

Time	Agenda Item Number	MMEL IG 85 DAY 1 Wednesday January 4, 2012	Lead
0830-0845	85-01	Introduction/Administrative Remarks	MMEL IG Chairman
0845-0915	85-02	MMEL IG/FOEB Calendar	MMEL IG Chairman
0915-0925	85-03	MMEL Agenda Proposal & Coordination Process	MMEL IG Chairman
0925-0945		MMEL Policy Letters	MMEL IG Chairman
	85-04A	PLs Issued in 2011	
	85-04B	PL Status Summary	
	85-04C	PLs Under Revision	
0945-1000	85-05	NEW AGENDA ITEM: Policy Letter Process - A Focus on Comments	AFS 240 – Greg Janosik
1000-1015		BREAK	
1015-1030	85-06	Agenda Item 66-07: ATA – MMEL / MEL Value to Industry Survey	ATA-Mike Bianchi
1030-1045	85-07	Agenda Item 82-04A: Clarification regarding what MMEL definitions are required in the Operator's MEL	Cessna – Todd Schooler
1045-1100	85-08	PL-09 Passenger Address System, Crewmember Interphone and Alerting Systems	Boeing – Paul Nordstrom
1100-1115	85-09	Agenda Item 79-35: PL 128 Lavatory Call System	FAA (AFS- 240) - Pete Neff
1115-1130	85-10	Agenda Item 80-09: PL-98, Navigation Databases	ALPA/AFS-350
1130-1145	85-11	Emergency Vision Assurance System (EVAS)	UPS - Scott Hofstra
1145-1200	85-12	Agenda Item 82-12: PL-63 Equipment Required for Emergency Procedures	US Airways - Bob Taylor

Time	Agenda Item Number	MMEL IG 85 DAY 1 (Cont'd) Wednesday January 4, 2012	Lead
1200-1315		LUNCH	
1315-1330	85-13	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
1330-1345	85-14	PL 58 - Flight Deck Headsets and Hand Microphones	Cessna – Todd Schooler
1345-1400	85-15	Agenda Item 60-14: PL-85, Lavatory Door Ashtrays	ATA - Mike Bianchi, FAA (SEA-AEG) -Jim Foster
1400-1415	85-16	Agenda Item 78-30: FSIMS 8900.1 Rewrite Project: Volume 4, Chapter 4 (MEL)	FAA (AFS- 240)- Pete Neff
1415-1430	85-17	Agenda Item <u>84-24A</u>, <u>PLs 43 (PBE)</u>, <u>73 (EEMK)</u>, <u>75 (PORTABLE FIRE EX.)</u>, and <u>120 (ELT)</u>	Boeing - Paul Nordstrom
1430-1445		BREAK	
1445-1455	85-18	Agenda Item 80-27: PL-76 ATC Transponders	Boeing - Paul Nordstrom
1455-1510	85-19	Agenda Item 79-33: PL-72 – Agenda Item 79-33: Wing Illumination/Ice detection Lights	FAA (AFS- 240)- Pete Neff
1510-1525	85-20	Agenda Item 82-31: PL-106 HF Radio communications MMEL Requirements	FAA (AFS – 240) Greg Janosik
1525-1535	85-21	Agenda Item 80-35: PL-112 Relief for 14 CFR 25.795 Compliant Flight Deck Doors	Boeing - Paul Nordstrom
1535-1550	85-22	Agenda Item 80-36: PL-79 Passenger Seats Relief	Jet Blue - Tim Kane
1550-1600	85-23	Agenda Item 81-36: PL-25 Policy Concerning MMEL Definitions – Introduce OPERATIVE definition.	Thiago Viana - Embraer

Time	Agenda Item Number	MMEL IG 85 DAY 1 (Cont'd) Wednesday January 4, 2012	Lead
1600-1615	85-24	PL 54 TAWS – Reinstate missing Discussion and Policy sections	Boeing – Paul Nordstrom
1615-1630	85-25	PL-125 Equipment Relief Without Passengers	US Airways - Bob Taylor

Time	Agenda Item Number	MMEL IG 85 DAY 2 Thursday January 5, 2012	Lead
None 84-39		PL-114 Inoperative Rudder Pedal Steering – Removal of Relief	Item closed; included for reference only
0800-0815 85-26		NEW AGENDA ITEM: PL-130 MMEL Policy for Nose Gear Steering Systems	FAA (AFS – 240) Greg Janosik
0815-0830 85-27		NEW AGENDA ITEM: Reply to the ALPA NWS Presentation	Bombardier – JP Dargis
0830-0845 85-28		PL-122 Flight Deck Surveillance Systems	FedEx - Kevin Peters
0845-0900 85-29		Consideration of Options for FAA to Control Global Change Headers	AFS 260 – George Ceffalo
0900-0915 85-30		NEW AGENDA ITEM: EASA CS-MMEL	Cessna – Todd Schooler
0915-0930 85-31		NEW AGENDA ITEM: PL 25 definition 23 g. Gulfstream	Gulfstream Aerospace Corp. – Bruce Barefoot
0930-0945		BREAK	
0945-1000 85-32		NEW AGENDA ITEM: Guidelines for the Introduction of New Business	MMEL IG Chairman
1000-1020 85-33		AGENDA ITEM 39-01: FAA / EASA MMEL HARMONIZATION	Pete Neff (AFS 240) & and Colin Hancock (EASA)
1020-1030 85-34		AGENDA ITEM 75-24: PL-31, MMEL FORMAT SPECIFICATION – ‘NEXT-GEN’ MMEL SPECS	FAA (KCI AEG)-Walt Hutchings
1030-1040 85-35		AGENDA ITEM 2003-04: CONVERSION OF FAA MMEL DOCUMENTS TO XML (MMEL TRANSFORMATION)	FAA (AFS-260) – Bob Davis
1040-1050 85-36		AGENDA ITEM 80-31: NEW MMEL PROPOSAL SYSTEM.	FAA (KCI AEG)-Walt Hutchings
1050-1100 85-37		AGENDA ITEM 80-33: HELICOPTER OPERATIONS MONITORING SYSTEM (HOMP)	FAA (FTW AEG)-Ed Hinch

Time	Agenda Item Number	MMEL IG 85 DAY 2 (Cont'd) Thursday January 5, 2012	Lead
		NEW AGENDA ITEMS	TBA
1100-1110			
1110-1115			
1115-1120			
1120-1130			

85-01: Introduction / Administrative Remarks

Item Lead: MMEL IG Industry Chairman

IG 85

85-02: MMEL IG/FOEB Calendar

Objective: Keep the calendar current.

Item Lead: MMEL IG Industry Chairman

Standing Action:

- IG Members are to review the MMEL IG/FOEB Calendar and advise the MMEL IG Industry Chairman of any changes or updates - Robert.Taylor2@usairways.com

- IG Members are requested to consider hosting one of the MMEL IG meetings.

Action Item: IG Chairman to make changes as provided.

IG 85 (Ref. IG-FOEB Calendar Rev. 85)

85-03: MMEL Agenda Proposal & Coordination Process

Objective: Keep the document current.

Item Lead: MMEL IG Industry Chairman

Standing Action:

- IG Members are to review the document and provide any changes that are required to the MMEL IG Industry Chairman.

Document

http://memberportal.airlines.org/taskforces/engineering_maintenance/mmel/Documents/Administrative/MMEL%20Agenda%20Proposal%20and%20Coordination%20Process%20-%20R13%20November%2017,%202011.pdf

MMEL IG Chairman

Robert.Taylor2@usairways.com

- IG Chairman will ensure changes provided by IG Members are addressed.

Discussion:

IG-84:

The following changes were provided by IG Memebers to the IG Chairman:

DHC-8-100/200/300	Piedmont Airlines
Mr.	Andrew Wills
D	dash 8 Program Manager
Piedm	ont Airlines
4	800 Hangar Road
Ch	arlotte, NC 28208
Pho	ne: 704-359-1432 FAX: 704-359-2748
Em	ail: Andy.Wills@usairways.com

DHC-8-400	Horizon Air
	Mr. Jeff Sparks
Proj	ect Pilot
Ho	rizon Air
Em	ail: jeff.sparks@horizonair.com

Lead Airline Coordination document, page 2, cites an appendix E which doesn't exist, resulting in remaining appendixes being misidentified.

Action Item: IG Chairman to address changes provided.

IG 85

85-04A: Policy Letters Issued in 2011

Objective: Maintain for reference purposes a listing of FAA MMEL PLs issued as “Final” during the calendar year.

Item Lead: MMEL IG Industry Chairman

Standing Action: MMEL IG Industry Chairman will ensure list is updated accordingly.

IG 85 (Ref. PLs Issued for Calendar Year)

85-04B: Policy Letter Status Summary

Objective: Maintain for reference purposes a listing summarizing the current status of all FAA MMEL PLs.

Item Lead: MMEL IG Industry Chairman

Standing Action: IG Members are to review the POLICY LETTER STATUS SUMMARY and advise the MMEL IG Industry Chairman of any changes that are required. Robert.Taylor2@usairways.com

IG 85 (Ref. PL STATUS SUMMARY)

85-04C: Policy Letters Under Revision

Objective: Maintain for reference purposes a listing summarizing the current status of all FAA MMEL PLs under revision.

Item Lead: MMEL IG Industry Chairman

Standing Action: IG Members are to review MMEL PLs UNDER REVISION and advise the MMEL IG Industry Chairman of any changes that are required. Robert.Taylor2@usairways.com

IG 85 (Ref. PLs Under Revision)

85-05: Policy Letter Process - A Focus on Comments

Objective: Clarification of the process utilized for the Development and Maintenance of Policy Letters

Item Lead: Greg Janosik – AFS 240

Discussion:

IG-85: (Reference PL Process MMEL IG 12-13-2011)

85-06: 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.

IG-85:

85-07. Clarification regarding what MMEL definitions are required in the Operator's MEL

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.

85-07. Clarification regarding what MMEL definitions are required in the Operator's MEL (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.

85-07. Clarification regarding what MMEL definitions are required in the Operator's MEL (Cont'd)

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.

IG-85: (Reference pl-025_R18 D5, and COMMENTS to pl-25_R18_d5)

85-08. PL-09 Passenger Address System, Crewmember Interphone and Alerting Systems

Objective: Proposal to include Lavatory Call Systems.

Item Lead: Paul Nordstrom - Boeing

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.

IG 85: (No attachment)

Note - Copy of PL was not available to include in agenda – PL 9 R10 had not gone final as of 12/15/11, and R10 Draft 4 had been removed from FSIMS.

85-09. 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.

85-09. 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.

IG 85: (No attachment)

85-10. 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

85-10. 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.

85-10. 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.

IG 85: (No attachment)

85 -11. 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.

85 -11. 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.

IG 85: (Ref. PL 129 EVS-CS D2 12-2-2011 [currently posted as draft], and COMMENTS to PL 129)

85-12. 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 (PM MEL) 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 PM MEL, 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 PM MEL 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 PM MEL, 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.

85-12. 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.

IG 85: (No attachment)

Note – At time of publication of the minutes the draft PL language is being worked by Greg Janosik and Bob Taylor; a draft may be posted for review and comment sometime prior to IG 85.

85-13. 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.

85-13. Policy Letter Rewrite: New format with FAA branding (Cont'd)

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.

IG 85: (No attachment)

Note - Copy of PL was not available to include in agenda – PL 59 R4 had not gone final as of 12/15/11, and R59 R4 Draft 6 had been removed from FSIMS.

85-14. 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?

85-14. PL-58 Boom Microphone (Cont'd)

IG 85: (Ref. pl58_r4_d5, and COMMENTS to pl-58)

85-15. 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?

85-15. PL-85, Lavatory Door Ashtrays (Cont'd.)

Action Item: Mike Bianchi, ATA Lead

IG 85: (No attachment)

85-16: 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.

85-16: 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 is now structured).

85-16: FSIMS 8900.1 Rewrite Project: Volume 4, Chapter 4 (MEL) (Cont'd)

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.

IG 85: (Ref 8900 V4 C4 Rewrite Status)

85-17: 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.

IG 85: (No attachment)

Note - Copy of PL was not available to include in agenda – PL 43 R2 had not gone final as of 12/15/11, and Draft had been removed from FSIMS.

85-18: 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.

85-18: 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.

IG 85: (No attachment)

Note - Copy of PL was not available to include in agenda – PL 76 R6 D1 had not gone final as of 12/15/11, and Draft had been removed from FSIMS.

85-19: 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

85-19: 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.

85-19: PL-72 Wing Illumination / Ice Detection Lights (Cont'd)

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.

IG 85: (Ref. pl-072_r4_d10, and COMMENTS to pl-72 provided by AFS 240 for agenda) (Also ref. pl-72_r4_d11 currently posted as a draft PL)

85-20: PL-106 HF Radio Communications MMEL Requirements

Objective: Operations are now restricted to Inmarsat equipped aircraft.

Item Lead: Greg Janosik (Previously 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.

85-20: PL-106 HF Radio Communications MMEL Requirements

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.

IG 85: (No attachment)

Note - Copy of PL was not available to include in agenda – PL 106 R4 D6 had not gone final as of 12/15/11, and Draft had been removed from FSIMS.

85-21: 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.

IG 85: (No attachment)

Note - Copy of PL was not available to include in agenda – PL 112 R1 D2 had not gone final as of 12/15/11, and Draft had been removed from FSIMS.

85-22: 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.

85-22: 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.

IG 85: (No attachment)

Note - Copy of PL was not available to include in agenda – PL 79 R8 D3 had not gone final as of 12/15/11, and Draft had been removed from FSIMS.

85-23: 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.

85-23: 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.

IG 85: (Ref. pl-082_r01_d00)

85-24: 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.

IG 85: (Ref. Current PL 054 R10 posted on FSIMS, and compare with Previous PL 54 R10)

85-25: 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.

85-25: PL-125 Equipment Relief Without Passengers (Cont'd)

IG 85: (Ref. PL 125 R1 D1, and Justification for PL 125 R1 D1)

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**

IG 85: No action associated with this item

85-26: PL-130 MMEL Policy for Nose Gear Steering Systems

Objective: Create new policy letter to replace PL 114 Inoperative Rudder Pedal Steering (ref. Agenda Item 84-39 for historical reference).

Item Lead: FAA - AFS 240, Greg Janosik

Discussion:

IG-85

85-27 Reply to the ALPA NWS Presentation

Objective: To present a response regarding Nose Wheel Steering (ref. Agenda Item 84-39 for historical reference).

Item Lead: Bombardier – JP Dargis

Discussion:

IG-85

85-28: 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.

85-28: 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.

IG-85 (Ref PL 122 R1 D2)

85-29: Consideration of Options for FAA to Control Global Change Headers

Objective: Determine how to best administer the Global Change Header on MMEL Policy Letters

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 MMELs 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 on 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.

85-29: Consideration of Options for FAA to Control Global Change Headers (Cont'd)

IG-85

85-30: EASA CS-MMEL

Objective: Brief the IG regarding EASA's future implementation of a generic MMEL and what the requirements for manufacturers and operators will be.

Item Lead: Cessna – Todd Schooler

Discussion:

IG-85: (No attachment)

85-31: PL 25 definition 23 g. Gulfstream

Objective: To accommodate the GVI and the G280 in definition 23g of PL-25.

Item Lead: Gulfstream Aerospace Corp. – Bruce Barefoot

Discussion:

IG-85: (Ref. pl-025 r18 def 23g)

Chairman's Note - PL 25 is already under revision (ref. Agenda Item 85-07); revision 18 of PL 25 changes the definition number of Electronic Fault Laerting System from 23 to 32.

85-32: Guidelines for the Introduction of New Business

Objective: To clarify guidance in the FAA/ATA MMEL INDUSTRY GROUP CHARTER regarding the introduction of new items.

Item Lead: MMEL IG Chairman

Discussion: Propose revising par. D. under item 7 MMEL IG Meeting Agenda in the IG Charter

IG-85: (Reference Guidelines for Introduction of New Business)

85-33: 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.

85-33: 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.

IG-85:

85-34: 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

IG-85:

85-35: 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

IG-85:

85-36: 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

IG-85:

85-37: 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

IG 85: (No attachment)

NEW Agenda Items

FAA MMEL Policy Letters Issued as “Final” in 2011
(As of December 15, 2011)

POLICY LETTER (PL)		
NO. & REV.	TITLE	DATE
PL-25 R17	Policy Concerning MMEL Definitions	1-20-11
PL-31 R3	MMEL Format specification	1-20-11
PL-70 R3	Definitions Required in MELs	1-20-11
PL-73 R5	MMEL Relief for Emergency Medical Equipment	6-15-11
PL-104 R5	Storage Bins /Cabin, Galley and Lavatory Storage Compartments/Closets	06-15-11
PL-128 R1	Wheelchair Accessible Lavatories	08-18-11
PL-47 R2	Megaphone MMEL Requirements	10-17-11
PL-102 R1	Cargo Compartment Smoke Detection and Fire Suppression Systems	10-17-11
PL-108 R1	Carriage of Empty Cargo Handling Equipment	10-17-11
PL-116 R2	Non-Essential Equipment and Furnishings (NEF)	10-17-11
PL-119 R3	Two-Section MMELs (Part 91 and Part 135)	10-17-11
PL-77 R2	Cockpit and Instrument Lighting System MMEL Requirements	10-25-11
Previously Archived PLs Temporarily Reactivated in 2011		
PL-82 R1	Use of "Operative" Terminology in MELs (Previously archived – Temporarily reactivated Nov. 2011)	08-15-97
PL-109 R0	Supplemental Type Certificate (STC) MMEL Relief Process (Previously archived – Temporarily reactivated Nov. 2011)	12-13-01

POLICY LETTER STATUS SUMMARY
Revision 85 (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)

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

Phone: 412-474-4355

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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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POLICY LETTER STATUS SUMMARY**Revision 85 (December 12, 2011)**

72	3	Mar 24, 2008	Aircraft Wing Illumination/Ice Lights
73	5	Jun 15, 2011	MMEL Relief for Emergency Medical Equipment
74			ARCHIVED
75	1	Aug 15, 1997	Portable Fire Extinguisher
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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MMEL POLICY LETTERS (PL) UNDER REVISION
Revision 85 (December 19, 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 were due 12/15/11; revision removes GC Header
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 were due 12/15/11; revision removes GC Header
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; currently with Greg Janosik
79	8	3	Passenger Seat Relief	Tim Kane			Yes	Removed from FSIMS

MMEL POLICY LETTERS (PL) UNDER REVISION
Revision 85 (December 19, 2011)

PL	Rev.	Draft	Subject	Lead	Status			Remarks
					FSIMS (AFS Drafts)		FAA Internal Review	
					Posted	Comments		
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 were due 12/15/11; revision removes GC Header
95	2	1	VHF Communications MMEL Requirements	Greg Janosik, George Ceffalo	Yes			Comments were due 12/15/11; revision removes GC Header
98	1	10	Navigation Databases	Working Group: McCormick, Landry, Kane, Hofstra, Schooler				
101	2	1	Autopilot Relief	Greg Janosik	Yes			Comments were due 12/15/11; revision removes GC Header
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

MMEL POLICY LETTERS (PL) UNDER REVISION
Revision 85 (December 19, 2011)

PL	Rev.	Draft	Subject	Lead	Status			Remarks
					FSIMS (AFS Drafts)		FAA Internal Review	
					Posted	Comments		
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	Removed from FSIMS; currently with Greg Janosik
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

MMEL POLICY LETTERS (PL) UNDER REVISION
Revision 85 (December 19, 2011)

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

*******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.

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

MMEL IG 85

Policy Letter Process: *“A Focus on Comments”*

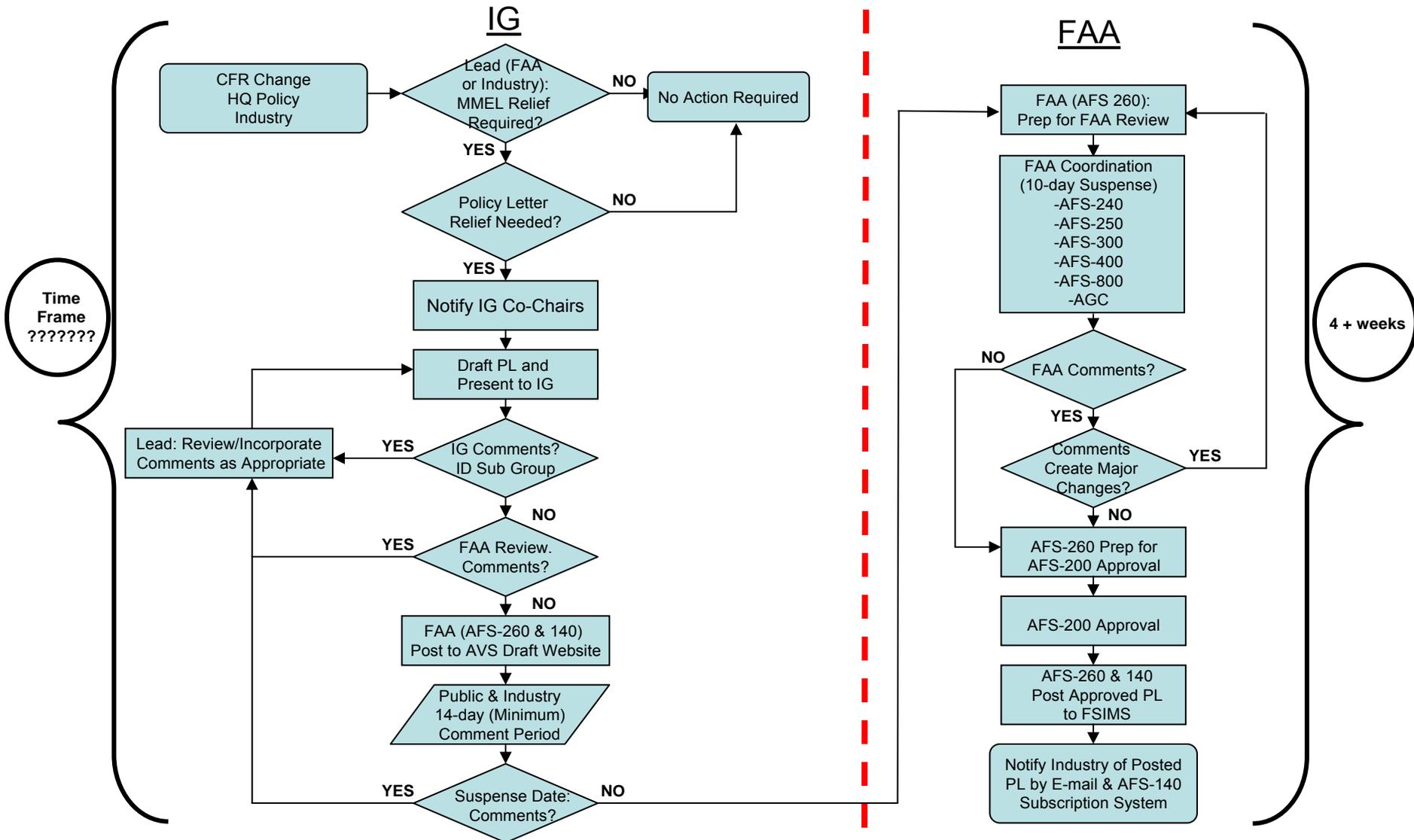
- Presented to: MMEL IG 85
- By: Greg Janosik, FAA, ASI
- Date: January 4 & 5, 2012



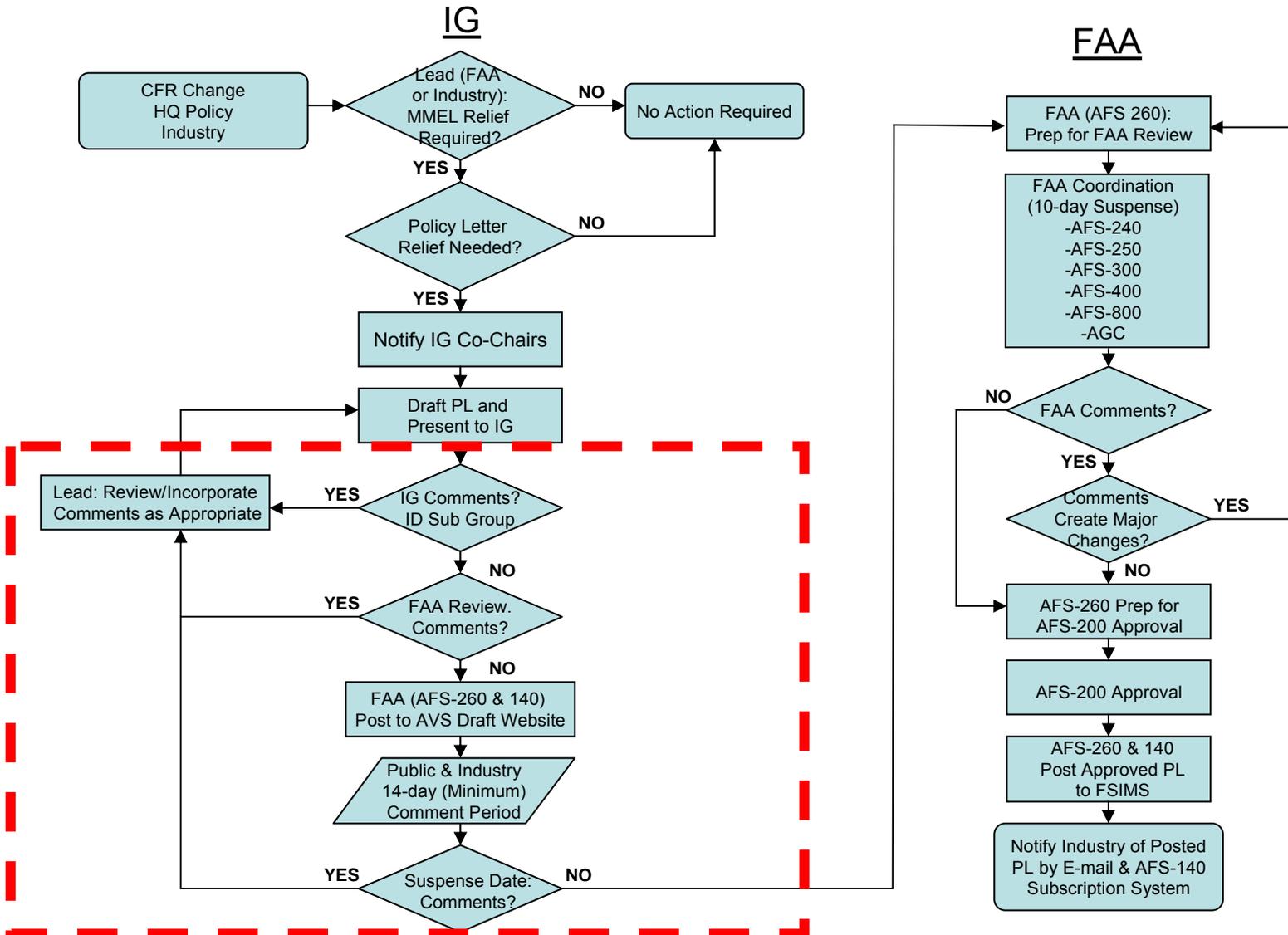
Federal Aviation
Administration



Policy Letter Development and Maintenance



Policy Letter Development and Maintenance



“A Focus on Comments”

The screenshot shows the FAA website interface in Internet Explorer. The main content area is titled "Flight Standards Service (AFS) Draft Documents Open for Comment - MMEL AEG Policy". It features a navigation menu with categories like Aircraft, Airports, Air Traffic, etc. A sidebar on the left lists "Aircraft Certification", "Aircraft Safety", "General Aviation & Recreational Aircraft", and "Repair Stations". The main content includes a "Do You Want To...?" sidebar with options like "Register an aircraft" and "Search for an N-number". The central content area displays two document entries:

Document Title:	PL-72 R4 D10 (ICE)
Summary:	New comment form
Document for	Draft Document (MS Word) Draft Document Comment Grid (MS Word)
Comments Due:	12/30/2011
How to Comment:	Deliver comments by mail or hand to: FAA Flight Standards Service Technical Programs Branch, AFS 200 800 Independence Ave S.W., Room # 831 Washington D.C., 20591 Email comments to: Email Comments Fax comments to: (202) 267-5229

Document Title:	PL-25 R18 D5
Summary:	Draft 5
Document for	Draft Document (MS Word)
Download:	Draft Document Comment Grid (MS Word)
Comments Due:	12/30/2011
How to Comment:	Deliver comments by mail or hand to:

A red arrow points from the text "Click on Comment Grid" to the "Draft Document Comment Grid" link in the first document entry.



“A Focus on Comments”

Attach grid as a file and e-mail here

Flight Standards Service (AFS)
Draft Documents Open for Comment
MMEL AEG Policy

Print Email Subscribe

Subscribe to this page to begin receiving email notifications when updates and additions are made.

Document Title:	PL-72 R4 D10 (ICE)
Summary:	New comment form
Document for Download:	Draft Document (MS Word) Draft Document Comment Grid (MS Word)
Comments Due:	12/30/2011
How to Comment:	Deliver comments by mail or hand to: FAA Flight Standards Service Technical Programs Branch, AFS 260 800 Independence Ave S.W., Room # 831 Washington D.C., 20591
Email comments to:	Email Comments
Fax comments to:	(202) 267-5229

Document Title:	PL-25 R18 D5
Summary:	Draft 5
Document for Download:	Draft Document (MS Word) Draft Document Comment Grid (MS Word)
Comments Due:	12/30/2011
How to Comment:	Deliver comments by mail or hand to:

Do You Want To... ?

- Register an aircraft
- Search for an N-number
- Review preliminary accident data
- Find aircraft safety alerts
- Search for SAIBs



“A Focus on Comments”

The screenshot shows the FAA website's 'Draft Documents Open for Comment' page. The page title is 'Flight Standards Service (AFS) Draft Documents Open for Comment - MPEL AEG Policy'. The main content area lists two draft documents. The first document is titled 'PL-72 R4 D10 (ICE)'. Its 'Document for' field contains two links: 'Draft Document (MS Word)' and 'Draft Document Comment Grid (MS Word)'. A red arrow points to the 'Draft Document Comment Grid' link. The second document is titled 'PL-25 R18 D5' and has a 'Draft 5' summary. The page also includes a search bar, navigation tabs for 'Aircraft', 'Airports', 'Air Traffic', etc., and a 'Do You Want To...?' sidebar with options like 'Register an aircraft' and 'Search for an N-number'.

Click on Comment Grid

Document Title:	PL-72 R4 D10 (ICE)
Summary:	New comment form
Document for	Draft Document (MS Word)
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Document Title:	PL-25 R18 D5
Summary:	Draft 5
Document for	Draft Document (MS Word)
Download:	Draft Document Comment Grid (MS Word)
Comments Due:	12/30/2011
How to Comment:	Deliver comments by mail or hand to:



“A Focus on Comments”

Flight Standards Service (AFS) Draft Documents Open for Comment - M MEL AEG Policy

FAA Home About FAA Jobs News A-Z Index I Am A ...

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Document Title:	PL-72 R4 D10 (ICE)
Summary:	New comment form
Document for Download:	Draft Document (MS Word) Draft Document Comment Grid (MS Word)
Comments Due:	12/30/2011
How to Comment:	Deliver comments by mail or hand to: FAA Flight Standards Service Technical Programs Branch, AFS 260 800 Independence Ave S.W., Room # 831 Washington D.C., 20591
Email comments to:	Email Comments
Fax comments to:	(202) 267-5229

Document Title:	PL-25 R18 D5
Summary:	Draft 5
Document for Download:	Draft Document (MS Word) Draft Document Comment Grid (MS Word)
Comments Due:	12/30/2011
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“A Focus on Comments”

- ✓ **FAA Will Not Process New PLs or Their Revisions Unless the Comments are Completed**



Questions







MMEL PL DOCUMENT COMMENT LOG

Originating Office: AFS 260	Document Title / Description: DRAFT PL-25 R18 D4	Project Lead: AFS 260	Last Update Date: 09/28/2011
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Submittal Date	Name and Organization	ATA Section, Item Number	Comment		
9/27/11	P Nordstrom		<p>No objection to the IG meeting 83 action to combine PL-70 into PL-25. However, the proposed draft revision has too many changes. Please consider not revising the definitions and their numbering. These definitions have been accepted for quite some time and revising them will result in many questions on whether the intent was changed and many questions on why the definitions were revised if there was no change to the intent. Unless a specific issue has been raised with the current definition wording or intent, it would be better to leave them unchanged. Suggest revision 18 just add the PL-70 information to the current PL-25 revision 17 definitions.</p>		<p>Most changes integrated into this draft reflect the current definitions found in FAA Order 8900.1 Volume 4, Chapter 4 Section 1. The four new definitions added are appropriate and currently used MMELs and MELs. Some of the minor changes are with the current PL-25 use of the term “items” whereas CFR uses “instruments and equipment” when referring to the MMEL and MEL. The draft PL-25 incorporates this language.</p>
9/27/11	T Atzert		<p>Definition 3.B: ... (for example, light bulbs, LEDs, fasten seat belts while seated signs or placards, cargo compartment lining panels, etc.) ...</p> <p>Definition 8: Any changes to the extension policy should first be made to Ops Spec D095, in coordination w/ OSWG.</p> <p>Definition 9: Dash (-). The (-) symbol indicates a variable number (quantity) of the item installed, or as specified in definition 3.B.</p> <p>Definition 21: This should be a sub-paragraph of Def #3</p> <p>Definition 24: Consider adding a note advising users that the terms “operative” and “operates normally” may be used interchangeably in MMELs and operator MELs.</p>		<p>Concur. Added example.</p> <p>Concur, however definition reflects current FAA order 8900.1 volume 4, chapter 4, section 1.</p> <p>Concur. Incorporated.</p> <p>Concur. Moved</p> <p>Considered, nonconcur. This definition is from PL-82 which combined the many ways the term was used into one, that being “operative”. Reintroducing one or more of the terms used</p>

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Submittal Date	Name and Organization	ATA Section, Item Number	Comment		
			<p>Comments on Appendix B:</p> <p>Addition of Appendix B (formerly PL-70 content) is a good idea, and provides clarity to PL-25 as compared to R18, D3.</p> <p>#2, ACI: this was not a required definition in PL-70, and only has applicability to MEL authors, not users. This one should be “Not Used”.</p> <p>#13, ER: this should be required in MELs that are operated under ETOPS rules.</p> <p>#16, HMV: this one should be in all MELs, but should be modified to reflect whether or not the airplane is maintained under a check program or airworthiness maintenance program.</p> <p>#28, ***: this should be “Not Used” since current PL-25 states, “The symbol, however, shall not be carried forward into the operator’s MEL.”</p> <p>#32, (M): This definition should be required in all MELs.</p> <p>#33, (O): This definition should be required in all MELs.</p> <p>This PL should be reviewed by the full MMEL IG before going final. Substantive changes were made to several definitions that should be vetted by the IG</p>		<p>previously counters the intent of PL-82.</p> <p>Concur</p> <p>Concur</p> <p>Nonconcur. Not all aircraft use this. However, if used, as you recommend, the definition should include the type of maintenance program.</p> <p>Concur</p> <p>Concur</p> <p>Concur</p> <p>Concur. Will be an item for IG 84</p>
10-13-2011	Darrel Sheets		<p>Definition 3D: “...a statement either prohibiting or permitting operation...” may cause the operator or POI to believe they must ‘fill in the blanks’ in</p>		<p>Concur. However, language changed as follows, “This column may include a statement(s) either prohibiting or permitting...”</p>

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Submittal Date	Name and Organization	ATA Section, Item Number	Comment		
			<p>those instances when the MMEL does not contain anything in 'Remarks or Exceptions'. Experience has shown that some are reluctant to leave this space empty. I believe this phrase can be struck without losing intent; "provisos for such operation" should be adequate.</p> <p>Definition 5: As regards appendix A and B, a simple statement should be added that the appendices are not intended to be included in the operator's MEL.</p> <p>Definition 32 and 33: Regarding accomplishment of M or O procedures, existing PL 25 states "Normally..." but this word is removed from the draft. I recommend the word be retained.</p> <p>Appendix B, #2, ACI: It may reasonable for inclusion of this definition to be 'optional', with the stipulation that it be required if used in the MEL.</p> <p>Appendix B, #28, Triple Asterisk: Heretofore, this symbol has not been permitted in the MEL. Including it now may lead to misunderstanding. While an item of equipment may be optional by regulation, once it is installed on one or more of an operator's airplanes and added to the MEL, its 'optional' status is immaterial. I believe the triple asterisk is inappropriate for the MEL.</p>		<p>Concur. Statement added.</p> <p>Concur. The word "normally" is included in the current definitions in 8900.1 and is back in.</p> <p>Nonconcur.</p> <p>Concur. Status is "Not Used"</p>



Federal Aviation Administration

MMEL Policy Letter (PL) 25 Revision **18 GC D5**

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

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

From: Manager, Air Transportation Division, AFS-200

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

MMEL GLOBAL CHANGE (GC)

This GC is an approved addendum to all existing MMEL documents. Operators may seek use of the definitions contained in this policy letter by revising their Minimum Equipment List (MEL). In doing so, each definition must be copied as appropriate in the Operator's MEL. Approval of a revised MEL is gained utilizing established procedures, through the Operator's assigned Principle Operations Inspector (POI). **GC expiration date 10/30/2015.**

Subject: MMEL and MEL Definition Requirements

MMEL CODE: 00 (GENERAL)

REFERENCE: Policy Letter 25, Revision 17, dated January 20, 2011
Policy Letter 25, Revision 16, dated April 2, 2010
Policy Letter 25, Revision 15, dated November 2, 2009
Policy Letter 25, Revision 14, dated August 26, 2008
Policy Letter 25, Revision 13, dated September 11, 2006
Policy Letter 25, Revision 12, dated June 5, 2006
Policy Letter 25, Revision 11, dated July 5, 2005
Policy Letter 25, Revision 9, dated August 15, 1997
Policy Letter 25, Revision 8, dated January 31, 1995

PURPOSE:

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

DISCUSSION:

Revision 18: GC applies to all MMELs and MELs. Removes 14 CFR Part 382 items from NEF definition #21 and adds accessible lavatory items, definition #1, listing 14 CFR Part 382 general items, and specific 382.63 and 382.71 items. Places definitions in alphabetical order. Consolidates PL-70 into Appendix B of this PL. Also adds the following definitions: Air Transport Association (ATA) System Page (#3), operative (#23), and takeoff (#26). Adds Appendix B, MEL Definition Requirements. Aligns the definitions of this PL with the definitions found in FAA Order 8900.1, Volume 4, Chapter 4, Section 1.

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

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

Revision 15: Revised definition 22.A. "Category A Repair Interval" by including a reference to "calendar days", aligning the criteria for Day of Discovery with definition 27 "Day of Discovery". A-380 aircraft added to definitions, 23c.

DISCUSSION (continued):

Revision 14: Revised definition #1a to include the listing of the repair interval categories (A, B, C and D) in column 1, revises definition #7 to align with recent ETOPS rulemaking, adds day of discovery to definition #22 Category A, adds MEL repair interval extensions information to definition #22, adds "787" to definition #23a, adds G-150 and G-200 to definition #23g, corrects NEF Definition #30 to align with FSIMS 8900.1

Volume 4 (Aircraft Equipment and Operational Authorizations) Chapter 4 (MEL and CDL) Section 11 (NEF) paragraph 4-898.

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

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

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

POLICY:

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

Note: See Appendix B for specific MEL definition requirements. Appendix B is not to be included in the operator's MEL.

1. Accessible Lavatory Items. Under 14 CFR § 382.63, accessible lavatory items include: ability to enter lavatory, and maneuver by means of on-board wheelchair. The lavatory shall provide accessible door locks, call buttons, grab bars, faucets, other controls, and dispensers. 14 CFR § 382.71 requires accessible features to be in proper working order (§ 382.41 requirements include an onboard wheelchair and certain armrests to be movable). The accessible lavatory requirement applies to aircraft with more than one (1) isle.

2. Administrative Control Item (ACI). An ACI is listed by the certificate holder/program manager/operator in the MEL for tracking and informational purposes. An ACI may be added to a certificate holder's/program manager's/operator's MEL by approval of the POI provided no relief is granted, or provided conditions and limitations are contained in an approved document (e.g., Structural Repair Manual (SRM) or Airworthiness Directive (AD)). If relief other than that granted by an approved document is sought for an ACI, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an ACI.

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

A. Item. This column depicts the equipment, system, component, or function listed in the "Item" column.

B. Number Installed. This column depicts the number (quantity) of instrument and equipment items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required and the "-" symbol is used.

C. Number Required for Dispatch. This column depicts the minimum number (quantity) of instrument and equipment items required for operation provided the conditions specified in column 4 are met.

D. Remarks or Exceptions. This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

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

F. Notes. Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material, which is intended to assist with compliance, but do not relieve the certificate holder/program manager/operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

G. Vertical Bar (change bar). Indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

4. Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM). The FAA-approved AFM/RFM is the document approved by the responsible FAA Aircraft Certification Office (ACO) during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the source document for operational limitations and performance parameters for an aircraft. The term “approved flight manual” can apply to either an AFM or an RFM. The FAA requires an approved flight manual for aircraft type certification.

5. As Required by FAR. When the MMEL states, “As Required by FAR,” the listed instrument and equipment item is subject to certain provisions (restrictive or permissive) expressed in the 14 CFR operating rules. The number of items required by the FAR must be operative. When the listed item is not required by the FAR, it may be inoperative for the time specified by repair category.

Note: The term “14 CFR” has replaced “FAR” as the current reference to Federal Regulations pertaining to aviation. However, many, if not most, MMELs still contain the acronym “FAR”; therefore, this acronym is retained in PL-025 and this definition.

Note: For MEL development, Appendix A may be used to identify the applicable CFRs for MMEL items that use terms such as “As required by CFR” or “Any in excess of those required by CFR may be inoperative”. Appendix A is not a complete list of CFRs and **is not to be included in the certificate holder’s/program manager’s/operator’s MEL.**

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

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

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

9. Dash (-). Indicates that a variable number (quantity) of the instrument and equipment items may be installed. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed.

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

11. Deactivated and/or Secured. When the MMEL refers to an instrument and/or equipment item as deactivated and/or secured, the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and/or securing will be established by the certificate holder/program manager/operator.

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

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

14. Excess Items. Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the 14 CFR.

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

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

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

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

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

20. Is Not Used. The phrase “Is Not Used” in the provisos, remarks or exceptions for an MMEL **instrument or equipment item** may specify that another item relieved in the MMEL “is not used”. In such cases, crewmembers must not activate, actuate, or otherwise utilize that **item** under normal operations. It may not be necessary for the operators to accomplish the (M) procedures associated with the **instrument or equipment** item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used. This informs crewmembers that an **instrument or equipment item** is not to be used under normal operations.

21. Nonessential Equipment and Furnishings (NEF). NEFs are those items installed on the aircraft as part of the original type certification, STC, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that, if inoperative, damaged, or missing, have no effect on the aircraft’s ability to be operated safely under all operational conditions. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.

22. Operative. An operative 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 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

23. Placarding. Each inoperative **instrument or equipment item** must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. **To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.**

24. Repair Intervals. All users of an MEL approved under parts 91K, 121, 125, 129, and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

A. Repair Category A. This category item must be repaired within the time interval specified in the remarks column of the certificate holder’s/program manager’s/operator’s approved MEL.

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

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

D. Repair Category D. This category item must be repaired within 120 consecutive calendar-days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

25. Takeoff. The act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which power is applied to begin the takeoff roll from the end of the runway or takeoff surface.

26. Triple Asterisk (*)**. Indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the certificate holder's/program manager's/operator's MEL after the approving office has determined that the item has been installed on one or more of the older's/program manager/operator's aircraft. The symbol, however, must not be carried forward into the certificate holder's/program manager's/operator's MEL. It should be noted that neither this policy nor the use of this symbol provides authority to install or remove an item from an aircraft.

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

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

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

30. (M). This symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally, these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment, should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the certificate holder/program manager/operator. Appropriate procedures are required to be produced as part of the certificate holder's/program manager's/operator's manual or MEL.

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

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

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

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

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

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

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

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

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

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

E. De-HAVILLAND (DASH 8 SERIES 400)

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

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

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

H. FOKKER (FK-100)

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

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

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

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

John S. Duncan
Manager, Air Transportation Division

PL-025 Appendix A

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

Current as of June 7, 2010

THIS LISTING IS FOR GUIDANCE ONLY. Any questions regarding the applicability of a particular regulation should be resolved by a review of the regulation involved.

ATA CH. #	PL-#	ITEM	14 CFR REFERENCES
ATA 21		Ozone Converters	121.578
ATA 23	029	Cockpit Voice Recorder (CVR) System	91.609, 91.1045, App E 121.359 125.227 129.24 135.151
	058	Flight Deck Headsets/Headphones	91.511 121.318, 121.349, 121.359 125.203, 125.227 135.151, 135.165
	106	High Frequency (HF) Communication Systems	91.511 121.345, 121.347, 121.349, 121.351 125.203 135.98, 135.165
		Passenger Address System	121.318
	SATCOM	Satellite Communication System	121.99, 121.122, 121.345, 121.347, 121.349, 121.351 125.203 135.98, 135.165
	095	VHF and UHF Communications Systems	91.126, 91.127, 91.129, 91.130, 91.131, 91.135, 91.205, 91.511 121.345, 121.347, 121.349, 121.351 125.203 129.17 135.161 135.165
ATA 25		Crash Ax/Crow Bar	91.513 121.309 125.207 135.177
	120	Emergency Locator Transmitter (ELT)	91.205, 91.207 121.353, 121.339
	073	Emergency Medical Equipment (AED, EMK, FAK)	91.513 121.803 125.207 135.177
		Extended Overwater Equipment (Emergency, Flotation, Survival)	91.205, 91.509 121.339, 121.340 125.209 135.167
		Flashlight Stowage/Charger Assemblies (Including Flashlights)	121.310, 121.549 135.107, 135.178
	097	Flight Attendant Seat Assembly (Single or Dual Position)	91.533 121.391 125.269 135.107

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

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

PL-025 Appendix B
MEL Definition Requirements

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

20. Is Not Used	Required	
21. Nonessential Equipment and Furnishings (NEF)	Required	
22. Operative	Required*	The certificate holder's/program manager's/operator's MEL may incorporate standardized terminology of their choice, to specify that an item of equipment must be operative, provided their MEL definitions indicate that the selected "operative" terminology means that the required item of equipment will accomplish its intended purpose.
23. Placarding	Required	
24. Repair Intervals	Required	
24A. Repair Category A	Required	
24B. Repair Category B	Required	
24C. Repair Category C	Required	
24D. Repair Category D	Required	
25. Takeoff	Required	
26. Triple Asterisk (***)	Not used	
27. Visible Moisture	Required	
38. Visual Flight Rules (VFR)	Required	
29. Visual Meteorological Conditions (VMC)	Required	
30. (M)	Required	
31. (O)	Required	
32. Electronic Fault Alerting System – General	Optional*	When preparing the MEL document, operators are to select the proper Definition No. 32 for their aircraft, if appropriate.

* See Notes



Federal Aviation Administration

MMEL Policy Letter (PL) 129, Revision 0 D1

Date: December 5, 2011
To: All Region Flight Standards Division Managers
All Aircraft Evaluation Group Managers
From: Manager, Air Transportation Division, AFS-200
Reply to Attn of: Manager, Technical Programs Branch, AFS-260

SUBJECT: Emergency Vision System (Cockpit Smoke)

MMEL CODE: 25 (EQUIPMENT/FURNISHINGS)

REFERENCE: PL-129, Original, dated December 2, 2011

PURPOSE:

To provide standardized Master Minimum Equipment List (MMEL) requirements for aircraft modified with an emergency vision system for cockpit smoke.

DISCUSSION:

Operators are modifying aircraft cockpits with supplemental emergency vision systems to aide flight crews during smoke-in-the-cockpit situations. These vision systems allow flight crews to maintain visual contact with the critical flight instruments and through the windshield for landing. These systems do not interfere with the cockpit flight controls.

Emergency vision systems for cockpit smoke are supplemental and their deployment and use is optional by the flightcrew. These systems must have an approved supplemental type certificate (STC) to be installed in transport category aircraft. An acceptable level of safety is maintained in aircraft with these systems installed, but are inoperative or removed.

POLICY:

Aircraft with inoperative or missing emergency vision systems for cockpit smoke may operate using MMEL relief for day or night operations.

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

25 EQUIPMENT/FURNISHINGS	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
25-X *** Emergency Vision System (Cockpit Smoke) (STC xxxxxxxxx)	D	-	0	May be inoperative or missing.

Lead: Scott Hofstra, UPS Airlines, shofstra@ups.com, (270) 386-4565

D1 11/15/2011, D2 12/2/2011

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

John S. Duncan
Manager, Air Transportation Division

MMEL PL DOCUMENT COMMENT LOG

Originating Office:	Document Title / Description:	Project Lead:	Last Update Date:
AFS 260	DRAFT PL-58	AFS 260	10/13/2011

Submittal Date	Name and Organization	ATA Section, Item Number	Comment		
9/30/11	D Sheets		<p>In the global change block, “Principle” should read “Principal.” (I’ll make a similar comment on PL-59.)</p> <p>It seems reasonable to add “Active Noise Canceling/Reduction Function” to the “Holder of an air carrier...” portion of this PL.</p>		
10/11/11	P Nordstrom		<p>Suggest Purpose statement be revised from "(microphones and earphones)" to "(boom microphones and earphones)". For the MMEL examples, revise item titles (two places) to just "Flight Deck Headsets". The sub items provide the titles for the specific equipment. Should sub item 3) Active Noise Canceling/Reduction Function also be in Holder Of An Air ... MMEL example? The MMEL examples use "regulation", which should be "FAR" or "14 CFR" until a new standard or definition is approved. For Operator Other Than ... MMEL example, revise "Hand Microphone" to "Flight Deck Hand Microphones".</p>		
			Draft 5 11/8/2011		

MMEL PL DOCUMENT COMMENT LOG

Originating Office: AFS 260	Document Title / Description: DRAFT PL-58	Project Lead: AFS 260	Last Update Date: 10/13/2011
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Submittal Date	Name and Organization	ATA Section, Item Number	Comment		



Federal Aviation Administration

MMEL Policy Letter (PL) 58, Revision 4 D5 GC

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

MMEL GLOBAL CHANGE (GC)

This GC is an approved addendum to all existing MMEL documents. Operators may seek use of the specific relief contained in this PL by revising their Minimum Equipment List (MEL). In doing so, each applicable sample proviso stating the relief in this PL, must be copied verbatim in the operator's MEL. Approval of a revised MEL is gained utilizing established procedures, through the Operator's assigned Principle Operations Inspector (POI). **This GC Expires 11/20/2015.**

SUBJECT: Flight Deck Headsets and Hand Microphones

MMEL CODE: 23 (COMMUNICATIONS)

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

PURPOSE:

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

DISCUSSION:

Revision 4 renames PL-58 and rewrites the boom microphone relief, including relief for earphones **and noise canceling/reduction functions**. This revision also incorporates hand microphones to the document.

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

Revision 2 reformatted PL-58 with no change to policy.

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

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

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

POLICY:

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

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

HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE

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

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

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

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

John Duncan
Manager, Air Transportation Division

FAA Order 8900.1 Volume 4, Chapter 4 & Volume 8, Chapter 2

Rewrite Project Status

Presented to: MMEL IG

By: **Greg Janosik**

Date: January 4 & 5, 2012



Federal Aviation
Administration



Volume 4, Chapter 4

- **Current: 11 Sections**
- **Draft Rewrite: 4 Sections**

Section 1 - CDL

2 - MEL Part 91

3 - MEL Part 91K, 121, 125, 135

4 - NEF



Volume 4, Chapter 4

Current Status:

1. Sections 1, 2, 3, & 4: rewrite group complete
2. Reviewing Final Work Group Comments

Current/Future Actions:

1. DCB Late Dec 2011
2. Contractors Feb 2012



Volume 4, Chapter 4

Current/Future Actions (continued):

- **FAA Formal Coordination and Review
May/June 2012??**
- **Federal Register June/July 2012??**
- **Comment Review/Response July/Aug
2012??**
- **Approval/Publish September 2012??**



Volume 8, Chapter 2

- **FSB / FOEB**

- **Section 3, 4, 5, 6, 7, & 8 with Contractors (AFS-140)**



QUESTIONS?



MMEL PL DOCUMENT COMMENT LOG

Originating Office: AFS 260	Document Title / Description: DRAFT PL-72	Project Lead: AFS 260	Last Update Date: 09/28/2011
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Submittal Date	Name and Organization	ATA Section, Item Number	Comment		
9/28/11	T Atzert		<p>What does “(or station aft of the flight deck)” mean and how would this be addressed in an MMEL? This will be confusing for FOEB Chairman to reconcile in an MMEL, and even more confusing for operators if the phrase is written verbatim in MMELs.</p> <p>This statement should be deleted from FOEB Chairman paragraph: “Principal Inspectors may affect changes to the MEL in accordance with this policy letter when requested by their assigned certificate holders.”</p> <p>Boeing transports are configured with Wing Illumination Lights, some with and some without primary or advisory ice detection systems. Boeing AFMs stipulate the environmental conditions under which anti-ice systems are to be activated, with no need to turn the wing lights on or leave the flight deck to do an inspection. Even on the ground, the Wing Illumination Lights for Boeing transports illuminate the wing leading edges, not the entire portion of the wing that would be inspected after deicing. Does this PL apply to Boeing transports configured with Wing Illumination Lights, or other similarly configured transports? If yes, which sub-item</p>		
9/28/11	P Nordstrom		<p>Revising this PL to use "wing icing detection lights" helps, but there still could be confusion as to its applicability. Recommend adding clarification that this policy is not applicable to airplanes that use FAA approved Airplane Flight Manual procedures based on weather conditions (not lights) to determine icing conditions.</p>		



Federal Aviation Administration

MMEL Policy Letter (PL) 72, Revision 4 D10

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

SUBJECT: Wing Icing Detection Lights

MMEL CODE: 33 (LIGHTS)

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

PURPOSE:

Standardize MMEL Policy for **Wing Icing Detection Lights**.

DISCUSSION:

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

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

Revision 2 cancels and replaces the following Policy Letters:

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

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

1. Wing icing detection lights are used for visual ice detection on critical wing surfaces by flightcrews. Adequate external lighting for visual detection of ice at night is a requirement for part 23 certificated aircraft. Part 25 aircraft must have wing icing detection lights or some other means to detect icing conditions on critical wing surfaces.

2. Many of today's modern aircraft, both part 23 and part 25, contain wing icing detection lights, advisory and primary ice detection systems, and ice protection systems (IPS); all used for the detection of, and protection from, the accumulation of ice on the aircraft. Advisory ice detection systems advise the flightcrew of the presence of ice accumulation. Advisory systems normally require manual IPS activation. Primary ice detection systems determine when the ice protection system must be activated and may be manual or automatic in activating the IPS. Because advisory systems are less reliable than primary systems, advisory systems must be used in conjunction with visual observation by flightcrews.

3. Flightcrews visually monitor ice detection primarily from the flight deck and secondarily from stations aft of the flight deck. However, on some aircraft, crews cannot view the wing from the flight deck due to the wing's sweep angle. Additionally, secondary viewing position(s) from aft of the flight deck may be

unavailable or inaccessible due to the mission profile of the aircraft. For example, the current generation of cargo aircraft may be equipped with modular containers that do not permit access to the aircraft cabin to view the wings. Other cargo configurations may cover or not install fuselage windows, making them unavailable to use for viewing the wing surfaces.

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

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

POLICY:

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

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

33 LIGHTS

Wing Icing Detection Lights

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

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

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

John S. Duncan
Manager, Air Transportation Division



Federal Aviation Administration

M MEL Policy Letter (PL) 72, Revision 4 GC D11

Date: December 14, 2011
To: All Region Flight Standards Division Managers
All Aircraft Evaluation Group Managers
From: Manager, Air Transportation Division, AFS-200
Reply to Attn of: Manager, Technical Programs Branch, AFS-260

M MEL GLOBAL CHANGE (GC)

This is an approved addendum to all existing M MEL documents. The operator may seek use of the specific relief contained in the PL by revising the Minimum Equipment List (MEL). In doing so, the applicable sample proviso stating the relief in this PL must be copied verbatim in the operator's MEL. Approval of the MEL is gained utilizing established procedures, through the assigned Principal Operations Inspector (POI). This GC expires 12/15/2015.

SUBJECT: Wing Icing Detection Lights

M MEL CODE: 33 (LIGHTS)

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

PURPOSE:

To provide standardized Master Minimum Equipment List (M MEL) requirements for Wing Icing Detection Lights.

DISCUSSION:

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

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

Revision 2 cancels and replaces the following Policy Letters:

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

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

1. Wing icing detection lights are used for visual ice detection on critical wing surfaces by flightcrews. Adequate external lighting for visual detection of ice at night is a requirement for part 23 certificated aircraft. Part 25 aircraft must have wing icing detection lights or some other means to detect icing conditions on critical wing surfaces.

2. Many of today's modern aircraft, both part 23 and part 25, contain wing icing detection lights, advisory and primary ice detection systems, and ice protection systems (IPS); all used for the detection of, and protection from, the accumulation of ice on the aircraft. Advisory ice detection systems advise the flightcrew of the presence of ice accumulation. Advisory systems normally require manual IPS activation. Primary ice detection systems determine when the ice protection system must be activated and may be manual or automatic in activating the IPS. Because advisory systems are less reliable than primary systems, advisory systems must be used in conjunction with visual observation by flightcrews.
3. Flightcrews visually monitor ice detection from the flight deck, however, on some aircraft ,crews cannot view the wing from the flight deck due to the wing's sweep angle.
4. Although some aircraft are equipped with other ice detection systems that meet the regulatory requirements, some ground de-icing procedures may require the use of the wing icing detection lights during ground de-icing operations.
5. Because of differing aircraft designs, mission profiles, and procedural requirements, inoperative wing icing detection lights may impact the flightcrew's ability to safely conduct aircraft operations. MMEL relief is needed to address these situations.

POLICY:

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

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

Note: In some MMELs, wing icing detection lights are also referred to as wing illumination lights, wing inspection lights, or wing ice lights.

AIRPLANES WITH WING CRITICAL SURFACES NOT VISIBLE FROM FLIGHT DECK

33 (LIGHTS)	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
33-X Wing Icing Detection Lights	C	2	0	May be inoperative provided ground deicing procedures do not require their use.

AIRPLANES WITH WING CRITICAL SURFACES VISIBLE FROM FLIGHT DECK (EQUIPPED WITH PRIMARY ICE DETECTION SYSTEM)

33-X Wing Icing Detection Lights	C	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Primary Ice Detection system is operative, and b) Ground deicing procedures do not require their use.
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**AIRPLANES WITH WING CRITICAL SURFACES VISIBLE FROM FLIGHT DECK
(NOT EQUIPPED WITH PRIMARY ICE DETECTION SYSTEM)**

33 (LIGHTS)		Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
33-X	Wing Icing Detection Lights	C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.
		C	2	1	One may be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require their use.

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

John S. Duncan
Manager, Air Transportation Division

SUBJECT: Use of "Operative" Terminology in MELs

----- MMEL GLOBAL CHANGE -----

PL-82 is designated as GC-57

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

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PL-82, Revision 1

August 15, 1997

SUBJECT: Use of "Operative" Terminology in MELs

REFERENCE: Former Policy Letter 82, dated May 21, 1996
Original signed by David R. Harrington.

MMEL CODE: 00 (GENERAL)

FROM: Manager, Air Transportation Division, AFS-200
TO: All Region Flight Standards Division Managers
All Aircraft Evaluation Group Managers

REPLY TO

ATTN OF: Manager, Program Management Branch, AFS-260

PURPOSE:

This policy letter is to clarify that an operator may elect to incorporate standardized terminology of their choice, to specify that an item of equipment must be operative.

DISCUSSION:

This policy was contained in Policy Letter 82, dated May 21, 1996. Revision 1 contains reformatting, but the policy is unchanged.

Master Minimum Equipment Lists (MMELs) are not consistent with regard to use of "must be operative," "must operate normally," "must be fully operative," and "considered operative" terminology. These terms are used interchangeably within the MMELs and mean that a system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s).

POLICY:

When an MMEL item specifies that an item of equipment must be operative, it does not mean that its operational status must be verified; it is to be considered operative unless reported or is known to be malfunctioning.

When an MMEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item.

When an MMEL item specifies that an item of equipment must be verified, but no interval is specified, verification is required only at the time of deferral.

The operator's MEL may incorporate standardized terminology of their choice, to specify that an item of equipment must be operative, provided the operator's MEL definitions indicate that the selected "operative" terminology means that the required item of equipment will accomplish its intended purpose.



Federal Aviation Administration

MMEL Policy Letter 54 Revision 10

Date: October 31, 2005

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

From: Manager, Air Transportation Division, AFS-200

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

MMEL GLOBAL CHANGE

PL-54 is designated as GC-139

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

Subject: Terrain Awareness and Warning System (TAWS)

MMEL CODE: 34 (NAVIGATION)

REFERENCE:

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

PURPOSE:

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

MISSING REVISION HISTORY AND POLICY SECTION (3 PAGES)

ATA 34 NAVIGATION

Class A TAWS Equipment Required

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

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

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

Class B TAWS Equipment Required

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

established and used.

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

Note: Any mode that operates
normally may be used.

Thomas K Toula
Acting AFS 200

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

SUBJECT: Terrain Awareness and Warning System (TAWS)

----- MMEL GLOBAL CHANGE -----

PL-54 is designated as GC-139

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

=====

PL-54, Revision 10

October 31, 2005

MMEL CODE: 34 (NAVIGATION)

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

FROM: Manager, Air Transportation Division, AFS-200

TO: All Regional Flight Standards Division Managers
All Aircraft Evaluation Group Managers

REPLY TO

ATTN OF: Manager, Program Management Branch, AFS-260

PURPOSE:

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

DISCUSSION:

Revision 10 added limited relief for the GPWS Windshear Mode inoperative for Class A TAWS equipment, revised sub item numbers for the Terrain functions/displays and revised the titles used for Class C TAWS equipment.

Revision 9 clarified that the TAWS relief allowed is for the Class of TAWS equipment required, not the Class of TAWS equipment installed. References to TSO C151 were deleted.

Revision 8 was based on changes to the FARs for TAWS that became effective 29 March 2005. Relief was reorganized under the different Classes of TAWS equipment required by Title 14 CFR. Revision 8 added "Reactive" and "Predictive" to windshear systems for clarification and added relief for optional Runway Awareness & Advisory System (RAAS) feature. Revision 8 also moved revision highlights that were under the POLICY to the

DISCUSSION and added historical highlights for Revisions 2, 3 and 4.

Revision 7 provides guidance for aircraft that are not required by Title 14 Code of Federal Regulations (14CFR) to have GPWS/TAWS. For aircraft equipped with GPWS/TAWS not required by 14 CFR, the repair interval category C will be assigned for system/systems.

Revision 6 revised windshear mode provisions as defined in PL-67. Revision 5 introduced TAWS language as acknowledged by the Federal Aviation Administration (FAA) and replaces Enhanced EGPWS references with TAWS. Information added for GPWS and TAWS provides system background and relates system input and output requirements to MMEL provisions.

Revision 4: The previous policy for an inoperable Ground Proximity Warning System (GPWS) provided relief for the loss of certain modes of the GPWS. However, it did not address relief for the entire GPWS inoperative. Revision 4 to this policy letter clarifies the intended relief when all GPWS modes are inoperative. Policy remains a category A, two-day repair period for the GPWS modes 1-4 and the test mode. Glideslope Deviation (mode 5) remains a category B item. Altitude advisory/callouts, and windshear mode remain category C items. Enhanced GPWS is designated category C.

Revision 3: Policy retains a category A, two-day repair period for entire GPWS, the GPWS modes 1-4, and the test mode. Glideslope Deviation (mode 5) remains a category B item. Altitude advisory/callouts, and windshear mode remain category C items. Enhanced GPWS designated time limit is category C.

Revision 2: The revised GPWS policy would require a category A repair interval for the GPWS modes 1-4 and the test mode, with a specified two-flight day period. Glideslope Deviation (mode 5) would be a category B item. The remaining modes (altitude advisory/callouts, and windshear mode) would be category C items.

Controlled flight into the terrain (CFIT) has historically been a major contributor to aircraft hull loss. The introduction of GPWS, a reactive system providing visual and aural warnings when the aircraft enters an unsafe flight path has reduced CFIT events. Conditions GPWS recognize and provides reactive warnings for are:

- * excessive rate of descent,
- * aircraft approaching rising terrain,
- * takeoff altitude loss,
- * unsafe terrain clearance,
- * deviation below glideslope,
- * descent below decision height, and
- * windshear

TAWS was introduced in 1997 to further reduce CFIT events and is anticipated to be adopted as required equipment. TAWS provides Terrain Clearance Floor and Terrain Awareness Alerting and Display functions. GPWS and TAWS are housed in the same unit under current manufacturer design; however, they function independently of each other. TAWS functions provides pilots a display of the terrain to which they are approaching relative to their altitude by utilizing a worldwide runway and terrain database, as well as aircraft position (from Flight Management Systems or Global Positioning System). The Electronic Flight Information Systems or Weather Radar displays are used to show terrain to which the aircraft is approaching. Different intensities (light, medium, and heavy) are used on the display depending on distance in relative altitude to the aircraft. In addition, if alerts are provided to the crew and no evasive action is indicated, displays change from green dotted to solid bright yellow to solid bright red.

POLICY:

The standardized MMEL format for GPWS and TAWS is provided below. The title for TAWS should be customized to reflect the manufacturers title for the particular equipment (e.g., Collins title is Enhanced GPWS).

Flight Operations Evaluation Board chairmen and principal operation inspectors should consider subordinate components (switches, lights, etc.) to be listed as part of the MMEL (or operator's MEL relief under the authority of the system deferral).

The Principal Operations Inspector (POI) shall ensure an operator's alternate procedures are comprehensive and appropriate for dispatch with Windshear modes or functions of TAWS inoperative. An operator's alternate procedures and preflight briefings must include and emphasize:

Use of established procedures to assess and minimize the probability of encountering windshear during takeoff/departure and approach/landing.

Use of established procedures (windshear escape/recovery maneuvers) to minimize the effects of unexpected windshear encounter during takeoff/departure and approach/landing.

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Class A TAWS Equipment Required

- | | | |
|--------------|-----------|---|
| 1) GPWS | A 1 0 | (O)May be inoperative provided:
a) Alternate procedures are established and used, and
b) Repairs are made within two flight days. |
| a) Modes 1-4 | A 4 0 | (O)May be inoperative provided:
a) Alternate procedures are established and used, and
b) Repairs are made within two flight days. |

b) Test Mode	A 1 0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
c) Glideslope Deviation(s) (Mode 5)	C - 1 B - 0	
d) Advisory Callouts	B - 0	(O)May be inoperative provided alternate procedures are established and used.
	C - 0	(O)May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.
e) Windshear Mode (Reactive) ***	B 1 0	(O)May be inoperative provided alternate procedures are established and used.
		NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C 1 0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
2) Terrain System - Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B 1 0	(O)May be inoperative provided alternate procedures are established and used.
3) Terrain Displays	C - 1 B - 0	
4) Runway Awareness & Advisory System (RAAS) ***	C 1 0	

Class B TAWS Equipment Required

1) GPWS	A 1 0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
a) Modes 1 & 3	A 2 0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
b) Test Mode	A 1 0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
c) Modes 2, 4 & 5 ***	C 3 0	
d) Advisory Callouts	B - 0	(O)May be inoperative provided alternate procedures are established and used.
	C - 0	(O)May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.
e) Windshear Mode (Reactive) ***	C 1 0	(O)May be inoperative provided alternate procedures are established and used.
2) Terrain System - Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B 1 0	
3) Terrain Displays ***	C - 0	
4) Runway Awareness & Advisory System (RAAS) ***	C 1 0	

Class C TAWS Equipment

TAWS/GPWS

C | 1 | 0 | (O)May be inoperative provided
alternate procedures are
are established and used.

Note: Any mode that operates
normally may be used.

Thomas K Toulas
Acting AFS 200



Federal Aviation Administration

MMEL Policy Letter 125, Revision 0

Date: April 01, 2010
To: All Region Flight Standards Division Managers
All Aircraft Evaluation Group Managers
From: Manager, Air Transportation Division, AFS-200
Reply to Attn of: Manager, Technical Programs Branch, AFS-260

SUBJECT: Equipment Relief without Passengers

MMEL CODE: 00 (GENERAL)

REFERENCE:

PURPOSE:

The purpose of this Policy Letter is to allow items that are normally required for passenger carrying operations to be inoperative provided no passengers are carried.

DISCUSSION:

Certain 14 CFRs require specific equipment to be onboard airplanes for passenger carrying operations. Providing MMEL relief for these items allows operators the ability to position the airplane to another location and still carry cargo, crew members and authorized persons.

14 CFR Section 121.583 states that when authorized by the certificate holder, certain persons may be carried aboard an airplane without complying with the passenger-carrying airplane requirements in Sections 121.309(f), 121.310, 121.391, 121.571, and 121.587; the passenger-carrying operation requirements in Sections 121.157(c) and 121.291; and the requirements pertaining to passengers in Sections 121.285, 121.313(f), 121.317, 121.547, and 121.573. 14 CFR Section 121.583 further states the persons authorized to be carried and the requirements for allowing the authorized persons to be carried.

It has been determined that an acceptable level of safety is maintained by this policy since it is allowed by 14 CFR Sections 121.583, 125.331 and 135.85.

POLICY:

The Flight Operations Evaluation Board (FOEB) Chairman should incorporate this policy through the normal FOEB MMEL revision process.

Summary of equipment allowed to be inoperative or missing: **Items 1) through 5) in current PL are addressed in PL 125 R1 D1 as items 1 through 9).**

- 1) Megaphones
 - 2) Door slides (at least one operative and accessible)
 - 3) Interior and exterior emergency lighting, escape path markings, exit markings and flash lights
 - 4) Flight attendant seats
 - 5) Printed supplemental safety information
 - 6) Flight deck security door
 - 7) Crew rest door
 - 8) Passenger information signs
- Items 6), 7), & 8) in current PL are not included in PL 125 R1 D1, as these are already included in MMELs and allow passengers to be carried.**

MMEL Remarks Example:

(O) May be inoperative or missing provided:

- a) No passengers are carried,
- b) A maximum of 19 persons authorized by 14CFR 121.583, 125.331, and 135.85 for non-passenger-carrying operations are carried,
- c) Pilot in command has a means to provide notification when seat belts must be fastened, and
- d) Safety briefing is given prior to takeoff.

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

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

Agenda Item 85-25

PL 125 R1 D1 – JUSTIFICATION

There are nine individual sub-items of relief in the draft PL, one for each of the same items listed in sub-items 1) through 5) under the POLICY section of current PL 125 R0; sub-items 6) Flight Deck Security Door, 7) Crew Rest Door, and 8) Passenger Information Signs were not included in this draft as they are already in the MMELs and allow passengers to be carried when they are inoperative.

- All nine sub-items include the same provisos a) and b) from PL 125 R0, i.e. -
 - a) No passengers are carried,
 - b) A maximum of 19 persons authorized by 14CFR 121.583, 125.331, and 135.85 for non-passenger-carrying operations are carried,
- All nine sub-items include an (O) and a new proviso c) “Alternate procedures are established and used.”

The intent of proviso c) is to ensure the requirements of 121.583(c) and (d) are met; text has been added to the POLICY section summarizing the content of 121.583(c) and (d) as related to the alternate procedures. If the PL uses the relief granted by 121.583(a) as the basis for operations without the equipment, then I don't believe the PL could ignore the requirements of 121.583(c) and (d) for conducting those operations.

- Sub-items 8), and 2) also contain additional provisos as follows:

Sub-item 8) - Proviso d) “Inoperative Seat/Seat position is not occupied” is included to ensure the requirements of 121.583(b)(3) continue to be met.

Sub-item 2) - Proviso d) “Each person has unobstructed access from their seat to an operative regular or emergency exit” is included to ensure the requirements of 121.583(b)(1) continue to be met.

Proviso e) “Inoperative exits are not used for boarding” is in excess of the requirements of 121.583; it is the same consideration given by PL 1 proviso b). My opinion; it doesn't add much to the requirements for dispatch but does add to the safety of those on board.

Proviso f) “Inoperative exits are conspicuously identified as inoperative” is in excess of the requirements of 121.583; it is the same consideration given by PL 1 proviso c). Although it requires an (M), this is action someone other than a mechanic can accomplish under the guidance of MOC; my opinion is it doesn't add much to the requirements for dispatch but does add to the safety of those on board.

Proviso g) “Any Emergency exit sign and floor proximity lights associated only with the inoperative exits are covered to obscure the sign and lights” is in excess of the requirements of 121.583; it is the same consideration given by PL 1 proviso d). Although it qualifies as an (M), this is action someone other than a mechanic can accomplish under the guidance of MOC; my opinion is it doesn’t add much to the requirements for dispatch but does add to the safety of those on board.

Proviso h) “Safety briefing includes the location of the inoperative exit(s) and instructions not to use the inoperative exit(s)” is in excess of the requirements of 121.583; it is the same consideration given by PL 1 proviso e). Although it qualifies as an (M), this is action someone other than a mechanic can accomplish under the guidance of MOC; my opinion is it doesn’t add much to the requirements for dispatch but does add to the safety of those on board.

PL 125, Revision 1, Draft 1

Lead – Bob Taylor, US Airways

412-474-4355

Robert.Taylor2@usairways.com



Federal Aviation Administration

MMEL Policy Letter 125, Revision 1

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

SUBJECT: Equipment Relief without Passengers

MMEL CODE: 00 (GENERAL)

REFERENCE:

PURPOSE:

The purpose of this Policy Letter is to allow items that are normally required for passenger carrying operations to be inoperative provided no passengers are carried.

DISCUSSION:

Certain 14 CFRs require specific equipment to be onboard airplanes for passenger carrying operations. Providing MMEL relief for these items allows operators the ability to position the airplane to another location and still carry cargo, crew members and other authorized persons.

14 CFR Section 121.583 states that when authorized by the certificate holder, certain persons may be carried aboard an airplane without complying with the passenger-carrying airplane requirements in Sections 121.309(f), 121.310, 121.391, 121.571, and 121.587; the passenger-carrying operation requirements in Sections 121.157(c) and 121.291; and the requirements pertaining to passengers in Sections 121.285, 121.313(f), 121.317, 121.547, and 121.573. 14 CFR Section 121.583 further states the persons authorized to be carried and the requirements for allowing the authorized persons to be carried.

It has been determined that an acceptable level of safety is maintained by this policy since it is allowed by 14 CFR Sections 121.583, 125.331 and 135.85.

POLICY:

Operator's alternate procedures must provide for the safe carriage of authorized persons and include a safety briefing on smoking, seat belts, emergency exits, oxygen, and if applicable, flotation equipment for EOW operations.

1)	Megaphones	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.
2)	Door Slides	C	-	1	(M)(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14CFR for non-passenger-carrying operations are carried, c) Alternate procedures are established and used, d) Each person has unobstructed access from their seat to an operative regular or emergency exit, e) Inoperative exits are not used for boarding, f) Inoperative exits are conspicuously identified as inoperative, g) Any Emergency exit sign and floor proximity lights associated only with the inoperative exits are covered to obscure the sign and lights, and h) Safety briefing includes the location of the inoperative exit(s) and instructions not to use the inoperative exit(s).
3)	Interior Emergency Lighting	C	-	0	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.
4)	Exterior Emergency Lighting	C	-	0	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.
5)	Escape Path Markings	C	-	0	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.

6)	Exit Markings	C	-	0	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.
7)	Flash Lights	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.
8)	Flight Attendant Seats	C	-	0	(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14CFR for non-passenger-carrying operations are carried, c) Alternate procedures are established and used, and d) Inoperative Seat/Seat position is not occupied.
9)	Printed Supplemental Safety Information	C	-	0	(O) May be missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.

The Flight Operations Evaluation Board (FOEB) Chairman should incorporate this policy through the normal FOEB MMEL revision process.

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



Federal Aviation Administration

MMEL Policy Letter (PL) 122, Revision **1_GC D1**

Date: **December 1, 2011**
To: All Region Flight Standards Division Managers
All Aircraft Evaluation Group Managers
From: Manager, Air Transportation Division, AFS-200
Reply to Attn: Manager, Technical Programs Branch, AFS-260

MMEL GLOBAL CHANGE (GC)

This Global Change is an approved addendum to all existing MMEL documents. The operator may seek use of the specific relief contained in the policy letter by revising their Minimum Equipment List (MEL). In doing so, the sample proviso stating relief in the policy letter must be copied verbatim in the operator's MEL. Approval of the revised MEL is gained using established procedure, through the assigned Principle Operations Inspector (POI). **This GC expires 12/1/2015.**

SUBJECT: Flight Deck Door Surveillance Systems

MMEL CODE: 25 (Equipment and Furnishings)

REFERENCE: **PL-122, Original, dated April 04, 2008.**

PURPOSE:

To provide standardized Master Minimum Equipment List (MMEL) relief for Flight Deck Door Visual Surveillance Systems.

DISCUSSION:

Revision 1 revises relief for cargo aircraft operating with Intrusion Resistant Cockpit Doors (IRCD) that have view ports installed, and/or are operated with a Flight Deck Door Visual Surveillance System.

The September 11, 2001 terrorist attacks prompted the design and installation of intrusion resistant doors on the vast majority of the Transport Category Airplanes operated within the United States and many other parts of the world. The FAA and other aviation regulatory agencies examined equipment options which would enhance security in operations. Aviation regulatory agencies also reexamined crew procedures, specifically those crew procedures associated with monitoring and controlling access to the flight deck.

On passenger carrying aircraft coordination between the flight and **cabin crews** must occur before the flight deck door is opened during flight. Crew coordination procedures must communicate both normal and abnormal conditions in the cabin to the flight crew. The flight crew should also perform a thorough and deliberate viewing of the area aft of the flight deck door before the door is opened.

Viewing the area aft of the flight deck door, before it is opened, may be accomplished effectively using an electronic visual surveillance system or a viewing port mounted within the flight deck door panel. Procedures for the use of electronic visual surveillance systems or viewing ports should ensure the area aft of the flight deck door is secure and cabin crews requesting entry are not doing so under duress.

The International Civil Aviation Organization (ICAO) has also called for increased in-flight security standards by issuing Amendment 27 to ICAO Annex 6, Part 1, International Commercial Air Transport – Aeroplanes, Operation of Aircraft. Other regulatory agencies have agreed that operational procedures must be in place to ensure that flight deck access is coordinated with the flight crew before the flight deck door is opened.

Although all-cargo operated aircraft are specifically exempt by regulation (CFR14 § 25.795 and § 121.313) from requiring lockable flight deck door some freighter aircraft have been certified with an Intrusion Resistant Cockpit Door (IRCD) that have locks and view ports installed. Similarly, passenger configured aircraft may be subject to modification to freighter configuration and the IRCD need not be removed or replaced along with related systems such as a video surveillance system. It is important to note that compartments separated by such doors are not passenger carrying compartments. Instead they are referred to as crew rest, courier or supernumerary compartments that can be occupied in flight by persons per § 121.583 (a) and/or persons who, by regulation, have authorized admission to the flight deck (§ 121.547). These individuals are referred to as jumpseaters under the guidance of TSA authorized Cockpit Access Security System (CASS).

Since surveillance systems or view ports installed on all-cargo aircraft are not required by § 121.313(k), they may be inoperative without restriction on persons authorized by regulation to be onboard and occupy the crew rest, courier or supernumerary compartment in flight.

POLICY:

On passenger carrying aircraft, POIs may approve relief for Flight Deck Door Visual Surveillance Systems in operator MELs provided (O) Procedures developed by the operator are adequate to ensure flight deck security when the flight deck door is opened during flight.

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

Flight Deck Door Visual Surveillance Systems	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
1) Electric System ***	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
	C	1	0	(O) May be inoperative provided: a) A flight deck door viewing port is installed and operates normally, and b) Alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
a) Cargo Configuration	C	1	0	May be inoperative and courier/supernumerary compartment may be occupied.

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D1 12/1/2011

	D	1	0	May be inoperative provided procedures do not require its use.
2) Viewing Ports ***	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
	C	1	0	(O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used.
a) Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.
	C	1	0	May be inoperative and courier/supernumerary compartment may be occupied .
	D	1	0	May be inoperative provided procedures do not require its use.

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

Jon S. Duncan
Manager, Air Transportation Division



Federal Aviation Administration

MMEL Policy Letter 25 Revision 17 18

Date: January 20, 2011

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

From: Manager, Air Transportation Division, AFS-200

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

MMEL GLOBAL CHANGE

PL-25 is designated as GC- 170

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

Subject: Policy Concerning MMEL Definitions

MMEL CODE: 00 (GENERAL)

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

PURPOSE:

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

DISCUSSION:

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

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

PL 25 Revision 15 revised definition 22.A. "Category A Repair Interval" by including a reference to "calendar days", aligning the criteria for Day of Discovery with definition 27 "Day of Discovery". A-380 aircraft added to definitions, 23c

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

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

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

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

POLICY:

Rev 17 Definitions

1. System Definitions.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

22. Repair Intervals: All users of an MEL approved under 14 CFR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators. **14 CFR 91 MEL users do not need to comply with the repair categories, but shall comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc). The letter designators are inserted adjacent to Column 2.**

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL. For time intervals specified in "calendar days" or "flight days," the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (flights, flight legs, cycles, hours, etc), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.

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

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

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

An operator who has the authorization to use an MEL also has the authority to approve extensions to the maximum repair interval for category B and C items provided the responsible Flight Standards District Office (FSDO) is notified within 24 hours of the MEL extension. The operator is not authorized to extend A and D items in the MEL. Misuse of the MEL extension authority may result in the operators OpSpecs/Mspecs being amended by removing the authority for the operator to use the MEL extension authority and/or use an MEL.

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

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

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

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

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

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

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

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

d. FOKKER (FK-100)

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

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

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

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

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

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

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

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

GULFSTREAM G280

GULFSTREAM aeroplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY and MAINTENANCE (cyan or blue), and STATUS (white). Any WARNING or CAUTION message affects aeroplane dispatch status and requires that the Aeroplane Flight Manual or the MEL be used to determine dispatch capability. ADVISORY messages which indicate a system failure (e.g., FMS 1 fail) require that the Aeroplane Flight Manual or the MEL be used to determine dispatch capability. MAINTENANCE messages do not affect aeroplane dispatch status. They indicate the presence of a system fault which can be identified by Onboard Maintenance System (OMS) interrogation or by reference to the Aeroplane Flight Manual. STATUS messages do not affect the dispatch status. They indicate the status of a system.

h. De-HAVILLAND (DASH 8 SERIES 400)

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

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

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

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

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

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

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

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

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

John Duncan, Manager
Air Transportation Division, AFS 200

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

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

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

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

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

7. MMEL IG Meeting Agenda

- A. The MMEL IG...
- B. MMEL IG chairpersons...
- C. Agenda will be...

[Existing}

- D. Formal agenda items must be provided to the MMEL IG secretary one month prior to the scheduled meeting date to be included in the agenda package. This will allow more preparation by membership on the issues to be discussed. Information on issues not provided for the agenda does not preclude those issues from being discussed at the meeting. If proposing new policy or revision to existing policy a draft policy letter consistent with policy letter standards should be submitted to the MMEL IG secretary one month prior to the next meeting; alternately, the matter may be introduced as new business during the meeting.

[Proposed}

- D. To be included in the formal MMEL IG Agenda package as a New Agenda Item, an item must be provided to the MMEL IG secretary one month prior to the scheduled meeting date so as to allow adequate preparation time for membership on the issue(s) to be discussed. (Any item proposing new policy, or a revision to existing policy, should include a draft policy letter consistent with policy letter standards.) Additional information not provided for inclusion in the agenda but which is related to the issue may also be discussed at the meeting; however, any additional information presented must then be provided to the IG Chairman for inclusion as part of, or an attachment to, the meeting minutes (E.g. pdf attachment, PowerPoint presentation, etc.).

Alternatively, an item may be introduced as new business during the New Agenda Items portion of the meeting without first being published as part of a formal MMEL IG Agenda package. If discussion of the item at that time determines it is to become an Agenda Item, a placeholder will be inserted in the meeting Minutes; any information presented during the meeting must be provided to the IG Chairman for inclusion as part of, or an attachment to, the meeting minutes (E.g. pdf attachment, PowerPoint presentation, etc.). The item then becomes part of the formal MMEL IG Agenda package for the next meeting.

- E. Each issue will have a policy lead assigned, if necessary. This will usually be, but may not necessarily be, the person who presents the issue.
- F. If necessary, a working group will be established to work and resolve the issue.

8. MMEL IG Minutes

The action items agreed upon and meeting minutes will be provided no later than one month after the meeting date.



**AIRLINE INDUSTRY MMEL INDUSTRY GROUP
MMEL IG/FOEB Calendar Rev. 85**

December 15, 2011

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



**AIRLINE INDUSTRY MMEL INDUSTRY GROUP
MMEL IG/FOEB Calendar Rev. 85**

December 15, 2011

2012

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 4 - 5				MMEL IG 85	Jet Blue			Orlando
Mar 20				DC3 FOEB				Long Beach
Apr 11 - 12				MMEL IG 86	FAA/ATA			Washington DC
TBD				MMEL IG 87	Boeing			Seattle
TBD				MD 10/11 FOEB	Fed-X			Electronic
TBD (1 st or 2 nd week of Nov.)				MMEL IG 88	UPS			Louisville



**AIRLINE INDUSTRY MMEL INDUSTRY GROUP
MMEL IG/FOEB Calendar Rev. 85**

December 15, 2011

2013

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 9-10				MMEL IG 89	US Airways			PHX
April 18-19				MMEL IG 90	Cessna			TBD
TBD				MMEL IG 91	OPEN			TBD
TBD				MMEL IG 92	OPEN			TBD