



WYVERN

Wednesday Webinar

MINIMUM EQUIPMENT LIST

UNLOCK THE MYSTERY....

Part 2 – The Deeper Dive

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Pt 135 vs. Pt 91 MEL

- OpSpec A008 Paragraph d.(2)(b)(i)/(ii)
 - Operational control (including liability)
 - Maintenance issues
 - 14 CFR 91.213(c)
 - ABC Air Charter (Pt 135) MEL authority OpSpec D095
 - Plane Owner LLC (Pt 91) MEL authority LOA D095 or D195
 - Separate MELs required...
- A008 Paragraph d.(7)(a)
 - Pt 91 flights with Pt 135 certificate holder in control
 - Use approved Pt 135 MEL (OpSpec D095 authority)

Value of the MEL

MEL dispatch with inoperative equipment ensures:

- Acceptable level of safety achieved
 - MMEL development and MEL approval process
- Minimize or avoid flight interruptions
 - Improves dispatch reliability / aircraft availability
- Value can be expressed in terms of cost avoidance

Safety / Risk Assessment

Safety/risk assessment and operator obligations associated with MEL dispatch:

- System and equipment failures must be reported by making an entry in the aircraft maintenance records
- The MEL permits operations with inoperative items for the minimum time necessary until repairs can be made
- Repairs should be made at the earliest opportunity to return the aircraft to its design level of safety & reliability
- Establish a controlled and sound repair program
- Exercise the necessary operational control to ensure that an acceptable level of safety is maintained
- When operating with multiple inoperative items, the interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered

No Conflict (ADs, AFM, etc.)

MEL relief and associated (M) & (O) procedures must not conflict with:

- Airworthiness directives
- AFM limitations
- Emergency procedures

However, non-normal procedures are assessed during the MMEL development process (e.g., APU relief)

Failure Scenarios

MEL vs. FCOM/AFM Non-normal procedures:

- Failures that occur before application of takeoff power:
 - MEL applies
- Failures that occur after application of takeoff power:
 - FCOM/AFM Non-normal procedures apply

14 CFR Pt 91 D095 vs D195 LOA

- Pt 91 D095: Use the MMEL as an MEL
 - Required elements: MMEL, Preamble (PL-36), Definitions (PL-25), (M) & (O) procedures, define CFR
 - MMEL was not intended to be used by operators as a dispatch document
 - Does not meet ICAO Annex VI, Part II, which specifies that operators are to develop an MEL “approved by the state of registry”

MMEL as MEL?

Master Minimum Equipment List (MMEL)

Revision: 61

Date: 07/08/2020

Boeing 737

B-737-100/200/300/400/500/600/700/800/900/900ER

Master Minimum Equipment List (MMEL)

Revision: 11

Date: 07/10/2020

Bombardier Challenger

CL-600/601/601-3A/601-3R/604/605/650

MMEL as MEL?

Master Minimum Equipment List

Revision: 8d

Date: 12/12/2013

Hawker Beechcraft HS-125

**DH.125-1A, HS.125-1B, DH.125-1A-522, HS.125-1B-522,
DH.125-1A/R-522, HS/125-1B/R-522, DH.125-1A/S-522,
HS.125-1B/S-522, DH.125-3A, HS.125-3B, DH.125-3A/R,
HS.125-3B/R, DH.125-3A/RA, HS.125-3B/RA,
HS.125-3B/RB, HS.125-3B/RC, HS.125-F3B,
HS.125-F3B/RA, BH.125-400A, DH.125-400A,
HS.125-400A, HS.125-400B, HS.125-400B/1,
HS.125-401B, HS.125-403A(C), HS.125-403B,
HS.125-F400B, HS.125-F403B, BH.125-600A,
HS.125-600A, HS.125-600B, HS.125-600B/1,
HS.125-600B/2, HS.125-600B/3, HS.125-F600B,
HS.125-700A, HS.125-700B, BAe.125-800A,
BAe.125-800B, Hawker 800, Hawker 800XP,
Hawker 850XP, Hawker 900XP, Hawker 750**

MMEL as MEL?

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STBY RUD ON light
(Boeing Service Bulletin
737-27A-1279,
737-27-1252R3,
737-27-1253R3,
737-27-1255R3, or
Production Equivalent
Incorporated)

25

Center Tank Fuel Boost
Pump Automatic Shutoff
System
(Service Bulletin
737-28A1228,
737-28A1216,
737-28A1206, or
Equivalent Installed)

22-2
Auxiliary Power Unit
(APU) Generator System

1) Aircraft with IDG P/Ns
720845, 720845A,
720845B

2) Aircraft with other IDG
P/Ns

60-1
Ground Spoiler Manual
Arming Switch
(600 with SB 600-0452,
601 with SB 601-0113,
A/C 3060 and subs, 604,
605, 650)

60-2
Flight Spoiler Light
Flashing Feature
(600 with SB 600-0385,
601 with SB 601-0040,
A/C 3013 and 3018
to 3990)

14 CFR Pt 91 D095 vs D195 LOA

- Pt 91 D195 LOA: Tailored operator MEL
 - Actual FAA approved MEL (MMEL is source document)
 - Development and approval process similar to that for Pt 121, 125, 135...
 - Many foreign CAAs do not recognize/allow D095 LOA
 - D095 LOA will eventually be phased out - likely will be a 3-5 year transition period

MEL Relief for STC'd Systems & Equipment

Basic Concept:

- MEL relief for systems/equipment installed via STC is allowed only if relief for that item is found in MMEL or STC relief letter
- STC holders petition FAA for relief
- Relief for STC'd items must be evaluated by FAA FOEB
- FOEB evaluative process same as for TC'd systems/equipment
- Operators with cabin/avionics mods and no available MMEL or STC letter relief need to take action

NEF

Non-essential Equipment & Furnishings items:

- NEF are those items that have no effect on the aircraft's ability to be operated safely under all operational conditions
- Are not be required by the applicable certification or operational rules
- Are not already identified in the MMEL/MEL or CDL of the applicable aircraft
- NEF items are found in passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas
- Excluded items: component wear limits, fuel/hydraulic leak or engine/APU oil consumption within allowable limits, paint (mismatched, bad, or worn condition), other AMM allowable conditions
- Comprehensive evaluative process determines whether or not item is a candidate for NEF
- For Pt 91, FAA approval not required

CDL

Configuration Deviation List

- FAA approved AFM Appendix or Supplement
- CDL includes secondary airframe and engine external parts that may be missing for dispatch, e.g., service and/or access panels, aerodynamic seals, winglets
- Some missing CDL items degrade aircraft performance and operational penalties must be applied, e.g., weight reductions, speed limits, engine-out driftdown



Thank You

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