEL item(s). Bob asked Paul to forward his original draft back to committee. Once corrected version (one without CFR references) is received it can be posted with the intent of going FINAL.

84-25. PL-76 ATC Transponders (Cont'd)

As a follow on discussion it was noted that draft on post also had the GC header struck thru indicating deletion. Paul stated his draft did not have this struck. He asked if FAA had determined if this PL does not warrant GC. Again no feedback on by whom or how change got into posted draft? General discussion of GC was held and it was finally decided GC header to this PL would be OK. Paul to submit draft again with retention of GC and removal of CFR references already agreed.

Item remains OPEN.

IG-84:

84-26. MMEL Agenda Proposal & Coordination Process

Objective: Keep on agenda for updates

Item Lead: Bob Wagner - Delta

Discussion:

IG-82:

Comair CRJ Lead Airline replacement.

Pinnacle airlines may be replacement lead airline. Roger Lien to explore and advise.

IG-83:

Bob Wagner stated that keeping this document up to date is an never ending ongoing process. He asked the group to begin to forward requests for updates to the new Chairman, Mr. Bob Taylor (USAir).

IG-84:

83-27. CLOSED (PL-73 EEMK)

84-29. 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.

IG-81:

Walt Hutchings not in attendance updates deferred to next IG meeting.

IG-82:

No updates.

IG-83:

This item to remain OPEN. FAA funding issue.

IG-84:

84-30. PL-72 Wing Illumination / Ice Detection Lights

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

Item Lead: Pete Neff FAA (AFS-202)

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 23.1419-2D prohibits use of a flashlight for viewing wing surfaces.

IG-81:

Carlos to provide proposal for next IG meeting.

IG-82:

Todd Schooler (Cessna) opened discussion stating current rules prohibit use of flashlight to view critical surfaces. Pete Neff (AFS 202) stated this is addressed in current draft discussion. Pete Neff indicated latest draft was R4_D8.

Carlos Carreiro (Transport Canada) presented his draft version, and earlier version, PL 72_R4_D1. It broke out relief into category of operations as follows:

- 1) Critical surfaces visible from flight deck
- 2) Critical surfaces not visible from flight deck & acft with ice detection system

John McCormick (FEDEX) offered a suggestion a third option may be required.

Pete Neff suggest carlos compares his draft with R4_D8 and come up with D9; Carlos agreed.

Kevin Peters offered to add cargo operator language to Carlos' D9.

IG-83:

Greg Janosik (AFS 260) opened the discussion stating he had assumed the lead for this PL from Carlos and the present draft on FAA website is quite different from what the group had previously seen. He stressed what is up there now, draft 9, is not finished, not finalized and he wants the group, and Carlos, to review and provide feedback to him within the next two weeks at which point Greg will revise and repost as draft 10. He stressed it needs to be finished by 20th of Septemeber as he reports we are rapidly entering the season where icing will be prevalent. Some folks asked if we could review current draft 9

84-30. PL-72 Wing Illumination / Ice Detection Lights (Cont'd)

on screen. An attempt was made to pull up the current draft on screen but with no success. Greg requested it be first reviewed online and then he will repost it.

Note: Later in the afternoon, the posted draft 9 of PL 72 was made available for overhead review. Paul Nordstrom (Boeing) objected to the way PL is laid out as it suggests that all aircraft must have wing illumination lights to verify existence of icing and if not then aircraft is restricted from icing and this is not correct as Boeing uses alternative methodology, as authorized by FAR, that uses current weather conditions as a determination of potential icing presence, not the lights. Greg and Carlos explained that has been raised and will be incorporated in draft 10 which he then wants us to review.

Item remains OPEN.

IG-84:

84-31. PL-106 HF Radio Communications MMEL Requirements

Objective: Operations are now restricted to Inmarsat equipped aircraft.

Item Lead: Bob Wagner - Delta Air Lines, Inc.

Discussion:

Several operators have asked that the PL be changed to allow other systems, such as iridium equipped, to be allowed (when certified) as a backup to HF.

IG 82:

See PL-106R4 latest draft

Bob Wagner spoke to change proposal of PL draft to remove the reference to propriety company name inmarsat as some operators have moved to alternate service providers such as inmarsat New draft uses generic language regarding use of what is referred to short codes or direct dial numbers. Thus draft allows for alternate Satcom use as a backup to HF. Todd Schooler (Cessna) requested the PL list a dash for the C category relief as many aircraft have dual Satcoms and multiple numbers of Satcom channels available and thus the minimal number required can be safely met exceeded without needed any HF. After further discussion on power sources for Satcom systems as listed in AC 20-150A which speaks to level of equipment requirements it was agreed that Bob take an action item to review and incorporate if necessary any changes.

Draft PL to be posted on FAA draft site.

Post meeting: no changes to PL draft necessary due to AC 20-150A.

IG 83:

Bob Wagner outlined the changes that had occurred since the draft posting. He stated that a few comments have been received that reported the propriety term IMARSAT should be used to denote SATCOM Voice short codes and or IRIDIUM direct dial commercial numbers must be available. If not available, prior coordination with the appropriate ATS (FIR) facility is required. Brief discussion pursued on whether two HF's or any two LRC systems are required, along with discussion if in fact that stating use of IMARSAT and 'short codes' is not in fact redundant, plus stating direct dial commercial numbers are synonymous with the use of term IRIDIUM was true? The argument was that IMARSAT has direct dial commercial numbers also. It was suggested more generic terms as 'short codes or direct dial commercial numbers are used.' It was then proposed to retain IMARSAT short codes and strike the term IRIDIUM in favor of just stating 'and direct dial commercial codes'. Bob agreed to revise the PL and forward to FAA for repost.

ALPA comment on the need to ensure any operator using this relief coordinate with the respective ATC agencies prior to departure was reviewed and Bob asked if the current PL needed further revision? Dennis Landry (ALPA) stated he just wanted to ensure this requirement is emphasized. Pete Neff (AFA 240) asked if the requirement to cross check available numbers are in fact available prior to departure was warranted. Dennis agreed. When it was suggested this should be added to PL, the group backed away from it because they agreed it is something the operator is responsible to do but maybe the MEL is not vehicle to mandate it.

84-31. PL-106 HF Radio Communications MMEL Requirements (Cont'd)

Finally, the PL NOTE that the SATCOM Voice is a backup to normal HF communications was debated as to if it is in line with current modes of ops such as ETOPS, etc. The decision was the proviso condition that two LRCS are required should suffice and thus the NOTE can be deleted.

Scott Hofstra (UPS) requested if this PL could be expedited and go FINAL as soon as possible.

Post meeting comments: Conferred with Bob Tegeder (AFS) and Dave Stewart and have decided to leave PL as latest draft to include IRRIDIUM and INMARSAT terms as well as retaining "Note". PL can be revised at future date when new operations are in place.

Following IG 84 UPS (Scott Hofstra) submitted an e-mail objecting to the post meeting decision, a part of which reads "We have to respectfully disagree with your decision to leave the note at the bottom of the PL-106 relief. Based on the information above and the ability to use SATCOM for primary communications, we are again requesting that the note at the bottom of PL-106 relief be removed and the PL released as final as soon as possible."

IG 84:

84-31A. PL-09 Public Address System, Crewmember Interphone and Alerting Systems

Objective: Define handsets needed to operate normally.

Item Lead: Paul Nordstrom

Discussion: This proposal could keep operators from getting in trouble by adding the cross reference for the handsets needing to operate normally at each door pair on wide-body airplanes to the interphone relief.

IG 82:

See PL-009 R10 latest draft.

Paul Nordstrom (Boeing) stated draft reviewed was a combining of several inputs and presents a compromise, clarification of requirements. Discussion was that relief is for handset but the handset operation is contingent on operative audio jacks thus new proviso refers to interphone function and not just 50% of available handsets.

Another change involved the note on NEF that lists that 14 CFR 382 Wheel Chair accessible lav item are not NEF. This is subject to removal pending internal FAA review (Ref: PL 128 agenda item). A suggestion of adding an (O) to the cargo item was recommended and agreed to.

IG 83:

Paul Nordstrom (Boeing) commented that this PL uses the term widebody numerous times has been questioned. Greg Janosik recommended the term 'aircraft with one aisle' or 'more than one aisle' and nothing more. Other members objected that does not represent modern types and uses of airframes today such as widebody aircraft in corporate use, etc. Paul mentioned that PL 01 uses widebody liberally to represent more than one aisle aircraft and maybe a definition is needed. It was also mentioned that the term widebody is representative of the need to have equipment on both sides of the aircraft, flight attendant positions, handsets, and door slides on both sides, etc.

Paul stressed that this comment should NOT be cause of delay in this PL and instead making definition of wide body a separate action item. He then directed discussion back to NOTE and wheelchair accessible lavatory. He will revise PL again as a .pdf and forward it for reposting.

Item remains OPEN.

IG 84:

84-32. 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).

IG-81:

Steve Sorich FTW AEG, provided a powerpoint presentation on the HOMP System. This is included with the minutes.

IG-82:

No updates.

IG-83:

No comments were available. FAA indicates it could remain OPEN.

IG-84:

84-33. 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.

IG-81:

Paul Nordstrom presented draft PL 102; it provides separate relief for detection and suppression. Global change header will be removed from both PL 102 and 108 and then post by AFS 260 for comments.

IG-82:

See PL-102 R1 latest draft, and PL-108 R1 latest draft. Both PL drafts have received no comments and it was agreed to allow these two to become final.

IG-83:

Paul Nordstrom (Boeing) stated no comments on these two. Greg Janosik (AFS 260) stated both PL were being reviewed internally at FAA HDQ and they will go final if no feedback is received.

IG-84:

84-34. 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.

IG-81:

Paul Nordstrom provided PL-112 R2 D2; this clarifies the decompression function of flight deck doors. PL will be submitted to AFS-260 to post for comments.

IG-82:

See PL-112 R2 latest draft.

No comment - draft to go final.

IG-83:

Paul Nordstrom (Boeing) stated he thought this was ready to go FINAL. FAA agreed it is in finishing phase of internal review.

Item remains OPEN.

IG-84:

84-35. 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 their review.

IG-81:

Jim Crupi from AmSafe presented a PowerPoint presentation on their airbag system. Tim Kane presented a draft for PL-79. Group decided that relief will need to be broken out either more in PL-79 or as a new PL for airbag seats. Certification requirements as well as seat pitch may define the MMEL Policy for occupying the seat with an inoperative airbag component. There is a web site www.amsafe.com that can be accessed for information, under customer login.

IG-82:

See PL-79 RXX latest draft.

Tim Kane (JetBlue) stated he still recommends that instead of a new PL for the Airbag seat belt that an additional note to existing PL 79 is all that is needed. Note is that if seat by certification requires an airbag then that seat must be considered inoperative. Conversation centered on alternate placement of persons and substitution of non- airbag seatbelts, etc, A FAA representative spoke to concern over TSO replacement requirements that speaks to what can be substituting a standard seatbelt for an inoperative airbag seatbelt and may not be allowed in certain locations. It was agreed that JetBlue will work with FAA on revised draft.

IG-83:

Tim Kane (JetBlue) spoke to comments that had been posted on draft. One comment was on the TSO number that is apparently referenced in draft. He stated if one were actually to review the TSO in question they would be lost as it is all about technical requirements of a seatbelt. A response from a manufacturer representative present was that they reference TSOs quite liberally within their documentation but felt it had no real purpose in the context of MMEL policy. The manufacturer intent of including the TSO was an attempt to state that with the airbag inoperative the seatbelt still complies with TSO as a normal seatbelt. He recommended that TSO be removed from PL.

Bob Wagner concurred and asked if Tim had an updated draft. It was presented on screen. He then outlined further changes such as deletion of TSO for normal seatbelt and other minor word changes. A discussion of airbag types, barrier or wedge was pursued. It was mentioned that this data is required for certification but not so for MEL deferral information. Discussion also centered on if an airbag becomes inoperative then the seatbelt itself need not necessarily be considered inoperative. Yet it was then emphasized that a seat that requires an airbag seatbelt by certification at certain locations such as against a bulkhead, can not be replaced by a non-airbag seatbelt and seat must be considered inoperative.

84-35. PL-79 Passenger Seats Relief (Cont'd)

DK Deaderick from FAA who oversees cabin safety mentioned that she thought that the PL should make it clear that for a seats that does not require an airbag belt but has one installed can be replaced with a standard seat belt. Some additional requests for clarification on this later point were made that if an airbag on a seatbelt becomes inoperative with no affect to the seatbelt itself then the seatbelt can be considered operative an not need replacement. This lead back to the discussion as to whether or not the TSO number should be referenced. Pete Neff concluded the discussion with statement that FAA is OK with references of regulation but not TSOs. He stressed the goal should be to get the intent of what TSO requires but not specifically reference the TSO by number. Jim Foster (AEG SEA) objected to PL using D category relief. Todd Schooler (Cessna) stated the seatbelt is required but the airbag is not on thier aircraft but they provide it as a option. It was mentioned that it was good that more information was getting out on topic and PL has a lot of work still needed. Greg Janosik asked if Tim could re-draft and forward for re-posting.

Item remains OPEN.

IG-84:

84-36. PL-25 Policy Concerning MMEL Definitions – Introduce OPERATIVE definition

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

Item Lead: Thiago Viana

Discussion: Definition of 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 indicates that the selected operative terminology means that the required item of equipment will accomplish its intended purpose.

IG-81:

Luciano is accomplishing a rewrite to PL-25 and will present at next meeting.

IG-82:

See PL-25 R18 latest draft.

Thiago Viana (Embrair) present draft on proposed revision of PL 25 to definition of "Operative" based upon previous PL 82 which has been incorporated into 8900.1. He proposed some minor language change to remove the stated item need not be verified unless proviso states so. Group disagreed. Post for comment.

IG-83:

Thiago was not present at meeting. It was stated the PL 25 was posted for comment. PL draft was reviewed and it was determined that wrong draft was online. Rev 18_D2 is the one that Greg Janosok has been working on to combine PL 70 into PL 25 and Greg stated he had incorporated Thiago's proposal on the terminology of is operative. Greg stated these two PLs are being actively revised but at the same time being impacted by the rewrite of 8900 project. He stated in order to prevent keeping things needed by industry such as operative terminology he will see that this PL be released as the rewrite could take another six months. He stressed industry actively review the PL Rev 18_D2 as it includes a lot of changes.

Tom Atzert spoke on behalf of Dave Burk (AeroDocs) that the PL needs to clarify with the definition of operative that the use of the terms operates normally or is operative does not require it be verified unless the term verify is specifically included in the proviso. It was stated that this information was described adequately in former PL 82 which has been archived. It was expressed that if this PL provided the necessary guidance then it can be re-activated. Greg also state Thiago terminology of operative will go out in PL 25_R18_D2
Item remains OPEN.

84-36. PL-25 Policy Concerning MMEL Definitions – Introduce OPERATIVE definition (Cont'd)

IG-84:

83-37. CLOSED (PL-76 ATC Transponders and Automatic Altitude Reporting Systems)

84-37: PL 54 TAWS – Reinstate missing Discussion and Policy sections.

Objective: Reinstate missing sections

Item Lead: Boeing – Paul Nordstrom

Discussion: Paul Nordstrom noted PL 54 R10 as posted on FSIMs does not contain the “Discussion” and “Policy” sections.

IG-84:

84-38. PL-125 Equipment Relief Without Passengers

Objective: 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.

Item Lead: Bob Taylor – US Airways

Discussion: Present draft PL-125 for discussion.

IG-83:

Bob Taylor outlined background on this item that was originally proposed by America West to allow for carriage of persons onboard a passenger aircraft that was not able to conduct passenger operations but was planned to be used in a cargo only configuration. He stated at a previous IG it was proposed that existing PL be reviewed and updated as needed. He then outlined how PL 125 allows carriage of person other than passenger by listing the appropriate CFRs that allow that, i.e., 121.583, 121.547, 135.85, etc.

Bob went on to explain how after conferring with SEA AEG, Mr. Jim Foster, it had been proposed to break the PL out in descriptive terms of ‘crew only’ followed by ‘crew plus up to 19 persons.’ He stated that was where he became involved in PL drafting. He followed on with that after review of the 14 CFRs and taking Jim’s concerns into account he broke out the provisos as a thru f. He then outlined how in the left column, item nomenclature field, was a listing of all the items of equipment previously addressed by the PL. He concluded with a request to the group if this breakout was helpful or if the existing PL 125 would suffice.

Group discussion began with issue that as presented it appeared that all provisos, a thru f, would need to be applied to all items. This was countered with the issue that the AEG Chairman would need to ‘cherry pick’ only the appropriate proviso(s) from the list. It was then outlined on how this approach had already failed. This was followed by re-hash as to why the PL was initially proposed in the first place and how by citing 121.583 were not acceptable.

Finally, it was suggested that to preclude multiple pages needed to show all the equipment items with their respective set of proviso conditions it all could be contained in a table. Bob states he will rework the PL draft and re-submit.

Item remains OPEN.

IG-84:

84-39. PL-114 Inoperative Rudder Pedal Steering – Removal of Relief

Objective: Examine ALPA's reservations regarding use of PL for deferral of Rudder Pedal Steering

Item Lead: Greg Janosik - AFS 260 and Pete Neff – AFS 202

Discussion: ALPA raised 'reservations' at IG 83 that this PL has been used to defer components of the steering system not originally intended by the PL; following IG 83 AFS 260 subsequently requested to be identified as lead for this issue.

IG 83:

Although this agenda item is listed as CLOSED, Bob Wagner introduced it as PL 114, Nose Wheel Steering submitted by Dennis Landry (ALPA). Dennis stated they ALPA have 'reservations' regarding how this PL has been used to defer components of the steering system that he stated was not the intent of PL as originally purposed, rudder pedal steering only. He expressed concern that this PL was being used to justify relief of the nose wheel tiller system. He stated that since there is no PL for the system we thought it should be considered and cited various portions of the MMEL preamble to make the case such as the need for redundancy, and the assurance of acceptable levels of safety are maintained and that relief granted should not deviate from AFM, Emergency procedures or ADs, etc.

He then referred to an old PL, PL 16, that apparently refers to how the AEG along with support of manufacturer, etc., need to carefully review the adequacy of proposed (O) and (M) for acceptability. He then presented argument that when they have found MELs that fail these standards and thus serious consideration should be given to delete the relief. He then attacked a specific example of relief granted for a certain model Bombardier regional jet for the nose wheel tiller system. He referred to the conditions listed as vague. He then outlined two examples of what was reported as unsafe flight events that were reported to ALPA safety committee associated with exercising this mode of relief. He stressed that these were not isolated events but only a small portion of a significant number of events being reported.

He also reported that the maintenance procedures associated with these events were also problematic. He summarized that while the manufacturer and regulatory approval authorities may be conversed and understanding of what is to be accomplished by operators and local authorities, in his opinion, are not so understanding of how to apply the procedures. He gave examples of how taxi procedures can not be adequately simulated and therefore trained. He also cited asymmetrical thrust use and inadequacy of training in regards to its use too. He challenged the group to assist with answering the question of where is the redundancy for loss to the steering system and if group had any feedback for the benefit of ALPA consideration.

Todd Schooler (Cessna) responded that speaking as a manufacturer he would support deletion of this relief by cancelation of the PL. Scott Hofstra countered that Dennis's had revised the title of PL to address all modes of nose wheel steering. He stressed that UPS did not support removal of rudder pedal steering relief. Todd defended the nomenclature change to PL as he stated it the responsibility of AEG to evaluate each portion of system for applicability and thus rudder pedal could well be retained as acceptable relief and tiller not, etc.

84-39. PL-114 Inoperative Rudder Pedal Steering – Removal of Relief (Cont'd)

AEG Chairman, Jim Foster, stated he supported Dennis position and he mentioned that training requirements associated with system deferral is a real issue that must be given more attention. Dennis responded with example of how simulator training was attempted after relief was granted and found to lacking and it, the training, was discontinued yet the relief remains in force. He concluded that with all these issues he felt the existence of this relief is unsound.

JP Dargis (Bombardier) responded that the nose wheel steering tiller relief as presented is not a PL issue but a case of aircraft specific FOEB issue that was adequately justified and correctly evaluated. Bob Wagner recommended that if the GC header was removed off the PL that would help. Dennis agreed that the PL should be posted and further discussion is warranted. JP was asked if he could provide more details of their justification of this mode of relief and it be considered in rewrite of PL.

IG 84:

84-40. PL-111 Inoperative Standby Attitude Indicator – Removal of Relief

Objective: New Item

Item Lead: Greg Janosik - AFS 260 and Pete Neff – AFS 202

Discussion: New item.

IG 84:

84-41: PL-122 Flight Deck Surveillance Systems

Objective: Allow more flexibility for cargo operations with inoperative flight deck surveillance systems.

Item Lead: Kevin Peters - FEDEX

Discussion: Under sub item Viewing Ports Cargo Configuration - modify to allow occupancy of the courier/supernumerary compartment by certain crewmembers.

IG-82:

See PL 122 R1 latest draft.

I, Kevin Peters (FedEx) had requested this be placed on agenda due to confusion at this carrier over the application of this PL to all cargo operations. I had previously provided the chairman with a discussion paper that unfortunately did not get into the final agenda document. This was placed on the overhead for group review. It outlined the different FARs that address the Intrusion Resistant Cockpit Doors (IRCD) installation.

The principle one, 121.313, states that a door must exist between the cockpit and passenger compartment and after April 9, 2003 the door must meet the requirement of 25.795 that outlines the requirement of an IRCD. This regulation expressly states it is applicable to passenger only aircraft per sub-part (k) which requires all passenger carrying aircraft to have "a means to monitor from the flight deck side of door the area outside the flight deck..."

Recently an internal audit of the company MEL program questioned why we were not using the PL 122 C category relief for the view port. Our response is that PL 122, based around 121.313, carries D relief as it is not a requirement per FAR for all cargo operations. The auditor cited another FAR, FAR 121.584, that states without distinction of type of aircraft operation that the cockpit door must not be opened in-flight unless "... an approved audio procedure and an approved visual device.." is used to verify person seeking access to cockpit is not under duress. Thus there is ambiguity within the regulations regarding use of visual view ports.

We evaluated the PL 122 C category relief and have deemed it far too restrictive for all cargo operation. A proposed draft to PL 122 has been submitted to revise the view port C category relief to state when inoperative "only persons who are eligible for access to flight deck by regulation may occupy the courier/supernumerary compartment." We feel this is in keeping with our TSA approved security program that is based upon 121.547. Essentially the courier /supernumerary compartment is being treated as extended cockpit space as is done on other freighter aircraft that either have an inoperative door (Airbus 300/310) or 777F that do not have a door between cockpit and supernumerary area. The FedEx FOM requires "crews to positively identify a returning crew member prior to entry to the cockpit. The procedure utilized is up to the flight crew."

Item remains open to clarify regulations governing requirement of viewport on freighter aircraft. All Cargo should have less restrictive relief category.

84-41: PL-122 Flight Deck Surveillance Systems (Cont'd)

IG-83:

Kevin Peters (FDX) requested this be tabled until next meeting.

Item remains OPEN.

IG-84:

83-42: CLOSED [Section II (CAS/EICAS Messaging)]

84-42: Development of a PL for Noise Cancelling / Noise Reduction, Headsets

Objective: Develop a PL for noise cancelling / noise reduction headsets.

Item Lead: Cessna - Todd Schooler, FEDEX –John McCormick, Aerodocs - Dave Burk

Discussion: At IG 83 John McCormick asked if consideration of a PL on noise cancelling, noise reduction, headsets should be considered as new topic; it was agreed to add this as new item with Todd Schooler (Cessna) and Dave Burk (AeroDocs) as members of a working group for PL development.

IG-84:

(Item related to Item 84-19)

84-43: Consideration of Options for FAA to Control Global Change Headers

Objective: .

Item Lead: AFS 260 – George Ceffalo

Discussion: At IG 83 George Ceffalo raised the issue of how FAA HDQ is contemplating administering the Global Change Header on MMEL Policy Letters. He outlined three objectives:

1. Eliminate the GC header off old PLs once the information has been incorporated in all applicable MMELs.
2. Review GCs in year groups to determine if they are still applicable.
3. Make GCs life limited. (George suggested four years, after which GC designation expires.)

When a GC designation is removed from a PL, that PL will be revised and the remark "GC removed" included in the revision history under the PL's DISCUSSION section.

With regard to MMELs that are not updated anymore, the GC will be grandfathered when the MMEL effective date is older than the expiration date of the GC.

He asked the group to consider these options and provide FAA feedback.

IG-84:

NEW Agenda Items

Agenda Format – US Airways - Bob Taylor



MMEL IG /FOEB Calendar, Revision 84, as of October 3, 2011
(Provide changes to Bob Taylor - Robert.Taylor2@usairways.com)
2011

Currently Scheduled Date	Originally Planned Date(s)	Cause of Delay	Pre-Meeting	Type Meeting	Host / Lead Airline	MMEL Rev Date	DDG Pub Date	Remarks
Jan 11-12				A300-600				Seattle
Jan 26-27				MMEL IG 81	Southwest			San Antonio
Feb 15 - 17				BD-700-1A10/11 FOEB (Electronic)	Global Express			Long Beach
Apr 26-28				BD-100-1A10 (CL-300) FOEB				Long Beach
May 11-12				MMEL IG 82	Delta			Atlanta
Aug 17-18				MMEL IG 83	FAA/ATA/ ALPA			Washington DC Herndon VA
Sept 13-15				BD-700-1A10/11 FOEB	Global Express			Long Beach
Oct 18-20				CL-600-2E25 (CRJ 1000) FOEB				Long Beach
Oct 18-20			Ind. Mtg. July 26-28 MIA	A318/319/320/321 FOEB 330 FOEB	Delta US Airways			Miami
Nov 2-3				MMEL IG 84	American			Dallas
Nov 15-16				ERJ 170-190 FOEB				Electronic
Dec 6-8				CL-600-2E25 (CRJ 1000) FOEB				Long Beach

POLICY LETTER STATUS SUMMARY

Revision 84 as of October 13, 2011

CURRENT POLICY LETTERS IN EFFECT (7-13-2011)			
PL NO.	REV NO.	DATE	SUBJECT
1	4	Feb 27, 2010	Operation of Wide-Body Jets with Door/Slide Inoperative
2	1	Aug 15, 1997	Aural and Visual Speed Warning Policy
3	1	Aug 15, 1997	DME Systems MMEL Policy
4			ARCHIVED
5	1	Aug 15, 1997	Takeoff Warning Systems
6			ARCHIVED
7			ARCHIVED
8			ARCHIVED
9	9	Apr 30, 2010	Public Address System, Crewmember Interphone and Alerting system
10			Transferred to 8900.1
11			ARCHIVED
12			ARCHIVED
13	1	Aug 15, 1997	Oil Temperature and Pressure Instrument MEL Policy
14			ARCHIVED
15			Transferred to 8900.1
16			Transferred to 8900.1
17			ARCHIVED
18			ARCHIVED
19			ARCHIVED
20			ARCHIVED
21			ARCHIVED
22			ARCHIVED
23			ARCHIVED
24	4	Nov 02, 2009	Lavatory Fire Protection
25	17	Jan 20, 2011	Policy Concerning MMEL Definitions
26	1	Aug 15, 1997	Thrust Reversers On Small Turbojet Airplanes
27			ARCHIVED
28			ARCHIVED
29	5	Aug 10, 2010	Master Minimum Equipment List (MMEL) Requirements for Cockpit Voice Recorder (CVR)
30			ARCHIVED
31	3	Jan 20, 2011	MMEL Format Specification
32	7	July 07, 2006	Traffic Alert Collision Avoidance System (TCAS)
33			ARCHIVED
34	4	Aug 15, 1997	MMEL and MEL Preamble
35			ARCHIVED
36	2	Aug 15, 1997	FAR Part 91 MEL Approval & Preamble

Provide corrections/additions to Bob Taylor at Robert.Taylor2@usairways.com

Phone: 412-474-4355

POLICY LETTER STATUS SUMMARY

Revision 84 as of October 13, 2011

37			ARCHIVED
38	1	Aug 15, 1997	Policy Regarding MMEL Relief for Primary Thrust Setting Instruments on Two-Engine Airplanes
39	5	Jan 29, 2010	Altitude Alerting System Requirement
40	2	Dec 3, 2009	ETOPS and Polar Operations
41			ARCHIVED
42			ARCHIVED
43	1	Aug 15, 1997	Crewmember Protective Breathing Equipment (PBE) Relief
44			ARCHIVED
45	2	Mar 4, 2004	Time Limited Dispatch (TLD) Authorization for Full Authority Digital Electronic Control (FADEC) Engines
46			Transferred to 8900.1
47	1	Aug 15, 1997	Megaphone MMEL Requirements
48			ARCHIVED
49			ARCHIVED
50			ARCHIVED
51			ARCHIVED
52			
53			ARCHIVED
54	10	Oct 31, 2005	Terrain Awareness and Warning System (TAWS)
55			ARCHIVED
56	4	Sep 15, 2004	Flight Deck Fwd Observer Seat Relief
57			ARCHIVED
58	3	July 12, 2001	Boom Microphone MMEL Requirements
59	3	June 20 2008	Global Change Revisions
60			ARCHIVED
61			ARCHIVED
62			ARCHIVED
63	3	Jan 29, 2004	Equipment Required For Emergency Procedures
64	1	Aug 15, 1997	Electrical Power MMEL Policy - Four Engine Cargo Airplanes
65	1	Aug 15, 1997	Policy Regarding Cargo Provisions in the MMEL for Cargo Operations
66			ARCHIVED
67	3	Dec 5, 2005	Windshear Warning and Flight Guidance System (RWS) Windshear Detection and Avoidance System (PWS)
68			Transferred to 8900.1
69	2	Sep 24, 2003	External Door Indication System
70	3	Jan 20, 2011	Definitions Required in MELs.
71			Transferred to 8900.1

Provide corrections/additions to Bob Taylor at Robert.Taylor2@usairways.com

Phone: 412-474-4355

POLICY LETTER STATUS SUMMARY

Revision 84 as of October 13, 2011

72	3	Mar 24, 2008	Aircraft Wing Illumination/Ice Lights
73	5	Jun 15, 2011	MMEL Relief for Emergency Medical Equipment
74			ARCHIVED
75	1	Aug 15, 1997	Portable Fire Extinguisher MMEL Requirements
76	5	Mar 24, 2008	ATC Transponders and Automatic Altitude Reporting Systems
77	1	Aug 15, 1997	Cockpit and Instrument Lighting System MMEL Requirements;
78			ARCHIVED
79	7	Dec 1, 2009	Passenger Seats Relief
80			ARCHIVED
81		Aug 15, 1997	MEL and CDL Operator Procedures
82			Transferred to 8900.1
83	4	Oct 15, 2001	Water and Waste Relief on Air Carrier Aircraft
84	1	Aug 15, 1997	Master Minimum Equipment List (MMEL) for Reduced Vertical Separation Minimum (RVSM) Operations
85	2	Feb 7, 2000	Lavatory Door Ashtray Policy
86	5	Jan 29, 2010	Policy Regarding Air Carrier Compliance with Master Minimum Equipment List (MMEL) Revisions
87	10	Aug 10, 2010	Flight Data Recorder (FDR)
88	1		Transferred to 8900.1
89	2	Jan 31, 2009	FASTEN SEAT BELT WHILE SEATED Signs or Placards
90	1	Sep 20, 2001	Pitot Heat Indicating System
91	1	Nov 14, 2003	White Position Lights and Strobe Lights
92			ARCHIVED
93	1	Sept 11, 2006	Autopilot Disconnect MMEL Policy
94	1	Oct 8, 2004	Liquid or Paste Propeller Deicer
95	1	Mar 20, 2002	VHF Communications MMEL Requirements
96	2	Jan 29, 2010	MMEL Relief Galley Waste Receptacles Access Doors
97	4	Sep 06, 2007	Flight Attendant Seat(s)
98	0	Jan 20, 1999	Navigation Databases
99	2	Feb 26, 2010	Door/ Slide Relief Policy
100	2	Jan 20, 2009	Minimum Equipment List Policy Regarding MMEL/MEL Relief versus "Weight & Balance Manual" Limitation Statements
101	1	Sep 13, 2001	Autopilot Relief
102	0	Sep 29, 1999	Cargo Compartment Smoke Detection and Fire Suppression Systems
103	0	Mar 21, 2000	Minimum Equipment List Policy for Title14 Code of Federal Regulations (14 CFR) Part 129 and 129.14 Foreign Air Operators
104	5	Jun 15, 2011	Storage Bin(s)/Cabin, Galley and Lavatory Storage Compartments/Closets
105	1	Jan 20, 2009	Automatic Dependent Surveillance-Broadcast System
106	3	Oct 7, 2005	High Frequency (HF) Communications MMEL Requirements
107	1	May 22, 2001	MMEL Relief for Inoperative APU Generator

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POLICY LETTER STATUS SUMMARY

Revision 84 as of October 13, 2011

108	0	Oct 10, 2001	Carriage of Empty Cargo Handling Equipment
109	0		Transferred to 8900.1
110			ARCHIVED
111	1	Jan 29, 2004	MMEL Policy for Inoperative Standby Attitude Indicator
112	1	Jan 29, 2004	Relief for 14 CFR 25.795 Compliant Flight Deck Doors
113	0	Dec 20, 2002	MMEL Relief for Anti-Skid Inoperative
114	0	Feb 6, 2004	MMEL Policy for Inoperative Rudder Pedal Steering
115			ARCHIVED
116	1	Dec 21, 2007	Non-Essential Equipment and Furnishings (NEF)
117	0	Oct 7, 2005	Selective Call System (SELCAL)
118			ARCHIVED
119	2	Dec 10, 2008	Two-Section MMELs (Part 91 Only)
120	1	Jan 20, 2009	Emergency Locator Transmitters (ELT)
121	0	Sept 06, 2007	(EFB) Electronic Flight Bag
122	0	Apr 04, 2008	Flight Deck Door Surveillance Systems
123	1	Apr 30, 2010	Passenger Notice System (Lighted Information Signs)
124	0	Jan 20, 2009	Damaged Window/Windshield Relief
125	0	Apr 1, 2010	Equipment Relief without Passengers
126	0	May 28, 2010	Chelton Flight Logic Electronic Flight Instrument Systems (EFIS)
127	0	Jun 7, 2010	Night vision Imaging systems (NVIS)
128	1	Aug 15, 2011	Wheelchair Accessible Lavatories

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POLICY LETTERS UNDER REVISION/DRAFT (10-13-2011)				
PL NO.	REV NO.	DRAFT NO.	DRAFT DATE	SUBJECT
09	10	4		Public Address System, Crewmember Interphone and Alerting Systems (Lead Tom Atzert) - Draft in FSIMS – Comments were due on 9/30/11
25	18	4		Policy concerning MMEL Definitions – Include OPERATIVE definition (Lead Thiago Viana) - Draft in FSIMS – Comments due on 10/18/11
47	2	2		Megaphone MMEL Requirements (Lead Paul Nordstrom)
58	4	4		Boom Microphone (Lead David Burk) – Draft in FSIMS – Comments due 10/28/11
59	4	4		Global Change Revisions (Lead Greg Janosik) – Draft in FSIMS – Comments were due on 9/30/11
59	4	5		Global Change Revisions (Lead Greg Janosik) – Draft in FSIMS – Comments due on 11/30/11
63	4	1		Equipment Required for Emergency Procedures (Lead Bob Taylor)
65	2	1		Policy Regarding Cargo Provisions in the MMEL for Cargo Operations (Lead Joe White)
72	4	10		Air Carrier Aircraft Wing Illumination/Ice Lights (Lead AFS-260) - Draft in FSIMS – Comments were due on 9/30/11
73	5	1		EEMK (Lead AFS-260)
76	6	1		ATC Transponders and Automatic Altitude Reporting Systems (Lead Paul Nordstrom)
77	2	4		Cockpit and Instrument Lighting System MMEL Requirements (Lead Todd Schooler)
79	8	2		Passenger Seats Relief (Lead Tim Kane) - Draft in FSIMS – Comments were due on 10/7/11
83	5	3		Master Minimum Equipment List (MMEL) Requirements for Water and Waste on Air Carrier Aircraft (Lead AFS-260) - Draft in FSIMS – Comments were due on 9/30/11
85			Pending AD changes	Lavatory Door Ashtrays (Lead Joe White, Bob Wagner, Jim Foster)
91	2	1		White Position Lights and Strobe Lights (Lead Paul Nordstrom)
98	1	10		Navigation Databases (Lead AFS-350/ALPA) - Draft in FSIMS – Comments due on 11/12/11

POLICY LETTERS UNDER REVISION/DRAFT (10-13-2011)

PL NO.	REV NO.	DRAFT NO.	DRAFT DATE	SUBJECT
102	1	2		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	2		Overhead Storage Bin(s) /Cabin and Galley Storage Compartments/Closets (Lead Paul Nordstrom)
106	4	6		High Frequency (HF) Communications MMEL Requirements (Lead Bob Wagner) - Draft in FSIMS – Comments were due on 9/30/11
107	1	1		MMEL Relief for Inoperative APU Generator (Lead AFS 250/260)
108	1	2		Carriage of Empty Cargo Handling Equipment (Lead Paul Nordstrom)
112	2	2		Relief for CFR 25.795 Compliant Flight Deck doors (Lead Paul Nordstrom)
114	1	1		MMEL Policy for Inoperative Rudder Pedal Steering (Lead Dennis Landry)
116	2	1		Non-Essential Equipment and Furnishings (NEF) (Lead AFS-260)
119	3	1		Two-Section MMELs (Part 91 and Part 135) (Lead JP Dargis/Nick Petty)
120	2	2		ELT (Lead Gene Hartman, Steve Ford, John McCormick) - Draft in FSIMS – Comments were due on 9/30/11
125	1	0		Equipment Relief with out Passengers (Bob Taylor)
128	2	1		Accessible Lavatory Call System (Lead AFS-260) - Draft in FSIMS – Comments were due on 9/30/11



Federal Aviation Administration

MMEL Policy Letter (PL) 25 Revision **18 GC D4**

Date: 2011 **Lead: Todd Schooler, TMSchooler@cessna.textron.com , 316-517-7746**

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:

MMEL GLOBAL CHANGE (GC)

This GC is an approved addendum to all existing MMEL documents. Operators may seek use of the definitions contained in this policy letter by revising their Minimum Equipment List (MEL). In doing so, each definition must be copied as appropriate in the operator's MEL. Approval of a revised MEL is gained utilizing established procedures, through the Operator's assigned Principal Operations Inspector (POI). **GC expiration date 9/30/2015.**

Subject: MMEL and MEL Definition Requirements

MMEL CODE: 00 (GENERAL)

REFERENCE: Policy Letter 25, Revision 17, dated January 20, 2011
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:

To provide a list of definitions for use in MMEL and MEL development.

DISCUSSION:

Revision 18: GC applies to all MMELs and MELs. Removes 14 CFR Part 382 items from NEF definition #22 and adds accessible lavatory items, definition #1, listing 14 CFR Part 382 general items, and specific 382.63 and 382.71 items. Places definitions in alphabetical order. Consolidates PL-70 into this PL. Some definitions have been rewritten for clarity and plain language. Adds definitions of Accessible Lavatory Items, Air Transport Association (ATA) System Page, operative, and takeoff pertaining to the use of an MEL. **Adds Appendix B, MEL Definition Requirements.**

Revision 17: Added a Note to definition 3, added the Boeing model 747-8 to definition 23a and added Appendix A. Definitions 22 and 24 were also modified for clarity.

Revision 16: Corrected revision bar requirement in definition #1e; deleted the Passenger Convenience definition #21; revised the Electronic Fault Alerting System for Airbus aircraft (definition #23c.); added new MMEL definition #31 for HMV.

Revision 15: Revised 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.

Revision 14: Revised definition #1a to include the listing of the repair interval categories (A, B, C and D) in column 1, revised definition #7 to align with recent ETOPS rulemaking, added day of discovery to definition **DISCUSSION (continued)**:

#22 Category A, added MEL repair interval extensions information to definition #22, added "787" to definition #23a, added G-150 and G-200 to definition #23g, corrected 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.

Revision 13: Added clarification to definition 10. Icing Conditions for aircraft (structural) and engines (induction) icing.

Revision 12: Added 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).

Revision 11: Added 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 changed MMEL Definition to Revision #11.

POLICY:

The following definitions will be used in MMELs. For MELs, certain MMEL definitions may be edited and/or not required. MEL definitions will be tailored, as appropriate, dependent upon the certificate holder/program manager/operator's make/model of aircraft, type of installed instrument and equipment items, and specific operation. However, the intent of the definition must be the same and cannot be less restrictive than the MMEL. See FAA Order 8900.1, volume 4, chapter 4 for further information.

Note: See Appendix B for specific MEL definition requirements.

1. Accessible Lavatory Items. Under 14 CFR § 382.63, accessible lavatory items include: ability to enter lavatory, and maneuver by means of on-board wheelchair. The lavatory shall provide accessible door locks, call buttons, grab bars, faucets, other controls, and dispensers.

14 CFR § 382.71 requires accessible features to be in proper working order (§ 382.41 requirements include an onboard wheelchair and certain armrests to be movable). The accessible lavatory requirement applies to aircraft with more than one (1) isle.

2. Administrative Control Item (ACI). ACI means an item listed by the certificate holder/program manager/operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required APU cold-soak, or in-flight verification starts. It may be added to a certificate holder/program manager/operator's MEL by approval of the POI 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 ACI, 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.

3. Air Transport Association (ATA) System Page. The ATA system page is divided into four (4) areas and contains: item; number installed; number required for dispatch; and remarks or exceptions. Standard ATA categories are used. Items are numbered sequentially.

A. Item. An item is the specific instrument or equipment item being evaluated. Each item title in the certificate holder/program manager's MEL will generally be entered exactly as it is shown in the MMEL. The MMEL may use a generic term to address items that serve a similar function. Various certificate holder/program managers/operators use different names for that item.

B. Number Installed. The number installed is the number (quantity) of instrument or equipment items installed in the aircraft. This number represents the aircraft configuration considered in developing the MMEL. The actual number of items should be listed, however, a dash (-) may be

used if it is impractical to show the actual number of the specific items installed (for example, light bulbs, LEDs, etc.) or if it's a fleet MEL.

C. Number Required for Dispatch. The number required for dispatch is the minimum number (quantity) of instrument or equipment items required for operation provided the conditions specified in "Remarks and Exceptions" are met.

D. Remarks or Exceptions. This area includes the maintenance (M) or operations (O) indicators (if applicable), a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos for such operation, appropriate notes and other information.

E. Vertical Bar (change bar). A vertical 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.

4. Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM). The AFM or RFM, as appropriate, is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM or RFM for a specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS).

5. As required by CFR (FAR). This statement is used in the MMEL only. It means that the listed instrument or equipment item is subject to certain provisions (restrictive or permissive) expressed in the CFR (FAR) operating rules. The number of items required by the CFR (FAR) must be operative. When the listed item is not required by CFR (FAR), it may be inoperative for the time specified by the indicated repair category.

NOTE: For MEL development, Appendix A may be used to identify the applicable CFRs for MMEL items that use terms such as "As required by CFR" or "Any in excess of those required by CFR may be inoperative". Appendix A is not a complete list of CFRs.

6. Code of Federal Regulations (CFR) and Federal Aviation Regulations (FAR). CFR and FAR both refer to the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

7. Considered Inoperative. The phrase, "Considered Inoperative", as used in the provisos, means that **instrument and equipment items** must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item will 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.

8. Continuing Authorization. A certificate holder or program manager who has the authorization to use an FAA-approved MEL also has the authority to use a continuing authorization to approve a single extension to the maximum repair interval for category B or C items (3 days and 10 days respectively), provided the certificate holder/program manager notifies the responsible FAA field office (e.g., Flight Standards District Office (FSDO) or certificate management office (CMO)) within 24 hours of the certificate holder's exercise of extension authority. A certificate holder or program manager may not continue to extend the maximum repair interval for a particular category B or C item unless the authorization to apply additional time extensions has been granted in its FAA-approved MEL Management Program. A certificate holder/program manager is not authorized to extend the maximum repair time for category A and D items, as specified in the approved MEL. Misuse of the continuing authorization may result in an amendment of the certificate holder's/program manager's OpSpecs/MSpecs by removing the certificate holder's authority to use an MEL.

9. Dash (-). The (-) symbol indicates a variable number (quantity) of the item installed.

10. Day of Discovery. The day of discovery is the calendar day an instrument or equipment item 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. This provision is applicable to all MMEL items, i.e., repair categories "A, B, C, and D".

11. Deactivated and/or Secured. Deactivated and/or secured means that the specified **instrument or equipment item** must be put into an acceptable condition for safe flight. An acceptable

method of deactivating and/or securing will be established by the **certificate holder/program manager/operator**.

12. Deleted. The word “Deleted” in the remarks column after a sequence **instrument or equipment item** indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

13. ER. ER refers to Extended Operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.

14. Excess Items. Excess item means **instrument and equipment items** installed that are redundant to the requirements of the CFRs.

15. Flight Day. Flight day is a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the **certificate holder/program manager/operator**, during which at least one flight is initiated for the affected aircraft.

16. Heavy Maintenance Visit (HMV). 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.

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

18. Inoperative. Inoperative means an **instrument or equipment item** 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).

19. Inoperative Components of an Inoperative System. Inoperative components of an inoperative system are usually considered components directly associated with, and having no other function than, supporting that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

20. Is Not Used. The phrase “Is Not Used” in the provisos, remarks or exceptions for an MMEL **instrument or equipment item** may specify that another item relieved in the MMEL “is not used”. In such cases, crewmembers must not activate, actuate, or otherwise utilize that **instrument or equipment item** under normal operations. It may not be 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. This informs crewmembers that an **instrument or equipment item** is not to be used under normal operations.

21. Lower Case letter in Remarks or Exceptions. A lower case letter in “Remarks or Exceptions” indicates the existence of a proviso (condition or limitation) that must be complied with for operation with the listed **instrument or equipment item** inoperative.

22. Nonessential Equipment and Furnishings (NEF). NEF are those items installed on the aircraft as part of the original type certification, supplemental type certificate, or engineering order 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. NEF 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 instrument or equipment items that are functionally required to meet the certification rule or for compliance with any operational rule. **NEF lists will not include any items required by 14 CFR Part 382; specifically items noted in § 382.63. Certificate holder/program manager/operator’s** NEF process will not provide for deferral of items within serviceable limits identified in the manufacturer’s maintenance manual or **certificate holder/program manager/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.

23. Notes. Notes provide 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 **certificate holder/program manager/operator** of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

24. Operative. When an MMEL item specifies that an item of equipment must be operative, it does not mean that its operational status must be verified; 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.

25. Placarding. Each inoperative **instrument or equipment item** must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. **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.**

26. Repair Intervals. Repair interval is the designated amount of time within a specific repair category, minus the day-of-discovery, the user has to repair an inoperative instrument or equipment item. All users of an MEL approved under 14 CFR parts 91K, 121, 125, 129 or 135 must effect repairs of inoperative **instrument and equipment** items, deferred in accordance with the MEL, at or prior to the repair intervals established by the following repair categories. 14 CFR part 91 MEL users do not need to comply with the repair categories B, C, or D, but will comply with any repair category A provisos defining a repair interval (flights, flight legs, cycles, hours, etc). The letter designators are inserted adjacent to column 2.

A. Repair Category A. **Certificate holder/program manager/operator instrument/equipment items** in this category must 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 certificate holder/program manager/operator's approved MEL.

B. Repair Category B. **Certificate holder/program manager/operator instrument/equipment items** in this category must be repaired within three (3) consecutive calendar days (72 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.

C. Repair Category C. **Certificate holder/program manager/operator instrument/equipment items** in this category must be repaired within ten (10) consecutive calendar days (240 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.

D. Repair Category D. **Certificate holder/program manager/operator instrument/equipment items** in this category must 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.

27. Takeoff. For the purpose of MEL relief, take-off begins when a pilot physically begins to apply power for takeoff.

28. Triple Asterisk (*)**. A (***) in the MMEL indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by the MMEL. This **instrument or equipment** item may be included on the MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. Neither this policy nor the use of this symbol provides authority to install or remove an instrument or equipment item from an aircraft.

29. Visible Moisture. 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.

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

31. Visual Meteorological Conditions (VMC). 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.

32. (M). An (M) indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed **instrument or equipment item** inoperative. 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 will be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the **certificate holder/program manager/operator**. Appropriate procedures are required to be published as part of the operator's manual or MEL.

33. (O). An (O) indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed instrument or equipment item inoperative. 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 **certificate holder/program manager/operator**. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

34. Electronic Fault Alerting System – General. New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data that is represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status.

A. 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.

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. 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 affect 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 operator's standard maintenance program.

D. 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.

E. 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.

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.

H. 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 affect 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.

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.

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

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.

John S. Duncan
Manager, Air Transportation Division

PL-025 Appendix A

Applicable Sections in 14 CFR Parts 91, 121, 125, 129, 135

Current as of June 7, 2010

THIS LISTING IS FOR GUIDANCE ONLY. 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
ATA 21		Ozone Converters	121.578
ATA 23	029	Cockpit Voice Recorder (CVR) System	91.609, 91.1045, App E to Part 91 121.359 125.227 129.24 135.151
	058	Flight Deck Headsets/Headphones	91.511 121.318, 121.349, 121.359 125.203, 125.227 135.151, 135.165
	106	High Frequency (HF) Communication Systems	91.511 121.345, 121.347, 121.349, 121.351 125.203 135.98, 135.165
		Passenger Address System	121.318
	SATCOM	Satellite Communication System	121.99, 121.122, 121.345, 121.347, 121.349, 121.351 125.203 135.98, 135.165
	095	VHF and UHF Communications Systems	91.126, 91.127, 91.129, 91.130, 91.131, 91.135, 91.205, 91.511 121.345, 121.347, 121.349, 121.351 125.203 129.17 135.161 135.165
ATA 25		Crash Ax/Crow Bar	91.513 121.309 125.207 135.177
	120	Emergency Locator Transmitter (ELT)	91.205, 91.207 121.353, 121.339
	073	Emergency Medical Equipment (AED, EMK, FAK)	91.513 121.803 125.207 135.177
		Extended Overwater Equipment (Emergency, Flotation, Survival)	91.205, 91.509 121.339, 121.340 125.209 135.167
		Flashlight Stowage/Charger Assemblies (Including Flashlights)	121.310, 121.549 135.107, 135.178
	097	Flight Attendant Seat Assembly (Single or Dual Position)	91.533 121.391 125.269 135.107

ATA 25 (cont'd)	047	Megaphones	91.513 121.309 125.207
	056	Observer Seat	Aircraft operated under Part 91 are not required to have an observer seat 135.75
ATA 26	075	Portable Fire Extinguishers	91.513, 91.525 121.309 125.119 135.155
ATA 31		Clocks	91.205
	087	Flight Data Recorder (FDR) System	91.609, 91.1045, App E 121.343, 121.344, 121.344a 125.225, 125.226 129.20 135.152
ATA 33	123	Passenger Notice System (Lighted Information Signs)	91.517 125.207, 125.217 135.127, 135.177
	72	Wing Icing Detection Lights	91.527 121.321, 121.341
ATA 34		ADF Systems	91.205 121.347, 121.351 125.203
	039	Altitude Alerting System	91.219, App G
	076	ATC Transponder/Automatic Altitude Reporting Systems	91.130, 91.131, 91.135, 91.215, App G (RVSM)
	105	Automatic Dependent Surveillance - Broadcast (ADS-B) System	None
	003	Distance Measuring Equipment (DME)	91.205 121.349 125.203 129.17
		Flight Management Computer System (FMCS)	91.205 121.347, 121.349, 121.351 125.203 129.17 135.161, 135.165
	054, 067	Ground Proximity Warning System (GPWS)	91.223, 91.1045 121.354, 121.358 135.154
		Instrument Landing System (ILS)	121.347, 121.349 129.17 135.165
		Long Range Navigation Systems (GPS, INS, Loran, Omega)	121.351, 121.355 125.267
		Marker Beacon System	Part 91 App A (Cat II Operations) 121.349 125.203 129.17 135.165
	111	Standby Attitude Indicator	91.205, 91.507 121.305 135.149, 135.159

		Thunderstorm Detection	14 CFR 135.173
ATA 34 (cont'd)	032	Traffic Collision and Avoidance System (TCAS)	91.221, 91.1045, App G (RVSM) 121.356 125.224 129.18 135.180
		VOR Navigation Systems	91.131, 91.205, 91.511 121.345, 121.347, 121.349, 121.351 125.203 129.17 135.161 135.165
	067	Weather Radar System	91.1045 121.357, 121.358 125.223 135.175
ATA 35		Oxygen System (Chemical or Gaseous)	91.211 121.329, 121.333, 121.574 125.219 135.157
		Portable Oxygen Dispensing Units (Or Equivalent) (Bottle and Mask)	121.329, 121.333
	043	Protective Breathing Equipment (PBE)	121.337

PL-025 Appendix B
MEL Definition Requirements

Definition	Requirement	Notes*
1. Accessible Lavatory Items	Required*	Required in the MEL of aircraft with more than one (1) isle.
2. Administrative Control Item (ACI)	Required	
3. Air Transport Association (ATA) System Page	Required	
3A. Item	Required	
3B. Number Installed	Required	
3C. Number Required for Dispatch	Required	
3D. Remarks or Exceptions	Required	
3E. Vertical Bar (change bar)	Required	
4. Airplane Flight Manual (AFM) or Rotorcraft Flight Manual (RFM)	Required*	The appropriate document (AFM or RFM) must be indicated.
5. As required by CFR (FAR)	Not Used*	The current term is CFR, however, this term is not used in MELs. MELs must contain the appropriate regulatory requirement and procedures supporting it.
6. Code of Federal Regulations (CFR)	Optional	
7. Considered Inoperative	Required	
8. Continuing Authorization	Required	
9. Dash (-)	Optional*	Definition is required only if the (-) is used in the MEL.
10. Day of Discovery	Required	
11. Deactivated and/or Secured	Required	
12. Deleted	Optional	
13. ER	Not Used*	Not used in the MEL
14. Excess Items	Optional*	Definition is required only if used in the MEL.
15. Flight Day	Required	
16. Heavy Maintenance Visit (HMV)	Optional*	Definition is required only if used in the MEL.
17. Icing Conditions	Required	
18. Inoperative	Required	
19. Inoperative Components of an Inoperative System	Required	
20. Is Not Used	Required	
21. Lower Case letter in Remarks or Exceptions	Optional	
22. Nonessential Equipment and Furnishings (NEF)	Required	
23. Notes	Required	

24. Operative	Required*	The certificate holder/program manager's MEL may incorporate standardized terminology of their choice, to specify that an item of equipment must be operative, provided their MEL definitions indicate that the selected "operative" terminology means that the required item of equipment will accomplish its intended purpose.
25. Placarding	Required	
26. Repair Intervals	Required	
26A. Repair Category A	Required	
26B. Repair Category B	Required	
26C. Repair Category C	Required	
26D. Repair Category D	Required	
27. Takeoff	Required	
28. Triple Asterisk (***)	Optional*	Definition is required only if the (***) is used in the MEL.
29. Visible Moisture	Required	
30. Visual Flight Rules (VFR)	Required	
31. Visual Meteorological Conditions (VMC)	Required	
32. (M)	Required*	The (M) is required in the certificate holder/program manager/operator's MEL unless otherwise authorized by the Administrator.
33. (O)	Required*	The (O) is required in the certificate holder/program manager/operator's MEL unless otherwise authorized by the Administrator.
34. Electronic Fault Alerting System – General	Optional*	When preparing the MEL document, operators are to select the proper Definition No. 33 for their aircraft, if appropriate.

* See Notes



Federal Aviation Administration

Policy Letter (PL) 128 Revision 2 **D1**

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Date: Xxx xx, 2011
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: Wheelchair Accessible Lavatories

MMEL CODE: ~~23 (COMMUNICATIONS)~~, 25 (EQUIPMENT/FURNISHINGS)

REFERENCE: 14 CFR 382.63(a); 14CFR 382.71(a)

PURPOSE:

To provide updated guidance for Flight Operations Evaluation Board (FOEB) Chairmen for the ~~Flight Attendant Visual/Audio Alerting System, Accessible Lavatory Call System (Call Button), and all other ATA 25~~ items listed in 14 CFR 382.63(a).

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DISCUSSION:

Revision 1 ~~clarified only the wheelchair accessible lavatory~~ required by 14 CFR items are ~~repair category B~~ items. The wheelchair accessible lavatory call system was moved to ~~PL-9~~.

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The FAA currently provides relief for the Passenger to Attendant Call System as a Non Essential Equipment and Furnishings (NEF) item. Section 382.63 of the DOT regulation implementing the Air Carrier Access Act (14 CFR Part 382) requires certain aircraft with more than one aisle and on which lavatories are provided to have at least one wheelchair accessible lavatory. Accessible lavatory features, per Section 382.63(a), include call buttons and other items. Further, Section 382.71(a) of the DOT rule specifically states that carriers must maintain all such required accessibility features in proper working order.

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Questions or concerns about a temporarily inoperable lavatory call button, or other items listed in Section 382.63 should be directed to DOT's Office of Aviation Enforcement and Proceedings (OST/C-70, 202-366-9342), which has jurisdiction over the enforcement of the Air Carrier Access Act and its implementing rule, 14.CFR Part 382.

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POLICY

Wheelchair accessible lavatory items listed in § 382.63(a) will not be listed as Non Essential Equipment and Furnishing (NEF) items. The call button and accessible lavatory items will be removed from existing NEF lists. Accessible lavatory items include door locks, call buttons, grab bars, faucets and other controls and dispensers. FAA MMEL relief for § 382(a) items will be as stated in this and other appropriate policy letters. The DOT retains authority for monitoring and enforcement of 14 CFR 382. Any relief provided by others, including the FAA and this PL, is not recognized by DOT's Office of Aviation Enforcement and Proceedings. The DOT will investigate all complaints received from passengers. The DOT reserves the right to act if a repetitive pattern and practice of regulatory non-compliance is noted.

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25 (EQUIPMENT/FURNISHINGS) Repair Interval Number Installed Number Required for Dispatch Remarks or Exceptions

25-xx Wheelchair Accessible
 *** Lavatory Items

B	-	0	(O)May be inoperative or missing provided alternate procedures are established and used.
D	-	-	Any in excess of those required by FAR may be inoperative or missing.

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

John S. Duncan
 Manager, Air Transportation Division

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BCA Aviation Safety *ATA MMEL Industry Group* MMEL Interpretation, Use, Undesired Outcomes, and Extraneous Maintainer Actions

William C. Steelhammer
Sr. Flight Safety Investigator – Long Beach

XX April 2011



■ **ISSUES STATEMENT:**

- **Misinterpretation or misunderstanding of the use and function of the MMEL may result in:**
 - Unintended misuse and/or application of MEL relief for conditions or situations that were not anticipated;
 - Unintended misuse and/or application of MEL relief for which relief is not warranted; and
 - Unintended misuse and/or application of MEL that may lead to a failure to diagnose an underlying problem with the aircraft, which may lead to an airplane taking off in an unairworthy or otherwise unsafe condition.

■ **HYPOTHETICAL SCENARIO**

- After a flight crew receives an indication of a malfunctioning component, it notifies maintenance.
- The carrier's maintenance organization does not troubleshoot the cause of the malfunction, nor do maintenance personnel consult the manufacturer's airplane maintenance manual.
- Instead, the maintenance organization looks only at the MEL to determine whether the aircraft can be dispatched if the suspect system is inoperative
- After maintenance personnel determine that the aircraft can be dispatched with the suspect system inoperative under the projected flight conditions, maintenance personnel pull a circuit breaker to render the malfunctioning system inoperative.

■ **HYPOTHETICAL SCENARIO (Cont'd)**

- **The MEL is silent on whether maintenance personnel can pull a circuit breaker to render the malfunctioning system inoperative.**
- **Pulling of the circuit breaker did not cure the root cause of the malfunctioning system.**
- **The aircraft is dispatched for takeoff without maintenance personnel determining the cause of the malfunctioning system or whether other aircraft systems are affected by the root cause of the malfunction system.**

•Language Defining “Inoperative” Systems

•FAA’s MMEL Policy Letter No. 25:

•“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).

•Language from Sample Operator’s MEL:

•“Inoperative” means that the equipment does not accomplish its intended purpose or is not consistently functioning within its design operating limits or tolerances. Some equipments have been designed to be fault tolerant and are monitored by digital computers which transmit fault messages to a centralized computer for the purpose of maintenance. The presence of this category of message does not necessarily mean that that the equipment is inoperative.

BCA Aviation Safety

ATA MMEL Industry Group

MMEL Interpretation, Use, Undesired Outcomes, and Extraneous Maintainer Actions

▪ **QUESTIONS for the Industry Group:**

- Was the malfunctioning system “inoperative” per the FAA’s MMEL definition? (Please explain.)
- Was the malfunctioning system “inoperative” per the Sample Operator’s MEL? (Please explain.)
- Were the mechanics correct in pulling the circuit breaker to disable the malfunctioning system? (Please explain.)
- Did the mechanics act properly in pulling the circuit breaker to disable the malfunctioning system without determining the root cause of the malfunctioning system? (Please explain.)
- Should the mechanics have consulted any other documents beside the MEL before dispatching the aircraft with the malfunctioning system inoperative? (Please explain.)

BCA Aviation Safety

ATA MMEL Industry Group

MMEL Interpretation, Use, Undesired Outcomes, and Extraneous Maintainer Actions

■ **QUESTIONS for the I.G. (cont'd):**

- Did the maintenance organization's actions meet the “acceptable level of safety” intent of the MMEL? (Please explain.)
- Can MMEL misuse or misunderstanding be reduced by a revised definition of “inoperative”? (Please explain.)
- Can the likelihood of MMEL misuse or misunderstandings be reduced by providing a definition of “operative”? (Please explain.)
- Can other MMEL definitions be improved to reduce misuse or misunderstandings?
 - “Deactivated”?
 - “Secured”?

▪ **QUESTIONS for the I.G. (cont'd):**

- **Can other MMEL misuse or misunderstandings be reduced by clearly stating and emphasizing in the MMEL's introduction the following themes:**
 - A circuit breaker must remain closed unless there is an (M) or (O) procedure requiring it to be opened; and
 - The intentional disabling of a system or component by pulling a circuit breaker or other means is not a permissible way to render a system “inoperative.”
 - Instead of pulling a circuit breaker to disable a system and thereby render it “inoperative” in the absence of an (M) or (O) procedure, the root cause of the malfunction system or component must be identified and corrected prior to dispatching the aircraft for flight.



PL-98 SUBJECT: NAVIGATION DATABASES

M MEL GLOBAL CHANGE PL-98 is designated as GC-XX

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 (or by using equivalent text) into the operator's MEL. Approval of a revised MEL is gained utilizing established procedures, through the Operator's assigned Principal Operations Inspector (POI).

PL-98 Revision 1, Draft 10 (Lead:)

xx/xx/2011

SUBJECT: Navigation Databases
MMEL CODE: 34 (NAVIGATION)
REFERENCE: Original PL-98, dated January 20, 1999
FROM: Manager, Air Transportation Division, AFS-200
TO: All Regional Flight Standards Division Managers
All Aircraft Evaluation Group Managers
REPLY TO ATTN OF: Manager, Program Management Branch, AFS-260
PURPOSE: The purpose of this policy is to establish MMEL relief for Navigation Databases as related to Flight Management or Navigation Management Systems.

DISCUSSION (rewritten at Revision 1):

FAA and Industry have determined that operational safety will be enhanced by standardizing the NAV Database repair category, and by developing alternate procedures for ensuring the information in an out of date navigation database is accurate for current operations. This will allow the continued use of Flight and Navigation Management System Navigation Databases which are no longer current. The Remarks column for Navigation Databases has been simplified to read "...alternate procedures must be established and used" if RNAV procedures are to be flown. The provisos from the original issue of this Policy Letter are applicable when RNAV procedures will not be flown.

Alternate procedures developed by the operator must ensure the intended flight can be conducted safely with Navigation Databases out of currency. Specific alternate procedures should be developed using suitable reference material, such as, but not limited to: Aircraft Flight Manual and FAA Advisory Circulars (e.g., 90-100 U.S. TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS).

Alternate procedures, (whether accomplished by dispatch organizations in coordination with flight crews, or by flight crews alone), must validate route data for the intended flight from the database that is out of currency, against current navigation data (e.g., current aeronautical charts and other aeronautical data as referenced in pertinent paragraphs of 14 CFR, Sec. 91.503 – Flying Equipment And Operating Information).

NOTE: In accordance with AC 90-100 "Pilots must not fly an RNAV SID or STAR unless it is retrievable by procedure name from the onboard navigation database and conforms to the charted procedure."

After review by the FOPB, a determination was made that the same level of safety intended by the Federal Aviation Regulations could be maintained by these modifications. The FOPB has therefore determined that MMELs should be standardized in accordance with this policy.

POLICY: The following standard MMEL provisos and repair category are adopted:

34	NAVIGATION	Remarks or Exceptions
XX-X	Flight Management System	
	1) Navigation Database	<p data-bbox="545 394 1468 489">C - 0 (O) If RNAV procedures or routes are to be flown, database may be out of currency provided alternate procedures are established and used.</p> <p data-bbox="716 520 1451 709">NOTE 1: Alternate procedures should be developed using suitable reference material, (such as, but not limited to, Aircraft Flight Manual and FAA Advisory Circular titled U.S. TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS).</p> <p data-bbox="716 737 1458 1020">NOTE 2: Alternate procedures, (whether accomplished by dispatch organizations in coordination with flight crews, or by flight crews alone), must validate route data for the intended flight, from the database that is out of currency, against current navigation data (i.e., current aeronautical charts and other aeronautical data as referenced in pertinent paragraphs of 14 CFR, Sec. 91.503 – flying equipment and operating information).</p> <p data-bbox="545 1052 1446 1346">C - 0 (O) If RNAV procedures or routes are not flown, database may be out of currency provided:</p> <ul data-bbox="716 1125 1438 1346" style="list-style-type: none">a) Current Aeronautical Charts are used to verify navigation fixes prior to dispatch,b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, andc) Approach navigation radios are manually tuned and identified.

34	NAVIGATION			Remarks or Exceptions
XX-X	Navigation Management System			
	1) Navigation Database	C	-	0
				<p>(O) If RNAV procedures or routes are to be flown, database may be out of currency provided alternate procedures are established and used.</p>
				<p>NOTE 1: Alternate procedures should be developed using suitable reference material, (such as, but not limited to, Aircraft Flight Manual and FAA Advisory Circular titled U.S. TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS).</p>
				<p>NOTE 2: Alternate procedures, (whether accomplished by dispatch organizations in coordination with flight crews, or by flight crews alone), must validate route data for the intended flight, from the database that is out of currency, against current navigation data (i.e., current aeronautical charts and other aeronautical data as referenced in pertinent paragraphs of 14 CFR, Sec. 91.503 - flying equipment and operating information).</p>
		C	-	0
				<p>(O) If RNAV procedures or routes are not flown, database may be out of currency provided:</p> <ul style="list-style-type: none"> a) Current Aeronautical Charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.

Please review all MMELs for which you are responsible, and incorporate this policy through the normal FOEB revision process.

/s/ xx/xx/2011

AFS 200



Federal Aviation Administration

MMEL Policy Letter XX, Revision Orig/D1

Date: Month dd, yyyy **Lead: Scott Hofstra, shofstra@ups.com, (502) 386-4565**

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

MMEL GLOBAL CHANGE PL-XX is designated as GC-XX

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, each applicable 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 Principle Operations Inspector (POI).

SUBJECT: Insert Policy Letter Subject/Title Here

MMEL CODE: 25 (ATA /MMEL Equipment/Furnishings)

REFERENCE: PL-XX, Revision Original (Draft), dated Month dd, yyyy, signed by (AFS Manager Name).

PURPOSE:

The purpose of this Policy Letter is to provide standardized Master Minimum Equipment List (MMEL) requirements for operations of EVAS modified aircraft with inoperative or missing EVAS units.

DISCUSSION:

Two recent inflight incidents with heavy smoke in the cockpit have driven operators to modify their aircraft with Emergency Vision Assurance Systems (EVAS) per STC. During a smoke emergency, the pilot deploys EVAS. The unit inflates between the pilot and the instrument panel to provide the pilot with an area of clear air which can not be contaminated by smoke. This allows the pilot to maintain visual contact with critical flight instruments in case of heavy smoke in the cockpit.

Currently, there is no relief for inoperative or missing EVAS units in MMELs. Aircraft equipped with these STCs are currently grounded for all operations until repairs are accomplished. It has been determined that an acceptable level of safety is maintained for aircraft equipped with inoperative or missing EVAS, not to exceed 120 days providing the inoperative EVAS unit does not interfere with the pilot's ability to see instruments, instrument markings or interfere with operation of the aircraft control systems.

PL-XX, Revision X
Month dd, yyyy

POLICY:

Aircraft with defective or missing EVAS, can operate using MMEL relief for day or night operations as long as the inoperative or missing EVAS is not required. Evaluation Board (FOEB) Chairman should incorporate this policy through the normal FOEB MMEL revision process.

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

## (ATA CHAPTER TITLE)	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
25-X Emergency Vision Assurance System (EVAS) (STC xxxxxxxxx)	D	-	0	a) May be inoperative or missing.

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

MMEL Policy Letter XX, Revision Orig/D1

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

SUBJECT: Emergency Vision Assurance System (EVAS)

MMEL CODE: 25 (ATA /MMEL Equipment/Furnishings)

REFERENCE: PL-XX, Revision Original (Draft), dated Month dd, yyyy, signed by (AFS Manager Name).

PURPOSE:

The purpose of this Policy Letter is to provide standardized Master Minimum Equipment List (MMEL) requirements for operations of EVAS modified aircraft with inoperative or missing EVAS units.

DISCUSSION:

Several recent inflight incidents with heavy smoke in the cockpit have driven operators to modify their aircraft with a supplemental Emergency Vision Assurance System (EVAS) per STC. During a smoke emergency, the pilot has the option to deploy EVAS. The unit inflates between the pilot and the instrument panel to provide the pilot with an area of clear air which can not be contaminated by smoke. This allows the pilot to maintain visual contact with critical flight instruments and maintain vision through the windshield in case of heavy smoke in the cockpit.

It has been determined that an acceptable level of safety is maintained for aircraft equipped with inoperative or missing EVAS. EVAS unit does not interfere with the pilot's ability to see instruments, instrument markings or interfere with operation of the aircraft control systems. EVAS is a supplemental system and it's deployment is optional on the part of the flight crewmembers.

POLICY:

Aircraft with inoperative or missing EVAS, can operate using MMEL relief for day and night operations. Evaluation Board (FOEB) Chairman should incorporate this policy through the normal FOEB MMEL revision process.

PL-XX, Revision X
Month dd, yyyy

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

## (ATA CHAPTER TITLE)	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
25-X Emergency Vision Assurance System (EVAS) (STC xxxxxxxxx)	C	2	0	(M)(O) May be inoperative or missing provided alternate procedures are established and used.
	D	2	0	(M) May be inoperative or missing provided procedures do not require its use.

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

MMEL Policy Letter 63, Revision **34**

Date: ~~January-XXXX 29XX, 2004~~2011
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: Equipment Required for Emergency Procedures

MMEL CODE: 00 (General)

REFERENCE: PL-28, item 8, dated May 19, 1987, signed by Daniel C. Beaudette.
PL-63, Revision 1, dated December 23, 1993, signed by David S. Potter.

PURPOSE:

This is to ensure that items necessary for the accomplishment of emergency procedures are not given relief in the MMEL

DISCUSSION:

[Revision 4 clarifies MMEL relief may be provided for redundant systems or components used to accomplish an emergency procedure.](#)

Revision 3 removes the "e.g." (for example) in the POLICY statement since it may lead to misinterpretation. Removal of the example does not change the intent of the policy.

Revision 2 reformats Policy Letter 63 with no change to policy.

Revision 1 was accomplished 12/23/1993.

During the regulatory process, comments were made concerning new Section 121.628 of Title 14 Code of Federal Regulations (14 CFR), "Inoperable Instruments and Equipment." Two comments stated that pilots cannot always comply with the emergency checklist procedures because one or more aircraft systems or components required to accomplish the emergency procedure is inoperative. These comments suggest the rule be amended so that no system component required to accomplish an emergency procedure be included on a Master Minimum Equipment List (MMEL).

The Federal Aviation Administration (FAA) response to these comments was to the effect that the FAA agrees that systems and components required to accomplish emergency procedures are considered when approving an MMEL and, therefore, should not appear on an operators Minimum Equipment List (MEL).

The preamble to the MMEL states, "The MEL must not deviate from Aircraft Flight Manual Limitations, Emergency Procedures or Airworthiness Directives." While the preamble to the MMEL and the regulation prohibit relief for systems required to fulfill emergency procedures, MEL's exist that provide such relief. Most of the MEL problems relating to this seem to involve systems or components which are powered by an aircraft's emergency or battery bus. For example:

- The Douglas DC-9 Flight Handbook , Emergency Procedures, directs the pilot to turn his emergency power switch on when a complete electrical failure occurs in-flight. With the emergency power on, the only communications system available is the number one system and the only navigational system available is the number one system.
- The Boeing 727 Airplane Flight Manual, Emergency Procedures, directs the pilot to switch the essential power selector to "Stand-by" when a loss of all generators occurs. With the standby power on, the only communication system available is the number one system and the only navigation system available is the number one system.

Most ~~all~~ MMEL's state in the Remarks Column ~~state~~ "As required by -14 CFR" for the VHF Communications and VHF Navigation (VOR/ILS) Systems. Safety is impacted if an aircraft is allowed to be dispatched (or flight released) with an inoperative communication or navigation system powered by an emergency bus and an emergency occurs which would require a flightcrew to switch to emergency power. The inoperative system powered by the emergency bus would not be available to the flightcrew.

POLICY:

Each FOEB chairman shall ensure that in the development of MMEL's that relief is not provided to ~~instrument or equipment~~ systems or components that are required to accomplish an emergency procedure. Relief may be provided to a system or component that can be used to accomplish an emergency procedure, including those powered by an emergency bus or equivalent, provided more than one such system or component is installed, and one such system or component remains operative. System or component redundancy must ensure the system or component for which relief is being provided will not be required to accomplish an emergency procedure.

Each FOEB chairman shall review each current MMEL for which he has responsibility and amend those provisos that state, "AS REQUIRED BY 14 CFR," to include an added provision that would effectively assure that "no relief is provided to an inoperative system or component if powered by an emergency bus or equivalent and required to accomplish an emergency procedure.

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

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

PL-63 reformatted 01/20/2010 with no change to content.

Agenda Item 82-12

PL 63 Equipment Required for Emergency Procedures

Relief was recently agreed to by EASA during development of a Proposed MMEL (PMMEL) for systems or components -

- That are powered by an emergency bus.

AND

- Which can be used to accomplish an emergency procedure, but which are **not required** to accomplish an emergency procedure, as a redundant system or component is also installed, is also powered by an emergency bus, and can also be used to accomplish the same emergency procedure.

PMMEL EXAMPLE

Proposed A350 MMEL Flight Warning System (FWS)

31-53-01 FWS	
Criteria:	A350

31-53-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) One may be inoperative.

FWS 1 or 2 may be inoperative

The FWS consists in two identical and redundant Flight Warning Applications (FWA) hosted in two CPIOMs:

- FWA 1 function hosted in CPIOM J11 and supplied from the DC EMER 1 busbar.
- FWA 2 function hosted in CPIOM J12 and supplied from the DC EMER 2 busbar.

This led to a discussion by participating US operators and FAA representatives

Does PL 63 prohibit an FAA FOEB Chairman from considering the same proposals for inclusion in the FAA MMEL?

PL 63 Revision 3

Equipment Required for Emergency Procedures

POLICY:

Each FOEB chairman shall ensure that in the development of MMELs that relief is not provided to instrument or equipment systems or components that are required to accomplish an emergency procedure.

Each FOEB chairman shall review each current MMEL for which he has responsibility and amend those provisos that state, "AS REQUIRED BY 14 CFR," to include an added provision that would effectively assure that "no relief is provided to an inoperative system or component if powered by an emergency bus or equivalent **and** required to accomplish an emergency procedure."

Is a revision to current PL 63 Rev. 3 necessary?

- My interpretation – Current PL 63 Rev.3 would not prohibit an FOEB Chairman from considering relief for systems or components **powered by an emergency bus**, when system redundancy ensures the deferred system or component **would not be required to accomplish an emergency procedure.**
- If AFS 260 agrees – Document agreement in the meeting minutes and proposed PL 63 Rev. 4 can be withdrawn
- If AFS 260 disagrees – Refer to draft PL 63 Rev. 4 in the agenda package



Federal Aviation Administration

MMEL Policy Letter (PL) 59, Revision 4 D4

Date: XXXX Lead: Greg Janosik, AFS-240, 202-493-4830
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: Global Change (GC) Revisions

MMEL CODE: 00 (GENERAL)

REFERENCE: PL-59, Revision 3, dated June 20, 2008
PL-59, Revision 2, dated Apr, 03, 2003
PL-59, Revision 1, dated Aug 15, 1997
FAA Order 8900.10, MEL Approval Process

PURPOSE: GC revisions allow operators to obtain timely MEL relief for installed items referenced in approved policy letters prior to the release of a revised MMEL.

DISCUSSION:

Revision 4: Revises language to allow for the appropriate entry of information into the operator's MEL which correctly reflects the conditions, limitations, and procedures required for the aircraft to which it applies. Omits GC tracking and numbering. Changes GC header text requirement.

Revision 3: Adjusts the definition of a GC to modify its applicability to all or a significant number of MMEL's, and specifies that MGC/GC's may be time sensitive. If specified in the GC, operators are allowed to use equivalent language in their MEL. PLs and those designated as GC can be found on the opspeccom website. For time sensitive PLs, the GC designation may be removed after sufficient time has passed.

Revision 2: Incorporated guidance language from FAA Order 8400.10 regarding application of MMEL proviso language into an operators MEL.

Revision 1: Standardized PL formatting without changing existing policy.

POLICY:

1. A GC is newly developed or changed MMEL relief.
2. The sole purpose of a GC is to allow operators to obtain timely MEL relief for installed items referenced in approved PLs prior to the release of a revised MMEL.
3. GCs are applicable to all or a large segment of MMELs. They will specify applicability (inclusion or exclusion) when not applicable to all aircraft type MMELs.
4. GCs may be time sensitive.
5. GCs will expire 48 months (4 years) after the approval date. The expiration date will be found in the GC header box of the PL.

6. Primary Operations Inspectors (POI) may request an extension to a GC through the appropriate FOEB. AFS-200 is the approving authority for all extension requests.
7. Items that qualify as a GC are generally:
 - a. Those items of equipment required to be installed by a new regulatory requirement; or
 - b. MMEL items that are affected by FAA Headquarters policy decisions.
 Note: Examples are: TCAS, GPWS, CVR, Boom Microphones, etc., which are regulatory requirements, or Observer Seats, Door Slides, Cockpit Instrument Lighting, HF Communications, etc., which reflects Headquarters policy decisions
8. GCs are identified by the letters "GC" after the policy letter revision number on the title page (i.e., MMEL Policy Letter 59, R4 GC).
9. GCs will contain a GC header box on the front page specifying:
 - a. Aircraft types and/or type operator for which the GC applies. For example, "This is an approved addendum to all MMELs of 737-600 series aircraft".
 - b. Requirement(s) on how to apply the sample proviso(s) of the GC to the operator's MEL. For example, "Each applicable sample proviso stating the relief in the PL must be copied verbatim (or by using the equivalent terminology) in the operator's MEL".
 - c. Any additional requirement that may apply to the GC which requires POI and operator attention.
 - d. The GC expiration date.

Note: The following is an example of a GC header box:

MMEL GLOBAL CHANGE (GC)

This is an approved addendum to all MMELs of 737-600 series aircraft. The operator may seek use of the specific relief contained in the PL by revising the Minimum Equipment List (MEL). In doing so, the applicable sample proviso stating the relief in this PL must be copied verbatim in the operator's MEL. Approval of the MEL is gained utilizing established procedures, through the assigned Principle Operations Inspector (POI). This GC expires 09/13/2015.

10. GCs should not occur in any great number or regularity and its application and use should be limited.
11. GCs are not designed to replace the normal FOEB revision process.
 - a. The release of an MMEL through the normal "standard revision" process will include all PLs released up to that date.
 - b. A comment in the "Highlights of Change" section for the MMEL document will state which PLs and revision, if applicable, have been incorporated in that MMEL revision.
 - c. The allowable relief stated in the associated PL will be in the form of a proviso (located in column 4 of the MMEL format), that are appropriately entered into the operator's MEL to correctly reflect the conditions, limitations, and procedures required for the aircraft to which it applies.
12. The POI has the authority to approve the operator's MEL revision on the basis that the GC is an approved addendum to the existing MMEL.

This PL information will be incorporated into the next revision of FAA Order 8900.1, volume 4, chapter 4, and then archived as appropriate.

John S. Duncan
 Manager, Air Transportation Division



Federal Aviation Administration

MMEL Policy Letter (PL) 59, Revision 4 D5

Date: XXXX Lead: Greg Janosik, AFS-260, 202-493-4830
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: Global Change (GC) Revisions

MMEL CODE: 00 (GENERAL)

REFERENCE: PL-59, Revision 3, dated June 20, 2008
PL-59, Revision 2, dated Apr, 03, 2003
PL-59, Revision 1, dated Aug 15, 1997
FAA Order 8900.10, MEL Approval Process

PURPOSE: GC revisions allow operators to obtain timely MEL relief for installed items referenced in approved policy letters prior to the release of a revised MMEL.

DISCUSSION:

Revision 4: Revises language to allow for the appropriate entry of information into the operator's MEL which correctly reflects the conditions, limitations, and procedures required for the aircraft to which it applies. Omits GC tracking and numbering. Changes GC header text requirement. Adds an expiration date to the GC.

Revision 3: Adjusts the definition of a GC to modify its applicability to all or a significant number of MMEL's, and specifies that MGC/GC's may be time sensitive. If specified in the GC, operators are allowed to use equivalent language in their MEL. PLs and those designated as GC can be found on the opspeccom website. For time sensitive PLs, the GC designation may be removed after sufficient time has passed.

Revision 2: Incorporated guidance language from FAA Order 8400.10 regarding application of MMEL proviso language into an operators MEL.

Revision 1: Standardized PL formatting without changing existing policy.

A GC is newly developed or changed MMEL relief which may or may not be time sensitive. The sole purpose of a GC is to allow operators to obtain timely MEL relief for installed items referenced in approved PLs prior to the release of a revised MMEL. They are applicable to all or a large segment of MMELs and will specify applicability (inclusion or exclusion) when not applicable to all aircraft type MMELs.

Note: When GC is not applicable to all MMELs, the GC will specify the applicable aircraft model or type of operation.

GCs should not occur in any great number or regularity and its application and use should be limited

Items that qualify as a GC are generally:

- a. Those items of equipment required to be installed by a new regulatory requirement; or
- b. MMEL items that are affected by FAA Headquarters policy decisions.

Note: Examples are: TCAS, GPWS, CVR, Boom Microphones, etc., which are regulatory requirements, or Observer Seats, Door Slides, Cockpit Instrument Lighting, HF Communications, etc., which reflects Headquarters policy decisions

This PL information will be incorporated into the next revision of FAA Order 8900.1, volume 4, chapter 4, and then archived as appropriate.

POLICY:

1. GCs will expire 48 months (4 years) after the approval date. The expiration date will be found in the GC header box of the PL. When the MMEL is revised before the GC expiration date, the MMEL is to be used for the MEL, not the GC.
2. Principal Operations Inspectors (POI) may request an extension to a GC through the appropriate FOEB. AFS-200 is the approving authority for all extension requests.
3. GCs are identified by the letters "GC" after the policy letter revision number on the title page (i.e., MMEL Policy Letter 59, R4 GC).
4. GCs will contain a GC header box on the front page specifying:
 - a. Aircraft types and/or type operator for which the GC applies. For example: "This is an approved addendum to the MMEL of all 737 aircraft".
 - b. Requirement(s) on how to apply the sample proviso(s) of the GC to the operator's MEL. For example: "Each applicable sample proviso stating the relief in the PL must be copied verbatim or by using the equivalent terminology in the operator's MEL".
 - c. Any additional requirement that may apply to the GC which requires POI and operator attention.
 - d. The GC expiration date.

Note: The following is an example of a GC header box:

MMEL GLOBAL CHANGE (GC)

This is an approved addendum to the MMEL of all 737 aircraft. The operator may seek use of the specific relief contained in the PL by revising the Minimum Equipment List (MEL). In doing so, the applicable sample proviso stating the relief in this PL must be copied verbatim in the operator's MEL. Approval of the MEL is gained utilizing established procedures, through the assigned Principal Operations Inspector (POI). This GC expires 09/13/2015.

5. GCs are not designed to replace the normal FOEB revision process.
 - a. The release of an MMEL through the normal "standard revision" process will include all PLs released up to that date.
 - b. A comment in the "Highlights of Change" section for the MMEL document will state which PLs and revision, if applicable, have been incorporated in that MMEL revision.
 - c. The allowable relief stated in the associated PL will be in the form of a proviso that are appropriately entered into the operator's MEL to correctly reflect the conditions, limitations, and procedures required for the aircraft to which it applies.
6. The POI has the authority to approve the operator's MEL revision on the basis that the GC is an approved addendum to the existing MMEL.

John S. Duncan
Manager, Air Transportation Division



Federal Aviation Administration

M MEL Policy Letter 58, Revision 4 D 3

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

M MEL GLOBAL CHANGE PL-58 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).

SUBJECT: Flight Deck Headsets and Hand Microphones

M MEL 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 (M MEL) 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 **and noise canceling/reduction functions**. This revision also includes the hand microphones to the document.

Revision 3 corrected 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 COMUNICATIONS	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	-	0	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/ Headphones	D	-	-	Any in excess of those required by regulation may be inoperative.
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.
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.
XX-X	Hand Microphone	D	-	-	Any in excess of those required by regulation may be inoperative.
		C	-	0	May be inoperative provided associated boom microphone operates normally.

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

MMEL Policy Letter (PL) 58 Revision 4 D4

Date: **Lead: Todd Schooler, tmschooler@cessna.textron.com**
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

MMEL GLOBAL CHANGE (GC)

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 utilizing established procedures, through the Operator's assigned Principle Operations Inspector (POI). **GC expiration date 9/14/2015.**

SUBJECT: Flight Deck Headsets and Hand Microphones

MMEL CODE: 23 (COMMUNICATIONS)

REFERENCE: **PL-58, Revision 3, dated July 12, 2001**
PL-58, Revision 2, dated August 15, 1997
PL-58, Revision 1, dated December 3, 1993
PL-58, Original, dated October 11, 1991

PURPOSE:

To provide standardized MMEL requirements for flight deck headsets (microphones and earphones) and hand microphones.

DISCUSSION:

Revision 4 reformats and renames this PL, and rewrites the boom microphone relief, including relief for earphones and noise canceling/reduction functions. This revision also includes the hand microphones to the document.

Revision 3 corrected 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 PL-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 §§ 121.359(g), 135.151(d), and 125.227(e). In addition, MMEL boom microphone relief was granted to those aircraft that are required to have an 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	-	0	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/ Headphones	D	-	-	Any in excess of those required by regulation may be inoperative.
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.
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.
XX-X	Hand Microphone	D	-	-	Any in excess of those required by regulation may be inoperative.
		C	-	0	May be inoperative provided associated boom microphone operates normally.

Each FOEB Chairperson should apply this policy to affected MMELs through the normal FOEB process.

John S. Duncan
Manager, Air Transportation Division



Federal Aviation Administration

MMEL Policy Letter (PL) 72, Revision 4 D10

Date: 2011, Lead: Greg Janosik, AFS-240, 202-493-4830
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: 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:

Standardize MMEL Policy for Wing Icing Detection Lights.

DISCUSSION:

Revision 4 clarifies relief available for wing icing detection lights within the regulatory guidelines of 14 CFR.

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

Revision 2 cancels 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.

1. Wing icing detection lights are used for visual ice detection on critical wing surfaces by flightcrews. Adequate external lighting for visual detection of ice at night is a requirement for part 23 certificated aircraft. Part 25 aircraft must have wing icing detection lights or some other means to detect icing conditions on critical wing surfaces.
2. Many of today's modern aircraft, both part 23 and part 25, contain wing icing detection lights, advisory and primary ice detection systems, and ice protection systems (IPS); all used for the detection of, and protection from, the accumulation of ice on the aircraft. Advisory ice detection systems advise the flightcrew of the presence of ice accumulation. Advisory systems normally require manual IPS activation. Primary ice detection systems determine when the ice protection system must be activated and may be manual or automatic in activating the IPS. Because advisory systems are less reliable than primary systems, advisory systems must be used in conjunction with visual observation by flightcrews.
3. Flightcrews visually monitor ice detection primarily from the flight deck and secondarily from stations aft of the flight deck. However, on some aircraft, crews cannot view the wing from the flight deck due to

the wing's sweep angle. Additionally, secondary viewing position(s) from aft of the flight deck may be unavailable or inaccessible due to the mission profile of the aircraft. For example, the current generation of cargo aircraft may be equipped with modular containers that do not permit access to the aircraft cabin to view the wings. Other cargo configurations may cover or not install fuselage windows, making them unavailable to use for viewing the wing surfaces.

4. Although some aircraft are equipped with other ice detection systems that meet the regulatory requirements, some ground de-icing procedures may require the use of the wing icing detection lights during ground de-icing operations.

5. Because of differing aircraft designs, mission profiles, and procedural requirements, inoperative wing icing detection lights may impact the flightcrew's ability to safely conduct aircraft operations. MMEL relief is needed to address these situations.

POLICY:

Wing **icing detection** lights provide illumination for viewing critical wing surfaces which should be monitored under certain conditions. These lights should be **operative** for night operations on those aircraft where the wing surface can be adequately viewed from the flight deck or from a station aft of the flight deck. For those configured aircraft which preclude a view of critical wing surfaces from the flight deck or another fuselage station, **and/or those aircraft that incorporate primary ice detection systems**, the wing icing detection lights may be inoperative provided ground deicing procedures do not require their use.

The following MMEL provisos and repair categories are adopted for items entitled "Wing Icing Detection Lights", or equivalent, on passenger and cargo aircraft.

33 LIGHTS

Wing Icing Detection Lights

- | | | | | | |
|----|--|---|---|---|---|
| 1) | Aircraft with wing critical surfaces visible from flight deck (or station aft of the flight deck)
(Equipped with Primary Ice Detection Systems) | C | 2 | 0 | May be inoperative provided:
a) Primary Ice Detection system is operative, and
b) Ground deicing procedures do not require their use. |
| : | | | | | |
| 2) | Aircraft with wing critical surfaces visible from flight deck (or station aft of the flight deck)
(Not equipped with Primary Ice Detection Systems) | C | 2 | 0 | May be inoperative provided:
a) Aircraft is not operated in known or forecast icing conditions at night, and
b) Ground deicing procedures do not require their use. |
| | | C | 2 | 1 | One may be inoperative provided:
a) The left light is operative for single pilot operations, and
b) Ground deicing procedures do not require their use. |

- 3) Aircraft with wing critical surfaces not visible from flight deck (or station aft of the flight deck) C 2 0 May be inoperative provided ground deicing procedures do not require their use.

The FOEB 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 FOEB process. Principal Inspectors may affect changes to the MEL in accordance with this policy letter when requested by their assigned certificate holders.

John S. Duncan
Manager, Air Transportation Division



Federal Aviation Administration

MMEL Policy Letter (PL) 106 Revision 4 D6

Date: XXX XX, 2011 Lead Bob Wagner, robert.wagner@delta.com , 404-715-8123

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:

MMEL GLOBAL CHANGE

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 through the assigned Principal Operations Inspector (POI) utilizing the established procedure,

Subject: High Frequency (HF) Communications

MMEL CODE: 23 (COMMUNICATIONS)

REFERENCE: **PL-106, Revision 3, dated October 7, 2005**
PL-106, Revision 2, dated March 16, 2004
PL-106, Revision 1, dated January 18, 2001
PL-106, Original, dated October 18, 2000

PURPOSE:

To provide standards for MMEL relief for HF communication systems.

DISCUSSION:

Revision 4 revises proviso (d) - clarifying statements regarding short codes (INMARSAT) or Public Switch Telephone Network (PSTN), normally referred to as commercial direct dial numbers (IRIDIUM), must be available for the intended route of flight. ATS facility has been clarified by adding FIR (Flight Information Region).

Revision 3 revised proviso (d) to clarify that coordination of INMARSAT Codes is only required when SATCOM Voice is used.

Revision 2 revised DISCUSSION and MMEL provisions to address acceptability of using SATCOM Voice as a backup when one HF is inoperative.

Revision 1 revised the subject title to clarify that more than one HF may be inoperative. The purpose statement is revised to clarify that the PL also addresses HF relief when HF is not required by Title 14 of the Code of Federal Regulations (14 CFR). The (O) procedure was deleted in the first proviso since no changes to flight crew procedures are needed. In the second proviso, the phrase "while conducting extended overwater" was deleted since the requirement for two Long Range Communication System (LRCS) can exist over land. Proviso a) was changed to delete "and ACARS" since the term "data link" includes ACARS and other sub systems on the airplane needed to communicate data. Proviso b) was revised to clarify that data link communication must be operational, not just SATCOM coverage. FAA MMEL relief is provided for HF communication systems. The current proviso states: "Any in excess of those required by FAR may be inoperative."

In 1996, the FAA recognized technological advances in communications by a rule change that included use of a new term: Long Range Communication System (LRCS). 14 CFR Section 1.1 defines LRCS as "A

system that uses satellite relay, data link, high frequency, or other approved communication system which extends beyond line-of-sight." Examples of systems that meet this definition are: HF-voice, HF-data link, SATCOM-voice, and SATCOM-data link.

The regulations, therefore, now address long-range communication requirements in terms of LRCS. With that as a basis, an aircraft on extended range segments unable to utilize line-of-sight systems must have at least two operational LRCSs to honor regulatory communication requirements (unless specifically excepted under the operational rules).

At present most ATS facilities are not adequately equipped to handle SATCOM data or voice as the primary means of communication. Most however are capable and willing to accept SATCOM data or voice as a backup to normal HF communication systems. HF-voice is the only LRCS currently available for Air Traffic Control communications in many areas. Therefore, in areas requiring two operational LRCSs, at least one must be HF-voice and in areas requiring one LRCS, that system must be HF-voice.

POLICY:

With the foregoing as a basis, and in order to take advantage of the technology improvements recognized by 14 CFR, the following MMEL policy is established.

ATA 23 COMMUNICATIONS	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
23-XX High Frequency (HF) Communications System	D	-	-	Any in excess of those required by FAR may be Inoperative.
	C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: <ul style="list-style-type: none"> a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM Voice coverage is available over the intended route of flight, and d) If SATCOM Voice is to be used over the intended route of flight, SATCOM Voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be available. If not available, prior coordination with appropriate ATS (FIR) facility is required.
				NOTE: SATCOM Voice is to be used only as a backup to normal HF communications.

Each FOEB Chairman should apply this PL to affected MMELs through the normal FOEB process.

John S. Duncan
 Manager, Air Transportation Division



Federal Aviation Administration

MMEL Policy Letter (PL) 9, Revision 10 D4

Date: xxx xx, 2011
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: Public Address System, Crewmember Interphone and Alerting Systems

MMEL CODE: 23 (COMMUNICATIONS)

REFERENCE: PL-9, Revision 9, dated April 30, 2010
PL-9, Revision 8, dated January 20, 2009
PL-9, Revision 7, dated November 25, 2003
PL-9, Revision 6, dated February 5, 2003
PL-9, Revision 5, dated October 15, 2001
PL-9, Revision 4, dated February 16, 2001
PL-9, Revision 3, dated April 28, 1998
PL-9, Revision 2, dated August 15, 1997
PL-9, Revision 1, dated May 10, 1993
PL-9, Revision Original, dated June 9, 1982
PL-116, Revision 1, dated December 21, 2007

PURPOSE:

To establish a standard MMEL policy for the Passenger Address System (PA) on passenger and cargo aircraft and a policy for crewmember interphone and alerting systems.

DISCUSSION:

Revision 10 clarifies that the wide-body requirement for one working at each door pair applies to the crewmember interphone flight deck to cabin and cabin to cabin functions. Added missing (O) for inoperative PA system in cargo configuration. Revised Notes in Flight Attendant Alerting System sub-items to exclude the wheelchair accessible lavatory call system required by 14 CFR.

Revision 9 corrects "visual" to "audio" in two places for Flight Attendant Audio Alerting System relief.

Revision 8 reformats PL-9 and revises "Passenger to Attendant Call System is considered a passenger convenience item" to "Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF)" to comply with PL-116.

Revision 7 incorporated the following changes:

- 1) Changed "airplanes" to "aircraft" in PURPOSE statement.
- 2) Revised number of lavatory speakers required on passenger aircraft.
- 3) Added relief for lavatory speakers on cargo aircraft.
- 4) For Alerting Systems (Audio / Visual):
 - a) Revised relief to account for 14 CFR Section 25.854 requirements.
 - b) Added (O) to ensure alternate procedures are established and used.
- c) Added NOTES to indicate operative system functions may be used.

Revision 6 incorporated the following changes:

- 1) Clarified interphone station and handset relief.
- 2) Revised Flight Deck to Ground sub-items to increase system availability on large turbojet powered airplanes.
- 3) Added Category "C" relief for PA systems for aircraft in cargo configuration.
- 4) Added relief for lavatory speakers.
- 5) Added Category "D" relief for interphone handsets and alerting system functions for aircraft in cargo configuration when courier/supernumerary compartment is unoccupied.

Revision 5 clarified PA chime requirement, added relief for PA systems not required by Title 14 Code of Federal Regulations (14 CFR), incorporated security recommendations, added all cargo operations relief, added handset requirements, and revised Alerting Systems as sub-items.

Revision 4 added a note to "Flight Attendant Call Light" and "Flight Attendant Chime" items.

Revision 3 established a clarifying policy concerning a requirement for a two way normal or emergency communications between pilot compartment and crewmembers in the passenger cabin.

Earlier revisions placed an inoperative Public Address System in repair category "B" for passenger aircraft.

For cargo configured aircraft, the PA system was assigned repair category "D" and is not changed.

POLICY:

The following standard MMEL proviso and repair category is adopted to provide standardization among all MMELs for the Passenger Address System, Crewmember interphone and the alerting system.

23 (COMMUNICATIONS)		Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
23-XX Passenger Address System (PA)					
1)	Passenger Configuration	B	1	0	(O)May be inoperative provided: <ol style="list-style-type: none"> a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally. NOTE: Any station function(s) that operate normally may be used.

23 (COMMUNICATIONS)	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
	C	1	0	(O)May be inoperative provided: a) PA not required by FAR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.
a) Lavatory Speakers	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
2) Cargo Configuration (Courier/Supernumerary Address System)	C	1	0	(O)May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
a) Lavatory Speakers	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
23-XX Crewmember Interphone System(s)	C	2	1	
1) Passenger Configuration				
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O)May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, b) On wide-body airplanes, flight deck to cabin and cabin to flight deck interphone function operates normally at one door for each pair of exit doors, and c) Alternate communications procedures between the affected flight attendants station(s) are established and used. NOTE: Any station function(s) that operate normally may be used.

23 (COMMUNICATIONS)

	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
b) Cabin to Cabin Function	B	2	0	(O)May be inoperative provided alternate communications procedures between the affected flight attendants stations are established and used. NOTE: Any station function(s) that operate normally may be used.
	B	-	-	(O)May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least fifty percent of the cabin handsets, b) On wide-body airplanes, cabin to cabin interphone function operates normally at one door for each pair of exit doors, and c) Alternate communications procedures between the affected flight attendants stations are established and used. NOTE: Any station function(s) that operate normally may be used.
c) Flight Deck to Ground Function	C	1	0	(O)Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.
				(O)Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.
				(O)May be inoperative provided alternate procedures are established and used.

23 (COMMUNICATIONS)	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
2) All Other Aircraft/Operations	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
2) Cargo Configuration				
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	C	1	0	(O)May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
b) Cabin to Cabin Function	D	1	0	
c) Flight Deck to Ground Function				
1) Large Turbojet Powered Airplanes Operating under Part 121	C	1	0	(O)Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.
	C	1	0	(O)Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.
	B	-	0	(O)May be inoperative provided alternate procedures are established and used.
2) All Other Aircraft/Operations	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.

23 (COMMUNICATIONS)

Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
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23-XX Handset System(s)

1) Passenger Configuration

a) Flight Deck

C	-	0
---	---	---

(O)May be inoperative provided:
a) Flight deck to cabin communication operates normally, and
b) Alternate procedures are established and used.

D	-	0
---	---	---

May be inoperative provided procedures do not require its use.

b) Cabin

B	-	-
---	---	---

(O)May be inoperative provided:
a) Fifty percent of cabin handsets operate normally,
b) On wide-body airplanes, one handset must operate normally at each pair of exit doors, and
c) Alternate communications procedures between the affected flight attendants station(s) are established and used.

NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement.

NOTE 2: Any handset(s) function(s) that operate normally may be used.

2) Cargo Configuration

a) Flight Deck

C	-	0
---	---	---

May be inoperative provided flight deck to courier/supernumerary communication operates normally.

D	-	0
---	---	---

May be inoperative provided procedures do not require its use.

b) Courier/Supernumerary

D	-	1
---	---	---

D	-	0
---	---	---

May be inoperative provided courier/supernumerary compartment remains unoccupied.

23 (COMMUNICATIONS)

Repair Interval Number Installed Number Required for Dispatch

Remarks or Exceptions

23-XX Alerting System (Audio/Visual)

1) Passenger Configuration

a) Flight Deck Call Visual Alerting System

B

1

0

May be inoperative provided the flight deck audio alerting system operates normally.

NOTE: The flight deck audio alerting must always be operative.

b) Flight Attendant Visual Alerting System

B

1

0

(O)May be inoperative provided:
a) PA system operates normally,
b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and
c) Alternate procedures for contacting flight attendants are established and used.

NOTE 1: Passenger to Attendant Call System (**excluding wheelchair accessible lavatory call system required by 14 CFR**) is considered Non-Essential Equipment and Furnishing (NEF).

NOTE 2: Any visual alerting system function(s) that operates normally may be used.

c) Flight Attendant Audio Alerting System

B

-

0

(O)May be inoperative provided:
a) PA system operates normally,
b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and
c) Alternate procedures for contacting flight attendants are established and used.

23 (COMMUNICATIONS)

	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
				NOTE 1: Passenger to Attendant Call System (excluding wheelchair accessible lavatory call system required by 14 CFR) is considered Non-Essential Equipment and Furnishing (NEF).
				NOTE 2: Any audio alerting system function(s) that operates normally may be used.
2) Cargo Configuration				
a) Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided the flight deck audio alerting system operates normally.
	D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.
b) Courier/Supernumerary Visual Alerting System	B	1	0	(O)May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.
	D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any visual alerting system function(s) that operates normally may be used.
c) Courier/Supernumerary Audio Alerting System	B	1	0	(O)May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.
	D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any audio alerting system function(s) that operates normally may be used.

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

John S. Duncan
Manager, Air Transportation Division



Federal Aviation Administration

M MEL Policy Letter (PL) 79, Revision 8 D 2

Date: **Lead: Tim Kane, tim.kane@jetblue.com, 718-709-3198**

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: Passenger Seat Relief

M MEL CODE: 25 (EQUIPMENT AND FURNISHINGS)

REFERENCE: **PL-79, Revision 7, dated Dec 01, 2009**

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: To combine and standardize M MEL requirements for passenger seats, seat recline mechanisms, under-seat baggage restraining bars and seat armrests, **and seat belt air bag restraint systems.**

DISCUSSION:

Revision 8: Revised Passenger Seat(s) NOTE 1. Added subsystem 4: Restraint system: Seat Air Bag.

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 repair category C to 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 repair category C to 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 repair category C to 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, seat armrests, and seat air bags.

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
XX-X Passengers Seat(s)	D	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A seat with an inoperative 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 back is secured in the full upright position.
7	D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.
2) Under seat Baggage Restraining Bars	C	-	-	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.

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.
4)	Restraint System: Seat Air Bag		-	-	
	a) Inoperable Air bag	D			1) Seat may not be occupied if the seat position was certificated with an air bag using the Head-Injury Criteria (HIC) requirements. The affected seat(s) must be blocked and placarded "DO NOT OCCUPY". 2) May be inoperative or disconnected and the seat occupied provided: a) The seat position was not certificated using HIC requirements, and b) Seat belt operates normally without the airbag system.

Each FOEB Chairman should apply this Policy to affected MMELs through the normal FOEB process.

John S. Duncan
Manager, Air Transportation Division



Federal Aviation Administration

MMEL Policy Letter 54 Revision 10

Date: October 31, 2005

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:

MMEL GLOBAL CHANGE

PL-54 is designated as GC-139

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).

Subject: Terrain Awareness and Warning System (TAWS)

MMEL CODE: 34 (NAVIGATION)

REFERENCE:

- PL-54, Revision 9, dated May 26, 2005
- PL-54, Revision 8, dated March 10, 2005
- PL-54, Revision 7, dated October 15, 2001
- PL-54, Revision 6, dated January 19, 2001
- PL-54, Revision 5, dated September 29, 1999
- PL-54, Revision 4, Subj: GPWS, dated January 12, 1998
- PL-54, Revision 3, Subj: GPWS, dated August 15, 1997
- PL-54, Revision 2, Subj: GPWS, dated April 1, 1993
- PL-54, Revision 1, Subj: GPWS, dated July 27, 1992
- PL-54, Original, Subj: GPWS, dated April 10, 1991

PURPOSE:

The purpose of this policy letter is to provide policy for Ground Proximity Warning System (GPWS) and Terrain Awareness and Warning System (TAWS) Master Minimum Equipment List (MMEL) requirements.

ATA 34 NAVIGATION

Class A TAWS Equipment
Required

1) GPWS	A 1 0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
a) Modes 1-4	A 4 0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
b) Test Mode	A 1 0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
c) Glideslope Deviation(s) Mode 5)	C - 1 B - 0	
d) Advisory Callouts	B - 0	(O)May be inoperative provided alternate procedures are established and used.
	C - 0	(O)May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.
e) Windshear Mode (Reactive) ***	B 1 0	(O)May be inoperative provided alternate procedures are established and used.

NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.

	C 1 0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
2) Terrain System - Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B 1 0	(O)May be inoperative provided alternate procedures are established and used.
3) Terrain Displays	C - 1 B - 0	
4) Runway Awareness & Advisory System (RAAS) ***	C 1 0	

Class B TAWS Equipment Required

1) GPWS	A 1 0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within
a) Modes 1 & 3	A 2 0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
b) Test Mode	A 1 0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
c) Modes 2, 4 & 5 ***	C 3 0	
d) Advisory Callouts	B - 0 C - 0	(O)May be inoperative provided alternate procedures are established and used. (O)May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are

established and used.

e) Windshear Mode (Reactive) ***	C 1 0	(O)May be inoperative provided alternate procedures are established and used.
2) Terrain System - Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B 1 0	
3) Terrain Displays ***	C - 0	
4) Runway Awareness & Advisory System (RAAS) ***	C 1 0	
Class C TAWS Equipment TAWS/GPWS ***	C 1 0	(O)May be inoperative provided alternate procedures are are established and used.

Note: Any mode that operates
normally may be used.

Thomas K Toula
Acting AFS 200

Reformatted 03/17/2011 with no change in content.

FEDERAL AVIATION ADMINISTRATION



AIR TRANSPORT ASSOCIATION

MMEL INDUSTRY GROUP

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

Revision 11: September 28, 2011

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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 exclusively 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 to 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.

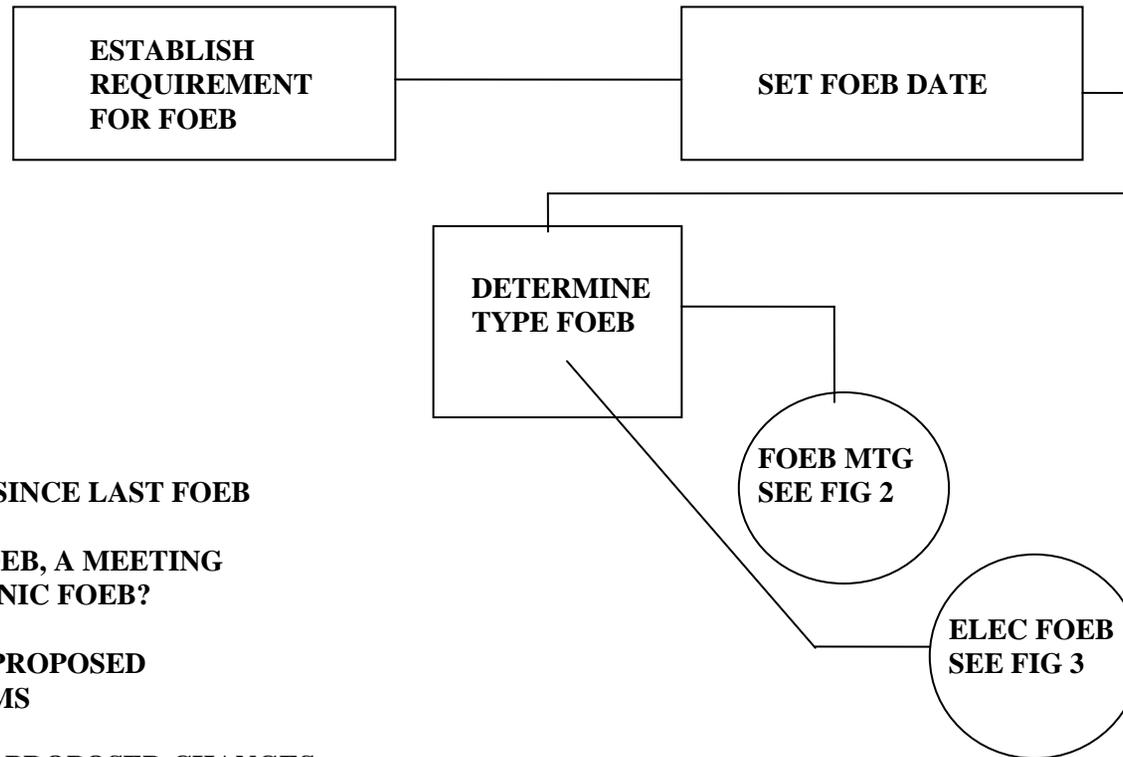
Chapter 4 Formal FOEB Procedure

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

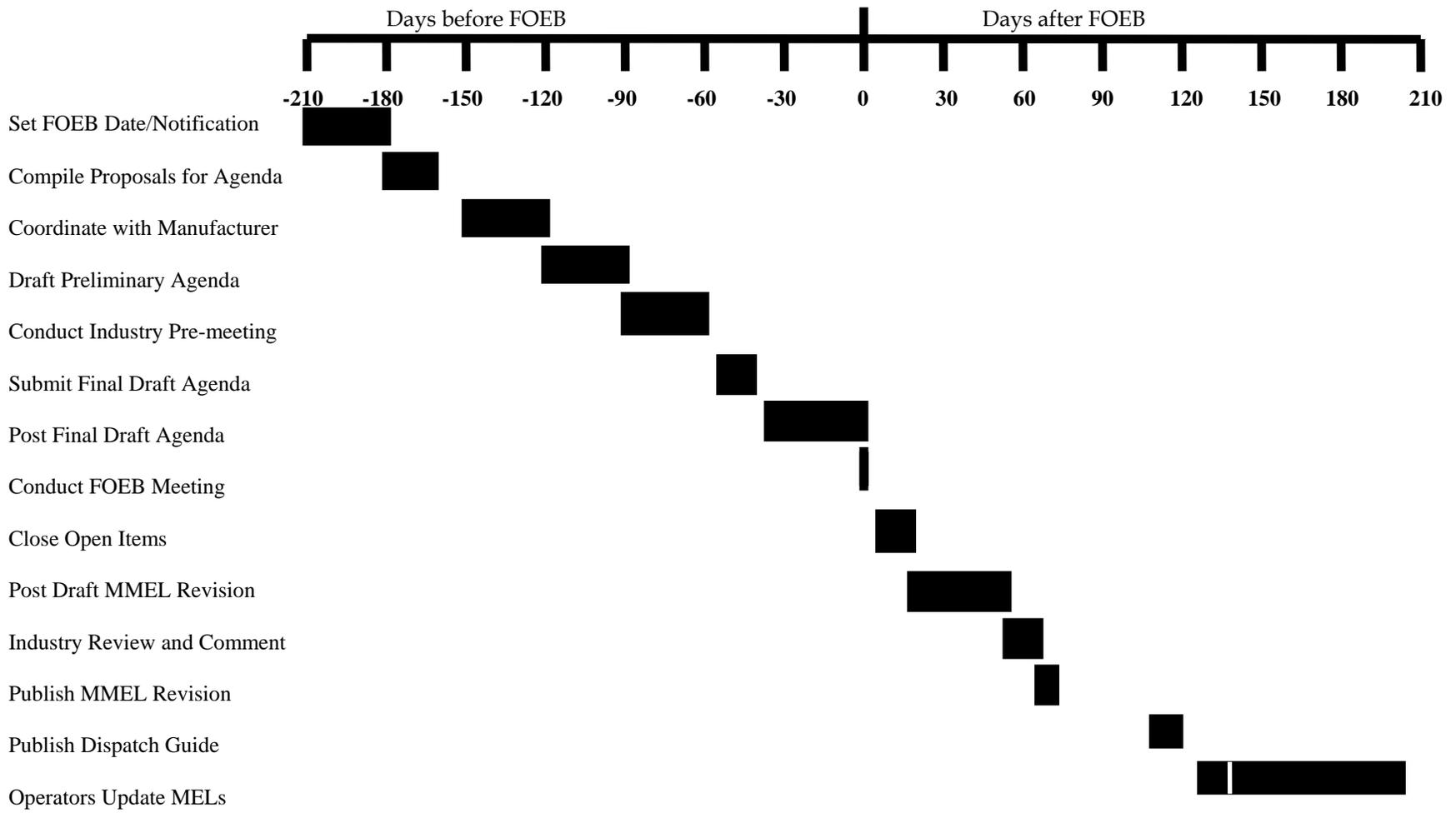


Figure 4-1.2 - FAA FOEB Process

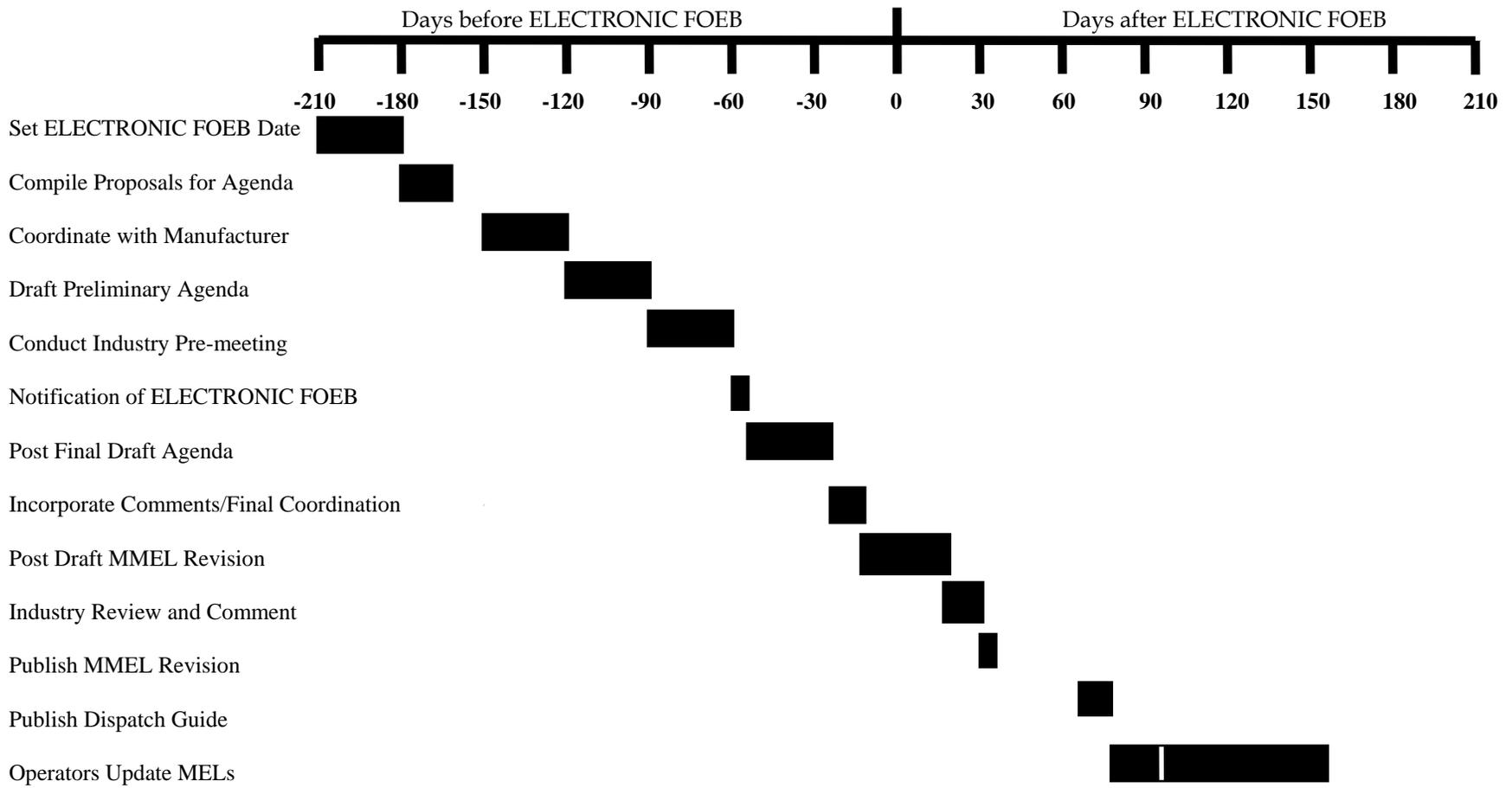
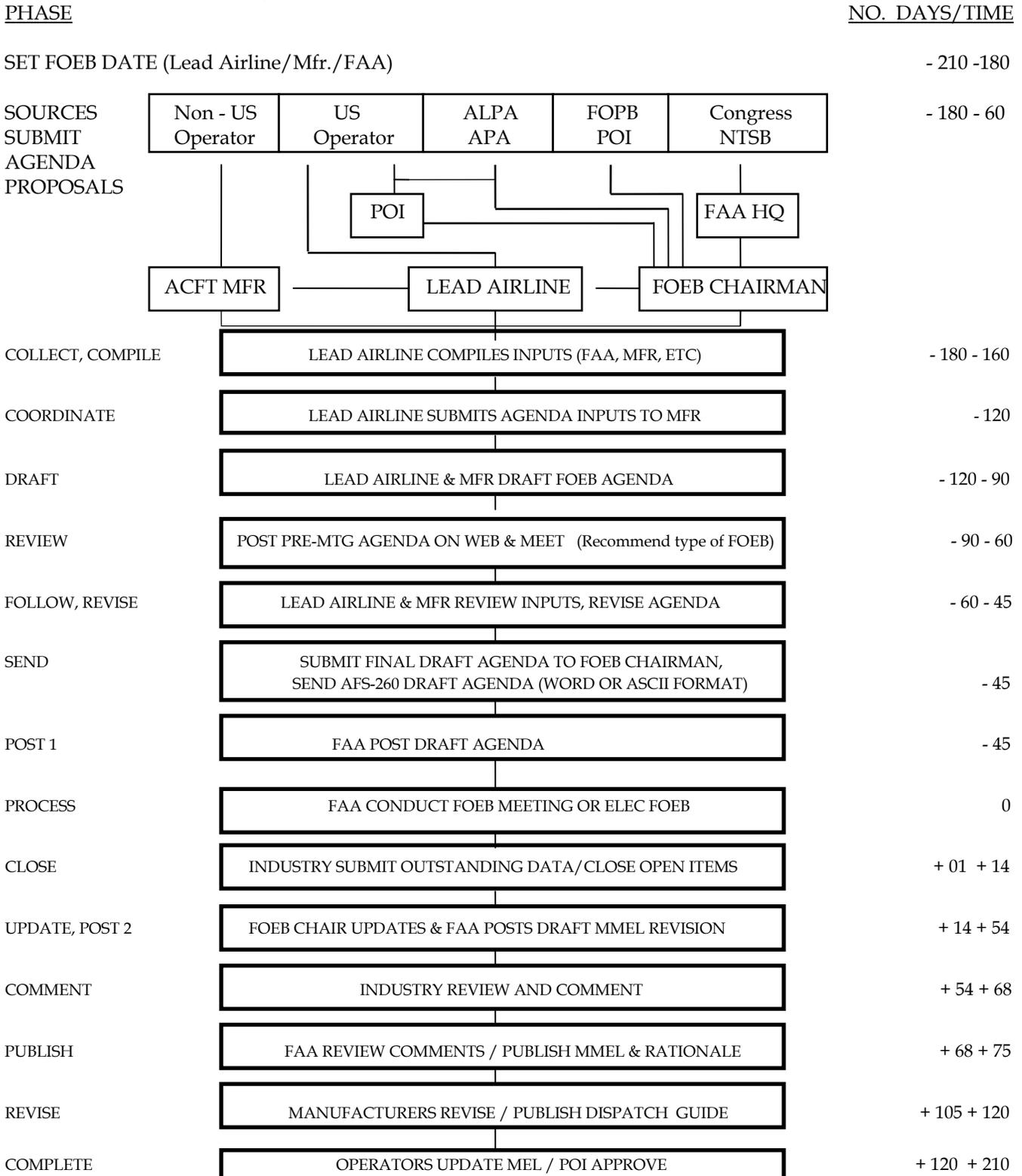


Figure 4-1.3 - FAA ELECTRONIC FOEB Process

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 90 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 90days 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: MngrFltTrng&Stndrds@astaircargo.us
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: donn.reece@aa.com
DC-10	OPEN	Contact Manufacturer or FOEB Chairman
MD-90	Delta Air Lines	Mr. George M. Roberts Manager – MEL Programs Delta Air Lines, Inc. Department 088 P.O. Box 20706 Atlanta, GA 30320-6001 404-714-6763 Fax: 404-715-7202 Email: george.m.roberts@delta.com
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: thomas.young@airtran.com

MMEL LEAD AIRLINES (cont.)

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MD-10 MD-11	Federal Express	Mr. Michael W. Krueger Standards & Tech. Support 901-224-5335 Fax: 901-224-5337 Email: mwkrueger@fedex.com Mr. Carl Krueger Standards & Tech. Support 901-224-5528 Fax: 901-224-5337 Email: carl.krueger@fedex.com Federal Express Delivery Code 0135 3131 Democrat Road Memphis, TN 38133
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: frank.rogers@fedex.com
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: jim.stieve@wnco.com
B747 (100-300/SP)	OPEN	Contact Manufacturer or FOEB Chairman
B747-400	Delta Air Lines	Mr. George M. Roberts Manager – MEL Programs Delta Air Lines, Inc. Department 088 P.O. Box 20706 Atlanta, GA 30320-6001 404-714-6763 Fax: 404-715-7202 Email: george.m.roberts@delta.com

MMEL LEAD AIRLINES (cont.)

<u>AIRPLANE</u>	<u>AIRLINE</u>	<u>AIRLINE POINT OF CONTACT</u>
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B767	Delta Air Lines	Mr. George M. Roberts Manager – MEL Programs Delta Air Lines, Inc. Department 088 P.O. Box 20706 Atlanta, GA 30320-6001 404-714-6763 Fax: 404-715-7202 Email: george.m.roberts@delta.com
B777	United Airlines	Mr. Tom Atzert Manager, MEL Engineering United Air Lines Network Operations Center 233 S. Wacker Drive, 28 th Floor OPBEG Chicago, IL 60606 872-825-1031 Fax: 872-825-0470 thomas.atzert@united.com
B787	United Airlines	Mr. Tom Atzert Manager, MEL Engineering United Air Lines Network Operations Center 233 S. Wacker Drive, 28 th Floor OPBEG Chicago, IL 60606 872-825-1031 Fax: 872-825-0470 thomas.atzert@united.com
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. Steve Capps Flight Standards ASTAR Air Cargo, Inc. 937-302-5864 (office) Fax: 937-655-5111 Email: Steve.Capps@astaraircargo.us
A300-600/310	Federal Express	Mr. Jason Bohannon Flight Standards and Tech Support Federal Express Delivery Code 0135 3131 Democrat Road Memphis, TN 38133 901-224-5338 Fax: 901-224-5359 Email: jason.bohannon@fedex.com
A318/319/320/321	Delta Air Lines	Mr. George M. Roberts Manager – MEL Programs Delta Air Lines, Inc. Department 088 P.O. Box 20706 Atlanta, GA 30320-6001 404-714-6763 Fax: 404-715-7202 Email: george.m.roberts@delta.com
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: rtaylor@usairways.com
A350 XWB	United Airlines	Mr. Tom Atzert Manager, MEL Engineering United Air Lines Network Operations Center 233 S. Wacker Drive, 28 th Floor OPBEG Chicago, IL 60606 872-825-1031 Fax: 872-825-0470 thomas.atzert@united.com
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: mriley@mtaircargo.com
Bae 146/RJ	OPEN	Contact Manufacturer or FOEB Chairman
Beechcraft 1900D	OPEN	Contact Manufacturer or FOEB Chairman
CRJ 100/200/700/900	Comair	Captain Leslie Hock Phone: 859-767-6253 Fax: 859-767-6260 Email: lhock@comair.com OR Captain Eric Hinz Phone: 859-767-2059 Fax: 859-767-6260 Email: ehinz@comair.com 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: Gnicoll@scenic.com
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: greg.milholland@horizonair.com
DOR 328	OPEN	Contact Manufacturer or FOEB Chairman

RAA OPERATOR LEAD AIRLINES (cont.)

<u>AIRPLANE</u>	<u>AIRLINE</u>	<u>AIRLINE POINT OF CONTACT</u>
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EMB 135/140/145	American Eagle Airlines	Capt. Chip Bearden - EMB Fleet Manager 972-425-1450 / Email: curtis.bearden@aa.com OR Capt. Ed Korzun - CRJ Fleet Manager 972-425-1776 / Email: ed.korzun@aa.com American Eagle Airlines 1700 West 20 th Street DFW Airport, TX 75261-2527 Fax: 972-425-1938
EMB 170/190	OPEN	Contact Manufacturer or FOEB Chairman
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Jetstream 41	Trans States Airlines	Mr. Matt Conrad Phone: 314-222-4357 Email: conradm@transstates.net
Metro II	Big Sky	Mr. Craig Denney Big Sky Airlines 1601 Aviation Place Billings, MT 59105 Phone: 406-247-3912 Email: craig.denney@bigskyair.com
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Federal Aviation Administration
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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:			Page: 21-X
	Proposed By: ABC Air Lines				Date: 3/20/00
Present					
21 Air Conditioning					
Repair category					
Number Installed					
Number Required for Dispatch					
Maintenance Procedure Required					
Operations Procedure Required					
Remarks or Exceptions					
Sequence Number					
21 33 01					
Name / Description					
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:		
	Proposed By: ABC Air Lines	Page: 21-X Date: 3/20/00		
Proposed				
21 Air Conditioning		Repair category		
Sequence Number		Number Installed		
21 33 01		Number Required for Dispatch		
Name / Description		Maintenance Procedure Required		
		Operations Procedure Required		
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

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Federal Aviation Administration

MMEL Policy Letter 111 Revision 1

Date: January 29, 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

SUBJECT: MMEL Policy for Inoperative Standby Attitude Indicator

MMEL CODE: 34 (Navigation)

REFERENCE: 14 CFR 121.305

PURPOSE:

The purpose of this policy letter is to provide standardized guidance to the Flight Operations Evaluation Boards (FOEBs) for Master Minimum Equipment List (MMEL) relief for the Standby Attitude Indicator.

DISCUSSION:

Revision 1 Clarifies verbiage used in provisos of "VFR on top" conditions. In the original PL, the term "VFR on top" was used in proviso b) in order to make sure an aircraft without a standby ADI would not be subject to going into the clouds if an emergency enroute diversion was necessary. However, "VFR on top" is not a standard FAA term. This term has been replaced with "over-the-top", since this term is defined in FAR part 1 and is also used in FAR part 91.507. FAR part 1 definitions state: "over-the-top" means above the layer of clouds or other obscuring phenomena forming the ceiling. This would cover both IFR and VFR type operations. This change maintains the intent of the policy, while utilizing standard FAA terminology.

Repair categories and provisos for Standby Attitude Indicator MMEL relief are not standardized among fleets. MMEL repair categories range from "A - two flight days" to "C". There is some standardization in the provisos, in that all MMELs that grant relief restrict operations to DAY, Visual Meteorological Conditions (VMC). Some MMELs have other restrictions in addition to Day, VMC and some MMELs do not provide relief for the Standby Attitude Indicator at all.

Through the FOEB process, and analysis of failure and next critical failure scenarios, it has been determined that an acceptable level of safety can be maintained for dispatch with inoperative Standby Attitude Indicator(s) provided flight is restricted to Day VMC and VFR-on-top operations are not allowed. To ensure uniform application of MMEL relief for Standby Attitude Indicators, the Flight Operations Policy Board has adopted standardized repair categories and provisos, which will minimize air carrier exposure to flights with inoperative Standby Attitude Indicators.

POLICY:

FOEB Chairman shall review all of their MMELs to determine those that provide Standby Attitude Indicator relief. Any MMEL that grants relief for the Standby Attitude Indicator must be changed to use the following provisos. For those aircraft that may have more than one Standby Attitude Indicator, that meets the criteria established by Title 14 Code of Federal Regulations (14 CFR) section 121.305, the FOEB Chairman may grant Category C relief for those additional Standby Attitude Indicators.

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

34 NAVIGATION

34-XX Standby Attitude Indicator	C	-	0	May be inoperative provided not required by FAR.
	B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.

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

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

PL-111, Rev 1 reformatted 01/20/2010 with no change in content.



Federal Aviation Administration

MMEL Policy Letter 114, Revision 0

Date: Feb 06, 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

MMEL GLOBAL CHANGE

PL-114 is designated as GC-122

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).

SUBJECT: MMEL Policy for Inoperative Rudder Pedal Steering

MMEL CODE: 32 (LANDING GEAR)

REFERENCE: Original

PURPOSE:

The purpose of this policy letter is to provide guidance to the Flight Operations Evaluation Boards (FOEBs) when considering Master Minimum Equipment List (MMEL) relief for inoperative rudder pedal steering (use of rudder pedal to control nosewheel steering).

DISCUSSION:

Existing guidance on repair categories and provisos for inoperative rudder pedal steering relief varies widely among aircraft types. Some MMELs do not allow the rudder pedal steering to be inoperative. Many other MMELs allow the rudder pedal steering to be inoperative and most of those assign a repair Category C. For those that do give relief, there are very few proviso restrictions. However, the acceptability of operating without rudder pedal steering varies considerably with operational factors and hence more proviso restrictions are probably appropriate.

Aircraft designs vary enough that standardized relief is not feasible. The means of activating nose wheel steering, levels of system redundancy and the impact of an inoperative system (e.g. accelerated brake wear if differential braking must be used extensively) vary widely. In addition, weather or other operational factors may have a significant impact on the acceptability of a system loss. For example, strong crosswinds may make takeoffs or landings without rudder pedal steering unacceptable. Likewise slippery or contaminated runways/taxiways may also dictate that the rudder pedal steering be operational.

Pilots are typically not trained for rudder pedal steering inoperative operation. When training is available, it may be limited to written instructions contained in an operator's MEL, or it may cover only taxi techniques - but not the more critical maneuvers of takeoff and landing.

Although a single standard relief statement and associated provisos for inoperative rudder pedal steering is not feasible, it is possible to develop guidance that may be used by FOEB Chairmen when determining whether relief is appropriate or specific relief for aircraft specific MMELs.

To ensure acceptable application of MMEL relief for rudder pedal steering, the Flight Operations Policy Board has developed a list of items for the FOEB to consider when developing relief for inoperative rudder pedal steering in order to minimize the adverse effects of operating with out rudder pedal steering.

POLICY:

FOEB Chairman shall review all of their MMELs to determine those that provide relief for inoperative rudder pedal steering. The FOEB will reevaluate the relief for inoperative rudder pedal steering using the below criteria. FOEB Chairman should change relief as appropriate based on their evaluation. FOEB Chairman should also use the criteria below for future FOEBs when considering relief for inoperative rudder pedal steering.

FOEB Chairmen should consider the following:

1. Time limit category A or B depending on the design of the aircraft and the impact of operating without it under conditions expected to be encountered.
2. Placing restrictions on surface (runway, taxiway, etc.) contamination (e.g. rudder pedal steering may not be inoperative if surface is wet, slippery, icy, etc.)
3. Specific simulator training and/or flight manual (operations manual) guidance on subjects such as: normal taxi/landing/takeoff techniques, transfer of control between captain and first officer, Abnormal Procedures such as RTO, engine out landings, low visibility taxi procedures (SMGCS), Flight Standards Board (FSB) evaluation), etc.
4. Restricting types of approaches/landings (e.g. no Cat II or Cat III approaches/landings, no autoland, etc.)
5. Restricting maximum winds or crosswinds (also consider the combined effect of winds and surface contamination).
6. Requiring the pilot with the tiller to make all takeoffs.
7. Establishing a minimum airspeed during landing roll out for transfer of control to the pilot with the tiller.

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

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

PL-114, Rev O Reformatted Jan 20, 2010 with no change in content