

# OSD MMEL

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# Summary

- ◆ Why an OSD certification basis?
- ◆ OSD MMEL development process
- ◆ OSD impact on MMEL end-users
- ◆ Conclusion



# Why an OSD Cert basis?

- **Before 2000:** no standard requirement

- **2000-2014 JAR-MMEL**

- **Requirement:**

- The MMEL [...]maintain[s] an acceptable level of safety as intended in the applicable JAR or equivalent Requirement*

- Subjective “acceptable” not defined

- Authority judgement required (shared responsibility)

- Wide variety of TCH MMEL methodology

- No MMEL guidance comparable to FAA MMEL Policy Letters or TCCA guidance book



# Why an MMEL Cert basis?

## ➤ CS-MMEL Objectives

### ➤ **Maintain consistency with JOEB process**

- The JAR-MMEL content is integrated
- CS-MMEL Section 1 Subpart A General
- CS-MMEL Section 1 Subpart B MMEL

### ➤ **Provide necessary requirements/criteria for compliance finding in a TC framework**

- The SUBPART C “Level of safety and justifications of MMEL items” is created
  - Criteria for acceptability based on HAZ/CAT
  - Account for different OEM MMEL practices



# Why an MMEL Cert basis?

## ➤ CS-MMEL/CS-GEN-MMEL Objectives

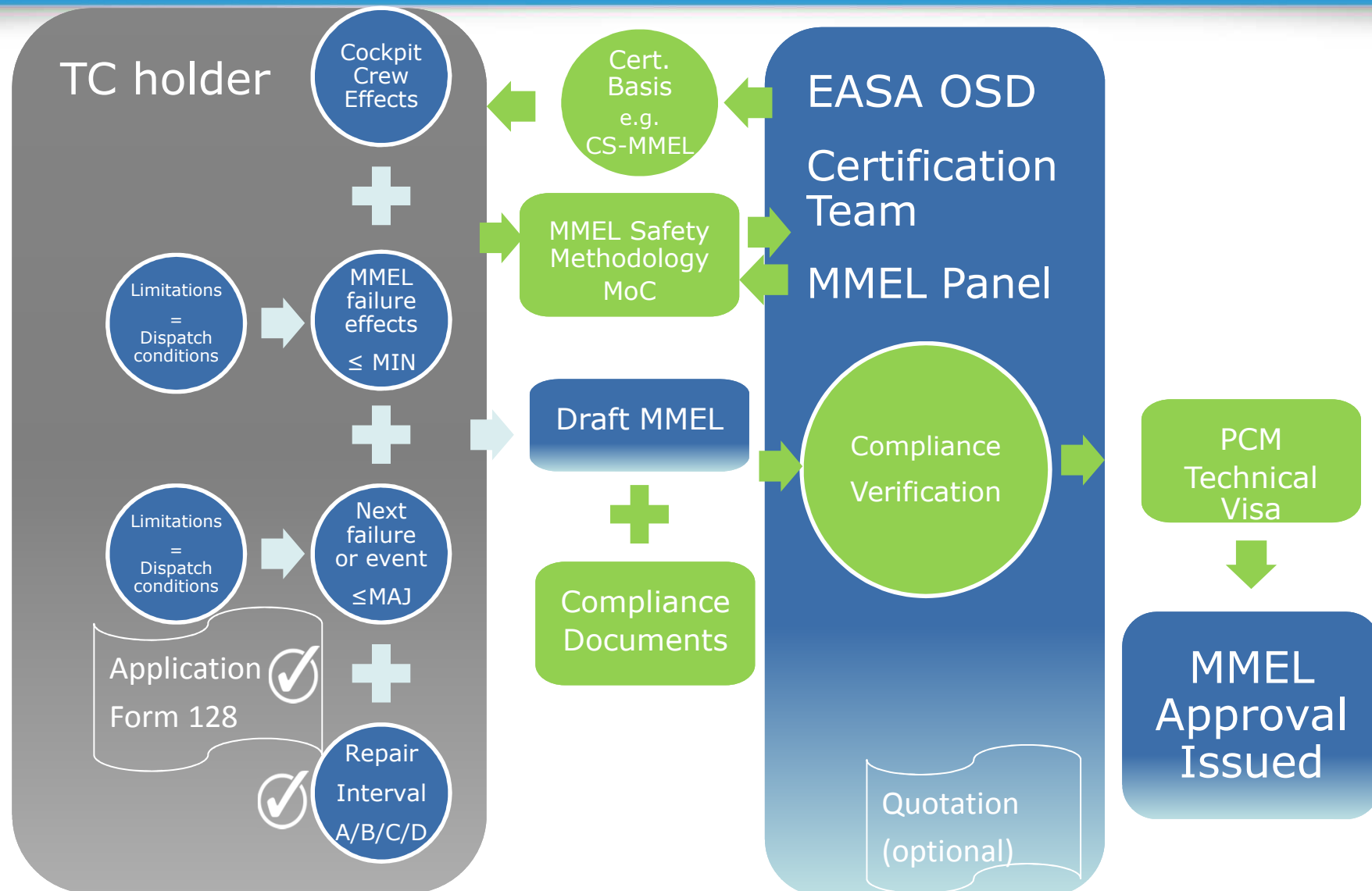
### ➤ **Provide standardized MMEL guidance**

- The EASA Guidance book is introduced as GM in CS-MMEL Book2
- General Aviation customised guidance in CS-GEN-MMEL
- Initially based on JAA TGL26 MEL policy and to be further expanded
- Mirrors the FAA PLs and TCCA guidance book, except for specific EU regulations-driven items
- Can be further expanded as a tool for bilateral partners in the future



# OSD MMEL Development Process

## Process Overview





# OSD MMEL Development Process

## MMEL Development Methodology MoC to CS-MMEL.140

“an acceptable level of safety as intended by the applicable requirements is maintained”

What is acceptable shall be defined in MoC

**“performance based requirements”**

not prescriptive (like CS-25 etc.)

The Methodology is an essential aspect of the  
OSD MMEL



# OSD MMEL Development Process

## MMEL Safety Methodology

### MoC to CS-MMEL.140/145

CS MMEL.145 (c)(1) Consequences of the item failure: Fail/pass criteria to be defined by TCH

CS MMEL.145 (c)(2) Consequences of the next worst failure/event: Not HAZ or CAT except if supported by quantitative assessment

:Fail/pass criteria to be defined by TCH

CS MMEL.145 (d) quantitative assessment for items in minimal cutsets 2 to HAZ or 3 to CAT

:Fail/pass criteria to be defined by TCH



# OSD impact on MMEL end-users

## ➤ **ORO.MLR.105 (a) requires EU operators to:**

- **Base their new MELs on OSD MMEL** available directly from the Type Certificate Holder.

***Note:** The MMELs status will no longer be published on the EASA website. Data has to be made available by (S)TC Holders as per 21.A.62/108/120B*

- **Update their MEL as per OSD MMEL** at the earliest opportunity and not later than 18 December 2017 or 2 years after the OSD was approved, whichever is the latest.



# OSD impact on MMEL end-users

## ➤ Under AIR-OPS regulations, operators:

### ➤ Shall have an MEL (ORO.MLR.105) if conducting:

- commercial air transport operations (CAT);
- commercial specialised operations;
- non-commercial operations with complex motor-powered aircraft;
- non-commercial specialised operations with complex motor-powered aircraft.

### ➤ May have an MEL (NCO.GEN.155), if conducting:

- non-commercial operations with non-complex motor-powered aircraft.



# OSD impact on MMEL end-users

- **ORO.MLR.105 (a) requires EU operators to:**
  - **If an OSD MMEL has not been established:**
    - the MEL may be based on the relevant MMEL **accepted** by the State of Operator or Registry as applicable,
    - For **VLA, LSA, VLR, sailplanes, powered sailplanes, balloons and ELA2** or similar, the Agency considers that **the list of required equipment from TCDS and/or AFM/POH**, in combination with equipment required for the flight by applicable operational, airspace and other requirements is enough to elaborate an MEL and **no MMEL is required** from the TCH.



# Conclusion

- With MMEL in OSD we have now:
  - Approval process comparable to Type Design Certification
  - Clearer sharing of duties and responsibilities between Agency and (S)TC Holders
  - Requirements for MMEL necessary changes
  - A tool for adapting EASA level of involvement
  - Additional privileges for DOA holders for MMEL minor changes approval



Thank you

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