

CAA MMEL POLICY ITEM: 52-1

EMERGENCY EXITS, EMERGENCY EVACUATION SLIDES

Aircraft:	Aeroplanes
Operational Applicability:	ANO and JAR-OPS 1
Additional Reference:	FODCOM 8/99
Usage:	May only be added to an MEL where the MMEL states "As required by...".

(1) MMEL Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required for Despatch	(5) Remarks or Exceptions
Main Entry Door/Slides	A	-	-	<p>(M) (O) One exit may be inoperative provided:</p> <ul style="list-style-type: none"> a) The exit is secured closed prior to passengers boarding and is not used for any purpose whilst passengers are on board. b) All other exits and escape slides are fully operative, c) The number of passengers carried and the position of the seats which they occupy is in accordance with arrangements approved by the Authority in relation to the particular aircraft configuration, d) For extended overwater operations, occupancy shall not exceed the normal rated capacity of the slide/rafts, or the remaining slide/rafts, or the rated overload capacity remaining after loss of one additional slide/raft of greatest capacity, which ever is least, e) All the emergency exit and/or exit markings, signs and lights associated with the affected door must be obscured, f) The exit is marked by a red disc at least 23 cm in diameter with a horizontal white bar across it bearing the words "NO EXIT" in red letters, g) Passengers are not seated near the unserviceable exit - subject to aircraft centre of gravity limitations, <p>(Cont..)</p>

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Main Entry Door/Slides (continued)	A	-	-	<ul style="list-style-type: none"> h) The pre-take-off briefing to passengers must accurately represent the current state and condition of the aircraft's escape facilities. An oral briefing by cabin staff, or a briefing using automatic audio/visual means, or a briefing by reference to a briefing card, must be immediately qualified by an oral announcement to draw the attention of passengers to the fact that a particular exit is inoperative and displays a red "NO EXIT" disc, i) Where the evacuation drill calls for cabin crew to be seated by the inoperative exit, they are briefed to direct passengers to a serviceable exit, and j) Not more than 72 hours have elapsed since the exit became inoperative, and k) The aircraft does not exceed 5 (five) further flights with the exit inoperative.