MEL Discussion

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Recent revision to FAA guidance for MELs (Pt 91, 91k, 121, 125, 135) includes many changes that are presenting challenges to operators as they seek to obtain approval for MELs.

Operators should be familiar with this guidance as there is no AC with current MEL-related advisory material.

http://fsims.faa.gov/PICResults.aspx?mode=EBookContents&restricttocategory=all~menu
Operator NEF Programs

- For information on how to develop Non-Essential Equipment and Furnishings (NEF) programs and lists, refer to FAA Guidance in FSIMS Volume 4, Chapter 4, Section 4:
- No FAA advisory material exists to assist operators in developing NEF programs
- Some OEMs publish NEF information as a supplement to MEL M&O Procedures Manuals and are excellent source material
Operator NEF Programs

VOLUME 4 AIRCRAFT EQUIPMENT AND OPERATIONAL AUTHORIZATIONS
CHAPTER 4 CONFIGURATION DEVIATION LIST (CDL) AND MINIMUM EQUIPMENT LIST (MEL)

Section 4 Nonessential Equipment and Furnishings (NEF) Program

4-700 GENERAL.

A. Purpose. This section establishes Federal Aviation Administration (FAA) Flight Standards (AFS) requirements for approval, oversight, and surveillance of Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91 subpart K (part 91K), 121, 125, 129, 135, and 142 Minimum Equipment List (MEL) nonessential equipment and furnishings (NEF) programs.

B. Scope. This section applies to all parts 91, 91K, 121, 125, 125 Letter of Deviation Authority Holder (LODA), 129, 135, and 142 operators authorized to conduct operations with an FAA-approved MEL.
Global Change Policy Letters

• FAA MMEL Policy Letters with “Global Change” designation can be used to as source material when developing operator MELs


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MMEL GLOBAL CHANGE

PL-39 is designated as GC-162

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, each applicable sample proviso stating the relief in this policy letter must be copied verbatim in the operator’s MEL. Approval of a revised MEL is gained utilizing established procedures, through the Operator’s assigned Principal Operations Inspector (POI).
# Global Change Policy Letters

## Flight Standards Information Management System

### Publications - MMEL Policy Letters

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PL-98 (Nav Database)

- FAA is currently in the process of rewriting PL-98 which will eliminate MMEL/MEL coverage for “out of currency” Navigation Databases for FMS and similar navigation systems
- The revised PL is expected to include a NOTE stating: “An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.”
- This change has the potential to cause flight interruptions
- Industry proposed alternatives have been rejected by FAA
D095 LOA vs D195 LOA for Pt 91

• D095 LOA: MMEL and appropriate M&O Procedures as MEL
  • Must also add appropriate Preamble and Definitions to MMEL
  • Insert appropriate 14 CFR regulatory information for items in excess of FAA requirements
  • Not fully customized to exact airplane configuration (model variant, options, SB compliance, etc)
  • Does not meet international standards and thus not recommended for operators that fly international trips
  • Many foreign countries will not accept MMEL as an MEL (only MELs approved by the governing civil aviation authority) and thus can be considered a matter of regulatory non-compliance
  • Potential impact on lease/finance agreements and insurance coverages
D095 LOA vs D195 LOA for Pt 91

- D195 LOA: Fully FAA approved MEL (comparable to Pt 121 & Pt 135 MELs)
  - Fully customized to exact airplane configuration (model variant, options, SB compliance, etc)
  - From NBAA Member Jeff Whitman, Air Safety Group (jeff@airsafetygroup.com):
    - Consistent with the international standard
    - Compliant with the MEL requirements for operations within foreign states
    - Provides unquestionable compliance that will eliminate the risk of a finding of non-compliance
    - A superior document that provides well-defined guidance for flight and maintenance personnel
    - Industry best practice and exemplar of a high performing organization
MEL Discussion

Questions???
MEL Presenters

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