



# Federal Aviation Administration

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## MMEL Policy Letter (PL) 25, Revision 23

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Date: 06/12/2023

To: Manager, Aircraft Evaluation Division (AFS-100)  
All Aircraft Evaluation Branch Managers  
All Safety Assurance Offices

From: Manager, Air Transportation Division (AFS-200)

Reply to Attn of: Manager, Policy Support and Implementation Section (AFS-280)

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**SUBJECT: MMEL/MEL Definitions**

MMEL CODE: 00 (General)

REFERENCE: PL-25, Revision 22, dated August 19, 2021.  
PL-25, Revision 21, dated May 11, 2015.  
PL-25, Revision 20, dated December 17, 2012.  
PL-25, Revision 19, dated October 9, 2012.  
PL-25, Revision 18, dated July 27, 2012.  
PL-25, Revision 17, dated January 20, 2011.  
PL-25, Revision 16, dated April 2, 2010.  
PL-25, Revision 15, dated November 2, 2009.  
PL-25, Revision 14, dated August 26, 2008.  
PL-25, Revision 13, dated September 11, 2006.  
PL-25, Revision 12, dated June 5, 2006.  
PL-25, Revision 11, dated July 5, 2005.  
PL-25, Revision 10, undated.  
PL-25, Revision 9, dated August 15, 1997.  
PL-25, Revision 8, dated January 31, 1995.

**PURPOSE:**

To provide a list of definitions for use in Master Minimum Equipment Lists (MMEL) and minimum equipment lists (MEL).

**REVISION HISTORY:**

Revision 23: Amends the definition for "Administrative Control Item (ACI)" to expand the category of source documents that may be used as foundation for an ACI. Combines the definition of "Required by 14 CFR" with the former definition of "CFR" and "FAR" and amends the definition to also imply the regulations within the State the aircraft is operated.

Revision 22: In general, Revision 22 clarified, restated, or more fully presented definitions; separated a definition itself from how to apply it in an MMEL or MEL; and made editorial changes for standardization.

- Amended policy statement for clarity and to provide overarching guidance for inclusion of definitions in an operator's MEL. Separately identifying each element as required or optional is no longer needed.
- Included all instances of "instrument and equipment" as part of the more comprehensive term, "Items," as defined below.
- Standardized use of aircraft operator, remarks or exceptions versus proviso, Title 14 of the Code of Federal Regulations (14 CFR), repair category versus repair interval, and indicates versus depicts.
- Spelled out numerical values where appropriate.
- Reformatted content into a tabular layout to display the element and definition.
- Added Pilot's Operating Handbook (POH) to Airplane Flight Manual (AFM) as another approved flight document.
- Relocated portions of previous definition 5 (as required by 14 CFR) to "Code of Federal Regulations...."
- Added definition for "Contaminated Runway."
- Added definition for "Night."
- Replaced last two sentences of "Day of Discovery" with reference to sub-elements of Repair Category as they discuss exclusion of date recorded.
- Expanded "Deactivated" or "Secured" to reflect manufacturer as another source for acceptable procedure.
- Expanded "Deleted" or "Moved" to add "no longer addressed by the MMEL" as not all items are deleted because of now being required operative; introduced "moved."
- Replaced title of "Extended Range (ER) Operations" with "Extended Operations (ETOPS)" per 14 CFR part 1.
- Changed "Excess Items" to replace use of "redundant." Added reference to "Required by 14 CFR," as it discusses common uses of the term "excess."
- Expanded "Icing Conditions" to include additional sources for defined icing conditions.
- Clarified language in Operative to distinguish "considered" from "verified."
- Replaced "AFM" with "MMEL proviso" in Placarding as more appropriate source for placarding instructions.
- Used "Day of Discovery" in place of text regarding aircraft maintenance record sub-elements for Repair Category.
- Amended System Page to accommodate a Section Two in MMEL format.
- Added sub-element, "Item Number."
- Clarified use of dash "-" in sub-elements, "Number Installed" and "Number Required for Dispatch."
- Amended sub-element, "Remarks or Exceptions" to clarify content or purpose.
- Revised triple asterisk (\*\*\*) to remove wording about an item not required by regulation.
- Removed all aircraft-specific references in Electronic Fault Alerting System (EFAS); replaced with general information and referral to appropriate documentation by manufacturer.
- Updated Appendix A with additional items and current 14 CFR references.
- Changed use of "Considered Inoperative, Continuing Authorization, Deactivated and/or Secured, Extended Operations (ETOPS), Icing Conditions, Is Not Used," and "Repair Category" to Optional with supporting notes. Removed all notes stating, "See PL-25 Policy Statement (page 2)," as the policy statement did not provide sufficient information for determining required versus optional.
- Restructured and updated Appendix B.

Revision 21: Removed all reference to 14 CFR part 382 accessible lavatory. Definition numbers were not changed.

Revision 20: Added a third note to the “Policy” paragraph, page 2; corrected discrepancies found in definition 32.H.

Revision 19: Updated definition of “Take-off.” Added the phrase, “See PL-25 Policy Statement (page 2)” to the “Notes” of several definitions found in Appendix B of this PL.

Revision 18: Removed 14 CFR part 382 items from NEF (definition 21) and added accessible lavatory items (definition 1), listing part 382 general items, and specific §§ 382.63 and 382.71 items. Placed definitions in alphabetical order. Consolidated PL-70 into Appendix B of this PL. Also added the following definitions: Air Transport Association (ATA) System Page (definition 3), operative (definition 22), and takeoff (definition 25). Added Appendix B, MEL Definition Requirements. Aligned the definitions of this PL with the definitions found in FAA Order 8900.1, Volume 4, Chapter 4, Section 1.

**NOTE:** The ATA changed its name in 2011 to “Airlines for America (A4A).” “ATA” and “A4A” are interchangeable.

Revision 17: Added 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; deleted the Passenger Convenience definition 21; revised the Electronic Fault Alerting System for Airbus aircraft (definition 23c); and added new MMEL definition 31 for Heavy Maintenance Visit (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, revised definition 7 to align with recent ETOPS rulemaking, added day of discovery to definition 22 Category A, added MEL repair interval extensions information to definition 22, added “787” to definition 23a, added G-150 and G-200 to definition 23g, corrected NEF definition 30 to align with Order 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 Federal Aviation Regulations (FAR)).

Revision 11: Added the Boeing 717 and MD-10 aircraft to the definitions paragraph 23b. as both aircraft are Electronic Instrument Systems (EIS)-equipped aircraft. Definition 23c (Airbus) has been revised to add A-318 to the fleet listing and clarify requirements for MAINTENANCE status (Class II) messages. Definition 23f (Embraer EMB-145) has been revised to add applicable models EMB-135/145 and ERJ-170/190. Definition 23g (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:

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

**NOTE 1:** The table that begins following Note 3 contains elements used in an MMEL or MEL, or both.

**NOTE 2:** For MEL development, Appendix A may be used to identify the applicable Code of Federal Regulations (CFR) 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. See Appendix B for MEL definition requirements; Appendix B is not to be included in operator's MEL.

**NOTE 3:** A revision of PL-25 does not require a revision of the aircraft operator's MEL. However, applicable new or revised definitions must be incorporated at the next mandatory MEL revision. Flight Operations Evaluation Board (FOEB) Chairs will apply new policy at the next mandatory MMEL revision.

Element	Definition
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 Auxiliary Power Unit (APU) cold-soak, or in-flight verification starts. An ACI may be added to an aircraft operator's MEL by approval of the Principal Operations Inspector (POI), provided no relief is granted, or provided conditions and limitations are contained in an approved or accepted document (e.g., <i>Structural Repair Manual</i> (SRM) or <i>Airworthiness Directive</i> (AD)). If relief other than that granted by an approved or accepted 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.
Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM), or Pilot's Operating Handbook (POH)	The FAA-approved AFM/RFM (or POH) is the document approved by the responsible FAA Aircraft Certification Service office 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 governing document for operational limitations and performance parameters for an aircraft. The term <i>approved flight manual</i> can apply to an AFM/RFM (or POH). The FAA requires an approved flight manual for aircraft type certification.
Considered Inoperative	The phrase <i>Considered Inoperative</i> , as used in the Remarks or Exceptions column, means an item must be treated for dispatch, taxi with intent for flight, and flight purposes as though it were inoperative. The item must 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; complying with all Remarks or Exceptions, including any (M) and (O) procedures; considering applicable notes; and observing the repair category.

Element	Definition
Contaminated Runway	A runway condition where more than 25% of runway surface area (within reported length and width being used) is covered by frost, ice, and any depth of snow, slush, or water, as defined in Advisory Circular (AC) 25-31, AC 25-32, or approved flight manual (AFM, RFM or POH).
Continuing Authorization – Single Extension	An aircraft operator who has authorization to use an FAA-approved MEL may also have authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for Repair Category B or C items in accordance with operations specification (OpSpec) D095. Continuing Authorization – Single Extension is not authorized for Repair Category A and D items.
Dash (-)	Indicates a variable number (quantity) of items may be installed or required for dispatch.
Day of Discovery	This is the calendar-day an item malfunction was recorded in the aircraft maintenance record/logbook, and is excluded from the interval established by the assigned repair category. See definitions for sub-elements of <i>Repair Category</i> .
Deactivated or Secured	When the MMEL refers to an item as “deactivated” or “secured,” or both, the specified item must be put into an acceptable condition for safe flight. An acceptable method of deactivating or securing may either be recommended by the manufacturer or established by the aircraft operator.
Deleted or Moved	<i>Deleted</i> in the Remarks or Exceptions column indicates the item was previously listed but is no longer addressed by the MMEL. <i>Moved</i> in the Remarks or Exceptions column indicates the item was moved within the chapter, to a different chapter in the MMEL, or another FAA-approved document.
Electronic Fault Alerting System (EFAS)	Many aircraft display system fault indications to the flightcrew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data to be presented. These systems are often referred to as <i>Engine Indicating and Crew Alerting Systems (EICAS)</i> , <i>Electronic Centralized Aircraft Monitoring (ECAM)</i> , <i>Electronic Indication Systems (EIS)</i> , <i>Central Maintenance Systems (CMS)</i> , <i>Central Maintenance Computers (CMC)</i> , etc., depending on the aircraft and manufacturer. If the aircraft is equipped with an EFAS, refer to the applicable manufacturer’s manual for a system description, including various message levels, formats, limitations, and restrictions.
Extended Operations (ETOPS)	<i>ETOPS</i> refers to operations of an airplane with an operational approval to conduct ETOPS in accordance with the applicable regulations.
Excess Items	<i>Excess items</i> are items that have been installed in a quantity greater than that required by 14 CFR. See definition for <i>Required by 14 CFR</i> .
Flight-Day	A <i>flight-day</i> is a 24-hour period (from midnight to midnight) either in Coordinated Universal Time (UTC) or local time, as established by the aircraft operator, during which at least one flight is initiated for the affected aircraft.

Element	Definition
Heavy Maintenance Visit (HMV)	HMV is a scheduled inspection, such as a C-check/D-check, or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for four (4) or more consecutive calendar-days.
Icing Conditions	An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction). Icing conditions may be known or forecast, and may be defined in the <i>AFM</i> , <i>RFM</i> , or <i>POH</i> .
Inoperative	Malfunction of an item to the extent that it does not accomplish its intended purpose or is not consistently functioning normally within its approved operating limit(s) or tolerance(s), or both.
Inoperative Components of an Inoperative System	Inoperative components of an inoperative system 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.
Is Not Used	The phrase <i>Is Not Used</i> in the Remarks or Exceptions column for an MMEL item may specify that another item is not used. In such cases, crewmembers must not activate, actuate, or otherwise use the referenced item under normal operations. If the item not to be used is located elsewhere in the MMEL, it is not necessary for aircraft operators to accomplish any (M) procedure(s) associated with the referenced item. However, operators must comply with operational requirements, and an additional placard must be affixed as close as practical to the control or indicator for the item that is not to be used. This informs crewmembers that an item is not to be used under normal operations.
Item	An instrument, equipment, system, component, message, or function that is installed on or exhibited by the aircraft.
Night	The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the Air Almanac, converted to local time.
Nonessential Equipment and Furnishings (NEF)	NEFs are those items installed on the aircraft as part of the original type certification (TC), Supplemental Type Certificate (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 or operational rules. These are 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 items already identified in the MEL or Configuration Deviation List (CDL) of the applicable aircraft. NEF does not include items that are functionally required to meet the certification rule or for compliance with any operational rule.

Element	Definition
Operative	An operative item will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies an item must be operative, it is not required to verify the item's operational status. It should be considered operative unless reported or known to be malfunctioning. See definition for <i>Verified Operative</i> .
Placarding	Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the item's condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected. Unless otherwise specified (i.e., MMEL proviso), placard wording and location will be determined by the aircraft operator.
Repair Category	All users of an MEL approved under 14 CFR parts 91 subpart K (part 91K), 121, 125, 129, or 135 must accomplish repairs of inoperative items, deferred in accordance with the MEL, at or prior to expiration of the repair intervals established by the following letter designators. Users of an MEL issued under § 91.213(a) (parts 91, 133, 137, 141, and 142) are not required to comply with the repair categories, but must comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc.). See definition for <i>Continuing Authorization – Single Extension</i> .
Repair Category A	This category item must be repaired within the interval specified in the Remarks or Exceptions column of the aircraft operator's MEL. For repair intervals specified in consecutive calendar-days or flight-days, the day of discovery is excluded. For all other time intervals (e.g., flights, flight legs, cycles, hours), the repair interval begins at the point when the item is deferred in accordance with the aircraft operator's MEL.
Repair Category B	This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day of discovery. For example, if it was recorded at 10 a.m. on January 26, the 3-day interval would begin at 0000 on January 27 and end at 2359 on January 29.
Repair Category C	This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day of discovery. For example, if it was recorded at 10 a.m. on January 26, the 10-day interval would begin at 0000 on January 27 and end at 2359 on February 5.
Repair Category D	This category item must be repaired within 120 consecutive calendar-days (2,880 hours) excluding the day of discovery.

Element	Definition
Required by 14 CFR	When the MMEL contains statements such as “As required by 14 CFR,” “Not required by 14 CFR,” or “Any in excess of those required by 14 CFR,” the listed item is subject to certain requirements expressed in 14 CFR operating rules. The number of items required by applicable 14 CFR operating rules must be operative. A dash may be used when the number required for dispatch is variable. When the listed item is not required by 14 CFR, it may be inoperative for the time specified by repair category. “CFR” and “FAR” both refer to the applicable portions of the Code of Federal Regulations and Federal Aviation Regulations. “14 CFR” also implies the regulations within the State the aircraft is operated.
System Page	The MMEL system page is divided into columns that include sequence number, item, repair category, number installed, number required for dispatch, and remarks or exceptions, as well as provision for a vertical change bar. Section Two of a two-section MMEL includes columns for Crew Alerting System (CAS) message identification and dispatch consideration.
System Page - Item Number	This column lists the unique identification for each MMEL item.
System Page - Item	See definition for <i>Item</i> .
System Page - Repair Category	See definition for <i>Repair Category</i> .
System Page - Number Installed	This column indicates the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration(s) considered in developing an MMEL. Should the number be a variable or impractical to exactly determine (e.g., optional equipment, fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components, Flight Data Recorder (FDR) recording parameters), a number is not required and the dash “-” symbol is used instead. A dash or “N/A” (Not Applicable) may also be used for EFAS message relief.
System Page - Number Required for Dispatch	This column indicates the minimum number (quantity) of items required for operation, providing the conditions specified in the Remarks or Exceptions column are met. If the number required is predicated on an operating rule, see definition for <i>Required by 14 CFR</i> . A dash or “N/A” may also be used for EFAS message relief.
System Page - Remarks or Exceptions	This column may be blank, or it may include a statement permitting operation with a specific number of items inoperative. The statement may include a proviso for such operation and appropriate notes.
System Page - Proviso	A proviso is used to stipulate conditions or limitations that must be complied with for operation with the listed item inoperative.
System Page - NOTE	Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material that is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. A note is not a part of the proviso.



Element	Definition
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.
Triple Asterisk (***)	The triple asterisk (***) in the Item column indicates an item that may have been installed on some but not all aircraft covered by this MMEL. This 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.
Verified Operative	When an MMEL item specifies an item must be verified operative or checked operative, it is required to check and confirm the item is operative at the interval(s) specified for that MMEL item (e.g., verified operative prior to each flight). If no interval is specified, verification is required only at the time of deferral of the original item.
Vertical Bar (Change Bar " ")	A vertical bar indicates a change, addition, or deletion of content in the adjacent row of text for the current revision of that page only.
Visible Moisture	An atmospheric environment containing water, in any form, which can be seen in natural or artificial light (e.g., clouds, fog, rain, sleet, hail, or snow).
Visual Flight Rules (VFR)	VFR is as defined in 14 CFR part 91. If the Remarks or Exceptions state flight must be completed in VFR, the pilot is precluded from filing an instrument flight rules (IFR) flight plan.
Visual Meteorological Conditions (VMC)	VMC means the atmospheric environment is such that would allow a flight to proceed under VFR applicable to the flight. This does not preclude operation under IFR.
(M)	This symbol indicates a requirement for a specific maintenance procedure that 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.
(O)	This symbol indicates a requirement for a specific operations procedure that must be accomplished in planning for 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.

**PL-25 APPENDIX A**

Applicable sections in 14 CFR parts 91, 121, 125, 129, 135, and 137.

References current as of 06/12/2023.

**NOTE:** This listing is for guidance only and is not all-inclusive. Any questions regarding applicability of a particular regulation should be resolved by a review of the regulation.

ATA CH. #	PL-#	ITEM	14 CFR REFERENCES
ATA 21		Ozone Converter	§ 121.578
ATA 22	101	Autopilot System	Part 91 appendix G § 135.105
ATA 23	029	Cockpit Voice Recorder (CVR) System	§§ 91.609, 91.1045 § 121.359 § 125.227 § 129.24 § 135.151
	009	Crewmember Interphone System	§ 121.319 § 135.150
	058	Flight Deck Headsets/Headphones Boom Microphones	§ 91.511 §§ 121.318, 121.349, 121.359, 121.581 §§ 125.203, 125.227, 125.317 Part 135 appendix G §§ 135.75, 135.151, 135.165
	106	High Frequency (HF) Communication System	§ 91.511 §§ 121.345, 121.347, 121.349, 121.351 § 125.203 § 129.17 §§ 135.98, 135.165
	009	Passenger Address System	§ 121.318 § 135.150
		Satellite Communications (SATCOM) System	§§ 121.99, 121.122, 121.345, 121.347, 121.349, 121.351 § 125.203 § 129.17 §§ 135.98, 135.165
	095	Very High Frequency (VHF) and Ultrahigh Frequency (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 CH. #	PL-#	ITEM	14 CFR REFERENCES
ATA 24	107	Electrical Generator	§ 91.205 § 125.205 §§ 135.159, 135.163
ATA 25		Crash Ax/Crow Bar	§ 91.513 § 121.309 § 125.207 § 135.177
	120	Emergency Locator Transmitter (ELT)	§§ 91.205, 91.207 §§ 121.339, 121.353 §§ 125.209
	132	Emergency Medical Equipment (Automated External Defibrillator (AED), Emergency Medical Kit (EMK), First Aid Kit (FAK))	§ 91.513 Part 121 appendix A § 121.803 § 125.207 § 135.177
		Extended Overwater Equipment (Emergency, Flotation, Survival)	§§ 91.205, 91.509 §§ 121.309, 121.339, 121.340 § 125.209 § 135.167
	097	Flight Attendant Seat Assembly (Single or Dual Position)	§ 91.533 § 121.391 § 125.269 § 135.107
	130	Flightcrew Rest Facilities	Part 117
	132	Megaphone	§ 91.513 § 121.309 § 125.207
	056	Observer Seat	§ 121.581 § 125.317 § 135.75
		Shoulder Harness	§§ 91.105, 91.1035 § 121.311 § 125.211 § 135.171 § 137.31
	079	Underseat Baggage Restraining System	§ 91.523 § 121.589 § 135.87
		Uninhabited Terrain Areas Emergency Equipment	§ 121.353

ATA CH. #	PL-#	ITEM	14 CFR REFERENCES
ATA 26	132	Portable Fire Extinguisher	§ 91.513 § 121.309 § 125.119 § 135.155
ATA 30	090	Pitot Heat Indicating System	§ 121.342 § 125.206 § 135.158
		Windshield Wiper	Part 91 appendix A § 121.313 § 125.213
ATA 31		Clock	§ 91.205 § 121.305
	087	Flight Data Recorder (FDR) System	Part 91 appendix E §§ 91.609, 91.1045 Part 121 appendix M §§ 121.343, 121.344 Part 125 appendix D/E §§ 125.225, 125.226 § 129.20 Part 135 appendices B–F § 135.152
ATA 33		Anti-Collision Light	§§ 91.205, 91.209 § 121.323 § 135.159
	132	Flashlight, Stowage/Charger Assemblies (Including Flashlights)	§ 91.503 §§ 121.310, 121.549 §§ 135.159, 135.178
		Landing Light	§§ 91.205, 91.507 § 121.323
	123	Passenger Notice System (Lighted Information Sign)	§ 91.517 §§ 125.207, 125.217 §§ 135.127, 135.177
		Position Light	§§ 91.205, 91.209 § 121.323 § 137.47
	72	Wing Icing Detection Light	§ 91.527 § 121.341

ATA CH. #	PL-#	ITEM	14 CFR REFERENCES
ATA 34		Automatic Direction Finder (ADF) System	§ 91.205 §§ 121.347, 121.351 § 125.203
	039	Altitude Alerting System	Part 91 appendix G § 91.219
	076	Air Traffic Control (ATC) Transponder/Automatic Altitude Reporting System	Part 91 appendix G §§ 91.130, 91.131, 91.135, 91.215 § 121.345 § 125.224 § 135.143
	002	Aural Speed Warning	§ 91.603
	105	Automatic Dependent Surveillance-Broadcast (ADS-B) System	§§ 91.130, 91.131, 91.135, 91.225
	003	Distance Measuring Equipment (DME)	§ 91.205 § 121.349 § 125.203 § 129.17 § 135.165
		Flight Guidance System (FGS)	Part 91 appendix A § 121.358
		Free-Air Temperature Indicator	§ 121.305 § 125.205 § 135.163
		Gyroscopic Direction Indicator	Part 91 appendix A § 121.305 § 135.159
		Gyroscopic Pitch and Bank Indicator	Part 91 appendix A § 91.205 § 121.305 §§ 135.149, 135.159
		Gyroscopic Rate-of-Turn Indicator	§ 91.205 § 121.305 § 135.159

ATA CH. #	PL-#	ITEM	14 CFR REFERENCES
ATA 34 (Cont'd)		Long-Range Navigation System (Global Positioning System (GPS), Inertial Navigation System (INS), Flight Management System (FMS), Loran, Omega) Short-Range Navigation System (Very High Frequency Omni-Directional Range (VOR))	§§ 91.131, 91.205, 91.511 §§ 121.347, 121.349, 121.351, 121.355, 121.389 §§ 125.203, 125.267 §§ 129.17, 129.22 §§ 135.161, 135.165
	054	Terrain Awareness and Warning System (TAWS)	§§ 91.223, 91.1045 §§ 121.354, 121.358 §§ 135.154, 135.605
		Instrument Landing System (ILS)	Part 91 appendix A §§ 121.347, 121.349 § 125.203 § 129.17 § 135.165
		Marker Beacon System	Part 91 appendix A § 121.349 § 125.203 § 129.17 § 135.165
		Radio Altimeter (May Affect TAWS)	Part 91 appendix A §§ 91.205, 91.219 § 135.160
		Slip-Skid Indicator	§ 91.205 § 121.305 § 135.159
	111	Standby Attitude Indicator	§§ 91.205, 91.507 § 121.305 §§ 135.149, 135.159
		Thunderstorm Detection	§ 91.1045 § 135.173

ATA CH. #	PL-#	ITEM	14 CFR REFERENCES
ATA 34 (Cont'd)	032	Traffic Alert and Collision Avoidance System (TCAS)	Part 91 appendix G §§ 91.221, 91.1045 § 121.356 § 125.224 § 129.18 § 135.180
		Vertical Speed Indicator	Part 91 appendix A § 121.305 § 125.205 § 135.163
		Weather Radar System	§ 91.1045 §§ 121.357, 121.358 § 125.223 §§ 135.173, 135.175
	067	Windshear Warning System	§ 121.358
ATA 35		Oxygen System (Chemical or Gaseous)	§ 91.211 §§ 121.327, 121.329, 121.331, 121.333, 121.574 § 125.219 §§ 135.89, 135.91, 135.157
	132	Portable Oxygen Dispensing Units (Or Equivalent) (Bottle and Mask)	§§ 121.329, 121.333
	132	Protective Breathing Equipment (PBE)	§ 121.337
ATA 37		Vacuum Indicator	§ 125.205 § 135.163
ATA 71		Carburetor Heat	§ 135.149

**PL-25 APPENDIX B**  
MEL Definition Requirements

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

Definition	Requirement	Notes*
Administrative Control Item (ACI)	Optional*	Required only if MEL contains ACI.
Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM), Pilot's Operating Handbook (POH)	Required*	MEL must indicate applicable publication.
Considered Inoperative	Required	
Contaminated Runway	Optional*	Required only if used in MEL.
Continuing Authorization – Single Extension	Required*	Required if authorization included in OpSpec D095.
Dash (-)	Optional*	Required only if (-) used in MEL.
Day of Discovery	Required	
Deactivated or Secured	Required	
Deleted or Moved	Optional	
Electronic Fault Alerting System (EFAS)	Optional*	Required if EFAS is incorporated in operator's aircraft.
Extended Operations (ETOPS)	Required*	Required only if operator conducts ETOPS.
Excess Items	Optional*	Required only if used in MEL.
Flight Day	Required	
Heavy Maintenance Visit (HMV)	Optional*	Required only if used in MEL.
Icing Conditions	Required	
Inoperative	Required	
Inoperative Components of an Inoperative System	Required	
Is Not Used	Required	
Item	Required	
Night	Required	
Nonessential Equipment and Furnishings (NEF)	Required	
Operative	Required	
Placarding	Required	
Repair Category	Required*	Required for parts 91K, 121, 125, 129 and 135; not required for 91, 133, 137, and 142.



Definition	Requirement	Notes*
Repair Category A	Required*	Required for parts 91K, 121, 125, 129 and 135; not required for 91, 133, 137, and 142.
Repair Category B	Required*	Required for parts 91K, 121, 125, 129 and 135; not required for 91, 133, 137, and 142.
Repair Category C	Required*	Required for parts 91K, 121, 125, 129 and 135; not required for 91, 133, 137, and 142.
Repair Category D	Required*	Required for parts 91K, 121, 125, 129 and 135; not required for 91, 133, 137, and 142.
Required by 14 CFR	Not used*	This term is not used in MELs. MELs must contain the appropriate regulatory requirement and procedures supporting it.
System Page	Required	
System Page – Item Number	Required	
System Page – Item	Required	
System Page – Repair Category	Required*	Required for parts 91K, 121, 125, 129 and 135; not required for 91, 133, 137, and 142.
System Page – Number Installed	Required	
System Page – Number Required for Dispatch	Required	
System Page – Remarks or Exceptions	Required	
System Page – Proviso	Required	
System Page – NOTE	Required	
Takeoff	Required	
Triple Asterisk (***)	Not used	
Verified Operative	Required	
Vertical Bar (Change Bar “ ”)	Required*	Alternate means of compliance may be approved by the Administrator.
Visible Moisture	Required	
Visual Flight Rules (VFR)	Required	
Visual Meteorological Conditions (VMC)	Required	
(M)	Required	
(O)	Required	

Each FOEB Chair should review the specific aircraft configuration(s) and apply this policy to affected MMELs through the normal FOEB process.

ORIGINAL SIGNED by

/s/ Robert H. Reckert  
Manager, Air Transportation Division