# Federal Aviation Administration

# MMEL Policy Letter (PL) 72, Revision 5, GC

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| Date: | XX/XX/XXXX |
| To: | All Aircraft Evaluation Division Branch Managers<br>All Flight Standards Division Managers |
| From: | Manager, Aircraft Evaluation Division (AFS-100) |
| Reply to Attn of: | Manager, Standards and Policy Branch (AFS-160) |

MMEL GLOBAL CHANGE (GC)

This GC is an approved addendum to all existing Master Minimum Equipment List (MMEL) documents. Operators may seek use of the specific relief contained in this policy letter (PL) by revising their minimum equipment list (MEL). In doing so, each applicable sample proviso stating the relief in this PL must be copied verbatim in the operator's MEL. No operator may use the relief in this Global Change Policy Letter (GCPL) in their MEL without concurrence of the aircraft Flight Operations Evaluation Board (FOEB) Chair if the associated MMEL was published after XX/XX/XXXX. Approval of a revised MEL is gained utilizing established procedures, through the operator's assigned Principal Operations Inspector (POI).

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| **SUBJECT:** | **Wing Icing Detection Lights** |
| MMEL CODE: | 33 (Lights) |
| REFERENCE: | PL-72, Revision 4, dated March 12, 2012.<br>PL-72, Revision 3, dated March 24, 2008.<br>PL 72, Revision 2, dated August 15, 1997.<br>PL 72, Revision 1, dated July 31, 1995. |

PURPOSE:
This PL provides standardized MMEL requirements for wing icing detection lights.

REVISION HISTORY:
Revision 5: Clarifies relief available for wing icing detection lights within the regulatory guidelines of 14 CFR. Adds requirement "Aircraft is not operated in known or forecast icing conditions at night" to relief for airplanes with wing critical surfaces visible from the flight deck (Equipped With Primary Ice Detection System).

Revision 4: Clarified relief available for wing icing detection lights within the regulatory guidelines of 14 CFR. This revision designated a GC.

Revision 3: Deleted the GC designation of GC-54 from this PL and revised the FOEB Chairman guidance statement.

Revision 2: Canceled and replaced the following PLs:

- MMEL PL-37, dated September 15, 1993, Subject: Relief for Wing/Illumination Ice Lights.
- MMEL PL-72, Revision Original, dated December 16, 1993, Subject: Cargo Aircraft Ice Lights Relief.

DISCUSSION:
Wing icing detection lights are used for visual ice detection on critical wing surfaces by flightcrews. Adequate external lighting for visual detection of ice at night is a requirement for 14 CFR part 23 certificated aircraft. Title 14 CFR part 25 aircraft must have wing icing detection lights or some other means to detect icing conditions on critical wing surfaces.

Many of today's modern aircraft, both 14 CFR part 23 and part 25, contain wing icing detection lights, advisory and primary ice detection systems, and ice protection systems (IPS); all used for the detection of, and protection from, the accumulation of ice on the aircraft. Advisory ice detection systems advise the flightcrew of the presence of ice accumulation. Advisory systems normally require manual IPS activation. Primary ice detection systems determine when the IPS must be activated and may be manual or automatic in activating the IPS. Because advisory systems are less reliable than primary systems, advisory systems must be used in conjunction with visual observation by flightcrews.

Flightcrews visually monitor ice accretion from the flight deck, however, on some aircraft, crews cannot view the wing from the flight deck due to the wing's sweep angle.

Although some aircraft are equipped with other ice detection systems that meet the regulatory requirements, some ground deicing procedures may require the use of the wing icing detection lights during ground deicing operations.

POLICY:
Wing icing detection lights provide illumination for viewing critical wing surfaces which should be monitored under certain conditions. These lights should be operative for night operations on those aircraft where the wing surface can be effectively viewed from the flight deck. For those configured aircraft which preclude a view of critical wing surfaces from the flight deck, and/or those aircraft that incorporate primary ice detection systems, the wing icing detection lights may be inoperative provided ground deicing procedures do not require their use.

The following MMEL provisos and repair categories are adopted for items entitled "Wing Icing Detection Lights", or equivalent, on passenger and cargo aircraft.

**NOTE:** In some MMELs, wing icing detection lights are also referred to as wing illumination lights, wing inspection lights, or wing ice lights.

## AIRPLANES WITH CRITICAL WING SURFACES NOT VISIBLE FROM FLIGHT DECK

| AIRCRAFT:<br>(Insert aircraft make and model) | **TABLE KEY**<br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
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**33. Lights**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 33-X | Wing Icing Detection Lights | C | - | 0 | May be inoperative provided ground deicing procedures do not require their use. | \| |

## AIRPLANES WITH CRITICAL WING SURFACES VISIBLE FROM FLIGHT DECK (EQUIPPED WITH PRIMARY ICE DETECTION SYSTEM)

| AIRCRAFT:<br>(Insert aircraft make and model) | **TABLE KEY**<br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---|---|

**33. Lights**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 33-X | Wing Icing Detection Lights | C | - | 1 | May be inoperative provided:<br>a) Primary Ice Detection system is operative,<br>b) Ground deicing procedures do not require their use, and<br>c) The left light is operative for single pilot operations. | \| |
| 33-X | Wing Icing Detection Lights | C | - | 0 | May be inoperative provided:<br>a) Primary Ice Detection system is operative,<br>b) Aircraft is not operated in known or forecast icing conditions at night, and<br>c) Ground deicing procedures do not require their use. | \| |

**AIRPLANES WITH CRITICAL WING SURFACES VISIBLE FROM FLIGHT DECK (NOT EQUIPPED WITH PRIMARY ICE DETECTION SYSTEM)**

| AIRCRAFT:<br>(Insert aircraft make and model) | **TABLE KEY**<br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---|---|

**33. Lights**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 33-X | Wing Icing Detection Lights | C | - | 0 | May be inoperative provided:<br>a) Aircraft is not operated in known or forecast icing conditions at night, and<br>b) Ground deicing procedures do not require their use. | \| |
| | | C | - | 1 | May be inoperative provided:<br>a) The left light is operative for single pilot operations, and<br>b) Ground deicing procedures do not require their use. | \| |

Each FOEB Chair should review the specific aircraft configuration(s) and apply this policy to affected MMELs through the normal FOEB process.

John Posey
Manager, Aircraft Evaluation Division