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Manufacturers Association

Manufacturers Expectations on MMEL Publication and Approval

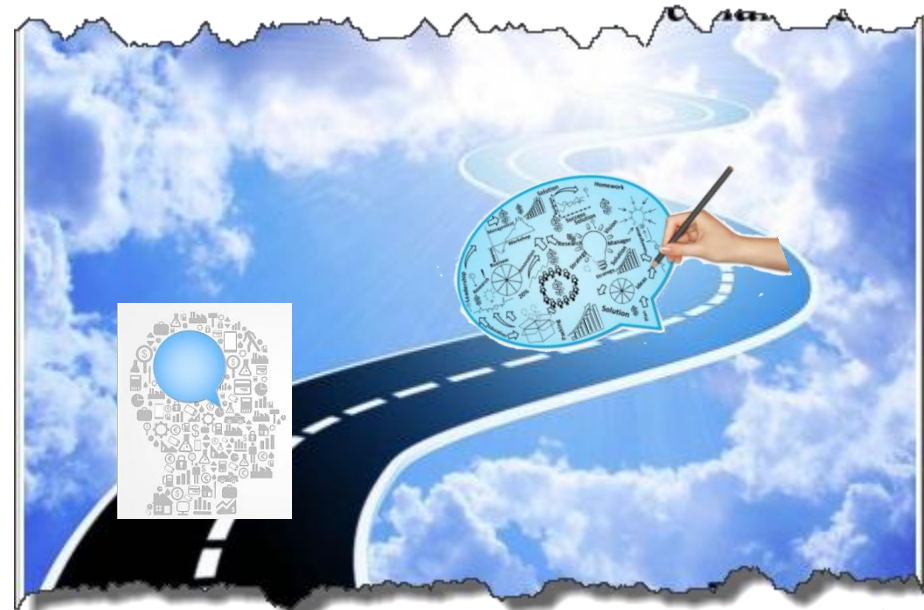
- Bilateral aspects

Presented at
the EASA 2015 Certification Workshop
29-Jan-2015 - Cologne

MMEL - Current state of play

❑ MMEL and Bilateral

- MMEL processes, deliverables and regulatory/policy texts benefit from a long history of Joint activities between Authorities / Manufacturers & Operators.



Current Manufacturers position:

- It's time to expand MMEL in the TIP (Validation Principles Technical Implementation Procedures for Airworthiness),
- To start harmonization of policies wherever possible,
- Paving the way for Single MMEL across Authorities allowing improved MMEL publication process.
- This will directly benefit Aircraft Operators, Authorities, and Manufacturers.



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MMEL – Benefits for Aircraft Operators



- ❑ **Make authoring and publication of the approved part of the MMEL a Manufacturer responsibility (as for Flight Manual, Maintenance Manual, ...)**

- ❑ **Provide Operators with**
 1. Most up-to-date MMEL in a timely manner, including MMEL changes
 2. A consistent and full documentary package upon Mod / SB release, and new aircraft entry into service
 3. Harmonized EASA / FAA MMELs as far as practicable
 4. Time synchronized FAA and EASA MMELs publication
 5. Benefit of dispatch documentation customization including electronic advance data to ease dispatch decision (XML, HTML...).



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MMEL – Benefits for Authorities



- ❑ **MMEL approval / validation in the TIP will limit the involvement of the Validating Authority (VA) to selected MMEL items while relying on the Certifying Authority (CA) for the remaining items**

→ **VA workload will be decreased**

- Selected MMEL items: local operational specificities (for example)



- ❑ **Make authoring and publication of the approved part of the MMEL a Manufacturer responsibility, will also reduce the workload of those Authorities who author and publish the MMEL by themselves**
 - Make the MMEL available to all Operators of the aircraft and the Authorities (as for Flight Manual, Maintenance Manual, ...)



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MMEL – Benefits for Manufacturers



- ❑ Better support to Aircraft Operators and provide the initial MMEL and subsequent changes concurrently with aircraft definition changes
- ❑ A single MMEL database compliant with both EASA and FAA standards (harmonized as much as possible) published by the Manufacturer
- ❑ Manage the revision cycle for each customized Operator MMEL
- ❑ Manage the MMEL numbering , the items split and configuration
- ❑ Manage the MMEL verbiage and keep the specific differences when really necessary



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M MEL – Authorities position

- ❑ The above aspects were addressed through a multi-association letter from AIA, ASD and GAMA to EASA and FAA early June 2014
- ❑ Bilateral partners (EASA, FAA, TCCA, ANAC) have positively responded to this letter during end of Sep. 2014 meetings of the Certification Oversight Board and Joint Sectorial Committees on Certification.



A.EASA/FAA/TCCA/ANAC committed a ToR (Terms of Reference) to update the TIP (Type Implementation Procedures) on MMEL approval/validation

B.EASA/FAA/TCCA/ANAC requested the Manufacturers to identify where harmonization of substantiation methodologies and technical standards is most desirable → EU manufacturers have set-up a small working group for this purpose (see ASD slides) – coordination will be ensured with non-EU organisations



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Conclusion

