



INSTITUTO NACIONAL DE AVIAÇÃO CIVIL, I.P.

CIRCULAR DE INFORMAÇÃO AERONÁUTICA • PORTUGAL

INFORMAÇÃO AERONÁUTICA

Aeroporto da Portela / 1749-034 Lisboa

Telefone: 218423502 / Fax: 218410612 / E-mail: ais@inac.pt

Telex: 12 120 – AERCIV P / AFTN - LPPTYAYI

CIA N.º: 19 / 2009

DATA: 26 de Agosto de 2009

ASSUNTO: Adopção da emenda nº 10 à TGL nº 26

OBJECTIVO

A presente Circular de Informação Aeronáutica (CIA) tem por objectivo comunicar a adopção da emenda nº 10, de 01 de Junho de 2008, à Leaflet nº 26, JAA Administrative and Guidance Material (AGM), Section four, Part three.

ÂMBITO DE APLICAÇÃO

A presente CIA aplica-se aos Operadores de Transporte Aéreo a que refere o Decreto-Lei nº 289/2003, de 14 de Novembro, e o Regulamento CE nº 859/2008, de 20 de Agosto.

DATA DE ENTRADA EM VIGOR

A presente CIA entra em vigor a 27 de Agosto de 2009

DESCRIÇÃO

Os operadores devem rever o respectivo Minimum Equipment List (MEL) de acordo com a referida emenda. O Anexo à presente CIA é dela considerada parte integrante, inclui orientação para a elaboração e aplicação dessas alterações.

A regulamentação aplicável, para efeitos de responsabilidades do operador, é a constante do OPS 1.030 do Regulamento CE 859/2008, de 20 de Agosto

REFERÊNCIAS

- Regulamento CE 859/2008 de 20 de Agosto.
- Decreto-Lei nº 289/2003, de 14 de Novembro

O VOGAL DO CONSELHO DIRECTIVO

Anacleto Santos

JAA Administrative & Guidance Material
Section Four: Operations, Part Three: Temporary Guidance Leaflet (JAR-OPS)

LEAFLET NO. 26: Guidance Document for MEL Policy

Note: The material contained in this Leaflet has been issued in accordance with Chapter 10 of the Administrative & Guidance Material Section Four: Operations, Part Two (JAR-OPS). The enclosed Guidance Document for MEL Policy has been agreed by the JAA Operations Sectorial Team, which considered that its publication as a Temporary Guidance Leaflet was appropriate since it may require frequent amendment.

1 Introduction

- 1.1 JAR-OPS 1/3.030 require that an operator shall establish, for each aircraft, a Minimum Equipment List (MEL) approved by the Authority. This shall be based upon, but not less restrictive than, the relevant Master Minimum Equipment List (MMEL), if this exists, accepted by the Authority.
- 1.2 JAR-OPS 1/3.630(a)(2) and JAR-OPS 1/3.845(a)(3) prescribe that a flight shall not commence unless the instruments and equipment required under subparts K and L are in operable condition for the kind of operations being conducted, except as provided in the MEL.
- 1.3 The purpose of these Guidance Document for MEL Policy is to give operators the guidance necessary to develop the MEL provisions for equipment, and conditions for its unserviceability, in order that JAR-OPS 1 and 3 and JAR-MMEL/MEL are properly complied with. Application of this TGL should ensure a harmonisation of MELs among JAA operators and assist Authorities in the MEL evaluation and approval. However, TGL 26 is guidance material only, and should not be used to overwrite the MMEL unless specifically agreed with the operator's Authority – refer to Section 1, Appendix 1 for a flow diagram for the use of TGL 26 in a MEL.

2 Content of the Guidance Document for MEL Policy

- 2.1 The document is comprised of five sections:
 - a. Section 1: General principles for the development of the MEL
 - b. Section 2: MEL Procedures
 - c. Section 3: MEL Alleviation for JAR-OPS 1 Subparts K, L and S
 - d. Section 4: MEL Alleviation for JAR-OPS 3 Subparts K and L
 - e. Section 5: Additional MEL Policy
- 2.2 Sections 1 and 2 contain general information on the application of this TGL and procedures for producing an MEL.
- 2.3 Sections 3 and 4 contain the criteria and guidelines for the development of MELs applicable to aircraft operated in accordance with JAR-OPS 1/3.
- 2.4 Section 5 contains MEL policy for items of equipment that are not referenced in JAR-OPS 1/3.

3 Document layout and amendment

- 3.1 The document is presented as booklets enclosed with this leaflet; amendments agreed by the Operations Sectorial Team shall be incorporated in successive issues.
- 3.2 Individual pages of Sections 3, 4 and 5 use the MEL format provided in JAR-MMEL/MEL.

4 Revisions

Revision 1 (June 01): Amendment to section 2 [Subpart K] only

- This revision includes an amended paragraph JAR OPS 1.665, establishing the alleviation for the TAWS equipment.
- Section 2 has been re-formatted to align paragraphs which were disassembled during the editing process of the original version.

Revision 2 (December 01): Amendment to section 2 [Subpart K] only

This revision introduces the definition of inoperative FDR in paragraphs JAR OPS 1.715, 720, 725 and 1.727, proposed by NPA OPS 25.

Revision 3 (January 02): Introduction of the MEL Policy for Helicopters (JAR OPS 3)

This revision introduces 2 additional sections 4 and 5, dealing with the alleviations for JAR OPS 3 subparts K and L.

Revision 4 (July 02): Modification of the "Alleviation flow diagram"

This revision includes a modification of the Alleviation flow diagram in page 6 of this section 1, to better reflect the principles which govern the application of the MEL Policy through the MMEL.

Revision 5 (April 03): Modification of CVR/FDR entries for helicopters.

This revision clarifies both FDR and CVR despatch conditions when the FDR is combined with an FDR. In addition, relief is given for a single flight, when a combination recorder is inoperative.

Revision 6 (October 04): Reformatting of document

The MEL Policy Document has been updated and given a new title of "Guidance Document for MEL Policy". This revision reformats TGL 26 into 5 sections, and aligns the document with ATA chapter numbering rather than JAR-OPS references. All references to "flight days" have been changed to "calendar days", as "flight day" is not currently defined in JAR-MMEL/MEL. All references to "reasonably practical / practicable" have been removed. Various editorial and formatting changes have been made. Additionally, each section has been modified as follows:

Section 1:

- The Alleviation Flow Diagram has been updated and re-titled to clarify the use of TGL 26 in conjunction with the MMEL accepted by the Authority.
- The introduction has been updated to include reference to the flow diagram in Section 1, Appendix 1.

Section 2:

- This new section has been added to give guidance on MEL Procedures, in accordance with JAR-MMEL/MEL.

Section 3:

- Indices added, sorted by ATA chapter and JAR-OPS 3 reference.
- 22-10 Autopilot: Revised for clarity, added (O) to part (2).
- 23-12 VHF Communications: Combined previous entries into one entry.
- 23-40 Cabin Interphone: Incorporated Flight Deck Doors policy, removed requirement for PA to be operative in part (3).
- 23-71 CVR: Clarified requirements for combination recorders.
- 25-11 Flight Crew Seats: Changed proviso (b) in part (2)(b) to "secured or locked".
- 25-11 Supernumerary Seats: "Observer Seats" added to title for clarity.
- 25-21 Passenger Seats: Added relief for underseat baggage restraining bars.
- 25-60 Portable Protective Breathing Equipment: Added "portable" to title for clarity.
- 25-60 Escape Slides: Clarified that dispatch conditions are related to exits, item 52-22.
- 25-63 ELT: Additional relief for those in excess of the requirements.
- ATA 30: Changed note to clarify definition of icing conditions, and all relevant references to icing conditions in ATA 30.
- 30-31 Pitot Heating: Clarified that proviso (a) applies to each flight.
- 30-31 Pitot Heater Failure Indication: Added relief for day VFR.
- 30-31 Static Port Heaters: Added note for RVSM.
- 30-40 Equivalent Means to Being Equipped with Windshield Wipers: Added requirements regarding take-off minima.

- 30-42 Windshield Wipers: Added requirements regarding take-off minima.
- 31-31 FDR: Clarified requirements for combination recorders.
- 31-31 Combination Recorder: Clarified entry and added Note 1.
- 33-20 Passenger Compartment Lighting: Clarified provisos and added Note.
- 33-20 Cabin Signs – Added reference to lavatories.
- 33-20 General Cabin Illumination: Clarified second proviso and added rectification interval.
- 33-40 Ice Evidence Probe Light: Aligned with definition of icing conditions in ATA 30.
- 33-50 Cabin Emergency Lighting: Clarified that dispatch conditions are related to exits, item 52-22.
- 33-50 Exterior Emergency Light: Clarified that dispatch conditions are related to exits, item 52-22.
- 34-10 Airspeed Indicators: Clarified note and part (3).
- 34-10 Altimeters: Clarified note and part (2).
- 34-10 Turn and Slip Indicator: Clarified part (2)(b).
- 34-10 Vertical Speed Indicator: Clarified proviso.
- 34-15 Altitude Alert: Clarified that one must be operative for RVSM.
- 34-40 ACAS: Simplified proviso (1)(b).
- 34-40 Area Navigation System: Revised to refer to Aeronautical Information Publications and AFM limitations.
- 34-43 GPWS: Reformatted for clarity, revised part (6) to add provisos for predictive and reactive windshear modes.
- 34-50 LRNS: Removed proviso in part (2) regarding operational procedures. Added “planned” to part (3).
- 34-50 RVSM: Added parts (5) and (6) for pitot and static heaters.
- 34-51 VOR: Changed rectification interval to D category for first proviso.
- 34-52 DME: Clarified relief by removing reference to ADF and operational procedures, additional relief for those in excess of the requirements, added note regarding FMS.
- 34-53 ADF: Changed relief in line with DME.
- 34-54 SSR Transponder: Changed JAR-OPS 1 reference from 1.860/865 to 1.866, combined previous entries into one entry.
- 35-10 Flight Crew Oxygen: Reformatted and deleted extraneous reference to 700hPa.
- 35-20 Passenger Oxygen: New relief added in line with JAR-OPS 1.770.
- 52-22 Emergency Exits: Clarified proviso (b) and note.
- 52-51 Flight Compartment Door: Relief removed, refer to Reinforced Flight Deck Door.
- 52-51 Reinforced Flight Deck Door: Incorporated JAA policy (Revision 9), changed keypad references to include possibility of push button devices.

Section 4:

- Indices added, sorted by ATA chapter and JAR-OPS 3 reference.
- 23-10 Headset: Additional relief and rectification interval for those in excess of the requirements.
- 23-10 Audio Selector Panel: Additional relief for those in excess of the requirements.
- 23-12 Radio Communications: Combined previous entries into one entry.
- 23-40 Flight Crew Interphone: Changed reference in proviso to JAR-OPS 3.685.
- 23-71 CVR: Clarified requirements for combination recorders.
- 25-11 Flight Crew Seats: Changed proviso (b) in part (2)(b) to “secured or locked”.
- 25-11 Supernumerary Seats: “Observer Seats” added to title for clarity.
- 25-62 First Aid Kits: Additional relief for those in excess of the requirements.
- ATA 30: Changed note to clarify definition of icing conditions, and all relevant references to icing conditions in ATA 30.
- 31-31 FDR: Clarified requirements for combination recorders
- 31-31 Combination Recorder: Added notes.
- 34-20 Attitude Indicator: As the standby attitude indicator must be operative, proviso in (2)(b) deleted.

Section 5:

- This new section has been added to introduce MEL policy for items not included in JAR-OPS 1/3. New relief added for flight director, navigation database, datalink, flight deck door surveillance system (in line with JAA policy at Revision 9) and windshear detection/warning systems.

Revision 7 (December 05): Amendment of ATA chapter 34-54

Two new entries have been made into ATA Chapter 34-54 (section 3). The title of this chapter has also been amended to:

- 34-54 Mode A/C SSR Transponder

The two new entries are entitled:

- ATC Mode S Transponder System and
- Enhanced Surveillance Capability (if installed).

As a result of this amendment, section 3, section 4 and section 5 have increased one more page. In order to reflect this, all pages will be reissued with the date of 01.06.07.

Revision 8 (June 07):

This revision comprises several elements, as follows:

- ATA 26-7 – Introduction: (O) and (M) references clarification
- ATA 26-7 – Introduction: Definition of Combustible Material expanded
- ATA 26-7 – Introduction: Definition of Required Cabin Crew Seat added
- ATA 22-71 – New item - Navigational Database(s)
- ATA 23-11 – HF Communications - Clarification and expansion of existing entry
- ATA 25-21 – Passenger Seats - new guidance on armrests
- ATA 25-21 – New item - Required Cabin Crew Seat(s)
- ATA 31-31 – New item - QAR when used as part of a Flt Data Monitoring programme
- ATA 33-20 – Cabin Signs - Extra detail added
- ATA 33-50 – Floor Proximity Lighting - clarification of existing entry
- ATA 34-20 – Editorial: RMI term used
- ATA 34-53 – ADF receiver - Extra detail added
- ATA 46-20 – Electronic Flight Bag (EFB) Systems
- ATA 52-22 – Emergency Exit – clarification

As a result of this amendment, section 3, section 4 and section 5 have increased a couple of pages more. In order to reflect this, all pages of these sections have been reissued with the date of 01.06.07.

Revision 9 (December 07):

This revision comprises several elements within Section 4: JAR-OPS 3 Subparts K and L, as follows:

- ATA 30-31 – Pitot Heating Systems – revision to relief period and editorial changes to icing definition
- ATA 30-31 – Pitot Heater Failure Indication System – revision to relief period and editorial changes to icing definition
- ATA 30-31 – Static Port Heaters – consequential editorial changes to icing definition
- ATA 30-80 – Ice Detection System – consequential editorial changes to icing definition

Revision 10 (June 08):

Please note no revisions were made to the text of Sections 1 and 2. The date in the footer has been adapted to 01.06.08 for consistency purposes.

This revision comprises following revised elements within Section 3: JAR-OPS 1 Subparts K and L, as follows:

- ATA 22-10 – Autopilot: Revision to relief period for flight with no autopilot and editorial changes. Clarification of the maintenance task purpose.
- ATA 31-31 – Quick Access Recorder (QAR): Clarification of the wording and “if installed” added.
- ATA 33-42 – Anti-Collision Light Systems:
 - Sub-item (1) renamed Fuselage Light (Beacon or Strobe Type): the requirement on operative strobe lights in associated Remarks or Exceptions column is specified to wing-tip strobe lights.
 - Sub-item (2) renamed Wing-Tip Strobe Light (if installed)
- ATA 33-50 – Cabin Emergency Lighting (4) Floor Proximity Lighting (a) Individual Lights/strips: Additional conditions are provided in associated Remarks or Exceptions column.
- ATA 34-50 – Reduced Vertical Separation Minima (RVSM): Deleted as already covered under each associated individual items.

- ATA 34-52 – Distance Measuring Equipment (DME): Additional relief added when the planned routes to be flown are not dependent upon use of the affected DME. The note is moved under the applicable set of dispatch conditions.
- ATA 34-53 – ADF Receiver: Additional relief added when the planned routes to be flown are not dependent upon use of the affected ADF.
- ATA 34-54 – SSR Transponder: The item is split into three sub-items;
 - Sub-item (1) Mode A/C Functions: Additional relief is provided for excess items and a five flights relief is specified. The applicability of the note on RVSM is clarified (Mode C function).
 - Sub-item (2) Mode S Functions: Various improvements of the wording of the dispatch conditions and associated notes.
 - Sub-item (3) Enhanced Surveillance Functions: Unchanged, except the title.

This revision comprises following revised elements within Section 4: JAR-OPS 3 Subparts K and L, as follows:

- ATA 33-42 – Anti-Collision Light Systems:
 - Sub-item (1) renamed Anti-Collision Light (Beacon or Strobe Type)
 - Sub-item (2) renamed White Strobe Light (if installed)
- ATA 33-50 – Cabin Emergency Lighting: Sub-item (3) added for Helicopter Emergency Egress Lighting System (HEELS) (If installed).

This revision comprises following revised elements within Section 5: Additional MEL Policy, as follows:

- ATA 34-58 – Global Positioning System (GPS): New item.

In addition to the above changes, this revision also comprises editorial changes applicable to the following items:

Section 3: JAR-OPS 1 Subparts K and L:

ATA 10-20 – Equipment for making Sound Signals

ATA 10-20 – Sea Anchor

ATA 23-10 – Headset

ATA 23-10 – Audio Selector Panel

ATA 23-11 – HF communications

ATA 23-12 – VHF communications

ATA 23-30 – Public Address

ATA 23-40 – Flight Crew Interphone

ATA 23-40 – Cabin Interphone System

ATA 23-71 – Cockpit Voice Recorder (CVR)

ATA 25-11 – Flight Crew seats

ATA 25-60 – Protective Breathing Equipment (PBE)

ATA 25-60 – Escape Slides

ATA 25-60 – Survival Equipment

ATA 25-63 – ELT

ATA 25-64 – Lifejackets

ATA 30-31 – Pitot Heating System

ATA 30-31 – Pitot Heater Failure Indication System

ATA 30-31 – Static Port Heaters

ATA 30-40 – Equivalent means of being equipped with windshield wipers

ATA 30-42 – Windshield Wipers

ATA 30-80 – Ice Detection System: moved and renamed from ATA 33-40 Ice Detection Lights

ATA 31-00 – Cosmic Radiation Detection Equipment

ATA 31-31 – Flight Data Recorder (FDR)

ATA 31-31 – Combination Recorder

ATA 33-20 – Passenger Compartment Lighting

ATA 33-20 – Cabin Signs

ATA 33-41 – Navigation/Position Lights

ATA 33-43 – Wing Illumination Lights

ATA 33-44 – Landing Lights

ATA 33-50 – Cabin Emergency Lighting

ATA 34-10 – Airspeed Indicators

ATA 34-10 – Altimeters

ATA 34-10 – Turn and Slip Indicators/ Turn Co-ordinators

ATA 34-10 – Vertical Speed Indicators (VSI)
ATA 34-20 – Stabilised Direction Indicators
ATA 34-20 – Attitude Indicators
ATA 34-22 – Magnetic Compass
ATA 34-40 – ACAS
ATA 34-40 – Area Navigation System
ATA 34-43 – Ground Proximity Warning Systems (GPWS)
ATA 34-51 – VOR Navigation
ATA 35-00 – Oxygen Systems
ATA 35-10 – Flight Crew Oxygen
ATA 52-22 – Emergency Exits
ATA 52-51 – Reinforced Flight Deck Door

Section 4: JAR-OPS 3 Subparts K and L:

ATA 10-20 – Equipment for making Sound Signals
ATA 10-20 – Sea Anchor
ATA 22-10 – Autopilot
ATA 23-10 – Headset
ATA 23-10 – Audio Selector Panel
ATA 23-12 – Radio Communications Systems
ATA 23-30 – Public Address
ATA 23-40 – Flight Crew Interphone
ATA 23-40 – Cabin Interphone System
ATA 23-71 – Cockpit Voice Recorder (CVR)
ATA 25-11 – Flight Crew seats
ATA 25-21 – Cabin Crew Seats
ATA 25-21 – Passenger Seats
ATA 25-60 – Automatically Deployable Emergency Locator Transmitter (ADELT)
ATA 25-60 – Survival Equipment
ATA 25-62 – First Aid Kit
ATA 25-63 – Emergency Locator Transmitter
ATA 25-64 – Lifejackets
ATA 30-31 – Pitot Heater Failure Indication System
ATA 30-42 – Windshield Wipers
ATA 30-80 – Ice Detection System
ATA 31-31 – Flight Data Recorder (FDR)
ATA 31-31 – Combination Recorder
ATA 33-20 – Passenger Compartment Lighting
ATA 33-20 – Cabin Signs
ATA 33-41 – Navigation/Position Lights
ATA 33-44 – Landing Lights
ATA 33-50 – Cabin Emergency Lighting
ATA 34-10 – Airspeed Indicators
ATA 34-10 – Altimeters
ATA 34-10 – Slip Indicator
ATA 34-10 – Vertical Speed Indicators (VSI)
ATA 34-15 – Radio Altimeter with an Audio Voice Warning
ATA 34-20 – Attitude Indicators
ATA 34-20 – Stabilized Direction Indicators
ATA 34-22 – Standby Magnetic Compass
ATA 34-41 – Weather Radar System
ATA 35-00 – Oxygen Systems

Section 5: Additional MEL Policy:

ATA 22-10 – Flight Director
ATA 22-71 – Navigation Databases
ATA 46-20 – Electronic Flight Bag (EFB)

Enclosure to: JAA Administrative and Guidance Material
Section Four – Operation – Part Three
Temporary Guidance Leaflet no. 26



GUIDANCE DOCUMENT FOR MEL POLICY

1 INTRODUCTION

This Guidance Document for MEL Policy should be used in conjunction with JAA MMELs (and JAA MMEL Supplements), recommended by the JAA for acceptance by the National Authorities.

When no such JAA MMEL exists, subject to the agreement of the applicable National Authority, the Guidance Document for MEL Policy may be used in conjunction with any other MMEL (see JAR-MMEL/MEL.060(b)).

If no MMEL exists, the content of the Guidance Document for MEL Policy may be used as a guideline for establishing the MEL, subject to agreement of the applicable National Authority.

The flow diagram in Appendix 1 below, explains how to use TGL 26 when preparing an MEL.

The MEL for an aircraft operated in accordance with JAR-OPS 1/3 should be developed using the following principles :

- a. The provisions of the MMEL, as approved in accordance with JAR-MMEL/MEL or with preceding national regulation, should be used.
- b. The content of the MEL should take into consideration the operator's particular aeroplane equipment, configuration and operational conditions, routes being flown and requirements set by the appropriate Authority.
- c. That the MEL does not deviate from any applicable Airworthiness Directive or any other Mandatory Requirement and is not less restrictive than the MMEL.
- d. The guidance given in this document is intended to be generic and is not system (equipment or installation) specific. Therefore the (O) and (M) references are also generic and are included as they may apply to certain cases. It is the responsibility of the operator to determine the applicability of (O) and (M) references when establishing their MEL. This principle is also applicable in the absence of (O) and/or (M) references.

2. MEL FORMAT AND CONTENT

The format and the preamble provided in JAR-MMEL/MEL should be used. The logical sequence of sections 2, 3 and 4 is based upon ATA 100 classification. An index is provided to correlate ATA numbering with the JAR-OPS 1 / 3 reference.

3. TERMINOLOGY

Definitions provided in JAR-MMEL/MEL should be used, including those relevant to the rectification intervals. In addition, as specified in this document, the following terminology applies :

- a. "Flight": For the purpose of a MEL, a flight is the period of time between the moment when an aeroplane begins to move by its own means, for the purpose of preparing for take off, until the moment the aeroplane comes to a complete stop on its parking area, after the subsequent landing (and no subsequent take off).
- b. "Combustible Material": in column 4 refers to material which is capable of catching fire and burning. In particular: If a MEL item prohibits loading of combustible (or flammable or inflammable) material, no material may be loaded except the following:
 - 1) Cargo handling equipment (unloaded, empty or with ballast);
 - 2) Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc.); and

Note: If serviceable tyres are included, they should only be inflated to a minimum pressure that preserves their serviceability.

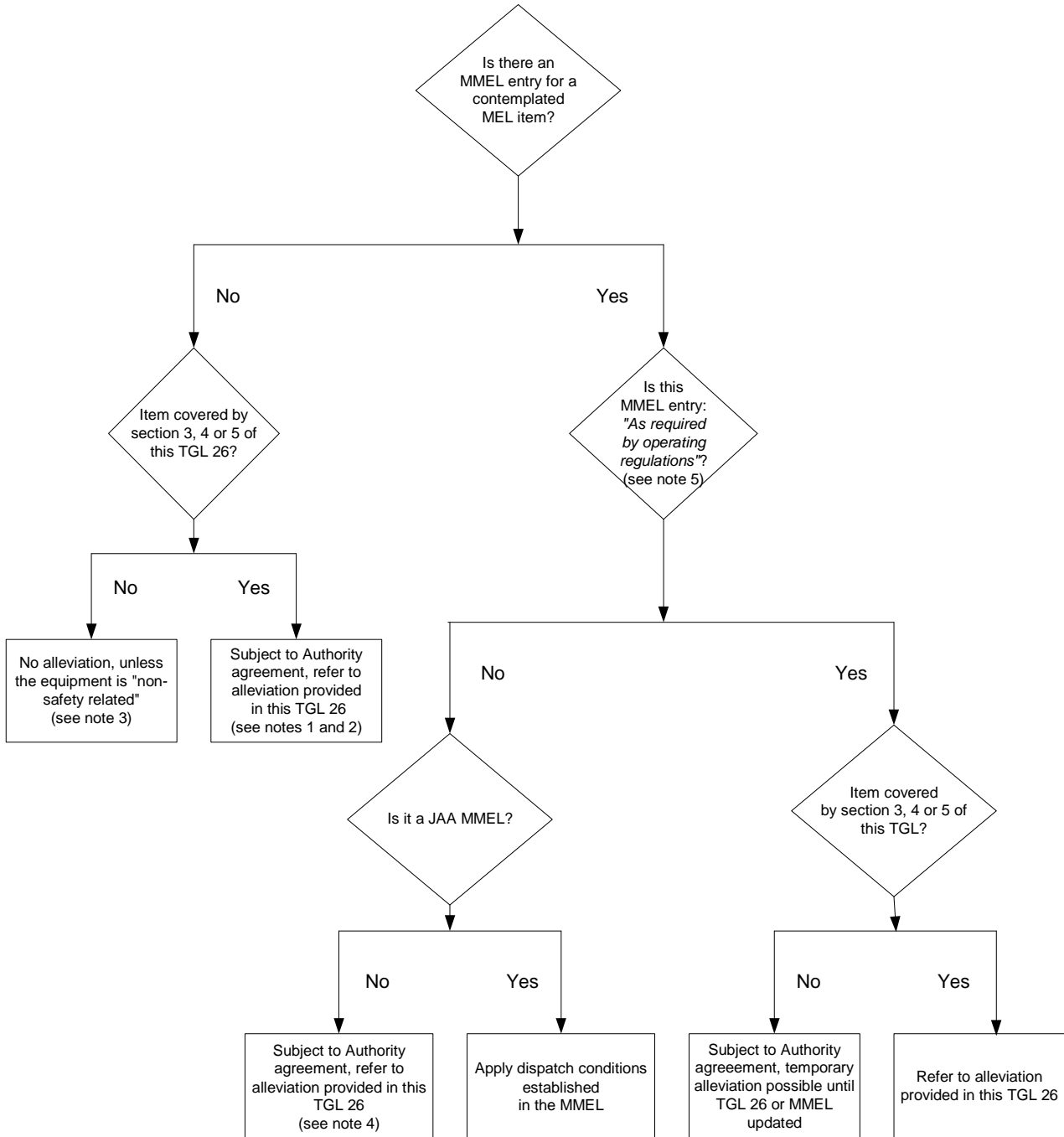
3) Inflight service material (return catering – only closed catering trolleys/boxes, no newspapers, no alcohol or duty free goods).

c. “Required Cabin Crew Seat” : Is a seat in the aeroplane cabin which meets the following conditions:

- 1) Where the certification of the cabin requires this seat to be occupied by a qualified cabin crew member as specified in the Operations Manual;
- 2) This seat is a part of the station to which a qualified cabin crew member is to be assigned for the flight; and
- 3) The qualified cabin crew member assigned to the station is a member of the minimum cabin crew designated for the flight.

APPENDIX TO SECTION 1

FLOW DIAGRAM FOR THE USE OF TGL 26 IN A MEL



APPENDIX TO SECTION 1**FLOW DIAGRAM FOR THE USE OF TGL 26 IN A MEL (cont.)**

- Note 1:** All items related to the airworthiness of the aeroplane and not included in the list, are automatically required to be operative.
- Note 2:** All items required by JAR-OPS 1 / 3 must be operative unless alleviation is provided in the MMEL or this TGL 26.
- Note 3:** Equipment obviously not required for safe operation of the aeroplane may not be listed. Operators should 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.
- Note 4:** For non-JAA MMELs, TGL 26 should be used to overwrite the MMEL entry where it is based on non-JAA policy and not design considerations.
- Note 5:** In non-JAA MMELs, similar statements such as "As required by FARs" or "As required by Regulations" etc. should be interpreted as meaning the same as "As required by Operating Regulations".