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Aircraft Configured Dispatch Deviation Guide

'Dispatch deviation guide' - For large aircraft, these procedures are normally contained in a manufacturer's attachment to 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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National Dispatch Standard Operating Guide For Contracted ...

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 operator's MEL. Operating and Maintenance procedures must be included in the operator's MEL.

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

Dispatch Deviation Guides, and other similar documents are not approved by the Authority, nor can they replace the MEL. If the Type Certificate Holder has not published operational or maintenance procedures, the operator should develop appropriate procedures and, if requested, submit them to their Authority.

MMEL Manual [Manual]

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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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