

Compliance List MEL (OM-B Chapter 9)

Note: This compliance list is based on Regulation (EU) No. 965/2012 ("Air Operations")

Operator's name and address:		Operator's AOC number:	
		Aircraft type:	
MMEL revision no.:		MMEL revision date:	
MEL revision no.:		MEL revision date:	
List created by (<i>competent person assigned by the operator</i>):	Date:	List checked by (<i>person checking the list on behalf of the compliance management system of the operator</i>):	Date:
Accountable Manager (name/signature):		Nominated person for managing and supervising flight operations (name/signature):	
(For Authority use only) Austro Control POI:		(For Authority use only) Remarks:	(For Authority use only)

Content of the compliance list:

A compliance list is a tool designed for the preparation and approval of any part of the operations manual (including MEL). For those areas for which a specific approval is required (SPA), separate lists have been created. Each line contains predefined references to one or more paragraph(s) of the applicable regulation (or AMC material). The user shall insert the reference of the relevant part of the operations manual concerned.

Note: For the purpose of providing cross reference information during the transition period from EU-OPS to Air Operations, the references to both regulations are listed. However, the operator shall refer to the relevant Air Operations paragraph only. After 28 October 2014 the EU-OPS reference will be removed.

This list can be edited by the operator in writing or electronically (preferred). When finished, the operator shall send the completed version to Austro Control for further processing.

Respective legal reference column:

This column lists the relevant legal paragraph.

Requirement column:

This column provides the user with the implementing rule for each required section. Whenever the remark "refer to rule" is mentioned the user has to consult the Air Operations regulation. (This procedure is necessary when the respective rule is too extensive for publication in this compliance list.)

Manual reference column:

Different procedures shall be applied for an initial issue or a revision of an OM. These procedures are as follows:

Initial issue of an OM:

All references in regard to the respective Air Operations paragraph(s) shall be listed in this column.

If an Air Operations paragraph is not relevant, the remark *N/A* shall be inserted in the relevant reference field. Therefore, all lines must have a remark either stating the OM reference or *N/A*, as applicable.

Revision of an OM:

All references in regard to the respective Air Operations paragraph(s) shall be listed in this column. However, all lines not affected by the revision shall be left blank!

App/Acc column:

This column reminds the operator whether an Authority acceptance (**AC**) or an Authority approval (**AP**) is required.

Remarks column:

This column is for Authority use only. The operator may put remarks directly into the **Manual reference** column.

Doc Stat column (Austro Control use only):

- ✓ Operator's OM is in compliance with the relevant paragraph(s)
- N** Operator's OM is **not** in compliance with the relevant paragraph(s)
- N/A** Not applicable for the relevant Operator / Operation

This compliance list is a tool and does not replace a thorough study of official regulations.

Please help us to continuously improve the quality of this list. If you detect any error or deficiency mail to ops@austrocontrol.at.

Continue with checklist on next page.

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
OM-B MEL 0 MEL PREAMBLE					
OPS 1.630 (a)(1) CAT.IDE.A.100, (a)	An operator shall ensure that a flight does not commence unless the instruments and equipment required under this Subpart are Approved, except as specified in subparagraph (c), and installed in accordance with the requirements applicable to them, including the minimum performance standard and the operational and airworthiness requirements; (a) Instruments and equipment required by this Subpart shall be approved in accordance with Regulation (EC) No 1702/2003, except for the following items: (1) Spare fuses; (2) Independent portable lights; (3) An accurate time piece; (4) Chart holder; (5) First-aid kits; (6) Emergency medical kit; (7) Megaphones; (8) Survival and signalling equipment; (9) Sea anchors and equipment for mooring; and (10) Child restraint devices.				
OPS 1.030 TGL 26 1.1 ORO.MLR.105(a), (b)	An operator shall establish, for each aeroplane, a Minimum Equipment List (MEL) approved by the Authority. A minimum equipment list (MEL) shall be established as specified under 8.a.3 of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EC) No 1702/2003. The MEL and any amendment thereto shall be approved by the competent authority.		AP		
JAR-MMEL/MEL.001 (b) TGL 26 1.1 c.	Where there is a conflict between the MMEL or MEL and an Airworthiness Directive or any Mandatory Requirement, it is the data or information contained in the Airworthiness Directive or any Mandatory Requirement which shall override. The MEL does not deviate from any applicable Airworthiness Directive or any other Mandatory Requirement and is not less restrictive than the MMEL.				
OPS 1.030 JAR-MMEL/MEL.060 (a) TGL 26 1.1 c.	This shall be based upon, but no less restrictive than, the relevant Master Minimum Equipment List (MMEL) (if this exists) accepted by the Authority.		AC		
JAR-MMEL/MEL.060 (b) ACJ-MMEL/MEL.060 (b)	If no such MMEL exists, the MEL may be based upon an alternative MMEL in agreement with the Authority.		AC		
JAR-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.				
JAR-MMEL/MEL.065 (b)	In addition to the list of items, the MEL shall contain: the revision status of the MMEL upon which the MEL is based and the revision				

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ORO.MLR.105 (d)(2)	status of the MEL In addition to the list of items, the MEL shall contain the revision status of the MMEL upon which the MEL is based and the revision status of the MEL.				
OPS 1.1045 Appendix 1 A 0.1.(c) JAR-MMEL/MEL.065 (c) AMC3 ORO.MLR.100	A list and brief description of the various parts, their contents, applicability and use. The Preamble shall contain guidance for flight crews and maintenance personnel using the MEL. A list and brief description of the various parts, their contents, applicability and use.				
JAR-OPS 1.1040 (l) TGL 26 2.8.9 ORO.MLR.100(k)	An operator must ensure that the contents of the Operations Manual (including MEL) are presented in a form in which they can be used without difficulty. The design of the Operations Manual shall observe Human Factors principles. The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.				
OPS 1.1045 Appendix 1 A 0.1.(e) AMC3 ORO.MLR.100	A list of effective pages. A list of effective pages or paragraphs.				
JAR-MMEL/MEL.060 (c) TGL 26 2.7.2 AMC1 ORO.MLR.105(c) ; (b)	When a MMEL revision is issued, an operator will have 90 days from the date of revision submitted the revised MEL to the Authority. (Statement required!) An acceptable timescale for submitting the amended MEL to the competent authority is 90 days from the date of applicability specified in the approved change to the MMEL.				
JAR-MMEL/MEL.001 (a) ACJ-MMEL/MEL.001 (a) ORO.MLR.105(d)(3)	Limit of MEL Applicability. The operator's MEL should include procedure to deal with any failures which occur between the start of taxi and take-off brake release. 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.				
JAR-MMEL/MEL.065 (c) ACJ-MMEL/MEL.065	MEL Preamble shall include items introduced in Appendix 1 to ACJ-MMEL/MEL.065 1.INTRODUCTION.				

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ACJ-MMEL/MEL.065 TGL 26 – SECTION 1 1.					
JAR-MMEL/MEL.065 (c) ACJ- MMEL/MEL.065 Appendix 1 to ACJ- MMEL/MEL.065 JAR MMEL/MEL.050 (c) TGL 26 – SECTION 1 2. GM1 ORO.MLR.105(a) (b)	MEL Preamble should include items introduced in Appendix 1 to ACJ-MMEL/MEL.065 2.CONTENTS OF MEL. Text in paragraph JAR MMEL/MEL.050 (c) "ALL ITEMS WHICH ARE RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND NOT INCLUDED IN THE LIST ARE AUTOMATICALLY REQUIRED TO BE OPERATIVE" should be included in Preamble with conspicuous (e.g. block) letters. All items related to the airworthiness, or required for the safe operation, of the aircraft and not included in the list are automatically required to be operative.				
JAR-MMEL/MEL.065 (c), ACJ- MMEL/MEL.065 Appendix 1 to ACJ- MMEL/MEL.065 ACJ- MMEL/MEL.055 TGL 26 - SECTION 2.1.1 AMC3 ORO.MLR.100 B 9	MEL Preamble should include items introduced in Appendix 1 to ACJ-MMEL/MEL.065 3.CRITERIA FOR DISPATCH. The MEL should include the dispatch conditions associated with flights conducted in accordance with the Special Authorizations list shown in the Air Operator's Certificate e.g. RVSM, RNAV, ETOPS etc. The MEL for each aircraft type or variant operated and the type(s)/area(s) of operation. The MEL should also include the dispatch conditions associated with operations required for a specific approval (e.g. RNAV, RNP, RVSM, ETOPS). Consideration should be given to using the ATA number system when allocating chapters and numbers.				
JAR-MMEL/MEL.065 (c) ACJ- MMEL/MEL.065 Appendix 1 to ACJ- MMEL/MEL.065 JAR- MMEL/MEL.075 (a) ACJ-MMEL/MEL.075 (a) TGL 26 – SECTION 2 2.8.7 GM1 ORO.MLR.105(g) (a)	MEL Preamble should include items introduced in Appendix 1 to ACJ-MMEL/MEL.065 4. MAINTENANCE ACTION. Text in Appendix 1 to ACJ-MMEL/MEL.065 4. should define in the end of the chapter where the relevant Operational and Maintenance Procedures are contained in (identify the particular Manual, Section, Chapter or Part etc. authorized by the appropriate Authority. The Authority may request presentation of specific (o) and/or (m) procedures in the course of the MEL approval process. Operational and maintenance procedures are an integral part of the compensating conditions needed to maintain an acceptable level of safety, enabling the competent authority to approve the MEL. The competent authority may request presentation of fully developed (O) and/or (M) procedures in the course of the MEL approval process.				
JAR-MMEL/MEL.070	The operator shall ensure that the MEL, including the Preamble, reflects the guidance given in the MMEL on the effects of multiple unserviceabilities.				

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JAR-MMEL/MEL.075 (f) GM1 ORO.MLR.105(g) (e)	Unless specifically permitted, an inoperative item may not be removed from the aircraft. Unless specifically permitted by a maintenance procedure, an inoperative item may not be removed from the aircraft.				
JAR-MMEL/MEL.065 (c) ACJ-MMEL/MEL.065 Appendix 1 to ACJ-MMEL/MEL.065 JAR-MMEL/MEL.080 (a) TGL 26 – SECTION 2	MEL Preamble should include items introduced in Appendix 1 to ACJ-MMEL/MEL.065 5. RECTIFICATION INTERVALS. The rectification Interval given in the MEL shall not be less restrictive than the corresponding Rectification Interval in the MMEL.				
Appendix 1 to ACJ-MMEL/MEL.065 JAR-MMEL/MEL.081 TGL 26 – SECTION 2 2.10 ACJ-MMEL/MEL.081 ORO.MLR.105 (f)(4) and AMC1 ORO.MLR.105(f)(a) and AMC1 ORO.MLR.105(j)(b)	MEL Preamble should include items introduced in Appendix 1 to ACJ-MMEL/MEL.065 6. RECTIFICATION INTERVAL EXTENSIONS. The operator may use a procedure for the extension of the applicable Rectification Intervals (RIE) B, C and D, for the same duration as specified in the MEL, provided : Description of specified duties and responsibilities for controlling extensions is established by the operator and accepted by the Authority. The operator only grants one time extension of the applicable Rectification Interval. The Authority is notified of any extensions granted within a timescale acceptable to the Authority, not to exceed one month. Rectification is accomplished at earliest opportunity. The Authority may reject any application for the use of RIEs made by an operator who they consider not to have the necessary operational and engineering competence. The operator should provide the Authority with details of the name and position of the nominated person responsible for the control of the company RIE procedure and details of the specific duties and responsibilities established by the operator to control the use of RIEs. Authorizing personnel, who must be adequately trained in technical and/or operational disciplines, should be listed by appointment and name. Subject to approval of the competent authority, the operator may use a procedure for the one time extension of category B, C and D rectification intervals, provided that a description of specific duties and responsibilities for controlling extensions is established by the operator. The operator's procedures to address the extension of rectification intervals and ongoing surveillance to ensure compliance should provide the competent authority with details of the name and position of the nominated personnel responsible for the control of the operator's rectification interval extension (RIE) procedures and details of the specific duties and responsibilities established to control the use of RIEs. Personnel authorising		AP		

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	operations under such approval should be adequately trained in technical and operational disciplines to accomplish their duties. They should have the necessary operational knowledge in terms of operational use of the MEL as alleviating documents by flight crew and maintenance personnel and engineering competence. The authorising personnel should be listed by appointment and name.				
Appendix 1 to ACJ-MMEL/MEL.065 JAR-MMEL/MEL.065 (c) ACJ-MMEL/MEL.065 JAR-MMEL/MEL.005 TGL 26 1.1	MEL Preamble should include items introduced in Appendix 1 to ACJ-MMEL/MEL.065 7. DEFINITIONS. Note: Operators should include in their MELs any definition which is considered to be relevant. Terminology: terms and abbreviations used in MEL have meaning introduced in JAR-MMEL/MEL.005 (and / or OPS 1, OPS M1-1, appropriate MMEL)				
Appendix 1 to ACJ-MMEL/MEL.065 JAR-MMEL/MEL.065 (c) ACJ-MMEL/MEL.065 TGL 26 – SECTION 2 2.12	MEL Preamble should include items introduced in Appendix 1 to ACJ-MMEL/MEL.065 8. CENTRALISED MESSAGE SYSTEMS (if appropriate).				
JAR-MMEL/MEL.090 OPS 1.030 (b) Appendix 1 to ACJ-MMEL/MEL.065	MEL Preamble should include items introduced in Appendix 1 to ACJ-MMEL/MEL.065 9. 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 appropriate MEL provided such exemption complies with the applicable limitations in the MMEL. An operator shall not operate an aeroplane other than in accordance with the MEL unless permitted by the Authority. Any such permission will in no circumstances permit operation outside the constraints of the MMEL. Those operators which are authorized by the appropriate Authority in accordance with JAR-MMEL/MEL.090 to operate outside the conditions of the MEL should set out in the MEL Preamble the arrangements and procedures for such operations as agreed with their Authority.				
ACJ-MMEL/MEL.065 TGL 26 – SECTION 3 TGL 26 – SECTION 2 2.12	The ATA 100/2200 Specification numbering system is preferred. Inoperative items should be placarded to inform crew members of equipment condition as appropriate.				
JAR-MMEL/MEL.075 (b) TGL 26 – SECTION 2 2.8.7 c) and d) GM1 ORO.MLR.	Operational procedures (O) shall be accomplished in planning and/or operating with the listed item inoperative by the flight crew or other personnel authorized to perform certain function. Appropriate procedures are required to be published as a part of the operator's manual or MEL.				

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105(g) (b)	Normally, operational procedures are accomplished by the flight crew; however, other personnel may be qualified and authorised to perform certain functions.				
JAR-MMEL/MEL.075 (c) TGL 26 – SECTION 2 2.13.1 a) and b) GM1 ORO.MLR.105(g) (c)	Maintenance procedures (M) shall be accomplished prior to operating with the listed item inoperative by maintenance personnel or other personnel authorized to perform certain function. Appropriate procedures are required to be published as a part of the operator's manual or MEL. Normally, maintenance procedures are accomplished by the maintenance personnel; however, other personnel may be qualified and authorised to perform certain functions.				
JAR-MMEL/MEL.075 (d) TGL 26 – SECTION 2 2.13.1 a) AMC1 ORO.MLR.105(g) (c)	The procedures themselves, or symbols indicating their need and reference to their location, are required in the operator's MEL. Any item of equipment in the MEL which, when inoperative would require an operational (O) or maintenance (M) procedure to ensure acceptable level of safety, should be so identified in the "remarks" or "exceptions" column of the MEL. (O)(M) means both procedures are required. Any item in the MEL requiring an operational or maintenance procedure to ensure an acceptable level of safety should be so identified in the 'remarks' or 'exceptions' column/part/section of the MEL. This will normally be '(O)' for an operational procedure, or '(M)' for a maintenance procedure. '(O)(M)' means both operational and maintenance procedures are required.				

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OM-B MEL 1 LIST OF EQUIPMENT WHICH MAY BE INOPERATIVE					
ACJ MMEL/MEL.065 2	A proposal for a five column format for all MELs is shown in Appendix 1 to ACJ-MMEL/MEL.025.				
JAR-MMEL/MEL.075 (a) ORO.MLR.105 (g)	Operators shall take Operational and Maintenance procedures referenced in the MMEL into account when preparing an MEL. The operator shall establish the operational and maintenance procedures referenced in the MEL taking into account the operational and maintenance procedures referenced in the MMEL. These procedures shall be part of the operator's manuals or the MEL.				
JAR-MMEL/MEL.075 (d)	The procedures themselves, or symbols indicating their need and reference to their location, are required in the operator's MEL.				

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
OM-B MEL 2 ITEM OR COMPONENT (ATA Chapter)					
ATA 07: Lifting and Shoring					
ATA 08: Leveling and Weighing					
ATA 09: Towing and Taxing					
ATA 10: Parking, Mooring, storage and return to service					
ATA 11: Placards and Marking					
ATA 12: Servicing – routine maintenance					
ATA 20: Standard practices - Airframe					
ATA 21: Air conditioning					
ATA 22: Auto flight					
ATA 23: Communications					
ATA 24: Electrical power					
ATA 25 : Equipment/Furnishings					
ATA 26: Fire protection					
ATA 27: Flight controls					
ATA 28: Fuel					
ATA 29: Hydraulic power					
ATA 30: Ice and rain protection					

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
ATA 31: Indicating / recording systems					
ATA 32: Landing gear					
ATA 33: Lights					
ATA 34: Navigation					
ATA 35: Oxygen					
ATA 36: Pneumatic					
ATA 38: Water / Waste					
ATA 39: Electrical – electronic panels and multipurpose components					
ATA 41: Water ballast					
ATA 45: Central maintenance system (CMS)					
ATA 46: Information systems (EFP)					
ATA 49: Airborne auxiliary power					
ATA 51: Standard practices and structures - general					
ATA 52: Doors					
ATA 53: Fuselage					
ATA 54: Nacelles / Pylons					
ATA 55: Stabilizers					
ATA 56: Windows					
ATA 57: Wings					

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
ATA 60: Standard practices – propeller / rotor					
ATA 61: Propellers / Propulsors					
ATA 62: Main Rotor(s)					
ATA 63: Main rotor drive					
ATA 64: Tail rotor					
ATA 65: Tail rotor drive					
ATA 66: Rotor blade and tail pylon folding					
ATA 67: Rotors flight control					
ATA 70: Standard practices Engines					
ATA 71: Power Plant					
ATA 72: Engine					
ATA 73: Engine fuel and control					
ATA 74: Ignition					
ATA 75: Air					
ATA76: Engine controls					
ATA 77: Engine indicating					
ATA 78: Exhaust					
ATA 79: Engine oil					
ATA 80: Starting					
ATA 81: Turbines (reciprocating engines)					

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
ATA 82: Water injection					
ATA 83: Accessory gear boxes (engine driven)					
ATA 84: Propulsion augmentation					

Respective legal reference	Requirement	Manual Reference	App/ Acc	Remarks (for Authority use only)	Doc Stat
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Additional remarks

End of Compliance List