

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	AFS- 240 – Greg Janosik
115-1130	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 Airwaysways - 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, PLs 43 (PBE), 73 (EEMK), 75 (PORTABLE FIRE EX.), and 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 Airwaysways - 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

Introductions & opening remarks completed.

Jet Blue was recognized for their generous efforts in supporting the MMEL IG Process by stepping up and hosting IG 85 on short notice.

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)

2012

MD-11 electronic FOEB requested to be moved to second quarter, no dates as yet

IG 86, FAA, Washington DC, 11-12 April

IG 87, Boeing, Seattle, no dates as yet

IG 88, UPS, Louisville, 7-8 November

2013

IG 89, US Airwaysways, Phoenix, 9-10 January

IG 90, Cessna, Wichita, 18-19 April

IG 91 Not assigned

IG 92, FAA, Washington DC, no dates as yet

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 85

Bob Taylor (Industry Chairman) stated this item is on the agenda to aid in keeping this document up to date. He reports inputs from previous meeting have been incorporated and current document is Rev 14, dated January 2, 2012 available via A4A members portal.

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)

Reviewed. The list identifies PLs that were issued in 2011, as well as two that were re-activated from the archive.

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)

Current Rev 85 as of 12 Dec, 2011 was reviewed. Question rose as to whether or not title of old PL should be retained and not replaced with the word ARCHIVED as meaning is lost. Bob Taylor took this as an action item to update chart.

Action item: IG Chairman to add titles of archived PLs.

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)

Current Rev 85 dated 19 Dec, 2011 reviewed. Bob Taylor outlined how he had revised the chart to include status columns for when PL draft posted to FSIMS and remarks column on when comments were due. Question was raised as to how accurate listing is of today. Greg Janosik (FAA AFS 260) stated the PL status had changed significantly in past two weeks. He questioned the value of keeping up on the status as to when posted to FSIMS and comments due.

Action item: IG Chairman to update list and send out with minutes.

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)

Greg Janosik (AFS 260) presented a flow chart on policy letter development and maintenance that outlines the process that is used to pass PL thru MMEL IG portion of PL development and then internal FAA review. He stated on the FAA side of flowchart it is a minimum four week process yet for the MMEL industry side he cannot place a timeline for flow through of PLs. Tom Atzert defended the industry position as been often prolonged by FAA issues in the early development phase. Bob Taylor asked if major change occurs on FAA side of flowchart where the notification back to industry side is as it was not shown in Greg's flowchart. Greg stated if a significant issue was to occur such as a regulatory change then the PL should be moved back to the industry side and his chart did not account for it to do so, yet he defended it absence as he reported that is in his opinion a very rare event.

He presented the FAA internal draft site and the presentation of how each posted PL appears. He pointed to the comment grid and it was questioned 'how does a reviewer know if comments have been added and PL updated. He indicated comments are posted with dates. He walked the group thru the comment grid and stated submitter needs to save the comment grid as a file and then e-mail them to FAA using e-mail link. He reported that if PL is updated the draft number will be upgraded.

He then stated as comments are posted to the website it becomes the responsibility of the PL Lead to respond to comments. He stated if Lead does not respond then when comment period expires the PL will not move forward thru FAA and will remain in the IG as a part of workflow and be addressed as an agenda continuation item. Greg stated that before that occurs he will call the Lead and communicate the need to comment. Finally he stressed again that the FAA will not take the PL into their internal review until all comments are responding to by Lead.

Tom Atzert (UAL) asked if PLs are going to go thru the Federal Register and Greg stated yes if significant change in policy occurs or withdrawal of relief was to occur. Greg introduced a Ms Anne Bechdolt, FAA legal representative, who will be advising the group at future meetings of needs to post and when not to post to Federal Register, etc. It was asked what was actually going to Federal Register as the PL format cannot be accommodated; Register reads like a newspaper column. He states as they have not posted one yet they are still wrestling with legal on how to proceed. Pete Neff (AFS 240) gave example of some activity that has been handled by posting to the register and how each posting has to remain open for 30 days and numerous, in fact hundreds of comments can be received. Greg mentioned how comment to PL posted to the register will be become his to respond to and thus any such posting will be time consuming. Finally Pete concluded with for those who need to know, understand the process, they should review FAR 11 that goes thru the entire Federal Register and rulemaking process.

Item remains OPEN.

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:

Mike Bianchi reported A4A has put out a survey to the airworthiness committee and feedback will be provided to the IG group when it available. Bob Taylor asked if agenda item should remain open and when will results be available. Mike inferred he expects something should be available by the next meeting. Tom Atzert (UAL) requested if a copy of survey could be made available. Mike offered to send it out for the IG group to review.

Action Item – Mike Bianchi to provide copy of survey for attachment to minutes.

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 Airwaysways) 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)

Todd Schooler (Lead: Cessna) asked what is the FAA position on draft 8900.1 re-write. He stated he has received comments on draft PL 25 but since numerous definitions are planned to be moved from 8900.1 Vol 4 /Ch 4 into PL 25 he apparently is unsure how to proceed with change to PL 25? Greg Janosik (AFS 260) stated that all the yellow highlight text definitions that are currently PL 25 are verbatim from 8900 and he therefore does not want any of it, yellow highlight, to be changed. Thus only the other than yellow text needs to be addressed and PL moved on. Todd committed to respond to any comments at which point it was stated PL 25 is no longer on website for comment. Greg stated PL 25 has been in draft for two months and Greg states it was pulled down on 30 Dec 2011 and now here again is not been reviewed and comments that should have been made while PL was on the web were being presented at meeting.

Bob Taylor mentioned that another part of equation is whether the appropriate portions of temporarily re-instated PL 82, Use of Operative Terminology in MELs, had been correctly incorporated into draft PL 25. Greg stated he believed he had done so with the rework of PL 25, definition 22, Operative. Kevin Peters (FDX) expressed concern that his e-mail request for the portion of PL 82 that states the terms operative and operates normally are interchangeable and operators should have the flexibility of determining the terminology of their choice was not clearly outlined in PL 25 draft. Bruce Barefoot (Gulfstream) requested an update to def. 23 (now def. 32 G; ref. agenda item 85-31).

Greg requested Lead, Todd Schooler, to get the workgroup consensus on PL 25 and provide details to him for reposting.

Action Item – Todd Schooler

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.

PL is awaiting FAA signature and release.

Item remains OPEN

85-09. PL 128 Lavatory Call System

Objective: PL 128 Lavatory Call System.

Item Lead: Greg Janosik - 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)

Item Lead changed to Greg Janosik and he states it can be pulled off the agenda. He states legal notice was circulated and will become official soon and relief will be adjusted.

George Ceffalo stated the NPRM that lead to this DOT rule came out 22 years ago and only now DOT has decided to enforce this rule. He stressed that back then was the time to comment not now as the rule is in place and it states these handicap provisions must be operative and now that DOT has finally decided to enforce it industry is only now trying to argue that maintenance of this equipment is too burdensome. Tom Atzert (UAL) stated that there was no incident, failure to provide adequate service, that lead to this decision to enforce rule. It all stemmed from a verbal re-interpretation of the rule. Pete Neff (AFS 240) stated the change in PL was an internal decision that these type items as lavatory call lights should not be considered NEF items as has been the practice in industry. Tom Atzert countered the industry compliant was more the fact that these items of equipment were moved to a B category and not a C. Greg Janosik (AFS 260), using AEG guidance on what qualifies as C versus B repair category defended the decision.

After much back and forth, point, counter point discussion, Greg stated he is of opinion to readjust relief in the PL. He wants to cancel current item out and go back to FAA legal and request to get the relief back to a C repair category. Industry pushed hard for outright cancellation of PL but Greg states there is a DOT rule that cannot be ignored that states this equipment must be operative and thus existence of PL at least gives limited relief. Pete Neff made a counter proposal to have Lead canvas the bank of existing PLs and justify that this equipment is already adequately addressed under other PLs that approve C category relief. Decision was to form a workgroup to do such review. This item is to be closed and a new agenda item opened to address the workgroup findings.

Agenda Item 85-09 CLOSED; subject to be transferred to new agenda item for IG 86.

Action Item – Working Group

Workgroup assignments:

DK Deaderick (FAA AFS 220)

Tom Atzert (UAL)

George Roberts (DAL)

Mike Bianchi (A4A)

Bob Taylor (USA)

85-10. PL-98, Navigation Databases

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

Item Lead: John McCormick

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)

John McCormick (FDX) outlined some background to current status, five years in draft phase, on NavDB Currency. He presented his reworked draft outlining changes, the first of which was an answer to how the workload issue of verifying route data. The draft listed some means by which verification can be achieved by alternate means such as dispatch organizations, or dispatch type organizations in conjunction with the pilot, or by the pilot only. He spoke at length to the means of validating versus verifying the data but ultimately stated that if it cannot be verified it should not be used. He reported there was several different ways to verify the data. He listed several advisory circulars (ACs) that talk to a manual verification. He then outlined how there are existing software applications that can compare NavDBs and provide user with a full, detailed report of changes, additions and/or deletions in the new NavDB data. He reported that while the methods to verify data are different and not all operators can use the same process it does not matter only that they if they want to use the data they must develop a process to verify it.

John mentioned an exception for RNP AR (SAAAR), AC 91-101A, states you cannot have an out of date database, period. He mentioned that it has been demonstrated that the wrong database can be loaded

on an aircraft and that a database can be corrupted. He pointed out a note in his draft that this relief is strictly to be used for out of currency issue and not other issues. He then explained how on some aircraft the information in the database is used for auto tuning of the navigation radios and presented provisos for this condition which began with basic proviso that for aircraft with database out of currency that navigation radios are manually tuned and identified (required for airplanes which automatically tune based upon data from FMS Navigation database). He then mentioned how consensus was reached with his work group teleconference that PL could have two basic levels of relief for NavDB out of currency:

1. Conventional Procedures only: the operator cannot fly RNAV procedures, and must file and fly conventional NAVAID procedures.
2. Limited RNAV (non-AR) Procedures provided alternate procedures are established, to verify data has not changed for the flight's operation.

John then re-stressed that if you are going to use the out of currency database then the data for the planned operation needs to be verified. He asked if the group was comfortable with that assumption. Numerous concerns from group and a minor degree of discussion on auto tune capability within industry occurred. It was agreed that based upon this consideration this proviso may need to be deleted from draft. John's next point was that if data for route is verified then there should be no problem operating aircraft safely with an out of date database. This lead to a counter from an individual in group that when a diversion is in order that portion of database potentially has not be validated and could place undue workload on pilot at critical point of time. This was countered with comment that the aircraft dispatcher should have checked all alternates with the intended route of flight or the approved procedure that the operator comes up in order to take this relief should account for this, he stressed we should not get locked into how individual operators handle this. This was debated at some length.

Next the notes 1 and 2 in remarks and exception column of John's draft were presented. The first which list references to ACs that operators should consult in development of their procedures. It was decided that a more generic description of suitable reference material would be better. The second was critiqued and too wordy and overly laden with regulatory guidance and it was suggested that this information should be moved to the PL discussion block and Pete Neff suggested a reference section of PL for this information.

Next the second mode of relief was presented that states may be inoperative if RNAV (RNP) AR is not to be flown. This mode of relief is intended to address those operators who chose not to validate the data or operate with a current subscription service to a service provider, etc. Bottomline to draft, if they want to operate in advanced "NextGen" airspace an operator must have a procedure to validate the navdata base and if you don't check the database you don't get to play.

Action Item - John McCormick to make minor changes to PL and provide to Greg to post for comment.

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 12-5-2011 [currently posted as draft], and COMMENTS to PL 129)

Scott Hofstra (UPS) states that PL originally submitted had received a comment that is leading to PL change. The problem was the use of a trademark name EVAS. Discussion of alternate generic name was discussed and it was generally agreed to use cockpit smoke vision system (or equivalent). Greg Janosik (AFS 240) agreed that other than the name there was no internal FAA disagreement or objections.

Discussion was had concerning fact that some aircraft already have EVAS system relief already published in their MMEL and the category is set at C category and PL draft is proposing D category relief. John McCormick asked why this is not being released as a global change PL and thus operators who are at the current C category could take advantage and change the repair category and future MMEL would not have different levels of relief, Scott stressed that AEGs did not support. Pete Neff (AFS 240) stated that the decision on repair category should be decided at the local FAA, operator level.

Action item: Scott Hofstra - Revise PL title and re-submit to Greg for re-posting.

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 Airwaysways

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 Airwaysways) 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.

Bob Taylor states previously he had submitted a draft change that stated that when redundant instrument and equipment items are powered by the same power source they can be considered for relief as it will not affect accomplishment of emergency procedure. He reported Greg Janosik had routed the draft of PL through the AEGs Offices and FAA HDQ and a their input resulted in a minor change to PL. PL_R4 draft 2 was presented and new section 2 of policy was outlined that states FOEB Chairmen must ensure that the accomplishment of emergency procedures remains the priority when considering this relief.

Action Item – Greg Janosik to post PL_R4_D2 for comment.

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.

Greg Janosik (AFS 240) stated there have been twelve PLs that have had GC statue assigned for five years or more and the recommendation is to cancel the GC headings. Of those twelve, seven PLs were actually under draft and are subject to be released with old GC header removed. Of the remaining five, they removed the headers and posted them for comment, received no comments and thus those five are currently in coordination for signature release.

Item remains OPEN until PLs are released as final.

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)

Todd Schooler outlined how PL was revised by removal of description of CVR and FDR as they, CVR and FDR, are addressed by their own PLs. Dave Burk (Aerodox), original Lead, give his explanation of why this was done, as current PL for boom microphone does not fit for all categories of type certificated aircraft, conflicted in repair category A, three flight days for boom mike, versus C category 10 days for these other systems, plus GA aircraft don't necessarily have these other systems, CVR and FDR. Paul Nordstrom (Boeing) countered that without a proviso that states "FDR must operate normally" an operator cannot have boom mike inoperative. This was countered that that is not true for all type of aircraft based upon type certification. GA aircraft are not required to have boom mikes inputting to CVR below 18,000 feet, only larger category transports do. Carlos Carreiro (Transport Canada) supported Paul's contention that in order to have an inoperative boom mike some other form of recordings is required per FAR 121.359.

Action Item - Dave Burk to revise PL draft to include the missing proviso for large transport category types. Plus remove extraneous text in provisos for sub-item noise cancelling heat set function.

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 Airwaysways 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 Airwaysways 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)

Mike Bianchi (A4A) states no follow up to report. Greg Janosik states this PL is one of the seven or so PLs currently up for signature release with removal of GC Header. Todd Schooler commented that he wanted to discuss amendment to the PL as it is not applicable to the GA, business jet community. Greg states that it was just out for comment for purpose of removing GC header, no comments were received, and thus it is in coordination for signature release thus it must now await release before discussion of future change can be entertained.

Tim Kane (Jet Blue) stated that he thought FAA was, about a year ago, going to release for comment an NPRM to update this AD but nothing appears to have happened. John McCormick asked why this PL still is even in existence as he reported that A4A occasionally, like bi-annually, recommends FAA eliminate out dated 'crazy' rules. He stated that former A4A member, Mark Lopez, once told him that this AD tops the list of outmoded 'crazy' rules in A4A surveys of operators. He reported that FAA had informed him that they had no time, interest, in addressing this issue. Jim Foster (FAA AEG SEA) countered that was not true as he had personally worked with the ACO on amendment to make AD imposed MMEL relief less restrictive but when presented to the MMEL IG group it was rejected by the group so it stalled out. Tom Atzert (UAL) countered that there was comments submitted to the docket on this proposed amendment and nothing FAA wise occurred. Discussion was had on where today this comment resides? It was requested that Mike Bianchi (A4A) review the archives for evidence of such action.

Action item: Mike Bianchi (A4A).

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: Greg Janosik 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.

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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 session 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).

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Finally, Joe White (ATA) asked if the rewrite involved more than just 8900.1 Vole 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 Pals. Greg outlined that the Vole 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)

Greg Janosik (AFS 260) started the he gave some erroneous information that the rewrite will be going to Federal Register by end of last month (Dec 2011) as that is now physically impossible to make it even by end of current month (Jan). He gave an update on where the re-write is at, all 4 new sections of Vol 4 / Ch 4 done, industry comments on which is being currently reviewed. He re-stated that documents were originally to go to FAA Document Control Board (DCB) in December. He states this milestone has not been met. He reported before further posting can happen the document must finish its way thru the internal (DCB), comments which have been extensive have to be answered and then back to tech writing contractors for finishing. He now projects contractors finishing final draft as late as Jun/July, Final internal FAA review and then Fed Register posting for comments, response to comments in late summer and published no sooner that Sept 2012 or later time frame

He then report that other portion of re-write, AEG guidance section Vol 8, Ch 2 sections 3,4,5,6,7 & 8, are with contractor and as yet no completion date. He reported the third part of 8900.1 re-write, AFS 50 International Branch section, is moving along but that all the three portions of 8900.1 will not be released until all are ready so the long pole appears to be the fact that all three still must go to Federal Register.

Item remains OPEN.

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.

Greg Janosik (AFS 260) states PL 43 is signature released. PL 73 was previously considered unaffected but has gained attention as FAA legal now rejects one flight as a proper deferral item time limit unless three conditions exist; kit is used, aircraft is required to divert, and kit cannot be replenished at divert station. IF these conditions occur then one flight directly to station where replenishment can be made will be permissible. PL 73 to be rewritten and it must be posted to the Federal Register as it presents a significant change in policy.

Tom Atzert (UAL) asked if this was an appropriate re-interpretation of one particular operating rule (121.803: EMK) or more of a general re-interpretation of preamble and the MELs overall ability to be used to provide time limited relief of instruments and equipment that are required by operating rules? Greg Janosik stated that many system relief PLs were written a long time ago and the intent of the original writers is no longer known or may no longer even be valid in today operating environment and the only way to ensure their validity today is for FAA Legal General Council (AGC) to interpret the rule preamble.

Pete Neff (AFS 240) stated this is what occurred some time ago with PL 39 which was initially rescinded because that rule preamble stated it must remain operative. He reported that Flight Standards was able under the definition of operative which states an item is operative if it meets it intended function and they determined if the aural or visual portions of system are functional then the system still meets it intended purpose and thus relief was revised and PL re-instated. He concluded that for other

systems if their rule preamble does not give relief then PLs that currently extend relief are subject to similar action.

He then extended the discussion back to the EMK rule and stated that it appears the preamble writers of that rule did not entertain the possibility of the aircraft needing to divert and hence they, Flight Standards, have been able to make the argument that if a divert is indeed required then the case for a limited, one flight mode of relief, can be made and hence the new proposal. He stressed that this is a stretch and may not be ultimately be accepted.

A general discussion pursued around the MEL rule which states when an MEL is in play it represents a temporary change of type design without the need to re-certify and that should allow for limited relief but this was not accepted by FAA present. Pete Neff responded that is true for certification rules but not operational rules He stated that when an operating rule states an item of equipment is installed that is interpreted to means it is operative and the definition of operative is that it meets its intended function. He then stated that relief is then only available if there is a certified maintenance program that will bring the equipment back up to operation in a certain period of time and that can be used to justify MEL relief.

Pete Neff then again brought the discussion back to the subject of EMK as he read the 121.803 preamble that states “You are not allowed to dispatch without a medical kit under this Part...” He stresses this is very clear that relief can not be allowed, and that is the AGC interpretation. Tom Atzert stressed that the MEL preamble should have some precedence here because as written it states MEL can provide relief related to airworthiness and operating regulations. He then challenged the EMK rule as stating that an aircraft only needs to be ‘equipped’ and hence the condition of it being operative or inoperative is not a factor of item being equipped. FAA present disagreed, stating it still must meet its intended function.

Tom stressed that the MEL is all about improving aircraft utilization and thereby providing more convenient and economic transportation and that he feels the lawyers are missing the fact that everything MMEL IG and FOEB processes does is to ensure an acceptable level of safety is maintained when granting MEL relief. He then stated industry has already met that spirit with the analysis that supported the original change to PL 73 of allowing only three flight days. Pete Neff countered that since this is a significant change it is to go to the Federal Register and that is another forum for comments. He stated a ground swell of comments to Federal Register posting can lead to proposals to amend rules and industry should attempt to get ‘under this Part’ removed from the rule in order to facilitate new relief.

Tim Kane (Jet Blue) presented a PowerPoint presentation on an impact study to show the economic burden of the PL 73 reduction from 3 flight days to only one flight day will have upon his airline.

Item CLOSED but will remain on agenda until PL 43 is final.

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.

Greg Janosik (AFS 260) stated PL 76 had extended squitter (ADS-B) on it and it come under objection with AFS 201 while being routed thru FAA internal coordination. Greg said he removed it and placed it in PL 105, the ADS-B policy letter which is being re-written and coordinated with AFS 400 but not yet ready for posting for comment. John McCormick (FDX) stated extended squitter was a sub-item of the ATC transponder because it is a function of the transmitter, plus PL 105 is, as currently written, is designed to apply only to a propriety system. Greg stated that PL 105 as re-written is now representative of ADS-B for all operators. Pete Neff (AFS 240) expanded upon Greg's statement regarding the rewriting of PL 105 by mentioning some of the future growth issues related to ADS-B. Greg stressed that the current PL did not support the current or future use of ADS-B. John McCormick asked if the PL will be a global change PL. Greg and Pete stated they assumed it will be once released.

Action Items - Greg Janosik will re-post PL 76 to ted without extended squitter, and assuming no comment it should go final in a few weeks. New PL 105 will also be posted and remain open until next MMEL IG meeting.

85-19: PL-72 Wing Illumination / Ice Detection Lights

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

Item Lead: Working Group (Todd Schooler, Scott Hofstra, Tom Atzert)

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 & aircraft with ice detection system

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

Pete Neff suggests 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 September 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 explanation 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)

Carlos Carreiro (Transport Canada) reported that based on last meeting a small re-write committee drafted a new PL 72, draft 11. He states it is broken out into several categories of operation, Airplanes with wing critical surfaces not visible from flight deck, Airplanes with wing critical surfaces visible from flight deck (equipped with primary ice detection system), and Airplanes with wing critical surfaces visible from flight deck, (not equipped with primary ice detection system). It was posted for comment and Paul Nordstrom (Boeing) had objection for Boeing aircraft the alternate relief that as drafted is not intended for large category aircraft could be accidentally applied to large transport Boeing products via the FOEB process if PL draft is applied verbatim. Paul also expressed desire to see another category of operation and that would be for aircraft that cannot see all the wing from cockpit and hence rely on forecast weather conditions to determine if aircraft will be subjected to icing conditions

Greg Janosik stated draft 11 to remain posted until 01/13/11 and he encouraged folks to submit comments, if no comments then it can be moved to internal coordination for signature. Paul expressed that making comments is still a somewhat awkward process, and since it is on the IG agenda that withholding comments until the meeting was appropriate. Greg stressed the comments get responded to and become a part to the record and he stressed people are to follow the draft posting and make comments.

Item remains OPEN.

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.

No discussion, item held over until next meeting.

Item remains OPEN.

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 R2 D2 had not gone final as of 12/15/11, and Draft had been removed from FSIMS.

In final signature process.

Item remains OPEN until PL is final.

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 where 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 their 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 discussion 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 concurred 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.

In final signature process.

Item remains OPEN until PL is final.

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)

Greg Janosik (AFS 260) stated FAA took definition from re-instated PL 82 and placed in draft PL 25 and he does not feel anything more needs to be done. PL 25 master definition 22 Operative is where it was stated it was placed. It was discussed that nobody was sure what the original Lead, Thiago Viana (Embraer) wanted preserved by the re-instatement of PL 82. Tom Atzert expressed he believed it was the text that when the term operative is used it does not mean that the operability has to be verified. Kevin Peters (FDX) stated he had commented that draft 25, definition 22 omits the description that the terms operative and operates normally are interchangeable terms and operator may chose the terminology of their choice.

Greg stated what is in PL 25 is verbatim with what is in the re-write of 8900 and he does not want to change as of this time. Appendix B to PL 25 draft 18 carries within a note that portion of PL 82 which states an operator MEL may incorporate standardized terminology of their choice, but it does not state that the terms operative and operates normally are interchangeable terms. Tom Atzert (UAL) supported this and then stated that what original Lead, Thiago, wanted was the need not to have to verify a component, system is operative when the term is operative is used. Tom stressed the draft of PL 25 is better than it was but still could be tweaked. Greg restated he thought what was in definition 22 was adequate but would re-evaluate PL 82 and see if draft 25, definition 22 could be further changed. Yet he defended how he split the PL 82 wording into definition 22 and appendix B because he felt it was inline with current 8900 guidance. General discussion followed on how it could be revised.

Action item - Todd Schooler to rework in draft PL 25 (Ref. agenda item 85-07).

Item remains OPEN until it is transferred into PL 25.

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)

The entire PL, complete with all previously missing sections, is now posted on FSIMS.

Item CLOSED

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 Airwaysways

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 Airways), 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)

Bob Taylor presented revised draft PL 125_R1 draft and draft justification document that outlined how he had previous combined sub-items of individual pieces of equipment that may be inoperative, plus omitted some previous item as they are adequately addressed in other MMELs that allow passengers to be carried. He then presented draft of actual draft PL showing all new sub-items (9 in total) with their new provisos. The first two provisos, a) and b), have been retained from existing PL with new c) proviso that alternate procedures are established and used was added. Sub-items 2 and 8 have additional proviso(s) added. He outlined each and gave justification which is documented in the accompanying draft justification document.

Paul Nordstrom (Boeing) challenged need for proviso e) on sub-item 2, door slides, as unneeded due to persons to be carried are not passengers. Pete Neff (AFS 240) commented that proviso a) and b) needs to be changed to emphasize that when it states no passengers are carried it actually states carriage is of non-revenue passengers. This was challenged as not standard with authorizing FAR 121.583 which states non-passengers and the desire is stay in sync with FAR language. Bob asked Jim Foster (FAA AEG SEA) if this PL breakout was acceptable to AEG. Jim stated the Policy statement may need more guidance on why the PL is needed. He then concurred with Paul's comment on proviso e) for sub item 2 and it was agreed to strike it. Pete Neff stated since this type of operation will not necessitate the need for flight attendant to be onboard that a statement or policy guidance may need to address how safety briefings are to be accomplished. Bob responded that is purpose of having proviso that alternate procedures are established and used.

Action item - Jim Foster to provide guidance on why we need to break this equipment out for passenger carrying aircraft. **Bob Taylor** to include the guidance provided by Jim, and to delete proviso e) from sub-item 2) Door Slides; once completed Bob will forward the PL to **Greg Janosik** to post.

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

Greg Janosik (AFS 260) stated FAA has ongoing plan to delete relief for tiller bar steering but preserving rudder pedal steering. This will impact both left and right tiller bars when both are installed. Because this is considered major change of policy it will be posted to the Federal Register. Several members had objection to Greg's comment that the IG members should withhold comments on PL until it is posted on the Federal Register. Tom Atzert (UAL) made the argument for the group that this, the MMEL IG, is the proper forum for critical review as topic as the group brings the expertise of the manufacturer's of system and operators of system together who can intelligently discuss the topic more so than the general public at large. Therefore, it should be first debated in the MMEL IG forum before a proposal of change goes to the Federal Register.

Bryan Lasko (ALPA) presented a presentation on why ALPA does not support nose wheel steering (NWS) via the tiller. The presentation centered on what is the next critical failure mode with tiller steering inoperative. He gave numerous examples of failures where aircraft recovery was only made by employment of the tiller. Bryan made the point to stress this. He then raised the question of where is the redundancy that allows for tiller to be inoperative. He stressed the point that there is no such redundancy apparent. He outlined a scenario based around the fact that at some airports, according to FAA NOTAM, an aircraft must utilize the longest runway to make an emergency landing. He stated that for an in-flight failure his QRH instructs him to land on the longest runway, yet for a dispatch with nose gear steering inoperative, the MEL does not contain any similar instruction. Therefore, he asked the question "Is the MEL dispatching crews in emergency situations"?

Next he tackled the lack of simulator fidelity to demonstrate ground maneuverability to safely train handling the loss of NWS. He then critiqued several operational procedures recommended in various operator MELs such as use of asymmetrical thrust, avoid making tight radius turns as unsatisfactory. He then stated MEL relief should never conflict with PL 63 and that every aircraft he has operated has an emergency procedure that references maintaining directional control with the NWS tiller. He then posed the question how is he expected to comply with such instruction when aircraft is dispatched with inoperative nose wheel steering. Finally he wrapped up the ALPA position that there is not an acceptable level of safety with this MEL.

Item remains OPEN

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

JP Dargis, (Bombardier) presented their point of view of why their CRJ series of aircraft that have the relief is sound. He stressed the previous presenters point on redundancy centered on the need for identical redundancy yet the standard should be that an equivalent level of safety can assured and that Bombardier demonstrated an equivalent level of safety can be assured with using differential braking (slow speed) and rudder deflection (high speed). He stated use of these two functions were demonstrated to satisfaction of their regulatory authority. He countered ALPA's contention that this mode of relief is in contradiction to the AFM and emergency procedures. JP stated their AFM emergency procedure does not. He stressed that this relief in Bombardier MMEL was flight tested by Bombardier test pilots and members of AEG. QRH procedure was presented and counter points to the ALPA position was presented. He then stressed ALPA presentation did not account for AFM limitation Bombardier has imposed on such mode of operation He countered ALPA safety reports what reported difficulties and he stressed Bombardier does not support that difficulties experienced mean condition was unsafe. He gave examples. Next he countered the reports of improper, unsafe maintenance procedures. He reported that the Bombardier methodology of presenting EICAS message/coding is trained and should clearly understood.

He agreed that the fidelity of simulators is not necessary capable to simulating NWS malfunction and stressed that some things should be done on the aircraft. Next the ALPA comment of no published training was challenged. JP disagreed with ALPA report that majority of NWS failure dispatch is compounded by other failures such engine failure, asymmetrical TR deployment, etc. Plus he presented a counter point that dispatching under MEL is launching aircraft in emergency abnormal flight conditions. He concluded by giving numerous examples of how to mitigate these numerous problems outlined by ALPA

Carlos Carreiro (Transport Canada) reported that an earlier ALPA report that centered on inadequacy of CRJ NWS was evaluated by Transport Canadian Air Safety committee and they feel relief is not unsound but they cannot determine if there any significant number of instances for them to be concerned. He stated if there is any then they need to be reported as to determine if reliability or design safety issue truly exists. They are not favor of the PL being outright withdrawn as of this time. The ALPA representative reported there are approximately two incidents a month getting reported to ALPA. An operator of the Q4000 reported that they are from a performance point of view are considering withdrawing the NWS steering relief but at same time value the relief as it avoids the need for obtaining ferry permits. They will not carry passengers under this MEL. Bryan (ALPA) asked just how many bent metal instances need to happen before change in MMEL policy takes place. A Jet Blue pilot reported having several events of NWS failure on several different aircraft types and he reported he never at any

time did not have control of aircraft in all instances and in his opinion withdrawal of this MMEL relief would be draconian.

It asked how and why was the redundancy of two NWS tiller installations was not been allowed. Greg Janosik first stressed that for 121 ops the decision has been made that left tiller steering will not be allowed but the issue of whether or not the redundancy of tiller bar steering is subject to discussion, i.e., allowing C/2/1 type relief. To that end, use or right side steering bar was discussed. Greg stressed if FAA was to allow tiller relief they would only do so provided the left tiller was always operative but questioned the advantage of allowing right tiller deferral. He outlined his belief that little to no use is made of the right tiller and also echoed doubts that if right tiller is inoperative could it impact safe operation of the left side?

A general discussion pursued around the following topics. Tom Atzert questioned the logic of why PL 114 was originally devised, that of providing guidance to FOEB chairman and recommending a form of standardization of MMEL relief. He expressed decision to remove relief should be handled on a fleet by fleet basis based upon design and this should administered by AEG not FAA via this forum as a headquarters policy. Carlos Carreiro questioned the whole topic of system redundancy and required versus optional equipment and several people spoke to the issue of how (M) procedures are followed.

Pete Neff concluded discussion by first opening with the statement that by a legal statute, 44-702, that we all must operate to the highest level of safety and with that he stated FAA will definitely consider C/2/1 relief with the left side been the operative side. His defense of protecting the left side was due to standard practice plus in emergency procedures the Captain is trained to be the person in control of aircraft. He disagreed with Tom's comments stating it is the purview of FAA Headquarter to provide policy direction to AEG and he stated if a carrier decides to exercise NWS relief then under the standard of operating at the highest level of safety then it be thoroughly trained. He then reminded the group that the FAA authorizes ferry permits for the express purpose of moving an aircraft to a place where it can be maintained. He stated placing relief in MMEL in order to avoid having to apply for a permit is not a valid reason.

Item remains OPEN

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 addresses 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 to 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 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 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)

Greg Janosik stated PL 122 is posted and will come off web 10/13/12 and if no comments are received will move into FAA internal coordination.

Item remains OPEN.

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

PLs 56, 67, 85, 95, and 101 are pending final release.

Item remains OPEN until PLs go final.

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)

Todd Schooler gave presentation of EASA CS MMEL proposal. He stated it involves the manufacturers as from now on when they apply for an EASA type certification they must also have a CS MMEL too. CS stands for Certificate Specifications for an MMEL that manufacturer owns and EASA approves. All EASA certificated operators regardless of type of aircraft operated must have an MEL. For small single engine type aircraft that currently do not have MMELs they took the published FAA generic single MMEL and modified to fit EASA rules. They then came up with a definition of non complex versus complex aircraft so those operators who are rated as non-complex can use this modified generic MMEL; a specific MMEL must already exist or the manufacturer must create one for a complex aircraft. For those aircraft that use the generic MMEL but have optional equipment not addressed in the generic MMEL the manufacturer is charged with responsibility to issue an MMEL supplement for that specific aircraft type.

He stated that an STC holder has to do the same thing as the aircraft manufacturer, i.e. build an MMEL supplement for their products. He reported that for those aircraft that use this generic MMEL the manufacturer does not have to produce a procedures manual. Previous EASA specific MMEL relief that used to be known as TGL Leaflet No.26 has been suspended. He reported that this CS MMEL is effective for all in production aircraft types. Effective dates for transition are yet not established but he reported manufacturers will have two years to grandfather everything in or go through the entire type certification process again.

Item remains OPEN.

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 Alerting System from 23 to 32.

Item CLOSED as it is incorporated into IG agenda item 85-07, draft re-write of PL 25.

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)

Bob Taylor presented MMEL IG Charter document inclusion of revised text on how to submit formal MMEL IG Agenda items for inclusion in the agenda package. He stated the proposed changes are found in the pdf version of the meeting agenda, with existing text in red and proposed change text in blue.

Action Item – MMEL IG members are requested to review the proposed change and e-mail him with any feedback. (Ref: Agenda attachment).

85-33: FAA / EASA MMEL Harmonization

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

Item Lead: Greg Janosik (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:

EASA representatives were not present thus item held over until next meeting. Discussion was held on one EASA development, implementation of CS MMEL (refer to agenda item 85-30).

Item remains OPEN

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 to 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:

On hold, FAA Funding issues.

Item remains OPEN

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:

On hold, FAA Funding issues.

Item remains OPEN

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:

On hold, FAA Funding issues.

Item remains OPEN

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)

The item will be removed from the agenda at the request of AFS 250 (Tim Beglau).

Item CLOSED

NEW Agenda Items

Anne.Bechdolt@faa.gov (FAA AGC) lawyer was introduced as a new MMEL IG member.

Anne introduced herself as legal representative to both the MMEL IG and Opsecs Working group. Her capacity will be to ensure that Opspecs or MMEL relief is consistent with regulatory requirements and interpretations. She spoke to the new requirement of posting certain policy actions to the Federal Register when they represent a significant change. She emphasized this is a method of adding additional oversight and opportunity for comment by persons who can not participate in MMEL IG. She mentioned the two topics, PL 73 EMK, and PL 114/130 NWS, that are slated to go to the Federal Register. She stated that whenever relief is to be made more restrictive or taken away that such actions need to be validated as consistent with the regulatory requirements and intent of the preamble of the applicable rule.

Tom Atzert (UAL) raised the question that he thought this was another challenge to the question, raised during discussion of agenda item 85-17, of whether or not an MEL can provide relief from an operating rule. Her response was it depends. She clarified this with statement that rules have preambles that spell the intent to the original writers and industry does not typically seek or review these preambles before proposing changes in relief or revision to policy, and she is going to work proactively with the group to ensure these legal interpretations are not contradicted. Comment was made that it is not common knowledge as how such preambles been found. To this she reported that the National Archive has launched a new website, www.FDSYS.gov, which links to the federal code of regulations to find rule preambles; she conceded it is not very easy to navigate. It was agreed that at the next MMEL IG a tutorial to navigate this site will be made available.

Action Item – Anne Bechdolt

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MMEL IG Members List
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**AIRLINE INDUSTRY MMEL INDUSTRY GROUP
MMEL IG/FOEB Calendar Rev. 85-1**

March 12, 2012

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. 85-1**

March 12, 2012

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				MD 10/11 FOEB	Fed-X			Electronic
Aug (dates TBD)				MMEL IG 87	Boeing			Seattle
Nov 7 - 8				MMEL IG 88	UPS			Louisville



**AIRLINE INDUSTRY MMEL INDUSTRY GROUP
MMEL IG/FOEB Calendar Rev. 85-1**

March 12, 2012

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			Wichita
TBD				MMEL IG 91	OPEN			TBD
TBD				MMEL IG 92	FAA			Washington DC

FAA MMEL Policy Letters Issued as “Final” in 2011
(As of January 2, 2012)

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

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Revision 85-2 (March 9, 2012)

PL	Rev.	Date	Subject	Current	Archived	XFR'd to 8900.1
1	4	Feb 27, 2010	Wide-Body Passenger Airplane Door/Slide Relief	X		
2	1	Aug 15, 1997	Aural and Visual Speed Warning Policy	X		
3	1	Aug 15, 1997	DME Systems MMEL Policy	X		
4			ARCHIVED – Notice 8330 – MELs for Flight Ops under Part 121 and 135 – AEA 200 Letter dated 7-7		X	
5	1	Aug 15, 1997	Takeoff Warning Systems	X		
6			ARCHIVED - Certification Guidance for Digital Engine Tachometers		X	
7			ARCHIVED - Definition of International Flight		X	
8			ARCHIVED - Minutes - Flight Ops Evaluation Policy Board		X	
9	10	Jan 18, 2012	Public Address System, Crewmember Interphone and Alerting Systems	X		
10			ARCHIVED - Magnetic Compass System		X	
11			ARCHIVED - FAR Part 23.1305g Fuel Pressure Indicators		X	
12			ARCHIVED - Request for Policy Guidance- ACE-270 memo		X	
13	1	Aug 15, 1997	Oil Temperature and Pressure Instrument MEL Policy	X		
14			ARCHIVED - Letter Singapore Airlines MEL		X	
15			Transferred to 8900.1 - Policy Regarding Continued Operations with Inoperative or Missing Equipment			X
16			Transferred to 8900.1 - Operations and Maintenance Procedures and Standardization			X

Provide changes to MMEL IG Chairman at Robert.Taylor2@usairways.com

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MMEL POLICY LETTERS (PL) STATUS SUMMARY
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PL	Rev.	Date	Subject	Current	Archived	XFR'd to 8900.1
17			ARCHIVED - Flight Ops Policy Board Action on Agenda Items		X	
18			ARCHIVED -		X	
19			ARCHIVED - Standard Proviso for FA Seats in MMELs applicable to Part 121 Operators		X	
20			ARCHIVED - Fwd Observer Seat on Flight Deck - Oxygen Requirements - FAR Parts 121-125-135		X	
21			ARCHIVED		X	
22			ARCHIVED - Audio Control panel - Fwd Observer Seat Position - FAR Parts 121-125-135		X	
23			ARCHIVED - Approval of MEL by Principal Operations Inspectors for Part 121 and 135 Operators		X	
24	4	Nov 02, 2009	Lavatory Fire Protection	X		
25	17	Jan 20, 2011	Policy Concerning MMEL Definitions	X		
26	1	Aug 15, 1997	Thrust Reversers On Small Turbojet Airplanes	X		
27			ARCHIVED - Electrical System Requirements for Two-engine Airplanes		X	
28			ARCHIVED - Minutes of flight Ops Policy Board meeting		X	
29	5	Aug 10, 2010	MMEL Requirements for Cockpit Voice Recorder (CVR)	X		
30			ARCHIVED - Flight Instruments in the Basic T MMEL Policy		X	
31	3	Jan 20, 2011	MMEL Format Specification	X		
32	7	July 07, 2006	Traffic Alert and Collision Avoidance System (TCAS)	X		

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MMEL POLICY LETTERS (PL) STATUS SUMMARY
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PL	Rev.	Date	Subject	Current	Archived	XFR'd to 8900.1
33			ARCHIVED - Policy Regarding MMEL Relief for Passenger Convenience		X	
34	4	Aug 15, 1997	MMEL and MEL Preamble	X		
35			ARCHIVED - Approval of MELs by POIs for Part 121 and 135 Operators		X	
36	2	Aug 15, 1997	FAR Part 91 MEL Approval (includes Part 91 Preamble)	X		
37			ARCHIVED - Relief for Wing-Illumination Ice Lights		X	
38	1	Aug 15, 1997	MMEL Relief for Primary Thrust Setting Instruments on Two-Engine Airplanes	X		
39	5	Jan 29, 2010	Altitude Alerting Systems	X		
40	2	Dec 3, 2009	ETOPS and Polar Operations	X		
41			ARCHIVED - Use of change bars in MEL Preparation		X	
42			ARCHIVED		X	
43	2	Dec 18, 2011	Crewmember Protective Breathing Equipment (PBE) Relief	X		
44			ARCHIVED - Items deleted from MMEL		X	
45	2	Mar 4, 2004	Time Limited Dispatch (TLD) Authorization for Full Authority Digital Electronic Control (FADEC) Engines	X		
46			Transferred to 8900.1 - Standard and Interim Revisions			X
47	2	Oct 17, 2011	Megaphone MMEL Requirements	X		
48			ARCHIVED -		X	

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PL	Rev.	Date	Subject	Current	Archived	XFR'd to 8900.1
49			ARCHIVED		X	
50			ARCHIVED - Standard and Interim Revisions - Action Notice 8430-68		X	
51			ARCHIVED -		X	
52			ARCHIVED - Category D Repair Interval		X	
53			ARCHIVED - CVR MMEL Relief - No FDR Required		X	
54	10	Oct 31, 2005	Terrain Awareness and Warning System (TAWS)	X		
55			ARCHIVED – Notice Automation Process for Part 91 Operators		X	
56	5	Jan 1, 2012	Flight Deck FWD Observer Seat Relief	X		
57			ARCHIVED - Cargo Operators - Passenger Convenience Items		X	
58	3	July 12, 2001	Boom Microphone MMEL Requirements	X		
59	3	June 20 2008	Global Change Revisions	X		
60			ARCHIVED – Test Upload		X	
61			ARCHIVED - Removal of Asterisk		X	
62			ARCHIVED - New Equipment Installation MMEL Requirements		X	
63	3	Jan 29, 2004	Equipment Required For Emergency Procedures	X		
64	1	Aug 15, 1997	Electrical Power MMEL Policy - Four Engine Cargo Airplanes	X		
65	1	Aug 15, 1997	Policy Regarding Cargo Provisions in the MMEL for Cargo Operations	X		

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PL	Rev.	Date	Subject	Current	Archived	XFR'd to 8900.1
66			ARCHIVED - Day of Discovery - Policy DEF		X	
67	4	Jan 15, 2012	Windshear Warning and Flight Guidance System (RWS) Windshear Detection and Avoidance System (PWS)	X		
68			Transferred to 8900.1 - Policy Regarding Use of Additional M and O			X
69	2	Sep 24, 2003	External Door Indication System	X		
70	3	Jan 20, 2011	Definitions Required in MELs	X		
71			Transferred to 8900.1 - Policy Concerning Configurations and Fleet Approval			X
72	3	Mar 24, 2008	Aircraft Wing Illumination/Ice Lights	X		
73	5	Jun 15, 2011	MMEL Relief for Emergency Medical Equipment	X		
74			ARCHIVED - Flight Profile Advisory System		X	
75	1	Aug 15, 1997	Portable Fire Extinguisher	X		
76	5	Mar 24, 2008	ATC Transponders and Automatic Altitude Reporting Systems	X		
77	2	Oct 25, 2011	Cockpit and Instrument Lighting System MMEL Requirements	X		
78			ARCHIVED - MMEL Definition 23 Revision		X	
79	7	Dec 1, 2009	Passenger Seats Relief	X		
80			ARCHIVED - TCAS I Relief		X	
81	1	Aug 15, 1997	MEL CDL Operator Procedures	X		

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82	1	Aug 15, 1997	Use of "Operative" Terminology in MELs	X		
83	5	Jan 18, 2012	Water and Waste Relief on Air Carrier Aircraft	X		
84	1	Aug 15, 1997	Master Minimum Equipment List (MMEL) for Reduced Separation Minimum (RVSM) Operations	X		
85	3	Jan 1, 2012	Lavatory Door Ashtray Policy	X		
86	5	Jan 29, 2010	Policy Regarding Air Carrier Compliance with Master Minimum Equipment List (MMEL) Revisions	X		
87	10	Aug 10, 2010	Flight Data Recorder (FDR)	X		
88			Transferred to 8900.1 - Air Carrier Handling Of Equipment Discrepancies			X
89	2	Jan 31, 2009	FASTEN SEAT BELT WHILE SEATED Signs or Placards	X		
90	1	Sep 20, 2001	Pitot Heat Indicating System	X		
91			ARCHIVED - Position Lights and Strobe Lights		X	
92			ARCHIVED - Parking Brakes		X	
93	1	Sept 11, 2006	Autopilot Disconnect MMEL Policy	X		
94	1	Oct 8, 2004	Liquid or Paste Propeller Deicer	X		
95	2	Jan 15, 2012	VHF Communications MMEL Requirements	X		
96	2	Jan 29, 2010	Galley/Cabin Waste Receptacles Access Doors/Covers	X		
97	4	Sep 06, 2007	Flight Attendant Seat(s)	X		

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PL	Rev.	Date	Subject	Current	Archived	XFR'd to 8900.1
98	0	Jan 20, 1999	Navigation Databases	X		
99	2	Feb 26, 2010	Door/Slide Relief Policy	X		
100	2	Jan 20, 2009	MMEL/MEL Relief vs "Weight & Balance Manual" Limitation Statements	X		
101	2	Dec 15, 2011	Autopilot Relief	X		
102	1	Oct 17, 2011	Cargo Compartment Smoke Detection and Fire Suppression Systems	X		
103	0	Mar 21, 2000	MEL policy for 14 CFR <u>129</u> and <u>129.14</u> Foreign Air Operators	X		
104	5	Jun 15, 2011	Storage Bins /Cabin, Galley and Lavatory Storage Compartments/Closets	X		
105	1	Jan 20, 2009	Automatic Dependent Surveillance-Broadcast System	X		
106	4	Jan 18, 2012	High Frequency (HF) Communications MMEL Requirements	X		
107	1	May 22, 2001	MMEL Relief for Inoperative APU Generator	X		
108	1	Oct 17, 2011	Carriage of Empty Cargo Handling Equipment	X		
109	0	Dec 13, 2001	Supplemental Type Certificate (STC) MMEL Relief Process	X		
110			ARCHIVED - Supplemental Flight Deck Door Security Devices		X	
111	1	Jan 29, 2004	MMEL Policy for Inoperative Standby Attitude Indicator	X		
112	2	Jan 18, 2012	Relief for 14 CFR 25.795 Compliant Flight Deck Doors	X		
113	0	Dec 20, 2002	MMEL Relief for Anti-Skid Inoperative	X		
114	0	Feb 6, 2004	MMEL Policy for Inoperative Rudder Pedal Steering	X		

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MMEL POLICY LETTERS (PL) STATUS SUMMARY
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115			ARCHIVED - MMEL for Chelton EFIS Equipped Aircraft		X	
116	2	Oct 17, 2011	Non-Essential Equipment and Furnishings (NEF)	X		
117	0	Oct 7, 2005	Selective Call System (SELCAL)	X		
118			ARCHIVED - Policy Regarding Nitrogen Generation System (NGS)		X	
119	3	Oct 17, 2011	Two-Section MMELs (Part 91 and Part 135)	X		
120	1	Jan 20, 2009	Emergency Locator Transmitters (ELT)	X		
121	0	Sept 06, 2007	(EFB) Electronic Flight Bag	X		
122	0	Apr 04, 2008	Flight Deck Door Surveillance Systems	X		
123	1	Apr 30, 2010	Passenger Notice System (Lighted Information Signs)	X		
124	0	Jan 20, 2009	Damaged Window/Windshield Relief	X		
125	0	Apr 1, 2010	Equipment Relief without Passengers	X		
126	0	May 28, 2010	Chelton Flight Logic Electronic Flight Instrument Systems (EFIS)	X		
127	0	June 7, 2010	Night Vision Imaging systems (NVIS)	X		
128	1	Aug 15, 2011	Wheelchair Accessible Lavatories	X		

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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.