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resources in accordance with this protocol; however, the number of fire orders in process and actual fire conditions at the time of dispatch may require a deviation from normal procedures in order to respond effectively to such conditions. Any such deviation will be within the

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Guide (DDPG), or a Dispatch Deviation Guide (DDG). For some aircraft, where these documents may not ...

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procedures, the operator should **Guide** develop appropriate procedures and, if requested, submit them to their Authority.

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DDPG, DDPM, MPM, MOPP etc) should be used as a guide to produce appropriate (M) and (O) procedures in the operators MEL.

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available from the manufacturer; Guide generated MELs, which contain pre-approved maintenance and operational procedures, may be used. OTACs |

MMEL Manual [Manual] The Dispatch Deviation Guide from Boeing is NOT FAA approved, but does give you much more info, especially with regards to maintenance Page 19/26

requirements and Flight Operations uide requirements. You can use the DDG for the 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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functions. Qualified de maintenance personnel must perform procedures requiring specialised knowledge, skills, or the use of tools or the use of test equipment. • (O) and (M) procedures may also be detailed in other documents such as Dispatch Deviation Procedures Guide (DDPG), PLACARD - a decal or label with letters at least 3.5 mm

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