



Federal Aviation Administration

MMEL Policy Letter (PL) 131, Revision 0, GC

Date: 10/23/2019

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

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 rotorcraft 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 10/23/2021.

SUBJECT: Radar (Radio) Altimeters for Rotorcraft

MMEL CODE: 34 (NAVIGATION)

REFERENCE: 14 CFR Part 91, § 91.213; Part 133; Part 135, § 135.160; and Part 137

PURPOSE:

The purpose of this PL is to provide standardized MMEL requirements for operations of rotorcraft under 14 CFR parts 91, 133, 135, and 137 with inoperative radar (radio) altimeters.

DISCUSSION:

Title 14 CFR part 135, § 135.160 requires that rotorcraft operating under part 135 be equipped with an operable FAA-approved radio altimeter or an FAA-approved device that incorporates a radio altimeter, unless operating under approved deviation authority or as authorized in the certificate holder's approved MEL.

POLICY:

Rotorcraft with inoperative radar (radio) altimeters can operate using MMEL relief for day or night operations under visual flight rules (VFR) or instrument flight rules (IFR) in accordance with conditions/limitations specified in the MMEL Remarks or Exceptions.

The following MMEL proviso and repair interval is adopted to provide standardization among all rotorcraft MMELs.

AIRCRAFT: (Insert aircraft make and model)		TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
34. Navigation					
Sequence No.	Item	1	2	3	4 Change Bar
-34-XX	Radar (Radio) Altimeter System				
-34-XX-01	14 CFR Part 135 Operations	C	-	0	(M) May be inoperative provided: a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Night off-airport landings or night landings at unimproved areas are not conducted, d) For VFR flight at night, flightcrew must evaluate terrain and obstacles along the route and fly at such an altitude so as to ensure all terrain and obstacles along the route of flight are cleared vertically by no less than 500 feet, e) VFR flight at night is not conducted without adequate visual surface light reference, f) Flightcrew is aware of potential degraded Autopilot performance on ILS, glideslope, or LPV, and g) Category A operations which require the use of the radar (radio) altimeter are not performed.
-34-XX-02 ***	Other Than 14 CFR Part 135 Operations	D	-	0	(M) May be inoperative provided: a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Flightcrew is aware of potential degraded Autopilot performance on ILS, glideslope, or LPV, d) Category A operations which require the use of the radar (radio) altimeter are not performed, and e) Operations do not require its use.

Each Flight Operations Evaluation Board (FOEB) Chair should review the specific rotorcraft configuration(s) and apply this policy to affected MMELs through the normal FOEB process.

ORIGINAL SIGNED by

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