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the MMEL, (e.g. sections 2 and 3 in Airbus and Dassault manuals) or through a Dispatch Deviation Procedure Guide (DDPG), or a Dispatch Deviation Guide (DDG). For some aircraft, where these documents may not be available from the manufacturer; generated MELs, which contain pre-approved maintenance and operational procedures, may be used.

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C 130 Dispatch Deviation Manuals

The Type Certificate Holder is required to produce operational and maintenance procedures such as Dispatch Deviation Guides, for use by operators (see JAR-MMEL/MEL.035(a)). These procedures may be inserted into the appropriate MEL pages, and submitted by the operator, to form part of the MEL.

MMEL Manual [Manual]

The manufacturer's procedures (DDG, DDPG, DDPM, MPM, MOPP etc) should be used as a guide to produce appropriate (M) and (O) procedures in the operators MEL. Operating and Maintenance procedures must be included in the operator's MEL.

Minimum Equipment List | MEL | Aviation Manuals | AIT | UK

The Dispatch Deviation Guide from Boeing is NOT FAA approved, but does give you much more info, especially with regards to maintenance requirements and Flight Operations requirements. You can use the DDG for the

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aircraft if so approved by your authority, but you need to know your aircraft as the DDG covers the entire series of say the B747 classic.

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