



Federal Aviation Administration

M MEL Policy Letter (PL) 77, Revision 3

Date: **July 5, 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: Cockpit and Instrument Lighting Systems

M MEL CODE: 33 (LIGHTS)

REFERENCE: **PL-77 Revision 2 dated March 12, 2012**
PL-77, Revision 1 dated August 15, 1997
PL-77, Original, dated January 11, 1995

PURPOSE:

To provide standardized M MEL requirements for Cockpit/Flight Deck/Flight Compartment and Instrument Lighting Systems.

Revision 3 revises the proviso concerning systems on the emergency bus.

Revision 2 deletes the global change designation and expands upon the relief intended to be granted in M MELs. Relief for buttons/switch lights or individual annunciations in the cockpit must not be permitted with this PL. These buttons/switches should have relief provided on an individual basis. Any cockpit lighting system associated with an emergency electrical system must be excluded (e.g. cockpit floodlights or dome lights on some aircraft). This PL also includes a reference to operators with night vision goggles (NVG) systems.

Revision 1 is reformatted. The policy is unchanged.

Many aircraft manufacturers include non-essential systems on the emergency bus for convenience (i.e., interior and exterior lighting used by maintenance and servicing personnel). Since these systems are not part of an emergency procedure, they may be deferred as there are no safety-of-flight concerns to address.

POLICY:

Standardized M MEL requirements have been established for Cockpit/Flight Deck/Flight Compartment Lighting Systems and Instrument Lighting Systems. It is important to recognize that this M MEL relief applies only to flight compartment and instrument lighting; it does not apply to warning, caution or advisory lights. Warning and caution systems associated with the inoperative system must be operative unless specifically authorized by the M MEL.

The following standard MMEL proviso and repair category is an example of relief that may be granted in MMELs. Relief for individual button/switch lights and/or annunciations/indications is not intended to be included in this PL. FOEB Chairmen must verify that the lighting relief granted is not associated with an aircraft emergency electrical system.

THE FOLLOWING PROVISO IS AN EXAMPLE ONLY. THE FOEB CHAIRMAN SHOULD ADD RESTRICTIONS THAT REQUIRE EMERGENCY LIGHTING TO BE OPERATIVE.

33 (LIGHTS)

	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
XX-X Flight Compartment and Instrument Lighting System	C	-	-	<p>Individual lights may be inoperative provided remaining Lighting System lights are:</p> <ul style="list-style-type: none"> a) Not required for an emergency procedure, b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, c) Positioned so that direct rays are shielded from flight crewmembers eyes, and d) Lighting configuration and intensity is acceptable to the flight crew. <p>Note1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.</p> <p>Note 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.</p>

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

Leslie Smith
 Manager, Air Transportation Division