

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

SECTION 6. CONFIGURATION DEVIATION LISTS

1207. GENERAL. This section contains information for aviation safety inspectors (ASI) concerning the development and approval processes of configuration deviation lists (CDL). Aircraft certificated under the provisions of Federal Aviation Regulations (FAR) Part 25 and Civil Air Regulations (CAR) 4b may be approved for operations with missing secondary airframe and engine parts. Approval for operating with these parts missing would be authorized by the appropriate aircraft directorate, under an amendment to the type certificate. Evaluation and approval of CDL's are functions of the aircraft certification office (ACO).

1209. DEVELOPMENT AND APPROVAL OF A CDL. An aircraft manufacturer develops a proposed CDL for a specific aircraft type. The proposed CDL is submitted to the responsible ACO for approval by engineering specialists. The ACO will then coordinate with the appropriate aircraft evaluation group (AEG) to resolve any problems and discrepancies prior to approving the CDL. For United States (U.S.)-certificated airplanes, the CDL, once approved, is incorporated into the limitations section of the airplane flight manual (AFM) as an appendix. For manufacturers outside the U.S., the CDL may be a stand alone document and part of the Structure Repair Manual, or another manufacturer's document. Some operators

may choose to attach a copy of the CDL to their MEL for easy and ready reference by flightcrews.

1211. USE OF THE CDL. Operators must follow the CDL limitations when operating with a configuration deviation. Operators are required to observe the following:

- The limitations in the CDL when operating with certain equipment missing (except as noted in the appendix to the approved flight manual)
- The flight operations, restrictions, or limitations that are associated with each missing airframe and engine part
- Any placard(s) required by the CDL describing associated limitations, which must be affixed in the cockpit in clear view of the pilot-in-command (PIC) and other appropriate crewmembers

1213. OPERATIONAL CONTROL. The principal operations inspector (POI) must ensure that the operator has developed appropriate procedures for the PIC and, if appropriate, procedures for notifying dispatch of the CDL missing parts by an appropriate notation in the aircraft logbook or other acceptable means.

1214.-1334. RESERVED.

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