

Minutes of MMEL IG 86 held April 11 & 12, 2012 at the Navy Memorial in Washington D.C.

Time	Agenda Item Number	MMEL IG 86 DAY 1 Wednesday April 11, 2012	Lead
0830-0840	86-01	Introduction/Administrative Remarks	MMEL IG Chairman
0840-0855	86-02	MMEL IG/FOEB Calendar	MMEL IG Chairman
0855-0905	86-03	MMEL Agenda Proposal & Coordination Process	MMEL IG Chairman
0905-0920		MMEL Policy Letters	
	86-04A	PLs Issued in 2012	MMEL IG Chairman
	86-04B	PL Status Summary	
	86-04C	PLs Under Revision	
0920-0935	86-05	Policy Letter Process - A Focus on Comments	AFS 240 – Greg Janosik
0935-0945	86-06	Agenda Item 66-07: ATA – MMEL / MEL Value to Industry Survey	A4A-Joe White
0945-0950	86-07	Cockpit Smoke Vision System (CSVS) (Formerly Emergency Vision Assurance System)	CLOSED
0950-0955	86-08	Agenda Item 80-36: PL-79 Passenger Seats Relief	CLOSED
0955-1005	86-09	PL 58 - Boom Microphones	CLOSED
1005-1015	86-10	Agenda Item 79-33: PL-72 – Agenda Item 79-33: Wing Illumination/Ice detection Lights	CLOSED
1030-1100	86-11	CFR 382.63 - What are the requirements for accessible lavatories? Presentation to be made by the Deputy Assistant General Counsel, Office of Aviation Enforcement and Proceedings, U.S. Department of Transportation	FAA (AFS- 240) – Greg Janosik

Time	Agenda Item Number	MMEL IG 86 DAY 1 (Continued) Wednesday April 11, 2012	Lead
1100-1115	86-11A	PL 128 Lavatory Call System – PL Comparison	Workgroup- T. Atzert (UAL) D.K Deaderick (FAA) G. Roberts (DAL) M. Bianchi (A4A) B. Taylor (USA)
None	85-09	Agenda Item 79-35: PL 128 Lavatory Call System	Item to be removed from Agenda
1115-1130	86-12	Agenda Item 82-04A: Clarification regarding what MMEL definitions are required in the Operator’s MEL	Cessna – Todd Schooler
None	86-12A	Agenda Item 81-36: PL-25 Policy Concerning MMEL Definitions – Introduce OPERATIVE definition. (Item to be incorporated into 86-12)	CLOSED
1130-1135	86-13	PL-09 Passenger Address System, Crewmember Interphone and Alerting Systems	CLOSED
1135-1150	86-14	Agenda Item 80-09: PL-98, Navigation Databases	Working Group - John McCormick
1150-1200	86-15	Agenda Item 84-24A. PLs 43 (PBE), 73 (EEMK), 75 (PORTABLE FIRE EX.), and 120 (ELT)	CLOSED
1315-1320	86-16	Agenda Item 82-12: PL-63 Equipment Required for Emergency Procedures	US Airways - Bob Taylor
1320-1335	86-16A	PL-63 Equipment Required for Emergency Procedures	ALPA - Dennis Landry
1335-1400	86-16B	PL-63 Equipment Required for Emergency Procedures	Airbus - Eric Lesage
1400-1420	86-17	Deferral of Items qualifying as NEF via the Operator’s MEL	UAL – Tom Atzert

Time	Agenda Item Number	MMEL IG 86 DAY 1 (Continued) Wednesday April 11, 2012	Lead
1420-1430	86-18	Agenda Item 80-35: PL-112 Relief for 14 CFR 25.795 Compliant Flight Deck Doors	CLOSED
1430-1445		BREAK	
1445-1500	86-19	Agenda Item 60-14: PL-85, Lavatory Door Ashtrays	A4A – Joe White
1500-1515	86-19A	Lavatory Door Ashtrays AD 74-08-09 R3 – General Aviation	CLOSED
1515-1545	86-20	Accessing CFR Preambles via www.FDSYS.gov	FAA (AGC) - Anne Bechdolt
1545-1600	86-21	PL-125 Equipment Relief Without Passengers	US Airways – Bob Taylor
1600-1610	86-22	Agenda Item 82-31: PL-106 HF Radio communications MMEL Requirements	CLOSED
1610-1630	86-22A	PL-106 High Frequency Communications	UPS – Scott Hofstra
0800-0815	86-23	Part 91 MMELs – Handling and Content	FAA (LGB AEG) – Gene Hartman
0815-0825	86-24	Agenda Item 70-18: Policy Letter Rewrite: New Format, FAA Branding and incorporate new GC Header	A4A - Mike Bianchi, FAA (AFS-260) –George Ceffalo, NetJets- Darrel Sheets
0825-0835	86-25	Agenda Item 80-27: PL-76 ATC Transponders	Boeing – Paul Nordstrom
0835-0900	86-26	PL-130 MMEL Policy for Nose Gear Steering Systems	FAA (AFS – 240) Greg Janosik

Time	Agenda Item Number	MMEL IG 86 DAY 2 Thursday April 12, 2012	Lead
None	84-39	PL-114 Inoperative Rudder Pedal Steering – Removal of Relief	Item to be removed from Agenda, ref. 86-26
0900-0915	86-27	Reply to the ALPA NWS Presentation	Item to be removed from Agenda, ref. 86-26
0915-0930	86-28	PL-122 Flight Deck Surveillance Systems	FedEx – Kevin Peters
0930-0945		BREAK	
0945-1000	86-29	Consideration of Options for FAA to Control Global Change Headers	FAA (AFS 260) – George Ceffalo
1010-1020	86-30	EASA CS-MMEL	Cessna – Todd Schooler
1020-1030	86-31	Agenda Item 78-30: FSIMS 8900.1 Rewrite Project: Volume 4, Chapter 4 (Mel)	FAA (AFS- 240 - Greg Janosik
1030-1035	86-32	Guidelines For The Introduction Of New Business	MMEL IG Chairman
1035-1045	86-33	Agenda Item 39-01: FAA / EASA MMEL Harmonization	FAA (AFS 240) – Greg Janosik & EASA – Colin Hancock
1045-1050	86-34	Agenda Item 75-24: PI-31, MMEL Format Specification – ‘Next-Gen’ MMEL Specs	FAA (KCI AEG)- Walt Hutchings
1050-1055	86-35	Agenda Item 2003-04: Conversion Of FAA MMEL Documents To XML (MMEL Transformation)	FAA (AFS-260) – Bob Davis
1055-1100	86-36	Agenda Item 80-31: New MMEL Proposal System.	FAA (KCI AEG) – Walt Hutchings

Time	Agenda Item Number	MMEL IG 86 DAY 2 Thursday April 12, 2012	Lead
NEW AGENDA ITEMS			TBA
PL 77, Cockpit and Instrument Lights, Proviso a) - “Not on Emergency Bus”			Working Group Todd Schooler – Cessna Dennis Landry – ALPA Mike Baier – American Airlines Eric Lesage – Airbus Americas
PL 102, Cargo Compartment Smoke Detection and Fire Suppression Systems			US Airways – Bob Taylor
PL 73 MMEL Relief for Emergency Medical Equipment			

86-01: Introduction / Administrative Remarks

Item Lead: MMEL IG Industry Chairman

IG 86:

Introductions & opening remarks completed; attendance list circulated. AFS 240 & 260 recognized for their efforts in arranging use of the meeting facilities at the Navy Memorial.

Greg Janosik (AFS 260) announced that SEA AEG Chairman Jim Foster is retiring at the end of July and this would be his last meeting.

Jim's successor is FAA Inspector John Pinnow

425-617-6624

john.k.pinnow@faa.gov.

86-02: MMEL IG/FOEB Calendar

Objective: Keep the calendar current.

Item Lead: MMEL IG Industry Chairman

Standing Action (Ref. IG-FOEB Calendar Rev. 86):

- 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 86: (Ref. Calendar)

All calendar updates provided at IG 85 completed.

Action Item: **IG Members** are requested to consider hosting IG 91.

IG Chairman - Align calendar with the following updates provided at IG 86 -

2012

DC-3 FOEB date set as 19 Sept. To held in Long Beach, CA.

IG 88 dates as set 7-8 Nov. Hosted by UPS in Louisville, KY,

Electronic MD-11 FOEB, no dates as yet but requested to remain on the calendar as 2012 event.

2013

IG 89 date set as 9-10 Jan. Hosted by US Airways in Phoenix. AZ.

IG 90, dates need to be adjusted to Wed, Thurs, 17-18 April. Hosted by Cessna in Wichita, KS.

IG 91 - OPEN

IG 92 dates are set as 23-24 Oct. Hosted by FAA in Washington, DC.

86-03: 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/Forms/AllItems.aspx?RootFolder=%2ftaskforces%2fengineering%5fmaintenance%2fmmel%2fDocuments%2fAdministrative&FolderCTID=0x0120000F20765BCD68A84D9CADB8290AEE1652&View=%7b4E13B2D7%2d24DE%2d40EB%2dA1CA%2d366C499AE032%7d

MMEL IG Chairman

Robert.Taylor2@usairways.com

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

IG 86: (No attachment)

Todd Schooler has proposed a “Revision Log” be made part of the document to record changes to the document from this point forward; suggestions for the content of such a log as well as support for or objections to Todd’s proposal will be discussed at IG 86.

Todd Schooler (Cessna) stated that in a presentation of this Agenda and Coordination document to the upper management of Cessna’s engineering department he was asked to explain where does this document come from, who developed it, who maintains it, and where is the history of change located; he stated he had nothing to show them. It was then suggested that a revision record log and highlight of change page should be added to document.

Greg Janosik (AFS 260) questioned who was going to be responsible for the maintenance of such a log? The group responded that it is an FAA document as it is located on www.fsims.com. Greg stated he was totally unfamiliar with the document and its content and thus was not ready to accept responsibility without first becoming familiar with its scope and purpose and how it came to reside on FAA website.

86-03: MMEL Agenda Proposal & Coordination Process (Continued)

Tom Atzert gave a brief history that it been initially created by this workgroup in the early 1990's as an ATA document, Spec 100. Later FAA insisted it become a public document and not an ATA proprietary document as it addressed the details of how the MMEL FOEB process is managed, affecting ATA members, non-members and FAA alike. With this explanation Greg agreed that further controls such as a revision record log should be added. He asked who has been responsible for updating this document to date. Answer was it is usually the responsibility of the Industry Chairman. Greg stated before any further decisions are made regarding this document he needs to read and become familiar with its content.

Action Item: Greg Janosik – Review MMEL Agenda Proposal & Coordination Process

86-04A: Policy Letters Issued in 2012

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 86: (Ref. PLs Issued for Calendar Year)

Bob Taylor (Industry Chair / US Airways) reported that the current listing of Policy Letters under Revision is current as of 27 March. George Ceffalo consulted his record sheet and reported PL 101 was not incorporated in PL list.

Action Item: Bob Taylor – Incorporate PL 101 into 2012 PL list.

86-04B: 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

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.

Action Item: Bob Taylor to replace the word ARCHIVED with the title of the old PL.

IG 86: (Ref. PL STATUS SUMMARY)

Bob Taylor requested assistance from industry in identifying the title of archived PLs 18, 21, 42, 48, 49, and 51 (ref. MMEL POLICY LETTERS (PL) STATUS SUMMARY attachment). Paul Nordstrom (Boeing) volunteered to assist.

Action Item: Paul Nordstrom.

86-04C: 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

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. Updated listing will be sent out with minutes.

IG 86: (Ref. PLs Under Revision)

Bob Taylor (Industry Chair / US Airways) questioned if the group felt this listing had any relevance and it was stated yes, retain the listing. The listing dated 27 March is current as of this meeting date.

Item remains OPEN.

86-05: 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.

86-05: Policy Letter Process - A Focus on Comments (Continued)

IG-86: (No attachment)

IG Chairman's Note - No specific action was assigned for this item at IG 85, nor did the item indicate it was to be closed; it has been kept on the agenda until its status can be determined.

Greg Janosik (AFS 260) presented a revised color coded chart of the process utilized in the development of PLs as they move from an MMEL IG draft to FAA to final release (Ref. meeting minutes bookmark AI 86-05 PL Process – Color Code V2). He walked the group through the chart and concluded this is how he perceives the process to function after working this past year or so with the MMEL IG and FAA HDQ. He then stated as such the chart should reside somewhere where the membership can periodically review it. Kevin Peters (FDX) stated he felt this chart should be documented as a part of the MMEL Agenda Proposal & Coordination Process document. Greg stated he was not familiar with that document but he will take that recommendation under advisement.

He asked the group for critique as whether they felt the chart accurately represented the process. Some discussion was had on the PL posting for the comment portion of chart and who sees the draft and comments made at that time, i.e., does the industry, public, see all comments like public and FAA internal comments and/or are just public comments posted, etc. It was asked what is the FAA Legal Department's responsibility within the process. Greg stated they are ensuring relief is correct, can be legally upheld, and is within scope of the regulation(s). Dennis Landry (ALPA) stated that he was already concerned over the how long it takes to gain PL approval now, and he is dismayed that Legal is now an integral part of the process. Greg stated it is essential, it cannot be avoided and it will by necessity add to the timeline of the development of PLs.

Dennis then raised the issue of many PLs being archived and 'going away.' Lengthy discussion pursued on the issue of archiving PLs and the incorporation of their content into FAA Inspector handbook 8900.1. Kevin Peters (FDX) stated that once the PL subject is incorporated into 8900.1 it is typically reduced to a sentence or two becoming more directive than guidance, thus the majority of content (e.g. the reasons for the policy change, the justification, the history of why the PL subjects were created, the record of changes, etc., are all lost as this information is no longer available (no longer transparent). In addition Industry does not know where to find the information once it is moved into the 8900.1 document. Candice Kolander (AFA) concurred with Dennis and stated not only does the PL become reduced to a sentence or two, there is no assurance that the minimal content of the PL that is incorporated into 8900.1 is not deleted, or changed again without involvement of the MMEL IG.

Greg stated the incorporated PLs do not go away but are placed in an archived status and therefore are available. He stated that although a matrix showing the location of where the PLs have been placed in 8900.1 is not available, a history mark is placed within each PL prior to its archiving identifying the incorporated 8900.1 chapter, section, para, etc. After a short discussion he had to concede that the PLs with the history mark are only internally accessible by FAA. Bob Davis (AFS 260) stated that prior to the establishment of the FSIMS website there was a degree of loss of history of older PLs; it was suggested that if members of Industry have any historical records of older PLs the FAA will accept them and see that they are scanned into the FSIMS repository. Finally Greg and Bob both agreed that access to some form of matrix for locating where incorporated PLs can be found in 8900 will be taken under consideration.

86-05: Policy Letter Process - A Focus on Comments (Continued)

Action Item: Greg Janosik – Consider development of matrix for locating archived PLs in 8900.1, including those already archived.

Action Item: MMEL IG Industry Members – Review your historical records for any older PLs and forward to Bob Davis and Greg Janosik.

86-06: 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.

86-06: ATA MMEL/MEL Value to Industry Survey (Continued)

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 is available. Bob Taylor asked if this 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.

Item remains OPEN.

Action item: Mike Bianchi, A4A

IG-86: (No attachment)

Mike Bianchi (A4A) reported that due to computer ‘malfunctions’ he does not have any output to present to the IG at this time.

IG Industry Chair’s Note – Mike Bianchi has since departed A4A following IG 86; the position of MMEL IG A4A Chair is now held by Joe White.

Action Item: Joe White – Provide A4A survey to the airworthiness committee and feedback to the IG group

86 -07: Cockpit Smoke Vision System (CSVs)

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.

86 -07: Cockpit Smoke Vision System (CSVS) (Continued)

IG 84:

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

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

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

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

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

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

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 260) agreed that other than the name there was no internal FAA disagreement or objections.

86 -07: Cockpit Smoke Vision System (CSVS) (Continued)

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

Item remains OPEN.

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

IG 86: (Ref. PL 129 R0)

PL 129 R0 posted as final 03-26-12.

Item is CLOSED and will be removed from the agenda.

86-08: PL-79 Passenger Seats Relief

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

Item Lead: Tim Kane

Discussion:

IG-80:

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

IG-81:

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

IG-82:

See PL-79 RXX latest draft.

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

IG-83:

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

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

86-08: PL-79 Passenger Seats Relief (Continued)

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 release

Item remains OPEN.

IG 86: (Ref. PL 79 R8)

PL 79 R8 posted as final 03-26-12.

Item is CLOSED and will be removed from the agenda.

86-09: 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?

86-09: PL-58 Boom Microphone (Continued)

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.

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.

Item remains OPEN.

Action item: Dave Burk (Aerodox)

IG 86: (Ref. PL 58 R4 GC)

PL 58 R4 GC posted as final 03-26-12.

Item is CLOSED and will be removed from the agenda.

86-10: PL-72 Wing Illumination / Ice Detection Lights

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

Item Lead: Greg Janosik - FAA (AFS- 240)

Discussion:

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,

86-10: PL-72 Wing Illumination / Ice Detection Lights (Continued)

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 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.

86-10: PL-72 Wing Illumination / Ice Detection Lights (Continued)

Paul Nordstrom (Boeing) also objected to the use of sub-items numbers to break out descriptions of these different types of configurations rather than 'system, sub-system, function' as has been the practice in current MMELs. Greg requested a small working group be organized to rework the PL. Todd Schooler (Cessna), Scott Hofstra (UPS), and Tom Atzert (UAL) were assigned. Gene Hartman (AEG LGB) asked to review workgroup output before it is submit back to IG.

Item remains OPEN.

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 are still some awkward process and he thought since it is on the IG agenda that withholding comment until the meeting was appropriate. Greg stressed the comments get responded to and become a part to the record and he stressed people to follow the draft posting and make comments.

Item remains OPEN.

Action item: Greg Janosik

IG 86: (Ref. PL 72 R4)

PL 72 R4 posted as final 03-26-12.

Item is CLOSED and will be removed from the agenda.

86-11. CFR 382.63 - What are the requirements for accessible lavatories?

Objective: The Deputy Assistant General Counsel, Office of Aviation Enforcement and Proceedings, U.S. Department of Transportation is scheduled to attend and speak to the group on the issue.

Item Lead: Greg Janosik

Discussion: Related to agenda item 86-11A PL 128 Lavatory Call System – PL Comparison.

IG 86:

Greg Janosik introduced Anne Bechdolt of the FAA Chief Counsel's office, and DOT Deputy Assistant General Counsel Blane Workie who spoke to issue of DOT Part 382 rule and PL128. Blane began by stating her organization works closely with FAA to ensure operators are in compliance with the Air Carrier Access Act implementation regulation CFR Part 382. She then outlined the scope of PL 128 regarding the requirement to maintain a wheelchair accessible lavatory and certain associated equipment such as call light, grab handle(s), and not being able to place these on an NEF list. Blane stated her agency is aware of the concerns that operators have on this subject and are open to a review on the feasibility of extended relief and whether relief should be NEF or MEL, and if MEL, what category should be used.

Anne then echoed Blane's comment that DOT and FAA are revisiting this PL issue to determine if relief is feasible, and to what extent relief should be provided. She stated the outcome of their deliberations will be presented at the August MMEL IG. They want to hear the concerns of the industry group members present so those concerns can then be taken in account during their review. Several members questioned the determination of whether or not these items will be deemed to be NEF, or MEL and associated repair category. Anne restated that all this is under re-evaluation. It was asked if this FAA/DOT review board would allow an industry group advocate to attend and advise them on industry concerns. Anne stated that is the purpose of her's and Blane's attendance at this IG.

Paul Nordstrom (Boeing) requested they ensure that their decision will be based upon maintenance of an acceptable level of safety, the benchmark for MMEL relief.; he stated that the act of even considering the lavatories as being the subject of MEL does not make sense as they are not safety of flight items. Yet he conceded that under current regulations it is in the best interest of a carrier to consider maintaining the lavatory. He then made the analogy that high rise buildings contain multiple handicap facilities but they do not shut down an entire building when one of them becomes inoperative. He stressed it is not the intent of airlines to discriminate but maintain the highest level of service for everybody with minimal impact on any single entity.

Blane countered with the objective of the DOT is to ensure compliance with accessibility and not so much as with the vehicle used to maintain it, i.e. NEF or MEL. Instead they have separate authority from FAA to assess if violations have occurred and whether or not fines are warranted, indicating that the fine is \$27,500 for each violation. She then stressed the balance of considering flight safety versus passenger safety and that there is a safety implication related to an inoperative call light or lack of availability of grab bars, etc.

86-11. CFR 382.63 - What are the requirements for accessible lavatories? (Continued)

Candice Kolander (AFA) stated that the impact of having inoperative handicap lavatory falls upon the flight attendant and for the benefit of her represented group it is preferred that the lavatory remain in MEL and not NEF. Tim Kane (JetBlue) stated that he felt that there is a degree of misunderstanding as to the level of control of NEF versus MEL. Some discussion was held on the appropriateness of NEF versus MEL. Anne spoke up and stated that from her department communications with operators it appears that since inception of PL 128 the time taken to bring an inoperative lavatory back to service has become shorter, from an average of 4-7 to 3 days. She stated thus there is a difference as to what program is used to fix the item, NEF or MEL.

Some group members expressed concern about the accessible lavatory been treated differently, more restrictive than other lavatories. It was stated that Legal should only consider if it is reasonable to give industry relief and what components of lav need to be included. Anne stated she keeps hearing the group state 'and give relief for some period of time.' Anne stated Legal needed more feedback on what the group felt is an acceptable amount of 'some time.' She asked is it 3 days or 10 days? Don Reese (AAL) questioned why a wheel chair accessible lavatory must be made available when it is legally permissible to MEL, depending on route and flight time, multiple, even all, the other regular lavatories? Another member stated his people based on reading of PL come to different conclusions of what must be MEL'ed and what not. Anne stated PL 128 as written only addresses the accessible lavatory. Then she stated from what her department has heard from carrier's, leads them to conclude that interpretation and thus application of PL has not been consistent.

Anne then cautioned the group that there are other things addressed in Part 382 that are a part of the handicap accessibility requirements beside just the lavatory, she mentioned aisle armrest and wheelchair stowage space as examples. She stated that as they further study the issue they will taking all these other factors into account. A group member stated there is too much ambiguity when the PL uses terms such as 'and other controls' to describe the scope of components that DOT wants carrier's to make accessible to the handicapped. He stated it is unfair to state enforcement will be pursued when he has used best faith to correctly interpret the requirements.

Blane stated they have a website http://airconsumer.ost.dot.gov/SA_Disability.htm that has several documents that give guidelines on accessible lavatory requirements. She stated that these documents are not so much for FAA use but DOT's. She then stated it is standard convention in legal documents to use such 'catch all' statements as 'and other controls' because future circumstances and requirements can change and everything cannot always be anticipated on initial writing of a rule. She then stated as far as accessing whether a civil penalty is appropriate they look at numerous factors such as how much effort was taken to restore the equipment, whether or not there is history of non-compliance, passenger complaint filed, etc.

Tom Atzert (UAL) commented that there have been meetings on the topic in the past where not all stakeholders were present. He stated it is imperative that from now on we all need to come together to achieve a workable solution. He then stressed that while appropriateness of use of NEF versus MEL has been brought into question, the NEF is a part of the MEL and has been a successful tool. He asked for details as to how many fines have been levied? She stated she did not have statistics to give. She stated that due to limited staffing they do not have the ability to actively monitor operators so they are reliant

on FAA safety inspectors to provide details. Plus due to lack of manpower they only open an investigation if a significant amount complaints are received.

Final comment was made by Tom that A4A has developed a PowerPoint presentation that demonstrated that prior to PL 128 the NEF program was successfully used to address the lavatory issue and that it addressed, and met the spirit of intent of the Part 382 rule. He offered it to DOT for their review. Candice Kolander (AFA) asked to be provided a copy of this presentation.

(Ref. meeting minutes bookmark A4A – MAINTAINING CFR 382 and non-382 Like Items.ppt. Note: This item was submitted to DOT with A4A branding on March 30, 2012).

86-11A. PL 128 Lavatory Call System – PL Comparison

Objective: Review existing PLs, DOT Rule, and CFR 382 requirements to determine that equipment addressed by PL 128 is already adequately addressed under other PLs as Category C relief; then either revise PL 128 to a C Repair Category, or cancel PL 128 entirely.

Item Lead: Workgroup - Tom Atzert (UAL), George Roberts (DAL), DK Deaderick (FAA AFS 220), Mike Bianchi (A4A), Bob Taylor (USA)

Discussion: After much back and forth, point, counter point discussion at IG 85 regarding PL 128 it was determined Agenda Item 85-09* should be closed and a new item (this item) opened to address the findings of the working group as stated in the Objective above.

*Note - Agenda Item 85-09 immediately follows this item in the IG 86 agenda for historical reference.

Action item: Working Group

IG 86: (Ref. PL 128 R1)

Please refer to previous agenda item 86-11 minutes.

IG 86-11A will be held OPEN as a placeholder.

85-09. PL 128 Lavatory Call System

Objective: PL 128 Lavatory Call System.

Item Lead: Greg Janosik – FAA (AFS- 240)

Discussion:

IG 82:

See PL128 R0 latest draft.

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

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

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

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

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

85-09. PL 128 Lavatory Call System (Continued)

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.

85-09. PL 128 Lavatory Call System (Continued)

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 canvass 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.

Workgroup assignments:

DK Deaderick (FAA AFS 220)

Tom Atzert (UAL)

George Roberts (DAL)

Mike Bianchi (A4A)

Bob Taylor (USA)

IG 86: (Item will be CLOSED and removed from agenda. Action item moved to new Agenda Item 86-11A.)

86-12. Clarification regarding what MMEL definitions are required in the Operator's MEL

Objective: Propose definition language for all MMELs

Item Lead: Todd Schooler - Cessna

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

IG-82:

See following para from T. Schooler.

DEFINITIONS

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

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

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

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

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

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

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

86-12. Clarification regarding what MMEL definitions are required in the Operator's MEL
(Continued)

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.

86-12. Clarification regarding what MMEL definitions are required in the Operator's MEL
(Continued)

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 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.

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

86-12. Clarification regarding what MMEL definitions are required in the Operator's MEL (Continued)

Action item: Todd Schooler (Cessna)

IG-86: (Ref. PL 25 R18 D7 & Comments)

As of 03-27-12 PL 25 R18 D7 remained posted with comments due by 04-13-12.

Todd Schooler (Cessna) reported he sent the comments and the responses from industry to Greg Janosik (AFS 260) and would like to withhold comment on PL 128 (Agenda item 86-11A) until DOT gives their presentation, position on PL 128 later in the MMEL IG. Greg reported some confusion resulted in review as two versions, draft 7 and draft 8, were erroneously posted simultaneously which lead to some confusion. He stated they removed 7 and retained 8, all comments received have been answered and he feels PL 25 is ready.

Gene Hartman (AEG LGB) expressed a concern over definition 9, Dash symbol. He stated some inspectors felt the MEL should never use a dash but instead list which aircraft have which number of equipment installed. Todd Schooler (Cessna) stated this is impractical. Kevin Peters (FDX) raised the issue that MEL should not be used as a configuration control document. Several members agreed. Greg stated this is true with the 8900.1 rewrite, it states MEL is not a configuration control source. He then read off the guidance from the 8900.1 rewrite for use of variable in the number installed and number required columns. It included that what is used must be acceptable to the POI.

Discussion pursued as to the appropriateness of such statement as there was reported much variance of positions taken by different POIs and thus no standardization. Greg countered that it stands as POI has the ultimate authority for MEL approvals. John McCormick (FDX) stated he felt the 8900.1 rewrite should match the definitions as found in PL 25. He pointed to the definition of number installed in PL 25 which states normally a number is used but can be a dash representing a variable (*paraphrased*). Also he recommended that stating approved by the POI is redundant and should be struck, and that inclusion of the term POI leads reader to assume special attention is needed on behalf of the POIs, which is not necessary. Greg requested alternate proposed language be submitted for number installed and number required.

Todd stated several industry comments were related to PL 70 and he wanted to make known to everyone that a major objective is incorporation of PL 70 into rewrite of PL 25 Once PL 25 is released PL 70 is to be retired.

Action Item: **Jim Foster** - Submit examples of ACI to Greg.

IG Members – Submit alternate proposed language for number installed and number required.

86-12A: 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.

86-12A: PL-25 Policy Concerning MMEL Definitions – Introduce OPERATIVE definition
(Continued)

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 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 pursued on how it could be revised was held.

Action item: Todd Schooler to rework draft PL 25.

Item remains OPEN.

IG 86: (Ref. Agenda Item 86-12, and PL 25 R18 D7 Definition 22 Operative)

Thiago Viana (Embraer) was unable to attend IG 86 but has indicated he supports definition 22, PL 25 D8. Item is CLOSED and will be removed from the agenda.

86-13. 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.

IG 86: (Ref. PL 9 R10)

PL 9 R10 went final January 18, 2012.

Item is CLOSED and will be removed from the agenda.

86-14. PL-98, Navigation Databases

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

Item Lead: John McCormick (Fed-X)

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.

86-14. PL-98, Navigation Databases (Continued)

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

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: 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.

86-14. PL-98, Navigation Databases (Continued)

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

86-14. PL-98, Navigation Databases (Continued)

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 led 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.

86-14. PL-98, Navigation Databases (Continued)

IG 86: (Ref. PL 98 R1 D10)

As of 03-27-12 PL 98 R1 D10 remained posted with comments due by 04-20-12.

John McCormick (FDX) opened the discussion stating he thought that since there is no industry comment on PL98_R1_D10 it should be acceptable; Greg Janosik (AFS 260) disagreed stating he had several issues with draft PL 98. He began by stating that the work done to date has been outstanding, and then offered a PowerPoint to illustrate his concerns, the first being the repair category “C”, the second being the minimum required for dispatch is 0 (Ref. meeting minutes bookmark “Janosik – PL 98 Issues). He then presented MEL CFRs, 91.213, 121.628, 125.201, 129.14 and 135.179 which are the CFRs that authorize an operator to have an MEL. He asked where in these CFRs is software listed as an item that can be inoperative? Next he presented 121.349, 125.203, 129.17 and 135.165 that state that the equipment requirements to fly IFR overwater operations is to have two independent navigation systems suitable for navigation. He emphasized that these regs stipulate two independent systems are required. He then stated that this precludes the min required of 0. He made his third case that the out-of-date nav data base equates to a FMS system operating in a degraded mode and this is not a condition he felt met the dispatch requirement of having two fully independent nav systems. He then re-touched upon his objection to the C category use being too long a period to be operating in what he felt again is a degraded mode of operation. Finally he stated having a minimum of 0 leaves no motivation of due diligence to check the accuracy of nav data. He concluded that for these reasons he sees no option but to have PL 98 dis-approved and thus MMEL relief for nav data base be deleted.

Todd Schooler (Cessna) made counter comment that all this is fine provided you are an 135 / 121 operator. His operators are Part 91 and this PL does not address them. John McCormick (FDX) challenged Greg’s contentions. He asked what is wrong with C category? Greg pointed to his third point, the need for two independent nav systems. John countered that the issue is of one database supporting two independent FMS systems thus -/0 works and it does not represent a degradation of FMS. Conversation pursued that the intent of the original PL 98 was to enhance safety for future NEXT GEN nav and FAA should support that. Taking the relief away will ground entire fleets just because of a late vendor delivery or delivery of data base with a missing data point, etc. Instead the procedural guidance that has been negotiated within the draft work on PL 98 will achieve an enhanced level of safety as it mandates the operator must have a procedure to check the data for changes between old and new and provide the differences to the pilot via a means such as a listing of routes, approaches, etc. that may be not be flown. Further, as specified by AC 91-101A, RNP AR procedures, the AC expressly does not allow such procedures to be flown period when the database goes out of date.

Jim Foster (SEA AEG) also brought up the issue that he felt this is not really applicable to the MMEL and should be moved to another forum. John echoed that by stating he agreed as this is degradation of software and not a hardware issue which is the usual function of the MMEL, yet he and with industry support, ALPA in particular, felt that this is a unique issue that is best handled by the MMEL. The argument was that it is far more preferable to allow continued use of the FMS, particularly on large category aircraft than force the shutting down of the FMS. Greg thanked the group for the inputs received stating all the comments of industry will be taken back to HDQ for further consideration. He expressly asked to see demonstrations of how operators validate the data. John offered to provide an example of how FDX validates data.

86-14. PL-98, Navigation Databases (Continued)

Action Item: John McCormick - Provide the requested example of how FDX validates data.

86-15: 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 240) 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 Counsel (AGC) to interpret the rule preamble.

Pete Neff (AFS 240) stated this is what occurred some time ago with PL 39 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.

86-15: PLS 43 (PBE, 73 (EEMK), 75 (PORTABLE FIRE EX.), and 120 (ELT) (Contd.)

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 if meets its intend 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 is it been operative or inoperative is not a factor of item being equipped. FAA present disagreed, stating it still must meet it 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 the 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.

IG 86: (Ref. PL 43 R2)

PL 43 R2 posted as final; item to be removed from agenda.

Item is CLOSED and will be removed from the agenda.

86-16. PL-63 Equipment Required for Emergency Procedures

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

Item Leads: Bob Taylor/US Airways

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

IG-82:

See PL-63 R4 latest draft

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

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

Action Item: FAA AFS.

IG-83:

Bob Taylor states he was attempting to get clarification if FAA concurred with this relief philosophy as approved by EASA on the A350 PMMEL, that systems powered by emergency bus can be deferred if the redundant components are also powered by an emergency bus. He reported it was promised to be handled by Mr. Bob Davis. Greg Janosik (AFA 240) stated Bob was out of office and he would follow up with him later in the week. Bob Wagner (DAL) stated the action item is to see if FAA will be OK to amend PL 63 to allow this? Greg asked if a draft of 63 had or had not been devised. Bob Taylor stated it was a part of previous IG meeting agenda but was not promulgated forward. Greg asked if Bob could forward a copy to him.

Item remains OPEN.

86-16. PL-63 Equipment Required for Emergency Procedures (Continued)

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.

PL_R4_D2 to be posted for comment.

Item remains OPEN.

IG 86: (No attachment)

Subsequent to IG 85 PL 63 R4 D2 was posted as draft; one comment received resulting in a D3; D3 posted with no comments received; D3 has since been removed from the draft site.

Action Item: Greg Janosik – update IG regarding status of R4 D3.

IG Chairman's Note - Subsequent to D3 being removed from the website –

- Dennis Landry expressed an interest in revisiting PL 63 (Ref. Agenda Item 86-16A)
- Airbus has expressed an interest in revisiting PL 63 (Ref. Agenda Item 86-16B)

Bob stated two positions on PL63 are to be addressed by reference to agenda 86-16A and -B (see bullets above). Greg Janosik stated that the latest draft of PL 63, R4_D3 has been moved to internal FAA coordination.

Action Item: **Greg Janosik** – Update group regarding status of PL 63 R4 D3

86-16A. PL-63 Equipment Required for Emergency Procedures

Objective: To ensure the foundation of PL 63 R4 is as strong as the original PL.

Item Lead: Dennis Landry (ALPA)

Discussion:

IG 86: (No attachment)

Dennis Landry commented that he wanted to withhold presentation of ALPA position until after hearing the Airbus proposal, agenda item 86-16B (below).

Item remains OPEN

86-16B. PL-63 Equipment Required for Emergency Procedures

Objective: To ensure the foundation of PL 63 R4 is as strong as the original PL.

Item Lead: Eric Lesage (Airbus)

Discussion:

IG 86: (Ref. PL 63 R4 D3 Airbus Comments, and PL 63 R4 D4 Airbus)

Eric Lesage (Airbus) presented their new two-fold proposal. First is to introduce complementary guidance associated with the original guidance of 63_R3 which is to ensure relief is not granted to instruments and equipment item required to accomplish an emergency procedure. He stated they felt this is too restrictive and they want to add the term ‘necessary’ to accomplish an emergency procedure. Apparently Airbus feels without this added guidance the current 63_R3 implies that any system utilized by emergency procedures is considered as NO GO even if it can be shown that the non-availability of a system does not impair the accomplishment of an emergency procedure.

The second proposal is to remove of all references to equipment items that are powered by electrical emergency bus bars from the second part, paragraph of current 63_R3. He stated that Airbus feels this is too restrictive and a cause of confusion as it does not account for system design redundancy, results in unnecessary restrictions, differences of relief in master MELs granted by FAA and EASA.

Eric stated he wanted to give explanation of how Airbus takes PL 63 in account when evaluating items of equipment for MMEL relief. He stated they understand that a special assessment must be done regarding equipment called out as required in an emergency procedure. He stressed that this assessment must be done regardless of the probability of failure of equipment in question, and that if the equipment is used in different procedures then it must be done for each procedure. He then stated that just because an item is called out in a procedure it does not implicitly mean that unavailability of item impairs the correct accomplishment of a procedure. He gave examples of how redundant system / equipment that can be used to achieve the desired response.

Regarding Airbus’ second proposal of removing reference to emergency bus bar powered equipment, he stated as a manufacturer Airbus has to demonstrate that when the aircraft is in an emergency configuration that it is compliant with certification requirements and can remain in a ‘safe’ condition, but he stressed that a manufacturer can decide to design aircraft to go beyond these minimum specifications for sake of providing additional reliability functions to the crew. He gave example of later generation aircraft having greater power output of generators allowing redundant equipment being powered by separate emergency power sources. He thus proposed removing verbiage ‘..if powered by an emergency bus or equivalent..’ from PL 63’s second paragraph. He also proposed that the topic of whether or not items of equipment need to be emergency powered should be topic of another policy letter, Airbus proposes the focus of PL 63 be only the accomplishment of any emergency procedure. He then presented a new version of PL 63 which had the title changed to “Instrument and Equipment Items utilized for Emergency Procedures” with refined scope statement.

86-16B. PL-63 Equipment Required for Emergency Procedures (Continued)

He explained Airbus' reasons for substituting wording such as 'unitized' and 'necessary' in place of 'required.' He stated 'required' is too often interpreted as if it is listed in procedure then it is a NO-GO item. Whereas the use of the other two terms allows for more substantial evaluation. He gave examples of lighting configurations where multiple lights are on an emergency bus power source and hence under today's PL are not allowed to be inoperative whereas in an actual emergency only a very limited number are actually necessary for safe accomplishment of the procedure. Todd Schooler (Cessna) agreed stating as a manufacturer they too place much more equipment on emergency busses than is required for emergency procedures.

Eric gave other examples related to speed brakes, autopilots, and a specific one regarding failure of the automatic presentation of passenger masks stating that as per their draft PL language that on a case-by-case basis if a manufacturer can demonstrate by quantitative analysis that absence of the equipment item does not impair safe operation of the aircraft, then the item should be a candidate for MMEL relief. Group discussion ensued with varied opinions expressed from several people arguing that 'required' is a better term than 'utilized'; other wording and re-organization of the proposal were also suggested. Dennis Landry (ALPA) commented that this new approach by Airbus is totally different from their original proposal (see minutes of previous IG meetings). Eric agreed that this is a change of direction as Airbus is now of the opinion that the description of equipment power sources is not what we should be concerned with. Bob Taylor suggested Eric provide a revised updated draft of PL proposal for posting for comment.

IG Chairman's Note - Post-IG 86 Airbus reconsidered the format originally presented to the group as PL 63 R4 D4, is withdrawing R4 D4, and will resubmit a new draft proposal as part of the IG 87 agenda.

Action Item: Eric Lesage - Provide updated Airbus draft proposal of PL 63.

86-17: Deferral of items qualifying as NEF via the Operator's MEL

Objective: Clarify an Operator has the ability to list NEF items within the MEL, should they choose to do so.

Item Lead: UAL – Tom Atzert

Discussion:

IG-86: (No attachment)

Tom Atzert (UAL) opened the discussion by stating that as a result of incorporating PL 128 into the UAL 777 MEL they would be creating an MEL for deferral of the Call Light within the accessible lavatory, while deferral of the Call Light within the non-accessible lavatories would remain part of the NEF process; realizing this would be a point of confusion to their mechanics they chose to create an MEL record for the non-accessible lavatory Call Light co-locate it within the MEL adjacent to the accessible lavatory Call Light (simplifies the process for the MEL user).

When this was presented to their local FAA, FAA objected to an NEF item being listed in the MEL. The inspector stated that there is no guidance that states an NEF item can be placed MEL. Issue was raised to resolution with their POI but was again objected to as an attempt to 'pick and choose' what regulation they wanted to comply with. Tom stated UAL feels that an operator should be allowed to use the MEL for administration of NEF items, and thus it is requested this issue be addressed by AFS 260. Greg Janosik stated he will take that under advisement and determine if doable and how it should be documented.

Action Item: Greg Janosik

86-18: PL-112 Relief for 14 CFR 25.795 Compliant Flight Deck Doors

Objective: Clarify flight deck doors that have decompression function that is independent of the door locking system.

Item Lead: Paul Nordstrom

Discussion: Based on 787 MMEL industry review meeting discussions with FAA.

IG-80:

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

IG-81:

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

IG-82:

See PL-112 R2 latest draft.

No comment - draft to go final.

IG-83:

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

Item remains OPEN.

IG-84:

Currently in the internal FAA approval process,

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

IG 85: (No attachment)

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

In final signature release. Item remain OPEN.

IG 86: (Ref. PL 112 R2)

PL 112 R2 posted as final.

Item CLOSED and to be removed from agenda.

86-19. 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 – A4A

Discussion: Qantas has requested a change to PL-85 and AD 74-08-09 R2 based on the fact that most airlines, if not all, are operating non-smoking flights. They feel that the interior ashtray is more essential than the exterior ashtray. DAL had submitted a proposal to the FAA to revise the AD in order to give maximum flexibility to the operators. FAA rejected the proposals saying that people will smoke regardless of the operating rule. On-demand air taxi and non-certificated operations (i.e. Part 91) may still allow smoking on board and, on those airplanes, lav door ashtrays are airworthiness/safety items. AD 74-08-09 R2 applies to all transport category airplanes, not just Part 121 passenger carrying operations. Seattle AEG agreed to discuss with ACO the possibility of revision to AD 74-08-09R2.

IG-81:

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

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

IG-82:

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

IG-83:

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

IG-84:

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

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

86-19. PL-85, Lavatory Door Ashtrays (Continued)

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 in 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).

Item remains OPEN.

IG 86: (Ref. 74-08-09 R3, PL 85 R4 D1 and PL 85 Comment Form)

AD 74-08-09 R3 has been released, effective 03-28-12. Mike Bianchi (A4A) outlined the enhancements to the relief offered by the AD via a global AMOC that was received as a response to A4A's request for such relief dated March 8, 2012. Greg presented a draft of a PL 85_R4 to include the new AD and AMOC relief. He asked the group if they would object to archiving PL 85 and updating the PL STATUS SUMMARY report maintained by Industry group; his reasoning was relief is in the AD and should not be duplicated in other documents. Darrel Sheets (NexJet) stated that current 8900.1 states AD does not allow an operator to update an MEL strictly upon 8900.1 He stated that he felt the rewrite of 8900.1 amends this, but it is not yet available so PL should not be immediately archived.

Kevin Peters (FDX) challenged that as it clearly states in AD 74-08-09 R3 that it does supersede the MMELs. Jim Foster (SEA AEG) stated that the FAA ACO in publishing MMEL relief in the AD has overreached as they do not have the authority of determining MMEL standards, that is the purview of the AEG. It was suggested that PL 85 be anointed GC status so as to aid operators who wanted to incorporate the AD offered relief as soon as possible. Greg re-stated that he felt keeping the PL active

86-19. PL-85, Lavatory Door Ashtrays (Continued)

was redundant as both the AD and AMOC are available. Paul Nordstrom (Boeing) stated that their foreign customers / carriers who are not legally bound by US regulations but voluntarily comply with FAA guidance use the FAA PLs as source of such guidance, and hence the PLs are a more useful source. Greg Janosik rejected this position stating the AD and AMOC are the legally approved documents and override the PL. He re-stressed that he is against duplication of information. Tom Atzert (UAL) asked what drives the change to MMELs. Jim Foster stated an AD does not necessarily do it; it must be requested. Paul stated that is the purpose of a PL. Greg stated a notice from AFS to AEG can be used to ensure MMELs are updated; until then people have the AD to consult. Paul re-stressed that the correct relief is listed in the AMOC, not the AD, and the AMOC is not readily available. Jim Foster agreed. Greg relented a degree stating possibly as an interim solution PL 85 could be a GC which would expire in four years. He stressed he could not make this call but will take it under advisement and communicate with upper management.

Action item: Greg Janosik – Determine FAA Upper Management’s position on designating PL 85 as a Global Change.

86-19A. Lavatory Door Ashtrays 74-08-09 R3 – General Aviation

Objective: To clarify Ad is not applicable to General Aviation aircraft.

Item Lead: Todd Schooler – Cessna

Discussion:

IG 86:

Dave Burk (Aerodox, Inc) asked how AD statement ‘both crew and passenger lavatories are included in the total lavatory count’ is applicable when not all aircraft have a lavatory waste container, and hence do not have a door ashtray. Todd Schooler (Cessna) chimed in that this is not uncommon as he reports interior outfitters are routinely installing full interiors without ashtrays on door(s). It was questioned back and forth if this AD does or does not apply. Greg stated the writers of these documents do not necessarily have all the information needed in hand and stressed reviewers should use the comment periods to ask these questions. Meanwhile he said, going back to the previous discussion (agenda item 86-19) that he will take the PL 85 and attach the AD and AMOC and get decision from upper management as to assignment of GC to PL 85.

This item to be CLOSED

86-20: Accessing CFR Preambles via www.FDSYS.gov

Objective: To become familiar with the method to locate and access CFR Preambles.

Item Lead: FAA AGC - Anne Bechdolt

Discussion:

IG 85:

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

Anne introduced herself as legal representative to both the MMEL IG and the 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 the 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 applicable rule's preamble.

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 be provide relief from an operating rule. Her response was it depends. She clarified this with a statement that rules have preambles that spell the intent of 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 how such preambles can be located. 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 easily 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 – Provide a tutorial for the MMEL IG as to how to navigate www.FDSYS.gov.

IG 86:

Anne Bechdolt (FAA AGC) presented a tutorial on how to access rules and their preambles on GPO's FDSYS website, as well as on how to locate FAA Chief Counsel Legal Interpretations on FAA's website.

Tom Atzert (UAL) inquired if the rule preamble carried legal weight? Ann stated they are instructive as to FAA intent when they develop(ed) the regulation, and Legal does review them when making interpretations, thus they carry weight in that they influence legal judgments.

86-20: Accessing CFR Preambles via www.FDSYS.gov (Continued)

IG Chairman's Note: Ref. the bookmark "MMEL IG Agenda Item 86-20 - SEARCH EXAMPLES" in the IG 86 Final Agenda.pdf for examples of both. These examples, although not created by Anne, are based on the instructions provided by her, and are intended as guidance.

86-21: PL-125 Equipment Relief Without Passengers

Objective: Provide two options for each of the eight items:

- A.) Flight Crew only onboard, and
- B.) Flight Crew and up to 19 persons allowed onboard with certain equipment limitations spelled out.

Item Lead: Bob Taylor – US Airways

Discussion: Present draft PL-125 for discussion.

IG-83:

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

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

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

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

Item remains OPEN.

IG-84:

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

86-21: PL-125 Equipment Relief Without Passengers (Continued)

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 previously 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 a 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 the existing PL; a new c) proviso was added requiring alternate procedures be established and used. 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 will provide guidance on why the need to break this equipment out for passenger carrying aircraft to Bob Taylor.

Bob Taylor to add the guidance provided by Jim Foster, and to delete proviso e) of sub-item 2 Door Slides, and then forward draft PL to Greg for posting.

IG 86: (Ref. PL 125 R1 D2 [removal of proviso e]; no guidance has yet been provided)

Bob Taylor presented a revised copy of PL 125 R1 D1 showing the deletion of proviso e) in sub-item 2) Door Slides, as was assigned in the action item from IG 85 (Ref. bookmark pl-125_r1_draft 2 2012-01-30 in IG 86 Final Agenda.pdf). Bob had not yet identified the draft as D2 due to the additional guidance previously deemed to be necessary by Jim Foster had not yet been provided by Jim Foster. Jim stated he did not have such as of that moment. Greg asked Jim Foster if he was still OK with draft as it's currently written. Jim expressed some reservation but felt that he could not elaborate. Greg stated he would sidebar with Jim later. Bob Taylor is to identify the Draft as presented as D2 and forward to Greg without Jim's additional guidance.

Action item: **Bob Taylor** – Identify changes made to D1 as D2, and forward to Greg
Greg Janosik – Sidebar with Jim Foster

86-22: 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 required. Brief discussion pursued on whether two HFs 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 st numbers must be available. If not available, prior coordination with the appropriate ATS (FIR) facility is reqating 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

86-22: PL-106 HF Radio Communications MMEL Requirements (Continued)

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.

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 HF's. 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.

86-22: PL-106 HF Radio Communications MMEL Requirements (Continued)

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 remain OPEN.

IG 86: (Ref. PL 106 R4)

PL 106 R4 posted as final.

Item is CLOSED and will be removed from the agenda.

86-22A: PL-106 HF Radio Communications MMEL Requirements

Objective: To remove the Note from the current PL 106 R4..

Item Lead: Scott Hofstra, UPS

Discussion: UPS contends that the note at the bottom of the proviso is no longer valid and needs to be removed.

IG 86: (Ref. PL 106 R5 D1, 121.351, FAA SATCOM Press Release)

Scott Hofstra (UPS) had a new draft PL 106 presented on overhead and directed the groups attention to the Note that states SATCOM Voice is to be used only as a backup to normal HF communications. He stated this Note is wrong and needs to be deleted as they now use SATCOM as primary voice comm all over the world. To make his case Scott referred to FAR 121.351 — Communication and navigation equipment for extended over-water operations and for certain other operations. He stated this regulation was changed in 2007 from HF required to only two independent long-range communication systems required. He also stated FAR 91.511 was similarly changed and that FAA had issued a press release approximately a year ago that talks to SATCOM being approved for use in voice communications. He reiterated that the Note is wrong and is causing much confusion in UPS' pilot force.

He then reported that they have been in communication with a certain FAA inspector in Washington who apparently has control over this PL. He has thus far refused to allow the deletion or revision of this Note. On being asked what is his basis for doing so the inspector reported that HF is required per an ICAO rule. When they asked for copy of this ICAO rule and the inspector backed away from that and then reported it is in accordance with 91-511. Scott stated that they disagree because as he already reported this rule was changed in 2007. Scott concluded that the Note is therefore wrong and needs to be deleted. There was a general sense of agreement expressed by the group followed by some discussion on the cost of use by different SATCOM Service providers.

Greg Janosik stated he would not take a stance on this issue until he is able to talk to certain individuals at HDQ; his intent is to have a subject matter expert (SME) from HDQ attend the IG meeting.

Action item: **Greg Janosik** – Review proposed changes with HDQ, and arrange for SME to address the IG.

86-23: Part 91 MMELs – Handling and Content

Objective: To discuss Part 91 MMEL(s), and how we handle them and their contents.

Item Lead: LGB AEG – Gene Hartman

Discussion:

IG-86: (No attachment)

Gene Hartman (AEG LGB) stated that while separate MMEL Preambles exist, MMELs as written are geared towards 121 / 135 operations and do not adequately address the difference between Parts 91 and 121 / 135. He suggested a work group be formed to determine how to best address this issue, whether it be via a PL, or others means, to ensure that FOEB Chairmen consider Part 91 operations not just large aircraft ops. Dave Burk gave numerous examples of existing PLs that as written only fulfill the Part 121 operation requirement; principal examples were items that carry the nomenclature of ‘flight attendant.’

Gene asked George Ceffalo (AFS 260) why Part 91 MMELs are not carried on www.fsins.com George responded this is because rather than publish two MMELs, one for Part 91, and another for 121, they publish just one MMEL and give the user the option of inserting the preamble that fits their operation (Parts 91, 121, 135 etc.); he stated he knew of only two exceptions of where a 91 only MMEL existed.

Todd Schooler (Cessna) seconded the proposal of the need for different guidance for 91 versus 121 / 135. He restated Gene and Dave’s position that PL writing has tended to remain centered principally to the concerns of 121 / 135 operations. He stated that he had an understanding with his AEG Chairman who understands this and that they are able to pick apart the PLs to fit Cessna’s fleet; however, he reported this is not understood by the majority of AEGs, and other manufacturers and operators are forced to have to accept 121 relief conditions being imposed upon their Part 91 operation. Discussion then centered upon the fact that only until the last 5-6 years that Part 91 has been an active part of the MMEL IG, and since then PLs have tended to be more generic with the document header referring to all applicable Parts affected. Jim Foster (AEG SEA) agreed stating he felt that actual PLs writings have attempted to address all Parts concerned, but may have fallen short.

Todd gave the example of how even the generic single engine MMEL, an obvious Part 91 document, requires dealing with Part 121 requirements, citing the Nav Data Base PL as an example. George Ceffalo stated he thought the problem could be resolved with a re-write of the Preambles; he outlined how previous attempts to improve these had failed. He also stated the new GC header attempted to fix some of these concerns. Todd agreed but felt a more comprehensive education of all FOEB Chair persons is needed. Discussion continued with numerous examples of how current MMELs and PLs do not fit all aircraft configuration. One example given was a passenger configured B767 versus a B767 in a corporate jet configuration; another was the ADS-B extender squitter, with GA using a UAT instead, but the PL does not differentiate between the two. Another issue is that some PL are just out-dated. Todd gave the example of how some aircraft do not have physical CBs but are equipped with virtual breakers instead.

86-23: Part 91 MMELs – Handling and Content (Continued)

Bob Taylor (industry chairman) attempted to bring closure to the discussion by asking for a summary of what is needed, a workgroup study, PL creation, or other process? Tom Atzert (UAL) stated the scope of issue needs to be defined before attempts to fixing the problem is pursued. Discussion then centered on scope, and then on whom within the IG group should be involved in a workgroup. Gene stated he was not proposing creation of extra work, but instead to heighten awareness that the group could do better. Greg Janosik stated the only way to improve the process is to work the issue. He stated it is not an issue of doubling PL count but ensuring AEG chairman are aware of and take into account the needs of Part 91 operators. Greg stated it is something this group can handle and does a good job at, but not enough AEG chairman attend these meetings, indicating that is a problem he has to address. He stated until that changes the PL output of the IG has to be designed to better address and communicate the needs of Part 91. He suggested that a separate review group or committee could be established and tasked with the responsibility of reviewing all PLs in draft phase for application to Part 91.

A group member stated that he thought that as an outflow of the 8900 rewrite work there was to be the establishment of a training module and instructions on how to approve an MEL. He stated he felt this would be a good place for coverage of this topic. Dave Burk stated he gives MEL training to FAA and he gets comments from Inspectors that they do not get trained in detail. It was stated that training is very limited. Greg acknowledged this by stating it is duly noted. He stated they need to study this issue further. He then concluded that Part 91 guidance possibly needs to be identified in a PL. Collin Handcock (EASA) stated EASA has published their own guidance on this issue, sating they divide the listed relief as effective for commercial and/or non-commercial operators.

Workgroup established as follows:

Lead - Dave Burk (Aerodox)

Members:

Todd Schooler (Cessna)

Darrel Sheets (NetJets)

Dean Hartschen (Hawker Beechcraft)

Gene Hartman (AEG LGB)

Nick Petty (Exec. Jet Management)

Action item: Part 91 MMEL Work Group

86-24: 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.

86-24: Policy Letter Rewrite: New format with FAA branding (Continued)

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

ITEM CLOSED

IG 86: (Ref. PL 59 R4 D7 and PL 59 R4 D7 Comments)

Item remains on agenda. As of 03-22-12 a draft 7 of PL 59 R4 remained posted with comments due by 03-30-12.

Greg Janosik (AFS 260) first re-presented a presentation of the 8900.1, Vol 4, Ch. 4 rewrite showing how the chapter has been reduced to four new sections from the current 11 sections and how these new sections reflect effectivity by Part, etc. He stated the new Section 2, the MEL program, now has been updated to expand its effectivity to cover Parts 137 and 142. He outlined the progress of rewrite as having become vastly slowed by the size of comments that had to be addressed. He reported that the document is now undergoing the last informal review before being sent to upper management for the formal review which he characterized as the last step before is goes to the publication contractors who prepare it for final release; when all this will be concluded was left open. Greg presented the timeline of milestones and how dates have become particularly hard to track. The AEG chapter 8, section 2 was reported as being currently undergoing upper management formal review and thus is one step ahead of the Vol 4, Ch. 4 rewrite.

86-24: Policy Letter Rewrite: New format with FAA branding (Continued)

George Ceffalo (AFS 260) stated PL59_R4_D 7 is off the comment board and is in final coordination for approval. He stated only a few PLs are yet to be rebranded with the new standard header and either those are ones that are subject to 8900.1, Vol 4, Ch. 4 rewrite, or ones that have been brought back for further revision based on comments received. Greg stated of this latter group there is only two and hence the rebranding as he sees it is complete. He then stated he felt PL 59 need not to have been re-cycled into final coordination again but some late comments had come in that he was able to incorporate. PL therefore is to be on website for an additional two weeks and then is expected to go final. The comments he incorporated were reviewed on screen.

Action item: Greg Janosik – What is the status of PL 59 R4 D7?

86-25: PL-76 ATC Transponders

Objective: Is intent of PL still valid?

Item Lead: Paul Nordstrom Boeing

Discussion: No CFR 14 reference in PL, UPS had installed the system under a test program. ADS B will be required by 2020. Reference CFR 91.225, 91.227.

IG-80:

Tom Atzert and Paul Nordstrom will revise PLs to bring them up to date.

IG-81:

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

IG-82:

See pl-076 R6 latest draft.

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

Action item: AFS

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

IG-83:

PL draft presented and Paul Nordstrom (Boeing) reported that it was not the draft he worked as he added that only alternate procedures are established and used with NOTE that any ADS-B function operates normally may be used. Draft on review had CFR references added. Group comment was that is not the convention. Pete Neff requested the NOTE remain but the CFR reference be removed. Greg Janosik (AFS 240) stated the reference can be moved to the PL 25 appendix A which provides lists of applicable FAR per MMEL item(s). Bob asked Paul to forward his original draft back to committee. Once corrected version (one without CFR references) is received it can be posted with the intent of going FINAL.

86-25: PL-76 ATC Transponders (Continued)

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 240) stated PL 76 contained extended squitter (ADS-B), which came 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 was 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, 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 that PL 105 is to be re-written 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 stated PL 76 to be reposted without extended squitter and assuming no comment will go final in a few weeks. New PL 105 will be posted and remain open until next MMEL IG meeting. Item remains OPEN.

Action item: Greg Janosik

86-25: PL-76 ATC Transponders (Continued)

IG 86: (No attachments)

As of 03-27-12 PLs 76 R6 D1 and 105 R2 D1 were no longer posted on the draft site; neither had yet gone final.

Paul Nordstom (Boeing) spoke up in favor, support of the PL 76_R6_D1 by first explaining there are two methods by which ADS-B out is going to be transmitted between commercial versus general aviation fleets, the transponder 1090 MHz ES (extended squitter) or Universal Access Transceiver (UAT). He stated to differentiate PL 76 as effective for ES 1090 he has placed three asterisks under the sub-item. He then stated PL 105 should be used to address the other, non-commercial, means of ADS-B-out, use of the UAT. His reasoning was that PL 76 is already addresses the employment of ATC transponder on commercial aircraft and hence the 1090 ES should logically reside it that PL too.

Greg Janosik countered that a transponder with extended squitter enables ADS-B thus extended squitter should be described as part of subject of ADS-B and not merely a function of the transponder. He then concluded that the group needs to decide if they want two separate PLs or just one. He stressed that combining the two into one PL was what he felt is the preferred method as there is a lot more to ADS-B than just extended squitter. Paul responded that as there is different hardware to be used to enable ADS-B there should two PLs. Greg stressed again that he felt that the extended squitter needs to come off the transponder PL and addressed by an ADS-B PL to preclude further confusion between topics. He brought forth the earlier agenda item of Part 91 not being addressed in PL writings as a reason why ABS-D should be the topic of its own PL.

Comment was made to disposition of current PL 105. This was dismissed as not adding to the present state of ADS-B as it supports only a single operators STC'ed system and it needs to be rewritten to fit more 'generic' ADS-B requirements so as to allow for differences in system architectures, etc. Greg stated that in his re-draft of PL 105 he has removed much to STC specific 'stuff' and left only elements that he feels should be on the topic of ADS-B. But he stressed that the PL is far from ready. Tom Atzert (UAL) stated that while PL 105 was originally written to suit another operator's STC, UAL has been able to employ 'bits and pieces' of it for their 747-400. Greg stated if current PL 105 is still fulfilling a purpose then maybe it can stand and he will transfer the more generic information for ADS-B into a new numbered PL. Greg concluded he will evaluate this further.

Action Item: Greg Janosik

86-26: PL-130 MMEL Policy for Nose Gear Steering Systems

Objective: Create new policy letter to replace PL 114 Inoperative Rudder Pedal Steering

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 an 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

86-26: PL-130 MMEL Policy for Nose Gear Steering Systems (Continued)

IG 86: (No attachment)

Greg Janosik provided an update on the status of Draft PL 130 Nose Gear Steering Systems indicating this is still an open action item, but FAA has prioritized issues and there will be no activity on PL 130 until they resolve the PL 73 issue (EMK/AED/FAK). Jim Foster (AEG SEA) stressed that he had previously commented that any FAA relief for Nose Gear Steering must ensure that it can be adequately trained as to how to safely conduct operations without it; Greg agreed.

The status of PL 130 remains an OPEN issue; a number of other issues then evolved; these are:

- The above led to general discussion on the activity on PL 73 (EMK/AED/FAK). Greg stated it had gone to Legal; when asked to comment on what the final content could be expected to be he refrained from providing any specifics. Paul Nordstrom stated PL 73 was recently removed off the agenda, but based on the lack of specifics regarding its content it should be placed back on the agenda.

IG Chairman's Note - PL 73 now appears at the end of these minutes as a NEW AGENDA ITEM.

- Dennis Landry stated ALPA is requesting Bombardier provide them with the justification and test data used for gaining initial relief for the Nose Wheel Tiller on the CRJ-600 series aircraft, i.e. details of analysis, FAA inspection, and evaluation testing that lead to acceptance by the AEG; the intent being to permit ALPA engineers to understand the relief provided. Dennis indicated the data may be forwarded to Mr. John Stift, ALPA Staff Engineer (ref. IG Members list for contact info.). Dennis continued by explaining how he felt this was a major departure from the concept of the MMEL and FOEB process ensuring an adequate level of safety is maintained. Much discussion was had on perceived errors with the issuance of PL 114 such as why it has a GC header as it is strictly guidance to AEG chairpersons and does not provide any specific mode of relief that the operator can apply.

Dennis later followed up with a PowerPoint presentation (Ref. meeting minutes bookmark AI 86-26 – Dennis Landry ALPA Nose Wheel Steering Tiller Concerns DCA April 2012.ppt) referring to a number of historical issues regarding the MMEL IG, development of MMEL/MEL relief, and past Policy to emphasize ALPA's position, concluding with a slide summarizing why ALPA cannot support relief for the Nose Wheel Steering Tiller. Dennis concluded by reemphasizing their concern for "an expedient process to expedite PL 130".

- Slide 17 item (4) of Dennis' ppt Presentation generated additional discussion in that currently Archived PL 116 had previously given the FOEB Chairman the ability to delete relief if he believed it to be unsafe by stating "When an MMEL item requires an "O" "M" procedure and the FOEB does not have a high level of confidence in the results of paragraph (1) or (2) above, the item should receive serious consideration for deletion from the MMEL."

86-26: PL-130 MMEL Policy for Nose Gear Steering Systems (Continued)

Note: The referenced notes (1) & (2) above read as follows - (1) Solicit from the manufacturer its recommended procedure or, as a minimum, aspects to be considered by the operator in the development of the procedure. (2) If the manufacturer no longer exists, the FOEB, using available information and qualified field resources, must develop the procedure or delineate the aspects to be considered by the operator in the development of the procedure.

Tom Atzert commented there must still be a way for an FOEB Chairman to “fast track” the elimination of relief if the Chairman believes it to be unsafe; however indications are this process may now also be subjected to a public review and comment period.

- A question and answer period was conducted after Dennis’ presentation. Namely, how often does this relief get applied. Dennis concluded that ALPA has tried to accommodate this relief by actively working first with drafts on PL 114, and now on PL 130, but essentially they have to come to the conclusion this relief (Tiller) is wholly unsafe. JP re-iterated that Bombardier stands by it.
- JP Dargis, (Bombardier) gave several counter points to the PowerPoint presentation given by Dennis Landry (ALPA) on NWS relief for the CJR, these being:
 - Bombardier certified the NWS on CJR as loss of system being a less than major incident and that all certification testing was done without NWS needed.
 - As to ALPA’s statement that use of differential thrust to compensate results in unacceptable jet blasts, JP stated Bombardier agrees and thus their MMEL limitations, procedures, lists the need to tow aircraft out of ramp area. Dennis’s countered ALPA’s experience is that not all operator personnel are not adequately trained, certified to tow aircraft on active taxiways away from ramp.
 - JP stated that ALPA’s reporting that operators have placed crew members under disciplinary action for refusing to accept this ‘legal’ dispatch relief is of concern to them but is outside the scope of the MMEL program.
 - To ALPA’s contention that collected data, reports show that operational use of this relief is wholly unsafe, JP stated that he agrees that if an operator chose not to respect the limitations and procedures as Bombardier stipulates then significant risk exists. Yet, that again is outside the scope of the MMEL program.

IG Chairman’s Note – IG 86 Agenda Items 84-39: PL-114 Inoperative Rudder Pedal Steering – Removal of Relief, and 86-27 Reply to the ALPA NWS Presentation may be referenced for historical background information related to this subject. All minutes relating to the subject of NWS at IG 86 are included in this Agenda Item, 86-26.

Action Item: Greg Janosik – Update IG Group regarding progress of PL 130

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 (Continued)

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.

IG 86:

This item had been included for historical reference purposes only; it will not be included in future agendas as no action was associated with it for the past two meetings. Please refer to Agenda Item “**86-26: PL-130 MMEL Policy for Nose Gear Steering Systems**” for all IG 86 minutes on the subject of Nose Wheel Steering.

86-27 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 (APLA) asked just how many bent metal instances need to happen before change in MMEL policy takes place.

86-27 Reply to the ALPA NWS Presentation (Continued)

Paul Agnew (Jet Blue - Captain) 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 the apply for a permit was not a valid reason.

ITEM REMAINS OPEN

IG 86: (No attachment)

This item had been included for historical reference purposes only; it is being closed as no action was associated with it for IG 86. Please refer to Agenda Item “**86-26: PL-130 MMEL Policy for Nose Gear Steering Systems**” for all IG 86 minutes on the subject of Nose Wheel Steering.

This item had been included for historical reference purposes only; it will not be included in future agendas as no action was associated with it this past meeting. Please refer to Agenda Item “**86-26: PL-130 MMEL Policy for Nose Gear Steering Systems**” for all IG 86 minutes on the subject of Nose Wheel Steering.

86-28: 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 too restrictive for all cargo operation. A proposed draft to PL 122 has been submitted to revise the view port C category relief to state when inoperative "only persons who are eligible for access to flight deck by regulation may occupy the courier/supernumerary compartment." [We feel this 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.

86-28: PL-122 Flight Deck Surveillance Systems (Continued)

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.

Action item: Greg Janosik

IG-86: (Ref. PL 122 R1 GC D2)

As of 03-27-12 PL 122 R1 D2 was no longer on the draft site; nor had it yet gone final.

George Ceffalo (AFS 260) gave explanation of status of PL as follows: As a part of being in FAA internal coordination it came under review by the ARC (aviation rule making committee). Their security specialist raised concerns of what is meant by certain terminology such as supernumerary, courier area, and what is the correct name of area aft the cockpit security door after the security door becomes inoperative. Apparently there is the understanding that this area becomes known as flight deck, or extension of the cockpit yet he or they (ARC, FAA) states while it is believed to have once been in writing they cannot find it in any document today. George stated therefore there is discussion on what terms should be applied. He stressed whatever is decided will then be subject to re-evaluation by Legal.

86-28: PL-122 Flight Deck Surveillance Systems (Continued)

He also stated the appropriateness of who was being asked to be onboard is in question. Per draft proviso approved persons allowed to be onboard are those individuals who are authorized by FAR 121.547. Apparently the security specialist involved has expressed concerns in this regards too. George clarified that they are concerned over how the 121 security program accounts for person permitted to onboard. He stated “was it name specific or title specific” as to how it speaks to people who are considered as supernumeraries. Some follow on discussion ensued on as how and why some cargo aircraft have had security doors installed, and others had not.

Item remains OPEN.

86-29: 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.

86-29: Consideration of Options for FAA to Control Global Change Headers (Continued)

IG-85:

PLs are pending signature release.

Item remains OPEN.

IG-86: (Ref. PLs 101 R2, 95 R2, 85 R3, 67 R4, and 56 R5)

Action item: George Ceffalo (AFS 260)

PLs 101 R2, 85 R3, and 56 R5 include the statement “Revision X omits the Global Change (GC) designation for this PL. If the MMEL used by operators as an MEL, or used to create an MMEL has not been revised since 01/01/2000, operators may continue to use PL-XX Rev X in their MEL.”

Bob Taylor (Industry Chair / US Airways) questioned if “used to create an MMEL” instead should read “used to create an MEL”? How can an MMEL be used to create an MMEL?

PLs 95 R2 and 67 R4 include the statement “Revision X omits the Global Change (GC) designation for this PL”, but omit any statement regarding the MMEL not being revised by a certain date and the operator being permitted to use the PL in their MEL. Was this statement excluded intentionally?

Bob Taylor questioned why the statement indicating removal of the GC wasn’t consistent with the three other PLs identified in the preceding paragraph.

George Ceffalo (AFS 260) clarified that what is meant is that now that GC’s are being dated and hence will time expire, if the GC PL has not been incorporated in the MEL and the MMEL has not changed, then they can continue to apply for relief. Greg Janosik clarified that this should be cleaned up, clarified.

Action item: Greg Janosik (AFS 240) – Clean up/clarify the language in question in these 5 PLs.

86-30: 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 and a specific MMEL must already exist or manufacturer must create for one a complex aircraft. For those aircraft that use the generic MMEL, but which have optional equipment not addressed in the generic MMEL, the manufacturer is charged with the responsibility to issue an MMEL supplement for that specific aircraft type.

He stated that STC holders have to do same as the aircraft manufacturer, 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.

IG-86: (No attachment)

Collin Hancock (EASA) stated OSD (Operations Specifications Document) and CS MMEL are going thru internal approval with the EASA committee; both should be available by end of the year. He clarified that the OSD is the overall rule change which will mandate EASA CS MMEL for EASA certificated aircraft; he wanted to clarify the minutes of the previous meeting were geared more towards the generic MMEL, and that the CS MMEL is applicable to what he referred to as all complex aircraft, large transport or biz jet categories. Thus the generic MMEL is more equivalent to the individual FAA MMELs than is the CS MMEL. He reported the EASA committee is currently wading thru 200 plus comments on the CS MMEL and will then be tackling the generic MMEL. Greg Janosik asked if FAA participates; Collin said yes but not for some time; Greg ensured FAA will reengage.

Item remains OPEN.

86-31: 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.

86-31: FSIMS 8900.1 Rewrite Project: Volume 4, Chapter 4 (MEL) (Continued)

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).

86-31: FSIMS 8900.1 Rewrite Project: Volume 4, Chapter 4 (MEL) (Continued)

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 it 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.

IG 86:

Please refer to minutes of IG Agenda item 86-24 for comments on this topic.

Item remains OPEN.

86-32: 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 formally submit new MMEL IG Agenda items for inclusion in the agenda package. He stated the proposed changes are can be found in the pdf version of the meeting agenda with existing text in red and proposed change text in blue ink and he encourages members to review it and e-mail him with any feedback. (Ref: Agenda attachment).

IG 86: (No attachment)

Bob Taylor (Industry Chair / US Airways) indicated no feedback had been received from the IG members; he will update the MMEL IG Charter to include the guidelines formerly proposed at IG 85.

Action item: Bob Taylor – Update the FAA/ATA MMEL INDUSTRY GROUP CHARTER regarding the introduction of new items accordingly

86-33: FAA / EASA MMEL Harmonization

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

Item Lead: Pete Neff (FAA AFS 240) and Colin Hancock (EASA)

Discussion: FAA MMEL Procedures Manual discussed at IG 60. AEG SEA and AFS 260 will review the FAA MMEL Procedures Manual and report back to the IG. IG requests this manual be formally accepted as FAA policy.

IG-78:

Emilie Marchais from EASA stated no updates because of cancellation of a meeting in Europe due to travel problems associated with recent volcanic activity.

IG-79:

Pete Neff updated the group that the EASA MMEL policy document will be made available on the EASA website around April 2011.

IG-80:

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

IG-81:

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

In US, FAA is responsible for the MMEL.

IG-82:

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

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

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

86-33: FAA / EASA MMEL Harmonization (Continued)

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 then 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).

IG-86: (No attachment)

No updates for this meeting. Item remains OPEN.

86-34: 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.

IG-85:

On hold, FAA Funding issues. - Item remains OPEN.

IG-86:

On hold, FAA Funding issues. - Item remains OPEN.

86-35: 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.

IG-85:

On hold, FAA Funding issues. - Item remains OPEN.

IG-86:

On hold, FAA Funding issues. - Item remains OPEN.

86-36: 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.

IG-86:

On hold, FAA Funding issues. - Item remains OPEN.

NEW Agenda Item

PL 77, Cockpit and Instrument Lights, Proviso a) - “Not on Emergency Bus”

Objective: Clarify proviso a) so that it does not appear to prohibit any remaining individual light(s) from being located on an emergency bus.

Item Lead: Working Group

Discussion:

IG-86:

Bob Taylor raised concern over the current wording of proviso a) which, when combined with the lead-in sentence in the Remarks & Exceptions column reads “Individual lights may be inoperative provided remaining Lighting System lights are: a) Not on emergency bus”. He raised the concern that this appears to infer that the remaining operative lights are not permitted to be emergency powered. He felt this was incorrect and needed to be re-written and clarified. The group agreed and a small work group was put together.

Working Group

Todd Schooler – Cessna

Dennis Landry – ALPA

Mike Baier – American Airlines

Eric Lesage – Airbus Americas

Action Item: Working Group – Draft new language for proviso a); coordinate with Greg Janosik to ensure it aligns with draft PL 63 R4 D3.

NEW Agenda Item

PL 102, Cargo Compartment Smoke Detection and Fire Suppression Systems

Objective: To align the language in PL 102 with that of PL 108 R1 regarding the operator's ability to verify cargo compartments contain only empty cargo handling equipment, ballast, and /or Fly Away Kits.

Item Lead: Bob Taylor, US Airways

Discussion:

IG-86:

The DISCUSSION section in PL 108 "Carriage of Empty Cargo Handling Equipment" indicates PL 108 was created to address concerns over previous attempts to clarify that air carriers have the ability to redistribute cargo handling equipment throughout their route structure via the introduction of an MMEL proviso stating "...affected compartment remains empty" and a NOTE stating "does not preclude the carriage of empty cargo containers, pallets, ballast, and cargo restraint components"; concerns were identified as:

- This will not allow them to carry cargo handling equipment because Notes, by their definition, "... do not relieve the operator of the responsibility for compliance with all applicable requirements. This can lead them back to the need to void the entire compartment and once again leave urgently needed ULDs and ballast, etc., at remote locations, disrupting their system, all because the proviso they are left to comply with is essentially "... Affected compartment remains empty."
- Other parties have also expressed concern that this note in MMELs lacks any creditable authority to ensure that inappropriate items associated with cargo handling are not also being loaded.

The POLICY section in PL 108 then addresses these concerns as follows:

(O) May be inoperative provided procedures are established and used to ensure the associated compartment **or zone** remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and /or Fly Away Kits.

NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

Bob Taylor pointed out that PL 102 "Cargo Compartment Smoke Detection and Fire Suppression Systems" has never been aligned with the language in PL 108, but continues to use the language reportedly to be the cause of the concerns documented in the PL 108 DISCUSSION section. Bob asked the group if this language should be aligned with PL 108, and the group agreed.

Action item: Bob Taylor – Revise the provisos and notes in PL 102 regarding cargo compartments and the carriage of cargo containers to align with POLICY as defined in PL 108.

NEW Agenda Item

PL 73 MMEL Relief for Emergency Medical Equipment

Objective: To continue to keep PL 73 on the agenda to track the status of any potential changes in policy to current PL 73 R5, currently being discussed within FAA Legal.

Item Lead: ???

Discussion:

IG-86:

This item created as a result of, but unrelated to, discussion of the Nose Wheel Steering Agenda Item 86- 26.

General discussion ensued on the overly lengthy amount of time the legal review is taking. Greg stated it cannot be avoided. He recognized that it is painfully slow. He stated Anne Bechdolt was actively working the EMK issue. Tom Atzert (UAL) stated that Anne had requested that anybody with additional data forward it to her in the next 30 days. Greg stated Anne is reviewing all the historical data on the issue, and the statistical data recently provided by A4A, indicating the study and evaluation is ongoing.

IG Chairman's Note – Post IG 86 A4A Managing Director, Engineering & Maintenance, Joe White provided an update indicating A4A had met with Mr Duncan, FAA Deputy Director of Flight Standards for Policy, and Mr. Dean Griffith from the Office of General Council; Joe indicated “Mr Griffith may attend IG 87 in SEA.

Item remains OPEN

Master Minimum Equipment List MMEL –Industry Group SUB-COMMITTEE CHARTER

The mission of the Sub-committee is to promote safety while maximizing flight operations through communications between industry and regulatory agencies.

All MEL relief is subject to the Captains acceptance and approval of aircraft configuration and new operational procedures.

Captain's authority is one of aviation and the MEL's basic tenets.

FAR 91.3 (a) states: "The pilot-in-command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft." FAR 121.535 (d) further states: "Each pilot in command of an aircraft is, during flight time, in command of the aircraft and crew and is responsible for the safety of the passengers, crewmembers, cargo, and airplane."

MEL's prior to 1980's era of "De-regulation"

- Before De-regulation most airlines had very limited MEL style documents. (10 to 15 pages)
- Approval was granted by regional "FAA" offices
 - Large variances' between regions and airlines
 - Lorenzo's abuse of the MEL system reached a crisis during the mid 1980's as he destroyed EAL.
 - ALPA and EAL pilots began the "Postcard Campaign" writing to Congress with MEL abuse's during his operation of EAL.

United States Congressional concerns with MEL's abuse Results in creation of the Master MEL IG and development of numerous Policy Letters

These represent industry knowledge and experience spanning nearly 50 years.



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CRJ next critical failure (LT Gear) due to Hydraulic System 3 Failure- combined with Inoperative Tiller due to system failure

Nose gear/Left Wing in grass



SUBJECT: MMEL and MEL PREAMBLE

PL-34 Revision 4

August 15, 1997

- **The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders.**

SUBJECT: MMEL and MEL PREAMBLE

PL-34 Revision 4

August 15, 1997

- **Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.**

**Not written or included in the
MMEL and MEL PREAMBLE
is the following accepted concept and
demand of all Captains**

**The Master MEL Sub committee relies
on and has stated many times that “Any
MEL relief item is subject to Captains
approval.” That concept is a
cornerstone of the maintenance of the
“Highest level of Safety”**

Recent operational experience with MEL relief that a Captain has found unsafe and exercised his responsibility using Captain's authority within FAR guidance

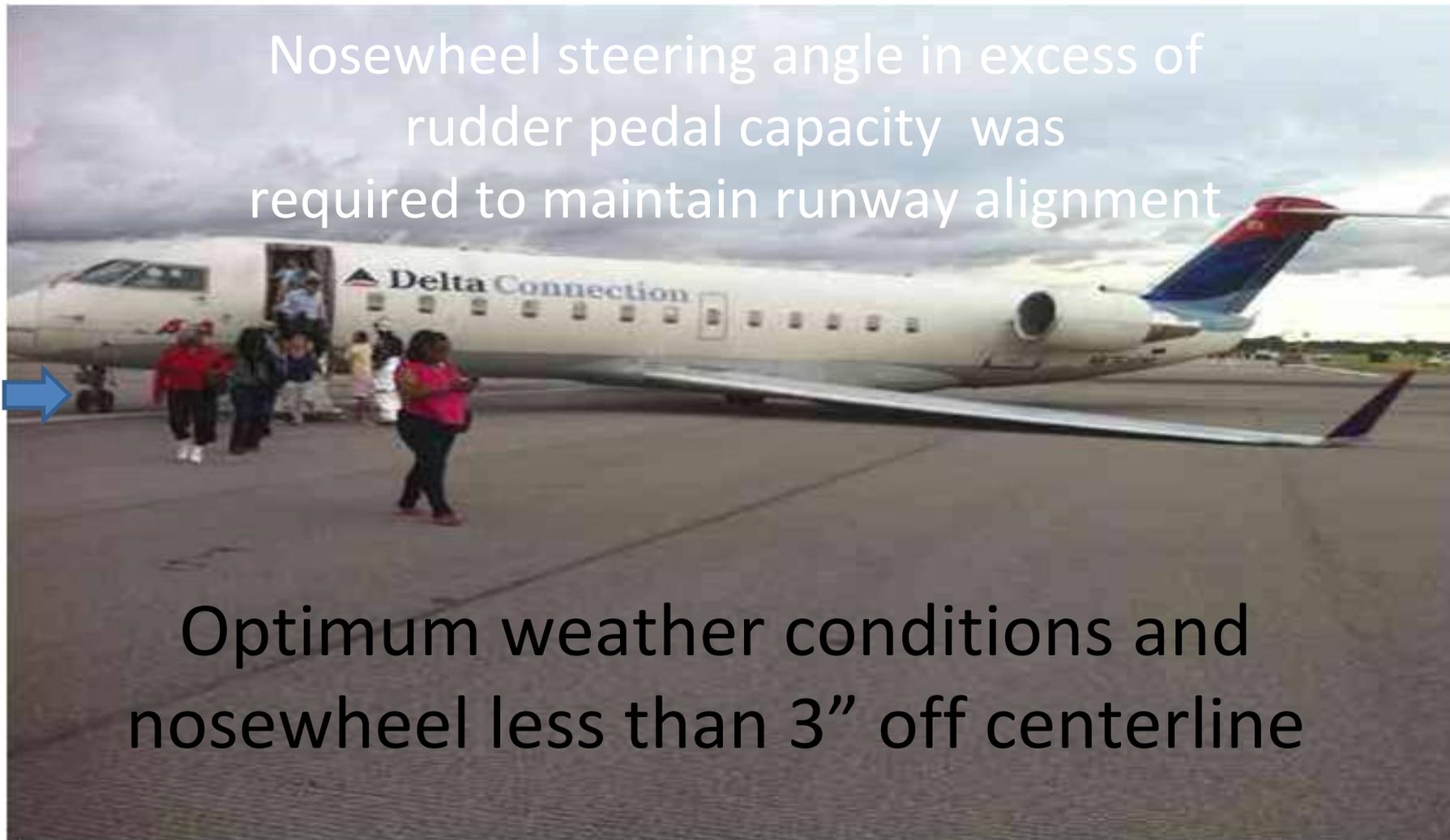
Given that the concept and application of captain's authority rests on such a strong regulatory, legal, and historical framework, one might think that there would be no significant challenges when pilots exercise their rights in pursuit of their professional responsibilities.

In this case, one would be wrong.

- **Case law (much of it in connection with liability suits) also firmly supports this principle and grants broad (although not unlimited) discretion to the captain in fulfilling this responsibility.**
- **For example, any assessment of a captain's decision must be weighed in view of information known to the crew at the time (not after the fact) and must be balanced against the probable risks and consequences involved, the availability (or lack thereof) of options, and the short amount of time available for decision-making. To be sure, a captain may be called to defend his or her decisions, but the regulations and case law frame a strong presumption that the captain is exercising sound professional judgment in these situations.**

Captains are expected to evaluate MEL's with regard to operational experience. CRJ 200 Landing gear failures have occurred and are one of the many factors Captains would be required to consider before acceptance of any MEL relief.

Nosewheel steering angle in excess of rudder pedal capacity was required to maintain runway alignment



Optimum weather conditions and nosewheel less than 3" off centerline

An Operator's response to a flight crew's refusal to operate with an item enjoying MEL relief that a Captain and First Officer deem is unsafe

To All:

Upon receiving this CRJ 700 with an open "Steering Inop" caution message write up in the AML, the company sent contract maintenance to attempt a reset or repair of the nosewheel steering system.

The contract mechanic attempted to correct the most common malfunction by resetting the ECU and "re-racking" and cleaning of electrical contacts. This corrected the caution message and prior to boarding we visually inspected the nosewheel to ensure it moved its full range.

Once the ops check was complete, we loaded passengers and attempted to fly to Washington Dulles (IAD). After pushback CA John Doe armed the nosewheel steering and, once again, we received the "Steering Inop" Caution Message. We shut down the engine and were towed to the gate and deplaned passengers, later the flight canceled.

That afternoon, the conversation immediately turned toward a reposition flight from XYZ to ABC, with a legal MEL 32-50-01 and no passengers.

CA John Doe explained this particular MEL was dangerous, and we have not had adequate training or guidance to successfully taxi an aircraft with asymmetrical braking and thrust, at low speeds and rudder, once at sufficient speed to be effective. He was immediately referred to an Assistant Chief Pilot, who compromised and agreed to attempt further repair.

An Operator's response to a flight crew's refusal to operate with MEL Nose Wheel steering tiller relief

To All:

On the morning of 1-1-1 we woke up to a phone call with a reposition flight from XYZ to ABC on our schedule and the nosewheel steering MEL on the aircraft. CA John Doe once again stated that this may be legal but not safe and we don't feel comfortable taking this aircraft with this MEL, regardless of weather conditions. We had many valid safety concerns and attempted to voice those concerns with little progress. As a result of our safety concerns, a meeting with the Assistant Chief Pilot was scheduled. At the time the meeting was scheduled it was our belief it was a discipline hearing and CA John Doe was advised he, "need(s) to have a rep".

At the beginning of the meeting our contract administrator asked specifically if the intent of the meeting was discipline and our Assistant Chief Pilot stated, "No". Unfortunately, it was clear that the chief pilot did not fully understand the issue, because he mentioned several aircraft that have, "castering nosewheels". Those aircraft included Cessna 172's and Beech 1900's, both of which have nosewheel steering systems that are directly linked to the rudder pedals, not castering nosewheels, as is the case with this particular MEL. By the conclusion of the meeting our ASAP reports were accepted into the ASAP program, and we had a sim session scheduled for the following afternoon, to teach us how to operate the aircraft with the nosewheel steering inoperative.

- **Quite possibly the most disturbing issue resulting from this whole situation, is the ASAP briefing that came on Saturday 1-1-1. This particular briefing included the company's ERC member and director of training, the company ASAP manager, and company CRJ Fleet Manager (ALPA's ERC member was unavailable due to his work schedule).**
- **The meeting began with a lecture from the company ASAP manager discussing how lucky we were that this report was accepted into ASAP, they thought this incident to be strictly a flight ops issue.**
- **This discussion went as far as to suggest that we would lose this case if it were to go to arbitration, CA John Doe and myself viewed this as a direct threat to our jobs. If not for ALPA's ASAP ERC member, we might be discussing this situation with a disciplinary grievance on file and jobless. Ultimately, the whole meeting felt as though the individuals involved were doing flight ops bidding.**

An Operator's response to a flight crew's refusal to operate with MEL Nose Wheel steering tiller relief

I am sure I do not need to speak of the numerous issues that are at play, not to mention Captain's Authority. I view this as a direct intimidation tactic and a method of sending a message to the pilot group, regarding "legal is safe". Though no official discipline is being pursued, this whole "out of body experience" has been an attempt to prevent crews from refusing aircraft that they deem unsafe, as stated in both meetings. Furthermore, crews that determine an aircraft is unsafe with cause, even though legal, should be respected per FAR 91.3 (Captain's Authority). This is a clear example of pilot pushing and a true testament to the safety culture at our airline, and a threat to flight safety.

Our resources may be less than our major counterparts, but our passengers and codeshare partners demand the same level of safety. Even though we haven't had an accident in some time, doesn't mean the airline is safe, and this experience is an excellent example of how a poisonous safety culture not only inhibits an open dialogue, it actually encourages pilot's to keep their safety concerns silent and out of the mind of flight operations and our corporate safety department.



“Archived” PL 16 “ M and O” procedures

- **Use of an "O" or "M" symbol in the MMEL indicates that the operator is responsible for developing an appropriate operations or maintenance procedure to be included with the item in its Minimum Equipment List (MEL). Each operator's MEL, including such procedures, must be reviewed and, if found appropriate, approved by the principal inspector.**
- **Either a crewmember or a maintenance person may accomplish the specified predeparture action for certain items where either party is clearly competent to do so.**
- **In certain cases it may be the FOEB's determination that an operating procedure will be as effective as a maintenance procedure in determining that a flight may continue at an acceptable level of safety with a particular instrument or item of equipment inoperative.**
-

PL 16

M and O procedures

- In drafting or revising an MMEL, the Flight Operations Evaluation Board, usually in conjunction with industry representatives, painstakingly reviews each proposed item for inclusion in the MMEL to determine its acceptability.
- The FOEB analyzes the ramifications of potential failures to determine the effects, if any, on other components or systems and whether or not an operations and/or maintenance procedure should be prescribed.
- **Although the FOEB and the manufacturer fully understand the aircraft systems and the logic for requiring an "O" or "M" procedure, such may not be the case with aircraft operators or the principal inspectors charged with review and approval respon. In order to provide a sound basis for the development and approval of operations and maintenance procedures, both operators and inspectors must have benefit of the FOEB's and manufacturer's reasoning.**

PL 16

M and O procedures

AEG's should make every effort to comply with the following considerations for each item requiring an operations or maintenance procedure:

- (1) Solicit from the manufacturer its recommended procedure or, as a minimum, aspects to be considered by the operator in the development of the procedure.
- (2) If the manufacturer no longer exists, the FOEB, using available information and qualified field resources, must develop the procedure or delineate the aspects to be considered by the operator in the development of the procedure.
- (3) If not included in the manufacturer's distribution system, ensure that the above information is distributed to affected operators and principal inspectors.

(4) When an MMEL item requires an "O" "M" procedure and the FOEB does not have a high level of confidence in the results of paragraph (1) or (2) above, the item should receive serious consideration for deletion from the MMEL.

An Operator's response to a flight crew's refusal to operate with MEL Nose Wheel steering tiller relief

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At the beginning of the meeting our contract administrator asked specifically if the intent of the meeting was discipline and our Assistant Chief Pilot stated, "No". Unfortunately, it was clear that the chief pilot did not fully understand the issue, because he mentioned several aircraft that have, "castering nosewheels". Those aircraft included Cessna 172's and Beech 1900's, both of which have nosewheel steering systems that are directly linked to the rudder pedals, not castering nosewheels, as is the case with this particular MEL. By the conclusion of the meeting our ASAP reports were accepted into the ASAP program, and we had a sim session scheduled for the following afternoon, to teach us how to operate the aircraft with the nosewheel steering inoperative.

CRJ 200/700/900 Emergency

PREPERATION

CRJ 200

NOTE

1. If one main landing gear is up or unsafe, hold applicable wing up as long as possible. Maintain directional control with rudder and nosewheel steering (if considered safe). When wing touches ground, apply asymmetrical braking for directional control.



CRJ 700/900 QUICK REFERENCE

CRJ 700/900

Date: 12/30/08

EMERGENCY/ABNORMAL CHECKLISTS

LANDING GEAR UP/UNSAFE LANDING PROCEDURE

Preliminary:

Descent PLAN

Plan to reduce fuel to the minimum if possible.

NOTE

If one main landing gear is up or unsafe, hold applicable wing up for as long as possible. Maintain directional control with rudder and nosewheel steering (if considered safe). When wing touches the ground, apply asymmetrical braking for directional control.

If nose landing gear is up or unsafe, relocate passengers (if possible) to obtain aft CG. Trim stabilizer nose-up after touchdown. Gently lower the nose before elevator effectiveness is lost.

If all wheels are up or unsafe, perform a nose high attitude touchdown but do not reduce touchdown speed below stick shaker speed.

If both main landing gear cannot be locked down, consideration should be given to landing with all wheels up.

Preparation:



CRJ next critical failure (LT Gear) due to Hydraulic System 3 Failure- Inoperative Tiller

Nose gear/Left Wing in grass



ALPA's Position

- Very few transport category aircraft have a landing gear, braking system, and powerplant configurations capable of providing redundancy for the loss of the nose wheel steering components under normal conditions
- Taxi operations expose airport environment and occupants to significant jet blast and FOD hazards
- A NWS Inop combined with gear malfunctions can pose hazards to other aircraft on the ground and airport occupants
- PL 16 Clearly grants the FOEB Chairman authority to change, add, remove any item of relief that “Operational Experience” finds incompatible for meeting “The highest standards of Safety”
- Therefore: ALPA in this case cannot support this MEL relief

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**AIRLINE INDUSTRY MMEL INDUSTRY GROUP
MMEL IG/FOEB Calendar Rev. 86-2**

May 23, 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
Apr 11 - 12				MMEL IG 86	FAA/A4A			Washington DC
TBD				MD 10/11 FOEB	Fed-X			Electronic
Aug 15 - 16				MMEL IG 87	Boeing			Seattle
Sept 19				DC3 FOEB				Long Beach
Nov 7 - 8				MMEL IG 88	UPS			Louisville



**AIRLINE INDUSTRY MMEL INDUSTRY GROUP
MMEL IG/FOEB Calendar Rev. 86-2**

May 23, 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 17-18				MMEL IG 90	Cessna			Wichita
TBD				MMEL IG 91	OPEN			TBD
Oct 23-24				MMEL IG 92	FAA			Washington DC



**AIRLINE INDUSTRY MMEL INDUSTRY GROUP
MMEL IG/FOEB Calendar Rev. 86-2**

May 23, 2012

2014

Currently Scheduled Date	Originally Planned Date(s)	Cause of Delay	Pre-Meeting	Type Meeting	Host / Lead Airline	MMEL Rev Date	DDG Pub Date	Remarks
TBD				MMEL IG 93	OPEN			TBD
TBD				MMEL IG 94	OPEN			TBD
TBD				MMEL IG 95	OPEN			TBD
TBD				MMEL IG 96	OPEN			TBD

MMEL POLICY LETTERS (PL) STATUS SUMMARY
Revision 86-2 (June 29, 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
Revision 86-2 (June 29, 2012)

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
Revision 86-2 (June 29, 2012)

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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MMEL POLICY LETTERS (PL) STATUS SUMMARY
Revision 86-2 (June 29, 2012)

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	4	Mar 24, 2012	Flight Deck headsets and Hand Microphones	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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MMEL POLICY LETTERS (PL) STATUS SUMMARY
Revision 86-2 (June 29, 2012)

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	4	Mar 12, 2012	Wing Icing Detection 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	8	Mar 12, 2012	Passenger Seats Relief	X		
80			ARCHIVED - TCAS I Relief		X	
81	1	Aug 15, 1997	MEL CDL Operator Procedures	X		

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

Phone: 412-474-4355

MMEL POLICY LETTERS (PL) STATUS SUMMARY
Revision 86-2 (June 29, 2012)

PL	Rev.	Date	Subject	Current	Archived	XFR'd to 8900.1
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		

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

Phone: 412-474-4355

MMEL POLICY LETTERS (PL) STATUS SUMMARY
Revision 86-2 (June 29, 2012)

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		

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

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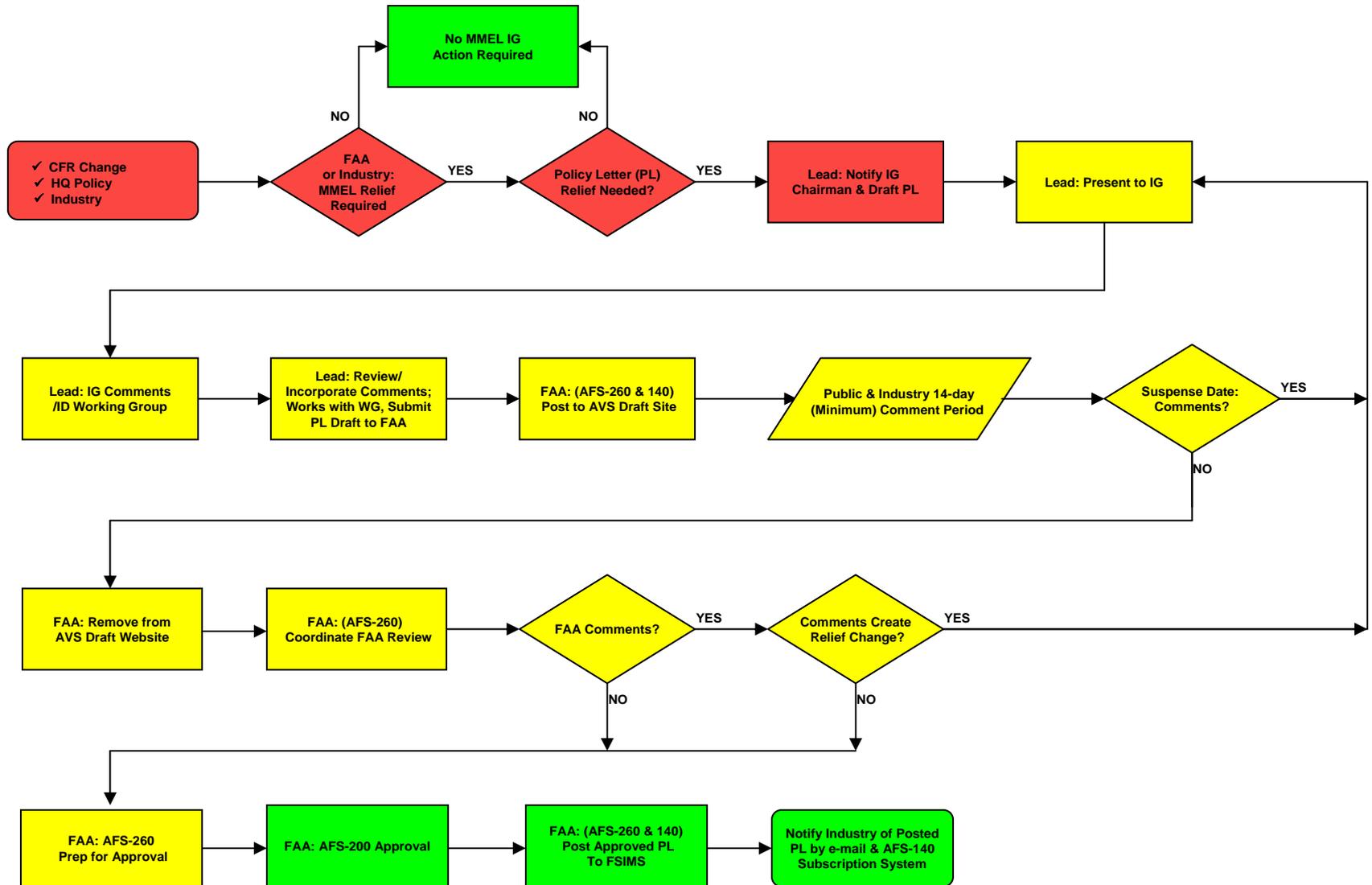
MMEL POLICY LETTERS (PL) STATUS SUMMARY
Revision 86-2 (June 29, 2012)

PL	Rev.	Date	Subject	Current	Archived	XFR'd to 8900.1
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		
129	0	Mar 24, 2012	Cockpit Smoke Vision Systems (CSVs)	X		

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

Phone: 412-474-4355

MMEL IG Process



Maintaining Aircraft Accessibility Features

Required by CFR Part 382

(Nondiscrimination On The Basis Of Disability In Air Travel)

and

Similar Features in

Non-accessible Lavatories

Part 382 requires a carrier – To **PROVIDE** aircraft with accessibility features

Part 382 – NONDISCRIMINATION ON THE BASIS OF DISABILITY IN AIR TRAVEL

382.1 What is the purpose of this part?

 The purpose of this Part is to carry out the Air Carrier Access Act of 1986, as amended. This rule prohibits both U.S. and foreign carriers from discriminating against passengers on the basis of disability; requires carriers to make aircraft, other facilities, and services accessible; and requires carriers to take steps to accommodate passengers with a disability.

Subpart E – Accessibility of Aircraft

§ 382.63 What are the requirements for accessible lavatories?

 (a) As a carrier, you must ensure that aircraft with more than one aisle in which lavatories are provided shall include at least one accessible lavatory.

 (3) The lavatory shall provide door locks, accessible call buttons, grab bars, faucets and other controls, and dispensers usable by qualified individuals with a disability, including wheelchair users and persons with manual impairments.

§ 382.71 What other aircraft accessibility requirements apply to carriers?

(a) As a carrier, you must maintain all aircraft accessibility features in proper working order.

Part 382 requires a carrier –
To PROVIDE aircraft with accessibility features
To MAINTAIN accessibility features in proper working order

Part 382 – NONDISCRIMINATION ON THE BASIS OF DISABILITY IN AIR TRAVEL

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§ 382.71 What other aircraft accessibility requirements apply to carriers?

 (a) As a carrier, you must maintain all aircraft accessibility features in proper working order.

PROVIDE - MAINTAIN

- A carrier **PROVIDEs** aircraft with accessibility features via the modification of existing aircraft or the introduction of new aircraft.

PROVIDE - MAINTAIN

- A carrier **PROVIDEs** aircraft with accessibility features via the modification of existing aircraft or the introduction of new aircraft.
- A carrier MAINTAINS its aircraft with accessibility features per the requirements of US DOT/FAA Operations Specifications D072.

D072 requires the certificate holder (the operator) to **MAINTAIN** the aircraft in accordance with the Continuous Airworthiness Maintenance Program (CAMP) included in the certificate holders manual

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

**D072. Aircraft Maintenance - Continuous Airworthiness
Maintenance Program (CAMP) Authorization.**

HQ Control: 09/27/2005

HQ Revision: 01b

a. The certificate holder is authorized to conduct operations under 14 CFR Part 121 of the Federal Aviation Regulations using the aircraft identified in the certificate holder's aircraft listing provided the following conditions are met.

 b. Each aircraft listed in the table below is authorized for use and shall be maintained in accordance with the continuous airworthiness maintenance program and limitations specified in these operations specifications.

 c. The continuous airworthiness maintenance program must be sufficiently comprehensive in scope and detail to fulfill its responsibility to maintain the aircraft in an airworthy condition in accordance with applicable Federal Aviation Regulations and standards prescribed and approved by the Administrator. The program shall be included in the certificate holder's manual.

The operator's manual (e.g. the MPPM in this case) provides the company's methods to **MAINTAIN** aircraft in compliance with the requirements of Operations Specification D072.



**Interoffice
Correspondence**

Date: October 1, 2008
To: Whom it may concern
From: Senior Vice President – Technical Services
Subject: Compliance with 14 CFR Parts 119 and 121

The purpose of the Maintenance Policies and Procedures Manual (MPPM) is to provide information relative to the general policy, organization and administration of the Technical Operation Division, and to provide methods, techniques and responsibility for maintenance of aircraft and components.

The MPPM and any documents contained herein reflect US Airways' method of compliance with 14 code of Federal Regulations (CFR) Parts 119 and 121, and Operations Specification D072. Subsequently, it is the responsibility of all maintenance employees to adhere to the policies and procedures set forth in the MPPM.

Part of the operator's CAMP to **MAINTAIN** the aircraft provides for managing the deferral and subsequent repair of inoperative equipment via the MEL; e.g. -

MPPM

Release 59.0 - 02/01/12

SUBJECT 53-01-05 INSTALLATION AND REMOVAL OF MELS AND CDLS

[Go Up One Level](#)

1. INTRODUCTION

- A. This section includes the policy and procedures for managing the MEL and CDL from an operational perspective. Included are procedures for installing a new MEL or CDL in a US Airways manned Maintenance Station, installing a new MEL or CDL in a non-US Airways manned Maintenance Station, procedures when SCEPTRE is not operational, closing an existing MEL or CDL and following up on an existing MEL or CDL. This section does not include managing the MEL document itself or tracking MELS and CDLS.

Similarly, an operator's CAMP to **MAINTAIN** the aircraft also provides for managing the deferral and subsequent repair of inoperative Nonessential Equipment & Furnishings via the NEF Program; e.g. -

• FAA APPROVED SECTION •

1. INTRODUCTION

- A. The NEF Program addresses deferral of Non-Essential Equipment and Furnishings (NEF). The NEF Program is part of the Minimum Equipment List (MEL) Program and is under the authority of the FAA Approved MEL.
- B. Identified NEF items must meet the following criteria:
 - (1) NEF items are installed on the aircraft as part of the original type certification, supplemental type certificate or other forms of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules.
 - (2) NEF items if inoperative, damaged or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions. NEF items must not be in a condition that potentially affects the safety of passengers, crew, and/or service personnel.
 - (3) NEF items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, lavatories and galley areas.
 - (4) NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule.
 - (5) NEF items shall not provide for deferral of items having prescribed serviceable limits as identified in the manufacturer's maintenance manual or Company's approved maintenance program. Examples are: wear limits, fuel/hydraulic leak rates, oil consumption, etc.
 - (6) Approved NEF deferrals include:
 - (a) Items that are listed in the FAA approved Non-Essential Furnishings and Equipment List (NEFL).
 - (b) Items that have been recorded in the MOC NEF Lotus Notes database as approved by the FAA and have not yet been published to a revised NEF List.
 - (c) Items that have been reviewed by MOC using the NEF Decision Guide and have been determined to meet the NEF program guidelines and that have been recorded in Lotus Notes NEF database and forwarded to the FAA CMO for review and approval.

§ 382.71 What other aircraft accessibility requirements apply to carriers?

- (a) As a carrier, you must **maintain** all aircraft accessibility features in proper working order.

Managing the deferral and repair of CFR 382 required items via an operator's MEL and/or NEF Program fulfills the requirements of CFR 382 to **MAINTAIN** these items.

Title 14 CFR 121.628 provides the basis for deferral per an MEL.

- An approved MEL must exist (approved by the FAA Certificate Management Office) plus
- The FAA Certificate Management Office must have issued Operations Specifications authorizing use of the MEL

§ 121.628 Inoperable instruments and equipment.

(a) No person may take off an airplane with inoperable instruments or equipment installed unless the following conditions are met:

- ➔ (1) An approved Minimum Equipment List exists for that airplane.
- ➔ (2) The certificate-holding district office has issued the certificate holder operations specifications authorizing operations in accordance with an approved Minimum Equipment List. The flight crew shall have direct access at all times prior to flight to all of the information contained in the approved Minimum Equipment List through printed or other means approved by the Administrator in the certificate holders operations specifications. An approved Minimum Equipment List, as authorized by the operations specifications, constitutes an approved change to the type design without requiring recertification.

Operations Specification D095 authorizes using an MEL, e.g.

D095 . Minimum Equipment List (MEL) Authorization

HQ Control: 08/15/1997

HQ Revision: 020

The certificate holder is authorized to use an approved Minimum Equipment List (MEL) provided the conditions and limitations of this paragraph are met. The certificate holder shall not use an MEL for any aircraft that is not specifically authorized by this paragraph.

- ➔ “The certificate holder is authorized to use an approved Minimum Equipment List (MEL) provided the conditions and limitations of this paragraph are met.”
- ➔ “Except as provided in subparagraph d, the certificate holder shall have items repaired within the time intervals” identified as Repair Intervals A (as specified in MMEL), B (3 days), C (10 days) & D (120 days).
- ➔ “The certificate holder shall develop and maintain a comprehensive program for managing the repair of items listed in the approved MEL.”

The combination of an approved MEL plus the authorization to use it constitutes an approved change to the type design of the aircraft without requiring recertification.

§ 121.628 Inoperable instruments and equipment.

(a) No person may take off an airplane with inoperable instruments or equipment installed unless the following conditions are met:

(1) An approved Minimum Equipment List exists for that airplane.

(2) The certificate-holding district office has issued the certificate holder operations specifications authorizing operations in accordance with an approved Minimum Equipment List. The flight crew shall have direct access at all times prior to flight to all of the information contained in the approved Minimum Equipment List through printed or other means approved by the Administrator in the certificate holders operations specifications. An approved Minimum Equipment List, as authorized by the operations specifications, constitutes an approved change to the type design without requiring recertification.

The FAA MMEL provides the basis for deferral of Non-essential Equipment and Furnishings per an Operator's NEF Program.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: BOEING B-787		REVISION NO: 2	PAGE:
		DATE: 01/25/2012	25-1
SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED
25 EQUIPMENT/FURNISHINGS			
			3. NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
-00-01 ***	Non-Essential Equipment and Furnishings (NEF)	-	0
			<p>May be inoperative, damaged or missing provided that <u>the item(s) is deferred in accordance with the operator's NEF deferral program.</u> The NEF program, procedures and processes must be outlined in the operator's appropriate document. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.</p> <p>NOTE: Exterior lavatory door ash trays are not considered NEF items.</p>



The Operator's MEL Program includes multiple methods of control; e.g.-

Unique MEL Number for each method of deferral

Unique Control Number for managing the repair of each deferred item

Logging of each deferred item within the Aircraft Maintenance Record

(continued next slide)

The following instructions are for completing the MEL/CDL (US-0101) and MEL-FR (US-0102) Placards.

<u>NUMBER</u>	<u>ITEM / STEP / ACTION</u>
1	Enter <u>MEL or CDL Item Number</u> as shown in MEL or CDL document.
2	Enter condition number of the specific MEL or CDL condition you are applying.
3	Enter aircraft number.
4	Enter current station local date.
5	Enter current station for the aircraft.
6	Enter <u>control number given by MOC</u> .
7	Enter <u>FDML page number</u> where discrepancy that caused the MEL is logged on.
8	Enter remarks as instructed in MEL or CDL document.
9	Signature of Mechanic applying the MEL or CDL.
10	Enter employee number.

Continued...

The Operator's MEL Program includes multiple methods of control; e.g.-

Multiple department review concerning initial deferral requirements
Tracking aircraft status changes (when applicable)
Coordination of repetitive maintenance action (when applicable)

(1) **Mechanic**

- (a) Troubleshoot the malfunction and correct the item if possible.
- (b) If unable to correct the problem within aircraft downtime, determine from the aircraft MEL document if the malfunction can be deferred using a MEL or CDL deferral.
- (c) Contact an MOC Technician and request the malfunction be placed on MEL or CDL deferral as appropriate. Review with the MOC Technician the discrepancy and the MEL/CDL to ensure the correct MEL/CDL is being applied.

(2) **MOC Technician**

- (a) Review appropriate aircraft system history.
- (b) Contact Dispatch before applying any MEL or CDL that has a flight planning impact such as weather or weight restrictions.
- (c) Assure the Mechanic has completed all required actions prior to issuing an MEL or CDL.
- (d) Notify Dispatch (may be electronic notification) of applied MEL or CDL with all the required data.
- (e) Notify System Customer Service Manager (SCSM) with information pertaining to inoperative passenger seats or entire inoperative potable waters systems.
- (f) MEL or CDL deferrals requiring follow-up actions will be logged on the MOC Follow-up/Repetitive Inspection Tracking Log (MC-0002). Reference MPPM 35-00-30.
- (g) Notify all downline stations of any incoming inspection or maintenance requirements associated with MEL or CDL deferrals until items are closed.
- (h) MEL or CDL deferrals requiring aircraft status changes to CAT, RVSM, ETOPS or EOW will require a PLA Placard to be issued by MOC Technician. Reference MPPM 53-02-10.

An Operator's NEF Program also includes similar methods of control; e.g.-

- Multiple department review concerning initial deferral requirements
- Unique NEF Number for each method of deferral
- Unique Control Number for managing the repair of each deferred item
- Logging of each NEF item within the Aircraft Maintenance Record

(1) **Mechanic or Flight Crew**

- (a) Contacts Maintenance Control Technician with the discrepancy that the mechanic believes to be a possible NEF deferral.

(2) **Maintenance Control Technician**

- (a) Reviews the NEF List for an entry that matches the discrepancy. If no matching entry is found on the NEF List then:

- 1 Performs a search of the MOC NEF Database (Lotus Notes) for a matching item that has been approved by the FAA and not yet published on the NEFL.
- 2 If an Approved NEF is found the Technician supplies the Mechanic or Flight Crew with the Approved NEF Reference number found in Lotus Notes NEF database to be included in the logbook deferral corrective action entry.
(Example below)
- 3 If no Approved NEF is found, the Technician reviews Lotus Notes "Disapproved NEF Deferral Requests" section to ensure requested item was not previously disapproved. If the discrepancy was found to be previously "Disapproved" the item must be either fixed before departure or deferred by a method other than NEF, such as EA and MON or MEL the next higher assembly.
- 4 If neither an Approved or Disapproved NEF is found the MOC Technician utilizes the NEF Decision Guide (Reference MOC DPM CH 5) to approve/disapprove the NEF deferral request.
- 5 Discrepancies that meet the guidelines of the NEF Decision Guide will be recorded and approved in the MOC Lotus Notes NEF Database.
- 6 If the Technician approves a new NEF, the Technician supplies the Mechanic or Flight Crew with the Lotus Notes NEF Reference number and the NEF Control Number to be included in the logbook deferral corrective action entry.
(Example below)

(3) **Mechanic or Flight Crew**

- (a) Makes the appropriate NEF deferral entry in the FDML similar to the example below.

The Operator's MEL and NEF Programs both provide an acceptable method by which to MAINTAIN its aircraft with **accessibility features** per the requirements of US DOT/FAA Operations Specifications D072.

The Operator's MEL and NEF Programs both provide an acceptable method by which to MAINTAIN its aircraft with accessibility features per the requirements of US DOT/FAA Operations Specifications D072.

➔ **Many of these same features are duplicated, or similar equipment is installed, in non-handicapped accessible lavatories, i.e. door locks, call buttons, grab bars, faucets and other controls, and dispensers.**

The Operator's MEL and NEF Programs both provide an acceptable method by which to MAINTAIN its aircraft with accessibility features per the requirements of US DOT/FAA Operations Specifications D072.

- Many of these same features are duplicated, or similar equipment is installed, in non-handicapped accessible lavatories, i.e. door locks, call buttons, grab bars, faucets and other controls, and dispensers.

➔ Aircraft with handicapped accessible lavatories are also equipped with non-handicapped accessible lavatories; both types of lavatories can be installed in close proximity to each other.

The Operator's MEL and NEF Programs both provide an acceptable method by which to MAINTAIN its aircraft with accessibility features per the requirements of US DOT/FAA Operations Specifications D072.

- Many of these same features are duplicated, or similar equipment is installed, in non-handicapped accessible lavatories, i.e. door locks, call buttons, grab bars, faucets and other controls, and dispensers.
- Aircraft with handicapped accessible lavatories are also equipped with non-handicapped accessible lavatories; both types of lavatories can be installed in close proximity to each other.



Requiring an Operator to address the deferral of similar or like features in lavatories located next to each other under two different Programs as is currently implied by PLs 116 (NEF Program) and 128 (Wheelchair Accessible Lavs) only introduces the possibility to incorrectly defer one or more features under the wrong program; it does not contribute to the Operator MAINTAINing these items.

The Operator's MEL and NEF Programs both provide an acceptable method by which to MAINTAIN its aircraft with **accessibility features** per the requirements of US DOT/FAA Operations Specifications D072.

- ➔ The ability for an operator to utilize a **standard procedure** for advising its flight crewmembers and concerned maintenance personnel when a flight is to depart with certain **features** deferred (handicapped accessible or non-accessible) along with the conditions and limitations that apply enhances the Operator's ability to comply with the requirement to **MAINTAIN** these items.

The Operator's MEL and NEF Programs both provide an acceptable method by which to MAINTAIN its aircraft with **accessibility features** per the requirements of US DOT/FAA Operations Specifications D072.

- The ability for an operator to utilize a **standard procedure** for advising its flight crewmembers and concerned maintenance personnel when a flight is to depart with certain **features** deferred (handicapped accessible or non-accessible) along with the conditions and limitations that apply enhances the Operator's ability to comply with the requirement to **MAINTAIN** these items.

➔ Similar precedent is already established by FAA MMEL Policy Letter 81 which clarifies that an operator may elect to apply Configuration Deviation Lists (CDL) **procedures** in the same manner as established for the operator's MEL **procedures** for informing the flight crew and other appropriate personnel of the equipment items and limitations associated with missing equipment (even though the AFM CDL may imply otherwise).

SUMMARY

- The Operator's MEL and NEF Programs both provide an acceptable method by which to **MAINTAIN** its aircraft with **accessibility features** per the requirements of US DOT/FAA Operations Specifications D072.
- The Operator's ability to utilize **STANDARD PROCEDURES** associated with its NEF Program, or its MEL Program, or a combination of both Programs contributes to successfully **MAINTAIN**ing **features** in both handicapped and non-handicapped lavatories.
- Delete/revise PL 128 as necessary to permit Operator's to address the requirement to **MAINTAIN** their aircraft using **STANDARD PROCEDURES**.

Navigation Data Base

MMEL PL-98 R1 D10

Presented to: **MMEL IG 86**
By: **Greg Janosik**
Date: **April 11 & 12, 2012**



**Federal Aviation
Administration**



Navigation Data Base

- **Issues with Current Draft PL**

- **Repair interval “C”**
- **Number required for dispatch “0”**



Navigation Data Base

- **Other Issues with This PL:**

1. **Software. §§ 91.213, 121.628, 125.201, 129.14, & 135.179 “Instrument & Equipment” (Hardware)**
2. **§§ 121.349, 125.203, 129.17, and 135.165 (for over H2O ops) requires, in part, “...two approved independent navigation systems suitable for navigating along the route to be flown within the degree of accuracy required by ATC.”**
3. **An out-of-date, corrupted, dumped, etc., navigation data base = a navigation system operating in a degraded mode.**



Navigation Data Base

Relief cannot be granted thru the MMEL process for degraded navigation data bases.



Federal Aviation
Administration

MREL IG Agenda Item 86-20 - EXAMPLES

Locating a Rule and its associated Preamble

1. Obtain a copy of the rule (e.g. hard copy, Electronic Code of Federal Regulations, etc.) and locate the Source information; for CFR 121.803 located in Title 14 Subpart X the Source information is Docket No. FAA-2000-7119, 66 FR 19044, Apr. 12, 2001, unless otherwise noted. (ref. following graphic).



Electronic Code of Federal Regulations
e-CFR™

e-CFR Data is current as of June 22, 2012

Title 14: Aeronautics and Space
[PART 121—OPERATING REQUIREMENTS: DOMESTIC, FLAG, AND SUPPLEMENTAL OPERATIONS](#)

[Browse Previous](#) | [Browse Next](#)

Subpart X—Emergency Medical Equipment and Training

Source: Docket No. FAA-2000-7119, 66 FR 19044, Apr. 12, 2001, unless otherwise noted.

§ 121.801 Applicability.

This subpart prescribes the emergency medical equipment and training requirements applicable to all certificate holders operating passenger-carrying airplanes under this part. Nothing in this subpart is intended to require certificate holders or its agents to provide emergency medical care or to establish a standard of care for the provision of emergency medical care.

§ 121.803 Emergency medical equipment.

2. Go to <http://www.gpo.gov/fdsys/>; locate the SEARCH box and type in the FAA number (e.g. FAA-2000-7119), then click on SEARCH.

Note: If no FAA number is provided use the date and FR number instead, e.g Apr. 12, 2001 FR 19044)



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3. Numerous results will be presented; a “Sort by” drop down menu is provided.

FDsys > Search Results
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FAA-2000-7119 Within Results **SEARCH** [Advanced Search](#) [Retrieve by Citation](#) [Help](#)

Results 1 - 10 of 20 <Prev 1 2 Next> Sort by: **Relevance** Go 10 per page Go

1. [65 FR 33720 - Emergency Medical Equipment \[PDF 162 KB\]](#)
Federal Register. Proposed Rules. Notice of proposed rulemaking (NPRM). RIN 2120-AG89. Wednesday, May 24, 2000.
...Parts 121 and 135 [Docket No. FAA-2000-7119; Notice No. 00-03] RIN 2120-AG89...Transportation Dockets, Docket No. FAA-2000-7119, 400 Seventh Street, SW...Comments to Docket No. FAA-2000-7119." The postcard will be... [More Information](#)
2. [Daily Proceedings - Part 1 \[PDF 10345 KB\]](#)
Journal of the House of Representatives. Journal of the House of Representatives, 2004. Tuesday, January 20, 2004.
TUESDAY, JANUARY 20, 2004 (1) The SPEAKER announced that this was the day fixed by Public Law 109- 181, enacted pursuant to the 20th amendment to the Constitution, for the meeting of the Second Session of the 108th Congress, and called the House to order. T... [More Information](#)

Locating FAA Chief Counsel legal interpretations

1. Go to <http://www.faa.gov/>
2. Type “legal interpretations” in the Search box and click on “Search”.

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Aircraft Airports Air Traffic Data & Research Licenses & Certificates Regulations & Policies Training & Testing

3. Click on “Regulations – Legal Interpretations & Chief Counsel’s Opinions”

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Search Results

legal interpretations

Results 1 - 10 of about 2510 for legal int

Aircraft Certification	Commercial Space Transportation
Airline Certification	Medical Certification
Airmen Certification	Vintage & Experimental Aircraft Program
Airport Certification	

[Regulations - Legal Interpretations & Chief Counsel's Opinions](#)
http://www.faa.gov/about/office_org/headquarters_offices/agc/pol_adjudication/agc200/In...

4. Enter the search criteria per the instructions provided (e.g. the phrase “accessible lavatory”), then click on “Submit Search”.

The screenshot shows the FAA website's search interface. At the top, there is a search bar with the text "Search" and a magnifying glass icon. Below the search bar is a navigation menu with categories: Aircraft, Airports, Air Traffic, Data & Research, Licenses & Certificates, Regulations & Policies, and Training & Testing. The main content area is titled "Regulations Division" and "Legal Interpretations & Chief Counsel's Opinions". It includes a search form with a "Year" dropdown set to "ALL" and a "Search String" input field containing "accessible lavatory". There are "Submit Search" and "Clear Entries" buttons. A "Recent Postings" button is also visible.

5. Review search results -

The screenshot shows the search results page for the FAA website. The search string "accessible lavatory" has been used, and the results indicate that 12 entries were found. A snippet of the first result is visible, showing that an administrator assigned to the certificate holder is required to keep the manual up-to-date with changes and additions, and shall have appropriate sections of the manual accessible.