



# Federal Aviation Administration

---

## MMEL Policy Letter (PL) 9, Revision 10

---

Date: January 18, 2012  
To: All Region Flight Standards Division Managers  
All Aircraft Evaluation Group Managers  
From: Manager, Air Transportation Division, AFS-200  
Reply to Attn of: Manager, Technical Programs Branch, AFS-260

---

**SUBJECT: Public Address System, Crewmember Interphone and Alerting Systems**

**MMEL CODE:** 23 (COMMUNICATIONS)

**REFERENCE:** **PL-9, Revision 9, dated April 30, 2010**  
PL-9, Revision 8, dated January 20, 2009  
PL-9, Revision 7, dated November 25, 2003  
PL-9, Revision 6, dated February 5, 2003  
PL-9, Revision 5, dated October 15, 2001  
PL-9, Revision 4, dated February 16, 2001  
PL-9, Revision 3, dated April 28, 1998  
PL-9, Revision 2, dated August 15, 1997  
PL-9, Revision 1, dated May 10, 1993  
PL-9, Revision Original, dated June 9, 1982  
PL-116, Revision 1, dated December 21, 2007

**PURPOSE:**

To establish a standard MMEL policy for the Passenger Address System (PA) on passenger and cargo aircraft and a policy for crewmember interphone and alerting systems.

**DISCUSSION:**

**Revision 10 clarifies that the wide-body requirement for one working at each door pair applies to the crewmember interphone flight deck to cabin and cabin to cabin functions. Added missing (O) for inoperative PA system in cargo configuration. Revised Notes in Flight Attendant Alerting System sub-items to exclude the wheelchair accessible lavatory call system required by 14 CFR.**

Revision 9 corrects "visual" to "audio" in two places for Flight Attendant Audio Alerting System relief.

Revision 8 reformats PL-9 and revises "Passenger to Attendant Call System is considered a passenger convenience item" to "Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF)" to comply with PL-116.

Revision 7 incorporated the following changes:

- 1) Changed "airplanes" to "aircraft" in PURPOSE statement.
- 2) Revised number of lavatory speakers required on passenger aircraft.
- 3) Added relief for lavatory speakers on cargo aircraft.
- 4) For Alerting Systems (Audio / Visual):
  - a) Revised relief to account for 14 CFR Section 25.854 requirements.
  - b) Added (O) to ensure alternate procedures are established and used.
- c) Added NOTES to indicate operative system functions may be used.

Revision 6 incorporated the following changes:

- 1) Clarified interphone station and handset relief.
- 2) Revised Flight Deck to Ground sub-items to increase system availability on large turbojet powered airplanes.
- 3) Added Category "C" relief for PA systems for aircraft in cargo configuration.
- 4) Added relief for lavatory speakers.
- 5) Added Category "D" relief for interphone handsets and alerting system functions for aircraft in cargo configuration when courier/supernumerary compartment is unoccupied.

Revision 5 clarified PA chime requirement, added relief for PA systems not required by 14 CFR, incorporated security recommendations, added all cargo operations relief, added handset requirements, and revised Alerting Systems as sub-items.

Revision 4 added a note to "Flight Attendant Call Light" and "Flight Attendant Chime" items.

Revision 3 established a clarifying policy concerning a requirement for a two way normal or emergency communications between pilot compartment and crewmembers in the passenger cabin.

Earlier revisions placed an inoperative Public Address System in repair category "B" for passenger aircraft.

For cargo configured aircraft, the PA system was assigned repair category "D" and is not changed.

**POLICY:**

The following standard MMEL proviso and repair category is adopted to provide standardization among all MMELs for the Passenger Address System, Crewmember interphone and the alerting system.

23 (COMMUNICATIONS)	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
23-XX Passenger Address System (PA)				
1) Passenger Configuration	B	1	0	(O)May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally.  NOTE: Any station function(s) that operate normally may be used.

23 (COMMUNICATIONS)	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
	C	1	0	(O)May be inoperative provided: a) PA not required by FAR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.  NOTE: Any station function(s) that operate normally may be used.
a) Lavatory Speakers	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
2) Cargo Configuration (Courier/Supernumerary Address System)	C	1	0	<b>(O)</b> May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
a) Lavatory Speakers	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
23-XX Crewmember Interphone System(s)	C	2	1	
1) Passenger Configuration				
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O)May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, <b>b) On wide-body airplanes, flight deck to cabin and cabin to flight deck interphone function operates normally at one door for each pair of exit doors, and</b> c) Alternate communications procedures between the affected flight attendants station(s) are established and used.  NOTE: Any station function(s) that operate normally may be used.

23 (COMMUNICATIONS)

	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
b) Cabin to Cabin Function	B	2	0	(O)May be inoperative provided alternate communications procedures between the affected flight attendants stations are established and used.  NOTE: Any station function(s) that operate normally may be used.
	B	-	-	(O)May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least fifty percent of the cabin handsets, <b>b) On wide-body airplanes, cabin to cabin interphone function operates normally at one door for each pair of exit doors, and</b> c) Alternate communications procedures between the affected flight attendants stations are established and used.  NOTE: Any station function(s) that operate normally may be used.
c) Flight Deck to Ground Function	C	1	0	(O)Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.
				(O)Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.
	B	-	0	(O)May be inoperative provided alternate procedures are established and used.
	C	-	0	(O)May be inoperative provided alternate procedures are established and used.

23 (COMMUNICATIONS)	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
	D	-	0	May be inoperative provided procedures do not require its use.
2) Cargo Configuration				
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	C	1	0	(O)May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
b) Cabin to Cabin Function	D	1	0	
c) Flight Deck to Ground Function				
1) Large Turbojet Powered Airplanes Operating under Part 121	C	1	0	(O)Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.
	C	1	0	(O)Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.
	B	-	0	(O)May be inoperative provided alternate procedures are established and used.
2) All Other Aircraft/Operations	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.

23 (COMMUNICATIONS)	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
23-XX Handset System(s)				
1) Passenger Configuration				
a) Flight Deck	C	-	0	(O)May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
b) Cabin	B	-	-	(O)May be inoperative provided: a) Fifty percent of cabin handsets operate normally, b) On wide-body airplanes, one handset must operate normally at each pair of exit doors, and c) Alternate communications procedures between the affected flight attendants station(s) are established and used.  NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement.  NOTE 2: Any handset(s) function(s) that operate normally may be used.
2) Cargo Configuration				
a) Flight Deck	C	-	0	May be inoperative provided flight deck to courier/supernumerary communication operates normally.
	D	-	0	May be inoperative provided procedures do not require its use.
b) Courier/Supernumerary	D	-	1	
	D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.

23 (COMMUNICATIONS)	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
23-XX Alerting System (Audio/Visual)				
1) Passenger Configuration				
a) Flight Deck Call Visual Alerting System	B	1	0	<p>May be inoperative provided the flight deck audio alerting system operates normally.</p> <p>NOTE: The flight deck audio alerting must always be operative.</p>
b) Flight Attendant Visual Alerting System	B	1	0	<p>(O)May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) PA system operates normally,</li> <li>b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and</li> <li>c) Alternate procedures for contacting flight attendants are established and used.</li> </ul> <p>NOTE 1: Passenger to Attendant Call System (<b>excluding wheelchair accessible lavatory call system required by 14 CFR</b>) is considered Non-Essential Equipment and Furnishing (NEF).</p> <p>NOTE 2: Any visual alerting system function(s) that operates normally may be used.</p>
c) Flight Attendant Audio Alerting System	B	-	0	<p>(O)May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) PA system operates normally,</li> <li>b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and</li> <li>c) Alternate procedures for contacting flight attendants are established and used.</li> </ul>

23 (COMMUNICATIONS)

Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
-----------------	------------------	------------------------------	-----------------------

NOTE 1: Passenger to Attendant Call System (**excluding wheelchair accessible lavatory call system required by 14 CFR**) is considered Non-Essential Equipment and Furnishing (NEF).

NOTE 2: Any audio alerting system function(s) that operates normally may be used.

2) Cargo Configuration

a) Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided the flight deck audio alerting system operates normally.
	D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.
b) Courier/Supernumerary Visual Alerting System	B	1	0	(O)May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.
	D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.  NOTE: Any visual alerting system function(s) that operates normally may be used.
c) Courier/Supernumerary Audio Alerting System	B	1	0	(O)May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.
	D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.  NOTE: Any audio alerting system function(s) that operates normally may be used.

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

John S. Duncan  
Manager, Air Transportation Division