



Aerospace and Defence
Industries Association of Europe

M MEL under Part 21 **Industry preparatory work**



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MMEL under Part 21 - Preparatory work (1/2)

- ❑ **The ASD has convened a task force (AWC-TF07) with representatives of interested European manufacturers, focused on:**
 - Comparison of EASA and FAA MMEL regulatory systems and processes,
 - Sharing of information between participants on how they are developing MMELs and minimizing the impact of differences between EASA and FAA MMEL regulatory systems and processes,
 - Propose Validation principles, while highlighting the necessary changes to current MMEL regulatory systems and processes,
 - Comparison of technical standards and needs for harmonization.
- ❑ **The outcomes will be shared with the US OEMs, and then with EASA and FAA in time for the April COB meeting.**

MMEL under Part 21 - Preparatory work (2/2)

- ❑ This ASD task force is also working on the criteria for Major / minor classification of an MMEL Change as a support to the industry representatives in the rulemaking task EASA RMT.0607 - Changes to OSD.

- ❑ **MMEL for out-of-production aircraft**

Thanks to the EASA willingness to find a workable solution for the old out-of-production aircraft, conditions for the catch-up and continued upkeep of the older MMELs are clarified:

- Focus is on adapting the format on documents,
- Principle of equivalency in the level of safety, demonstrated through in-service experience, is retained,
 - ⇒ no justification material would be required for existing MMEL items
- Minimum effort by the TCH, with the support of the initial approving NAA.