Federal Aviation Administration

MMEL Policy Letter (PL) 121, Revision 1, GC

Date:	05/03/2021
To:	Manager, Aircraft Evaluation Division (AFS-100) All Aircraft Evaluation Group Managers
From:	Manager, Air Transportation Division (AFS-200)
Reply to Attn of:	Manager, New Program Implementation Branch (AFS-240)

MMEL GLOBAL CHANGE (GC)

This GC is an approved addendum to all existing Master Minimum Equipment List (MMEL) documents. Operators may seek use of the specific relief contained in this Policy Letter (PL) by revising their minimum equipment list (MEL). In doing so, each applicable sample proviso stating the relief in this PL must be copied verbatim in the operator's MEL. Approval of a revised MEL is gained utilizing established procedures, through the operator's assigned Principal Operations Inspector (POI). This GC expires 05/03/2023.

SUBJECT:	**Electronic Flight Bag (EFB)**
MMEL CODE:	46 (Information Systems)
REFERENCE:	PL-121, Original, Dated September 06, 2007. AC 120-76, Authorization for Use of Electronic Flight Bags (as amended). AC 91-78, Use of Class 1 or Class 2 Electronic Flight Bag (EFB) (as amended).

PURPOSE:
The purpose of this PL is to establish guidelines for MMEL relief for installed Electronic Flight Bags (EFB) and installed EFB components such as data connection, power connection, and mounting devices.

REVISION HISTORY:
Revision 1: Provides updated guidance based on FAA Advisory Circular (AC) 120-76, Authorization for Use of Electronic Flight Bags. Major changes include the deletion of definitions of Classes 1, 2, and 3 EFB in favor of clarified definitions of "installed EFB" and "portable EFB." Other major changes include the deletion of description of applications and software.

Revision 1 also clarifies that "Power Connection" includes certified installed components, such as a charging port, which may be installed as a subcomponent of a higher assembly. Power supply/power connection MMEL relief may also be applied to dedicated power supply and outlet connection components, such as 120 volts alternating current (VAC) 60 hertz (Hz)/Universal Serial Bus (USB) direct current (DC) outlets, which are installed for the intended purpose of charging portable EFBs or other devices, which meet the FAA definition of portable electronic devices (PED). "Power

Connection," for the purposes of this MMEL item, does not apply to other installed electric power supplies or outlets for other purposes, such as providing electrical power for accessories (e.g., vacuum cleaners or heaters, etc.).

Revision Original: Provided MMEL guidance for installed EFBs and associated software applications. Recent industry requests have identified the need for standardizing MMEL relief for EFBs. There are currently numerous retrofitted EFBs available to operators. This PL is meant to standardize relief to incorporate retrofitted installations as well as manufacturer-installed EFBs.

DISCUSSION:
AC 120-76 assists owners and operators in starting and managing the required elements of an EFB program as a means to support authorization for use. AC 120-76 contains information and guidance relating to both portable and installed EFBs.

Per AC 120-76, "installed equipment," indicates equipment or EFB components, which are installed and approved under aircraft type design. Simply put, installed EFB equipment is certified equipment and components, which may be eligible for MMEL relief.

"Portable EFBs" are not certified aircraft equipment and therefore, do not qualify for MMEL relief under this PL. However, portable EFBs may be supported by installed devices, such as power connection, certified installed mounting devices, aircraft interface devices, etc. Refer to AC 120-76 for additional information and differences between installed and portable EFBs.

Type B EFB software applications are exempt from MMEL relief. Type B EFB software applications that are required to be on board are covered under applicable 14 CFR operational regulations.

POLICY:
This PL specifically addresses relief for installed EFB components and installed sub-assemblies and subcomponents, such as data connectivity, mounting devices, and power connections.

This PL is written as a GC and is intended for installed functions, components, and subcomponents of EFB systems, which must be proven to present no hazard to the aircraft itself or to the aircraft safety-critical systems, which meet this generic description. Specifically, when an installed EFB does not meet this generic description, or for any new Supplemental Type Certificate (STC), refer to PL-109, Supplemental Type Certificate (STC) MMEL/MEL Relief Process, for the MMEL/MEL relief application process.

The following standard MMEL provisos and repair categories are adopted to provide standardization among all MMELs.

AIRCRAFT: (Insert aircraft make and model)	**TABLE KEY** 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
***	Electronic Flight Bag (EFB) Systems					
***	EFB System (Installed EFB System)	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
***	Data Connectivity	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
***	Power Supply/ Power Connection	C	-	0	(M)(O) May be inoperative provided alternate procedures are established and used. NOTE: Depending upon configuration, power supply/power connection may require deactivation by (M) procedure. If not required, M symbol and this NOTE should not appear in the MMEL.	
		D	-	0	May be inoperative provided procedures do not require its use.	
***	Mounting Device	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from the aircraft, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from the aircraft, and b) Procedures do not require its use.	

Each Flight Operations Evaluation Board (FOEB) Chair should apply this policy to affected MMELs through the normal FOEB process.

ORIGINAL SIGNED by

/s/ Thomas F. Malone
Manager, Air Transportation Division