



EASA
European Aviation Safety Agency

OSD – MMEL/MEL

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Summary

- ◆ Current MEL requirements
- ◆ OSD benefits for MMEL end-users
- ◆ Conclusion



Current MEL requirements

➤ 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.



Current MEL requirements

➤ Minimum equipment for flight

CAT/NCC/NCO.IDE.x.105

➤ **A flight shall not be commenced** when any of the aeroplane's instruments, **items of equipment or functions required for the intended flight are inoperative** or missing, unless:

- ☐ **the aeroplane is operated under MEL** (*if established for NCO*); or
- ☐ the aeroplane is approved by the competent authority to operate within MMEL constraints (*only CAT (except S&B) and NCC*)
- ☐ the aeroplane is under permit to fly (*only NCC/NCO*)



Current MEL requirements

- **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.



Current MEL requirements

- **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.



OSD benefits for MMEL end-users

- **New rule mandates manufacturers to:**
 - **Provide OSD MMEL for new aircraft intended to be delivered to EU operators on or after 17-Feb-2014**
(except for VLA, LSA, VLR, sailplanes, powered sailplanes, balloons and ELA2 airships, or similar)
 - **Provide OSD MMEL consistent with Type Design**
 - The change product rules will apply also to OSD ensuring the actual aircraft configuration, including STCs, is taken into account
 - The development, approval and distribution of OSD data is now covered under DOA, as applicable



OSD benefits for MMEL end-users

➤ **Although OSD MMEL is not required for out of production aircraft:**

- Existing JAA/EASA MMELs are grandfathered and will also be included as OSD in the Type Certificate
- NAA are no longer able to approve changes to exiting non-OSD MMELs which supports voluntary OSD MMEL

➤ **OSD MMEL are associated with a certification basis:**

- JAR-MMEL/MEL for grandfathered MMELs
- CS-MMEL for complex aircraft
- CS-GEN-MMEL or equivalent for non-complex



OSD benefits for MMEL end-users

► Future of “as required by regulations” items

Before:





Future of “As required by regulations” MMEL items

➤ Background of JAA TGL 26

➤ Guidance Document for MEL Policy

- **Extract:** “The purpose of these Guidance Document for MEL Policy is to give operators the guidance necessary to develop the MEL provisions for equipment, and conditions for its unserviceability, in order that JAR-OPS 1 and 3 and JAR-MMEL/MEL are properly complied with.
- Application of this TGL should ensure harmonization of MELs among JAA operators and assist Authorities in the MEL evaluation and approval[...]



Future of “As required by regulations” MMEL items

➤ From JAA TGL 26 to OSD MMEL

➤ **Objective:** Maintain the TGL 26 content but also

- ✓ Address properly airworthiness type specific items
- ✓ Authorize temporary deviations to ops rules

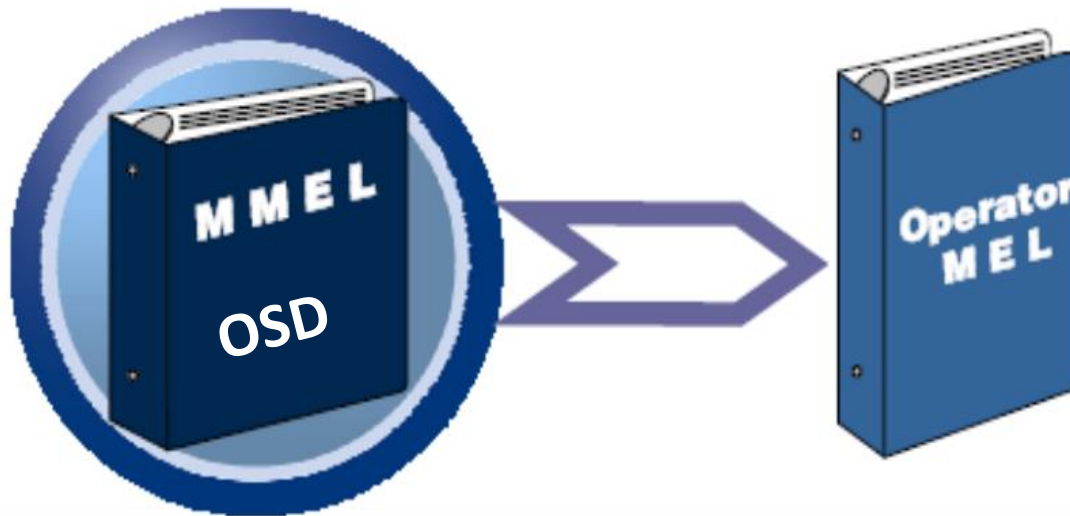
- **Solution:** As ops rules can only be waived by MEL which is based on EASA MMEL in EU,
 - ✓ Transferred TGL26 content be addressed at MMEL level (to enable MEL coverage)
 - ✓ Level of relief controlled by EASA in CS-MMEL GM (not OEM responsibility)



Future of “As required by regulations” MMEL items

► From JAA TGL 26 to OSD MMEL

After:



Note: For non-OSD MMEL still listing “as required” items, GM1 ORO.MLR.105(a) allow use of CS-MMEL or CS-GEN-MMEL content.



Conclusion

- **OSD and AIR-OPS set new standards for MMEL/MEL for aircraft used in commercial operations, adapted to the aircraft category**
- **EU operators are provided with a solid basis, now part of the Type Certificate, to develop their MELs**
- **OSD MMELs are customised to EU applicable requirements**
- **Ultimate goal is to provide safe, accurate, up-to-date dispatch data**



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End

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