



Federal Aviation Administration

MMEL Policy Letter 76, Revision 5

Date: March 24, 2008
To: All Region Flight Standards Division Managers
All Aircraft Evaluation Group Managers
From: Manager, Air Transportation Division, AFS-200
Reply to Attn of: Manager, Technical Programs Branch, AFS-260

MMEL GLOBAL CHANGE PL-76 is designated as GC-151

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

SUBJECT: ATC Transponders and Automatic Altitude Reporting Systems

MMEL CODE: 34 (Navigation)

REFERENCE: PL-76, Revision 4, dated May 26, 2005.
PL-76, Revision 3, dated November 7, 2003.
PL-76, Revision 2, dated October 16, 2001
PL-76, Revision 1, dated August 15, 1997
PL-76, Original, dated January 11, 1995.

PURPOSE:

The purpose of this policy letter is to provide standardized Master Minimum Equipment List (MMEL) requirements for Air Traffic Control (ATC) transponders and automatic altitude reporting systems

DISCUSSION:

Revision 5 adds relief for ADS-B Extended Squitter Transmissions. Removes the word Enroute from all provisos.

Revision 4 adds relief for Mode S Elementary and Enhanced Downlink Aircraft reportable parameters not required by FAR. These parameters are required for operations in Europe.

Revision 3 changed the relief category for operating without a transponder from "C" to "B". This change was made in order to align it with Traffic Alert and Collision Avoidance System (TCAS) relief. TCAS relief is Category "B" and the transponder is needed for TCAS.

Revision 2 deleted the first set of the MMEL remarks in Revision 1 to clarify that there is no relief for ATC transponders and automatic altitude reporting systems required by 14 CFR. The remarks were

also revised to indicate that operations in Reduced Vertical Separation Minimums (RVSM) require an operating altitude reporting transponder. Revision also deleted a discussion paragraph already stated in the purpose.

Revision 1 reformatted policy letter 76 with no change to policy.

There is a need for standardizing the MMEL for like items. MMEL provisos and the number required for dispatch for various aircraft have not been consistent and places operators at a competitive disadvantage. After review by the Flight Operations Policy Board, a determination was made that the same level of safety intended by the Federal Aviation Regulations could be maintained with these modifications. The MMEL should be standardized in accordance with this policy letter.

Per MMEL policy, the MMEL relief category for units in excess of 14 CFR, is "D".

POLICY:

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

34 NAVIGATION

ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight
	D	-	1	Any in excess of those required by 14 CFR may be inoperative
1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	A	-	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit

2) ADS-B Squitter Transmissions	A	-	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit

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

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PL-76 reformatted on 01/20/2010 with no change to content.