

## CHAPTER 4. MINIMUM EQUIPMENT LISTS (MEL) AND CONFIGURATION DEVIATION LISTS (CDL)

### SECTION 2. MASTER MINIMUM EQUIPMENT LISTS (MMEL) DEVELOPMENT AND APPROVAL PROCESS

**1105. GENERAL.** This section contains information for aviation safety inspectors (ASI) concerning the development, approval, and revision process of MMEL's.

**1107. PROPOSED MASTER MINIMUM EQUIPMENT LIST (PMMEL).** The first requirement for producing an initial MMEL is the development of a PMMEL that reflects the manufacturer's or operator's concepts of which items can be inoperative. The FAA encourages the aircraft manufacturer to develop a PMMEL during the aircraft certification process. The aircraft manufacturer coordinates with the aircraft evaluation group (AEG) and the aircraft operators throughout the PMMEL development process. Manufacturers and operators seeking consideration for relief for operating with certain items of equipment inoperative must provide supporting documentation that sufficiently substantiates their request. In addition to including an evaluation of the potential outcome of operating with items that are inoperative, this documentation should consider the subsequent failure of the next critical component, the interrelationships between items that are inoperative, the impact on approved flight manual procedures, and the increase in crew workload. The PMMEL must not conflict with the approved flight manual limitations, configuration maintenance procedures (CMP), or airworthiness directives (AD). The PMMEL should specify suitable limitations in the form of placards, maintenance procedures, crew operating procedures, and other restrictions as necessary to ensure an acceptable level of safety. To substantiate these considerations, the manufacturer must provide demonstrations that include evaluation flights as necessary. AEG participation or observation in demonstration flights may be required and should be scheduled in conjunction with the certification test program or the Flight Standardization Board's (FSB) operational evaluation, whenever possible. The PMMEL, which is submitted to the AEG for review, is developed by the manufacturer in a format acceptable to the Administrator.

**1109. INITIAL MMEL APPROVAL PROCESS.** To initiate the MMEL approval process, the AEG schedules Flight Operations Evaluation Board (FOEB) meetings to review and evaluate the PMMEL for technical accuracy and acceptability. Interested parties, such as the manufacturer, operators, and interested aviation community representatives, are invited to participate in these meetings. The FOEB discusses each PMMEL item with the interested participants and recommends approval, modification or disapproval for each item. If consensus cannot be reached, an item may be held open for further consideration or until more information is gathered. The manufacturer or operator must resubmit, with additional justification, items not acceptable or held open by the FOEB. The PMMEL is the initial manufacturer and AEG working document used to develop the draft MMEL and establishes the working relationship between the initial operators and the FOEB chairman. The FOEB chairman arranges to have the draft MMEL on the FAA bulletin board system (BBS) for operator and industry review and then will receive comments within the time period indicated. The FOEB will review and discuss the recommendations and comments and revise the draft MMEL as necessary. After ensuring that the coordination of the draft MMEL with field and industry has been properly completed, the Air Transportation Division, AFS-200, Washington Headquarters, will post the MMEL as approved on the BBS for access by industry for preparing individual operator MEL's.

**1111. MMEL REVISION PROCEDURES.** While an MEL is approved at the district office level, an MMEL revision is reviewed and approved by the appropriate AEG. An individual operator, the FAA, or industry may request changes to an MMEL. The AEG will consider those items requested by users based on operational considerations that indicate needed relief. Proposed changes that are generated by an operator should be submitted through the principal operations inspector (POI) when the need becomes apparent. Proposed changes are forwarded by the POI,

with recommendations, to the appropriate AEG for consideration at the next scheduled FOEB meeting or electronic FOEB via the BBS approval system. MMEL revisions are either interim, global, or standard. A description of the types of MMEL revisions is contained in section 4 of this chapter. Revisions to the MMEL's are approved in the same manner as initial MMEL's; that is, after the Air Transportation Division has ensured that proper coordination has been completed, they post the revision on the BBS for industry to revise individual MEL's.

**1113. LEAD AIRLINE CONCEPT.** For certain air carrier airplanes, an air carrier representative will

be designated by industry as Lead Airline representative to coordinate with the aircraft manufacturer, other operators, and the FOEB chairman. The purpose of the Lead Airline representative is to expedite the FOEB process and MMEL revision for the affected airplane. The Lead Airline representative will conduct coordination meetings, as required, and will develop the FOEB agenda in a manner acceptable to the FOEB chairman. The Lead Airline representative will also coordinate industry participation at the FOEB meeting and will assist the manufacturer and the FOEB chairman in finalizing the MMEL revision after the meeting.

**1114.-1122. RESERVED.**

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