

CAA MMEL POLICY ITEM: 35-1

PASSENGER OXYGEN SYSTEM

Aircraft: Aeroplanes

Operational Applicability: ANO

Additional Reference: Schedule 4 Scales L1 and L2

Usage: Except for CAA & JAA MMELs, it should be used to overwrite the MMEL entry. May be added to an MEL in the absence of an MMEL entry or where an MMEL states “As required by...”.

(1) MMEL Item	(2) Rectification Interval	(3) Number Installed	(4) Number Required for Despatch	(5) Remarks or Exceptions
Passenger Oxygen System	C	1	0	(M) or (O) The automatic presentation system may be inoperative provided: <ul style="list-style-type: none"> a) The manual deployment system operates normally, and b) The flight is limited to FL 300 or below.
	C	-	-	(M) or (O) One or more passenger service units (PSUs) may be inoperative without flight altitude restriction provided: <ul style="list-style-type: none"> a) Affected seats are blocked and placarded to prevent occupancy, and b) Units operate normally for all usable passenger seats, toilet compartments and flight attendant locations.
	B	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flight is not conducted where the minimum en-route altitude is above 12,000 feet MSL, b) Both air conditioning packs operate normally, c) All other components of the pressurisation system operate normally, d) Maximum flight altitude does not exceed FL250, e) Portable oxygen units containing sufficient oxygen for 30 minutes endurance are provided for 10% of the passengers, and f) Passengers are appropriately briefed.

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(1) MMEL Item	(2) Rectification Interval
Passenger Oxygen System (continued)	(3) Number Installed
	(4) Number Required for Despatch
	(5) Remarks or Exceptions <div style="text-align: center; margin: 10px 0;">(Cont...)</div> <p>Note: The ANO oxygen requirements are given in Schedule 4 Scales L1 and L2. The effectivity depends upon date of first issue of a certificate of airworthiness. Therefore, a given type of aircraft may have examples subject to either of the two scales of requirements.</p> <p>The amount of oxygen required varies considerably between L1 and L2, particularly for operations above FL250/300. Provided the operator supplies the required amount of oxygen, despatch is considered acceptable.</p> <p>Since there are a large number of permutations, it is proposed to refer to Air Navigation Legislation to allow the operator to adapt the MEL as necessary within the constraints applicable. The main constraints are:</p> <ol style="list-style-type: none"> a) The date of first issue of a certificate of Airworthiness for individual aircraft; b) The aircraft altitude and cabin altitude on routes flown, and c) The numbers of passengers and crew carried.