

Subject: ACTION: ACTION NOTICE: Master Minimum
Equipment List (MMEL) Standard and Interim
Revisions

From: Director, Flight Standards Service, AFS-1

To: All Regional Administrators
Director, Aeronautical Center
Director, Europe, Africa, and Middle East Office
ATTN: Flight Standards Division Managers
Superintendent, FAA Academy, AAC-900
Manager, Flight Standards Staff, AEU-200
All FSDO's

Approval

Date: August 3, 1990

Expiration

Date: August 3, 1991

Reply to

Attn of: Van Opstal:267-3774

This action notice provides guidance to principal operations inspectors (POI) with the approval for Parts 91, 121, 125, 129, and 135 operators' minimum equipment list (MEL). Federal Aviation Administration (FAA) approval is required for both the initial issuance and any subsequent revision to the MEL. Most of the operators' MEL revisions are driven by revisions to the master minimum equipment list (MMEL). A review of the MEL program indicates that, on occasion, revisions of the MMEL concern relief for equipment installed on the aircraft of a limited number of operators. Currently, an MMEL revision released by the Flight Operations Evaluation Board (FOEB) requires all operators with approved MEL's for that aircraft to undergo the MEL revision process. Failure to accomplish the MEL revision process places the operator's MEL in an out-of-date status with the MMEL. For those occasions when the MEL revision reflects relief for equipment not installed or applicable to the majority of operators, the requirement for all MEL's to be revised creates unnecessary workloads on operators and the FAA alike. Consequently, the MEL revision requirements are being modified.

STANDARD VS. INTERIM - REVISIONS OF THE MMEL

Future revisions of the MMEL will be classified by the FOEB as either a STANDARD revision or an INTERIM revision. This classification will determine if the operator's MEL is required to be revised.

DEFINITION:

STANDARD REVISION. A standard revision to the MMEL is applicable to all operators utilizing an approved MEL for that aircraft. A standard revision is identified by number only. Each subsequent standard revision will carry the next successive number. For example, the next standard revision following Revision 5 will be Revision 6.

INTERIM REVISION. An interim revision to the MMEL allows the operator the option of revising its MEL for that aircraft. If the relief granted by the interim MMEL revision is applicable to its operation and aircraft configuration, then it would be advantageous for the operator to gain MEL approval through revision. If however, the MMEL interim revision is not applicable, the operator may disregard that interim revision and continue to utilize its current approved MEL.

An interim MMEL revision will be identified by the current standard revision number plus a lowercase letter. For example, an interim revision following Revision 5 will be identified as Revision 5a. There may be subsequent interim revisions to the same standard revision, these carry the next lower case letter, i.e., 5b, 5c, 5d, etc.

At such time when the FOEB releases the next standard revision, it will incorporate all the previous interim revisions. For example, the next standard revision following Revisions 5a, 5b, etc., will be Revision 6.

POI's are requested to review these procedures with their certificate holders to ensure both understanding and compliance.

Program requirements to be accomplished within available resources.

/s/ William C. Withycombe
for Daniel C. Beaudette