U.S. Department of Transportation
Federal Aviation Administration

InFO

Information for Operators

InFO 26014
DATE: 08/28/26

Flight Standards Service
Washington, DC

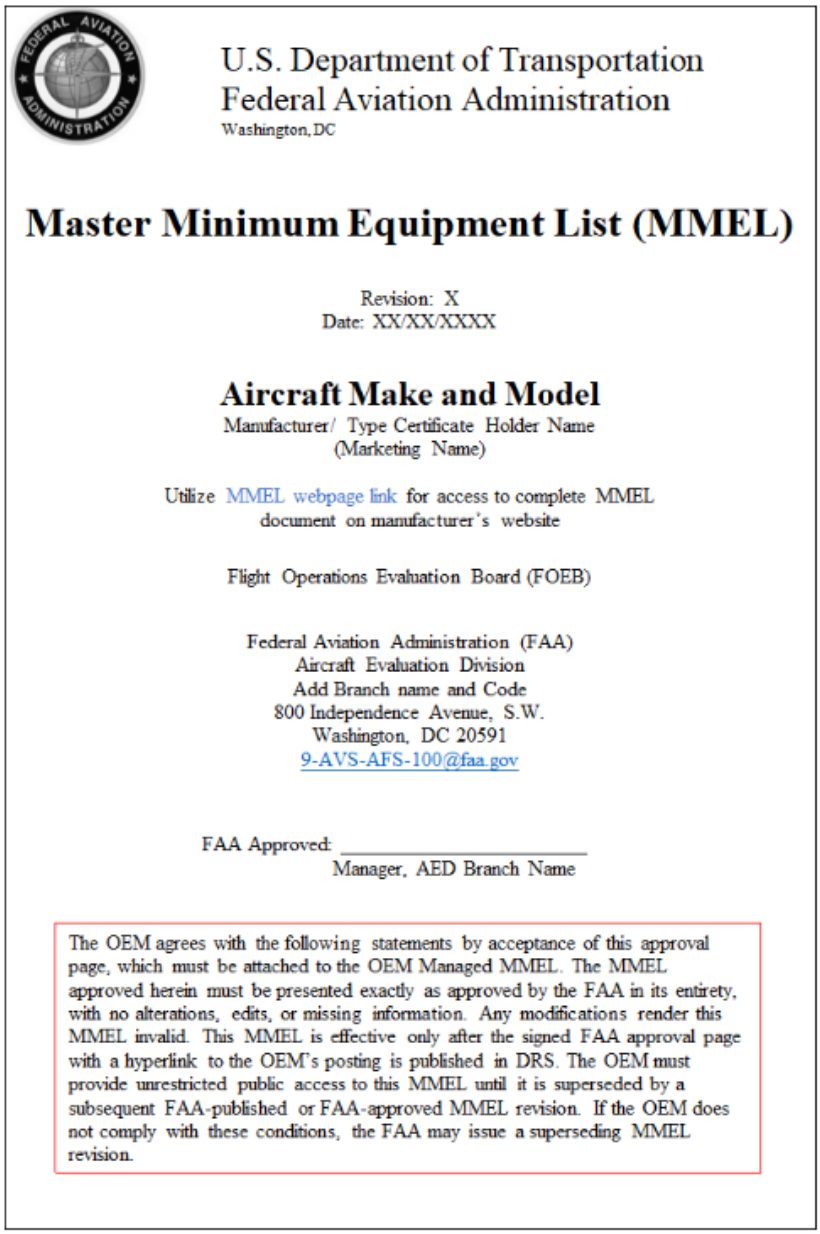
http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos

Subject: Original Equipment Manufacturer (OEM) Managed Flight Operations Evaluation Board (FOEB).

Purpose: This InFO provides information to industry on recent updates to the OEM Managed FOEB process.

Background: The Federal Aviation Administration's (FAA) Aircraft Evaluation Division (AED) is responsible for evaluating operational safety and compliance of new and modified type-certificated aircraft operating in the National Airspace System (NAS). The AED responsibilities include evaluating OEM requests for relief of inoperative aircraft equipment, making a determination if the relief is permitted, and capturing the relief in the Master Minimum Equipment List (MMEL) for the specific aircraft type. The result is an MMEL evaluated by the FOEB and published on the FAA's Dynamic Regulatory System (DRS).

Discussion: To improve efficiency, the FAA's AED established an alternative process (reference Order 8900.1, Volume 19, Chapter 5, Section 4) to the established MMEL publication process (reference Order 8900.1, Volume 19, Chapter 5, Section 3) in January 2026. This process, the OEM Managed FOEB Process, permits the OEM to manage the administrative functions of the FOEB and publication of the MMEL. The process is voluntary and accomplished only at the request of the OEM. The process has resulted in expedited publication of MMELs by making them available to operators in the NAS sooner. The OEM Managed FOEB process has been well received by all stakeholders, and its use is encouraged by the FAA. The FAA is fully engaged and oversees the entire process. Upon final approval of the MMEL, the FAA issues a signed FAA MMEL approval page (figure 1), available in DRS, that includes a hyperlink to the OEM's website where the full MMEL is to be published.



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Master Minimum Equipment List (MMEL)

Revision: X
Date: XX/XX/XXXX

Aircraft Make and Model

Manufacturer/ Type Certificate Holder Name
(Marketing Name)

Utilize MMEL webpage link for access to complete MMEL document on manufacturer's website

Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Aircraft Evaluation Division
Add Branch name and Code
800 Independence Avenue, S.W.
Washington, DC 20591
9-AVS-AFS-100@faa.gov

FAA Approved: _____
Manager, AED Branch Name

The OEM agrees with the following statements by acceptance of this approval page, which must be attached to the OEM Managed MMEL. The MMEL approved herein must be presented exactly as approved by the FAA in its entirety, with no alterations, edits, or missing information. Any modifications render this MMEL invalid. This MMEL is effective only after the signed FAA approval page with a hyperlink to the OEM's posting is published in DRS. The OEM must provide unrestricted public access to this MMEL until it is superseded by a subsequent FAA-published or FAA-approved MMEL revision. If the OEM does not comply with these conditions, the FAA may issue a superseding MMEL revision.

The FAA is in the final phase of a 3-phase strategic plan to improve the efficiency of publishing MMELs. Phases 1 and 2 are completed (reference Order 8900.2, Volume 19, Chapter 5, Sections 4 and 5) and request consideration of the following:

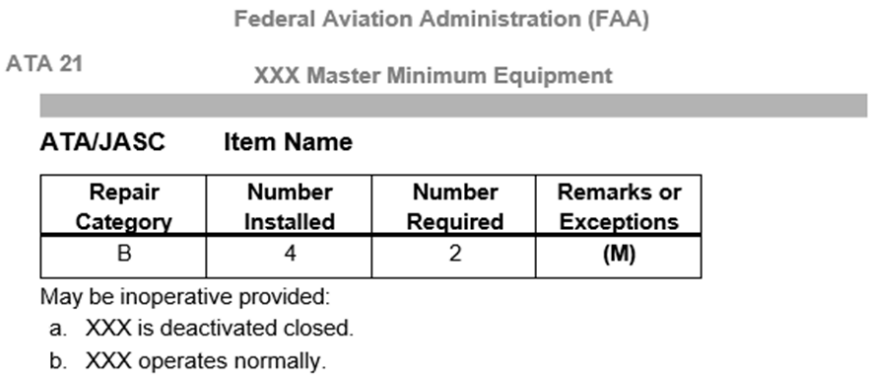
1. If a manufacturer/type certificate holder elects to use the OEM Managed FOEB process, they must provide direct unimpeded public access to the current published OEM Managed MMEL. Unimpeded access means no firewalls, passwords, or user accounts between the FAA DRS and the MMEL webpage.

2. If the FAA determines the need to revise an MMEL for any reason, the FAA will notify the OEM. If the OEM does not take action as requested by the FAA, the FAA may revise the MMEL and publish it directly to DRS.

3. The additional 4-block layout option shown in figure 2 is now permitted (as of Phase 2) if the OEM elects to use the OEM Managed FOEB process.

4. All disclaimers as described on the FAA MMEL Approval Page must be met.

Figure 2. Alternative Layout



Federal Aviation Administration (FAA)

ATA 21

XXX Master Minimum Equipment

ATA/JASC **Item Name**

Repair Category	Number Installed	Number Required	Remarks or Exceptions
B	4	2	**(M)**

May be inoperative provided:

a. XXX is deactivated closed.

b. XXX operates normally.

Phase 3 of the FAA's OEM Managed FOEB plan has been redefined and, when completed, is expected to permit OEMs to use any format or layout provided the FAA required elements are present. This concept is much like a manufacturer's flight manual where the document may be unique to that OEM however, specific sections and framework are required by the FAA. Completion of Phase 3 will permit a more comprehensive use of formats and layouts specific to each OEM while still maintaining FAA standards. Phase 3 and the final phase of the FAA's OEM Managed FOEB plan is expected in 2027.

Recommended Action: Industry members and the public who use and access MMELs should familiarize themselves with the contents found in this InFO to ensure they understand the differences in layout and publication of the OEM Managed FOEB process for MMELs.

Contact: Direct questions or comments regarding this InFO to the Aircraft Evaluation Division, Standards and Policy Branch at 9-AWA-AFS-AED-Policy@faa.gov. For any MMEL access issues contact the appropriate AED fleet chair or 9-avs-afs-100@faa.gov.