



Federal Aviation Administration

MMEL Policy Letter (PL) 25, Revision 21 GC

Date: **May 11, 2015**

To: All Aircraft Evaluation Group Managers

From: Manager, Air Transportation Division, AFS-200

Reply To
Attn Of: Manager, New Program Implementation and International Support Branch, AFS-240

MMEL GLOBAL CHANGE (GC)

This GC is an approved addendum to all existing MMEL documents. Operators may seek use of the definitions contained in this policy letter by revising their Minimum Equipment List (MEL). In doing so, each definition must be copied as appropriate in the Operator's MEL. Approval of a revised MEL is gained utilizing established procedures, through the Operator's assigned Principal Operations Inspector (POI). GC expiration date 12/17/2016.

Subject: **MMEL and MEL Definitions**

MMEL CODE: 00 (GENERAL)

REFERENCE: **Policy Letter 25, Revision 20, dated December 17, 2012**
Policy Letter 25, Revision 19, dated October 9, 2012
Policy Letter 25, Revision 18, dated July 27, 2012
Policy Letter 25, Revision 17, dated January 20, 2011
Policy Letter 25, Revision 16, dated April 2, 2010
Policy Letter 25, Revision 15, dated November 2, 2009
Policy Letter 25, Revision 14, dated August 26, 2008
Policy Letter 25, Revision 13, dated September 11, 2006
Policy Letter 25, Revision 12, dated June 5, 2006
Policy Letter 25, Revision 11, dated July 5, 2005
Policy Letter 25, Revision 9, dated August 15, 1997
Policy Letter 25, Revision 8, dated January 31, 1995

PURPOSE:

To provide a list of definitions for use in MMELs and MELs.

DISCUSSION:

Revision 21: Removed all reference to part 382 accessible lavatory. Definition numbers were not changed.

Revision 20: Adds a third note to the "Policy" paragraph, page 2; corrects discrepancies found in definition 32.H.

Revision 19: Updates definition of "Take-Off". Adds the phrase, "See PL-25 Policy Statement (page 2)" to the "Notes" of several definitions found in Appendix B of this PL.

Revision 18: Removes 14 CFR Part 382 items from NEF definition #21 and adds accessible lavatory items, definition #1, listing 14 CFR Part 382 general items, and specific 382.63 and 382.71 items. Places definitions in alphabetical order. Consolidates PL-70 into Appendix B of this PL. Also adds the following definitions: Air Transport Association (ATA) System Page (#3), operative (#22), and takeoff (#25). Adds Appendix B, MEL Definition Requirements. Aligns the definitions of this PL with the definitions found in FAA Order 8900.1, Volume 4, Chapter 4, Section 1.

DISCUSSION (continued):

Note: ATA changed its name in 2011 to Airlines for America (A4A). ATA and A4A are interchangeable.

Revision 17: Adds a Note to definition 3, adds the Boeing model 747-8 to definition 23a and adds Appendix A. Definitions 22 and 24 are also modified for clarity.

Revision 16: Corrected revision bar requirement in definition #1e; deletes the Passenger Convenience definition #21; revises the Electronic Fault Alerting System for Airbus aircraft (definition #23c.); adds new MMEL definition #31 for HMV.

Revision 15: Revised definition 22.A. "Category A Repair Interval" by including a reference to "calendar days", aligning the criteria for Day of Discovery with definition 27 "Day of Discovery". A-380 aircraft added to definitions, 23c.

Revision 14: Revised definition #1a to include the listing of the repair interval categories (A, B, C and D) in column 1, revises definition #7 to align with recent ETOPS rulemaking, adds day of discovery to definition #22 Category A, adds MEL repair interval extensions information to definition #22, adds "787" to definition #23a, adds G-150 and G-200 to definition #23g, corrects NEF Definition #30 to align with FSIMS 8900.1.

Volume 4 (Aircraft Equipment and Operational Authorizations) Chapter 4 (MEL and CDL) Section 11 (NEF) paragraph 4-898.

Revision 13: Added clarification to definition 10. Icing Conditions for aircraft (structural) and engines (induction) icing.

Revision 12: Added definitions for "considered Inoperative", "is not used" and "Nonessential equipment and furnishings (NEF)". Added the term "14 CFR" to Definition 3 (As required by FAR).

Revision 11: Added the Boeing 717 and MD-10 aircraft to the definitions Paragraph 23-b. as both aircraft are Electronic Instrument Systems (EIS) equipped aircraft. Definition 23-c (Airbus) has been revised to add A-318 to the fleet listing and clarify requirements for MAINTENANCE status (Class II) messages. Definition 23-f (Embraer EMB-145) has been revised to add applicable models EMB-135/145 and ERJ-170/190. Definition 23-g (Gulfstream) has also been revised to add applicable models G-IV, GV-SP, and GIV-X. This revision also changes MMEL Definition to Revision #11.

POLICY:

The following definitions will be used in MMELs. For MELs, certain MMEL definitions may be edited and/or not required. MEL definitions, including format issues, will be tailored, as appropriate, dependent upon the aircraft operator's make/model of aircraft, type of installed instrument and equipment items, and specific operation. However, the intent of the definition must be the same and cannot be less restrictive than the MMEL. See FAA Order 8900.1, Volume 4, Chapter 4 for further information.

Note 1. For MEL development, Appendix A may be used to identify the applicable CFRs for MMEL items that use terms such as "As required by 14 CFR" or "Any in excess of those required by 14 CFR may be inoperative". Appendix A is not a complete list of CFRs and is not to be included in the aircraft operator's MEL.

Note 2. See Appendix B for MEL definition requirements. Appendix B is not required to be included in the aircraft operator's MEL.

Note 3. A revision of PL-25 does not require a revision of the operator's MEL.

2. Administrative Control Item (ACI). An ACI is listed by the aircraft operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required APU cold-soak, or in-flight verification starts. An ACI may be added to an aircraft operator's MEL by approval of the POI provided no relief is granted, or provided conditions and limitations are contained in an approved document (e.g., Structural Repair Manual (SRM) or Airworthiness Directive (AD)). If relief other than that granted by an approved document is sought for an ACI, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an ACI.

3. ATA System Page. The ATA system page is divided into four (4) columns and contains: item and repair category; number installed; number required for dispatch; and remarks or exceptions. Standard ATA categories are used. Items are numbered sequentially.

A. Item. This column depicts the equipment, system, component, or function listed in the “Item” column.

B. Repair Category. See definition #24.

C. Number Installed. This column depicts the number (quantity) of instrument and equipment items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components) a number is not required and the “-” symbol is used.

D. Number Required for Dispatch. This column depicts the minimum number (quantity) of instrument and equipment items required for operation provided the conditions specified in the “Remarks or Exceptions” column are met. Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

E. Remarks or Exceptions. This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

F. Provisos. Provisos are indicated by a number or a lower case letter in “Remarks or Exceptions”. Provisos are conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative.

G. Notes. Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material, which is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. Additional notes may be amended, deleted, or added to the MEL by the aircraft operator, as appropriate. Notes are not a part of the provisos.

H. Vertical Bar (change bar). A vertical bar indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. All change bars applicable to the previous revision of the MMEL are removed prior to the release of the next revision.

4. Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM). The FAA-approved AFM/RFM is the document approved by the responsible FAA Aircraft Certification Office (ACO) during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the source document for operational limitations and performance parameters for an aircraft. The term “approved flight manual” can apply to either an AFM or an RFM. The FAA requires an approved flight manual for aircraft type certification.

5. As Required by 14 CFR. When the MMEL states, “As Required by 14 CFR,” the listed instrument or equipment item is subject to certain provisions (restrictive or permissive) expressed in the 14 CFR operating rules. The number of items required by 14 CFR must be operative. When the listed item is not required by 14 CFR, it may be inoperative for the time specified by repair category. The term “14 CFR” has replaced “FAR” as the current reference to Federal Regulations pertaining to aviation. However, many, if not most, MMELs still contain the acronym “FAR”; therefore, this acronym is acceptable and retained in PL-25 and this definition.

6. Code of Federal Regulations (CFR) and Federal Aviation Regulations (FAR). CFR, the current term, and FAR both refer to the applicable portions of the Federal Aviation Act and Code of Federal Regulations.

- 7. Considered Inoperative.** The phrase, "Considered Inoperative", as used in the provisos, means that an instrument and equipment item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item will not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.
- 8. Continuing Authorization – Single Extension.** An aircraft operator who has the authorization to use an FAA-approved MEL may also have the authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for category B or C items in accordance with Operations Specification D095. Continuing Authorization – Single Extension is not authorized for repair category A and D items.
- 9. Dash (-).** Indicates a variable number (quantity) of the instrument and equipment items may be installed or required for dispatch. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed.
- 10. Day of Discovery.** This is the calendar-day an equipment/instrument malfunction was recorded in the aircraft maintenance record/logbook. This day is excluded from the calendar-days or flight-days specified in the MMEL for the repair interval of an inoperative instrument and/or equipment item. This provision is applicable to all MMEL items; i.e., categories A, B, C, and D.
- 11. Deactivated and/or Secured.** When the MMEL refers to an instrument and/or equipment item as deactivated and/or secured, the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and/or securing will be established by the aircraft operator.
- 12. Deleted.** "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
- 13. Extended Range Operations (ER).** ER refers to extended range operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.
- 14. Excess Items.** Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the 14 CFR.
- 15. Flight Day.** A flight-day is a 24-hour period (from midnight to midnight) either universal coordinated time (UTC) or local time, as established by the aircraft operator, during which at least one flight is initiated for the affected aircraft.
- 16. Heavy Maintenance Visit (HMV).** HMV is a scheduled C-check/D-check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.
- 17. Icing Conditions.** An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
- 18. Inoperative.** A system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) and/or tolerance(s).
- 19. Inoperative Components of an Inoperative System.** Inoperative instrument and equipment items, which are components of a system that is inoperative, are usually considered components directly associated with and having no other function than to support that system (warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

20. Is Not Used. The phrase “Is Not Used” in the provisos, remarks or exceptions for an MMEL instrument or equipment item may specify that another item in the MMEL “is not used”. In such cases, crewmembers must not activate, actuate, or otherwise utilize that item under normal operations. It is not necessary for aircraft operators to accomplish the (M) procedure(s) associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used. This informs crewmembers that an instrument or equipment item is not to be used under normal operations.

21. Nonessential Equipment and Furnishings (NEF). NEFs are those items installed on the aircraft as part of the original type certification (TC), STC, engineering order, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that, if inoperative, damaged, or missing, have no effect on the aircraft’s ability to be operated safely under all operational conditions. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.

22. Operative. An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies that an item of equipment must be operative, it does not mean that it’s operational status must be verified; it’s to be considered operative unless reported or known to be malfunctioning. When an MMEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MMEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral.

Other terminology sometimes used interchangeably with “operative” within the MMEL is “operates normally”, “fully operative”, and “considered operative”. The aircraft operator’s MEL may incorporate standardized terminology of the aircraft operator’s choice to specify that an item of equipment must be operative, provided the aircraft operator’s MEL definitions indicate that the selected “operative” terminology means that the required item of equipment will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s).

23. Placarding. Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified (i.e. AFM), placard wording and location will be determined by the aircraft operator.

24. Repair Category. All users of an MEL approved under parts 91K, 121, 125, 129, 135, and 142 must effect repairs of inoperative instrument and equipment items, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators. Part 91 MEL users (D095/D195 LOAs) are not required to comply with the repair categories, but will comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc):

A. Repair Category A. This category item must be repaired within the time interval specified in the “Remarks or Exceptions” column of the aircraft operator’s approved MEL. For time intervals specified in “calendar days” or “flight days”, the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (i.e., flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator’s approved MEL.

B. Repair Category B. This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 3-day interval would begin at midnight the 26th and end at midnight the 29th.

C. Repair Category C. This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would begin at midnight the 26th and end at midnight February 5th.

D. Repair Category D. This category item must be repaired within 120 consecutive calendar-days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.

25. Takeoff. Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power to initiate the takeoff from the runway or takeoff surface.

26. Triple Asterisk (*).** Indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the aircraft operator's MEL after the approving office has determined that the item has been installed on one or more of the aircraft operator's aircraft. The symbol, however, must not be carried forward into the aircraft operator's MEL. It should be noted that neither this policy nor the use of this symbol provides authority to install or remove an item from an aircraft.

27. Visible Moisture. An atmospheric environment containing water, in any form, that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

28. Visual Flight Rules (VFR). VFR is as defined in 14 CFR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

29. Visual Meteorological Conditions (VMC). VMC means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

30. (M). This symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally, these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment, should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as part of the aircraft operator's manual or MEL.

31. (O). This symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally, these procedures are accomplished by the flightcrew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as a part of the aircraft operator's manual or MEL.

32. Electronic Fault Alerting System. New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data that is represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status.

A. AIRBUS (A300-600, A310, A318/319/320/321, A330, A340, A380)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages {WARNING (red), CAUTION (amber)}. On A318/319/320/321, A330 and A340, the ECAM STATUS page also provides MAINTENANCE STATUS messages. Any message that affects airplane dispatch is displayed at the WARNING or CAUTION level. For A318/319/320/321, MAINTENANCE STATUS messages may also affect airplane dispatch. System faults that result only in messages on the Central Maintenance System (CMS) (for A330, A340 and A380) or on the Centralized Fault Display System (CFDS) (for A318/319/320/321) do not affect airplane dispatch and do not require action other than as addressed within the aircraft operator's standard maintenance program.

B. BOEING (B-717, MD-10, MD-11)

These aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS). Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading. A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

C. BOEING (747-400, 747-8, 757, 767, 777, 787)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS) provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affect airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances. System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an aircraft operator's standard maintenance program.

D. CANADAIR (CL-65, CL-604)

Canadair aircraft equipped with Engine Indication and Crew Alerting Systems (EICAS) provide four classes of messages (WARNING, CAUTION, ADVISORY, and STATUS). Any message that affects aircraft dispatch will be at the WARNING, CAUTION, or STATUS level. System conditions that only require maintenance are not visible to the flight crew. These maintenance indications/messages are only activated by maintenance personnel using the Maintenance Diagnostics Computer.

E. De-HAVILLAND (DASH 8 SERIES 400)

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit. "Class 1 failures" are failures that prevent continued operation of a specific Line Replacement Unit or channel and are annunciates via advisory messages: caution, warning or advisory lights in the flight compartment. Dispatching with such posted failures are to be in accordance with the MMEL. "Class 2 failures" are failures which do not prevent continued system function. These faults will not be annunciates to the flight crew and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the aircraft operators when these faults are to be rectified.

F. EMBRAER (EMB-135/145, ERJ-170/190 Series)

The EMB-135/145 and ERJ-170/190 are equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. The ERJ-170/190 Series add STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an aircraft operator's standard maintenance program.

G. FOKKER (FK-100)

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white)). Any messages that affect aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases, the MEL must be verified for dispatch capability and maintenance may be required. System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built-In Test Evaluation (BITE) of systems.

H. GULFSTREAM G-IV, G-V, GV-SP, GIV-X, GVI

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), and ADVISORY (cyan or blue). ADVISORY messages are further classified into STATUS, INFORMATION, and MAINTENANCE messages. Any WARNING or CAUTION message affects airplane dispatch status and requires that the AFM and MEL be used to determine dispatch capability. ADVISORY STATUS messages that indicate a system failure (e.g., FMS 1 fail) require that the AFM and MEL be used to determine dispatch capability. ADVISORY INFORMATION messages (e.g., Cockpit Phone Call) and MAINTENANCE messages (i.e., includes the words 'Maintenance Required' in the text of the message) do not affect airplane dispatch capability. ADVISORY MAINTENANCE messages indicate the presence of a system fault which can be identified by Maintenance Data Acquisition Unit (MDAU on the G-V) interrogation, Central Maintenance Computer (CMC on the GV-SP/GIV-X/VI) interrogation or by reference to the Airplane Flight Manual.

I. GULFSTREAM G-150, G-200

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY (green), and STATUS (white). The Airplane Flight Manual prohibits take off with any WARNING message displayed. CAUTION, ADVISORY and STATUS messages may affect airplane dispatch status and requires the Airplane Flight Manual or the MEL be used to determine dispatch capability. The airplane may dispatch with CAUTION, ADVISORY and STATUS messages that indicate proper system operation and are not illuminated due to a system failure (i.e. FUEL STBY PUMP ON when the pump is selected ON, GND A/B OUT with LAND selected on the ground, or APU GEN OFF with the switch OFF). MAINTENANCE and MAINTENANCE DATA STATUS messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be retrieved from the Maintenance Diagnostics Computer. In all cases, the Airplane Flight Manual must be referenced and procedures compiled with for the displayed message prior to applying MEL dispatch relief.

J. GULFSTREAM G280

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY and MAINTENANCE (cyan or blue), and STATUS (white). Any WARNING or CAUTION message affects aeroplane dispatch status and requires that the Aeroplane Flight Manual or the MEL be used to determine dispatch capability. ADVISORY messages which indicate a system failure (e.g., FMS 1 fail) require that the Aeroplane Flight Manual or the MEL be used to determine dispatch capability. MAINTENANCE messages do not affect aeroplane dispatch status. They indicate the presence of a system fault which can be identified by Onboard Maintenance System (OMS) interrogation or by reference to the Aeroplane Flight Manual. STATUS messages do not affect the dispatch status. They indicate the status of a system.

Leslie H. Smith
Manager, Air Transportation Division

PL-025 Appendix A

Applicable Sections in 14 CFR Parts 91, 121, 125, 129, 135
Regulations current as of June 19, 2012

THIS LISTING IS FOR GUIDANCE ONLY AND IS NOT ALL INCLUSIVE. Any questions regarding the applicability of a particular regulation should be resolved by a review of the regulation involved.

ATA CH. #	PL-#	ITEM	14 CFR REFERENCES
ATA 21		Ozone Converters	121.578
ATA 23	029	Cockpit Voice Recorder (CVR) System	91.609, 91.1045, App E 121.359 125.227 129.24 135.151
	058	Flight Deck Headsets/Headphones	91.511 121.318, 121.349, 121.359 125.203, 125.227 135.151, 135.165
	106	High Frequency (HF) Communication Systems	91.511 121.345, 121.347, 121.349, 121.351 125.203 135.98, 135.165
		Passenger Address System	121.318
	SATCOM	Satellite Communication System	121.99, 121.122, 121.345, 121.347, 121.349, 121.351 125.203 135.98, 135.165
	095	VHF and UHF Communications Systems	91.126, 91.127, 91.129, 91.130, 91.131, 91.135, 91.205, 91.511 121.345, 121.347, 121.349, 121.351 125.203 129.17 135.161, 135.165
ATA 25		Crash Ax/Crow Bar	91.513 121.309 125.207 135.177
	120	Emergency Locator Transmitter (ELT)	91.205, 91.207 121.353, 121.339
	073	Emergency Medical Equipment (AED, EMK, FAK)	91.513 121.803, Appendix A 125.207 135.177
		Extended Overwater Equipment (Emergency, Flotation, Survival)	91.205, 91.509 121.339, 121.340 125.209 135.167
		Flashlight Stowage/Charger Assemblies (Including Flashlights)	121.310 135.107, 135.178
	097	Flight Attendant Seat Assembly (Single or Dual Position)	91.533 121.391 125.269 135.107
ATA 25	047	Megaphones	91.513

(cont'd)			121.309 125.207
	056	Observer Seat	Aircraft operated under Part 91 are not required to have an observer seat 135.75
ATA 26	075	Portable Fire Extinguishers	91.513, 91.525 121.309 125.119 135.155
ATA 31		Clocks	91.205
	087	Flight Data Recorder (FDR) System	91.609, 91.1045, App E 121.343, 121.344, 121.344a, Appx M 125.225, 125.226 129.20 135.152
ATA 33	123	Passenger Notice System (Lighted Information Signs)	91.517 125.207, 125.217 135.127, 135.177
	72	Wing Icing Detection Lights	91.527 121.341
ATA 34		ADF Systems	91.205 121.347, 121.351 125.203
	039	Altitude Alerting System	91.219, App G
	076	ATC Transponder/Automatic Altitude Reporting Systems	91.130, 91.131, 91.135, 91.215, App G (RVSM)
	105	Automatic Dependent Surveillance - Broadcast (ADS-B) System	None
	003	Distance Measuring Equipment (DME)	91.205 121.349 125.203 129.17
		Flight Management Computer System (FMCS)	91.205 121.347, 121.349, 121.351 125.203 129.17 135.161, 135.165
	054, 067	Ground Proximity Warning System (GPWS)	91.223, 91.1045 121.354, 121.358 135.154
		Instrument Landing System (ILS)	121.347, 121.349 129.17 135.165
		Long Range Navigation Systems (GPS, INS, Loran, Omega)	121.351, 121.355 125.267
		Marker Beacon System	Part 91 App A (Cat II Operations) 121.349 125.203 129.17 135.165
	111	Standby Attitude Indicator	91.205, 91.507 121.305 135.149, 135.159

ATA 34 (cont'd)		Thunderstorm Detection	135.173
	032	Traffic Collision and Avoidance System (TCAS)	91.221, 91.1045, App G (RVSM) 121.356 125.224 129.18 135.180
		VOR Navigation Systems	91.131, 91.205, 91.511 121.345, 121.347, 121.349, 121.351 125.203 129.17 135.161, 135.165
	067	Weather Radar System	91.1045 121.357, 121.358 125.223 135.175
ATA 35		Oxygen System (Chemical or Gaseous)	91.211 121.329, 121.331, 121.333, 121.574 125.219 135.157
		Portable Oxygen Dispensing Units (Or Equivalent) (Bottle and Mask)	121.329, 121.333
	043	Protective Breathing Equipment (PBE)	121.337

PL-025 Appendix B
MEL Definition Requirements

NOTE: This appendix is not required to be in an aircraft operator's MEL

Definition	Requirement	Notes*
2. Administrative Control Item (ACI)	Optional*	Definition is required only if MEL contains ACI. See PL-25 Policy Statement (page 2)
3. Air Transport Association (ATA) System Page	Required	See PL-25 Policy Statement (page 2)
3A. Item	Required	See PL-25 Policy Statement (page 2)
3B. Repair Category	Required*	Required for part 121, 125, 129, 135 and 142; not required for part 91 & 137. See definition #24.
(1) Repair Category A	Required*	Required for part 121, 125, 129, 135 and 142; not required for part 91 & 137
(2) Repair Category B	Required*	Required for part 121, 125, 129, 135 and 142; not required for part 91 & 137
(3) Repair Category C	Required*	Required for part 121, 125, 129, 135 and 142; not required for part 91 & 137
(4) Repair Category D	Required*	Required for part 121, 125, 129, 135 and 142; not required for part 91 & 137
3C. Number Installed	Required	See PL-25 Policy Statement (page 2)
3D. Number Required for Dispatch	Required	See PL-25 Policy Statement (page 2)
3E. Remarks or Exceptions	Required	See PL-25 Policy Statement (page 2)
3F. Provisos	Required*	Must be carried over either verbatim from the MMEL into the MEL or by using equivalent terminology. See PL-25 Policy Statement (page 2)
3G. Notes	Required	
3H. Vertical Bar (change bar)	Required*	Alternate means of compliance may be used if approved by the Administrator. See PL-25 Policy Statement (page 2)
4. Airplane Flight Manual (AFM) or Rotorcraft Flight Manual (RFM)	Required*	The appropriate document (AFM or RFM) must be indicated.
5. As required by 14 CFR	Not Used*	This term is not used in MELs. MELs must contain the appropriate regulatory requirement and procedures supporting it.
6. Code of Federal Regulations (CFR)	Optional	
7. Considered Inoperative	Required	
8. Continuing Authorization	Required	
9. Dash (-)	Optional*	Definition is required only if the (-) is used in the MEL.
10. Day of Discovery	Required	
11. Deactivated and/or Secured	Required	
12. Deleted	Optional	

13. Extended Range Operations (ER)	Required*	For aircraft operated under ETOPS rules.
14. Excess Items	Optional*	Definition is required only if used in the MEL. See PL-25 Policy Statement (page 2)
15. Flight Day	Required	See PL-25 Policy Statement (page 2)
16. Heavy Maintenance Visit (HMV)	Optional*	Required only if used in the MEL. The definition should indicate the type of maintenance program the airplane is under. See PL-25 Policy Statement (page 2)
17. Icing Conditions	Required	
18. Inoperative	Required	
19. Inoperative Components of an Inoperative System	Required	
20. Is Not Used	Required	
21. Nonessential Equipment and Furnishings (NEF)	Required	
22. Operative	Required*	The aircraft operator's MEL may incorporate standardized terminology of their choice, to specify that an item of equipment must be operative, provided their MEL definitions indicate that the selected "operative" terminology means that the required item of equipment will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s).
23. Placarding	Required	
24. Repair Category (see 3B above)		
25. Takeoff	Required	
26. Triple Asterisk (***)	Not used	See PL-25 Policy Statement (page 2)
27. Visible Moisture	Required	
28. Visual Flight Rules (VFR)	Required	
29. Visual Meteorological Conditions (VMC)	Required	
30. (M)	Required*	Unless otherwise authorized by the Administrator
31. (O)	Required*	Unless otherwise authorized by the Administrator
32. Electronic Fault Alerting System – General	Optional*	When preparing the MEL document, aircraft operators are to select the proper Definition No. 32 for their aircraft, if appropriate.

* See Notes