

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- 240) - 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 240) & 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- 240)- 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	<u>Agenda Item 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- 240)- 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 240 –Pete Neff and Greg Janosik
1015-1030	84-40	PL-111 Inoperative Standby Attitude Indicator – Removal of Relief	AFS 240 –Pete Neff and Greg Janosik
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

Introductions completed.

American Airlines recognized for hosting IG 84.

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:

Calendar updates -.

2011

Oct 18-20 CL-600-2E25 (CRJ 1000) FOEB moved into December.

Global Express BD700 did not take place in Sept but is moving to November 15-17.

2012

DC-3 posted for March 20 2012.

IG 85, Orlando, Jan 4-5, Jet Blue

IG 86, 11-12 April, FAA, Washington DC, tentatively at the Navy Memorial

IG 87, August (no actual dates as yet), Boeing, Seattle

Requested planning date for 3rd quarter 2012 for electronic FOEB MD-10/11

IG 88, November (no actual dates as yet, most likely 1st or 2nd week of November), UPS, Louisville

2013

IG 89, January, no dates as yet, US Airways, Phoenix

IG 90, April 18-19 Cessna

IG 91 & 92 OPEN – Members were requested to consider hosting one of these meetings

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 240) stated that it is being incorporated 8900 but if it is needed it can be re-activated.

IG-84: - Final Policy Letters –

PL 109 “Supplemental Type Certificate (STC) MMEL Relief Process” - PL 109 to be reactivated until such time it is incorporated into the rewrite of 8900.1 Vol 4/Ch 4; once the 8900.1 rewrite is released, PL 109 will again be archived.

PL 82 “Use of "Operative" Terminology in MELs," – PL 82 to be reactivated until such time it is incorporated into PL 25; once this occurs PL 82 will again be archived.

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

Industry commented the following PLs have not yet gone final; Greg Janosik advised these would be a topic of discussion for this meeting.

PLs are as follows:

47_R1

77_R2

102_R1

108_R1

116_R2

119_R3

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 240) 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:

Greg Janosik (ATA 240) spoke on progress on new draft 18, and comments. PL 25 has been in draft since July and has undergone several changes. He outlined some of the major changes such as alphabetize the list, along with addition of four new definitions such as 'accessible lavatory items' and new definitions from the 07/27 released new section one of 8900.1 Vol 4/Ch 4. He stated these will be eventually removed from section one but will remain in PL 25 where they will be subject to later revision as needed. He also spoke on how he 'streamlined' some of the language used to align up, terminology wise, with how the same item, function, etc., is stated in the regulations.

He reports he has worked with the PL Lead, Todd Schooler (Cessna) on draft and development of comment sheet, new feature of the PL draft process. He reported the industry must adjust to working with the comment list to make changes in future. Greg reported a draft will be posted for two weeks and if no comments are posted it will be considered that no concerns, opposition, etc, exists and hence the draft will be moved thru to final approval. He reported ideally a draft should not take more than four weeks to move thru the system and become final. He stated this is a requirement from FAA Legal department and hence is how we must do business from now on.

Joe White (ATA) asked for clarification of how this was different from what has been done in the past? Greg replied that in past there was no capturing of comments that have previously been posted and what form of resolutions, changes have be made to accommodate comments, etc. PL would just languish until next meeting. Thus the comment list was for disposition of comments. He went further and clarified that at each meeting comments and changes to comments can be reviewed and made and then the draft would held open for another two weeks until finally no more comments are received and thus be considered ready to go final.

Paul Nordstrom (Boeing) felt that the closure on comments should be withheld until next meeting so as to invite better participation. Greg countered that there needs to be a better process. Industry members stated that notification is lacking of posting of drafts to web. Greg stated this feedback will be taken under advisement. George Ceffalo (AFS 260) offered to take this back to FAA IT guys. Conversation was had on the timing of when the posting for comments which was stated will only be for a two week window actually begins. Greg stressed that this comment period only begins after the workgroup, IG committee, agrees that debates on initial draft have been finalized and it has been agreed to go web for posting.

Paul Nordstrom asked if we could review the comments that actually have been posted to date on list for PL 25, draft 18. Greg stated that due to the extensive nature of changes to this PL that the comment list period should be held open until the next MMEL IG. Paul requested discussion be conducted on the new definition of extension of repair categories. This was spoken at length and finally FAA present commented that while the definition may appear to a deviation from the current D95 opssecs it is needed as abuse of extensions have been observed. Discussion pursued on the appropriateness of making a definition change in lieu of opssecs change first. Pete Neff (AFS 240) stated that the re-write of the regulatory guidance to inspectors, 8900.1 should be the appropriate forum for transmitting this information as information needs to flow as expeditiously as possible, it's a timing issue and a local POI / Operator issue. It was agreed to continue the discussion via either a workgroup or via the comment list.

Item remains OPEN.

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:

Paul Nordstrom (Boeing) stated he believed PL 09 Rev. 10 Draft 4 met the requirements, yet due to a comment from Todd Schooler (Cessna) he felt 'mission creep' was being pursued which he felt should be taken on as a separate agenda item. The comment apparently was a suggestion to break the PL into distinctly different provisions delineated by the part that the operator is certificated under, e.g. 91, 135, or 121, etc. Further comment was made that as a general rule when another topic of change is proposed to a PL, then the originator of the proposal will be expected to open up a new draft for the next revision due to change in topic of discussion.

It was determined PL 09 Rev. 10 Draft 4 would go final as currently posted, following a two week comment period.

84-06. PL 128 Lavatory Call System

Objective: PL 128 Lavatory Call System.

Item Lead: Pete Neff – FAA (AFS- 240)

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 240)

IG 84:

Greg Janosik stated PL 128, Rev 2, Draft 1 moves items from it into other PLs where they should reside such as PL 09, 83, etc. He reported that they temporarily have pulled PL 128 Rev. 2 Draft 1 as they have released an InFO on the subject of handicap access provisions, DOT requirements, and they did not want duplicate guidance out. Yet apparently there have been inquiries that the InFO has contradictory language over the PL? It was discussed that the FAA should expedite the release of these PLs and allow the InFO to expire. Timing was discussed as an open issue

Action item: Determine length of time before InFO is due to expire.

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:

Mike Bianchi (ATA) stated a revised survey was available and he inquired as to how it should be distributed. E-mail was the response. Tim Kane (Jet Blue) brought up the topic of an IATA survey on MEL deferrals that is apparently different in nature to the ATA value to industry survey. Scott Hofstra (UPS) states it asks questions such as size of operator fleet, average number of MEL deferral per day, average time to clear MEL deferrals, etc. He offered to forward it to Mike Bianchi at ATA.

Item remains OPEN.

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:

Bill Steelhammer (Boeing) represented a presentation of problems of use of definition of Inoperative. He outlined an accident of an MD80 crash due to aircraft not properly configured for takeoff. One of the findings was the application of definition of inoperative equipment. He outlined the malfunction incident crew detected that was not properly troubleshoot by maintenance, as it could not be duplicated, instead they sought out an MEL that they felt rendered the affected system inoperative by isolation via circuit breaker opening. Unfortunately, this only eliminated the symptoms of malfunction and not the actual malfunction, malfunction repeated on subsequent takeoff attempt leading to total loss of aircraft.

He presented the current FAA MMEL definition of inoperative and the published operator definition and noted minor deviations. He then presented the actual subject MEL items used to dispatch the aircraft and noted the absence of need to validate via (M) action that correct configuration of aircraft had been established. He again outlined the findings and then represented a NASA funded study of what they, Boeing, felt was contributing factors of how MEL definition was inconsistently applied? He concluded with a series of questions that the investigation raised as to whether any inconsistent action occurred, and then asking the group if likelihood of an improvement of definitions could be pursued to remedy the perceived misapplication of the MEL.

Dave Stewart (Air Transport, Business) critiqued the situation as problem with experience level and knowledge of the maintainers in question on the subject aircraft, not so much ambiguity in regulatory guidance documents. Others chimed in with similar comments. Final comment was we should not be trying to write the MEL to accommodate the least common denominator, a minimum level of education must be considered to be present.

Item was considered CLOSED and will be removed from the agenda.

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:

Greg Janosik stated that he felt this was going nowhere as drafted and posted. He commented on the lack of comments this draft has garnered. He stated in its present form the draft did not represent the substance of what has been recently discussed on this topic. He inquired who the Lead is, the answer given was FAA. Greg rejected that position and re-iterated that he could not adequately address what the problem was from industry's perspective. He charged the committee to re-establish a working group to re-formulate industry's position on the PL. John McCormick (FDX) was assigned as Lead. Sub-group members chosen were Tim Kane (Jet Blue), Todd Schooler (Cessna), Dennis Landry (ALPA) and Scott Hofstra (UPS).

Item remains OPEN.

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

IG 84:

Item to be removed from agenda.

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).

Scott Hofstra outlined how FAA has asked for removal of GC Header for the proposed EVAS PL. He stated that FAA was concerned that each aircraft installation may be somewhat unique and there may be individual procedures developed per aircraft type and these may need case by case review and approval. Comments were had on this point of view and it was then raised by industry members that this type equipment deserves to be granted D category relief and not C as it is supplement equipment and not required by any regulation. Jim Foster (FAA AEG SEA) countered that although it is not defined in PL 59 (Category D relief), whenever an operator employs procedures in an MEL then D category relief is not permissible.

Discussion was had on appropriate use of EVAS and need or not to establish procedures. Scott argued that there is no need to employ language as “alternate procedures are established and used” as was proposed in AEG draft. The relief as already in various MMELs was presented and it was found that although there is no consistency in repair category (C or D), the proviso language did appear consistent, i.e. “May be inoperative, or missing.” Scott stated UPS was not opposed to C category relief, just to the need for language on alternate procedures. He even stated the (M) procedure was even acceptable as a maintenance procedure could be established to remove equipment off the aircraft, but he does not believe or know of any acceptable (O) action.

AEG Chairman Jim Foster stated that he is adamant that this equipment is not worthy of a D category and must be a C, plus the proviso “.provided alternate procedures are established and used” is merely standard terminology and would be something operator needs to reach accommodation with their POI on what would be acceptable as a procedure. Scott received support from numerous other industry members that the alternate procedure requirement is redundant, not required in this case. An impasse appeared to exist between FAA position and Scott’s which appeared to be supported by industry at large. Suggestion was made to employ a Note that no procedure exist or needs to be applied. Acceptability of this approach was debated. Additionally, the imposition of the C category was again challenged. John McCormick (FDX) argued that this category would represent a disincentive to operators installing this optional equipment. Finally, FAA suggested they can accept D category relief with proviso “May be inoperative or missing.” This was agreed to by representatives present from FAA 200 and 260.

Action item: Scott will send in an updated PL draft and it will be posted to web for comment.

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:

PL 77_R2 went final.

Item CLOSED and will be removed from agenda.

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 240) 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:

Greg Janosik (AFS 240) volunteered to assume Lead on moving this PL forward. It was mentioned that Airbus has taken a position on this PL and wants to input. Dennis Landry stated ALPA endorsed movement on this PL as it will enhance safety.

Action item: Greg stated item will be tabled until next meeting for him to determine what the internal FAA position is on subject.

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 240) that the project is on hold due to FAA funding issue.

IG-84:

Greg Janosik (AFS 240) reconfirmed that this subject is in abeyance due to lack of FAA funding.

Action item: Greg Janosik

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:

Greg Janosik (AFS 240) reconfirmed that this subject is in abeyance due to lack of FAA funding.

Action item: Greg Janosik

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 240). 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 240) 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:

Greg Janosik (AFS 240) stated PL 59 and its comments has been out on web and thus far no additional comments have been received and thus he wants to move this forward. Clarification was requested of what was the nature of this change and Greg presented draft on screen and showed the changes he has incorporated. Discussion pursued regarding changes such as removal of old GC headers, adding dates to GC headers and addition of expiration time limit on GC headers of four years.

Topic of type of header was discussed regarding the addition of wording ".verbatim" or ".verbatim, or using equivalent terminology" was held. It was questioned if this meant two different type of header could exist, one where the AEG determines operator must apply GC PL proviso language verbatim and other where AEG approves the operator to use equivalent terminology. Greg stated that this comment had been accounted in current draft. Current draft status was questioned. Draft 5 is the current version.

He stated that he will give this two more weeks for comment before moving to final.

Item remains OPEN.

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

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

IG-84:

PL went final Oct. 17, 2011.

Remove item from agenda.

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 to 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 changed 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:

Bob Taylor (US Airways) reported on an Airbus meeting held 21 October in Miami on a presentation on DGAC MMEL requirements. Airbus has been proposing going to a fee based service that was not met with any enthusiasm. They also confirm they have suspended support for section 3, Maintenance section, of DGAC MMELs in lieu of use of a MMEL Maintenance Procedures Manual (MMP). He states Airbus acknowledges that they will continue producing the MMP, and will update it after each AMM revision.

He stated there has been no minutes made available to date from that meeting and asked if the MMEL IG wanted to keep this subject on the MMEL IG agenda for continued tracking. A general discussion pursued on how operators use Airbus AMM maintenance deactivation / reactivation procedures and handle FAA only required maintenance procedures. Jim Foster (FAA AEG) asked the EASA representative, Thierry Vandendorpe, if they approved MMEL maintenance procedures. Thierry responded that they only approved the intent for a maintenance procedure but not the maintenance procedure itself. It is the responsibility of the operator along with support from the manufacturer to provide the necessary procedural document.

Item CLOSED and will be removed from agenda.

84-18. FAA / EASA MMEL Harmonization

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

Item Lead: Pete Neff (FAA AFS 240) 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:

Pete Neff (AFS 240) stated how Thierry Vandertroppe (EASA) had already outlined the EASA MMEL must be developed and maintained by the manufacturer and EASA maintains approval over content of MMEL. He also mentioned how EASA has published (stated) that an approved MMEL constitutes a temporary change of type design. He went on to describe a series of meetings held on international Flight Ops Evaluation Board (FOEB) process. These meetings have been attended by five international regulatory agencies representing, US, EU, Canada, Brazil and China; all five are trying to come up with a harmonized process for joint FOEBs.

Paul Nordstrom (Boeing) asked that if Airbus has stopped producing section three data and was requiring use of the AMM, then where do operators publish their (M) procedures, in the MEL, or in a separate document, or reference the AMM? Bob Taylor indicated US Airways sometimes utilizes AMM Task references, and sometimes utilizes the Airbus MMP, which he described as a 'sort of section three', that allows them (US Airways) to continue to place a procedure within the MEL. Tim Kane (Jet Blue) spoke to his preference to using the MEL too. Paul then asked how reactivation is addressed. Tim stated MEL does not address this, operator uses AMM R&R procedures, etc. Mike Bianchi (ATA) reported that in his experience many operators publish how to sign off an MEL in their GMM MEL program.

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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 240 – 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 PL 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).

Todd Schooler (Cessna) states he had coordinated with Co-Lead, Dave Burk (Aerodox, Inc) and as far as he knew all necessary changes had been made and PL should be ready to be posted to web for comment. Greg Janosik (AFS 240) stated draft had not been received and if Todd could forward to FAA it can be posted. Thierry Vandendorpe (EASA) and Carlos Carreiro (Transport Canada) both spoke to some impact on CVR operations as boom mike must record to CVR and if inoperative then CVR is not functioning as required by regulation. Greg Janosik state he does not have history of why this provision of PL was dropped. He asked if anybody knew the background. Carlos stated he reported to Dave Burk some two years ago regarding regulatory requirement (FAR 121.359, 125.227). Paul Nordstrom asked if the requirement that CVR must be operative would that suffice? Carlos states he was unsure of main reason for current changes but stressed if CVR is inoperative then reference needs to be retained that FDR remains operative as well.

Action item: Greg assigned Todd and Carlos to review PL 58, 29, and 87 and determine what is missing, etc., and report back. He also asked for reference of explanation of what happened to the CVR, why it was removed from draft 4, as it is found in current rev 3?

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:

Mike Bianchi (ATA) stated this is still on hold. Todd Schooler (Cessna) had asked if this AD is applicable to general aviation aircraft. He stated he had asked Greg Janosik (AFS 240) to determine this with FAA if this applied to specific Part 25 and Part 23 certified aircraft to which Greg had to admit he as yet has not done. It was mentioned that it should only be applicable to the heavy metal jets. Todd explained that is not well understood and thus it, AD, could be miss-applied. Tom Atzert (UAL) stated that all this discussion is moot because the AD needs to update first. Jim Foster (AEG SEA) reminded the group that he had the AEG attempt to get ACO to amend the AD and that initiative was rejected by this group.

Pete Neff (AFS 240) stated Mike Bianchi is Lead and he should review. Mike stated he needs to put this one to bed by figuring out if changes need to be made to the AD? If so what are they? If not what should the Policy Letter look like?

Action Item: Mike Bianchi, ATA Lead

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- 240)

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 240 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 240) 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 deferment of this discussion until the next morning.

IG-84:

Greg Janosik (AFS 240) outlined the progress, he stated section one, CDL, is completed, section two, Part 91 MEL, is under serious re-write, section 3, MEL for all Parts other than 91, is done, and section four for NEF is done. Once section two is done all four sections will undergo internal FAA AFS 200 review, then final inspection by the re-write group and on to the internal FAA Document Review Board (DRB). DRB turnaround time is typically 30 days and then posting to the Federal Register. Target date for final is end of December 2011.

It was questioned how long of a review the rewrite committee will have to review and comment. It was mentioned that they should save comments for the posting to the Federal Register. Some dissatisfaction was registered with the decision. Pete Neff (AFS 240) stressed it must go out on to the Federal Register as they have been directed to do so to show compliance with the Federal Administrative Procedures Act. He stated the Federal Register is the vehicle that is designed to keep and record comments and how the comments are resolved (similar to how the PL comment list document [RE: agenda item 84-04A] is now structured).

Finally, Joe White (ATA) asked if the rewrite involved more than just 8900.1 Vol 4 / Ch 4 and Greg responded that it also included the AEG section known as Chapter 8, section two. He stated the rewrite significantly reduced that size of the manual and in doing so incorporates numerous PLs. Greg outlined that the Vol 4 / Ch 4 rewrite incorporated four PLs and the AEG chapter some 28-29 PLs. Comments were made that if the intent of having a PL is for flexibility of timely revision and dissemination of information, then is this lost once rolled into 8900 as when 8900, in order to address changes, must go out to Federal Register? Pete Neff outlined how in future even PLs that invoke a significant change in policy will need to go out to the Federal Register as well. He stressed this was still under much discussion as to how much flexibility AFS 200 will have on keeping the current handling of PL as they are, and their ability to determine what constitutes significant change.

Item remains OPEN.

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:

Item posted as final 06/15/2011.

Item was considered CLOSED and will be removed from the agenda.

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:

Item CLOSED and will be removed from agenda.

83-23. (CLOSED) PL-47 Megaphones

Item will be removed from agenda.

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:

Paul Nordstrom (Boeing) stated he had not updated these PL as he felt not all needed to have the placard obscured language imposed. He requested PL 43 be reviewed; following the review the group agreed Paul should place the placard obscured language from PL 47 R2 into PL 43.

Following input from various members, the group agreed PL 73 EEMK, PL 75 Portable Fire Extinguisher, and PL 120 ELT should not have the placard obscuring language added.

Action item: PL 43 will be revised by Paul, and then forwarded to Greg to be posted.

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 240) 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:

Greg Janosik (AFS 240) stated PL 76 is posted and provided no comments are received it will go final.

Discussion was held on somewhat related PL 105 ADS-B. This was discussed as being a propriety PL strictly for benefit of UPS and is not representative of existing ADS-B now deployed. Pete Neff stated FAA intends to roll out a completely new ADS-B PL. He states this one, PL 105, needs to be disposed of; however the industry feel 105 is still appropriate. Tom Atzert (UAL) stated it has been published in several MMELs and has thus been employed in a limited capacity. Pete outlined how new PL will also address pending rollout of ADS-B IN as well as OUT function.

Item remains OPEN for confirmation PL 76 went final.

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:

Gene Hartman (FAA AEG LBG) has provided the name and contact info on new replacements. Lead contact list updated Oct 28 2011 as follows:

DHC-8-100/200/300 Piedmont Airlines
Mr. Andrew Wills
Dash 8 Program Manager
Piedmont Airlines
4800 Hangar Road
Charlotte, NC 28208
Phone: 704-359-1432 FAX: 704-359-2748
Email: Andy.Wills@usairways.com

DHC-8-400 Horizon Air
Mr. Jeff Sparks
Project Pilot
Horizon Air
Email: jeff.sparks@horizonair.com

Also noted was Lead Airline Coordination document on page 2 cites an appendix E which don't exist and remaining appendix are mislabelled.

Action Item: IG Chairman to make updates/corrections as provided.
IG members to provide additional updates to IG Chairman as they occur.

83-27. CLOSED (PL-73 EEMK)

IG 84

Item will be removed from agenda.

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:

No change – Greg Janosik to check if any updates are available regarding the funding issue

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- 240)

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 240) 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:

Greg Janosik (AFS 240) opened with comment that after working with Carlos Carreiro (Transport Canada) on draft and posting it for comment he reached a point where he felt he is not at the level of experience to answer the concerns raised. He first began by showing on overhead how he and Carlos had arranged what they felt was a reasonable configuration of aircraft that have and have not the capability to see the wing critical surfaces from cockpit and/or cabin area immediately aft of cockpit, and similarly at the same time, with and without a primary ice detection system installed. He then had the comments received displayed on overhead screen.

The first is reference on what is a station aft of the flight deck actually referring too? This was followed by a comment on PL format and addition of non-standard terminology that ".Principal Inspectors may affect changes to the MEL in accordance with this policy letter." The third was regarding fact that not all aircraft come certified with primary or advisory ice detection systems and what actually are detection lights named? This comment included explanation on how Boeing AFM stipulate the environmental conditions under which icing conditions exist, not the use of lights or needs for physical inspections. The fourth comment echoed the third and went further to state that aircraft that do have ice detection lights or system only supplement the AFM approved procedures and furthermore the lights in question associated with detection systems are not the same as wing illumination lights that serve another function, thus confusion as to which light(s) are being addressed.

After Carlos explained the intent of the first and second comment, followed by expansion of distinction of differences between different means of ice detection systems, Greg stated he wanted this PL to remain focused on topic of ice detection lights only, the published topic of PL and not 'other' lights. He agreed to the removal of the non-standard language on responsibilities but felt he could not evaluate the efficacy of the other wording. The discussion went back to type of lights, inspection, illumination or cockpit lights. Greg stressed the topic of PL should be on what the aircraft was certified to have not what different detection methods exist.

Paul Nordstrom (Boeing) also objected to the use of sub-items numbers to break out descriptions of these different types of configurations rather than 'system, sub-system, function' as has been the practice in current MMELs.

Greg requested a small working group be organized to rework the PL. Todd Schooler (Cessna), Scott Hofstra (UPS), and Tom Atzert (UAL) were assigned. Gene Hartman (AEG LGB) asked to review workgroup output before it is submit back to IG.

Item remains OPEN.

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:

Dave Stewart (Air Transport, Business) asked if there were any comments on PL draft. Scott Hofstra (UPS) stated he had received comment that there was no longer need for imposition of the Note that SATCOM is backup for normal HF radios. He states the rule now states only two Long Range Communication Systems (LRCS) is all that is needed, not just HFs. Dave responded that FAA insists until next rule change occurs the Note must remain. He reported that Bob Tegeder (AFS 400) informed him that rule, 121.351, is due to change early next year to indicate one HF and one SATCOM is all that is needed for LRCS, and then the Note can go away. Paul Nordstrom (Boeing) mentioned there are new regulations on ETOPS that states that if operating over 180 minutes then you must have SATCOM Voice. Todd Schooler commented that Cessna biz aircraft are not using HF and should not be penalized by a 121 rule.

Dave stated the original change to PL was just the addition of INMARSAT. Greg Janosik (AFS 240) states that the if Dave would respond to the four pages of comments thus far received, he will take issue up with AFS 400 regarding the technical specifics of using propriety names INMARSAT and/or IRIDIUM and the continued need for the Note.

Item remains OPEN.

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:

Chairman, Bob Taylor (US Air), stated that is subject was addressed adequately by earlier item 84-05. Lead. Paul Nordstrom, stated that while there was two different reasons for opening drafts on PL 09 the current PL 9_R10_D4 that is going out per agenda item 84-05 adequately addresses both issues and thus this agenda item can be CLOSED, PL 09 tracked via 84-05.

Item CLOSED and will be removed from agenda.

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:

Chairman, Bob Taylor (US Airways) inquired if anyone could advise the group of the status of the draft change to definition 23 of PL 25 suggested at IG 79, and whether or not this item should remain on the agenda; Tim Beglau (FAA AFS 250) volunteered to research this items current status and provide an update to the group next IG meeting.

Action Item: Tim Beglau, FAA AFS 250

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 240) stated both PL were being reviewed internally at FAA HDQ and they will go final if no feedback is received.

IG-84:

PL 102 and PL 108 went final Oct 17, 2011.

Item CLOSED and will be removed from agenda.

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:

Currently in the internal FAA approval process,

Greg Janosik (AFS 240) requested this one to remain OPEN until final.

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:

Tim Kane (Jet Blue) opened dicssussion regarding Daryl Sheets (Nex Jet) online comments that he described as addressing an earlier draft version than that on the web. Newer version now going on web provided by Paul Nordstrom (Boeing). Daryl stated his comment was to the structure of the draft, not substance. Paul concured that is what he changed, just re-organization of letter structure. Tim talked to a minor content change of adding more detail to the discussion section of PL, reference to FAR on HIC requirements. Greg Janosik invited Tim provide an updated draft for uploading to web.

Item remains OPEN.

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 (Embraer) 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 Janosik 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 stated Thiago's 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:

Thiago Viana (Embraer) had communicated that he is satisfied with actions taken to date. Chairman, Bob Taylor, recommended to leave PL open for one more meeting. Greg Janosik (AFS 240) dissented, stating a definition is going into PL 25, and in the meantime PL 82 has been re-activated. Paul countered that was the discussion of what operative means and Thiago's petition was an alternative definition of 'operative.' It was shown that 8900 currently has a definition of 'operative.' Tom Atzert (UAL) re-surfaced the fact that a part of this discussion needs to address the interchange of use of term 'operative' and 'operates normally.' This discussion is adequately addressed by the re-issuance of PL 82. Greg states ultimately the intent of PL 82 needs to be incorporated in PL 25.

Item remains OPEN.

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

IG-84:

Item to be removed from agenda.

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:

Current draft PL 54 on web reviewed and it was noted that some omitted data, the discussion section, is still being omitted. Paul Nordstrom (Boeing) offered to once again submit complete draft for re-posting. Dennis Landry (ALPA) stated they had received an inquiry from pilots on whether or not there is a process to follow to ensure TAWS databases are being effectively updated. Pete Neff (AFS 240) stated the LA regional FAA coordinates changes with Honeywell, the database vendor.

Action item: Greg Janosik (AFS 240) to correct and post complete PL 54.

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:

Chairman, Bob Taylor (US Air), requests this topic be held open until next meeting.

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: - Pete Neff and Greg Janosik – AFS 240

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 240 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 is 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 be 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:

Pete Neff (AFS 240) spoke to various departmental groups in FAA and reported they feel that tiller bar relief does not meet an acceptable level of safety, and thus they intend to withdraw request to revise PL 114 to include tiller, in addition to relief already approved by PL 114. He stated they feel that the pilot force at large may not have the level of experience to adequately steer an aircraft with rudder pedal steering only. He stated the relief being offered, tiller, thus far as only being incorporated into two MMELs, and thus rescission of relief should have minimum impact. Greg Janosik (AFS 240) asked for clarification, he stated PL 114 provides relief for the rudder pedal steering and wanted to know if they were proposing doing away with that mode too? Pete retracted; he stated he thought PL 114 was proposing tiller relief. Dennis Landry stated that they (ALPA) had proposed the expansion of PL 114 to include tiller (even thou they object to such) because it had become a reality in two MMELs. Pete agreed to instruct AEG Chairman to remove this tiller relief.

PL 114, rudder pedal steering, to remain unchanged, with exception of the removal of the Global Change header, and this item is to be considered CLOSED*.

*IG Chairman's Note – This Agenda Item will remain OPEN for historical reference purposes; following IG 84 requests for two new agenda items to be added to IG 85 were received for which reference back to this item may prove useful to IG members; the two new items are:

- Proposed PL 130 R0 D1 (would supersede PL 114) – AFS 240
- Reply to the ALPA NWS Presentation - Bombardier

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

Objective: New Item

Item Lead: Greg Janosik - AFS 240 and Pete Neff – AFS 240

Discussion: New item.

IG 84:

Pete Neff (AFS 240) referred to FAR 121.305 (k.1 thru 6) requires an operative Standby attitude indicator and thus they plan to remove PL 111 relief. Todd Schooler (Cessna) stated that is only applicable to part 121 and it must not be taken away from the general aviation, biz jet community. Carlos Carreiro (Transport Canada) stated they had reviewed similar recommendation to strike this relief but had ruled in favor of retention as day VMC and not conducting operations in 'over-the-top' conditions represents an acceptable level of safety. Scott Hofstra spoke to the ability to continue to move under part 91. Pete therefore agreed not to unilaterally remove the relief.

Dave Landry (ALPA) spoke at length in regarding ALPA previous activity in getting this PL to the standard it currently is at, proviso wise. He stated many years ago it was a lot more permissive, no proviso and they were in favor of this relief going away. He stated industry worked diligently to preserve the relief and he stated that as currently fashioned ALPA is OK with current relief. Pete then concurred, stating the current C category proviso "provided not required by FAR" should satisfy his (FAA) concern that this relief is not applicable to part 121 operators.

Item was considered CLOSED and will be removed from the agenda.

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:

Kevin Peters (FDX) outlined his petition as presented in the agenda above (see minutes of meeting 82). It was agreed that he could submit a draft to PL 122 with justification of how all cargo operators who have elected to operate aircraft with IRCD to have TSA approved CAS qualified airman onboard the aircraft when the door view port is discovered to inoperative.

Action item: Greg Janosik request draft to be vetted with small industry workgroup of Paul Nordstrom (Boeing) and Scott Hofstra (UPS) and then forwarded to him for web posting and comment.

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

IG-84:

Item will be removed from the agenda.

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); this item CLOSED and will be removed from the agenda.

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:

Greg Janosik (AFS 240) stated George Ceffalo (AFS 260) had not received any feedback on FAA intent to remove old GC headers as was presented at last IG meeting. It was asked if all MMELs have been evaluated to see if all these GC header PLs information has been incorporated. Greg stated no. Tom Atzert (UAL) asked if he was asking if we, as a group, were supposed have comment directly to fact that we had a presentation? Normally the group expects a web posting to comment to. Questions were raised as to how group can get a copy of the 62 some PLs that FAA plans to address. George Ceffalo offered to transmit it via e-mail notification. Paul Nordstrom (Boeing) expressed concern that out of production aircraft which no longer receive updated MMEL revisions rely heavily on the GC header to PL to publish relief. Greg stated PL that now have the GC removed will be dated and some form of statement will be applied that states earlier dated GC headed PL may be used (grandfather clause). Paul asked should not this be communicated via revision to PL 59?

Greg stated he understood that when MMEL are revised all outstanding GCs get incorporated. Todd Schooler (Cessna) spoke to how they do not always automatically happen, that often they are excluded intentionally, GC wording is not covering all aircraft types, etc, to warrant automatic inclusion. Greg agreed language needs to go in PL 59. He went to say they (FAA) see no issue with dating PL and expiring GC headers. He concluded that they are not trying to take away what PLs offer, just better manage the system.

Item remains OPEN.

NEW Agenda Items

Request for information

Kevin Peters (FDX) outlined how the recently released 27 July, 2011, new section one to 8900.1 Vol 4 / Ch 4 referred to a "crew deferral process." He informed the group FedEx does not have such a process and a small workgroup within Fed Ex has been formed to evaluate establishing one. He asked other operators present who have such procedures if they could share, provide samples of the type of actions that they allow flight crew to perform so as to allow FedEx to evaluate and follow 'best practices.'



MMEL IG /FOEB Calendar, Revision 84-1, as of November 17, 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
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
Nov 15-17				BD-700-1A10/11 FOEB	Global Express			Long Beach
Dec 6-8				CRJ (All models) FOEB	Mesaba/ Piedmont			Long Beach

**MMEL IG Members List [Revision 84 - December 8, 2011]
&
IG 84 Attendance (as indicated by X under Present)**

Name	Present	Title – Address	Phone	FAX	Internet Address
Dave Abbott		Delta Dispatch MMEL / MEL Coordinator	404-715-0071		david.abbott@delta.com
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**MMEL IG Members List [Revision 84 - December 8, 2011]
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IG 84 Attendance (as indicated by X under Present)**

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**MMEL IG Members List [Revision 84 - December 8, 2011]
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MMEL POLICY LETTERS (PL) UNDER REVISION (current as of December 12, 2011)

PL	Rev.	Draft	Subject	Lead	Status			Remarks
					FSIMS (AFS Drafts)		FAA Internal Review	
					Posted	Comments		
9	10	4	Public Address System, Crewmember Interphone and Alerting Systems	Tom Atzert			Yes	Removed from FSIMS
25	18	5	Policy concerning MMEL Definitions	Todd Schooler	Yes	Yes		Comments due 12/30/11
43	2	?	Crewmember Protective Breathing Equipment (PBE) Relief	Greg Janosik			Yes	Removed from FSIMS
56	5	1	Flight Deck FWD Observer Seat	Greg Janosik	Yes			Comments due 12/15/11
58	4	5	Flight Deck Headsets and Hand Microphones	Todd Schooler	Yes	Yes		Comment period closed 11/23/11, comments received, one or more requires response
59	4	6	Global Change Revisions	Greg Janosik			Yes	Removed from FSIMS
63	4	1	Equipment Required for Emergency Procedures	Bob Taylor				Greg Janosik working with AEGs
67	4	1	Windshear Warning and flight Guidance System (RWS) Windshear Detection and Avoidance System (PWS)	Greg Janosik	Yes			Comments due 12/15/11
72	4	10	Air Carrier Aircraft Wing Illumination/Ice Lights	Greg Janosik	Yes	Yes		Comments due 12/30/11
76	6	1	ATC Transponders and Automatic Altitude Reporting Systems	Paul Nordstrom			Yes	Removed from FSIMS
79	8	3	Passenger Seat Relief	Tim Kane			Yes	Removed from FSIMS
83	5	3	Master Minimum Equipment List (MMEL) Requirements for Water and Waste on Air Carrier Aircraft	Greg Janosik			Yes	Removed from FSIMS
85	3	1	Lavatory Door Ashtray	Greg Janosik	Yes			Comments due 12/15/11

MMEL POLICY LETTERS (PL) UNDER REVISION (current as of December 12, 2011)

PL	Rev.	Draft	Subject	Lead	Status			Remarks
					FSIMS (AFS Drafts)		FAA Internal Review	
					Posted	Comments		
95	2	1	VHF Communications MMEL Requirements	Greg Janosik, George Ceffalo	Yes			Comments due 12/15/11
98	1	10	Navigation Databases	Working Group: McCormick, Landry, Kane, Hofstra, Schooler				
101	2	1	Autopilot Relief	Greg Janosik	Yes			Comments due 12/15/11
103	1	1	MEL Policy for 14 CFR 129 and 129.14 Foreign Air Operators	AFS 250/260				Is anyone working this? PL isn't on the IG agenda, but was on PL matrix when I inherited it. (Rev. 0 is current PL; if no response received identifying Lead I'll remove from PL matrix. Bob Taylor)
105	2	1	ADSB	Greg Janosik				
106	4	6	High Frequency (HF) Communications MMEL Requirements	Greg Janosik			Yes	Draft removed from FSIMS
107	1	1	MMEL Relief for Inoperative APU Generator	AFS 250/260???				Is anyone working this? PL isn't on the IG agenda, but was on draft PL matrix when I inherited it. (Rev. 1 is already current PL; if no response received identifying Lead I'll remove from draft PL matrix. Bob Taylor)
112	2	2	Relief for CFR 25.795 Compliant Flight Deck doors	Paul Nordstrom			Yes	

MMEL POLICY LETTERS (PL) UNDER REVISION (current as of December 12, 2011)

PL	Rev.	Draft	Subject	Lead	Status			Remarks
					FSIMS (AFS Drafts)		FAA Internal Review	
					Posted	Comments		
122	1	2	Flight Deck Door Surveillance Systems	Kevin Peters	Yes			Comments due on 1/13/12
125	1	0	Equipment Relief without Passengers	Bob Taylor				
128	2	1	Accessible Lavatory Call System	Greg Janosik				Draft removed from FSIMS
XC (129)	0	1	Emergency Vision Assurance System (EVAS)	Scott Hofstra	Yes			Greg Janosik working with AEGs; title may have to change
130	0	1	MMEL Policy for Nose Gear Steering Systems	Greg Janosik				To replace PL 114 Inoperative Rudder Pedal Steering

*******KEY*******

- PL** = PL Number
- Rev** = PL Revision Number (0 [zero] indicates a new PL)
- Draft** = Draft Number of the proposed PL Revision currently in work (initial draft is number 1 [one])
- Subject** = PL Title
- Lead** = Person/group responsible for PL development

Status

FSIMS (“**Flight Standards Service (AFS) Draft Documents** Open for Comment (http://www.faa.gov/aircraft/draft_docs/mmelp/)

Posted = Column indicates “Yes” if PL is posted; otherwise column is blank.

Comments = Column indicates “Yes” if comments have been posted to the Draft Document Comment Grid; otherwise column is blank.

FAA Review = Column indicates “Yes” if the PL is in FAA’s Internal Review process; otherwise column is blank.

MMEL POLICY LETTERS (PL) UNDER REVISION (current as of December 12, 2011)

PL	Rev.	Draft	Subject	Lead	Status		Remarks	
					FSIMS (AFS Drafts)			FAA Internal Review
					Posted	Comments		

Remarks = Used to provide additional information, examples:

- “Comments due 12/30/11”
- “Comment period closed, none received”
- “Comment period closed, comments received, one or more requires response”
- “Comment period closed, all comments acknowledged”
- “Removed from FSIMS”
- “Removed from FSIMS; new draft in work”
- “FAA review complete; PL to go final”,

Entire row will be deleted when PL Rev. is posted on FSIMS as final –
(<http://fsims.faa.gov/PICResults.aspx?mode=Publication&doctype=MMEL Policy Letters>);
PL will then be transferred to the POLICY LETTER STATUS SUMMARY

POLICY LETTER STATUS SUMMARY

Revision 84-1 dated December 12, 2011

CURRENT / ARCHIVED / Transferred to 8900.1			
PL NO.	REV NO.	DATE	SUBJECT
1	4	Feb 27, 2010	Wide-Body Passenger Airplane Door/Slide Relief
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 Systems
10			ARCHIVED
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 and 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 (includes Part 91 Preamble)

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POLICY LETTER STATUS SUMMARY

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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 Systems
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	2	Oct 17, 2011	Megaphone MMEL Requirements
48			ARCHIVED
49			ARCHIVED
50			ARCHIVED
51			ARCHIVED
52			ARCHIVED
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

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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
76	5	Mar 24, 2008	ATC Transponders and Automatic Altitude Reporting Systems
77	2	Oct 25, 2011	Cockpit and Instrument Lighting System MMEL Requirements
78			ARCHIVED
79	7	Dec 1, 2009	Passenger Seats Relief
80			ARCHIVED
81	1	Aug 15, 1997	MEL CDL Operator Procedures
82	1	Aug 15, 1997	Use of "Operative" Terminology in MELs
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 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			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			ARCHIVED
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	Galley/Cabin Waste Receptacles Access Doors/Covers
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	MMEL/MEL Relief for Cargo Restraint Components
101	1	Sep 13, 2001	Autopilot Relief
102	1	Oct 17, 2011	Cargo Compartment Smoke Detection and Fire Suppression Systems
103	0	Mar 21, 2000	MEL policy for 14 CFR <u>129</u> and <u>129.14</u> Foreign Air Operators
104	5	Jun 15, 2011	Storage Bins /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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108	1	Oct 17, 2011	Carriage of Empty Cargo Handling Equipment
109	0	Dec 13, 2001	Supplemental Type Certificate (STC) MMEL Relief Process
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	2	Oct 17, 2011	Non-Essential Equipment and Furnishings (NEF)
117	0	Oct 7, 2005	Selective Call System (SELCAL)
118			ARCHIVED
119	3	Oct 17, 2011	Two-Section MMELs (Part 91 and Part 135)
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	June 7, 2010	Night Vision Imaging systems (NVIS)
128	1	Aug 18, 2011	Wheelchair Accessible Lavatories

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