



# Federal Aviation Administration

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## MMEL Policy Letter 99, Revision 2

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Date: February 26, 2010  
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

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**SUBJECT: Door/Slide Relief Policy**

**MMEL CODE:** 52 (DOORS)

**REFERENCE:** PL-99, Revision 1, dated January 4, 2008, signed by Thomas Toula  
PL-99, Revision Original, dated January 20, 1999, signed by Quentin J. Smith Jr.

**PURPOSE:**

This policy letter provides **door/slide** relief for narrow-body airplanes in the all-cargo configuration **and wide-body airplanes in all-cargo configuration and combination passenger/cargo configurations.**

**DISCUSSION:**

**Revision 2 reformats, but does not change the previous policy (PL-99 Revision 1) for narrow-body airplanes in all-cargo configuration. Revision 2 also adds and reformats the relief for wide-body airplanes in all-cargo and combination passenger/cargo configurations that was previously published in PL-1.**

Revision 1 added "or slide missing" to all four sets of provisos.

PL-99 prior to Revision 2, established minimum requirements for exit/evacuation slides on narrow-body all-cargo aircraft. Narrow-body all-cargo aircraft require emergency exits for the flight crew to be a door or hatch in the external wall of the fuselage (FAR 25.809(a)). One of these must be located on each side or alternately an overhead hatch. These exits may be equipped with a rope as the means to assist personnel to ground level (FAR 25.810 (2)). Generally the flight crew emergency exits are the sliding cockpit windows, equipped with ropes stored in a compartment in the upper sidewall above each sliding window. FAR 121.583 allows the carriage of a limited group of people without compliance with some passenger carrying requirements. These individuals must have direct access to the cockpit, a regular or emergency exit.

Some operators wish to provide an escape slide at the entry main door(s) in addition to or in lieu of the present means of assist to ground level. Currently if a slide becomes inoperative due to inadvertent actuation or damage during loading or ground handling the aircraft is grounded until the slide can be replaced or engineered off the aircraft. Alternate methods of moving the cargo within the required time and destination parameters may not be generally available.

**POLICY:**

The FOPB has determined that an acceptable level of safety is maintained when MEL relief is allowed for doors/slides installed on narrow-body airplanes in all-cargo configuration and for wide-body airplanes in all-cargo and combination passenger/cargo configurations. The following guidelines are provided for FOEB Chairmen in preparing door/slide relief on narrow-body airplanes in all-cargo configuration and for wide-body airplanes in all-cargo and combination passenger/cargo configurations. The FOEB Chairmen should amend these guidelines as appropriate to account for the specific model airplane requirements and limitations.

**Narrow-Body Airplanes:**

52 (DOORS)	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
52-XX Doors/Slides (All Cargo Configuration)				
1) All Doors Except L1/R1	C	-	0	All doors/slides may be inoperative or slides missing.
2) Doors L1/R1	B	2	1	One door/slide may be inoperative or slide missing.
	B	-	0	(O)All doors/slides may be inoperative or slides missing provided: a) Only essential crew members including official observer(s) in the observers seat(s) are allowed on the flight, and b) An alternate means of egress is available.

**Wide-Body Single Deck Airplanes:**

52 (DOORS)	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
52-XX Doors/Slides (All Cargo and Combination Passenger/Cargo Configurations)				
1) All Cargo Configuration				
a) All Doors Except L1/R1	C	-	0	All doors/slides may be inoperative or slides missing.
b) Doors L1/R1	C	2	1	One door/slide may be inoperative or slide missing.

	B	-	0	(O)All doors/slides may be inoperative or slides missing provided: a) Only essential crew members including official observer(s) in the observers seat(s) are allowed on the flight, and b) An alternate means of egress is available.
2) Combination Passenger/Cargo Configurations	C	-	-	All doors/slides in the cargo area may be inoperative or slide missing.

### Wide-Body Double Deck (Not Full Length) Airplanes:

52 (DOORS)	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
52-XX Doors/Slides (All Cargo and Combination Passenger/Cargo Configurations)	C	-	-	All doors/slides in the cargo area may be inoperative or slides missing.
1) Upper Deck	C	2	1	One upper deck door/slide may be inoperative or slide missing provided upper deck and airplane occupancy certified limits are not exceeded.
	C	-	0	(O)Upper deck doors/slides may be inoperative or slides missing provided: a) Only essential crew members including official observer(s) in the observers seat(s) are allowed to occupy upper deck, and b) An alternate means of egress is available for upper deck occupants.

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

John Duncan, Manager,  
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