

Information Sources for Preparing a Minimum Equipment List (MEL)

Requirements

The MEL should be produced in accordance with the requirements in JAR-MMEL/MEL Subpart B. These requirements include definitions of rectification intervals and operational (O) and maintenance (M) procedures.

To view JAR-MMEL/MEL, visit www.easa.eu.int > Certification directorate > Experts > OEB Supporting Documents.

Procedures

The procedures for preparing an MEL and obtaining CAA approval are contained in CAP 549 *Master Minimum Equipment Lists (MMEL) and Minimum Equipment Lists (MEL)*. These procedures describe the content and format of an MEL, along with a flow chart for the approval process.

To view CAP 549, visit www.caa.co.uk/cap549

CAA Accepted Master Minimum Equipment List (MMEL)

JAR-MMEL/MEL.060 and EU-OPS 1.030/JAR-OPS 3.030 state that the MMEL shall be based upon, but no less restrictive than, the relevant MMEL. The MMEL now accepted by the CAA is the latest issue of the Type Certificate Holder's EASA MMEL, if this exists. Where there is no EASA MMEL, the latest issue of the Type Certificate Holder's MMEL approved by their Primary Certifying Authority is accepted (see also CAA Information Notice No.2013/158, paragraph 3.1.) This is available via the following link: www.caa.co.uk/informationnotices

To subscribe to an e-mail service for automatic notification of changes to the MMEL website, visit either:

- www.caa.co.uk > Publications > Subscriptions > New User Subscription Registration; or
- www.caa.co.uk/subscription.

CAA and JAA Policies

Wherever a CAA accepted MMEL refers to the regulations, the applicable policy should be applied in the MEL. It should be noted that different Authorities use different statements in their MMELs to refer to the regulations. Typical examples of MMEL statements are listed below, although this list is not exhaustive:

- "As required by Operating Requirements";
- "As required by Air Navigation Legislation";
- "As required by National Requirements";
- "As required by FARs"; or
- "As required by Regulations".

In this case, the JAA MMEL policy (JAA TGL 26) can be copied across into the MEL exactly as written, provided it is not superseded by a CAA Policy Item. The majority of JAA TGL 26 is accepted by the CAA, with just a few items that are different due to local requirements or service experience. Some CAA Policy Items supersede and overwrite any applicable entry in JAA TGL 26.

Additionally, some CAA Policy Items may also be used to overwrite the MMEL entry, particularly in the case where the CAA approved MMEL is produced by the FAA or other foreign Authorities. When compiling an MEL, all CAA Policy Items should be checked for their applicability and applied as appropriate. Each CAA Policy Item contains an applicability statement, including any specific requirements that are met.

To view JAA TGL 26, visit www.easa.eu.int > Certification directorate > Experts > OEB Supporting Documents.

To view CAA Policy Items, visit either:

- www.caa.co.uk > Operations and Safety > Air Operations > MMELs & MELs > CAA MMEL Policy Items; or
- www.caa.co.uk/mmelpolicy.

Users are advised to read the Guidance Information before applying CAA Policy Items to their MEL.

Operational (O) and Maintenance (M) Procedures

The applicable (O) and (M) procedures should be obtained from the aircraft manufacturer. These procedures may be included in the MMEL document, or they may be in a separate document produced by the manufacturer, e.g. a Dispatch Deviations Guide or Aircraft Deactivation Procedures Manual.