

# NOTICE

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

N 8900.680

### National Policy

Effective Date:  
10/16/23

Cancellation Date:  
10/16/24

**SUBJ:** MEL Approvals Under Part 91, § 91.213(a) and Issuance of LOAs D095 and D195

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**1. Purpose of This Notice.** This notice announces policy changes regarding Federal Aviation Administration (FAA) approval of minimum equipment lists (MEL) under Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.213(a), by issuance of Letters of Authorization (LOA) D095, MMEL Used as an MEL, and D195, Minimum Equipment List (MEL). Changes include:

- New simplified MEL request and approval processes under § 91.213(a);
- Nonmandatory revision to LOA D095 for part 91 operators and 14 CFR parts 137 and 141 certificate holders (CH);
- The introduction of LOA D095 for 14 CFR part 133 CHs;
- Nonmandatory revision to LOA D195 for part 91 operators; and
- The introduction of LOA D195 for parts 133, 137, and 141 CHs.

**2. Audience.** The primary audience for this notice is the Flight Standards (FS) Safety Standards and Safety Assurance offices' aviation safety inspectors (ASI), principal inspectors (PI), and Training Center Program Managers (TCPM). The secondary audience includes FS ASIs' Front Line Managers (FLM), office managers, division managers, and the Safety Standards and Foundational Business offices.

**3. Where You Can Find This Notice.** You can find this notice on the MyFAA employee website at [https://employees.faa.gov/tools\\_resources/orders\\_notices](https://employees.faa.gov/tools_resources/orders_notices) and the Dynamic Regulatory System (DRS) at <http://drs.faa.gov>. Operators and the public can find this notice on the FAA's website at [https://www.faa.gov/regulations\\_policies/orders\\_notices](https://www.faa.gov/regulations_policies/orders_notices) and DRS.

**4. Background.** The FAA issues MEL approvals under the provisions of § 91.213(a) through LOAs D095 and D195. The FAA is simplifying the application and approval process for issuing these LOAs to reduce burdens and delays.

**a.** Unless otherwise noted, the term “operator” used throughout this notice refers to part 91 operators and parts 133, 137, and 141 CHs. This notice uses the singular term “operator” for simplicity.

**b.** The FAA approves MELs for these operators under § 91.213(a).

c. The FAA indicates approval for these operators to use an MEL through the issuance of an LOA using the Web-based Operations Safety System (WebOPSS) under the appropriate 14 CFR part.

**5. Policy.** Policy changes for § 91.213(a) MEL approvals under LOAs D095 and D195 include the following:

a. **Nonmandatory LOAs D095 and D195 Changes.** LOAs D095 and D195 have been revised. These revisions are nonmandatory changes to the templates in WebOPSS.

b. **Simplified MEL Approval Process.** The MEL application and approval process under the provisions of § 91.213(a) has changed. FS personnel responsible for processing operator requests for an MEL LOA must follow the guidance in FAA Order 8900.1, Volume 4, Chapter 4, Section 2, MEL Requirements for 14 CFR Part 91 Operators and Parts 133, 137, and 141 Certificate Holders.

**6. Guidance.** The following guidance has been revised:

a. **LOAs D095 and D195.** This notice contains the following:

- The sample LOA D095 template in Appendix A applies to part 91.
- The sample LOA D195 template in Appendix B applies to part 91.
- The sample LOA D095 template in Appendix C applies to part 133.
- The sample LOA D195 template in Appendix D applies to part 133.
- The sample LOA D095 template in Appendix E applies to part 137.
- The sample LOA D195 template in Appendix F applies to part 137.
- The sample LOA D095 template in Appendix G applies to part 141.
- The sample LOA D195 template in Appendix H applies to part 141.

b. **Advisory Circular (AC) 91-67.** AC 91-67, Minimum Equipment Requirements for General Aviation Operations Under 14 CFR Part 91, § 91.213, contains detailed information concerning MEL development and content, requests for MEL approval and LOA issuance, and conducting operations with inoperative instruments and equipment.

c. **Order 8900.1.** Order 8900.1, Volume 4, Chapter 4, Section 2 contains guidance for the approval of an MEL under the provisions of § 91.213(a) by issuance of LOAs D095 and D195.

**7. Action.**

a. **FS Personnel Responsibilities.** Prior to issuing or reissuing an MEL LOA under the provisions of § 91.213(a), FS personnel must:

(1) Review Order 8900.1, Volume 4, Chapter 4, Section 2 to become familiar with the § 91.213(a) MEL LOA review and approval process; and

(2) Review AC 91-67 to become familiar with the § 91.213(a) MEL LOA request process.

**b. Nonmandatory Revisions.** This is a nonmandatory revision to the LOA D095 templates for parts 91, 137, and 141 and the LOA D195 template for part 91. Reissuance of these LOAs is not required. However, FS personnel must determine if the template changes affect an operator's particular operation. If FS personnel determine that the nonmandatory template change impacts an operator, they will issue the new template within 90 days.

**c. Introduction of LOAs D095 and D195 for Part 133 and LOA D195 for Parts 137 and 141.** An operator may not hold both LOAs D095 and D195 for the same aircraft. FS personnel must check for this conflict prior to issuance. In the case where a part 137 or 141 operator has an issued D095 and a conflict exists, LOA D095 must be surrendered or amended concurrently with issuance of the new LOA D195. If LOA D095 is surrendered, amend and reissue LOA A004, Summary of Special Authorizations and Limitations, and archive LOA D095.

**d. Surveillance.** FS personnel should take advantage of any opportunity to examine an operator's MEL and their compliance with MEL procedures. Follow the surveillance guidance in Order 8900.1, Volume 4, Chapter 4, Section 2.

**8. Disposition.** The information in this notice has been incorporated into Order 8900.1, Volume 4, Chapter 4, Section 2. Direct questions or comments concerning the information in this notice to the General Aviation and Commercial Division (AFS-800) at 202-267-1100.



Robert M. Ruiz  
Acting Deputy Executive Director, Flight Standards Service

**Appendix A. Sample LOA D095, MMEL Used as an MEL: 14 CFR Part 91**

1. This Letter of Authorization (LOA) is issued under the provisions of 14 CFR Part 91, § 91.213(a)(2) and authorizes the operator, [Operator Name], to operate the aircraft listed below in Table 1, Authorized Aircraft, using the aircraft make, model, and series (M/M/S)-specific Master Minimum Equipment List (MMEL) and the operator's procedures document that meets the detailed criteria stated in this LOA, as a minimum equipment list (MEL).
2. Operations to which § 91.213(a) applies must be conducted in accordance with the M/M/S-specific MMEL, the operator's procedures document, and this LOA; otherwise, relief under the provisions of § 91.213(a) is not available to the operator.
3. The M/M/S-specific MMEL, the operator's procedures document, and this LOA together are an approved MEL and constitute a Supplemental Type Certificate (STC) for the aircraft and must be available to the pilot in command (PIC) when operating under the provisions of § 91.213(a).
4. Authorized Aircraft. The operator is authorized to use an approved MEL, as defined in subparagraph 3 above, for the aircraft listed in Table 1 below, provided the conditions and limitations of this LOA are met.

**Table 1 – Authorized Aircraft**

Aircraft Serial Number	Aircraft Registration Number	Aircraft M/M/S

5. The operator's procedures document must contain the following:
  - a. The operator's name, aircraft serial and registration numbers (or "Fleet"), aircraft M/M/S, and the MMEL revision number on which the MEL is based.
  - b. Maintenance (M) and Operations (O) procedures that correspond with the (M) and (O) provisos listed in the M/M/S-specific MMEL, based on the items installed on the operator's aircraft for which the operator desires MEL relief.
    - (1) The operator may use (M) and (O) procedures as published by the manufacturer, or use operator-developed (M) and (O) procedures that have been developed using the guidance provided in the manufacturer's Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM), Aircraft Maintenance Manual (AMM), manufacturer's recommendations, engineering specifications, or other appropriate sources.
    - (2) The (M) and (O) procedures must meet the intent of the (M) and (O) provisos in the MMEL and must never be less restrictive than the MMEL.
    - (3) Such (M) or (O) procedures must be accomplished in accordance with the provisions and requirements of 14 CFR Part 43, 91, or 145, as appropriate.

c. A list of all M/M/S-specific MMEL items that contain the statement “as required by 14 CFR,” based on the items installed on the operator’s aircraft for which the operator desires MEL relief. The operator’s procedures document will:

(1) List the specific 14 CFR part and section (e.g., 14 CFR Part 91, § 91.209) and carry the applicable 14 CFR section on board the aircraft; or

(2) Specify the operational requirements or limitations to conduct the flight in accordance with the applicable 14 CFR part and section.

d. Applicable definitions, per current MMEL Policy Letter (PL)-25, MMEL/MEL Definitions.

e. A preamble, per current MMEL PL-36, 14 CFR Part 91 MEL Approval and Preamble.

6. To use the relief available in an MMEL PL with a current Global Change (GC) designation, in an STC Relief Approval Letter (e.g., Design Change Approval Letter), or in a design change evaluated and approved by the responsible Flight Standards office:

a. The applicable document in subparagraph 6 above must be included as an attachment to the MMEL, and

b. The operator’s procedures document must address applicable (M) and (O) provisos and “as required by 14 CFR” procedures that are contained in the document, as described in subparagraphs 5b and 5c above.

7. A means of recording discrepancies and corrective actions must be within the aircraft and available to the PIC when operating under the provisions of § 91.213(a).

8. When a mandatory revision to the M/M/S-specific MMEL is published by the Flight Operations Evaluation Board (FOEB), within 90 calendar days of the date of the MMEL revision, the operator must obtain a copy of the revision, carry the latest MMEL revision on board the aircraft, and incorporate applicable changes in its procedures document. The operator’s procedures document must address applicable (M) and (O) procedures and applicable “as required by 14 CFR” procedures.

9. Equipment installed on the aircraft authorized in Table 1 above (other than nonessential equipment and furnishings (NEF), such as galley equipment and passenger entertainment devices) that are not listed in the MMEL, or a document used for relief as specified in subparagraph 6 above, must be operational for flight.

10. This LOA is issued to, and valid only for, the operator named in subparagraph 1 above and the aircraft listed in Table 1 above. It is without an expiration date and will remain valid unless:

a. The operator fails to comply with the requirements of this LOA when operating under the provisions of § 91.213(a);

b. It is voluntarily surrendered by the operator for cancellation;

- c. The operator ceases to be the operator of the aircraft listed in the applicable authorization;
- d. It is canceled, rescinded, or revoked by the FAA;
- e. The Responsible Person signing the authorizing document relinquishes responsibility;
- f. The aircraft listed on the authorization change(s) registration number(s); or
- g. The aircraft listed on the authorization is issued an experimental Special Airworthiness Certificate for research and development (R&D) or changes projects associated with an experimental Special Airworthiness Certificate for the purpose of R&D.

11. Responsible Person. If the Responsible Person as the signee changes for this LOA, the Responsible Person or the operator should notify the issuing office of the change, identify the Responsible Person replacement, and request an updated authorizing document. The Responsible Person should have ongoing knowledge of the operations of the aircraft and may be the individual who acts as operator or, if the operator is a legal entity, an officer, employee, or person duly designated to sign on behalf of the operator.

- a. The name, email address, and/or telephone number of the Responsible Person signing this LOA are listed in Table 2 below.

**Table 2 – Responsible Person**

<b>Name</b>	<b>Email Address</b>	<b>Telephone</b>

**Appendix B. Sample LOA D195, Minimum Equipment List (MEL): 14 CFR Part 91**

1. This Letter of Authorization (LOA) is issued under the provisions of 14 CFR Part 91, § 91.213(a)(2) and authorizes the operator, [Operator Name], to operate the aircraft listed below in Table 1, Authorized Aircraft, using an operator-developed minimum equipment list (MEL). The operator-developed MEL must be based on the aircraft make, model, and series (M/M/S)-specific Master Minimum Equipment List (MMEL).
2. Operations to which § 91.213(a) applies must be conducted in accordance with the operator-developed MEL and this LOA; otherwise, relief under the provisions of § 91.213(a) is not available to the operator.
3. The operator-developed MEL and this LOA together are an approved MEL and constitute a Supplemental Type Certificate (STC) for the aircraft and must be available to the pilot in command (PIC) when operating under the provisions of § 91.213(a).
4. Authorized Aircraft. The operator named in subparagraph 1 above is authorized to use an operator-developed MEL for the aircraft listed in Table 1 below, provided the conditions and limitations of this LOA are met.

**Table 1 – Authorized Aircraft**

<b>Aircraft Serial Number</b>	<b>Aircraft Registration Number</b>	<b>Aircraft M/M/S</b>	<b>Remarks</b>

5. The operator-developed MEL must never be less restrictive than the M/M/S-specific MMEL and must contain the following:
  - a. The operator's name, aircraft serial and registration numbers (or "Fleet"), aircraft M/M/S, and the MMEL revision number on which the MEL is based.
  - b. A table of contents.
  - c. A log of revisions.
  - d. Applicable definitions, per current MMEL Policy Letter (PL)-25, MMEL/MEL Definitions.
  - e. A preamble, per current MMEL PL-36, 14 CFR Part 91 MEL Approval and Preamble.
  - f. Control page(s) or list of effective pages (LEP).
  - g. Air Transport Association of America (ATA) or Joint Aircraft System/Component (JASC) coded system sections.

h. Maintenance (M) and Operations (O) procedures that correspond with the (M) and (O) provisos listed in the M/M/S-specific MMEL, based on the items installed on the operator's aircraft for which the operator desires MEL relief.

(1) The operator may use (M) and (O) procedures as published by the manufacturer, or use operator-developed (M) and (O) procedures that have been developed using the guidance provided in the manufacturer's Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM), Aircraft Maintenance Manual (AMM), manufacturer's recommendations, engineering specifications, or other appropriate sources.

(2) The (M) and (O) procedures must meet the intent of the (M) and (O) provisos in the MMEL and must never be less restrictive than the MMEL.

(3) Such (M) or (O) procedures must be accomplished in accordance with the provisions and requirements of 14 CFR Part 43, 91, or 145, as appropriate.

i. The operator-developed MEL must address all items listed in the M/M/S-specific MMEL that contain the statement "as required by 14 CFR," based on the items installed on the operator's aircraft for which the operator desires MEL relief. The MEL will:

(1) List the specific 14 CFR part and section (e.g., 14 CFR Part 91, § 91.209) and carry the applicable 14 CFR section on board the aircraft; or

(2) Specify the operational requirements or limitations to conduct the flight in accordance with the applicable 14 CFR part and section.

j. The operator-developed MEL must adequately and safely address all applicable provisos and notes contained in the MMEL "Remarks or Exceptions" column.

6. The operator-developed MEL may include the relief available in an MMEL PL with a current Global Change (GC) designation, in an STC Relief Approval Letter (e.g., Design Change Approval Letter), or in a design change evaluated and approved by the responsible Flight Standards office. These relief documents are considered an approved addendum to the MMEL, and therefore, the requirements of subparagraph 5 above also apply to these documents.

7. A means of recording discrepancies and corrective actions must be within the aircraft and available to the PIC when operating under the provisions of § 91.213(a).

8. When a mandatory revision to the M/M/S-specific MMEL is published by the Flight Operations Evaluation Board (FOEB), within 90 calendar days of the date of the MMEL revision the operator must revise the operator-developed MEL and submit the revision to the responsible Flight Standards office. The revised operator-developed MEL is not valid until approved by the responsible Flight Standards office. If the revised content of the MMEL is not applicable, the operator must document the inapplicability of the mandatory MMEL revision by revising the MEL control page(s) or LEP to indicate the MEL is in compliance with the mandatory MMEL revision. The operator will retain the previous, FAA-signed MEL control page(s) or LEP within the MEL.



9. Except for MEL revisions solely for the purpose of documenting the inapplicability of a mandatory MMEL revision, or to incorporate MMEL PL-25 or MMEL PL-36 revisions, the operator must submit a copy of an MEL revision to the responsible Flight Standards office for approval. Reissuance of this LOA is not required when a mandatory MMEL revision is not applicable to the operator-developed MEL.

10. Equipment installed on the aircraft authorized in Table 1 above (other than nonessential equipment and furnishings (NEF), such as galley equipment and passenger entertainment devices) that are not listed in the operator-developed MEL, or a relief document as specified in subparagraph 6 above, must be operational for flight.

11. This LOA is issued to, and valid only for, the operator named in subparagraph 1 above and the aircraft listed in Table 1 above. It is without an expiration date and will remain valid unless:

- a. The operator fails to comply with the requirements of this LOA when operating under the provisions of § 91.213(a);
- b. It is voluntarily surrendered by the operator for cancellation;
- c. The operator ceases to be the operator of the aircraft listed in the applicable authorization;
- d. It is canceled, rescinded, or revoked by the FAA;
- e. The Responsible Person signing the authorizing document relinquishes responsibility;
- f. The aircraft listed on the authorization change(s) registration number(s); or
- g. The aircraft listed on the authorization is issued an experimental Special Airworthiness Certificate for research and development (R&D) or changes projects associated with an experimental Special Airworthiness Certificate for the purpose of R&D.

12. Responsible Person. If the Responsible Person as the signee changes for this LOA, the Responsible Person or the operator should notify the issuing office of the change, identify the Responsible Person replacement, and request an updated authorizing document. The Responsible Person should have ongoing knowledge of the operations of the aircraft and may be the individual who acts as operator or, if the operator is a legal entity, an officer, employee, or person duly designated to sign on behalf of the operator.

- a. The name, email address, and/or telephone number of the Responsible Person signing this LOA are listed in Table 2 below.

**Table 2 – Responsible Person**

<b>Name</b>	<b>Email Address</b>	<b>Telephone</b>

**Appendix C. Sample LOA D095, MMEL Used as an MEL: 14 CFR Part 133**

1. This Letter of Authorization (LOA) is issued under the provisions of 14 CFR Part 91, § 91.213(a)(2) and authorizes the certificate holder, [Certificate Holder Name], to operate the aircraft listed below in Table 1, Authorized Aircraft, using the aircraft make, model, and series (M/M/S)-specific Master Minimum Equipment List (MMEL) and the certificate holder's procedures document that meets the detailed criteria stated in this LOA, as a minimum equipment list (MEL).
2. Operations to which § 91.213(a) applies must be conducted in accordance with the M/M/S-specific MMEL, the certificate holder's procedures document, and this LOA; otherwise, relief under the provisions of § 91.213(a) is not available to the certificate holder.
3. The M/M/S-specific MMEL, the certificate holder's procedures document, and this LOA together are an approved MEL and constitute a Supplemental Type Certificate (STC) for the aircraft and must be available to the pilot in command (PIC) when operating under the provisions of § 91.213(a).
4. Authorized Aircraft. The certificate holder is authorized to use an approved MEL, as defined in subparagraph 3 above, for the aircraft listed in Table 1 below, provided the conditions and limitations of this LOA are met.

**Table 1 – Authorized Aircraft**

Aircraft Serial Number	Aircraft Registration Number	Aircraft M/M/S

5. The certificate holder's procedures document must contain the following:
  - a. The certificate holder's name, aircraft serial and registration numbers (or "Fleet"), aircraft M/M/S, and the MMEL revision number on which the MEL is based.
  - b. Maintenance (M) and Operations (O) procedures that correspond with the (M) and (O) provisos listed in the M/M/S-specific MMEL, based on the items installed on the certificate holder's aircraft for which the certificate holder desires MEL relief.
    - (1) The certificate holder may use (M) and (O) procedures as published by the manufacturer, or use certificate holder-developed (M) and (O) procedures that have been developed using the guidance provided in the manufacturer's Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM), Aircraft Maintenance Manual (AMM), manufacturer's recommendations, engineering specifications, or other appropriate sources.
    - (2) The (M) and (O) procedures must meet the intent of the (M) and (O) provisos in the MMEL and must never be less restrictive than the MMEL.
    - (3) Such (M) or (O) procedures must be accomplished in accordance with the provisions and requirements of 14 CFR Part 43, 91, or 145, as appropriate.

c. A list of all M/M/S-specific MMEL items that contain the statement “as required by 14 CFR,” based on the items installed on the certificate holder’s aircraft for which the certificate holder desires MEL relief. The certificate holder’s procedures document will:

(1) List the specific 14 CFR part and section (e.g., 14 CFR Part 91, § 91.209) and carry the applicable 14 CFR section on board the aircraft; or

(2) Specify the operational requirements or limitations to conduct the flight in accordance with the applicable 14 CFR part and section.

d. Applicable definitions, per current MMEL Policy Letter (PL)-25, MMEL/MEL Definitions.

e. A preamble, per current MMEL PL-36, 14 CFR Part 91 MEL Approval and Preamble.

6. To use the relief available in an MMEL PL with a current Global Change (GC) designation, in an STC Relief Approval Letter (e.g., Design Change Approval Letter), or in a design change evaluated and approved by the responsible Flight Standards office:

a. The applicable document in subparagraph 6 above must be included as an attachment to the MMEL, and

b. The certificate holder’s procedures document must address applicable (M) and (O) provisos and “as required by 14 CFR” procedures that are contained in the document, as described in subparagraphs 5b and 5c above.

7. A means of recording discrepancies and corrective actions must be within the aircraft and available to the PIC when operating under the provisions of § 91.213(a).

8. When a mandatory revision to the M/M/S-specific MMEL is published by the Flight Operations Evaluation Board (FOEB), within 90 calendar days of the date of the MMEL revision, the certificate holder must obtain a copy of the revision, carry the latest MMEL revision on board the aircraft, and incorporate applicable changes in its procedures document. The certificate holder’s procedures document must address applicable (M) and (O) procedures and applicable “as required by 14 CFR” procedures.

9. Equipment installed on the aircraft authorized in Table 1 above (other than nonessential equipment and furnishings (NEF), such as galley equipment and passenger entertainment devices) that are not listed in the MMEL, or a document used for relief as specified in subparagraph 6 above, must be operational for flight.

10. This LOA is issued to, and valid only for, the certificate holder named in subparagraph 1 above and the aircraft listed in Table 1 above. It is without an expiration date and will remain valid as long as the certificate holder’s Rotorcraft External-Load Operator Certificate remains in effect, unless:

- a. The certificate holder fails to comply with the requirements of this LOA when operating under the provisions of § 91.213(a);
- b. It is voluntarily surrendered by the certificate holder for cancellation;
- c. The certificate holder ceases to be the operator of the aircraft listed in the applicable authorization;
- d. It is canceled, rescinded, or revoked by the FAA;
- e. The aircraft listed on the authorization change(s) registration number(s); or
- f. The aircraft listed on the authorization is issued an experimental Special Airworthiness Certificate for research and development (R&D) or changes projects associated with an experimental Special Airworthiness Certificate for the purpose of R&D.

**Appendix D. Sample LOA D195, Minimum Equipment List (MEL): 14 CFR Part 133**

1. This Letter of Authorization (LOA) is issued under the provisions of 14 CFR Part 91, § 91.213(a)(2) and authorizes the certificate holder, [Certificate Holder Name], to operate the aircraft listed below in Table 1, Authorized Aircraft, using a certificate holder-developed minimum equipment list (MEL). The certificate holder-developed MEL must be based on the aircraft make, model, and series (M/M/S)-specific Master Minimum Equipment List (MMEL).
2. Operations to which § 91.213(a) applies must be conducted in accordance with the certificate holder-developed MEL and this LOA; otherwise, relief under the provisions of § 91.213(a) is not available to the certificate holder.
3. The certificate holder-developed MEL and this LOA together are an approved MEL and constitute a Supplemental Type Certificate (STC) for the aircraft and must be available to the pilot in command (PIC) when operating under the provisions of § 91.213(a).
4. Authorized Aircraft. The certificate holder named in subparagraph 1 above is authorized to use a certificate holder-developed MEL for the aircraft listed in Table 1 below, provided the conditions and limitations of this LOA are met.

**Table 1 – Authorized Aircraft**

<b>Aircraft Serial Number</b>	<b>Aircraft Registration Number</b>	<b>Aircraft M/M/S</b>	<b>Remarks</b>

5. The certificate holder-developed MEL must never be less restrictive than the M/M/S-specific MMEL and must contain the following:
  - a. The certificate holder's name, aircraft serial and registration numbers (or "Fleet"), aircraft M/M/S, and the MMEL revision number on which the MEL is based.
  - b. A table of contents.
  - c. A log of revisions.
  - d. Applicable definitions, per current MMEL Policy Letter (PL)-25, MMEL/MEL Definitions.
  - e. A preamble, per current MMEL PL-36, 14 CFR Part 91 MEL Approval and Preamble.
  - f. Control page(s) or list of effective pages (LEP).
  - g. Air Transport Association of America (ATA) or Joint Aircraft System/Component (JASC) coded system sections.

h. Maintenance (M) and Operations (O) procedures that correspond with the (M) and (O) provisos listed in the M/M/S-specific MMEL, based on the items installed on the certificate holder's aircraft for which the certificate holder desires MEL relief.

(1) The certificate holder may use (M) and (O) procedures as published by the manufacturer, or use certificate holder-developed (M) and (O) procedures that have been developed using the guidance provided in the manufacturer's Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM), Aircraft Maintenance Manual (AMM), manufacturer's recommendations, engineering specifications, or other appropriate sources.

(2) The (M) and (O) procedures must meet the intent of the (M) and (O) provisos in the MMEL and must never be less restrictive than the MMEL.

(3) Such (M) or (O) procedures must be accomplished in accordance with the provisions and requirements of 14 CFR Part 43, 91, or 145, as appropriate.

i. The certificate holder-developed MEL must address all items listed in the M/M/S-specific MMEL that contain the statement "as required by 14 CFR," based on the items installed on the certificate holder's aircraft for which the certificate holder desires MEL relief. The MEL will:

(1) List the specific 14 CFR part and section (e.g., 14 CFR Part 91, § 91.209) and carry the applicable 14 CFR section on board the aircraft; or

(2) Specify the operational requirements or limitations to conduct the flight in accordance with the applicable 14 CFR part and section.

j. The certificate holder-developed MEL must adequately and safely address all applicable provisos and notes contained in the MMEL "Remarks or Exceptions" column.

6. The certificate holder-developed MEL may include the relief available in an MMEL PL with a current Global Change (GC) designation, in an STC Relief Approval Letter (e.g., Design Change Approval Letter), or in a design change evaluated and approved by the responsible Flight Standards office. These relief documents are considered an approved addendum to the MMEL, and therefore, the requirements of subparagraph 5 above also apply to these documents.

7. A means of recording discrepancies and corrective actions must be within the aircraft and available to the PIC when operating under the provisions of § 91.213(a).

8. When a mandatory revision to the M/M/S-specific MMEL is published by the Flight Operations Evaluation Board (FOEB), within 90 calendar days of the date of the MMEL revision the certificate holder must revise the certificate holder-developed MEL and submit the revision to the responsible Flight Standards office. The revised certificate holder-developed MEL is not valid until approved by the responsible Flight Standards office. If the revised content of the MMEL is not applicable, the certificate holder must document the inapplicability of the mandatory MMEL revision by revising the MEL control page(s) or LEP to indicate the MEL is in compliance with the mandatory MMEL revision. The certificate holder will retain the previous, FAA-signed MEL control page(s) or LEP within the MEL.

9. Except for MEL revisions solely for the purpose of documenting the inapplicability of a mandatory MMEL revision, or to incorporate MMEL PL-25 or MMEL PL-36 revisions, the certificate holder must submit a copy of an MEL revision to the responsible Flight Standards office for approval. Reissuance of this LOA is not required when a mandatory MMEL revision is not applicable to the certificate holder-developed MEL.

10. Equipment installed on the aircraft authorized in Table 1 above (other than nonessential equipment and furnishings (NEF), such as galley equipment and passenger entertainment devices) that are not listed in the certificate holder-developed MEL, or a relief document as specified in subparagraph 6 above, must be operational for flight.

11. This LOA is issued to, and valid only for, the certificate holder named in subparagraph 1 above and the aircraft listed in Table 1 above. It is without an expiration date and will remain valid as long as the certificate holder's Rotorcraft External-Load Operator Certificate remains in effect, unless:

a. The certificate holder fails to comply with the requirements of this LOA when operating under the provisions of § 91.213(a);

b. It is voluntarily surrendered by the certificate holder for cancellation;

c. The certificate holder ceases to be the operator of the aircraft listed in the applicable authorization;

d. It is canceled, rescinded, or revoked by the FAA;

e. The aircraft listed on the authorization change(s) registration number(s); or

f. The aircraft listed on the authorization is issued an experimental Special Airworthiness Certificate for research and development (R&D) or changes projects associated with an experimental Special Airworthiness Certificate for the purpose of R&D.

**Appendix E. Sample LOA D095, MMEL Used as an MEL: 14 CFR Part 137**

1. This Letter of Authorization (LOA) is issued under the provisions of 14 CFR Part 91, § 91.213(a)(2) and authorizes the certificate holder, [Certificate Holder Name], to operate the aircraft listed below in Table 1, Authorized Aircraft, using the aircraft make, model, and series (M/M/S)-specific Master Minimum Equipment List (MMEL) and the certificate holder's procedures document that meets the detailed criteria stated in this LOA, as a minimum equipment list (MEL).
2. Operations to which § 91.213(a) applies must be conducted in accordance with the M/M/S-specific MMEL, the certificate holder's procedures document, and this LOA; otherwise, relief under the provisions of § 91.213(a) is not available to the certificate holder.
3. The M/M/S-specific MMEL, the certificate holder's procedures document, and this LOA together are an approved MEL and constitute a Supplemental Type Certificate (STC) for the aircraft and must be available to the pilot in command (PIC) when operating under the provisions of § 91.213(a).
4. Authorized Aircraft. The certificate holder is authorized to use an approved MEL, as defined in subparagraph 3 above, for the aircraft listed in Table 1 below, provided the conditions and limitations of this LOA are met.

**Table 1 – Authorized Aircraft**

Aircraft Serial Number	Aircraft Registration Number	Aircraft M/M/S

5. The certificate holder's procedures document must contain the following:
  - a. The certificate holder's name, aircraft serial and registration numbers (or "Fleet"), aircraft M/M/S, and the MMEL revision number on which the MEL is based.
  - b. Maintenance (M) and Operations (O) procedures that correspond with the (M) and (O) provisos listed in the M/M/S-specific MMEL, based on the items installed on the certificate holder's aircraft for which the certificate holder desires MEL relief.
    - (1) The certificate holder may use (M) and (O) procedures as published by the manufacturer, or use certificate holder-developed (M) and (O) procedures that have been developed using the guidance provided in the manufacturer's Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM), Aircraft Maintenance Manual (AMM), manufacturer's recommendations, engineering specifications, or other appropriate sources.
    - (2) The (M) and (O) procedures must meet the intent of the (M) and (O) provisos in the MMEL and must never be less restrictive than the MMEL.
    - (3) Such (M) or (O) procedures must be accomplished in accordance with the provisions and requirements of 14 CFR Part 43, 91, or 145, as appropriate.



c. A list of all M/M/S-specific MMEL items that contain the statement “as required by 14 CFR,” based on the items installed on the certificate holder’s aircraft for which the certificate holder desires MEL relief. The certificate holder’s procedures document will:

(1) List the specific 14 CFR part and section (e.g., 14 CFR Part 91, § 91.209) and carry the applicable 14 CFR section on board the aircraft; or

(2) Specify the operational requirements or limitations to conduct the flight in accordance with the applicable 14 CFR part and section.

d. Applicable definitions, per current MMEL Policy Letter (PL)-25, MMEL/MEL Definitions.

e. A preamble, per current MMEL PL-36, 14 CFR Part 91 MEL Approval and Preamble.

6. To use the relief available in an MMEL PL with a current Global Change (GC) designation, in an STC Relief Approval Letter (e.g., Design Change Approval Letter), or in a design change evaluated and approved by the responsible Flight Standards office:

a. The applicable document in subparagraph 6 above must be included as an attachment to the MMEL, and

b. The certificate holder’s procedures document must address applicable (M) and (O) provisos and “as required by 14 CFR” procedures that are contained in the document, as described in subparagraphs 5b and 5c above.

7. A means of recording discrepancies and corrective actions must be within the aircraft and available to the PIC when operating under the provisions of § 91.213(a).

8. When a mandatory revision to the M/M/S-specific MMEL is published by the Flight Operations Evaluation Board (FOEB), within 90 calendar days of the date of the MMEL revision, the certificate holder must obtain a copy of the revision, carry the latest MMEL revision on board the aircraft, and incorporate applicable changes in its procedures document. The certificate holder’s procedures document must address applicable (M) and (O) procedures and applicable “as required by 14 CFR” procedures.

9. Equipment installed on the aircraft authorized in Table 1 above (other than nonessential equipment and furnishings (NEF), such as galley equipment and passenger entertainment devices) that are not listed in the MMEL, or a document used for relief as specified in subparagraph 6 above, must be operational for flight.

10. This LOA is issued to, and valid only for, the certificate holder named in subparagraph 1 above and the aircraft listed in Table 1 above. It is without an expiration date and will remain valid as long as the certificate holder’s Agricultural Aircraft Operator Certificate remains in effect, unless:

- a. The certificate holder fails to comply with the requirements of this LOA when operating under the provisions of § 91.213(a);
- b. It is voluntarily surrendered by the certificate holder for cancellation;
- c. The certificate holder ceases to be the operator of the aircraft listed in the applicable authorization;
- d. It is canceled, rescinded, or revoked by the FAA;
- e. The aircraft listed on the authorization change(s) registration number(s); or
- f. The aircraft listed on the authorization is issued an experimental Special Airworthiness Certificate for research and development (R&D) or changes projects associated with an experimental Special Airworthiness Certificate for the purpose of R&D.

**Appendix F. Sample LOA D195, Minimum Equipment List (MEL): 14 CFR Part 137**

1. This Letter of Authorization (LOA) is issued under the provisions of 14 CFR Part 91, § 91.213(a)(2) and authorizes the certificate holder, [Certificate Holder Name], to operate the aircraft listed below in Table 1, Authorized Aircraft, using a certificate holder-developed minimum equipment list (MEL). The certificate holder-developed MEL must be based on the aircraft make, model, and series (M/M/S)-specific Master Minimum Equipment List (MMEL).
2. Operations to which § 91.213(a) applies must be conducted in accordance with the certificate holder-developed MEL and this LOA; otherwise, relief under the provisions of § 91.213(a) is not available to the certificate holder.
3. The certificate holder-developed MEL and this LOA together are an approved MEL and constitute a Supplemental Type Certificate (STC) for the aircraft and must be available to the pilot in command (PIC) when operating under the provisions of § 91.213(a).
4. Authorized Aircraft. The certificate holder named in subparagraph 1 above is authorized to use a certificate holder-developed MEL for the aircraft listed in Table 1 below, provided the conditions and limitations of this LOA are met.

**Table 1 – Authorized Aircraft**

<b>Aircraft Serial Number</b>	<b>Aircraft Registration Number</b>	<b>Aircraft M/M/S</b>	<b>Remarks</b>

5. The certificate holder-developed MEL must never be less restrictive than the M/M/S-specific MMEL and must contain the following:
  - a. The certificate holder's name, aircraft serial and registration numbers (or "Fleet"), aircraft M/M/S, and the MMEL revision number on which the MEL is based.
  - b. A table of contents.
  - c. A log of revisions.
  - d. Applicable definitions, per current MMEL Policy Letter (PL)-25, MMEL/MEL Definitions.
  - e. A preamble, per current MMEL PL-36, 14 CFR Part 91 MEL Approval and Preamble.
  - f. Control page(s) or list of effective pages (LEP).
  - g. Air Transport Association of America (ATA) or Joint Aircraft System/Component (JASC) coded system sections.

h. Maintenance (M) and Operations (O) procedures that correspond with the (M) and (O) provisos listed in the M/M/S-specific MMEL, based on the items installed on the certificate holder's aircraft for which the certificate holder desires MEL relief.

(1) The certificate holder may use (M) and (O) procedures as published by the manufacturer, or use certificate holder-developed (M) and (O) procedures that have been developed using the guidance provided in the manufacturer's Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM), Aircraft Maintenance Manual (AMM), manufacturer's recommendations, engineering specifications, or other appropriate sources.

(2) The (M) and (O) procedures must meet the intent of the (M) and (O) provisos in the MMEL and must never be less restrictive than the MMEL.

(3) Such (M) or (O) procedures must be accomplished in accordance with the provisions and requirements of 14 CFR Part 43, 91, or 145, as appropriate.

i. The certificate holder-developed MEL must address all items listed in the M/M/S-specific MMEL that contain the statement "as required by 14 CFR," based on the items installed on the certificate holder's aircraft for which the certificate holder desires MEL relief. The MEL will:

(1) List the specific 14 CFR part and section (e.g., 14 CFR Part 91, § 91.209) and carry the applicable 14 CFR section on board the aircraft; or

(2) Specify the operational requirements or limitations to conduct the flight in accordance with the applicable 14 CFR part and section.

j. The certificate holder-developed MEL must adequately and safely address all applicable provisos and notes contained in the MMEL "Remarks or Exceptions" column.

6. The certificate holder-developed MEL may include the relief available in an MMEL PL with a current Global Change (GC) designation, in an STC Relief Approval Letter (e.g., Design Change Approval Letter), or in a design change evaluated and approved by the responsible Flight Standards office. These relief documents are considered an approved addendum to the MMEL, and therefore, the requirements of subparagraph 5 above also apply to these documents.

7. A means of recording discrepancies and corrective actions must be within the aircraft and available to the PIC when operating under the provisions of § 91.213(a).

8. When a mandatory revision to the M/M/S-specific MMEL is published by the Flight Operations Evaluation Board (FOEB), within 90 calendar days of the date of the MMEL revision the certificate holder must revise the certificate holder-developed MEL and submit the revision to the responsible Flight Standards office. The revised certificate holder-developed MEL is not valid until approved by the responsible Flight Standards office. If the revised content of the MMEL is not applicable, the certificate holder must document the inapplicability of the mandatory MMEL revision by revising the MEL control page(s) or LEP to indicate the MEL is in compliance with the mandatory MMEL revision. The certificate holder will retain the previous, FAA-signed MEL control page(s) or LEP within the MEL.

9. Except for MEL revisions solely for the purpose of documenting the inapplicability of a mandatory MMEL revision, or to incorporate MMEL PL-25 or MMEL PL-36 revisions, the certificate holder must submit a copy of an MEL revision to the responsible Flight Standards office for approval. Reissuance of this LOA is not required when a mandatory MMEL revision is not applicable to the certificate holder-developed MEL.

10. Equipment installed on the aircraft authorized in Table 1 above (other than nonessential equipment and furnishings (NEF), such as galley equipment and passenger entertainment devices) that are not listed in the certificate holder-developed MEL, or a relief document as specified in subparagraph 6 above, must be operational for flight.

11. This LOA is issued to, and valid only for, the certificate holder named in subparagraph 1 above and the aircraft listed in Table 1 above. It is without an expiration date and will remain valid as long as the certificate holder's Agricultural Aircraft Operator Certificate remains in effect, unless:

a. The certificate holder fails to comply with the requirements of this LOA when operating under the provisions of § 91.213(a);

b. It is voluntarily surrendered by the certificate holder for cancellation;

c. The certificate holder ceases to be the operator of the aircraft listed in the applicable authorization;

d. It is canceled, rescinded, or revoked by the FAA;

e. The aircraft listed on the authorization change(s) registration number(s); or

f. The aircraft listed on the authorization is issued an experimental Special Airworthiness Certificate for research and development (R&D) or changes projects associated with an experimental Special Airworthiness Certificate for the purpose of R&D.

**Appendix G. Sample LOA D095, MMEL Used as an MEL: 14 CFR Part 141**

1. This Letter of Authorization (LOA) is issued under the provisions of 14 CFR Part 91, § 91.213(a)(2) and authorizes the certificate holder, [Certificate Holder Name], to operate the aircraft listed below in Table 1, Authorized Aircraft, using the aircraft make, model, and series (M/M/S)-specific Master Minimum Equipment List (MMEL) and the certificate holder's procedures document that meets the detailed criteria stated in this LOA, as a minimum equipment list (MEL).
2. Operations to which § 91.213(a) applies must be conducted in accordance with the M/M/S-specific MMEL, the certificate holder's procedures document, and this LOA; otherwise, relief under the provisions of § 91.213(a) is not available to the certificate holder.
3. The M/M/S-specific MMEL, the certificate holder's procedures document, and this LOA together are an approved MEL and constitute a Supplemental Type Certificate (STC) for the aircraft and must be available to the pilot in command (PIC) when operating under the provisions of § 91.213(a).
4. Authorized Aircraft. The certificate holder is authorized to use an approved MEL, as defined in subparagraph 3 above, for the aircraft listed in Table 1 below, provided the conditions and limitations of this LOA are met.

**Table 1 – Authorized Aircraft**

Aircraft Serial Number	Aircraft Registration Number	Aircraft M/M/S

5. The certificate holder's procedures document must contain the following:
  - a. The certificate holder's name, aircraft serial and registration numbers (or "Fleet"), aircraft M/M/S, and the MMEL revision number on which the MEL is based.
  - b. Maintenance (M) and Operations (O) procedures that correspond with the (M) and (O) provisos listed in the M/M/S-specific MMEL, based on the items installed on the certificate holder's aircraft for which the certificate holder desires MEL relief.
    - (1) The certificate holder may use (M) and (O) procedures as published by the manufacturer, or use certificate holder-developed (M) and (O) procedures that have been developed using the guidance provided in the manufacturer's Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM), Aircraft Maintenance Manual (AMM), manufacturer's recommendations, engineering specifications, or other appropriate sources.
    - (2) The (M) and (O) procedures must meet the intent of the (M) and (O) provisos in the MMEL and must never be less restrictive than the MMEL.
    - (3) Such (M) or (O) procedures must be accomplished in accordance with the provisions and requirements of 14 CFR Part 43, 91, or 145, as appropriate.

c. A list of all M/M/S-specific MMEL items that contain the statement “as required by 14 CFR,” based on the items installed on the certificate holder’s aircraft for which the certificate holder desires MEL relief. The certificate holder’s procedures document will:

(1) List the specific 14 CFR part and section (e.g., 14 CFR Part 91, § 91.209) and carry the applicable 14 CFR section on board the aircraft; or

(2) Specify the operational requirements or limitations to conduct the flight in accordance with the applicable 14 CFR part and section.

d. Applicable definitions, per current MMEL Policy Letter (PL)-25, MMEL/MEL Definitions.

e. A preamble, per current MMEL PL-36, 14 CFR Part 91 MEL Approval and Preamble.

6. To use the relief available in an MMEL PL with a current Global Change (GC) designation, in an STC Relief Approval Letter (e.g., Design Change Approval Letter), or in a design change evaluated and approved by the responsible Flight Standards office:

a. The applicable document in subparagraph 6 above must be included as an attachment to the MMEL, and

b. The certificate holder’s procedures document must address applicable (M) and (O) provisos and “as required by 14 CFR” procedures that are contained in the document, as described in subparagraphs 5b and 5c above.

7. A means of recording discrepancies and corrective actions must be within the aircraft and available to the PIC when operating under the provisions of § 91.213(a).

8. When a mandatory revision to the M/M/S-specific MMEL is published by the Flight Operations Evaluation Board (FOEB), within 90 calendar days of the date of the MMEL revision, the certificate holder must obtain a copy of the revision, carry the latest MMEL revision on board the aircraft, and incorporate applicable changes in its procedures document. The certificate holder’s procedures document must address applicable (M) and (O) procedures and applicable “as required by 14 CFR” procedures.

9. Equipment installed on the aircraft authorized in Table 1 above (other than nonessential equipment and furnishings (NEF), such as galley equipment and passenger entertainment devices) that are not listed in the MMEL, or a document used for relief as specified in subparagraph 6 above, must be operational for flight.

10. This LOA is issued to, and valid only for, the certificate holder named in subparagraph 1 above and the aircraft listed in Table 1 above. It is without an expiration date and will remain valid as long as the certificate holder’s pilot school certificate, or provisional pilot school certificate, remains in effect, unless:

- a. The certificate holder fails to comply with the requirements of this LOA when operating under the provisions of § 91.213(a);
- b. It is voluntarily surrendered by the certificate holder for cancellation;
- c. The certificate holder ceases to be the operator of the aircraft listed in the applicable authorization;
- d. It is canceled, rescinded, or revoked by the FAA;
- e. The aircraft listed on the authorization change(s) registration number(s); or
- f. The aircraft listed on the authorization is issued an experimental Special Airworthiness Certificate for research and development (R&D) or changes projects associated with an experimental Special Airworthiness Certificate for the purpose of R&D.



**Appendix H. Sample LOA D195, Minimum Equipment List (MEL): 14 CFR Part 141**

1. This Letter of Authorization (LOA) is issued under the provisions of 14 CFR Part 91, § 91.213(a)(2) and authorizes the certificate holder, [Certificate Holder Name], to operate the aircraft listed below in Table 1, Authorized Aircraft, using a certificate holder-developed minimum equipment list (MEL). The certificate holder-developed MEL must be based on the aircraft make, model, and series (M/M/S)-specific Master Minimum Equipment List (MMEL).
2. Operations to which § 91.213(a) applies must be conducted in accordance with the certificate holder-developed MEL and this LOA; otherwise, relief under the provisions of § 91.213(a) is not available to the certificate holder.
3. The certificate holder-developed MEL and this LOA together are an approved MEL and constitute a Supplemental Type Certificate (STC) for the aircraft and must be available to the pilot in command (PIC) when operating under the provisions of § 91.213(a).
4. Authorized Aircraft. The certificate holder named in subparagraph 1 above is authorized to use a certificate holder-developed MEL for the aircraft listed in Table 1 below, provided the conditions and limitations of this LOA are met.

**Table 1 – Authorized Aircraft**

<b>Aircraft Serial Number</b>	<b>Aircraft Registration Number</b>	<b>Aircraft M/M/S</b>	<b>Remarks</b>

5. The certificate holder-developed MEL must never be less restrictive than the M/M/S-specific MMEL and must contain the following:
  - a. The certificate holder's name, aircraft serial and registration numbers (or "Fleet"), aircraft M/M/S, and the MMEL revision number on which the MEL is based.
  - b. A table of contents.
  - c. A log of revisions.
  - d. Applicable definitions, per current MMEL Policy Letter (PL)-25, MMEL/MEL Definitions.
  - e. A preamble, per current MMEL PL-36, 14 CFR Part 91 MEL Approval and Preamble.
  - f. Control page(s) or list of effective pages (LEP).
  - g. Air Transport Association of America (ATA) or Joint Aircraft System/Component (JASC) coded system sections.

h. Maintenance (M) and Operations (O) procedures that correspond with the (M) and (O) provisos listed in the M/M/S-specific MMEL, based on the items installed on the certificate holder's aircraft for which the certificate holder desires MEL relief.

(1) The certificate holder may use (M) and (O) procedures as published by the manufacturer, or use certificate holder-developed (M) and (O) procedures that have been developed using the guidance provided in the manufacturer's Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM), Aircraft Maintenance Manual (AMM), manufacturer's recommendations, engineering specifications, or other appropriate sources.

(2) The (M) and (O) procedures must meet the intent of the (M) and (O) provisos in the MMEL and must never be less restrictive than the MMEL.

(3) Such (M) or (O) procedures must be accomplished in accordance with the provisions and requirements of 14 CFR Part 43, 91, or 145, as appropriate.

i. The certificate holder-developed MEL must address all items listed in the M/M/S-specific MMEL that contain the statement "as required by 14 CFR," based on the items installed on the certificate holder's aircraft for which the certificate holder desires MEL relief. The MEL will:

(1) List the specific 14 CFR part and section (e.g., 14 CFR Part 91, § 91.209) and carry the applicable 14 CFR section on board the aircraft; or

(2) Specify the operational requirements or limitations to conduct the flight in accordance with the applicable 14 CFR part and section.

j. The certificate holder-developed MEL must adequately and safely address all applicable provisos and notes contained in the MMEL "Remarks or Exceptions" column.

6. The certificate holder-developed MEL may include the relief available in an MMEL PL with a current Global Change (GC) designation, in an STC Relief Approval Letter (e.g., Design Change Approval Letter), or in a design change evaluated and approved by the responsible Flight Standards office. These relief documents are considered an approved addendum to the MMEL, and therefore, the requirements of subparagraph 5 above also apply to these documents.

7. A means of recording discrepancies and corrective actions must be within the aircraft and available to the PIC when operating under the provisions of § 91.213(a).

8. When a mandatory revision to the M/M/S-specific MMEL is published by the Flight Operations Evaluation Board (FOEB), within 90 calendar days of the date of the MMEL revision the certificate holder must revise the certificate holder-developed MEL and submit the revision to the responsible Flight Standards office. The revised certificate holder-developed MEL is not valid until approved by the responsible Flight Standards office. If the revised content of the MMEL is not applicable, the certificate holder must document the inapplicability of the mandatory MMEL revision by revising the MEL control page(s) or LEP to indicate the MEL is in compliance with the mandatory MMEL revision. The certificate holder will retain the previous, FAA-signed MEL control page(s) or LEP within the MEL.

9. Except for MEL revisions solely for the purpose of documenting the inapplicability of a mandatory MMEL revision, or to incorporate MMEL PL-25 or MMEL PL-36 revisions, the certificate holder must submit a copy of an MEL revision to the responsible Flight Standards office for approval. Reissuance of this LOA is not required when a mandatory MMEL revision is not applicable to the certificate holder-developed MEL.

10. Equipment installed on the aircraft authorized in Table 1 above (other than nonessential equipment and furnishings (NEF), such as galley equipment and passenger entertainment devices) that are not listed in the certificate holder-developed MEL, or a relief document as specified in subparagraph 6 above, must be operational for flight.

11. This LOA is issued to, and valid only for, the certificate holder named in subparagraph 1 above and the aircraft listed in Table 1 above. It is without an expiration date and will remain valid as long as the certificate holder's pilot school certificate, or provisional pilot school certificate, remains in effect, unless:

- a. The certificate holder fails to comply with the requirements of this LOA when operating under the provisions of § 91.213(a);
- b. It is voluntarily surrendered by the certificate holder for cancellation;
- c. The certificate holder ceases to be the operator of the aircraft listed in the applicable authorization;
- d. It is canceled, rescinded, or revoked by the FAA;
- e. The aircraft listed on the authorization change(s) registration number(s); or
- f. The aircraft listed on the authorization is issued an experimental Special Airworthiness Certificate for research and development (R&D) or changes projects associated with an experimental Special Airworthiness Certificate for the purpose of R&D.