

**Certification Specifications and Guidance Material for
Master Minimum Equipment List
(CS-MMEL) Issue 3 — CHANGE INFORMATION**

EASA publishes issues of certification specifications as consolidated documents. These documents are used for establishing the certification basis for applications made after the date of entry into force of the applicable issue.

Consequently, except for a note 'Issue No: MMEL/3' under the amended paragraph, the consolidated text of CS-MMEL does not allow readers to see the detailed amendments that have been introduced compared to the previous issue. To allow readers to see them, this document has been created. The same format/layout has been used as for the publication of notices of proposed amendment (NPAs):

- deleted text is ~~struck through~~;
- new or amended text is highlighted in blue;
- an ellipsis '(...)' indicates that the rest of the text is unchanged.

Note to the reader

In the amendments, and in particular in existing (that is, unchanged) text, the term 'Agency' is used interchangeably with 'EASA'. The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the 'European Union Aviation Safety Agency (EASA)'.

SUBPART C — LEVEL OF SAFETY AND JUSTIFICATIONS OF MMEL ITEMS

APPENDIX 1 TO GM1 MMEL.145: MMEL ITEMS GUIDANCE BOOK

ATA 25 EQUIPMENT/FURNISHINGS

Summary of the guidance items:

ITEM	ATA
Flight Crew Seats	25-11-1
Observer Seats	25-11-2
Passenger Seats	25-21-1
Cabin Crew Seat Assembly (single or dual position)	25-21-2
Exterior Lavatory Door Ashtrays (MC)	25-40-1
Interior Lavatory Ashtrays (MC)	25-40-2
Escape Slides	25-60-1
Independent portable lights (MC)	25-60-2
Protective Breathing Equipment (PBE) (MC)	25-60-3
Megaphones (MC)	25-60-4
Life rafts (MC)	25-60-5
Survival Equipment (MC)	25-60-6
Emergency Flotation Equipment	25-60-7
Crash Axes and Crowbars (MC)	25-61-1
First-Aid Kits (MC)	25-62-1
Emergency Medical Kits (MC)	25-62-2
Emergency Locator Transmitter (MC)	25-63
Life jackets (MC)	25-64-1
Low-Frequency Underwater Locating Device (ULD)(MC)	25-65-1
Equipment for locating an aircraft in distress	25-66-1

Aircraft applicability: Aeroplanes & Helicopters

ATA Chapter: 25 Equipment/Furnishing				
(1) System & Sequence Numbers		(2) Rectification interval		
ITEM		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
25-63	Emergency Locator Transmitter (ELT)			
25-63-1	Automatic Emergency Locator Transmitter ELT(AF) ELT(AP)			
25-63-1A		D	-	-
25-63-1B	(Aeroplanes)	A	1	0
25-63-1C	(Aeroplanes)	C	-	0
25-63-1D	(Aeroplanes)	C	-	1
25-63-1E	(Helicopters)	A	-	0
				Any in excess of those required may be inoperative.
				May be inoperative for a maximum of 6 flights or 25 flight hours, whichever occurs first.
				May be inoperative provided that the equipment for locating an aircraft in distress is operative.
				Any in excess of one may be inoperative.
				May be inoperative provided: (a) The helicopter shall not fly for more than 6 hours after the ELT was found to be inoperative, and (b) A maximum of 24 hours have elapsed since the ELT was found to be inoperative.

Aircraft applicability: Aeroplanes

ATA Chapter: 25 Equipment/Furnishings				
(1) System & Sequence Numbers		(2) Rectification interval		
ITEM		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
25-66-1	Equipment for locating an aircraft in distress (MC)			
25-66-1A		D	-	Any in excess of those required by regulations may be inoperative.
25-66-1B	(Aeroplanes)	A	0	May be inoperative for a maximum of 6 flights or 25 flight hours, whichever occurs first.
25-66-1C	(Aeroplanes)	C	0	May be inoperative provided that at least one automatic emergency locator transmitter (ELT) is operative.

Additional considerations

A means for locating an aircraft in distress is required for aeroplanes, as applicable, in accordance with point CAT.GEN.MPA.210 of Annex IV (Part-CAT) to Regulation (EU) No 965/2012 ('Air OPS Regulation').