

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

SECTION 5. MASTER MINIMUM EQUIPMENT LIST SUBSYSTEM (MMEL Subsystem)

1181. BACKGROUND. The Federal Aviation Administration (FAA) created the MMEL Subsystem to automate the process of creating, revising, approving, and distributing Master Minimum Equipment Lists (MMEL).

1183. GENERAL. The MMEL Subsystem is a component of the Aviation Safety Analysis System (ASAS). The MMEL Subsystem primarily provides information to Flight Standards personnel on the status of approved MMEL's. This section contains information, direction, and guidance for inspectors on the use of the MMEL Subsystem.

1185. SYSTEM CAPABILITY. The MMEL Subsystem is capable of the following:

- Allowing MMEL's to be accessed on-line, downloaded, or printed
- Providing a means of automatically notifying inspectors and operators when a revision to an MMEL occurs (Those revisions may require an operator to revise its MEL.)
- Printing or reviewing copies of global changes to MMEL's on-line
- Allowing an inspector to generate various types of reports concerning the status of an operator's MEL
- Providing access to information that an inspector may use when evaluating documents such as an MEL and flightcrew training programs, to include the following reports and information:
 - Flight Operations Evaluation Board (FOEB) reports
 - Flight Standardization Board (FSB) reports and training requirements
 - Maintenance Review Board (MRB) reports
 - Pilot type rating information
 - MMEL policy book
 - Advisory circulars (AC)

- Listing of MEL coordinators
- Certification Maintenance Procedures (CMP)

1187. SYSTEM ACCESS INSTRUCTIONS AND SUPPORT. The MMEL Subsystem is accessed through a menu option on the ASAS menu in the same manner as the Integrated Safety Information Subsystem (ISIS) and the National Aircraft Registry Information System (NARS). The MMEL Subsystem User's Manual contains specific instructions for the use of the system. Each Flight Standards District Office (FSDO) should maintain this document as a reference. The users manual can be accessed or printed on-line, from the "References" option on the "MMEL Main Menu."

1189. AUTOMATIC NOTIFICATION. After granting the final approval of an MEL or a revision, inspectors must access the MMEL Subsystem to enter data about the operator and its approved MEL. The MMEL Subsystem uses this information to automatically notify operators and certificate-holding district offices (CHDO) of MMEL changes by postcard.

1191. MEL STATUS REPORTS. MEL status reports can be generated based on the information entered about an operator for the postcard notification process. These reports are useful for determining the status of an operator's MEL and for planning surveillance activities. This reporting function can also be used to determine which CHDO's have approved an MEL for a particular make and model of aircraft. This information also allows inspectors to consult with one another about problems they may encounter while approving an MEL.

1193. GLOBAL CHANGES. Copies of global changes can be printed or reviewed on line. Access is gained through the "MMEL Policy Book" option on the "MMEL Main Menu." AFS-260 maintains a current list of global changes and policy letters on the AFS-200 Bulletin Board Service (BBS) for access by all interested parties.

1195. PUBLIC ACCESS TO MMEL. The general public is allowed access to MMEL-related docu-

ments through FAA bulletin boards. Access to the bulletin boards requires a computer with telecommunications capability (modem). MMEL files on some bulletin boards may be compressed to allow for reduced transmission time (such bulletin boards require an

IBM-compatible computer). Inspectors may obtain current bulletin board telephone numbers from the regional MEL coordinator.

1196.-1206. RESERVED.

[PAGES 4-625 THROUGH 4-636 RESERVED]