U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NOTICE
N 8000.320

Effective Date:
4/12/06
Cancellation Date:
4/12/07

SUBJ: MMEL RELIEF FOR EMERGENCY MEDICAL EQUIPMENT

1. PURPOSE. This notice provides standardized Master Minimum Equipment List (MMEL) guidance for the deferral of emergency medical equipment required by Title 14 of the Code of Federal Regulations (14 CFR) part 121, subpart X - Emergency Medical Equipment and Training. This guidance accompanies the issuance of MMEL Policy Letter (PL-73), which provides MMEL relief of first aid kit(s), an emergency medical kit (EMK), and an automated external defibrillator.

2. DISTRIBUTION. This notice is distributed to the division level in the Flight Standards Service in Washington headquarters; to the branch level in the regional Flight Standards divisions; to the Flight Standards District Offices; and to the Regulatory Standards Division at the Mike Monroney Aeronautical Center. This notice is also distributed electronically to the division level in the Flight Standards Service in Washington headquarters and to all regional Flight Standards divisions and district offices. This information is also available on the Federal Aviation Administration's (FAA) Web site at: http://www.faa.gov/library/manuals/examiners_inspectors/8000/media/N8000-320.doc.

3. BACKGROUND.

(1) On April 12, 2001, the FAA issued a final rule, 14 CFR part 121, subpart X - Emergency Medical Equipment and Training. This rule requires that passenger-carrying airplanes are equipped with approved first aid kit(s), an approved EMK, and an approved automated external defibrillator. Until the issuance of MMEL PL-73, no MMEL relief has been available for this equipment.

(2) Data collected from major air carriers, beginning in 1998, shows extremely rare use of an EMK on back-to-back flights (three occurrences in almost 6 million flights). This equates to one occurrence in 1,941,443 flight cycles or once every 27.4 months. On two of these occurrences, the EMK was replaced between flights; on the other occurrence, medical care provided by the crewmembers was not compromised because the medical supplies used on the previous flight were not needed on the subsequent fight. Diversions for medical emergencies have, in some cases, caused extreme distress on the remaining passengers due to the lack of facilities and support. The requirement for a full EMK has resulted in large delays in moving the passengers to their original destinations until a new kit could be procured.

(3) Also, recently the European Joint Aviation Authorities (JAA) has developed and implemented JAA MMEL relief for first aid kits and emergency medical kits.

4. GUIDANCE. Based upon this data, the FAA has determined that a large number of passengers may be at more risk at a diversion airport than they would be if MMEL relief for the medical equipment were provided and the aircraft was allowed to dispatch to its destination. Therefore, the FAA, within PL-73, provides MMEL relief for up to three flight cycles (three takeoffs and landings) for automated external defibrillators and an EMK. For airplanes requiring more than one first aid kit, MMEL relief is limited to only one of the required first aid kits for up to three flight cycles.

5. ACTION. Principal inspectors should review PL-73 (which can be found on the following Web site: http://www.opspecs.com/) and, upon request of their assigned operator, amend their MMEL to incorporate this guidance.

6. DISPOSITION. The material in this notice will not be incorporated into Order 8400.10, Air Transportation Operations Inspector's Handbook. Questions regarding this notice should be directed to the Air Transportation Division, AFS-200, at (202) 267-8166.

ORIGINAL SIGNED BY:

James J. Ballough
Director, Flight Standards Service