EASA

Comment Response Tool

Title	Certification Specifications - Master Minimum Equipment List (CS-MMEL)
NPA Number	NPA 2011-11

UK CAA (UK CAA, European.Affairs@caa.co.uk) has placed **8** reactions on this NPA:

NPA Page(s)	Reaction to	Reaction	Attachments
0	(general reactions)	**Page No:** 124 **Paragraph No:** CS MMEL.145(d)(2) **Comment:** The revised wording of this paragraph has introduced a situation where it could be interpreted that a quantitative safety assessment is not required for an MMEL item that leaves the aircraft one failure away from a catastrophic failure situation. **Justification:** Possible misinterpretation. **Proposed Text:** For clarity, the text "... or two failures away from a catastrophic failure condition" should be re-written as "or up to two failures away from a catastrophic failure condition".	
0	(general reactions)	**Page No:** 126 **Paragraph No:** GM1 MMEL.107(a) **Comment:** The first part of this paragraph is written as a statement of fact: "..... means that the MEL is not less restrictive than ....". **Justification:** Clarity. **Proposed Text:** This should be re-written as an instruction: "..... means that the MEL must not be less restrictive than ...."	
0	(general reactions)	**Page No:** 211, 212, 213, 219 & 220 **Paragraph No:** 30-00-1, 30-10-1, 30-21-1, 30-61-1 & 30-80-1 **Comment:** There is inconsistency in the 'Notes' provided regarding icing conditions. Unless there is a reason for these differences as being applicable to different items or systems, a consistent definition should be provided. **Justification:** Clarity and consistency.	
0	(general reactions)	**Page No:** 219	

		Paragraph No: 30-61-1 **Comment:** The sub-item is incorrectly numbered 30-21-1A. This should be 30-61-1A. **Justification:** Reference error. **Proposed Text:** Replace '30-21-1A' with '30-**61**-1A'	
0	(general reactions)	**Page No:** 253 **Paragraph No:** 34-10-3 **Comment:** Under 34-10-3-1D, reference is still made to 'inclinometer'. This should be 'turn indication'. **Justification:** Incorrect component description. **Proposed Text:** Replace 'inclinometer' with 'turn indication'.	
0	(general reactions)	**Page No:** 254 **Paragraph No:** Additional Considerations **Comment:** Reference is still made to 'inclinometer'. This should be 'turn indication'. **Justification:** Incorrect component description. **Proposed Text:** Replace 'inclinometer' with 'turn indication'.	
0	(general reactions)	**Page No:** - **Paragraph No:** 34-15-1 **Comment:** The item 'Altitude Alerting System' has been omitted from the Guidance Book. The item 'Altitude Alerting System' should be included in the Guidance Book. **Justification:** Editorial error.	
0	(general reactions)	**Page No:** Multiple **Paragraph No:** Multiple **Comment:** The UK CAA's comment No. 85 on NPA 2011-11 stated: "Many items in the MMEL Guidance Book have had the word "that" added after "provided", when compared with TGL26 and other MMELs generally. This is unnecessary and its removal would restore consistency." This comment was accepted by EASA and	

		changes have been made but only up to a point part way through the document. It would seem that the changes were only made as far as 31-31-1 and they should be applied to the rest of the document where applicable. **Justification:** Clarity and consistency.	

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