


OPERATIONS ADVISORY NOTICE (OAN)		 Transport Malta Civil Aviation Directorate Flight Operations Inspectorate Security Gate 1 Luqa Airport Luqa LQA 3000 Malta
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Subject: CS-MMEL Introduction		

1.0 Introduction

Commission Regulation (EU) No 71/2014 amending Regulation (EU) No 965/2012 has been published on the 28th January 2014, entered into force on the 17th of February 2014. This regulation amends Article 5 of Regulation (EC) No 216/2008 dealing with airworthiness was extended to include elements of operational suitability evaluation into the implementing rules for type-certification.

2.0 Reference Material

TGL 26 contained guidance material produced by JAA to support National Aviation Authorities and operators in the MEL approval process. In the new regulatory framework (EU) 965/2012 TGL's are not applicable any longer. They have been either transposed in the appropriate Parts/Subparts or superseded.

TGL 26 has been mostly transposed in CS-MMEL and CS-GEN-MMEL and in Part-ORO.

2.1 CS-MMEL Structure

Certification Specifications – Minimum Equipment List is structured into two books.

Book 1 contains three subparts:

- *Subpart A* 'General' describes the scope and applicability of the CS-MMEL. This Subpart also includes definitions related to the terminology within the CS-MMEL and classification of individual paragraphs of CS-MMEL Subpart B within the 'OSD box' concept.
- *Subpart B* 'Master minimum Equipment List' specifies the purpose of the MMEL and specifies its format and content. This subpart also contains specifications on the operational and maintenance procedures associated to an MMEL item.
- *Subpart C* 'Level of safety and justifications of MMEL items' specifies the target level of safety for the MMEL and provide details on the content of the justifications to be developed by the applicant in order to obtain approval of the MMEL associated to the aircraft type.

Book 2 contains Guidance Material (GM) associated to the CS-MMEL paragraphs of Book 1.

3.0 Information for operators regarding TC holder actions.

All operators should be aware that the rules governing the use of MMELs have now been affected by this Regulation. For aircraft types that are currently in production a catch up process will have to be started for MMEL's to be compliant with CS-MMEL. To allow a smooth transition MMELs issued in accordance with JAA procedures are deemed to be compliant with the OSD.

3.1 Aircraft types currently in production

TC holders must prepare an MMEL as defined in the OSD. This must be done at the earliest opportunity or by not later than 18th December 2017. During this transition period where no EASA MMEL has been established, the current MMEL approved by certifying authority should be accepted by the authority of the State of Registration.

3.2 Aircraft types no longer in production

TC holders have the option to introduce an EASA MMEL. If the TC holder opts not to develop an EASA MMEL, the MMEL should be accepted by the authority of the State of Registration.

4.0 Actions required by operators (CAT, Complex Aircraft)

4.1 Type(s) under EASA approved MMELs. (MMEL's established as part of OSD)

All operators that operate aircraft types under an EASA MMEL should note the requirements of CS-MMEL. The implications are minimal as an EASA MMEL prescribes all the regulatory requirements. The current MEL preambles which refer to TGL 26 (if any) shall be amended to CS-MMEL and ORO.MLR.105 of Section 2 to Part-ORO.

4.2 Type(s) not under EASA approved MMELs.

Operators currently operating aircraft types which have not been issued with an EASA MMEL shall monitor TC holder status. Once the TC holder has established an EASA MMEL all references in the approved MEL shall be updated and submitted to TM-CAD for approval. Until this is completed, current MMEL approved by certifying authorities (mainly FAA or TC) should still be used as basis for the MEL. Any items in the (non-EASA) MMEL referring to authority regulations that have been previously based on TGL 26, should now be based on material from CS-MMEL. GM1 to ORO.MLR.105 (a) refers.

5.0 Applicability

MELs approved before the application of this Regulation are deemed to be approved in accordance with this Regulation and may continue to be used.

Until there are no changes in MMELs, no change is required at MEL level. Whenever there is a change to the MMEL changes in the MEL should be implemented in the MELs within the applicable timescales defined in the AMC1 ORO.MLR.105 (c), i.e. within 90 days, when they are more restrictive changes.

Operators, who are operating types that have an EASA MMEL, are required to amend their MEL pre-amble to meet CS-MMEL and ORO.MLR.105 requirements at the earliest and submit them for approval. ***The approval may only be issued when an operator is re-certified in accordance with EC 216/2008 and its Implementing Rules.***

Operators who operate aircraft types with non-EASA MMEL's shall maintain the current monitoring status. Once a revision in the MMEL the respective MEL shall have references to TGL 26 removed after the 28th October 2014 or when the MMEL is updated.

5.0 Links to Regulations / Certification Specifications

Certification Specifications and Guidance Material for MMEL (CS-MMEL)

<http://easa.europa.eu/system/files/dfu/2014-004-R-Annex%20to%20ED%20Decision%202014-004-R%20-%20CS-MMEL-%20Initial%20Issue.pdf>

Flight Operations Inspectorate