



Federal Aviation Administration

M MEL Policy Letter (PL) 79, Revision 8

Date: **March 12, 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:

SUBJECT: Passenger Seat Relief

M MEL CODE: 25 (EQUIPMENT AND FURNISHINGS)

REFERENCE: **PL-79, Revision 7, dated Dec 01, 2009**
PL-79, Revision 6, dated Aug 04, 2008
PL-79, Revision 5, dated Jun 01, 2007
PL-79, Revision 4, dated Jun 10, 2005
PL-79, Revision 3, dated Sep 15, 2004
PL-79, Revision 2, dated Mar 01, 2001
PL-79, Revision 1, dated Aug 15, 1997
PL-79, Original, dated Nov 14, 1995

PURPOSE:

To standardize M MEL requirements for passenger seats, seat recline mechanisms, under-seat baggage restraining bars and seat armrests, and seat belt air bag restraint systems.

DISCUSSION:

Revision 8: Revised Passenger Seat(s) Added subsystem 4: Seat Belt Air Bag Restraint System: Passenger seats, whose positions were certified with airbags using the Head-Injury Criteria (HIC) requirements per CFR 25.562, may not be used if the air bags are inoperable. A seat with an inoperable airbag may be used if the seat position was not certificated using HIC and there is no change to the functionality of the seat belt restraint system.

Revision 7: Revised to provide operator guidance for passenger seat deferrals with seat cushions removed.

Revision 6: Revised the repair category for second set of "Recline Mechanism" provisos from repair category C to D. Removed the (M) from the second set of "Recline Mechanism" provisos when a seat is immovable in the full upright position (seat is already immovable and no maintenance is required). Revised repair category for "Armrest" proviso from repair category C to D. Added an (M) to the existing "Armrest" proviso with a recline mechanism because the seat must be secured in the upright position. Added a second set of provisos to the "Armrest" relief for an armrest without a recline mechanism.

Revision 5 to PL-79: Revised repair category for passenger seats from repair category C to D. Added an (M) to the existing proviso for the recline mechanism. Added a second set of provisos with an (M) to the "Recline Mechanism" when a seat is immovable in the full upright position.

Revision 4 to PL-79: Revised sub-item 3) "Armrest". The (O) was deleted from the proviso, and proviso a) and b) titles were changed from "Seat" to "Armrest". Proviso c) was added for an armrest with a recline mechanism.

Revision 3 to PL-79: Added "Armrest" as sub-item 3.

Revision 2 to PL-79: Changed the repair category to C to comply with the PL-52, R 3 (Category D Policy Letter).

Revision 1 to PL- 79: Reformatted the policy letter with no change to policy.

POLICY:

The following standard MMEL provisos and repair categories are adopted for passenger seats, seat recline mechanisms, under seat baggage restraining bars, seat armrests, **and seat belt air bags.**

Seat cushions may be removed at operator discretion due to damage, spills, bio-hazards, etc. when passenger seats are deferred inoperative.

25 (EQUIPMENT/FURNISHINGS)	Repair Interval	Number Installed	Number Required for Dispatch	Remarks or Exceptions
XX-X Passengers Seats	D	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded DO NOT OCCUPY. <p>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</p> <p>NOTE 2: Inoperative seats do not affect the required number of Flight Attendants.</p> <p>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</p>
1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.
	D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.

2)	Under seat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded DO NOT STOW BAGGAGE UNDER THIS SEAT, and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.
3)	Armrest				
	a) Armrest with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.
	b) Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.
4)	Seat Belt Air Bag Restraint Systems				
	a) Seat Belt Air Bags Required By CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded DO NOT OCCUPY.
	b) Seat Belt Air Bags Not Required By CFR	D	-	-	May be inoperative or disconnected provided seat belt operates normally.

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

/s/ Greg Kirkland for

John S. Duncan
Manager, Air Transportation Division