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OTACs | OTAR Part 91 - General Operating Instructions ...

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abbreviation is "Dispatch Deviation Procedures Guide" /dispatch deviation guide (DDG) allowing relaxed adherence to SOPs and/or a relaxed use of normal checklists during initial or recurrent simulator training Configuration Deviation

Dispatch Deviation Procedures Guides

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Dispatch Deviation Procedure Guide

The Type Certificate Holder is required to produce operational and maintenance procedures such as Dispatch Deviation Guides, for use by operator, to form part of the MEL.

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 DDG, is a "Dispatch Deviations Guide", and covers ALL issues with aircraft airworthiness, ie Minimum Equipments required, and deviations from normal configuration. In other words, the DDG is the overall document, and within that there are two 'sub' documents, specifically the MEL and CDL.

MEL DDG CDL confusing!? - PPRuNe Forums

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Page Procedure No. Page 3 of 4 TK-QP-007-G1.doc 1. PURPOSE The purpose of this procedure is to control the handling, storage, and dispatch of finished product, constituent parts and raw materials. This is ensures that the conformity of the product is preserved throughout the process. 2. SCOPE

HANDLING, STORAGE, PACKING AND DISPATCH DDG Dispatch Deviation Guide DDPG Dispatch Deviation Procedures Guide ETOPS Extended Range Twin Operations MCM Maintenance Control Manual MEL Minimum Equipment List MMEL Master Minimum Equipment List ...

On 25 February 2009 a Boeing 737-800, flight TK1951, operated by Turkish Airlines was flying from Istanbul in Turkey to Amsterdam Schiphol airport. There were 135 people on board. During the approach to the runway. This accident cost the lives of four crew members, and five passengers, 120 people sustained injuries. The crash was caused by a malfunctioning radio altimeter and a failure to implement the stall recovery procedure correctly.

Lauda Air Flight NG 104, a Boeing 767-300 ER of Austrian nationality was on a scheduled passenger flight Hong Kong-Bangkok Airport on May 26, 1991, and made an intermediate landing at Bangkok Airport. The flight departed Bangkok Airport at 1602 hours. The airplane disappeared from air traffic radar at 1617 hours, about 94 nautical miles northwest of Bangkok. The probable cause of this accident is attributed to an uncommanded in-flight deployment of the left engine thrust reverser. All 223 people on board died in the accident.

An overview of the structure of aviation operations information and its implications, presenting a framework for dealing with operational information issues, lessons learned from taking particular approaches, and practical knowledge of current technologie

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