

-NOTICE

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

N 8900.192

National Policy

Effective Date:
07/09/12

Cancellation Date:
07/09/13

SUBJ: Swapping Compatible Component Positions to Apply Minimum Equipment List Relief

1. Purpose of This Notice. This notice advises all principal inspectors (PI) and other assigned aviation safety inspectors (ASI) of an operator maintenance practice to swap positions of compatible components within the same aircraft to meet Master Minimum Equipment List (MMEL) dispatch configuration requirements.

2. Audience. The primary audience for this notice is certificate-holding district office (CHDO) PIs and ASIs. The secondary audience includes Flight Standards branches and divisions in the regions and at headquarters (HQ).

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators can find this notice on the Federal Aviation Administration's (FAA) Web site at <http://fsims.faa.gov>. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. Background. A common practice of airline operators is to swap positions of compatible components within the same aircraft in order to meet their minimum equipment list (MEL) dispatch requirements. Manufacturer maintenance procedures such as the Aircraft Maintenance Manual (AMM), troubleshooting procedures, etc., may include this procedure or prohibit it. This practice should only be used until the aircraft arrives at a station where parts, equipment, and personnel are available to correct the deferred item.

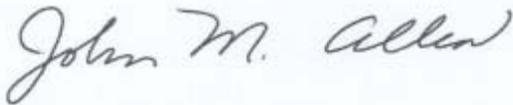
5. Guidance. In the "Remarks and Exceptions" column of the MEL, a statement such as "May be inoperative on the non-flying pilot side" is an example of when the operator may swap component positions to meet MEL requirements. If the manufacturer does not publish such procedures, the operator must develop appropriate maintenance and operations procedures for their MEL management program and submit them to their PI for review. Maintenance and operations procedures must include troubleshooting (to verify that a component failure rather than a system failure caused the component to fail), operational checks, and/or deactivation and security of installed components to put the aircraft into an Airworthy condition and follow MEL deferral requirements for that item. As with all items on the MEL, the operator must correct

discrepancies within the time or calendar limit as stated in the repair category for that particular item.

Note: The FAA does not permit the use of this policy for the purpose of extending MEL deferral time.

6. Action. PIs will review this notice and provide a copy to each certificate holder.

7. Disposition. We will incorporate the information in this notice into a FAA Policy Letter and FAA Order 8900.1 before this notice expires. Direct questions concerning the information in this notice to the Air Carrier Maintenance Branch (AFS-330) at 202-385-6425.

A handwritten signature in cursive script that reads "John M. Allen". The signature is written in black ink on a light blue background.

John M. Allen
Director, Flight Standards Service