



Workshop on Specific Approvals organized by ICAO WACAF

MMEL/MEL Module: 3. From MMEL to MEL

Presentation by Airbus

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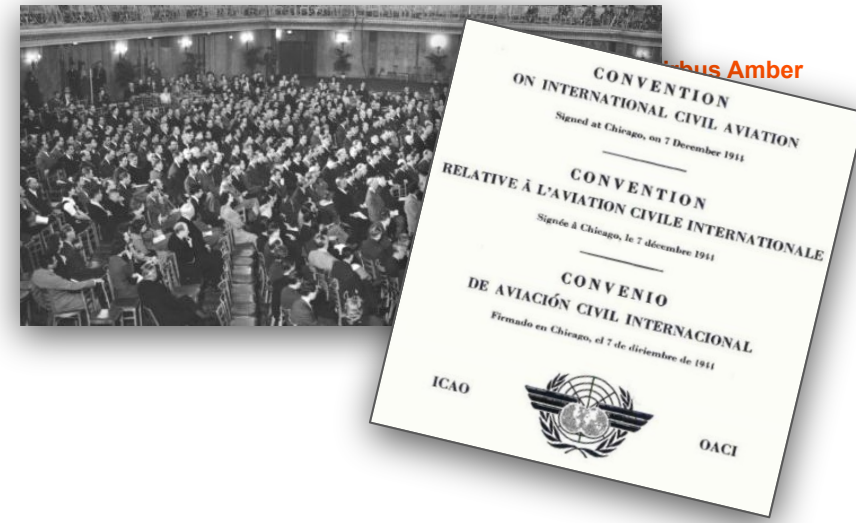
Dakar, Senegal, 30 June-05 July 2025



AIRBUS
EC_NotTechnical

MEL Regulations

ICAO - Chicago Convention

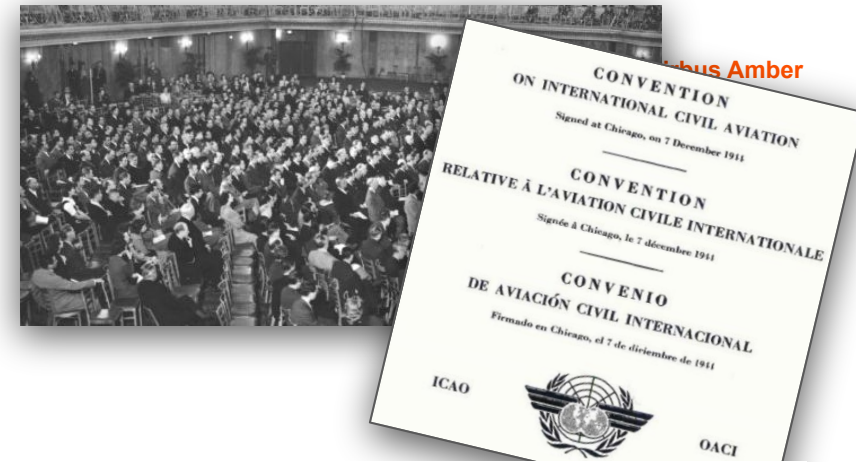


The Chicago Convention includes 96 articles that lays the foundation for a set of Standards And Recommended Practices (SARPs) via Annexes that regulate international air transportation.

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

MEL Regulations

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

MEL Regulations

Airbus Amber

MEL Regulations



Part-ARO

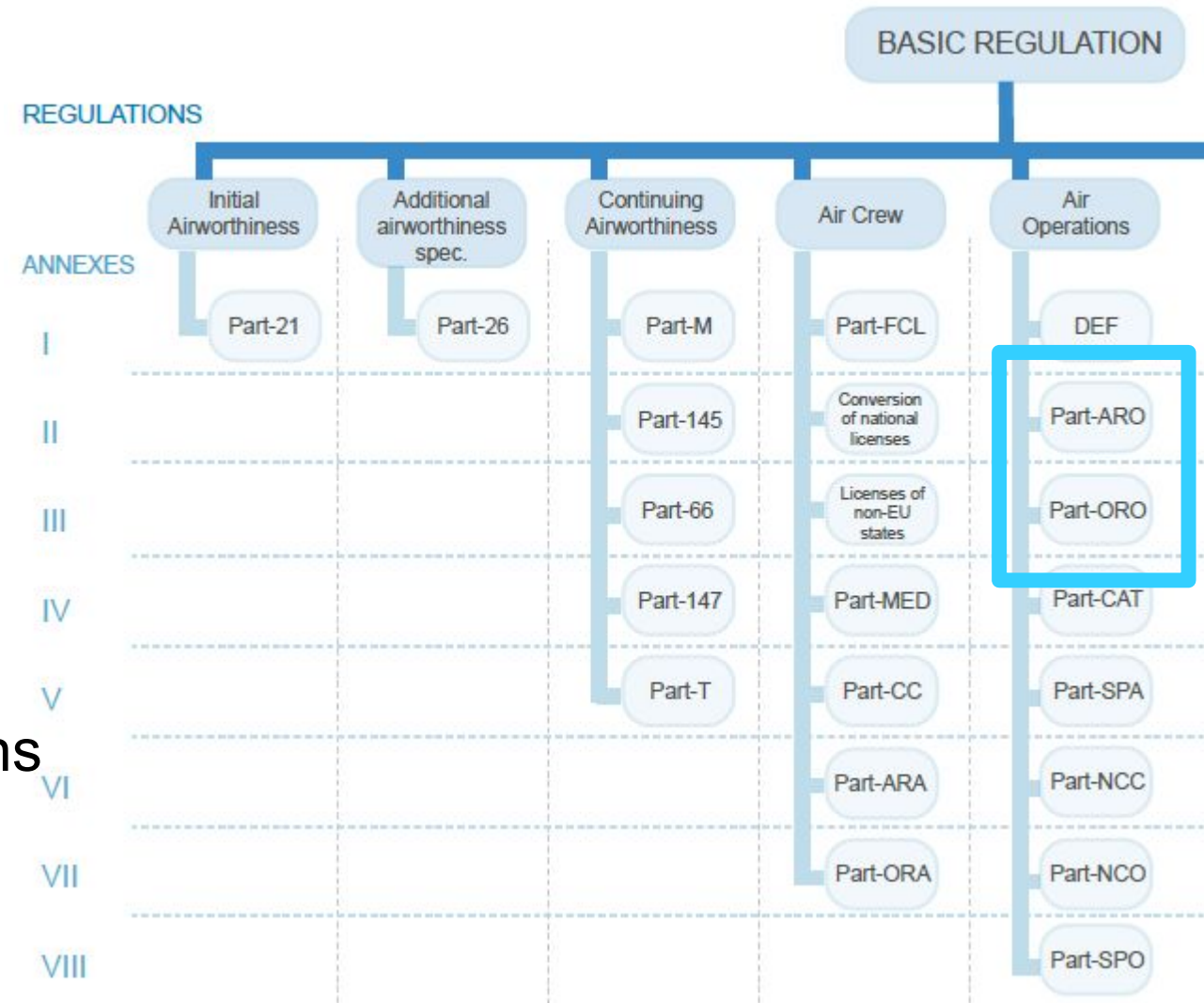
Authority Requirement for Air Operations

Part ARO.OPS.205 MEL approval

Part-ORO

Organization Requirement for Air Operations

Part ORO.MLR.105 MEL baselines



Airlines ID card

Collect and trace

- Airlines profile
- Flight Operations
- Maintenance Organization

MEL Format

Define MEL format

- MEL data approved by Authority
- MEL data for MEL use

MMEL Data

Get access to

- MMEL Airbus
- MMEL Supplement issued by Authority
- MMEL data issued by STC (Supplement Type Certificate)

MEL Customization tool

- Define the customization tool
- Get training

From MMEL to MEL – Customization

The MMEL is the basis for the operator's Minimum Equipment List (MEL), which also takes into account:

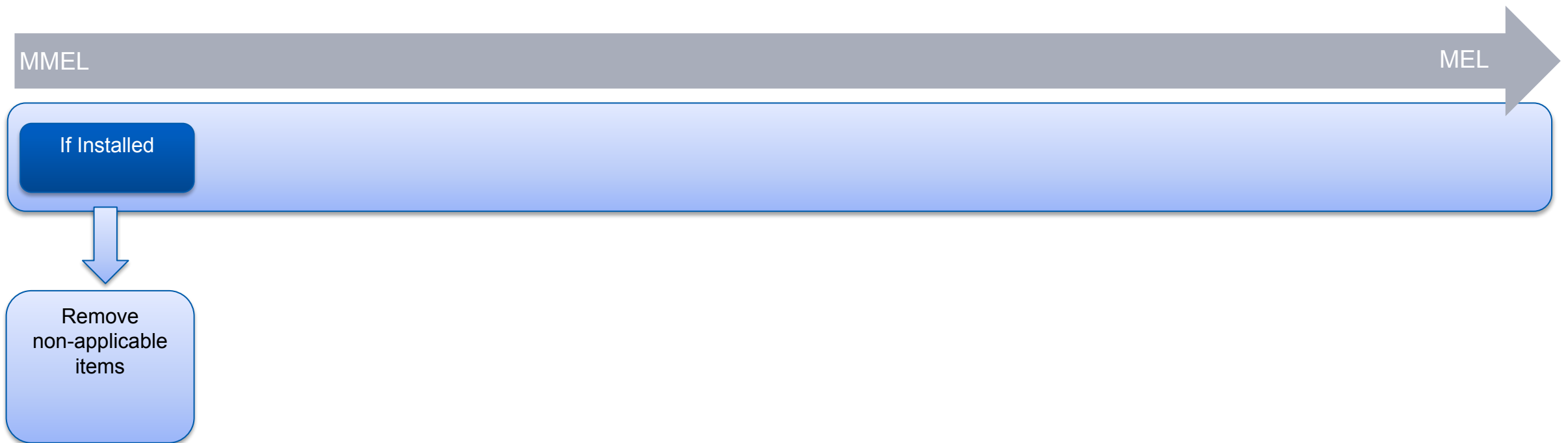
- Local regulations
- The specific policy of the operator, or network constraints
- The cabin layout (e.g. lavatories).



The MEL cannot be less restrictive than the MMEL

From MMEL to MEL – Customization Process

Customization Process



From MMEL to MEL– Customization Process

If Installed

MMEL lists only items applicable to the A/C configuration, however some of them (5-10%) are listed “if installed”.

MEL update as per one of the following action:

- Remove the “If Installed” if the related MEL item is fitted on the entire Operator’s fleet and on the forthcoming new aircraft expected to be delivered in coming years
- Remove the MEL item if the related MEL item is not fitted on any aircraft of the Operator’s fleet and won’t be fitted on the forthcoming new aircraft
- Keep the “If Installed” otherwise.

Delivery documentation and configuration consultation tools can be used.

From MMEL to MEL– Customization Process

If Installed

Depending on aircraft configuration/cabin layout, items can be removed:

23-39-01	Passenger Broadband System Ventilation 
Ident.: MI-23-39-00007021.0001001 / 22 MAR 10	
Applicable to: ALL	

“If installed” symbol

23-39-01A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

(m) May be inoperative provided that the passenger broadband system is deactivated.

Reference(s)

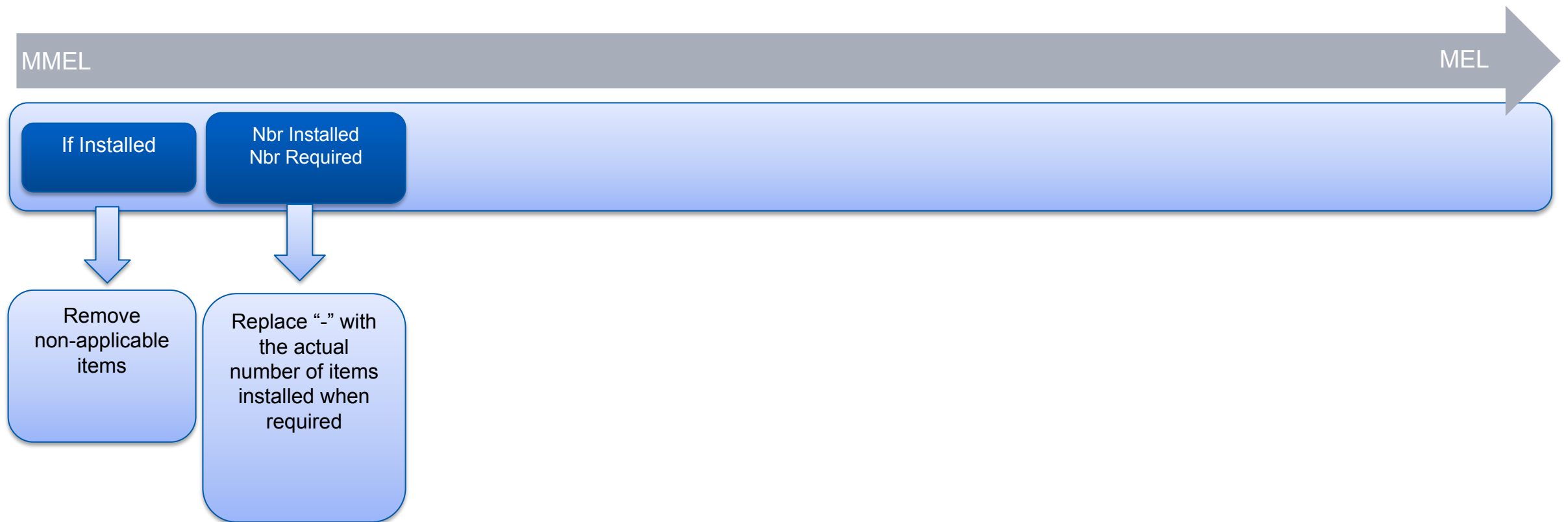
(m) Refer to AMM 23-39-00-040-801

Note: Consider related MMEL entry (ECAM alert) and/or operational procedure:

ECAM Alert: COND BBAND FAN FAULT 	
Ident.: ME-21-00006275.0001001 / 18 JUL 12	
Applicable to: ALL	
AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 23-39-01 Passenger Broadband System Ventilation (If Installed)

From MMEL to MEL – Customization Process

Customization Process



From MMEL to MEL– Customization Process

Nbr Installed
Nbr Required

When possible, depending on the Aircraft configuration/cabin layout, “-” should be replaced by the actual number installed

When “-” for the Nbr Required the proviso helps to determine the “Nbr Required” depending on the “Nbr installed”.

Example:

25-20-02 Cabin Attendant Seat		
■ 25-20-02A		
Repair Interval	Nbr Installed	Nbr Required
D	-	-
m One or more non-required cabin attendant seats may be inoperative or unusable provided that the affected seat is secured in its stowed position or removed.		
■ 25-20-02B		
Repair Interval	Nbr Installed	Nbr Required
C	-	-
One or more required cabin attendant seats may be inoperative or unusable provided that: 1) The cabin attendant assigned to affected seat occupies a passenger seat as		

From MMEL to MEL– Customization Process

Nbr Installed
Nbr Required

Exceptions:

- When the dispatch conditions provides all the qualifying conditions to determine dispatch, the “-” can be kept as Nbr Required:

24-07-02-01	Indications on the <u>ELEC DC</u> SD page		
Ident.: MI-24-07-02-00007140.0001001 / 22 MAR 10			
Applicable to: ALL			
24-07-02-01A			
Repair interval	Nbr installed	Nbr required	Placard
C	–	0	No
One or more may be inoperative.			

- For Dispatch redirection items, the dash shall be kept, since they are given in the other item :

31-08-02	Fuel On Board (FOB) Indication on the EWD		
Ident.: MI-31-08-00007567.0001001 / 22 MAR 10 Applicable to: ALL			
31-08-02A			
Repair interval	Nbr installed	Nbr required	Placard
—	—	—	—
Refer to Item 28-08-01 Fuel On Board (FOB) Indication on the EWD			

28-08-01	Fuel On Board (FOB) Indication on the EWD		
Ident.: MI-28-08-00007434.0002001 / 22 MAR 10 Applicable to: MSN 1451-1466			
28-08-01A			
Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No
May be inoperative provided that ETOPS beyond 180 min is not conducted.			

From MMEL to MEL– Customization Process

Nbr Installed
Nbr Required

Exceptions:

- When not applicable: Maintenance Message on STATUS page (A320 Family Only)

21-00-01	PACK 1(2) <u>MAINTENANCE</u> Message
1 Ident.: MI-21-00-00007458.0001001 / 22 MAR 10 Applicable to: MSN 0706-2183	

21-00-01A

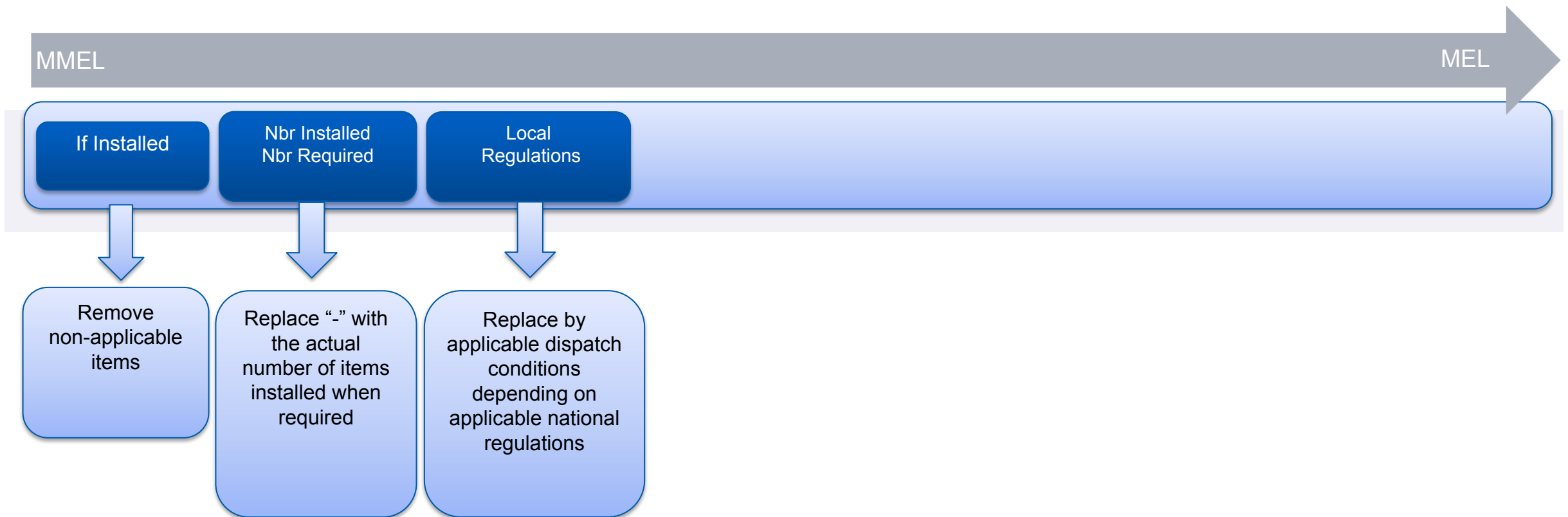
Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

PACK 1(2) MAINTENANCE message may be displayed on the STATUS SD page.

- ☐ Only writing convention agreed with EASA
- ☐ Specific procedure to defer MAINTENANCE message by Maintenance may be defined in MEL.

From MMEL to MEL – Customization Process

Customization Process



From MMEL to MEL– Customization Process

Local Regulations

Check if additional requirements apply:

The screenshot displays the 'Master Minimum Equipment List' (MMEL) interface. The left sidebar shows a tree structure under 'ALL MANUALS' with 'Master Minimum Equipment List' selected. The main content area shows the path: MMEL / MI / 00 / 09 / MMEL Items depending on Local Regulations / MMEL ITEMS DEPENDING ON LOCAL REGULATIONS. The title 'MMEL ITEMS DEPENDING ON LOCAL REGULATIONS' is prominently displayed. The text explains that dispatch conditions for these MMEL items are based on EASA Operational Requirements and may vary for non-EASA member states. It provides two options for operators: introducing the proposed dispatch conditions or developing alternate repair intervals and dispatch conditions. A list of specific MMEL items subject to different operational requirements is provided, including references to reactive windshear detection, navigation database, CVR erase, and HF voice.

Master Minimum Equipment List

MMEL DLH
Issue: 24 FEB 2022

Path : MMEL / MI / 00 / 09 / MMEL Items depending on Local Regulations / MMEL ITEMS DEPENDING ON LOCAL REGULATIONS

MMEL ITEMS DEPENDING ON LOCAL REGULATIONS

The dispatch conditions for the here below MMEL items have been based on EASA Operational Requirements.

For those listed MMEL items, Operational requirements may vary from a non EASA member State.

In that respect, for each of the here below MMEL items, an Operator from a non EASA member State may either:

- Introduce the proposed dispatch conditions from this MMEL in its MEL, or
- Develop alternate repair interval and dispatch conditions in accordance with its local Operational requirements in its MEL.

List of MMEL items that may be subject to different Operational requirements from the EASA one:

- Refer to [Item 22-60-03 Reactive Windshear Detection Function](#)
- Refer to [Item 22-70-02 Navigation Database](#)
- Refer to [Item 23-01-01-32 CVR ERASE pb](#)
- Refer to [Item 23-10-01 HF Voice](#)

Note: Only for non EASA member states

More information available in ISI article 00.00.00037

From MMEL to MEL– Customization Process

Local Regulations

The MMEL paragraph “MMEL Items Depending on Local Regulations” lists all MMEL items for which dispatch conditions have been defined based on EASA operational requirements.

Since the operational requirement may vary for a non EASA member state, an Operator should check applicable regulations and may either:

- Copy the MMEL dispatch conditions directly into its MEL, or
- Develop alternate repair interval and dispatch conditions in accordance with its local Operational requirements in its MEL.

MMEL ITEMS DEPENDING ON LOCAL REGULATIONS

The dispatch conditions for the here below MMEL items have been based on EASA Operational Requirements.

For those listed MMEL items, Operational requirements may vary from a non EASA member State.

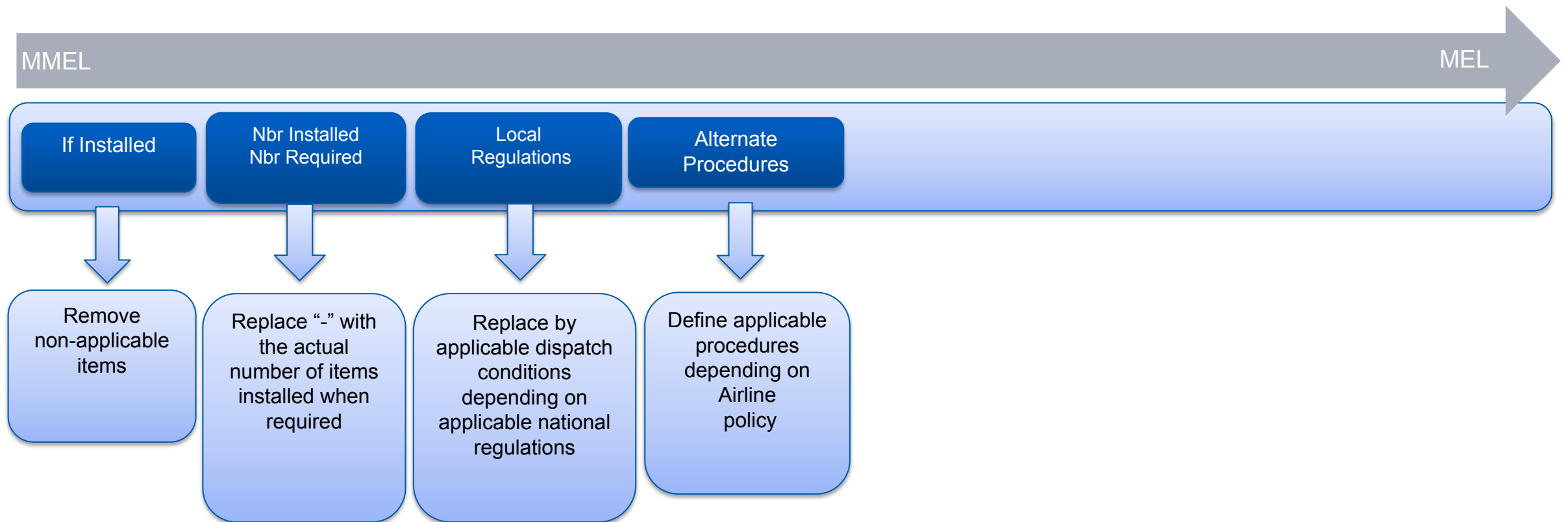
Chapter to be removed

List of MMEL items that may be subject to different Operational requirements from the EASA one:

- Refer to [Item 22-60-03 Reactive Windshear Detection Function](#)
- Refer to [Item 22-70-02 Navigation Database](#)
- Refer to [Item 23-01-01-32 CVR ERASE pb](#)

From MMEL to MEL – Customization Process

Customization Process



From MMEL to MEL – Customization Process

Alternate Procedures

- In order to provide flexibility to each Airline operations, some alternative procedures remain to be defined.
- Both MMEL Items and MMEL Operational Procedures are concerned.

Example:

MMEL Items section

46-50-01 Cockpit CAPT and F/O Laptop		
■ 46-50-01A		
Repair Interval	Nbr Installed	Nbr Required
C	2	0
Placard		
○ One or both may be inoperative provided that alternate operational procedure is established and used.		

Operational Procedures section

44-12-03A	Crew Rest Compartment Loudspeaker (If Installed)
Alternate procedures must be established to alert crew at rest, if necessary.	



Search the keyword “alternate” in OLB to find all the procedures to be defined

From MMEL to MEL– Customization Process

Alternate
Procedures

Procedure to be defined

Dispatch conditions have to be customized when MMEL dispatch conditions instruct the Operator to establish and use an alternate procedure.

33-26-02	Lavatory Sign (Return to Seat)		
☐ 33-26-02A Lavatory used			
Repair Interval	Nbr Installed	Nbr Required	
C	-	0	
☐	One or more may be inoperative provided that an alternate procedure is established and used to alert the occupant to return to their seat when necessary.		

From MMEL to MEL– Customization Process

Alternate
Procedures

Procedure is defined (o)

Procedure defined with involved actors (flight crews and cabin crews)

33-26-02	Lavatory Sign (Return to Seat)		
■ 33-26-02A Lavatory used			
Repair Interval	Nbr Installed	Nbr Required	
C	-	0	
☐	One or more may be inoperative		

From MMEL to MEL– Customization Process

52-10-01	Cabin Door		
52-	Alternate Procedures		
Repair Interval	Nbr Installed	Nbr Required	
A	8	7	

Placard

o m One may be inoperative for 5 flights provided that:

- 1) The number of passengers carried and their location in the cabin is in accordance with the operational procedure, and
- 2) The affected exit is closed, latched and locked from the inside, and is placarded inoperative, and
- 3) The affected exit is not used for passenger boarding
- 4) All the EXIT markings, signs and lights associated with the exit are inoperative
- 5) Alternate cabin safety procedures are established and used to ensure that:

// END

Procedure to be defined

→ Alternate procedure for cabin to adapt procedure with door inoperative.

52-10-01A

Cabin Door

PROCEDURE TO BE DEVELOPED IN THE OPERATOR'S MEL

A procedure must be established and used to ensure that:

- All crewmembers are briefed on the location and condition of the affected exit, passenger distribution and safety procedures
- The affected exit, escape paths, and blocked seating layout are checked before each takeoff and landing
- All the concerned passengers are informed that an exit is inoperative and displays an appropriate placard

FLIGHT PREPARATION

CALCULATION OF MAXIMUM PASSENGER CAPACITY (MPC) TABLES

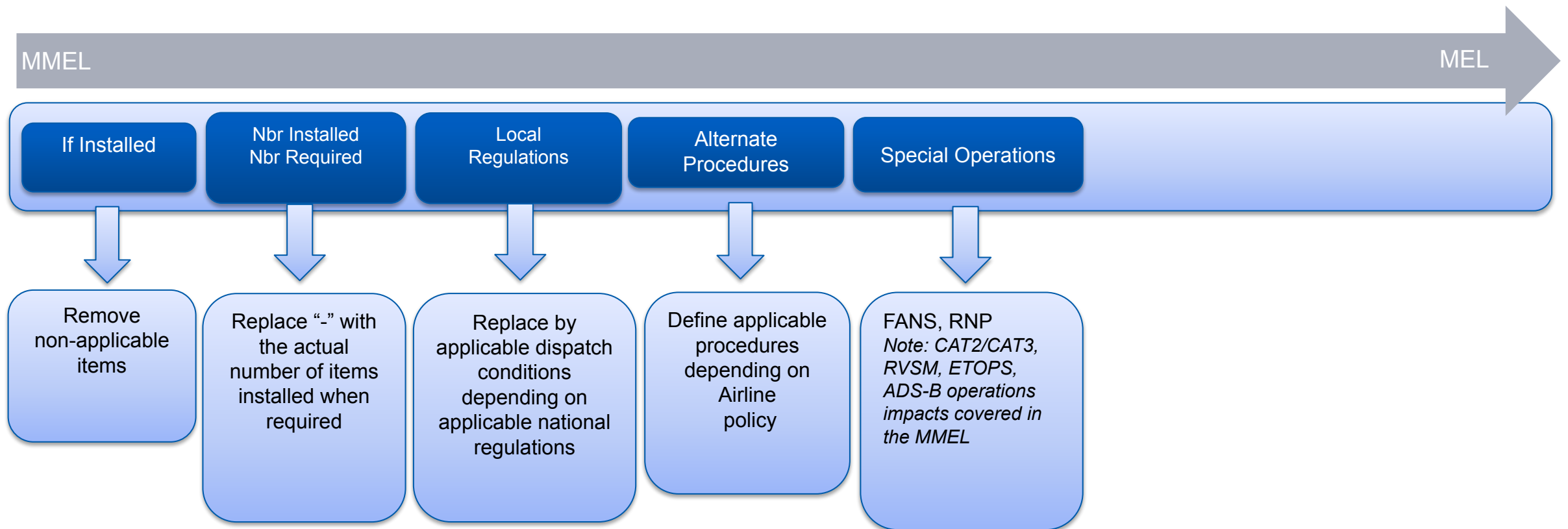
The CS-MMEL methodology must be used to compute the reduced number of passengers and their distribution

Note: ISI article reference 52.10.00040, available on Airbus World, provides guidelines to use the CS

- Passenger reduction Number to be defined based on each cabin configuration
- ISI provides: Excel sheet to help perform the computation

From MMEL to MEL – Customization Process

Customization Process



From MMEL to MEL – Customization Process

Special Operations

Basically, the MMEL covers the impact on specific operations: CAT 2/3, FANS, RNP, RVSM, ETOPS,...

- Operator can customize these impacts as necessary

From MMEL to MEL– Customization Process

Special Operations

ETOPS Operations

Clarification as necessary

An A320 Operator does not perform ETOPS Operations

21-63-04

Air Conditioning System Controller Channel (COND CTL 1(2)-A(B))

21-63-04A

Non ETOPS flight

Repair Interval	Nbr Installed	Nbr Required
C	4	2

One may be inoperative on each side provided that ETOPS is not conducted.

21-63-04B

ETOPS flight

Repair Interval	Nbr Installed	Nbr Required
C	4	2

For ETOPS, one may be inoperative on each side provided that the AIR COND CTL 1-B FAULT alert is not displayed on the EWD.

From MMEL to MEL– Customization Process

Special Operations

ETOPS Operations

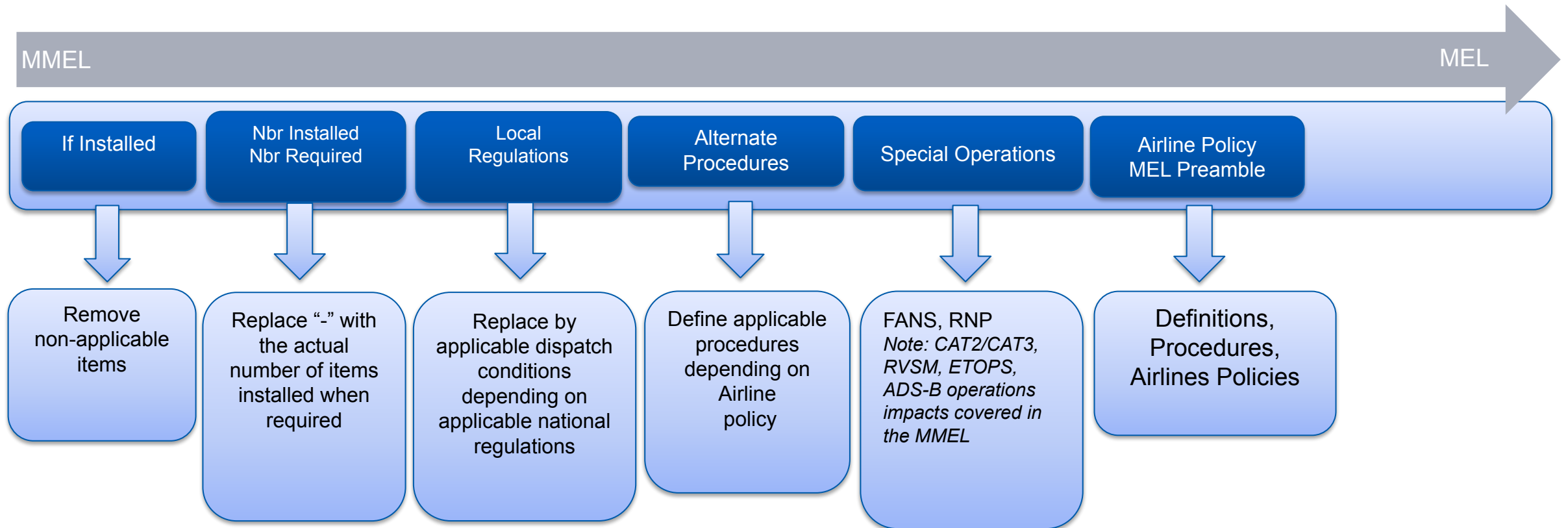
Clarification as necessary

21-63-04 Air Conditioning System Controller Channel (COND CTL 1(2)-A(B))		
■ 21-63-04A		
Repair Interval	Nbr Installed	Nbr Required
C	4	2
One may be inoperative on each side.		

- Simplification of dispatch conditions in the MEL for Non-ETOPS operator

From MMEL to MEL – Customization Process

Customization Process



From MMEL to MEL – Customization Process

Airline Policy MEL Preamble

- ★ Provides the definitions and procedures necessary to use the MEL.
- ★ May incorporate specific Operations and Maintenance requirements:
 - Placarding procedures
 - Pilot deferral of Class II Maintenance Status (A320 Family only).
 - Maintenance procedures consultation
 - Repair Interval Extension procedure
- ★ May incorporate specific Airline Policies:
 - Particular airport procedure (from/to Mainbase, etc..)
 - Application of MEL between pushback and takeoff.

From MMEL to MEL– Customization Process

Airline Policy
MEL Preamble

Definitions

... provided that system X is checked operative : The system X must be checked and confirmed operative via either an (o) and/or an (m) procedure.

Polar area : The polar area corresponds to the entire area north of 78 ° N latitude and the entire area south of 60 ° S latitude.

... item X may be inoperative provided that item Y is considered inoperative. : The dispatch is permitted with item X inoperative provided that the system Y is considered inoperative. The referred MEL item Y must be also deferred under MEL and the associated dispatch conditions must be applied, including the respective (o) and (m) procedures if any.

Refer to Item Y Both MEL items X and Y are deferred in the logbook.

**To be enhanced as necessary by
Operator and Authority**

From MMEL to MEL – Customization Process

Airline Policy
MEL Preamble

Application of MEL between pushback and takeoff:

— Regulatory Baseline: new AIR-OPS

AMC1 ORO.MLR.105(d)(3) Minimum equipment list

EXTENT OF THE MEL

*The operator should include guidance in the MEL on how to deal with any failures that occur between the commencement of the flight and the start of the take-off. If a failure occurs between the commencement of the flight and the start of the take-off, **any decision to continue the flight should be subject to pilot judgement and good airmanship**. The pilot-in-command/commander may refer to the MEL before any decision to continue the flight is taken.*

MEL Applicability

From MMEL to MEL– Customization Process

Airline Policy
MEL Preamble

MEL Applicability

Airlines must define the policy regarding application of MEL after pushback

- Guidelines regarding communication between pilot and MCC
- Consistent across Operator's fleet
- Approved by Authority

ISI article 00.00.00249

How to manage aircraft systems failures that occur during taxi?



From MMEL to MEL– Customization Process

Airline Policy
MEL Preamble

Placarding Policy

PLACARD

In the PDF format, the "YES" in the "Placard" column indicates the request for a placard. In the electronic format, the "PLACARD" symbol indicates the request for a placard.

The control(s), and/or indicator(s) related to inoperative equipment, component, system or function should be clearly placarded.

There are 2 sizes of "inoperative" stickers:

INOPERATIVE

- Small size for sticker to be put in the cockpit panels close to pushbutton switch, control, indicator, ...
- Big size for sticker to be put in the cabin or in other area for ground personnel.

Stickers spares are available in the cockpit.

From MMEL to MEL– Customization Process

Airline Policy
MEL Preamble

Repair Interval Extension Process

REPAIR INTERVAL EXTENSION

Subject to the approval of the Authority, the operator may use a procedure for the extension of the applicable Repair Interval B, C, and D, for the same duration as specified in the MEL, provided that:

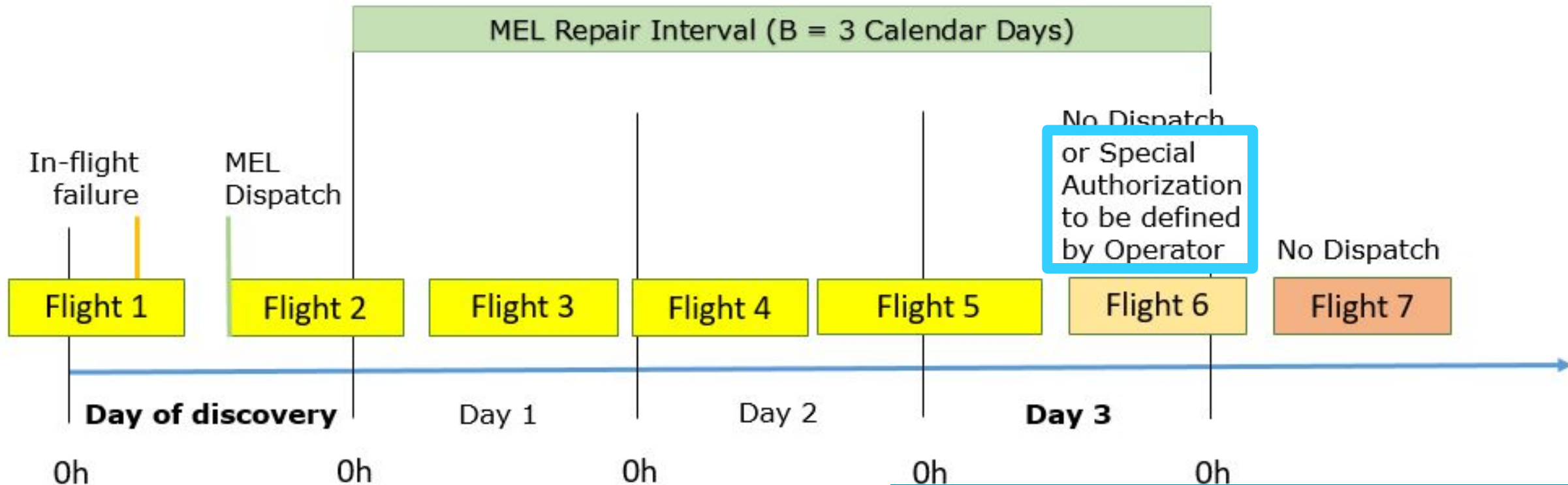
- A description of specific duties and responsibilities for controlling extensions is established by the operator and accepted by the Authority, and
- The operator only grants a one-time extension of the applicable Repair Interval, and
- The Authority is notified of any extension granted with the Authority, and
- Repair is accomplished at the earliest opportunity.

To be defined by Operator and Authority

From MMEL to MEL– Customization Process

Airline Policy
MEL Preamble

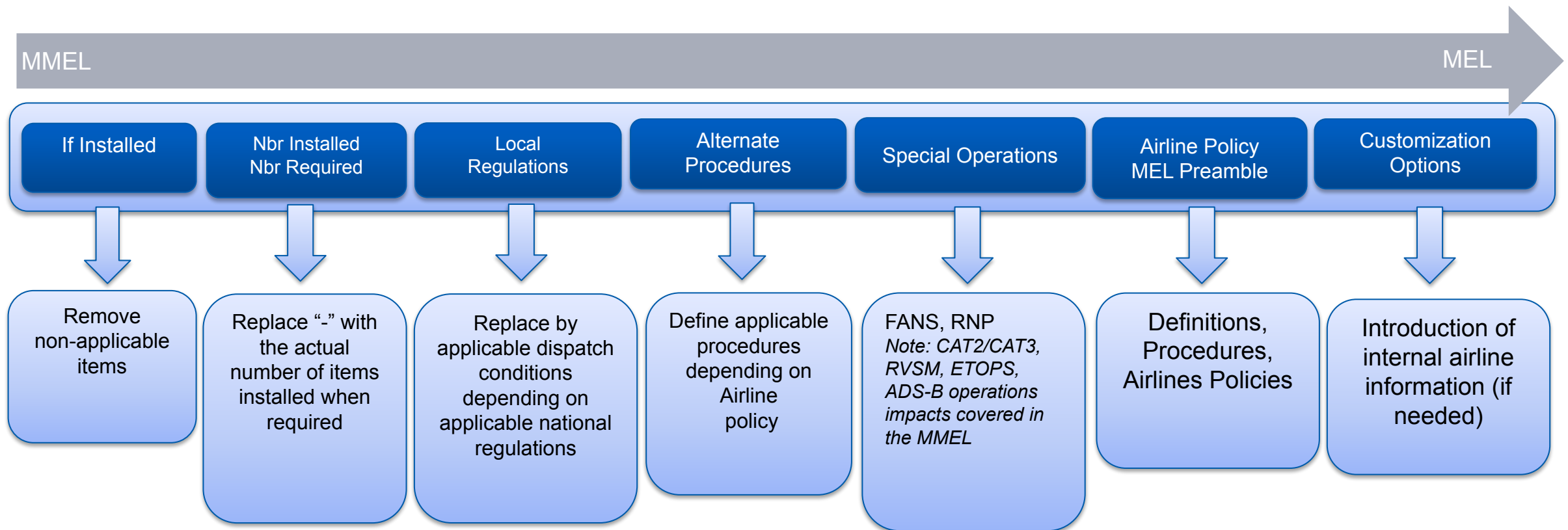
Repair Interval Extension Process



Repair interval target date

From MMEL to MEL – Customization Process

Customization Process



From MMEL to MEL– Customization Process

Customization Options

Few MMEL items must be adapted to each individual cabin configuration

Customize Cabin Items

33-50-07 LED Floor Path Marking System (seat-mounted light , wall-mounted light , edge-mounted light)

■ 33-50-07A

Repair Interval	Nbr Installed	Nbr Required
C	-	-

One or more may be inoperative in accordance with Airbus vertical separation analysis produced for the specific original aircraft cabin layout.

52-10-01 Cabin Door

■ 52-10-01A

Repair Interval	Nbr Installed	Nbr Required
A	8	7

Placard

o **m** One may be inoperative for 5 flights provided that:

- 1) The number of passengers carried and their location in the cabin is in accordance with the operational procedure, and
- 2) The affected exit is closed, latched and locked from the inside, and is placarded inoperative, and



Adobe Acrobat
Document

From MMEL to MEL– Customization Process

Customization
Options

Customize MEL Entries, as necessary

<u>F/CTL</u> SENSOR FAULT	
AIRCRAFT STATUS	CONDITION OF DISPATCH
A sensor in the Flight Controls system is lost. Contact MCC for troubleshooting advise.	Refer to Item 22-10-03 Take-over pb Priority Function or Refer to Item 27-92-04 PRIM Sidestick Potentiometer Signal or Refer to Item 27-92-05 PRIM Sidestick Priority Switch Signal

From MMEL to MEL– Customization Process

Customization
Options

New Convenience Items

Airbus MMELs do not take into account cabin convenient items since they do affect the Airbus procedures on aircraft operation and there are not driven by the requirement of justification demonstration supported by the Safety System Assessment (SSA) and the safety methodology.

However, as per the Operator decision, some specific cabin items may be introduced in its MEL.

From MMEL to MEL– Customization Process

Customization
Options

New Convenience Items

25-40-50	Lavatory Storage Compartment Key Lock		
25-40-50A			
Repair Interval	Nbr Installed	Nbr Required	
C	-	0	
May be inoperative in the unlocked position provided that doors are secured by a combination lock.			

“Tip”: Unique reference and not interfere with the MMEL items reference.
The last two digits of MEL item specific to Operator should start with 50

From MMEL to MEL– Customization Process

Customization
Options

Clarify Operational Titles, as necessary

Customization is the Operational title or dispatch condition title.
As necessary, dispatch conditions title may be adapted in accordance with Airlines operations or aircraft configuration.

When an MMEL item has several dispatch conditions, the Operator must select and apply only one dispatch condition at a time. An optional operational title is provided for each of the dispatch condition reference. The aim of an operational title is to help the Operator to better understand the operational differences between multiple dispatch conditions. In the frame of the MEL customization, this operational title may be modified at Operator's convenience provided that the customized operational title still ensure the correct identification, the content and the intent of the associated dispatch condition.

From MMEL to MEL– Customization Process

Customization
Options

Clarify Operational Titles, as necessary

25-22-01	Cabin Attendant Seat
----------	----------------------

■ 25-22-01A Non-required cabin attendant seat

Repair Interval	Nbr Installed	Nbr Required
D	-	-

m One or more non-required cabin attendant seat may be inoperative or not usable provided that the affected seat is secured in its stowed position or is removed.

■ 25-22-01B Required cabin attendant seat inoperative - Use of a non-required cabin attendant seat

Repair Interval	Nbr Installed	Nbr Required
C	-	-

e **m** One or more required cabin attendant seat may be inoperative or not usable provided that:

From MMEL to MEL– Customization Process

Customization
Options

Clarify Operational Titles, as necessary

25-22-01	Cabin Attendant Seat
----------	----------------------

■ 25-22-01A Non-required cabin attendant seat (seat not placarded “TO BE OCCUPIED FOR TAKEOFF AND LANDING”)

Repair Interval	Nbr Installed	Nbr Required
D	-	-

m One or more non-required cabin attendant seat may be inoperative or not usable provided that the affected seat is secured in its stowed position or is removed.

■ 25-22-01B Required cabin attendant seat inoperative - Use of a non-required cabin attendant seat

Repair Interval	Nbr Installed	Nbr Required
C	-	-

e m One or more required cabin attendant seat may be inoperative or not usable provided that:

From MMEL to MEL– Customization Process

Customization
Options

Customize Repair Interval, as necessary

The repair interval may be reduced in order to minimize the Airlines operations burden.

An A320 Operator transports live animal in some European routes. The inoperative AFT cargo compartment heating may disturb the aircraft schedule planning if the issue is not fixed within an acceptable time frame.

From MMEL to MEL– Customization Process

Customization
Options

Customize Repair Interval, as necessary

21-43-02	AFT Cargo Compartment Heating	
■ 21-43-02A HOT AIR OFF		
Repair Interval	Nbr Installed	Nbr Required
C	1	0

☐ Hot air pressure regulating valve or trim air valve may be inoperative provided that:

- 1) The HOT AIR pb-sw on the CARGO HEAT overhead panel is set to OFF, and
- 2) The operative valve is indicated closed on the COND SD page.

From MMEL to MEL– Customization Process

Customization
Options

Clarify Dispatch conditions, as necessary

Dispatch conditions of the MMEL may be clarified provided that the intent of the dispatch conditions are not changed.

25-50-02

Decompression Panels in the Cargo Compartments

■ 25-50-02A

Repair Interval	Nbr Installed	Nbr Required
C	-	0

One or more may be damaged or missing provided that the associated cargo compartment is empty or does not contain flammable or combustible materials.

From MMEL to MEL– Customization Process

Customization
Options

Clarify Dispatch conditions, as necessary

There is no fly-away kit box in any cargo compartment

25-50-02

Decompression Panels in the Cargo Compartments

25-50-02A

Repair Interval	Nbr Installed	Nbr Required
C	-	0

One or more may be damaged or missing provided that the associated cargo compartment is empty

From MMEL to MEL– Customization Process

Customization
Options

Clarify Dispatch conditions, as necessary

AFM performance penalties are applied

32-42-02

Green System Brake

■ 32-42-02A One inoperative

Repair Interval	Nbr Installed	Nbr Required
C	8	7

o

m

Braking on one wheel may be inoperative provided that:

1) The tachometers associated with the operative brakes are operative, and

2) The green hydraulic supply of the affected brake is deactivated, and

3) The Flight Manual performance penalties are applied.

From MMEL to MEL– Customization Process

Customization
Options

Clarify Dispatch conditions, as necessary

AFM performance data includes in the EFB tool

32-42-02

Green System Brake

■ 32-42-02A One inoperative

Repair Interval	Nbr Installed	Nbr Required
C	8	7

o

m

Braking on one wheel may be inoperative provided that:

1) The tachometers associated with the operative brakes are operative, and

2) The green hydraulic supply of the affected brake is deactivated, and

3) The performance penalties are applied.

From MMEL to MEL– Customization Process

Customization
Options

ZFWCG impact

Operator must define in the MEL operational procedure a clear process on how to compute affected parameters TOW/TOWG, ZFW/ZFWCG with pilot's performance tool.

WBM Impact

Operator must identify MEL items with impact on Operations manual, loadsheet, etc.

MMEL to MEL: New MMEL Revision

Airbus Amber

Interface showing the MMEL (Master Minimum Equipment List) revision process. The interface includes a top navigation bar with buttons: New Criteria, Undo, Back, Forward, Print, Wide Screen, Day mode, and Close. Below this is a section with tabs: QUICK ACCESS, MANUALS, BOOKMARKS, and SEARCH. The MANUALS tab is active, showing a list of manuals under the path ALL MANUALS.

The list of manuals includes:

- Master Minimum Equipment List
- Flight Crew Operating Manual
- Quick Reference Handbook

The issue date for the Master Minimum Equipment List is highlighted as 15-Jan-2018.

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

MMEL to MEL: Timeline for new MEL Revision

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):

Standard MEL update before: Applicability date + 90 days

Wrap-up

MMEL is the baseline to create the **MEL**:

→ **MEL cannot be less restrictive than MMEL.**

MMEL to be customized into **MEL**:

- To reflect **local regulations**

- To reflect **Airline Policies** and **Network constraints**

- To reflect **cabin layout**/Airline custo (**STC**)

An **efficient MEL**:

- Closely reflects the **aircraft configuration**

- Is **readily available** and **understood** by all MEL users

- Is managed by **people involved in its use** i.e. Operations or Maintenance (depending on airline policy)

Thank you

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