

## PART-MMEL/MEL

# Master Minimum Equipment Lists and Minimum Equipment Lists

This new part of Jordanian Civil Aviation Regulations is hereby adopted under the authority and provisions of the Civil Aviation Law No. (41) 2007



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**Chief Commissioner/CEO**  
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**Revision Control Sheet**

Amendment No.	Effective Date	Subpart	Paragraph
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## **SUBPART- A GENERAL**

### **MMEL/MEL.001 Applicability**

- (a) ***Limit of MEL Applicability.*** The MEL is applicable up to the commencement of flight.
- (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.

### **MMEL/MEL.002 Effectivity**

- (a) This JCAR MMEL/MEL becomes effective on 1 July 2011;
- (b) After 1 July 2011 new MELs will only be approved in accordance with this MMEL/MEL Subpart C;
- (c) MMELs for aircraft types for which the application for type certification is made after 1 July 2011 will only be approved in accordance with this MMEL/MEL Subpart B.

### **MMEL/MEL.003 Compliance**

[\(See ACJ MMEL/ MEL.003\)](#)

- (a) This JCAR will not be applied retrospectively. MELs existing prior to 1 July 2011 will continue to remain valid and applicable.

### **MMEL/MEL.005 Terminology**

Terms and abbreviations used in this part have the following meaning:

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

**"Approved by the Authority"** means documented by CARC as suitable for the purpose intended (Refer to Part 1).

**"Authority"** The competent body responsible for the safety regulation and oversight of Civil Aviation. In the context of MMEL/ MEL Subpart B, this

means the Authority of the State of Design. In the context of MMEL/MEL Subpart C, this means Civil Aviation Regulatory Commission (CARC).

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

**"Commencement of flight"** The point when an aircraft begins to move under its own power for the purpose of preparing for takeoff.

**"Day of discovery"** The calendar day that a malfunction was recorded in the aircraft maintenance record/log book.

**"Equipment"** means item, function, component or system.

**"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.

**"If installed"** means that the equipment is either optional or is not required to be installed on all aircraft covered by the MMEL.

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

**"MEL"** An abbreviation for Minimum Equipment List.

**"MMEL"** An abbreviation for Master Minimum Equipment List.

**"MMEL Supplement"** A list associated with MMELs for aircraft for which application for first type certification is made to a non-Jordanian Authority. The list identifies any differences from the initial countries approved MMEL. The source MMEL and the Supplement constitute CARC approved MMEL.

**"Rectification interval"** A limitation on the duration of operations with inoperative equipment.

**"RIE"** An abbreviation for Rectification Interval Extension.

**"Supplemental Type Certificate"** is defined in 21/CS IR Part 21.

**"Supplemental Type Certificate Holder"** is the holder of, or applicant for, a Supplemental Type Certificate.

**"Type Certificate"** is defined in 21/CS IR Part 21.

**"Type Certificate Holder"** is the holder of, or applicant for, a Type Certificate.

## **SUBPART- B MMEL**

### **MMEL/MEL.010 General**

- (a) The MMEL is a master list (including a preamble) appropriate to an aircraft type which determines those instruments, items of equipment or functions that, while maintaining the level of safety intended in the applicable JCARs. 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\(c\)](#)).

### **MMEL/MEL.015 Types of Operation**

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

### **MMEL/MEL.020 Preparation of MMEL**

- (a) The initial MMEL or MMEL Supplement shall be issued by the Type Certificate Holder.
- (b) Amendments to the MMEL or 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.



### **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 the English language.

### **MMEL/MEL.030 Multiple Un-serviceabilities**

[\(See ACJMMEL/MEL.030\)](#)

The MMEL shall take into account the effects of multiple un serviceabilities.

### **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.

### **MMEL/MEL.040 Rectification Intervals**

[\(See ACJMMEL/ MEL.040/.080\)](#)

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.

#### **MMEL/MEL.045 MMEL Acceptance**

- (a) New MMELs and amendments to existing MMELs will only be accepted in accordance with this MMEL/MEL Subpart B.
- (b) It is the responsibility of CARC to accept the MMEL for use by the Jordanian operators.

#### **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 MMEL (including MMEL Supplement) is published.

## SUBPART- C MEL

### 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 CARC.
- (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.

### MMEL/MEL.055 Types of Operation

(See [ACJMMEL/MEL.055](#))

With the agreement of CARC, the MEL may include specific provisions for particular types of operation carried out by the operator (e.g. crew training, positioning flights, demonstration flights etc.).

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

- (c) When a MMEL revision is issued, an operator will have 90 days from the date of revision to submit the revised MEL to CARC.
- (d) Reduced time scales for implementation of safety related revisions may be required.

### **MMEL/MEL.065 Format of MEL**

[\(See ACJMMEL/MEL.065\)](#)

- (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.

### **MMEL/MEL.070 Multiple Un-serviceability's**

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

### **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 CARC 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 authorized to perform certain functions. The satisfactory accomplishment of all 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.

- (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 authorized 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 by CARC, an inoperative item may not be removed from the aircraft.

**MMEL/MEL.080 Rectification Intervals.**

[\(See ACJMMEL/MEL.040/080\)](#)

- (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 program that includes tracking of the inoperative items and coordinating 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 MMEL/MEL.081

**MMEL/MEL.081 Rectification Interval Extension (RIE)**

[\(See ACJMMEL/MEL.081\)](#)

Subject to the approval of CARC, the operator may be granted a onetime extension of the applicable Rectification Intervals B, C and D, for the same duration as specified in the MEL.

**MMEL/MEL.085 MEL Approval**

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

**MMEL/MEL.090 Operations outside the Scope of the MEL**

[\(See ACJMMEL/MEL.090\)](#)

Notwithstanding MMEL/MEL.081, subject to the approval of CARC, the operator may be exempted from compliance with the appropriate MEL provided such exemption complies with applicable limitations in the MMEL. [\(See ACJMMEL/MEL.090\)](#)

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See also [AC-MMEL/MEL](#)