



European Union Aviation Safety Agency

Notice of Proposed Amendment 2024-07 (C)

in accordance with Article 6 of MB Decision 01-2022

Proposed amendments to CS-GEN-MMEL



Table of contents

PROPOSED AMENDMENTS.....	3
CS AND GM FOR GENERIC MASTER MINIMUM EQUIPMENT LIST	4
CS GEN.MMEL.100 Applicability	4
CS GEN.MMEL.145 Item list	4
Appendix IV — Item list	5



Proposed amendments

The text of the amendment is arranged to show deleted, new or amended text as follows:

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



CS AND GM FOR GENERIC MASTER MINIMUM EQUIPMENT LIST

CS GEN.MMEL.100 Applicability

These Certification Specifications are applicable to:

- other-than-complex motor-powered aeroplanes, except:
 - ~~— ELA1,~~
 - ~~— ELA2,~~
 - aeroplanes that meet the definition of ELA 1 or ELA 2 unless voluntarily elected by the applicant,
- other-than-complex motor-powered helicopters, except helicopters certificated for:
 - operation under instrument flight rules (IFR),
 - flight into icing conditions, or
 - Category A operations.

CS GEN.MMEL.145 Item list

- (a) The generic MMEL includes all the items that are permitted to be inoperative.

The MMEL item list is generated by the applicant directly from the generic MMEL by selecting the items from the list in Appendix IV in accordance with their applicability to the aircraft type.

For an aircraft type with different configurations, the applicant can select all the items that are applicable to the various configurations and add under each affected item '(if installed)'.

For the selected items, the applicant verifies they do not deviate from the Aircraft Flight Manual (AFM) Limitations and Airworthiness Directives.

The applicant also verifies that relief is not given for items that are involved in emergency procedures unless the applicant justifies that the emergency procedure can be fulfilled without the failed item (e.g. VHF Communication Systems).

Consistency of terminology and of means of identification should be maintained, as far as possible, with the existing aircraft documentation.

- (b) For aeroplanes that meet the definition of ELA 1 or ELA 2, when the applicant elects to comply with this CS-GEN-MMEL, the MMEL item list may be generated, alternatively to the methodology in point (a) using the list of required equipment included in the TCDS and/or AFM as a baseline. This list, in combination with the equipment required for the flight, establishes the list of equipment that must be operative for all flights. The list of any additional installed equipment, that may be inoperative, will constitute the MMEL to be approved.



Appendix IV — Item list

[...]

Aircraft applicability: Aeroplanes & Helicopters

ATA CHAPTER: 22 Auto-flight				PAGE: 22-x
(1) System & sequence numbers item		(2) Rectification interval	(3) Number installed	(4) Number required for dispatch
				(5) Remarks or exceptions
<p>22-10-1 Autopilot/Stability Augmentation System (SAS)</p> <p>22-10-1A (SPO/NCO)</p>	D	–	0	<p>(M)(O) May be inoperative provided that:</p> <p>(a) the autopilot/SAS is deactivated as applicable,</p> <p>(b) the AFM limitations are observed, and</p> <p>(c) operations do not depend upon its use.</p> <p><i>(M) Procedures must be established to ensure that the autopilot/SAS will not engage during the flight.</i></p> <p><i>(O) Procedures must establish any applicable restrictions (e.g. approach and landing minima, en-route operations, helicopter IFR, single pilot, etc.).</i></p>
<p>22-10-1B (CAT)</p>	B	–	0	<p>(M)(O) May be inoperative provided that:</p> <p>(a) the autopilot/SAS is deactivated as applicable,</p> <p>(b) the flight is conducted under VFR for single pilot operations,</p> <p>(c) AFM limitations are observed, and</p> <p>(d) operations do not depend upon its use.</p> <p><i>(M) Procedures must be established to ensure that the autopilot/SAS will not engage during the flight.</i></p> <p><i>(O) Procedures must establish any applicable restrictions (e.g. approach and landing minima, en-route operations, etc.).</i></p>
<p>22-10-2 Autopilot/SAS disconnect functions — Quick release controls</p>				



ATA CHAPTER: 22 Auto-flight				PAGE: 22-x
(1) System & sequence numbers item	(2) Rectification interval	(3) Number installed		
		(4) Number required for dispatch	(5) Remarks or exceptions	
22-10-2A (ALL)	C	-	1	(O) Any in excess of one may be inoperative provided that: (a) the operative one is on the pilot flying side, and (b) the approach and landing minima do not require the use of the autopilot/SAS. <i>(O) Procedures must establish any applicable restrictions (e.g. approach and landing minima, en-route operations, etc.).</i>
(continued)				
(continued) 22-10-2B (ALL)	B	-	0	May be inoperative provided that the autopilot/SAS is not used (refer to item 22-10-1).
22-10-4 Yaw damper 22-10-4A (ALL aeroplanes)	C	1	0	(M) May be inoperative provided that the yaw damper is independent and unrelated to autopilot operation. <i>(M) Procedures must be established to ensure that no electrical or mechanical fault exists that would have an adverse effect on any flight control system.</i>
22-10-4B (ALL aeroplanes)	-	1	0	May be inoperative provided that the autopilot/SAS is not used (refer to item 22-10-1).

[...]

Aircraft applicability: Helicopters

ATA Chapter: 34 Navigation			
(1) System & sequence numbers ITEM	(2) Rectification Interval	(3) Number installed	
		(4) Number required for dispatch	(5) Remarks or Exceptions



<p>34-15-3</p> <p>Radio Altimeter with an Audio Voice Warning (or equivalent)</p>				
<p>34-15-3A</p> <p>(CAT)</p>	<p>A</p>	<p>-</p>	<p>0</p>	<p>(O) May be inoperative provided that:</p> <ul style="list-style-type: none"> (a) the helicopter is not operated for more than 6 hours over water since after the time when the radio altimeter was found to be inoperative, (b) a maximum of 24 hours have elapsed since the radio altimeter was found to be inoperative, (c) the helicopter is not operated over water at an altitude of less than 500 feet except during take-offs and landings, and (d) the helicopter does not descend below an altitude of 500 feet on approach to a landing over water unless the landing site is clearly visible to the pilot, and (e) approach procedures and operating procedures do not depend on its use. <p>Procedures</p> <p>(O) To provide operational procedures to the flight crew to ensure that the applicable dispatch conditions are satisfied.</p>

[...]

