



Workshop on Specific Approvals organized by ICAO WACAF

MMEL/MEL Module: 1. MMEL General Overview

Presentation by Airbus

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Dakar, Senegal, 30 June-05 July 2025



AIRBUS
EC_NotTechnical

Agenda

MMEL/MEL General Overview

MMEL/MEL and Regulations

MMEL Elaboration Process

MMEL Approval Process

MMEL Revisions

MMEL/MEL General Overview

Definitions

MEL

The **M**inimum **E**quipment **L**ist is a document that lists the aircraft equipment that are **temporarily** permitted to be inoperative at departure provided that the Operators comply with the associated dispatch condition.

MMEL

The **M**aster **MEL** is developed by the aircraft manufacturer and is used by the Operator to establish its own **MEL** that is approved by its Local Aviation Authority.

There is one MMEL for each aircraft type and is approved by the Authority of the State of Design.

MMEL/MEL General Overview

Master Minimum Equipment List (MMEL)



A **list of minimum equipment** (LRU)
required to be operative before
dispatch



A document that provides **dispatch assessment**, conditions and
operational impact when dispatch
with **system failure**

MMEL/MEL General Overview

 System failure affecting the **safety** of the aircraft



Repair is not possible



Continue **revenue flights** with **system failures**

While maintaining an **acceptable level of safety**



Limited period of time & compliance with EASA requirements

Airworthiness aspects

Certification

Operational aspects

Performance limitations, flight crew procedures & workload

Why the MMEL?

MMEL/MEL General Overview

Master Minimum Equipment List

MMEL

MAU

Issue: 25 AUG 2022

ALL MANUALS

Master Minimum Equipment List

LIST OF EFFECTIVE DOCUMENTARY UNITS

LIST OF MODIFICATIONS

GENERAL SUMMARY OF HIGHLIGHTS

How to Use

MMEL Entries

MMEL Items

22-Auto Flight

22 05-FMA Indications on the PFD

22 10-Autopilot/Flight Director (AP/FD)

22 30-Autothrust

Engine Autothrust (A/THR)

Autothrust Instinctive Disconnect pb

Autothrust Disengagement Warning

22 60-Flight Envelope (FE)

Path : MMEL / MMEL Items / 22-Auto Flight / 22 30-Autothrust

22 30-Autothrust

Engine Autothrust (A/THR)

Autothrust Instinctive Disconnect pb

Autothrust Disengagement Warning

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

REVISION NO. 21

DATE: 10/01/2021

MASTER MINIMUM EQUIPMENT LIST

PAGE NO. 21-10

AIRCRAFT:

Airbus A330

TABLE KEY

1. REPAIR CATEGORY

2. NO. INSTALLED

3. NO. REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-26-01	Avionics Equipment Ventilation Extract Fan	C	1	0	(M)(O) May be inoperative provided: a) Both cabin fans operate normally, b) EXTRACT pb-sw is selected to OVRD, and c) Airplane remains at or below FL 290 if dispatch is also combined with one air conditioning pack inoperative.	
21-26-02	Avionics Equipment Ventilation Overboard Extract Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is manually set in full open position for ground operations with engines not running, b) Valve is manually set in partially open position just	

MMEL/MEL General Overview

Included in the MMEL:

OEM Aircraft Configuration



Safety-related items

EASA regulations:

- ☐ Airworthiness requirements (CS-MMEL)
- ☐ Operational requirements (AIR-OPS)

Aircraft Operations (Airbus SOP)

Not included:

Commercial items ☐ **GO (or in MEL)**

Maintenance items not affecting safety ☐ **GO (or in MEL)**

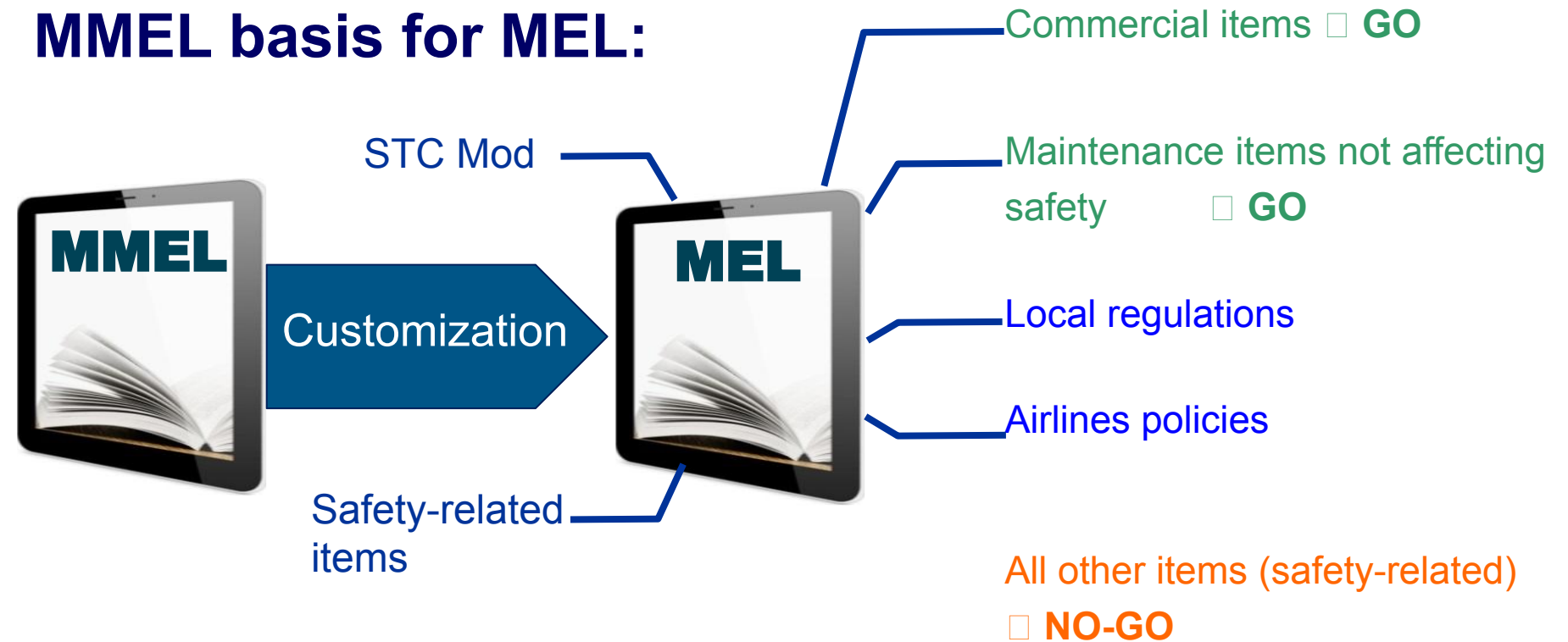
Structure, tolerances ☐ **CDL, AMM, SRM**

All other items (safety-related)
☐ **NO-GO**

Equipment related to the safety of the aircraft and its occupants and not listed in the MMEL are automatically required to be operative for each flight (NO-GO)

MMEL/MEL General Overview

MMEL basis for MEL:



The **MEL** must not be less restrictive than the **MMEL**.

Agenda

MMEL/MEL General Overview

MMEL/MEL and Regulations

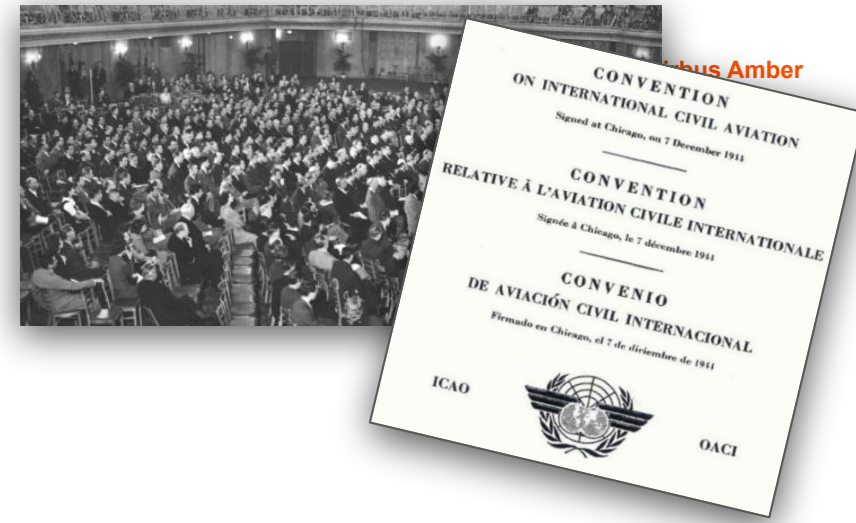
MMEL Elaboration Process

MMEL Approval Process

MMEL Revisions

MMEL/MEL and Regulations - ICAO

ICAO - Chicago Convention



The Chicago Convention includes 96 articles that lays the foundation for a set of Standards And Recommended Practices (SARPs) via Annexes that regulate international air transportation.

Annex 6 “Operation of Aircraft” Part 1 – International Commercial Air transport Aeroplanes provides the definition of the MMEL and MEL.

MMEL/MEL and Regulations - ICAO

ICAO - Chicago Convention



Master minimum equipment list (MMEL). A list established for a particular aircraft type by the organization responsible for the type design with the approval of the State of Design containing items, one or more of which is permitted to be unserviceable at the commencement of a flight. The MMEL may be associated with special operating conditions, limitations or procedures.

Minimum equipment list (MEL). A list which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the MMEL established for the aircraft type.

Extract Annex 6 part 1 from the ICAO Convention

MMEL/MEL and Regulations - EASA Requirement

Basic Regulations

216/2008 Article 8 – Annex IV

- The **Operator** must establish a **Minimum Equipment List (MEL)** or equivalent document **based on the Master Minimum Equipment List (MMEL)**, if available and **must not be less restrictive** than the MMEL

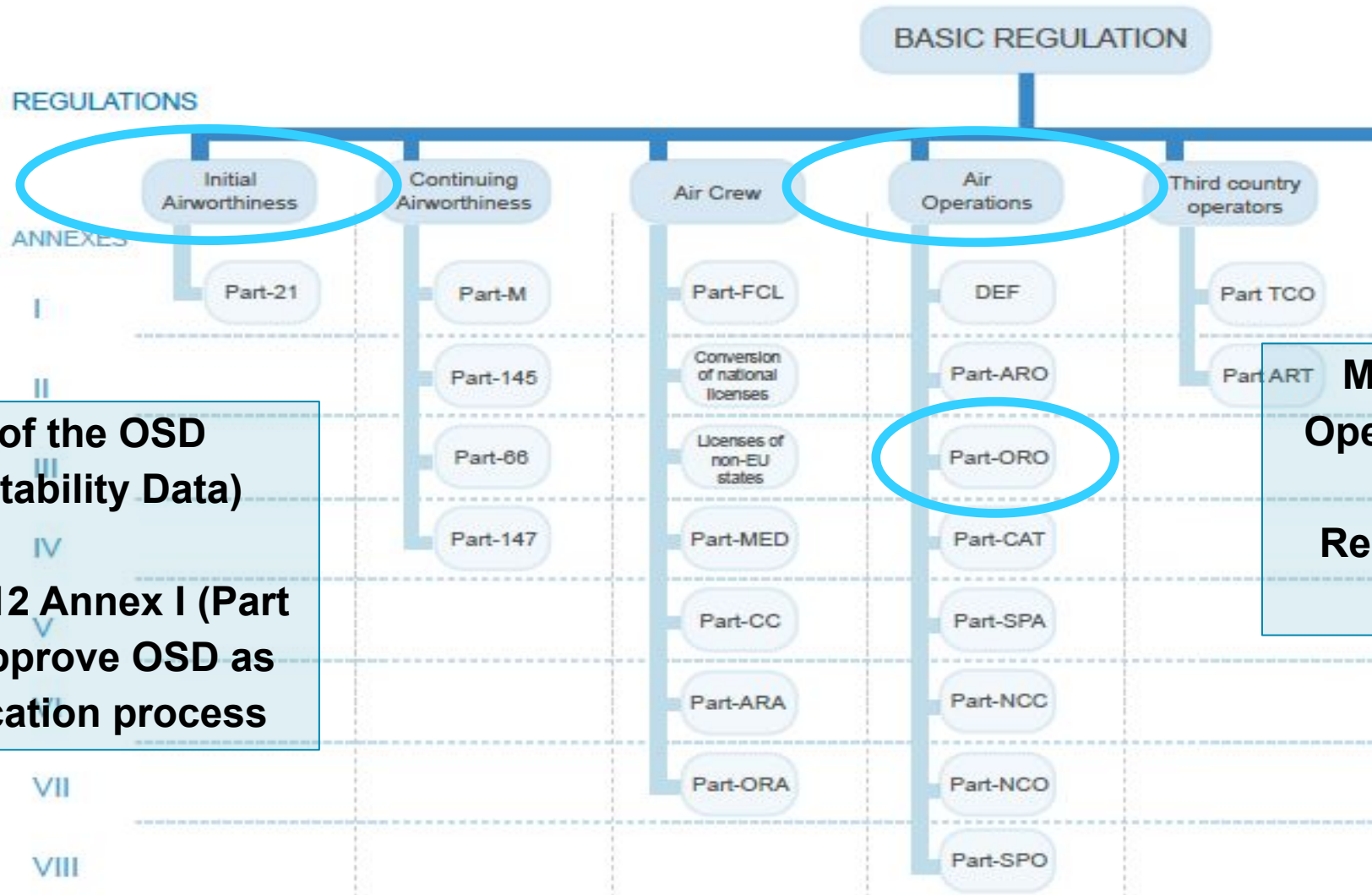
Implementing Rule for Air Operations

Part ORO.MLR.105

- The **MEL** document is **prepared by the Operator** for his own particular aircraft taking account of **their aircraft configuration and all those individual variables** that cannot be addressed at MMEL level

MMEL/MEL and Regulations - EASA Requirement

Commission Regulation (EU) No 748/2012 of 03/08/2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations



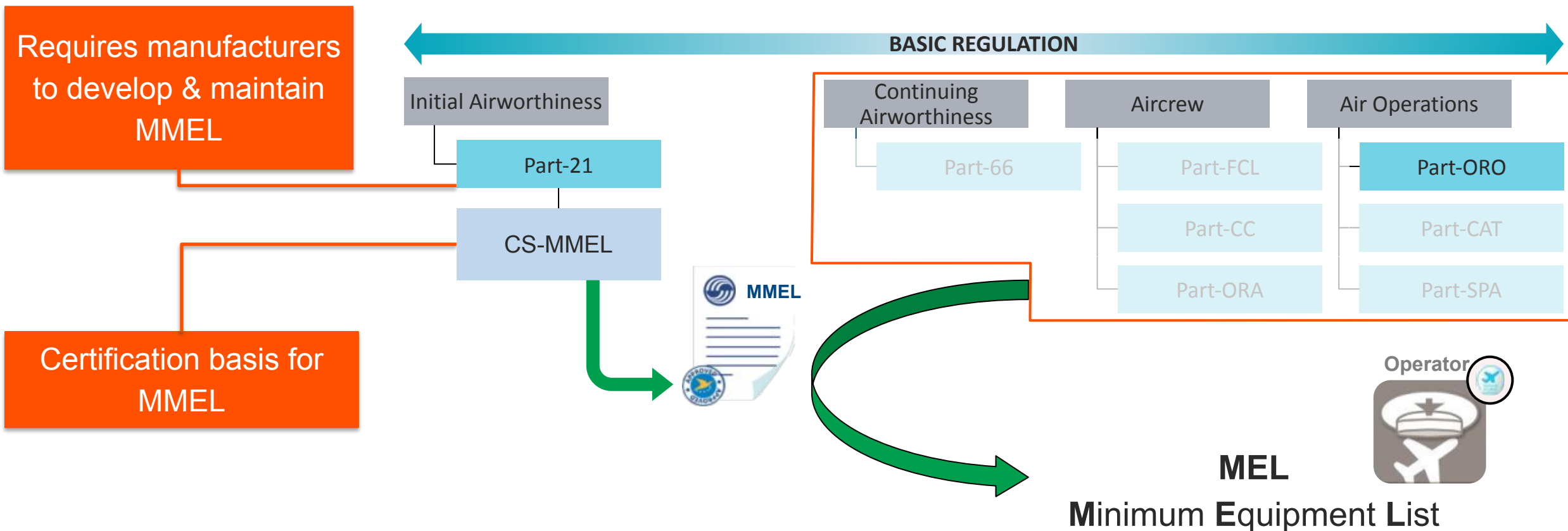
**MMEL is part of the OSD
(Operational Suitability Data)**

Regulation 748/2012 Annex I (Part 21) amended to approve OSD as part of the certification process

MEL is part of Air Operations Part-ORO (Organisation Requirement for Air Operations)

Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council

MMEL/MEL and Regulations - EASA OSD-MMEL

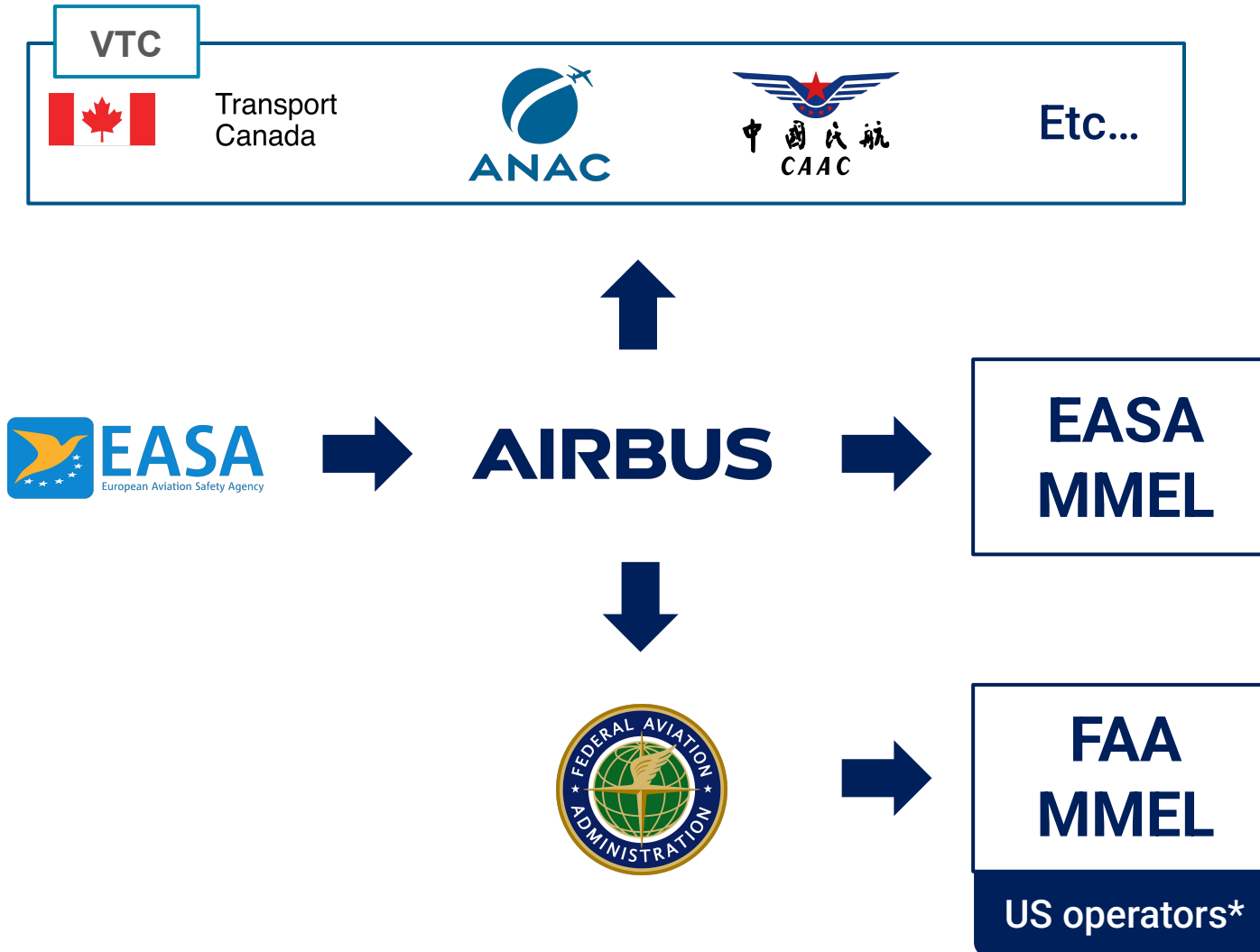


Part-66 Aircraft Maintenance Licences
CC: Cabin Crew
CS: Certification Specifications

FCL: Flight Crew Licence
ORA: Organisation Requirements for Aircrew
ORO: Organisation Requirements for air Operations

OSD: Operational Suitability Data
SPA: SPecific Approvals

MMEL/MEL and Regulations - Airworthiness Authority



* N-registered aircraft

MMEL Regulation

Agenda

MMEL/MEL General Overview

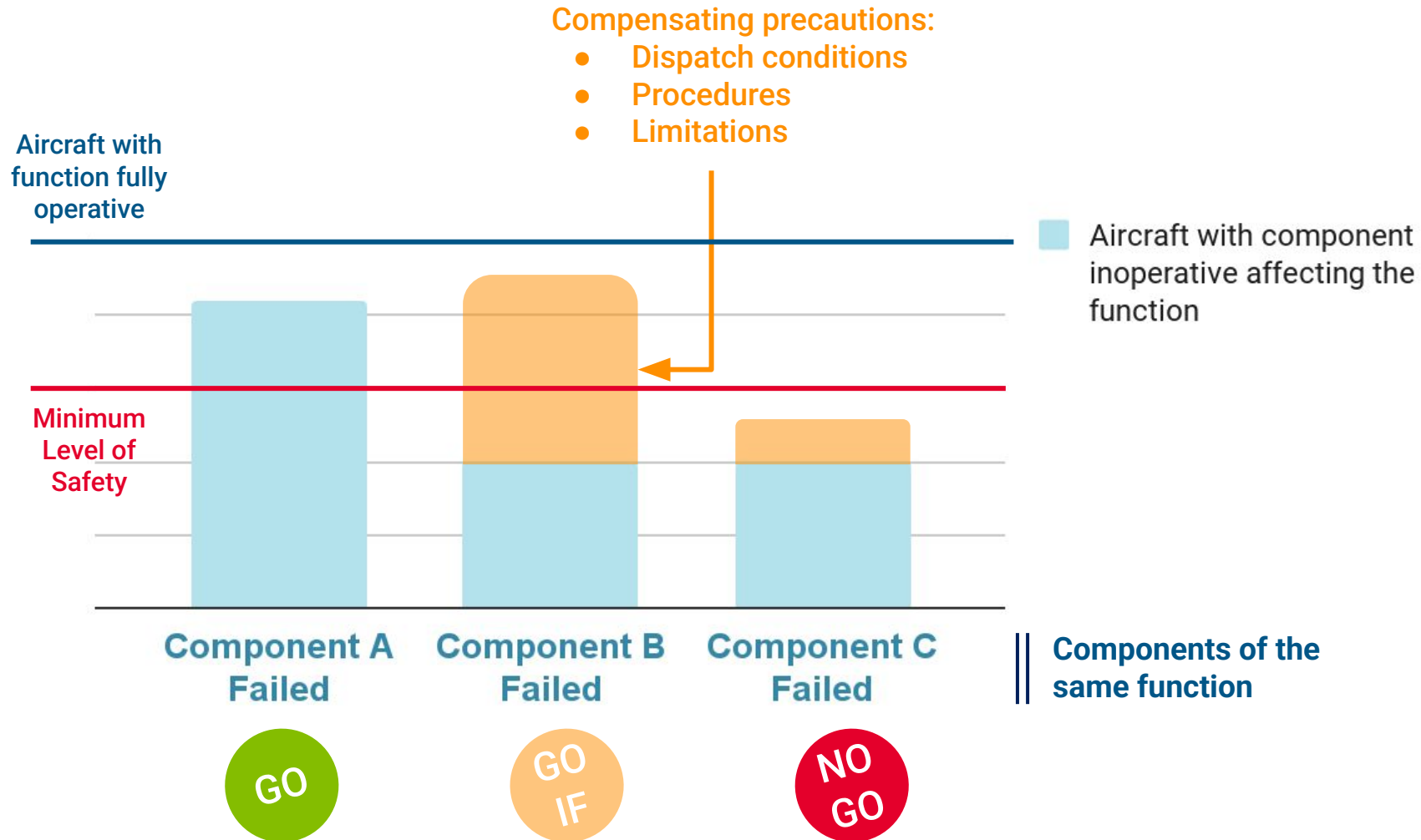
MMEL/MEL and Regulations

MMEL Elaboration Process

MMEL Approval Process

MMEL Revisions

Level of Safety



MMEL Elaboration Process

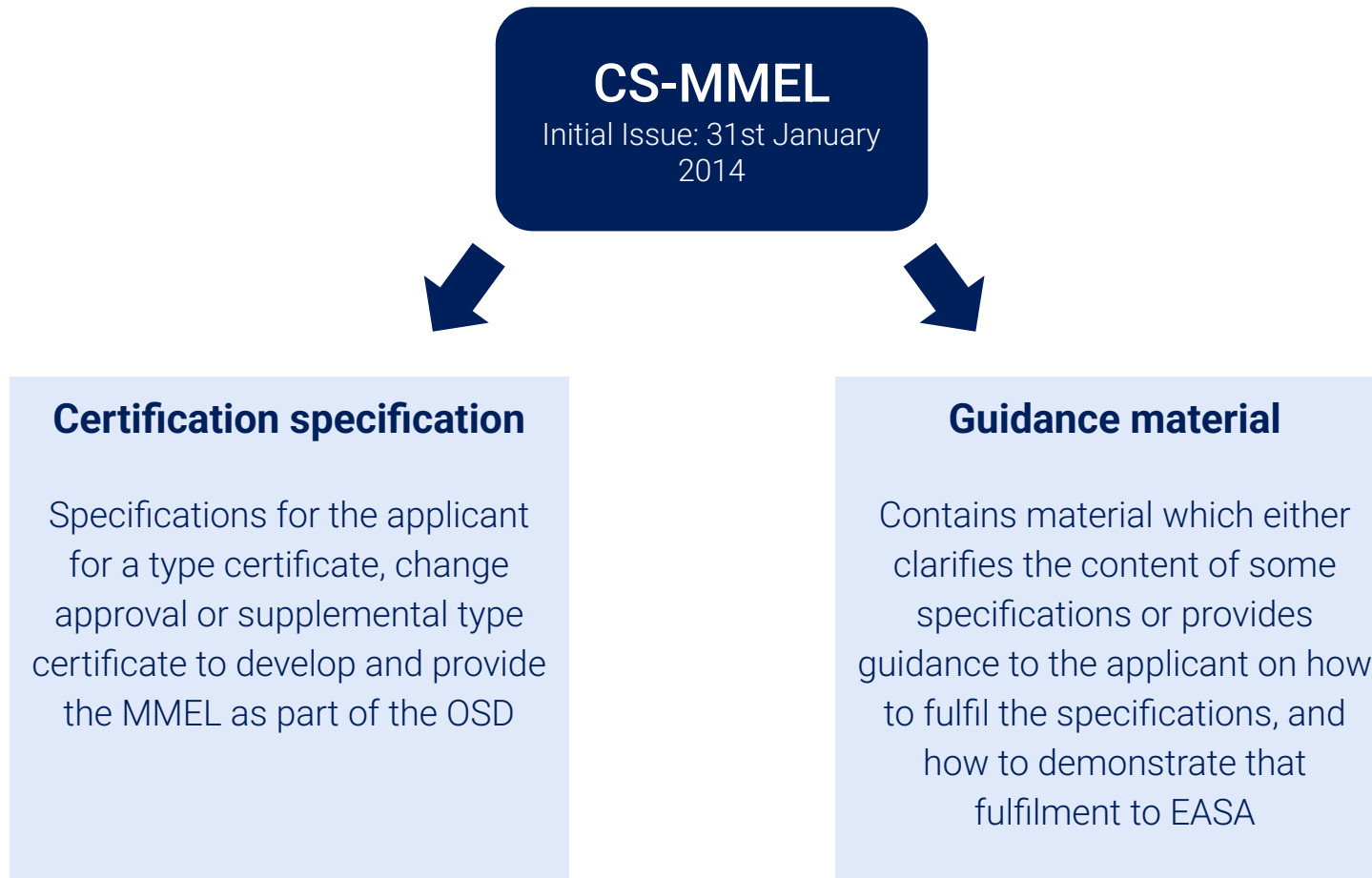
The EASA **CS-MMEL 140** specifies the Level of Safety

MMEL Elaboration Process



Airbus Amber

How to define an acceptable level of Safety?



MMEL Elaboration Process

Acceptable Level of Safety

CS MMEL.140 Level of safety

The MMEL items are prepared to ensure that an acceptable level of safety as intended by the applicable requirements is maintained taking into account the following factors:

- (a) reduction of aircraft functional capabilities and/or safety margins;
- (b) change in crew workload and/or degradation in crew efficiency;
- (c) consequence(s) to the aircraft and its occupants of the next failure(s) having the worst safety-related impact on the aircraft's take-off, continued flight and landing when dispatching in a known degraded configuration;
- (d) consequence(s) to the aircraft and its occupants of the next external event(s) for which the item was designed to protect against, if applicable.

MMEL Elaboration Process - Rationales

CS MMEL.145 Justification of MMEL items

- (a) The justifications are provided by the applicant along with the MMEL items candidates.
- (b) The inclusion of each item in the MMEL is justified following one or more methods as agreed or as defined by the Agency.
- (c) The justifications include at least a qualitative safety assessments which:
 - (1) evaluate the consequences of the proposed MMEL dispatch configuration on the aircraft functional capabilities, crew workload and discomfort to occupants and show compliance with CS MMEL.140,
 - (2) evaluate the consequences of the next worst safety-related failure and separately evaluate the consequences of the external event for which the item was designed to protect against, if applicable, and ensure they do not correspond to an hazardous or catastrophic failure condition, and
 - (3) notwithstanding paragraph (2) above, specific cases may be accepted when supported by quantitative safety assessment as per paragraph (d) below.

CS MMEL extract

MMEL Elaboration Process - Rationales

Qualitative Safety Assessment

Hazard classification
Catastrophic
Hazardous
Major
Minor
Non Safety Effect



Hazard classification of the consequence of the failure to be assessed:

- At dispatch, and
- During flight when combined with next worst safety related failure.

(b) The aeroplane systems and associated components, considered separately and in relation to other systems, must be designed so that -

- (1) Any catastrophic failure condition
 - (i) is extremely improbable; and
 - (ii) does not result from a single failure; and
- (2) Any hazardous failure condition is extremely remote; and
- (3) Any major failure condition is remote.

CS 25-1309 extract

MMEL Elaboration Process - Rationales

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 - (2) evaluate the consequences of the next worst safety-related failure and separately evaluate the consequences of the external event for which the item was designed to protect against, if applicable, and ensure they do not correspond to an hazardous or catastrophic failure condition, and
 - (3) notwithstanding paragraph (2) above, specific cases may be accepted when supported by quantitative safety assessment as per paragraph (d) below.

...continued

CS MMEL extract

MMEL Elaboration Process - Rationales

...continued

- (d) The qualitative safety assessment is supplemented by a quantitative safety assessment when both of the following considerations are met:
 - (1) relief is proposed for items, functions and/or systems involved in catastrophic or hazardous failure conditions, and the severity of the failure condition under MMEL configuration is not mitigated by special operating conditions, limitations or procedures; and
 - (2) when the operation with the inoperative item leaves the aircraft one failure away from a hazardous failure condition, or two failures away from a catastrophic failure condition.
- (e) When an operational or maintenance procedure is associated to an MMEL item, corresponding symbol is included in the MMEL, and the intent of the procedure is specified in the associated item justification.

CS MMEL extract

Safety Classification

- Airbus applies the **safety methodology, approved by EASA**, for each MMEL item
- This methodology ensures that an **acceptable level of safety** is maintained

Probability per FH	Classifications	Effects on the aircraft
$< 10^{-3}$	Minor (MIN)	Discomfort / Slight Workload Increase
$< 10^{-5}$	Major (MAJ)	Possible Injuries for Cabin Occupants / Significant Workload
$< 10^{-7}$	Hazardous (HAZ)	Limited Number of Serious (or Fatal) Injuries of Cabin Occupants / Excessive Workload
$< 10^{-9}$	Catastrophic (CAT)	Fatalities / Airplane Loss

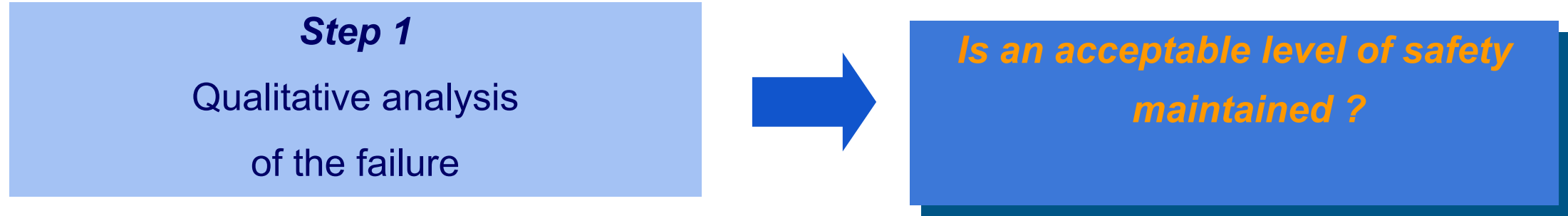
Classifications are based on the **effects on the aircraft**, on the **impact on the safety margins**, and on **probabilities**.

How Does Airbus Write the MMEL?

The EASA CS 25.1309 defines the safety classification criteria associated to a failure

MMEL Elaboration process - Safety Methodology Application

Safety Methodology:



Analysis of the **consequence at aircraft level** of the **failure of the function** present at dispatch:

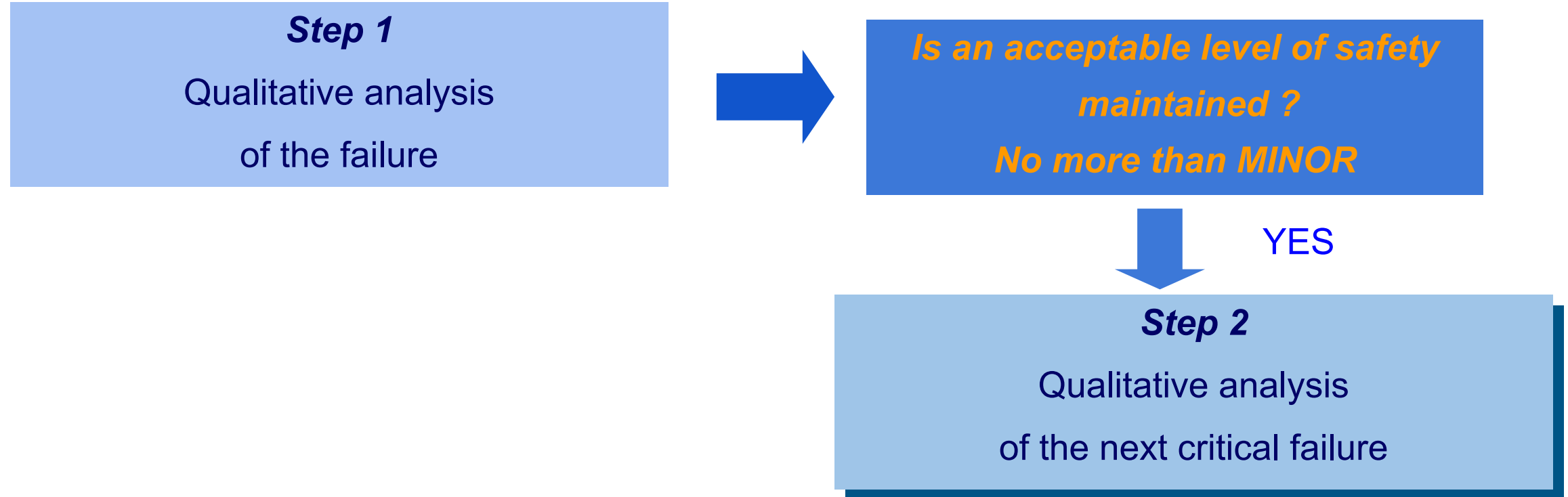
- Flight handling
- Crew workload
- Capacity to face adverse environmental conditions
- etc...

Dispatch conditions, procedure and limitations may be required

Consequences (failure + limitations)
→ No more than **MINOR**

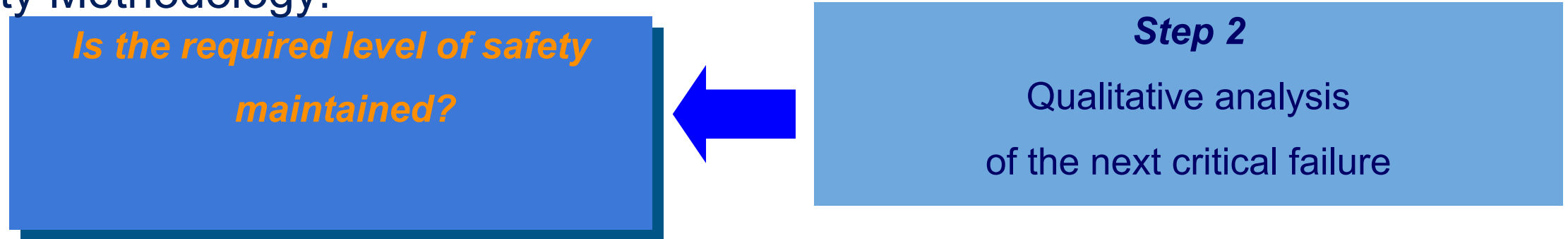
MMEL Elaboration process - Safety Methodology Application

Safety Methodology:



MMEL Elaboration process - Safety Methodology Application

Safety Methodology:



What is the **next worst failure** related with affected function **in-flight** ?

Analysis of associated consequences on:

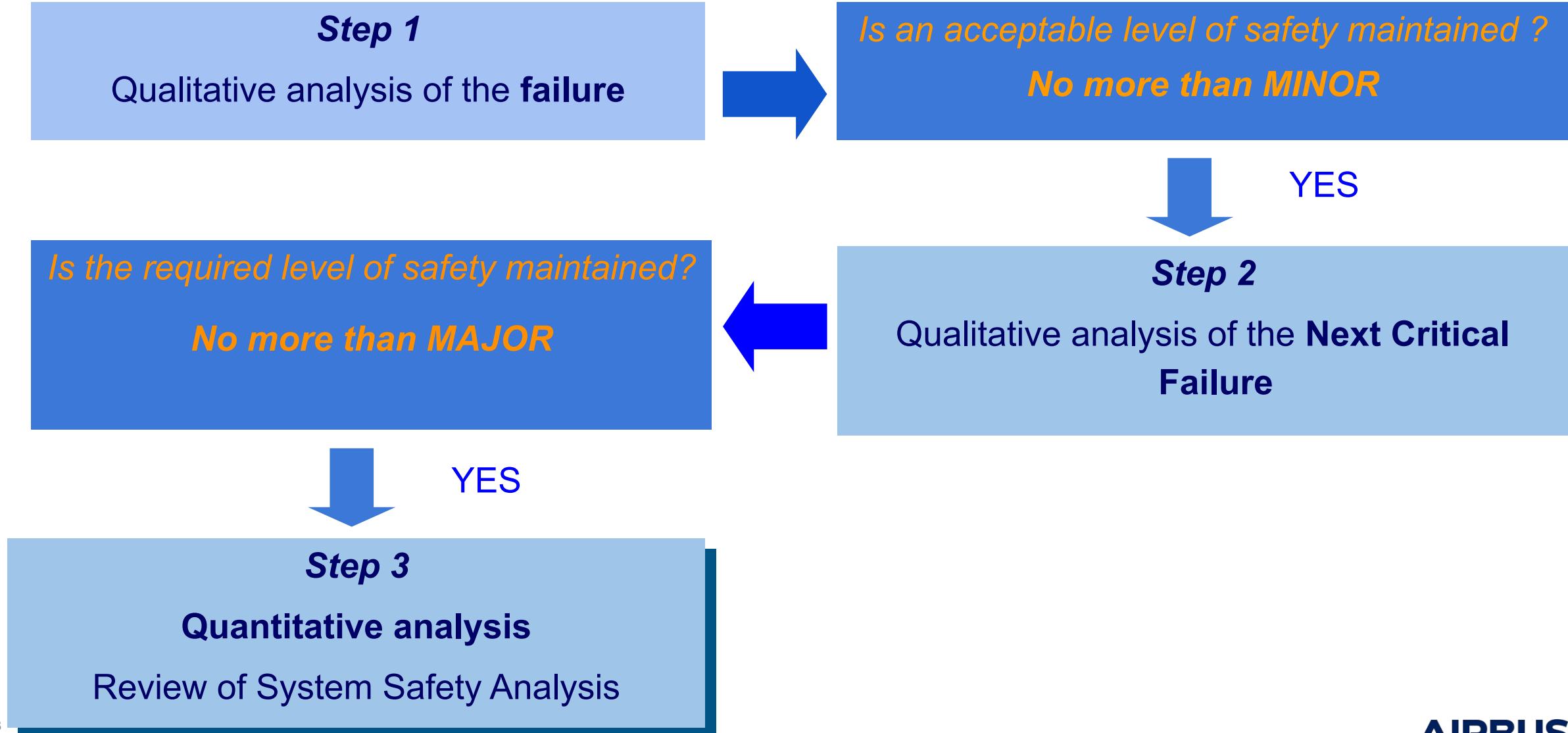
- Flight handling
- Crew workload
- Capacity to face adverse environmental conditions
- etc...

Additional limitations may be required

Consequences (failure + limitations)
→ No more than **MAJOR**

MMEL Elaboration process - Safety Methodology Application

Safety Methodology:



MMEL Elaboration process - Safety Methodology Application

Safety Methodology:

Step 3

Quantitative analysis

Review of System Safety Analysis

Review of the **System Safety Assessments (SSA)** in which the MMEL candidate is involved

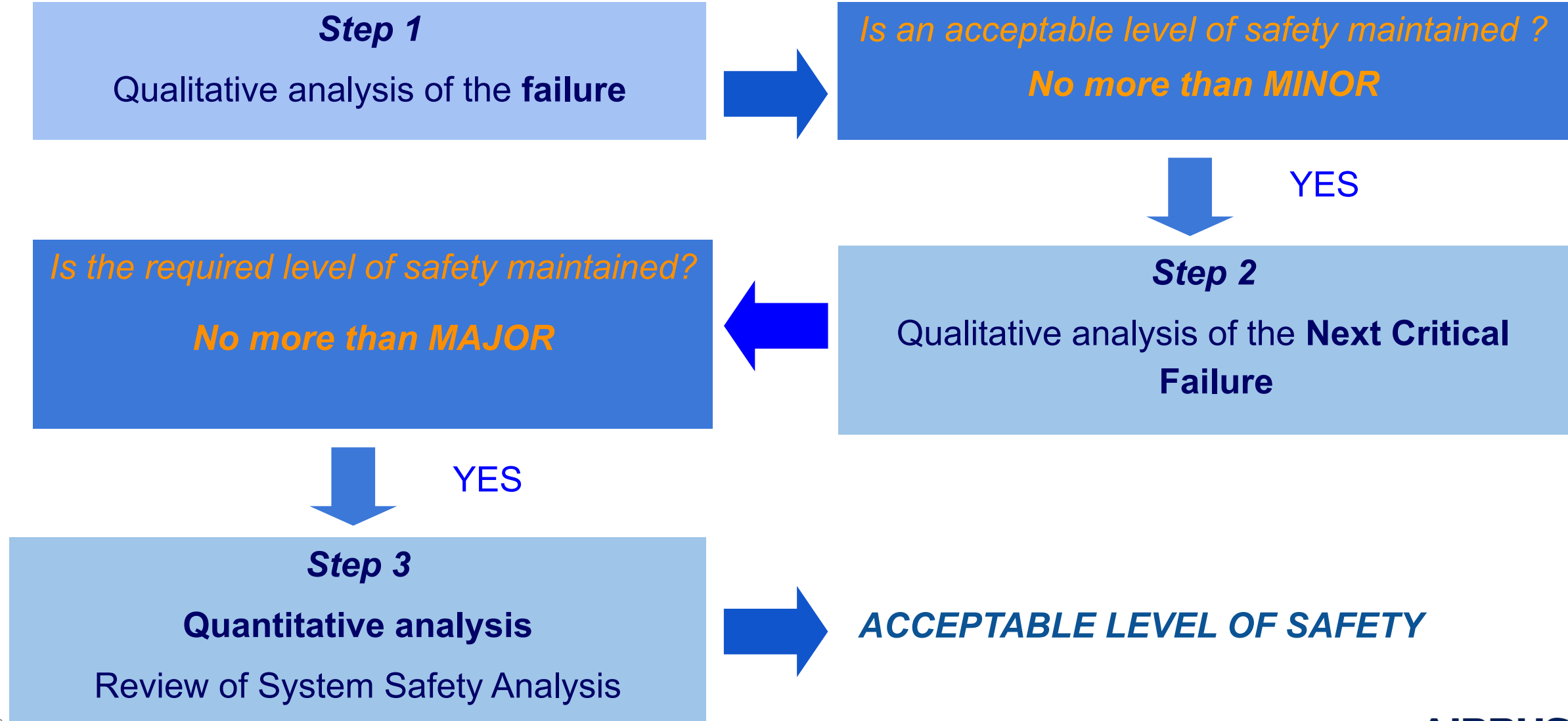
IF REQUIRED:

- Ensure safety objectives are still met with the failed item for Failure Trees **CAT** and **HAZ**
 - Additional check for system failures
 - Specific Risk or Reduce exposure with **shorter Repair Interval** (B or A)

Safety objective for HAZ or CAT
→ As per CS 25.1309

MMEL Elaboration process - Safety Methodology Application

Safety Methodology:



MMEL Elaboration process - Time limitation

The MMEL is not intended to allow the aircraft operation with inoperative equipment for an unlimited period of time...



Required by CS-MMEL .130

The Rectification Intervals are required by Regulations:

- To **maintain an acceptable level of safety** -> Result of **Safety Analysis**
- To **avoid degraded maintenance** -> **Regulatory** only

M MEL Elaboration process - Time limitation

Repair Interval	Duration	Comment
non-STD A	Non-standard Defined in the MEL item	Due to quantitative assessment or by engineering judgement: (In Calendar Days, or Flight Hours, Flights or flight days.)
STD B**	3*	Due to quantitative assessment or engineering judgement (i.e. crew workload..)
C**	10*	For Basic items
D**	120*	For Optional Item

* Standard duration Expressed in Consecutive Calendar Days (excluding the day of discovery)

- One time extension possible for Standard Repair Interval
(see module 5)

MMEL Elaboration process - MMEL Project

The MMEL project is always structured as per following paragraphs:

- Purpose of the change
- Description of the item/system
- MMEL item existing/proposal
- Intent of the (o) procedure
- Intent of the (m) procedure
- Detection of the failure for the considered Item
- Safety Demonstration:
 - ◆ Step 1:
 - ◆ Step 2:
 - ◆ Step 3:
- Compliance demonstration

AIRBUS

ATA 46 – MMEL Item 46-11-04 EFB Power Outlet
MMEL Change Project

REFERENCE X46D20014153
ISSUE 1.0
DATE 30 September 2020

ATA 46 – MMEL Item 46-11-04 EFB Power Outlet MMEL Change Project

REFERENCE	X46D20014153
A/C APPLICABILITY	A320 Family / A330 and A340 aircraft
ATA APPLICABILITY	ATA 46
CONFIDENTIALITY	Airbus Amber
SUMMARY	

This change proposal consists in updating the current MMEL Item 46-11-04 in order to:
- Update the title of the item from "EFB Power Connection" to "EFB Power Outlet", and
- Add a dispatch condition to cover the case where the EFB Power Outlet is not required for the intended flight.
In addition, the MMEL Operational Procedure 46-11-04A is updated in order to update the title and modify the content of the Operational Procedure.

This MMEL change is categorized stand-alone.
This MMEL change is classified minor.

MMEL-CVE COMPLIANCE STATEMENT

- Compliance with JAR-MMEL/MEL.010(a) is demonstrated by the description of the proposed modifications in section 4. An acceptable level of safety is ensured.
- Compliance with JAR-MMEL/MEL.025 is demonstrated by the description of the proposed modification in section 2.2 which are consistent with the current format and language of A320 MMEL and A330/A340 MMEL.
- Compliance with JAR-MMEL/MEL.040 is demonstrated via the introduction of a 'D' repair interval for the new dispatch condition 46-11-04B as justified in section 4.2 and in accordance with CS MMEL Appendix I Item 46-11-04B.

KEYWORDS
RELATED DOCUMENTS

	NAME	SIGLUM - FUNCTION	DATE & SIGNATURE
AUTHOR(S)	Guillaume DE POUILLY	STL - Flight Operations Specialist	 Signature manuscrite de Guillaume De Pouilly - STL Modif: I am the author of this document Date: 2020.09.30 11:11:56 +02'00'
TECHNICAL APPROVAL/INDEP ENDENT VERIFICATION	Clément CHAUMAT	STL - CVE	 Digitally signed by Clément Chaumat - STL Reason: I am the checker of this document Date: 2020.09.30 16:03:46 +02'00'
AIRWORTHINESS RELEASE	Ronan FLOC'H	IIAAV3 - DAE	 Digitally signed by Ronan Floc'h - STL Reason: Approved under EASA Design Organization Approval No. 0166 211 013 Date: 01/10/2020 10:57:58 CEST

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CSL/MMEL Change Project_20200927_1.0

Page 1 of 14

Considered Item

Items:

20 Family aircraft:

EFB Power connection Outlet

SA

Alternate Procedures established and used

Repair interval	Nbr installed	Nbr required	Placard
C	-	0	Yes

(o) One or more may be inoperative provided that alternate procedures are established and used.

Reference(s) -----
(o) Refer to OpsProc 46-11-04A EFB Power Outlet (If Installed)

Operator's procedures do not require its use

Repair interval	Nbr installed	Nbr required	Placard
D	-	0	Yes

One or more may be inoperative provided the operator's procedures do not require its use.

Dispatch Condition Justification (Safety Methodology)

For the MMEL Item 46-11-04A, the application of the safety methodology is not relevant as the change consists in a modification of wording for clarification. There is no change in the technical intent of the MMEL Operational Procedures.

The determination of the dispatch condition for the dispatch condition 46-11-04B was made by following the safety methodology [3].

1 Consequences of the Failure of the Considered Item (Safety Methodology Step 1)

The loss of the EFB power connection leads to no longer electrically supply the EFB that could be connected. As a result, the EFB will still be operative until its battery becomes empty and leading to the EFB.

As per AMC1 CAT.GEN.MPA.141(b) Use of electronic flight bags (EFB), the loss of type A or type EFB applications is not more than minor.

46-11-04A : This dispatch condition requires that procedures are established and used to ensure that the affected EFB will be charged or that alternate procedures are available due to EFB unavailability. At worst, this leads to EFB unavailability which is classified as not more than minor, as mentioned above.

46-11-04B : This dispatch condition is used if the operator's procedures do not require the use of EFB. Therefore, in this case, the EFB unavailability has no safety effect.

4.2 Next Critical Failure and Associated Consequences (Safety Methodology Step 2)

Agenda

MMEL/MEL General Overview

MMEL/MEL and Regulations

MMEL Elaboration Process

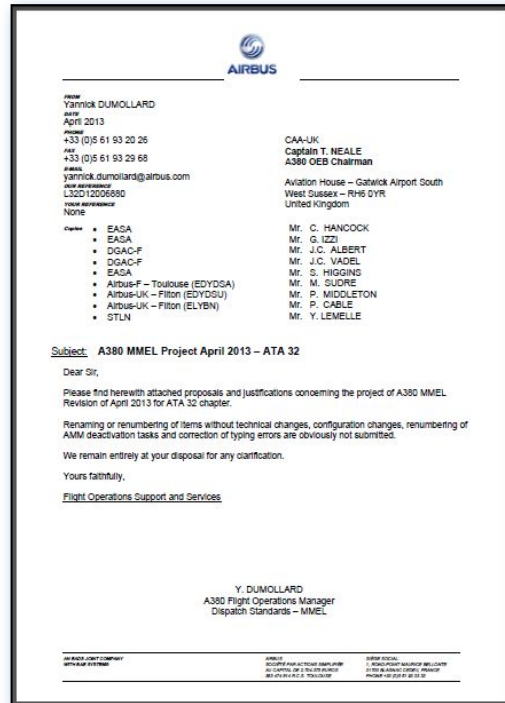
MMEL Approval Process

MMEL Revisions

MMEL Approval Process



MMEL Approval Process



MMEL projects are established by Airbus MMEL specialist with support of:

- Design Office (Aircraft system)
- Safety Specialist

MMEL projects can be also supported when required by:

- Performance & Load
- Certification
- Flight simulator & Flight Test
- Maintenance

MMEL projects are submitted to EASA & FAA for approval

MMEL Approval Process - EASA OSD



Operational Suitability Data OSD

Certified by EASA

Provided by Airbus to Operators & NAA

NAA: National Aviation Authority



**Some operational data are
important for safe operations**

- Flight Crew Data OSD-FCD
- Cabin Crew Data OSD-CCD
- **Master Minimum Equipment List OSD-MMEL**

MMEL Approval Process - EASA OSD

OSD based on the CS-MMEL = Certification Specification MMEL



MMEL Approval Process - EASA OSD



With OSD Process:

□ Airbus **granted with the privilege for the MMEL approval** of Minor Changes

Airbus EASA MMELs are written by AIRBUS and either:

- Approved by **EASA** for **Major Changes**
- Approved by **Airbus under DOA** for **Minor Changes**

Continuous monitoring by EASA of Airbus performance on MMEL

MMEL Approval Process - FAA

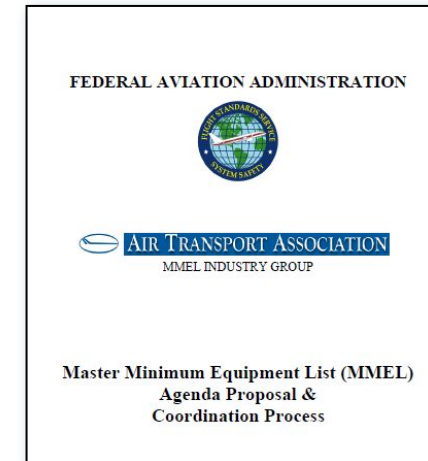


Airbus Amber

FAA does not recognize non-FAA MMELs

FAA-approved MMEL

- Based on FAA regulations: FAA order 8900.1, MMEL PLs, 14 CFR...
- For 'N-Registered' Aircraft
- Review during FOEB meetings
- MMEL projects can be proposed by the lead airlines
- FAA property
- Manufacturer as a consultative actor



□ **Dedicated FOEB Process**

This results in differences between EASA-MMEL and FAA-MMEL

Agenda

MMEL/MEL General Overview

MMEL/MEL and Regulations

MMEL Elaboration Process

MMEL Approval Process

MMEL Revisions

MMEL Revision

MMEL Revision

MMEL may be updated almost every month mainly due to:

- In-service events: Continuous Airworthiness
- Feedback from training and operators
- Aircraft systems evolution

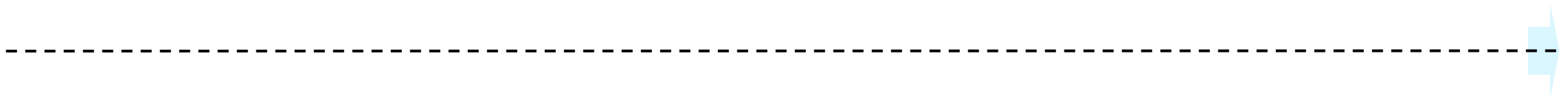
AIRBUS

MMEL
Rev Feb

MMEL
Rev May

MMEL
Rev Aug

MMEL
Rev Nov

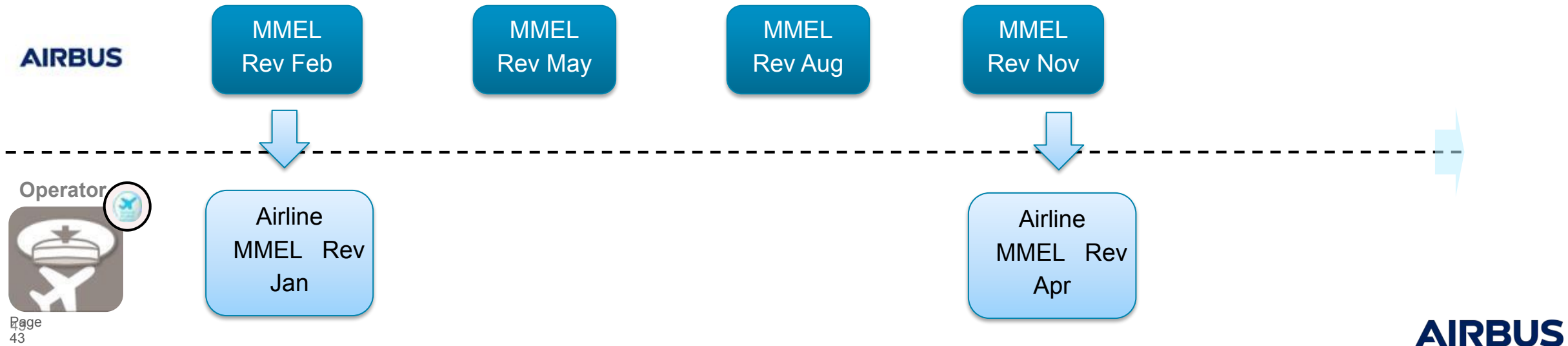


MMEL Revision

MMEL Revision

- Complete MMEL is delivered at each revision
- Airline chooses adapted periodicity to receive MMEL revisions

Example

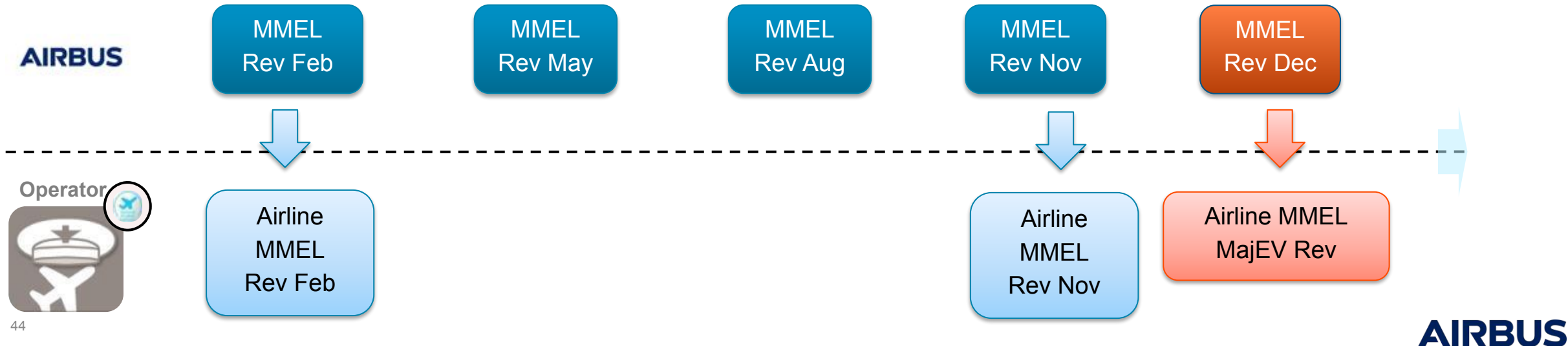


MMEL Revision

MMEL Major Event (MajEV) Revision

- In case of urgent update, an MMEL revision is sent to all impacted operators:
 - Only the urgent change is sent (example, an MMEL item becomes NO DISPATCH)

Example



MMEL Revision - Identification

Airbus Amber

Path : ALL MANUALS ▾

ALL MANUALS	Issue Date
Master Minimum Equipment List	15-Jan-2018
Flight Crew Operating Manual	15-Jan-2018
Quick Reference Handbook	15-Jan-2018

Applicability date = Issue date + 30 days

MEL Revision -Timeline

MEL Items - Approval Reference

Applicability date = Issue date + 30 days

The applicability date of this MMEL starts at the issue date + 30 calendar days.

Note: The issue date is different from the EASA approval date. The issue date corresponds to the date of initiation of the publication of the Operator's MMEL by Airbus. The issue date may vary from Operator to Operator. The issue date appears in the Transmittal Letter (for the PDF format) and in the LIBRARY panel of the OPS LIBRARY Browser (for the electronic consultation).

The EASA approval date appears in the MMEL Approval Reference of the MMEL Preamble.

The 90 days limit as referred to in PART ORO.MLR.105(c) is recommended to start from the applicability date.

As per Par ORO.MLR.105(c):

- Normal Revision: **Applicability date + 90 days**
- Major Event Revision: **Without delay. Shorter timing imposed by AD**

MMEL Revision

Where are MMEL Revisions?
On AIRBUSWorld Portal

The screenshot displays the AIRBUSWorld Portal interface. At the top, the AIRBUSWorld logo is on the left, and the user's name, Yannick DUMOLLARD, is on the right. Below the logo, there are search filters for Context (AIB), Aircraft type (A319 | A320 | A321 | A330 | ...), Tail Number - MSN, and ATA. The main content area is divided into several sections: Home, Search, App catalogue, Content library, Downloads, Publication tool, and HELP / Contacts. The Content library section is highlighted, showing a grid of document categories including Customer Services e-Catalogue, AirbusSpares, AirN@v Associated Data, AirN@v Engineering, AirN@v Line Maintenance, AirN@v Maintenance, AirN@v Planning, AirN@v Repair, AirPl@n, CDIS A/C Information, CDIS A/C Inspection Report (AIR), CDIS Cabin & livery, and WISE. A notification banner at the top of the Content library section reads: "To get notifications about your favorite doctypes, please [click here](#)." A bookmark banner below it says: "Bookmark your favorite documents via the Content library or via the search engine (open document and click on the star)". The bottom of the page features a large image of an aircraft wing against a blue sky with clouds. The AIRBUS logo is visible in the bottom right corner.

AIRBUSWorld

Context: AIB | Customization | Aircraft type: A319 | A320 | A321 | A330 | ... | Tail Number - MSN | ATA | Yannick DUMOLLARD | AIRBUS | Log Off

Home | **Search** | **App catalogue** | **Content library** | **Downloads** | **Publication tool** | **HELP / Contacts**

Notifications | **Bookmarks (0)**

To get notifications about your favorite doctypes, please [click here](#). | Bookmark your favorite documents via the Content library or via the search engine (open document and click on the star)

Customer Services e-Catalogue | AirbusSpares | AirN@v Associated Data | AirN@v Engineering | AirN@v Line Maintenance

AirN@v Maintenance | AirN@v Planning | AirN@v Repair | AirPl@n | CDIS A/C Information

CDIS A/C Inspection Report (AIR) | CDIS Cabin & livery | WISE

Expand Apps | Remove

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AIRBUS

MMEL Revision

Important **MMEL Changes** with operational impacts and improvement are described and available on AIRBUSWorld

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Document Title	Aircraft Type	Revision Date
A320 Family Main MMEL changes introduced from November 2016	A318 A319 ...	10 Jan 2017
A320 Ident.: GEN-A-00014467.0001001 / 22 MAY 12	A318 A319 ...	22 May 2012

Help to assess impacts, priorities and workload for Flight Ops MEL team

Help to provide operational improvement in advance to maintenance

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E-mail notification of MMEL Changes is automatically sent to Operator

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Wrap-up

- ❖ **MMEL** is the **basis** for the operator **MEL**
- ❖ **MMEL** covers **only Safety-related** Item
- ❖ **MMEL ensures an Acceptable level of safety** based on a **Safety demonstration**:
 - Based on **one failure case**
 - Defining **dispatch conditions/limitations, specific crew or maintenance** procs
 - With a limited time exposure: **Repair interval**
- ❖ **MMEL is continuously updated**

Thank you

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