

**SECTION 1 - REQUIREMENTS**

1        *GENERAL*

This Section 1 contains the requirements for the approval of Master Minimum Equipment Lists and Minimum Equipment Lists.

2        *PRESENTATION*

2.1        The Requirements of JAR-MMEL/MEL are presented in two columns on loose pages being identified by the date of the Change number under which it is amended or reissued.

2.2        Explanatory Notes not forming part of the JAR text appear in an smaller typeface. Sub-headings are in italic typeface.

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## SUBPART A - GENERAL

**JAR-MMEL/MEL.001 Applicability**

[ ]

[(a) *Limit of MEL Applicability. The MEL is applicable up to the commencement of flight. (See ACJ-MMEL/MEL.001(a).)*]

(b) *Airworthiness Directives and other Mandatory Requirements.* Where there is a conflict between the MMEL [or] MEL and an Airworthiness Directive or any other Mandatory Requirement, it is the data or information contained in the Airworthiness Directive or the Mandatory Requirement (e.g. Continued Airworthiness requirement) which shall override.

[ ]

[ ]

[Amdt. 1, 01.08.05]

**[JAR-MMEL/MEL.002 Effectivity**

Amendments to JAR-MMEL/MEL become effective 6 months after publication.]

[Amdt. 1, 01.08.05]

**[JAR-MMEL/MEL.003 Compliance**

(See ACJ-MMEL/MEL.003)

This JAR will not be applied retrospectively. MMELs and MELs existing prior to 1 May 2000 will continue to remain valid and applicable.]

[Amdt. 1, 01.08.05]

**JAR-MMEL/MEL.005 Terminology**

Terms and [abbreviations] used in JAR-MMEL/MEL have the following meaning:

(a) "As required by operating requirements" The listed item of equipment is subject to certain provisions (restrictive or permissive) expressed in the applicable operational requirements.

(b) "Approved by the Authority" means [documented by the Authority as suitable for the purpose intended (Refer to JAR-1).]

[(c) "Authority" The competent body responsible for the safety regulation and oversight of Civil Aviation. In the context of JAR-MMEL/MEL Subpart B, this means the Authority

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of the State of Design. In the context of JAR-MMEL/MEL Subpart C, this means the Authority of the State of the Operator.]

[(d)] "Calendar Day" A 24 hour period from midnight to midnight based on either UTC or local time, as selected by the operator.

[(e)] "Commencement of flight" The point when an aircraft begins to move under its own power for the purpose of preparing for take off.

[(f)] "Day of discovery" The calendar day that a malfunction was recorded in the aircraft maintenance record/log book.

[(g)] "Equipment" means item, function, component or system.

(h) "Flight Day" means a 24 hour period (from midnight to midnight) either UTC or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.]

[(i)] "If installed" [means that the] equipment is either optional or is not required to be installed on all aircraft covered by the MMEL.

[(j)] "Inoperative" means [ ] that the [equipment] does not accomplish its intended purpose or is not consistently functioning within its design operating limits or tolerances. Some [equipments have] been designed to be fault tolerant and are monitored by [ ] computers which transmit fault messages to a centralised computer for the purpose of maintenance. The presence of this category of message does not [necessarily] mean that the [equipment] is inoperative.

[(k)] "JAA MMEL" means the MMEL (including MMEL Supplement) which is recommended by the JAA for acceptance by the Authority.]

[(l)] "MEL" An abbreviation for Minimum Equipment List.

[(m)] "MMEL" An abbreviation for Master Minimum Equipment List.

[(n)] "MMEL Supplement" A list associated with MMELs for aircraft for which application for first type certification is made to a non-JAA Authority. The [Supplement] identifies any

JAR-MMEL/MEL.005 (continued)

differences from the [ ] MMEL [approved by the State of Design]. The [ ] MMEL [approved by the State of Design] and the Supplement constitute the JAA [ ] MEL.

[(o) "Rectification interval" A limitation on the duration of operations with inoperative equipment.

(p) "RIE" An abbreviation for Rectification Interval Extension.

(q) "Supplemental Type Certificate" is defined in JAR 21 / EASA IR Part 21.

(r) "Supplemental Type Certificate Holder" is the holder of, or applicant for, a Supplemental Type Certificate.]

[(s) "Type Certificate" [ ] [is defined in JAR 21 / EASA IR Part 21.]

[(t) "Type Certificate [H]older" [is the] holder of, or applicant for, a Type Certificate[ ].

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## SUBPART B - MMEL

**JAR-MMEL/MEL.010 General**

(a) The MMEL is a [ ] [document that lists the equipment which may be temporarily inoperative, subject to certain conditions, while maintaining an acceptable level of safety as intended in the applicable JAR or equivalent Requirement. Each MMEL is specific to an aircraft type.]

(b) All items related to the airworthiness of the aircraft and not included in the list are automatically required to be operative.

(c) Non-safety related equipment such as galley equipment [and] passenger convenience items, need not be listed [(see ACJ-MMEL/MEL.010(c)).

[Amdt. 1, 01.08.05]

**JAR-MMEL/MEL.015 [Types] of Operation**

The MMEL shall cover the [types] of operation for which the aircraft type is certificated.

[Amdt. 1, 01.08.05]

**JAR-MMEL/MEL.020 [Preparation of MMEL]**

[ ]

(a) The initial JAA MMEL or JAA MMEL Supplement shall be issued by the Type Certificate Holder.

(b) Amendments to the JAA MMEL or JAA MMEL Supplement shall be issued by the Type Certificate Holder or Supplemental Type Certificate Holder, as appropriate.

(c) Applications for initial acceptance of an MMEL shall originate from the Type Certificate Holder.

(d) Applications for the acceptance of changes to an already accepted MMEL shall originate from either the Type Certificate Holder or a Supplemental Type Certificate Holder, as appropriate.]

[Amdt. 1, 01.08.05]

**JAR-MMEL/MEL.025 Format and Language of MMEL**

(See ACJ-MMEL/MEL.025)

(a) The MMEL shall be provided with a relevant Preamble, Definitions and, if appropriate, clarifying Notes which shall adequately reflect the scope, extent and purpose of the List.

(b) The MMEL shall be written in a language acceptable to the Authority.

**JAR-MMEL/MEL.030 Multiple Unserviceabilities**

(See ACJ-MMEL/MEL.030)

The MMEL shall [take into account] the effects of multiple unserviceabilities [ ].

[Amdt. 1, 01.08.05]

**JAR-MMEL/MEL.035 Operational and Maintenance Procedures**

(a) Operational and Maintenance Procedures are necessary to support certain MMEL items. These Procedures shall be [ ] [produced and published by the Type Certificate Holder or the Supplemental Type Certificate Holder, as appropriate. The procedures shall be appropriately amended, as and when the MMEL is revised.

(b) The intent of these procedures shall be identified during the development of the MMEL. However, the procedures themselves will not be subject to approval.]

[(c)] These procedures shall be referenced in the MMEL and published concurrently with the MMEL [ ].

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[Amdt. 1, 01.08.05]

**JAR-MMEL/MEL.040 Rectification Intervals**  
(See ACJ-  
MMEL/MEL.040/.080)

The MMEL shall provide [categories] A, B, C and D, Rectification Intervals.

The category of each inoperative item shall be determined according to the requirements specified below:

(a) *Category A:*

(i) No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the MMEL.

(ii) Where a time period is specified [in calendar days] it shall start at 00:01 on the calendar day following the day of discovery.

(b) *Category B:* Items in this category shall be rectified within three consecutive calendar days, excluding the day of discovery.

(c) *Category C:* Items in this category shall be rectified within ten consecutive calendar days, excluding the day of discovery.

(d) *Category D:* Items in this category shall be rectified within one hundred and twenty consecutive calendar days, excluding the day of discovery.

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[Amdt. 1, 01.08.05]

**JAR-MMEL/MEL.045 MMEL [ Acceptance]**

[ ] (a) New JAA MMELs and amendments to existing JAA MMELs will only be accepted in accordance with this JAR-MMEL/MEL Subpart B.

(b) The JAA MMEL (including MMEL Supplement) shall be recommended to the Authorities for their acceptance. It is the responsibility of each Authority to accept the MMEL for use by their operators.]

[Amdt. 1, 01.08.05]

**[JAR-MMEL/MEL.046 MMEL Revisions**

The Type Certificate or Supplemental Type Certificate Holder, as appropriate, shall positively inform all known operators when a revision to the JAA MMEL (including MMEL Supplement) is published.]

[Amdt. 1, 01.08.05]

## SUBPART C - MEL

**JAR-MMEL/MEL.050 General**

(a) The MEL is [ ] [a document that lists the equipment which may be temporarily inoperative, subject to certain conditions, at the commencement of flight.] This [document] is prepared by the operator for his/[their] own particular aircraft taking account of their aircraft [configuration] and the relevant operational and maintenance conditions in accordance with a procedure approved by the Authority.

(b) All items related to the airworthiness of the aircraft and not included in the list are automatically required to be operative.

(c) Non-safety related [equipment,] such as galley equipment [and] passenger convenience items, need not be listed. Operators shall establish an effective decision making process for failures that are not listed to determine if they are related to airworthiness and required for safe operation [(see ACJ-MMEL/MEL.010(c))].

(d) The MEL may contain additional advisory material or modified operational and maintenance procedures.

[Amdt. 1, 01.08.05]

**JAR-MMEL/MEL.055 [Types] of Operation**  
 [(See ACJ-MMEL/MEL.055)]

With the agreement of the Authority, the MEL may include specific provisions for particular [types] of operation carried out by the operator (e.g. [c]rew [t]raining, [p]ositioning [f]lights, [d]emonstration [f]lights etc.)

[Amdt. 1, 01.08.05]

**JAR-MMEL/MEL.060 Preparation of MEL**

(a) The MEL, [including the Preamble and Definitions,] shall be based upon, but no less restrictive than, the relevant MMEL (if this exists) [accepted] by the Authority.

[(b) If no such MMEL exists, the MEL may be based upon an alternative MMEL in agreement with the Authority (see ACJ-MMEL/MEL.060(b)).]

[(c) When a [ ] MMEL revision [ ] is issued, an operator will have 90 days from the date of [ ]

JAR-MMEL/MEL.060(c) (continued)

revision to [submit the revised MEL to the Authority.]

[(d) Reduced time scales for implementation of safety related revisions may be required.

[Amdt. 1, 01.08.05]

**JAR-MMEL/MEL.065 Format of MEL**  
 (See ACJ-MMEL/MEL.065)

(a) The MEL shall contain a relevant Preamble, Definitions and, if appropriate, clarifying Notes which shall adequately reflect the scope, extent and purpose of the List.

(b) The MEL shall indicate the revision status of the MMEL, upon which it is based.

(c) The Preamble shall contain [ ] guidance [for] flight crews [and maintenance personnel] using the MEL.

[Amdt. 1, 01.08.05]

**JAR-MMEL/MEL.070 Multiple Unserviceabilities**

The operator shall ensure that the MEL, including the Preamble, reflects the guidance given in the MMEL on the effects of multiple unserviceabilities.

**JAR-MMEL/MEL.075 Operational and Maintenance Procedures**  
 [(See ACJ-MMEL/MEL.075)]

(a) Operators shall take Operational and Maintenance procedures referenced in the MMEL into account when preparing an MEL. [An operator shall be prepared to present these procedures to the Authority during the MEL approval process.]

(b) Operational Procedures shall be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorised to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate

JAR-MMEL/MEL.075(b) (continued)

procedures are required to be published as a part of the operator’s manual or MEL.

(c) Maintenance Procedures shall be accomplished prior to operating with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorised to perform certain functions. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the Operator’s Manual or MEL.

(d) The procedures themselves, or symbols [indicating their need and reference to their location], are required in the operator’s MEL.

(e) The MEL shall be appropriately amended, as and when applicable operations or maintenance procedures as referenced in the MMEL are revised.

[ ]

[(f)] Unless specifically permitted, an inoperative item may not be removed from the aircraft.

[Amdt. 1, 01.08.05]

**JAR-MMEL/MEL.080 Rectification Intervals**  
(See ACJ-MMEL/MEL.040/080)

(a) The operator shall take account of the Rectification Interval given in the MMEL when preparing an MEL. [The Rectification Interval in the MEL shall not be less restrictive than the corresponding Rectification Interval in the MMEL.]

[ ] [(b)] The operator is responsible for establishing an effective rectification programme that includes tracking of the inoperative items and co-ordinating parts, personnel, facilities, and procedures necessary to ensure timely rectification.

[(c)] [Operation] of the aircraft is not allowed after expiry of the Rectification Interval specified in the MEL, unless:

[(i)] The defect has been rectified, [or]

[(ii)] The Rectification Interval is extended in accordance with [ ] [JAR-MMEL/MEL.081]

[Amdt. 1, 01.08.05]

**[JAR-MMEL/MEL.081 Rectification Interval Extension (RIE)**  
(See ACJ-MMEL/MEL.081)

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

(a) A description of specific duties and responsibilities for controlling extensions is established by the operator and accepted by the Authority, and

(b) The operator only grants a one time extension of the applicable Rectification Interval, and

(c) The Authority is notified of any extension granted within a timescale acceptable to the Authority, not to exceed one month, and

(d) Rectification is accomplished at the earliest opportunity.]

[Amdt. 1, 01.08.05]

**JAR-MMEL/MEL.085 MEL Approval**

[ ] [New MELs and amendments to existing MELs will only be approved in accordance with this JAR-MMEL/MEL Subpart C.]

[Amdt. 1, 01.08.05]

**JAR-MMEL/MEL.090 Operations Outside the Scope of the MEL**  
[ ]

[ ] [Notwithstanding JAR-MMEL/MEL.081, subject to the approval of the Authority, the operator may be exempted from compliance with the appropriated MEL provided such exemption complies with applicable limitations in the MMEL.]

[Amdt. 1, 01.08.05]

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