



Federal Aviation Administration

MMEL Policy Letter (PL) 106, Revision 4 GC

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: Manager, Technical Programs Branch, AFS-260
Attn Of:

MMEL GLOBAL CHANGE (GC)

This GC is an approved addendum to all existing MMEL documents. The operator may seek use of the specific relief contained in the PL by revising the Minimum Equipment List (MEL). In doing so, the sample proviso stating the relief in the PL must be copied verbatim in the operator's MEL. Approval of the revised MEL is gained through the assigned Principal Operations Inspector (POI) utilizing the established procedure. **This GC expires 11/18/2015.**

Subject: **High Frequency (HF) Communications**

MMEL CODE: 23 (COMMUNICATIONS)

REFERENCE: **PL-106, Revision 3, dated October 7, 2005**
PL-106, Revision 2, dated March 16, 2004
PL-106, Revision 1, dated January 18, 2001
PL-106, Original, dated October 18, 2000

PURPOSE:

To provide standards for MMEL relief for HF communication systems.

DISCUSSION:

Revision 4 revised proviso (d) - clarifying statements regarding short codes (INMARSAT) or Public Switch Telephone Network (PSTN), normally referred to as commercial direct dial numbers (IRIDIUM), must be available for the intended route of flight. ATS facility has been clarified by adding FIR (Flight Information Region).

Revision 3 revised proviso (d) to clarify that coordination of INMARSAT Codes is only required when SATCOM Voice is used.

Revision 2 revises DISCUSSION and MMEL provisions to address acceptability of using SATCOM Voice as a backup when one HF is inoperative.

Revision 1 revises the subject title to clarify that more than one HF may be inoperative. The purpose statement is revised to clarify that the PL also addresses HF relief when HF is not required by Title 14 of the Code of Federal Regulations (14 CFR). The (O) procedure was deleted in the first proviso since no changes to flight crew procedures are needed. In the second proviso, the phrase "while conducting extended overwater" was deleted since the requirement for two Long Range Communication System (LRCS) can exist over land. Proviso a) was changed to delete "and ACARS" since the term "data link" includes ACARS and other sub systems on the airplane needed to communicate data. Proviso b) was revised to clarify that data link communication must be operational, not just SATCOM coverage. FAA MMEL relief is provided for HF communication systems. The current proviso states: "Any in excess of those required by FAR may be inoperative."

In 1996, the FAA recognized technological advances in communications by a rule change that included use of a new term: Long Range Communication System (LRCS). 14 CFR Section 1.1 defines LRCS as "A

system that uses satellite relay, data link, high frequency, or other approved communication system which extends beyond line-of-sight." Examples of systems that meet this definition are: HF-voice, HF-data link, SATCOM-voice, and SATCOM-data link.

The regulations, therefore, now address long-range communication requirements in terms of LRCS. With that as a basis, an aircraft on extended range segments unable to utilize line-of-sight systems must have at least two operational LRCSs to honor regulatory communication requirements (unless specifically excepted under the operational rules).

At present most ATS facilities are not adequately equipped to handle SATCOM data or voice as the primary means of communication. Most however are capable and willing to accept SATCOM data or voice as a backup to normal HF communication systems. HF-voice is the only LRCS currently available for Air Traffic Control communications in many areas. Therefore, in areas requiring two operational LRCSs, at least one must be HF-voice and in areas requiring one LRCS, that system must be HF-voice.

POLICY:

With the foregoing as a basis, and in order to take advantage of the technology improvements recognized by 14 CFR, the following MMEL policy is established.

ATA 23 COMMUNICATIONS	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
23-XX High Frequency (HF) Communications System	D	-	-	Any in excess of those required by FAR may be Inoperative.
	C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM Voice coverage is available over the intended route of flight, and d) If SATCOM Voice is to be used over the intended route of flight, SATCOM Voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be available. If not available, prior coordination with appropriate ATS (FIR) facility is required.

NOTE: SATCOM Voice is to be used only as a backup to normal HF communications.

Each FOEB Chairman should apply this PL to affected MMELs through the normal FOEB process.

/s/ G Kirkland for
John S. Duncan
Manager, Air Transportation Division