

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.

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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.

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- 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.

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- 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.

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Enclosure to: JAA Administrative and Guidance Material
Section Four – Operation – Part Three
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GUIDANCE DOCUMENT FOR MEL POLICY

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LEAFLET NO. 26 - SECTION 1: General Principles for the Development of the MEL

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,

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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

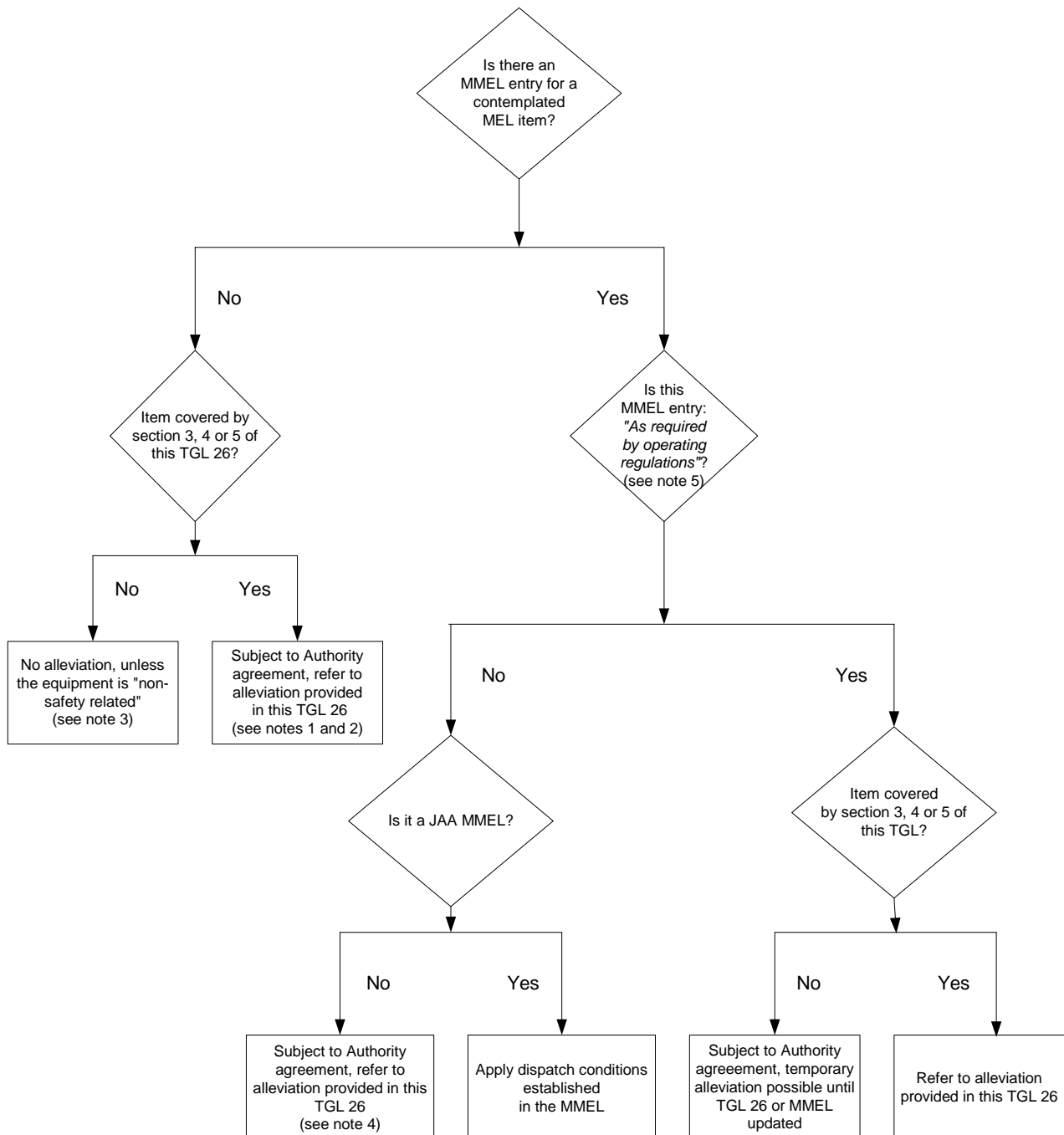
3) The qualified cabin crew member assigned to the station is a member of the minimum cabin crew designated for the flight.

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APPENDIX TO SECTION 1

FLOW DIAGRAM FOR THE USE OF TGL 26 IN A MEL



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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”.

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LEAFLET NO. 26 - SECTION 2: MEL Procedures

1 Introduction

1.1 Dispatch with Inoperative Equipment

The Master Minimum Equipment List (MMEL) and associated MEL are alleviating documents. Their purpose is not, however, to encourage the operation of aircraft with inoperative equipment. It is undesirable for aircraft to be dispatched with inoperative equipment and such operations are permitted only as a result of careful analysis of each item to ensure that the acceptable level of safety, as intended in the applicable JAR, is maintained. A fundamental consideration is that the continued operation of an aircraft in this condition should be minimized. The limitations governing rectification intervals are discussed later in this document (see JAR-MMEL/MEL.040 and .080).

An operator or pilot retains the option to refuse any alleviation, and may choose not to dispatch with any particular MEL item inoperative.

1.2 Legal Basis

JAR-OPS 1.030 provides for operation of an aircraft with equipment inoperative, through the use of an approved MEL. JAR-MMEL/MEL provides the rules under which an MMEL and an MEL can be established for a given aircraft type.

Where an MMEL has been established for a particular type of aircraft, an MEL shall not be approved for that type of aircraft unless it complies with the minimum requirements specified in the accepted MMEL (see JAR-OPS 1.030).

Finally it is up to each JAA member Authority to accept the JAA MMEL (or the MMEL approved by the State of Design plus the related JAA MMEL Supplement if applicable) as the appropriate MMEL for operators under its jurisdiction.

1.3 Equipment Included in the MMEL / MEL

Most aircraft are designed and certified with a significant amount of equipment redundancy, such that the airworthiness requirements are satisfied by a substantial margin. In addition, aircraft are generally fitted with equipment that is not required for safe operation under all operating conditions, e.g. instrument lighting in day VMC. Other equipment, such as entertainment systems or galley equipment, may be installed for passenger convenience. If this non-safety related equipment does not affect the airworthiness or operation of the aircraft when inoperative, it need not be listed in the MMEL/MEL or be given a rectification interval. However, if the non-safety related equipment has another function related to safety (such as use of the entertainment system for passenger briefings) then this item must be included in the MMEL/MEL with an appropriate rectification interval - refer to paragraph 2.7.3.

It follows that all items related to the airworthiness of the aircraft and not included in the MMEL are automatically required to be operative prior to flight (see JAR-MMEL/MEL .010b).

2 MEL Policy and Procedures

2.1 MEL Purpose

The MEL is a joint operations and maintenance document prepared by an operator to:

- a) identify the minimum equipment and conditions for an aircraft to maintain the Certificate of Airworthiness in force and to meet the operating rules for the type of operation;
- b) define operational procedures necessary to maintain an acceptable level of safety and to deal with inoperative equipment; and

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- c) define maintenance procedures necessary to maintain an acceptable level of safety and procedures necessary to secure any inoperative equipment.

2.2 MEL Definition

While the MMEL is for an aircraft type, the MEL is tailored to the operator's specific aircraft and operating environment and may be dependent upon the route structure, geographic location, and number of airports where spares and maintenance capability are available etc. The MMEL cannot address these individual variables, nor standard terms such as "As required by Operational Requirements". It is for this reason that an MMEL is not normally accepted by the Authority as a substitute for the MEL. It falls on the operator to develop operational "(O)" and maintenance "(M)" procedures, or to use documents issued by the Type Certificate Holder, such as a Dispatch Deviations Guide, where these documents are available.

2.3 MEL Intent

Except as authorized by the Authority in accordance with JAR-OPS 1.030 (b), operation of an aircraft with aircraft equipment inoperative or removed is prohibited, unless an operator does so in compliance with an approved MEL.

2.4 Audit of Operator MELs

The Authority should audit the operator's conformance to MEL requirements on an ongoing basis, and as part of any company audit. Significant non-conformances may result in the MEL approval being withdrawn.

2.5 Applicability

2.5.1 Legal Basis

- a) JAR-OPS 1/3.030 stipulates that the operator shall establish a MEL for each aircraft, approved by the Authority. This MEL shall be based on, but not less restrictive than, the relevant MMEL (if this exists) accepted by the Authority.
- b) JAR-OPS 1/3.030(b) states that an operator shall not operate an aircraft 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. The one exception specified recognizes the superiority of an Airworthiness Directive over the conditions or limitations specified in the MEL.

2.6 Administrative Procedures

2.6.1 Approval Authority

Each Authority is responsible for approving the MEL of operators operating under an AOC delivered by that Authority, in accordance with JAR-OPS 1/3.

2.6.2 MMEL Acquisition

The operator must ensure that they use the latest version of the appropriate MMEL to develop their MEL (refer to JAR-MMEL/MEL.060). The latest JAA MMELs and MMEL Supplements are available for viewing or downloading (where these are available at no cost) from the JAA website. Alternatively, operators may obtain MMELs directly from the Type Certificate Holder, who normally provides MMELs along with a revision service, on a commercial basis.

2.6.3 Operator MEL Development

The operator should develop their MEL and all subsequent amendments, as a joint operations and maintenance project, based on the current MMEL revision.

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2.7 Conformance with the MMEL

2.7.1 Modification of JAA MMELs and MMEL Supplements

Operators may disagree with the content of the MMEL and request changes. These suggestions for changes, accompanied by appropriate substantiation, should be forwarded to the Type Certificate Holder. The Type Certificate Holder would then submit the change proposal to the Joint Operations Evaluation Board for review.

2.7.2 MEL Content

- a) The operator's MEL must reflect the current limitations in the applicable MMEL or JAA MMEL Supplement. When a revision is issued to a JAA MMEL or JAA MMEL Supplement, the operator's MEL need not be revised if the change is less restrictive than the existing MEL.
- b) Except as noted above, the operator's MEL shall be revised to reflect the most recent approved version of the MMEL or JAA MMEL Supplement within 90 days of receipt, as per JAR-MMEL/MEL.060.

2.7.3 Non-Safety Related Equipment

Non-safety related equipment includes those items related to the convenience, comfort, or entertainment of the passengers. They may include items such as galley equipment, movie equipment, ash trays, stereo equipment, and overhead reading lamps. Non-safety related equipment must not have an effect on the airworthiness or operation of the aircraft (see JAR-MMEL/MEL.010 and .050). This equipment does not require a rectification interval, and need not be listed in an operator's MEL, if it is not addressed in the MMEL. If an operator chooses to list this equipment in the MEL, it may be given a D category rectification interval. The exceptions to this rule are:

- a) Where non-safety related equipment serves a second function, such as movie equipment being used for cabin safety briefings, operators must develop and include operational contingency procedures in the MEL in case of an equipment malfunction.
- b) Where non-safety related equipment is part of another aircraft system, for example the electrical system, procedures must be developed and included in the MEL for deactivating and securing in case of malfunction.

In these cases, the item must be listed in the MEL, with compensating provisions and deactivation instructions if applicable. The rectification interval will be dependent on the secondary function of the item and the extent of its effect on other systems.

2.7.4 MEL Audits

- a) Whenever an audit is conducted, the operator's MEL should be reviewed. The review should ensure that the MEL conforms to the current policies and procedures of the Authority.
- b) Special attention should be given to operating rules that may have been amended since the MEL was last approved. It should be confirmed that the latest revisions to the applicable MMEL - if more restrictive - have been incorporated into the MEL. When reference is made to "Operating regulations" in the MMEL, the last update of JAA Guidance Document for MEL Policy (TGL 26) should be taken into account when amending the MEL.

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2.8 MEL Development Procedures

2.8.1 MEL Basic Format

The MEL should include the following: a List of Effective Pages, a Table of Contents, the Preamble, Notes and Definitions, a section for each aircraft system, and amendment record page. The Preamble and Definitions shall be based upon, but no less restrictive than, the relevant MMEL as per JAR MMEL/MEL.060(a). Operators must specify the revision status of the MMEL and JAA MMEL Supplement, and any other documents such as a Dispatch Deviations Guide, used in the development of their MEL

2.8.2 MEL Page Format

MEL format is at the discretion of the operator, provided that it is clear and unambiguous. However, it is recommended that the MEL page format follow the JAA MMEL page format of five columns (see Appendix 1 to ACJ JAR-MMEL/MEL.025). The page numbering, and individual MEL items, however, should be in accordance with the ATA 2200 code system.

2.8.3 List of Effective Pages

A List of Effective Pages (LEP) will be used to ensure that each MEL is up-to-date. It must list the date of the last amendment for each page of the MEL. The date and revision status of each page of the MEL must correspond to that shown on the List of Effective Pages.

2.8.4 Table of Contents

The Table of Contents page should list the section for each aircraft system using the ATA 2200 listing as found in the MMEL. Pages should be numbered with the ATA system number followed by the item number for that system (e.g., the page following 27-2-1 would be 27-2-2).

2.8.5 MEL Preamble

The purpose of the MEL Preamble is to provide direction to company personnel on the philosophy and use of the MEL. An example MEL preamble which is acceptable for use by an operator is published in Appendix 1 to ACJ JAR-MMEL/MEL.065. An operator may choose to develop their own preamble but it should contain at least the information contained in JAR-MMEL/MEL.

2.8.6 Notes and Definitions

Notes and Definitions are required to allow the user to interpret the MEL properly. An example of Notes and Definitions can be found Appendix 1 to ACJ JAR-MMEL/MEL.065. Additions and deletions to the Notes and Definitions may be applied to the operator's MEL as required.

2.8.7 Operational and Maintenance Procedures

- a) Dispatch with inoperative items is often acceptable only with the creation of special operational or maintenance procedures.
- b) Where the MMEL indicates that this is the case, the operator must establish appropriate procedures. Procedures recommended by the Type Certificate Holder in most cases can be adopted for this purpose, but the ultimate responsibility for providing acceptable procedures with the MEL rests with the operator. These procedures will ensure that an acceptable level of safety will be maintained. The Type Certificate Holder is required to produce operational and maintenance procedures such as Dispatch Deviation Guides, for use by operators (see JAR-MMEL/MEL.035(a)). These procedures may be inserted into the appropriate MEL pages, and submitted by the operator, to form part of the MEL. Dispatch Deviation Guides, and other similar documents are not approved by the Authority, nor can

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they replace the MEL. If the Type Certificate Holder has not published operational or maintenance procedures, the operator should develop appropriate procedures and, if requested, submit them to their Authority.

- c) The operator, when comparing the MEL against the MMEL, should ensure that where the (O) or (M) symbols appear, an operational or maintenance procedure has been developed that provides clear direction to the crew members and maintenance personnel of the action to be taken. This procedure should be included in the MEL or associated Operator's Manual (see ACJ JAR-MMEL/MEL.075).
- d) The only exception is when the procedure is contained in another document that is available, e.g. other part of the Operations Manual (JAR-OPS 1.1045) (for "(O)" procedures) or the Maintenance Manual (for "(M)" procedures). In the latter cases, the MEL may refer to a section of the appropriate document; e.g.
 - to the cabin crew members, such as a Operations Manual or Cabin crew Manual;
 - to the maintenance crew, such as an Aircraft Maintenance Manual (e.g. - the Airbus Aircraft Deactivation Procedures Manual), Maintenance Control Manual, etc.
- e) It is not acceptable to only reference the JARs or similar documents, as these documents may not be carried on board the aircraft and could be subject to misinterpretation. The objective is to provide personnel with clear, concise direction on how they are to proceed. Where the MMEL column 5 states "as required by Operating Requirements", this wording shall not appear in the MEL; rather, a synopsis of the Regulation shall appear.

2.8.9 Operations Manual Procedures

The operator must establish procedures in the Operations Manual for the use and guidance of crew members when using the MEL. The procedures must align with those in the Maintenance Control Manual. According to JAR-OPS.1045, the MEL is part of the Operations Manual.

2.9 Rectification Interval Categories

The maximum time an aircraft may be operated between the deferral of an inoperative item and its rectification will be specified in the MEL. Non-safety related equipment such as reading lights and entertainment units need not be listed. However, if they are listed, they must include a rectification interval category. These items may be given a "D" category rectification interval provided any applicable (M) procedure (in the case of electrically supplied items) is applied – refer to paragraph 2.7.3.

The Rectification Interval Categories are defined in JAR-MMEL/MEL.040 as follows:

Category A

No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the MMEL. Whenever the time interval is specified in calendar days, it shall start at 00:01 on the calendar day following the day of discovery.

Category B

Items in this category shall be rectified within three consecutive calendar days, excluding the day of discovery.

Category C

Items in this category shall be rectified within 10 consecutive calendar days, excluding the day of discovery

Category D

Items in this category shall be rectified within 120 consecutive calendar days, excluding the day of discovery.

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2.10 Rectification Interval Extensions (RIEs)

2.10.1 Purpose

Under certain conditions, such as a shortage of parts from manufacturers, or other unforeseen, situations, air operators may be unable to comply with specified rectification intervals. This may result in the grounding of aircraft. To preclude that from happening, a process has been instituted that will allow operators, subject to the approval of the Authority, to grant extensions to MEL rectification interval categories.

Note: Certain items qualify for time-limited dispatch as specified in the Type Certificate Data Sheets. These items should be allocated an 'A' category rectification interval in order to prohibit rectification interval extension.

2.10.2 Administration of RIEs

Events beyond the Operator's control

The core of this RIE process is to ensure that operators do not substitute RIEs as a means to reduce or eliminate the need to rectify MEL defects in accordance with the established category limit. Operators are not to use the extension process as a normal means of conducting MEL item rectification. RIEs will only be considered valid and justifiable when events beyond the operator's control have precluded rectification.

It is recognized that while MEL item rectification interval categories have been established, it may not be possible in every case to rectify aircraft in the time allotted for each MEL item. Several factors may influence the operator's ability to comply with the specified interval.

These factors include:

- a) Parts shortages from manufacturers that affect all operators equally. Parts shortages can result from material, labour, or shipping problems but must be clearly outside the operator's control.
- b) Inability to obtain equipment necessary for proper troubleshooting and repair. Operators should, to the maximum extent possible, have the necessary equipment available to perform troubleshooting and rectification of MEL items. Equipment shortages or unserviceabilities may be encountered that cannot be directly controlled by the operator for the specified MEL item.

Unwillingness on the part of the operator to obtain parts or equipment to rectify the defect in the timeliest manner possible will be grounds for review and could result in the withdrawal of the operator's privilege to use RIEs.

The instructions on the administration of RIEs are given in JAR-MMEL/MEL.081 and the associated ACJ.

2.10.3 Process Compliance

Airworthiness and Operational personnel should ensure that operators establish and implement a sound programme to address this authority and that ongoing surveillance ensures compliance with approved procedures. The number of times this privilege is used is expected to be low. The actual number of RIEs will vary from one operator to another due to individual circumstances. Emphasis should not be placed on how many RIEs are used, but rather on the correct application of approved procedures for the issue of the extension.

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2.11 Deferral of Items

Procedures for the deferral of MEL items should be included as part of the operator's Maintenance Control Manual (MCM). The operator should ensure that the aforementioned procedures in the MCM are referenced or copied in the MEL and/or Operations Manual.

2.11.1 Requirements

These procedures comprise a method for:

- a) deferral and/or rectification of inoperative equipment;
- b) placarding requirements as per the MEL;
- c) dispatching of aircraft with deferred MEL item(s);
- d) using a remote deferral system;
- e) controlling categorized times; and
- f) training of company personnel who are responsible for MEL compliance procedures.

2.11.2 Review of Deferred Items

The operator should establish procedures whereby the Maintenance and Flight Departments periodically review the deferred items, in order to ensure that any accumulation of deferred items neither conflict with each other nor present an unacceptable increase in flight or cabin crew workload. Notwithstanding the categorization of item rectification intervals, it should be the aim of each MEL document holder to ensure that inoperative items are repaired as quickly as possible. It is JAA policy that optional inoperative equipment should be rectified or removed from an aircraft.

2.12 Placarding

Inoperative items should be placarded to inform crew members of equipment condition as appropriate. When they are accessible to the crew in flight, the control(s), and/or indicator(s) related to inoperative unit(s) or component(s) should be clearly placarded.

While the MEL for some items may require specific wording, the majority of items leave the placard wording and location to be determined by the operator.

The operator shall provide the capability and instructions to the flight crew to ensure that the placard is in place prior to the aircraft being dispatched.

Note: Some MMELs indicate the need for a placard through the use of an asterisk. However, the exclusion of an asterisk in a MMEL does not preclude the requirement for placarding.

2.12.1 Requirements to Placard/Placard Control

Placarding should be carried out in accordance with the placarding procedures established and set out in the operator's approved MCM. The method of placarding control should ensure that all inoperative items are placarded and placards are removed and accounted for when the defect is cleared.

The equipment/system shall be placarded so as to inform the crew members of the inoperative condition(s) of the item. To the extent practicable, placards must be located as indicated in the MEL, or adjacent to the control or indicator affected.

2.12.2 Placard Criteria

Placards should be self adhesive. The placard may be in two parts. Part One should list a description of the defect and the defect control number and should be attached to the log book for crew reference. Part

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Two should list the system affected and the defect control number and be fixed in the appropriate location. A MEL control sheet attached to the log book could serve the same purpose as Part One above.

2.12.3 Multiple Placards

If more than one placard is required for a MEL item, provision should be made to ensure that all placards are removed when the defect is cleared.

2.12.4 Temporary Placards

If a defect occurs at a base where maintenance personnel are not available, the flight or cabin crew may install a temporary placard as required by the MEL. The aircraft may continue on a planned itinerary to a base where maintenance will rectify or re-defer in accordance with the approved deferral system.

2.13 Dispatch

"Dispatch" for the purpose of the MEL/MMEL refers to the commencement of flight, which is defined in JAR-MMEL/MEL.001(d) and .005(d) as "the point when an aircraft begins to move under its own power for the purpose of preparing for take-off." In the case of a helicopter, it refers to the moment the helicopter commences air or ground taxi. The MEL is approved on the basis that equipment will be operative for flight unless the appropriate MEL procedures have been carried out.

The operator's MEL should include procedures to deal with any failures which occur between the start of taxi or push back and take-off brake release (see ACJ to JAR-MMEL/MEL.001(d)). Any failure which occurs after take-off commences should be dealt with as an in-flight failure, by reference to the appropriate section of the Aircraft Flight Manual, if necessary.

2.13.1 Operational and Maintenance Items

- a) Any item of equipment in the MEL which, when inoperative would require an operational or maintenance procedure to ensure an acceptable level of safety, should be so identified in the "remarks" or "exceptions" column 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 (see JAR-MMEL/MEL.075(d)).
- b) (O) Items
 - 1. Aircraft with inoperative equipment requiring an operational procedure may be returned to service following completion of the required MEL procedure for deferral.
 - 2. Operational procedures are normally carried out by qualified flight or cabin crew, but may be accomplished by other qualified, approved personnel (see JAR-MMEL/MEL.075).
- c) (M) Items
 - 1. Aircraft with inoperative equipment requiring a maintenance procedure may be returned to service following completion of the required MEL procedure for deferral.
 - 2. Maintenance procedures are normally accomplished by maintenance personnel, but some elementary maintenance tasks may be carried out by crew members or other qualified, approved personnel (see JAR-MMEL/MEL.075).

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2.14 Training

2.14.1 Training Programme — Ground Personnel

Operators should develop a MEL training programme for ground personnel, to be included in the Maintenance Management Exposition (MME) and Operations Manual, as appropriate, which must be approved prior to an operator receiving approval to operate with a MEL. The training should include those sections of the MME/Operations Manual procedures dealing with the use of the MEL, placarding of inoperative equipment, deferral procedures, dispatching, and any other MEL related procedures. Ground personnel include dispatchers and maintenance engineers.

2.14.2 Training Programme — Crew Members

Operators should provide crew members with MEL training and should detail such training in their Operations Manual. The training should include the purpose and use of a MEL, instruction on company MEL procedures, elementary maintenance procedures, and pilot-in-command responsibility. Crew members include pilots, flight engineers, and flight attendants.

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Index by ATA Chapter

Item	ATA	JAR-OPS 1 reference
Equipment for making Sound Signals	10-20	1.840
Sea Anchor	10-20	1.840
Autopilot	22-10	1.655
Headset	23-10	1.650 / 1.652
Audio Selector Panel	23-10	1.855
HF Communications	23-11	1.865
VHF Communications	23-12	1.860 / 1.865
Public Address System	23-30	1.695
Flight Crew Interphone System	23-40	1.685
Cabin Interphone System	23-40	1.690
Cockpit Voice Recorder	23-71	1.700 / 1.705 / 1.710
Flight Crew Seats	25-11	1.730
Supernumerary Seats	25-11	1.730
Passenger Seats	25-21	1.730
Required Cabin Crew Seats	25-21	1.730
Non-Required Cabin Crew Seats	25-21	1.730
Torches	25-60	1.640
Protective Breathing Equipment	25-60	1.780
Escape Slides	25-60	1.805
Megaphones	25-60	1.810
Life-rafts and ELT for Extended Overwater Flights	25-60	1.830
Survival Equipment	25-60	1.835
Crash Axes and Crowbars	25-61	1.795
First Aid Kit	25-62	1.745
Emergency Medical kits	25-62	1.755
ELT	25-63	1.820
Lifejackets	25-64	1.825
Hand Fire Extinguishers	26-24	1.790
Inertial Separators	30-00	1.675(a)
Surface De-icing / Anti-icing Systems – Wing, Vertical / Horizontal Stabilizers	30-10	1.675(a)
Engine Inlet De-icing / Anti-icing Systems	30-21	1.675(a)
Pitot Heating Systems	30-31	1.650 / 1.652
Pitot Heater Failure Indication System	30-31	1.650 / 1.652
Static Port Heaters	30-31	1.675(a)
Stall Warning Vane Heaters	30-32	1.675(a)
Equivalent means to being equipped with windshield wipers	30-40	1.645
Windshield Heating / De-icing System	30-41	1.675(a)
Windshield Wipers	30-42	1.645
Propeller De-ice / Anti-ice System	30-61	1.675(a)
Ice Evidence Probe	30-80	1.675(a)
Cosmic Radiation Detection Equipment	31-00	1.680
Clocks	31-21	1.650 / 1.652

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Item	ATA	JAR-OPS 1 reference
Flight Data Recorder	31-31	1.715 / 1.720 / 1.725
Combination Recorder	31-31	1.727
Quick Access Recorder	31-31	1.037
Flight Deck Lighting	33-10	1.640
Passenger Compartment Lighting	33-20	1.640
Cabin Signs (Fasten seat belts etc.)	33-20	1.731
General Cabin Illumination	33-20	1.815
Lights for seaplanes / amphibians	33-29	1.640
Ice Evidence Probe Light	33-40	1.675(a)
Ice Detection Lights	33-40	1.675(b)
Navigation / Position Lights	33-41	1.640
Anti-Collision Lights	33-42	1.640
Wing Illumination Lights	33-43	1.675(b)
Landing Lights	33-44	1.640
Cabin Emergency Lighting	33-50	1.815
Exterior Emergency Lighting Systems	33-50	1.815
Airspeed Indicators	34-10	1.650 / 1.652
Altimeters	34-10	1.650 / 1.652
Mach Indicators	34-10	1.650 / 1.652
OAT Indicator	34-10	1.650 / 1.652
Turn and Slip Indicator / Turn Co-ordinators	34-10	1.650 / 1.652
Vertical Speed Indicators	34-10	1.650 / 1.652
Altitude Alerting System	34-15	1.660
Stabilised Direction Indicators	34-20	1.650 / 1.652
Attitude Indicators	34-20	1.650 / 1.652
Standby Attitude Indicator	34-20	1.650 / 1.652
Magnetic Compass	34-22	1.650 / 1.652
Marker Beacon	34-31	1.865
ILS (or MLS)	34-32	1.865
Airborne Collision Avoidance System (ACAS)	34-40	1.668
Area Navigation System	34-40	1.865
Weather Radar System(s)	34-41	1.670(a)
Ground Proximity Warning Systems (GPWS / TAWS)	34-43	1.665
Long Range Navigation Systems (LRNS)	34-50	1.870
Reduced Vertical Separation Minima (RVSM)	34-50	1.872
VOR Navigation	34-51	1.865
Distance Measuring Equipment	34-52	1.865
ADF Receiver	34-53	1.865
Mode A/C SSR Transponder	34-54	1.866

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Item	ATA	JAR-OPS 1 reference
Oxygen Systems Non-Pressurised Aeroplane	35-00	1.775
Flight Crew Oxygen System (Supplemental)	35-10	1.770
Passenger Oxygen System (Supplemental)	35-20	1.770
First Aid Oxygen	35-50	1.760
Emergency Exits	52-22	1.805
Flight Compartment Door	52-51	1.735
Reinforced Flight Deck Door	52-51	1.1255

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Item	JAR-OPS 1 reference	ATA
Quick Access Recorder	1.037	31-31
Torches	1.640	25-60
Flight Deck Lighting	1.640	33-10
Passenger Compartment Lighting	1.640	33-20
Lights for seaplanes / amphibians	1.640	33-29
Navigation / Position Lights	1.640	33-41
Anti-Collision Lights	1.640	33-42
Landing Lights	1.640	33-44
Equivalent means to being equipped with windshield wipers	1.645	30-40
Windshield Wipers	1.645	30-42
Headset	1.650 / 1.652	23-10
Pitot Heating Systems	1.650 / 1.652	30-31
Pitot Heater Failure Indication System	1.650 / 1.652	30-31
Clocks	1.650 / 1.652	31-21
Airspeed Indicators	1.650 / 1.652	34-10
Altimeters	1.650 / 1.652	34-10
Mach Indicators	1.650 / 1.652	34-10
OAT Indicator	1.650 / 1.652	34-10
Turn and Slip Indicator / Turn Co-ordinators	1.650 / 1.652	34-10
Vertical Speed Indicators	1.650 / 1.652	34-10
Attitude Indicators	1.650 / 1.652	34-20
Stabilised Direction Indicators	1.650 / 1.652	34-20
Standby Attitude Indicator	1.650 / 1.652	34-20
Magnetic Compass	1.650 / 1.652	34-22
Autopilot	1.655	22-10
Altitude Alerting System	1.660	34-15
Ground Proximity Warning Systems (GPWS / TAWS)	1.665	34-43
Airborne Collision Avoidance System (ACAS)	1.668	34-40
Weather Radar System(s)	1.670(a)	34-41
Inertial Separators	1.675(a)	30-00
Surface De-icing / Anti-icing Systems – Wing, Vertical / Horizontal Stabilizers	1.675(a)	30-10
Engine Inlet De-icing / Anti-icing Systems	1.675(a)	30-21
Static Port Heaters	1.675(a)	30-31
Stall Warning Vane Heaters	1.675(a)	30-32
Windshield Heating / De-icing System	1.675(a)	30-41
Propeller De-ice / Anti-ice System	1.675(a)	30-61
Ice Evidence Probe	1.675(a)	30-80
Ice Evidence Probe Light	1.675(a)	33-40

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Item	JAR-OPS 1 reference	ATA
Ice Detection Lights	1.675(b)	33-40
Wing Illumination Lights	1.675(b)	33-43
Cosmic Radiation Detection Equipment	1.680	31-00
Flight Crew Interphone System	1.685	23-40
Cabin Interphone System	1.690	23-40
Public Address System	1.695	23-30
Cockpit Voice Recorder	1.700 / 1.705 / 1.710	23-71
Flight Data Recorder	1.715 / 1.720 / 1.725	31-31
Combination Recorder	1.727	31-31
Flight Crew Seats	1.730	25-11
Supernumerary Seats	1.730	25-11
Required Cabin Crew Seats	1.730	25-21
Non-Required Cabin Crew Seats	1.730	25-21
Passenger Seats	1.730	25-21
Cabin Signs (Fasten seat belts etc.)	1.731	33-20
Flight Compartment Door	1.735	52-51
First Aid Kit	1.745	25-62
Emergency Medical kits	1.755	25-62
First Aid Oxygen	1.760	35-50
Flight Crew Oxygen System (Supplemental)	1.770	35-10
Passenger Oxygen System (Supplemental)	1.770	35-20
Oxygen Systems Non-Pressurised Aeroplane	1.775	35-00
Protective Breathing Equipment	1.780	25-60
Hand Fire Extinguishers	1.790	26-24
Crash Axes and Crowbars	1.795	25-61
Escape Slides	1.805	25-60
Emergency Exits	1.805	52-22
Megaphones	1.810	25-60

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Item	JAR-OPS 1 reference	ATA
General Cabin Illumination	1.815	33-20
Cabin Emergency Lighting	1.815	33-50
Exterior Emergency Lighting Systems	1.815	33-50
ELT	1.820	25-63
Life-rafts and ELT for Extended Overwater Flights	1.830	25-60
Survival Equipment	1.835	25-60
Lifejackets	1.825	25-64
Equipment for making Sound Signals	1.840	10-20
Sea Anchor	1.840	10-20
Audio Selector Panel	1.855	23-10
VHF Communications	1.860 / 1.865	23-12
HF Communications	1.865	23-11
Marker Beacon	1.865	34-31
ILS (or MLS)	1.865	34-32
Area Navigation System	1.865	34-40
VOR Navigation	1.865	34-51
Distance Measuring Equipment	1.865	34-52
ADF Receiver	1.865	34-53
Mode A/C SSR Transponder	1.866	34-54
Long Range Navigation Systems (LRNS)	1.870	34-50
Reduced Vertical Separation Minima (RVSM)	1.872	34-50
Reinforced Flight Deck Door	1.1255	52-51

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ATA Chapter: 10 Parking, Mooring, Storage and Return to Service					PAGE: 10-1
(1) System & Sequence Numbers ITEM		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
ATA					
10-20	Equipment for making Sound Signals (JAR-OPS 1.840)	D	-	-	(M) Any in excess of the minimum required may be missing or inoperative provided, the inoperative equipment is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit.
10-20	Sea Anchor (JAR-OPS 1.840)	D	-	-	Any in excess of the minimum required may be missing or inoperative.

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ATA Chapter: 22 Autoflight		PAGE: 22-1		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			(4) Number required for dispatch
			(5) Remarks or Exceptions	
ATA				
22-10 Autopilot (JAR-OPS 1.655)				
(1) Single Pilot operations	D	-	1	Any in excess of one may be inoperative.
(2) Two Pilot operations	C	-	-	<p>(M)(O) May be wholly or partially inoperative provided:</p> <p>(a) No electrical or mechanical fault exists that will have an adverse effect on any flight control function, and</p> <p>(b) Precision navigation or approach minima do not require their use.</p> <p><u>Note:</u> The automatic altitude control system is required to be operative for RVSM operations.</p>

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ATA Chapter: 23 Communications				PAGE: 23-1	
(1) System & Sequence Numbers Item	(2) Rectification Interval				
	(3) Number installed				
	(4) Number required for dispatch				(5) Remarks or Exceptions
ATA					
23-10 Headset (JAR-OPS 1.650/652)	D	-	-		One headset (including boom microphone) must be operative for each required crew member on flight deck duty. Any in excess of those required may be inoperative.
23-10 Audio Selector Panel (JAR-OPS 1.855)	D	-	-		One is required in IFR for each flight crew member on active flight deck duty. Any in excess of those required may be inoperative.
(1) Press to Transmit Switches	B	-	-		(M) One for each flight crew member may be inoperative provided: (a) One PTT switch is operative for each flight crew member, and (b) The affected switch is either verified failed open or is deactivated.
23-11 HF Communications (If installed) (JAR-OPS 1.865)	D	-	-		Any in excess of those required for the intended route, may be inoperative.
	C	-	1		(O) Any in excess of one may be inoperative for flight on a route that requires two Long Range Communication Systems, provided: (a) SATCOM air-ground communications with relevant Air Navigation Service Provider(s) are available over the route to be flown, (b) SATCOM Voice or Data transfer functions are operative, (c) Prior to each flight, coordination with the appropriate Air Navigation Service Provider(s) is established where INMARSAT codes, or equivalent, are not available whilst using SATCOM voice function, and (d) Alternate communication procedures are established and used.
					(cont.)

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ATA Chapter: 23 Communications		PAGE: 23-2		
(1) System & Sequence Numbers Item	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			(5) Remarks or Exceptions
ATA 23-11 HF Communications (If installed) (JAR-OPS 1.865) (cont.)	A	-	1	<p><u>Note 1:</u> SATCOM is to be used only as a backup to normal HF communications unless otherwise authorised by the appropriate Air Navigation Service Provider(s).</p> <p><u>Note 2:</u> For all routes, consider the need for ACAS.</p> <p>(O) Any in excess of one may be inoperative for not more than 3 calendar days for flight on a route that requires two Long Range Communication Systems, provided alternate communication procedures are established and used.</p> <p><u>Note 1:</u> When the route enters airspace for which an In Flight Blind Broadcast Procedure exists, select the appropriate I.F.B.F. VHF frequency and apply the procedure.</p> <p><u>Note 2:</u> For all routes, consider the need for ACAS.</p>
	A	-	0	<p>(O) One or more may be inoperative for not more than 3 calendar days for flight on a route that requires two Long Range Communication Systems provided:</p> <p>(a) SATCOM air-ground communications with relevant Air Navigation Service Provider(s) are available over the route to be flown,</p> <p>(b) SATCOM voice function is operative,</p> <p>(c) Prior to each flight, coordination with the appropriate Air Navigation Service Provider(s) is established where INMARSAT codes, or equivalent, are not available whilst using SATCOM voice function,</p> <p>(d) Prior to each flight, permission is obtained from the relevant Air Navigation Service Provider(s) to communicate via SATCOM only, and</p> <p>(e) Alternate communication procedures are established and used. (cont.)</p>

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LEAFLET NO. 26 - SECTION 3: JAR-OPS 1 Subparts K, L and S

ATA Chapter: 23 Communications					PAGE: 23-3
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
ATA					
23-11	HF Communications (If installed) (JAR-OPS 1.865) (cont.)				<p><u>Note 1:</u> When operative, use of SATCOM Data transfer function should be part of these procedures.</p> <p><u>Note 2:</u> When the route enters airspace for which an In Flight Blind Broadcast Procedure exists, select the appropriate I.F.B.F. VHF frequency and apply the procedure.</p> <p><u>Note 3:</u> For all routes, consider the need for ACAS.</p>
23-12	VHF Communications (JAR-OPS 1.860/865)	C	-	1	When flying VFR over routes navigated by visual reference to landmarks: Any in excess of one, and not powered by an emergency bus, may be inoperative.
		C	-	2	When flying IFR, or VFR over routes not navigated by visual reference to landmarks: Any in excess of two, and not powered by an emergency bus, may be inoperative.
	(a) Frequency Transfer Light	C	-	0	
	(b) Frequency Transfer Switch	C	-	0	
	(c) Frequency Selector Knob	C	-	2	
	(d) Frequency Indication	C	-	2	

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			(5) Remarks or Exceptions
	(4) Number required for dispatch			
ATA				
23-30 Public Address System (JAR-OPS 1.695)				
(1) Passenger Configuration	B	-	0	(O) May be inoperative provided: (a) Alternate normal and emergency procedures and/or operating restrictions are established and used, and (b) Flight crew compartment/cabin interphone system (including chime system) is operative.
(2) Cargo Configuration	D	-	0	(O) May be inoperative provided alternate normal and emergency procedures and/or operating restrictions are established and used.
23-40 Flight Crew Interphone System (Flight Deck Intercommunication) (JAR-OPS 1.685)				
(1) Flight Crew to Ground	C	-	0	May be inoperative provided: (a) Procedures are not dependent upon its use. OR (b) Alternate procedures are established and used.
(2) Ground Call Horn (If installed)	D	-	0	

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	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or Exceptions
ATA				
23-40 Cabin Interphone System (JAR-OPS 1.690)				
(1) Flight Deck to Cabin / Cabin to Flight Deck	B	-	-	(O) May be inoperative provided: (a) Flight deck door keypad (where installed) is verified to operate normally, (b) Flight deck door automatic locking system (where installed) is verified to operate normally, (c) Alternate procedures are established and used for communications with the flight deck, and (d) The PA system operates normally. <u>Note:</u> Any station that is operative may be used.
(2) Cabin to Cabin	C	1	0	(O) May be inoperative provided: (a) Alternate normal and emergency procedures are established and used, and (b) The PA system is operative.
(3) Flight Crew to Ground / Ground to Flight Crew	C	1	0	(O) May be inoperative provided: alternate normal and emergency procedures are established and used.
(4) Alerting System	C	-	-	Visual signal may be inoperative on the flight deck.
	C	-	-	Both visual and aural signals may be inoperative in the cabin provided the PA system is operative from the flight deck. <u>Note:</u> Any station that is operative may be used.
				(cont.)

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	(3) Number installed			
		(4) Number required for dispatch		(5) Remarks or Exceptions
ATA				
23-40 Crew Member Interphone System (JAR-OPS 1.690) (cont.)				
(5) Handsets	C	-	-	Handsets at non-required stations may be inoperative.
	C	-	-	(O) One handset may be inoperative provided alternate procedures are established and used to compensate for the loss of PA and interphone function at the affected station.
				<u>Note:</u> Any handset in excess of that required at each station may be inoperative.
23-71 Cockpit Voice Recorder System (If installed) (JAR-OPS 1.700/705/710)				
(1) CVR	A	-	0	One or more may be inoperative provided:
				(a) The aeroplane does not exceed 8 further consecutive flights with the cockpit voice recorder unserviceable,
				(b) Not more than 72 hours have elapsed since the cockpit voice recorder was found to be unserviceable, and
				(c) Any flight data recorder required to be carried is operative.
				<u>Note:</u> This alleviation is not applicable to combined CVR/FDRs. For those combined systems, see the entries for combination recorders in item 31-31.

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			
		(4) Number required for dispatch		
			(5) Remarks or Exceptions	
ATA				
25-11 Flight Crew Seats (JAR-OPS 1.730)				
(1) Power Adjustments (If installed)	D	-	0	May be inoperative for each flight crew member.
(2) Manual Adjustments				
(a) Horizontal Adjustment	-	-	-	Must be operative for each flight crew member.
(b) Vertical and Recline Adjustment	B	-	0	(M) One or more may be inoperative provided, for each flight crew member: (a) The associated power control is operative. OR (b) The associated seat is secured or locked in a position acceptable to the flight crewmember.
(c) Other Adjustments	C	-	0	(M) One or more may be inoperative provided the associated seat is secured in a position acceptable to the flight crewmember. <u>Note:</u> If an inoperative armrest will hinder an emergency evacuation or any other flight duties it should be removed.
25-11 Supernumerary Seats (Observer Seats) (JAR-OPS 1.730)	D	-	0	One or more may be inoperative provided the seat is not required and is correctly stowed.
25-21 Passenger Seats (JAR-OPS 1.730)	D	-	-	(M) One or more may be inoperative secured in the upright position.
	D	-	-	(M) One or more may be inoperative provided the inoperative seat: (a) Does not block an emergency exit, (b) Does not restrict any passenger from access to the main aeroplane aisle, and
				(cont.)

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
ATA 25-21 Passenger Seats (JAR-OPS 1.730) (cont.)	D	-	-	(c) Is blocked and placarded "DO NOT OCCUPY". <u>Note:</u> A seat with an inoperative or missing seat belt is considered inoperative.
(1) Underseat Baggage Restraining Bars	D	-	-	(O) May be inoperative provided: (a) Baggage is not stowed under seat with inoperative restraining bar, (b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and (c) Procedures are established to alert cabin crew of inoperative restraining bar.
(2) Passenger Seat Armrests	D	-	-	(M) One or more may be inoperative, damaged or missing, provided: (a) The affected armrest does not block an emergency exit, (b) The affected armrest is not in a position such that it restricts any passengers from access to the aircraft aisle, and (c) For affected armrests with a seat recline mechanism, that seat is secured in the upright position. <u>Note:</u> Any damage to passenger seats and components must not be detrimental to passenger safety.

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval				
	(3) Number installed				
	(4) Number required for dispatch			(5) Remarks or Exceptions	
ATA 25-21 Required Cabin Crew Seat(s) (JAR-OPS 1.730)	B	-	-	-	<p>(M)(O) One seat or seat assembly may be inoperative provided:</p> <ul style="list-style-type: none"> (a) Inoperative seat or seat assembly is not occupied, (b) Cabin crew displaced by inoperative seat occupies the adjacent cabin crew seat or the passenger seat most suitable to perform assigned duties, (c) Alternate procedures are established / approved and used for displaced cabin crew, (d) Folding type seat is stowed or secured in the retracted position, and (e) Where a passenger seat is assigned to the displaced cabin crew it is placarded "FOR CABIN CREW USE ONLY". <p><u>Note 1:</u> A seat with an inoperative or missing seat belt or harness is considered inoperative.</p> <p><u>Note 2:</u> This requirement does not preclude use of passenger seats by cabin crew members carried in excess of the required cabin crew complement.</p> <p><u>Note 3:</u> Any aeroplane which is subject to the direct view requirements of JAR/CS 25.785(h), may have one of the required cabin crew seats inoperative, provided the aeroplane does not depart a maintenance base where repairs or replacements can be made.</p>

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	(3) Number installed				
	(4) Number required for dispatch				
	(5) Remarks or Exceptions				
ATA					
25-21 Non-Required Cabin Crew Seat(s) (JAR-OPS 1.730)	C	-	0	<p>(M)(O) Seat or seat assembly may be inoperative provided:</p> <p>(a) Inoperative seat or seat assembly is not occupied,</p> <p>(b) Alternate procedures are established / approved and used for displaced cabin crew,</p> <p>(c) Folding type seat is stowed or secured in the retracted position, and</p> <p>(d) Where a passenger seat is assigned to the displaced cabin crew it is placarded "FOR CABIN CREW USE ONLY".</p> <p><u>Note:</u> A seat with an inoperative or missing seat belt or harness is considered inoperative.</p>	
25-60 Torches (JAR-OPS 1.640)	C	-	-	<p>One or more may be inoperative provided each required crew member assigned to affected position has an operative torch.</p>	
25-60 Portable Protective Breathing Equipment (PBE) (JAR-OPS 1.780)	D	-	-	<p>(M) Any in excess of that required may be inoperative or missing provided the inoperative PBE is placarded inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit.</p>	
25-60 Escape Slides (JAR-OPS 1.805)	-	-	-	<p>One may be inoperative provided the associated door/exit is considered inoperative. Refer to dispatch conditions for item 52-22.</p> <p><u>Note:</u> Refer to ATA 25-60 "Life Rafts and ELT for Extended Overwater Flights" when slides are used as raft. Maintenance procedure should be retained to cover procedures required by aeroplane manufacturers, such as slide arming circuit deactivation.</p>	

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	(3) Number installed				
	(4) Number required for dispatch				(5) Remarks or Exceptions
ATA					
25-60 Megaphones (JAR-OPS 1.810)	D	-	-		(M) Any in excess of those required may be inoperative or missing provided:
(1) Passenger Configuration					(a) The inoperative megaphone is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and
(2) Cargo Configuration	D	-	0		(b) Required distribution of operative megaphones is maintained. May be inoperative.
25-60 Life-rafts and ELT for Extended Overwater Flights (JAR-OPS 1.830)	D	-	-		(M) Any in excess of the minimum required may be missing or inoperative provided the inoperative equipment is placarded inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit.
25-60 Survival Equipment (JAR-OPS 1.835)	D	-	-		(M) Any in excess of the minimum required may be missing or inoperative provided the inoperative equipment is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit.
25-61 Crash Axes and Crowbars (JAR-OPS 1.795)	D	-	-		Any in excess of those required may be inoperative or missing.
25-62 First Aid Kit (JAR-OPS 1.745)	D	-	-		Any in excess of those required may be incomplete or missing.
	A	-	-		If more than one is required, only one of the required first aid kits may be incomplete for a maximum of 2 calendar days.

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval				
	(3) Number installed				
	(4) Number required for dispatch				
	(5) Remarks or Exceptions				
ATA					
25-62 Emergency Medical Kits (JAR-OPS 1.755)	D	-	-	Any in excess of those required may be inoperative.	
	A	-	-	The required emergency medical kits may be incomplete for flight to a destination where repairs or replacements can be made but not to exceed a maximum of 2 calendar days.	
25-63 ELT (JAR-OPS 1.820) <i>(If installed)</i>	A	-	0	May be inoperative provided repairs are made within 6 further flights or 25 flying hours, whichever occurs first.	
	D	-	-	Any in excess of those required may be inoperative.	
25-64 Lifejackets (Land aeroplane, Seaplanes & Amphibians) (JAR-OPS 1.825)	D	-	-	(M) Any in excess of the minimum required may be missing or inoperative, provided:	
				(a) Inoperative lifejacket is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and	
				(b) Required distribution of serviceable lifejackets is maintained.	

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(1) System & Sequence Numbers ITEM		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
ATA 26-24 Hand Fire Extinguishers (JAR-OPS 1.790)		D	-	-	<p>(M) Any in excess of those required may be inoperative or missing provided:</p> <p>(a) The inoperative fire extinguisher is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and</p> <p>(b) Required distribution is maintained.</p>

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			(5) Remarks or Exceptions
	(4) Number required for dispatch			
ATA				
30-00 Inertial Separators (JAR-OPS 1.675(a))				
(1) Position Indicating System	B	-	0	<p>One or more may be inoperative for day VMC only, provided the aeroplane is not operated at any time in known or forecast icing conditions.</p> <p><u>Note:</u> Inertial Separators includes pneumatic de-icing systems.</p>
30-10 Surface De-icing / Anti-icing Systems – Wing, Vertical / Horizontal Stabilisers (JAR-OPS 1.675(a))				
(1) Monitoring Systems	B	-	0	<p>One or more may be inoperative for day VMC only, provided the aeroplane is not operated at any time in known or forecast icing conditions.</p>
30-21 Engine Inlet De-icing / Anti-icing Systems (JAR-OPS 1.675(a))				
(1) Monitoring Systems	B	-	0	<p>One or more may be inoperative for day VMC only, provided the aeroplane is not operated at any time in known or forecast icing conditions.</p>

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	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<p>ATA</p> <p>30-31 Pitot Heating Systems (If installed) (JAR-OPS 1.650/652)</p> <p>(1) Flight under day VFR</p> <p style="padding-left: 20px;">(i) Aeroplanes with a MCTOM not over 5700 kg and with a MAPSC of 9 or less seats</p> <p style="padding-left: 20px;">(ii) Aeroplane with a MCTOM over 5700 kg or with a MAPSC of more than 9 seats</p> <p>(2) Flights under IFR or at night</p> <p style="padding-left: 20px;">(i) Single pilot operations</p> <p style="padding-left: 20px;">(ii) Two pilot operations</p>	<p>B</p> <p>B</p> <p>-</p> <p>-</p> <p>B</p>	<p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>	<p>0</p> <p>1</p> <p>1</p> <p>2</p> <p>1</p>	<p>Note: Pitot heating system(s) are required to be operative for RVSM operations.</p> <p>One or more may be inoperative for day VMC only provided the aeroplane is not operated at any time in known or forecast icing conditions.</p> <p>(O) and/or (M) One may be inoperative for day VMC only provided:</p> <p style="padding-left: 20px;">(a) The pilot's or co-pilot's pitot heater is verified to be operative prior to each flight, and</p> <p style="padding-left: 20px;">(b) The aeroplane is not operated at any time in known or forecast icing conditions.</p> <p>Must be operative.</p> <p>Must be operative.</p> <p>(O)(M) Any in excess of one may be inoperative provided:</p> <p style="padding-left: 20px;">(a) The remaining pitot heater is verified to be operative prior to each flight,</p> <p style="padding-left: 20px;">(b) The pitot heat failure indication is verified to be operative prior to each flight, and</p> <p style="padding-left: 20px;">(c) The aeroplane is not operated at any time in known or forecast icing conditions.</p>

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			
		(4) Number required for dispatch		(5) Remarks or Exceptions
ATA				
30-31 Pitot Heater Failure Indication System (where required) (JAR-OPS 1.650/652)				
(1) Day VFR operations	D	-	0	May be inoperative.
(2) IFR or Night operations				
(a) Single pilot operations	B	-	1	(O)(M) Any in excess of one may be inoperative, provided: (a) The associated heater is verified to operate normally prior to each flight, (b) Flight is conducted under VMC conditions, and (c) Operations are not conducted into known or forecast icing conditions.
	B	-	0	All may be inoperative provided the associated heater(s) is(are) considered inoperative.
(b) Two pilot operations	B	-	1	(O)(M) Any in excess of one may be inoperative, provided: (a) The associated heater is verified to operate normally prior to each flight, (b) Flight is conducted under VMC conditions, and (c) Operations are not conducted into known or forecast icing conditions.
	B	-	0	All may be inoperative provided the associated heater(s) is(are) considered inoperative.

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	(4) Number required for dispatch			
ATA				
30-31 Static Port Heaters (JAR-OPS 1.675(a))				
(1) Day VFR operations				
(a) Single pilot operations	D	-	0	One or more may be inoperative provided: (a) Flight is conducted under VMC, and (b) Operations are not conducted into known or forecast icing conditions.
(b) Two pilot operations	D	-	0	One or more may be inoperative provided: (a) Flight is conducted under VMC, and (b) Operations are not conducted into known or forecast icing conditions.
(2) IFR or Night operations				
(a) Single pilot operations	B	-	1	(O)/(M) Any in excess of one may be inoperative provided: (a) The remaining static port heater is verified to operate normally prior to each flight, (b) Flight is conducted under VMC conditions, and (c) Operations are not conducted into known or forecast icing conditions.
(b) Two pilot operations	B	-	1	(O)/(M) Any in excess of one may be inoperative provided: (a) The remaining static port heater is verified to operate normally prior to each flight, (b) Flight is conducted under VMC conditions, and (c) Operations are not conducted into known or forecast icing conditions.

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	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
ATA				
30-32 Stall Warning Vane Heaters (If installed) (JAR-OPS 1.675(a))	B	-	0	One or more may be inoperative for day VMC only, provided the aeroplane is not operated at any time in known or forecast icing conditions.
30-40 Equivalent means to being equipped with windshield wipers (If installed) (JAR-OPS 1.645)	C	-	0	<p>May be inoperative provided:</p> <p>(a) Operations are not conducted in known or forecast precipitation within the arrival and departure areas, and</p> <p>(b) When low visibility conditions are known or forecast, approach or take-off minima do not require their use.</p> <p><u>Note 1:</u> Check Flight Manual for minimum required equipment for Cat II or III approaches and low visibility take-offs.</p> <p><u>Note 2:</u> Equivalent systems may include rain repellent or other systems.</p> <p><u>Note 3:</u> A deactivated rain repellent system can be considered as a non-installed system.</p>
30-41 Windshield Heating / De-icing Systems (JAR-OPS 1.675(a))				
(1) Window Heat Indicating System	C	-	0	(O) One or more may be inoperative provided an alternate procedure is established and used to ensure correct operation.
30-42 Windshield Wipers (JAR-OPS 1.645)				
(1) Wipers	C	-	0	<p>One or both may be inoperative provided:</p> <p>(a) Operations are not conducted in known or forecast precipitation within the arrival and departure areas, and</p> <p>(cont.)</p>

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	(3) Number installed			(5) Remarks or Exceptions
	(4) Number required for dispatch			
ATA				
30-42 Windshield Wipers (JAR-OPS 1.645) (cont.)				
(1) Wipers (cont.)				(b) When low visibility conditions are known or forecast, approach or take-off minima do not require their use, according to the MMEL.
(2) High Speed Function	C	-	0	May be inoperative provided the associated low speed function is operative.
(3) Low Speed Function	C	-	0	May be inoperative provided the associated high speed function is operative.
30-61 Propeller De-ice/Anti-ice Systems (If installed) (JAR-OPS 1.675(a))				
(1) Monitoring Systems	B	-	0	One or more may be inoperative for day VMC only, provided the aeroplane is not operated at any time in known or forecast icing conditions.
30-80 Ice Evidence Probes (visual indicator) (If installed) (JAR-OPS 1.675(a))	B	-	0	One or more may be inoperative for day VMC only, provided the aeroplane is not operated at any time in known or forecast icing conditions.

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			(3) Number installed	(4) Number required for dispatch
				(5) Remarks or Exceptions
ATA				
31-00 Cosmic Radiation Detection Equipment (JAR-OPS 1.680)	D	-	0	May be inoperative provided the flight altitude is limited to 49,000 ft.
31-21 Clocks (JAR-OPS 1.650/1.652)	C	-	0	<p>May be inoperative provided an accurate timepiece is operative on the flight deck indicating the time in hours, minutes and seconds.</p> <p><u>Note 1:</u> The above is applicable only to those aeroplane where the clock has no implication on other equipment e.g. FDR, otherwise the effects on such other systems must be considered.</p> <p><u>Note 2:</u> On the basis that the timepiece required does not need to be approved, an accurate pilot's wristwatch which indicates hours, minutes and seconds would be acceptable.</p>
31-31 Flight Data Recorder (If installed) (JAR-OPS 1.715/720/725)	A	-	0	<p>One or more may be inoperative provided:</p> <ul style="list-style-type: none"> (a) The aeroplane does not exceed 8 further consecutive flights with the flight data recorder unserviceable, (b) Not more than 72 hours have elapsed since the flight data recorder was found to be unserviceable, and (c) Any cockpit voice recorder required to be carried is operative. <p><u>Note 1:</u> This alleviation is not applicable to combined CVR/FDRs. For those combined systems, see the entries for combination recorders in item 31-31.</p> <p>(cont.)</p>

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval		
	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
<p>ATA</p> <p>31-31 Flight Data Recorder (If installed) (JAR-OPS 1.715/720/725) (cont.)</p>			<p><u>Note 2:</u> The flight data recorder is considered to be inoperative when any of the following conditions exist:</p> <ul style="list-style-type: none"> (a) Loss of the flight recording function is evident to the flight crew during the pre-flight check e.g. by means of a system status monitor, or (b) The need for maintenance has been identified by the system monitors, where available, with the setting of an indicator and the cause of that setting has not been determined, or (c) Analyses of recorded data or maintenance actions have shown that more than 5% of the total number of individual parameters (variable and discrete) required to be recorded for the particular aircraft, are not being recorded properly. <p><u>Note 3:</u> Where improper recording affects 5% of the parameters or less, timely corrective action will need to be taken by the aeroplane operator in accordance with approved maintenance procedures.</p>
<p>31-31 Combination Recorder (If installed) (JAR-OPS 1.727)</p>	A	1	0
			<p>If one combination recorder is installed, the flight data recorder or the cockpit voice recorder function may be inoperative provided:</p> <ul style="list-style-type: none"> (a) The other function, where required, is operative, (b) The aeroplane does not exceed 8 further consecutive flights with the inoperative function, and (c) Not more than 72 hours have elapsed since the inoperative function was found. <p>(cont.)</p>

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	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
ATA 31-31 Combination Recorder (If installed) (JAR-OPS 1.727) (cont.)	A	2	1	<p>If two combination recorders are installed, one may be inoperative provided:</p> <ul style="list-style-type: none"> (a) The other combination recorder is operative, and (b) Not more than 10 days have elapsed since the combination recorder was found to be unserviceable. <p><u>Note 1:</u> A combination recorder is a single flight recorder that combines the functions of two or more accident recording functions in a single, crash protected box.</p> <p><u>Note 2:</u> The flight data recorder is considered to be inoperative when any of the following conditions exist:</p> <ul style="list-style-type: none"> (a) Loss of the flight recording functions is evident to the flight crew during the pre-flight check e.g. by means of a system status monitor, or (b) The need for maintenance has been identified by the system monitors, where available, with the setting of an indicator and the cause of that setting has not been determined, or (c) Analyses of recorded data or maintenance actions have shown that more than 5% of the total number of individual parameters (variable and discrete) required to be recorded for the particular aircraft, are not being recorded properly. <p><u>Note 3:</u> Where improper recording affects 5% of the parameters or less, timely corrective action will need to be taken by the aeroplane operator in accordance with approved maintenance procedures.</p>

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	(3) Number installed				
	(4) Number required for dispatch				
	(5) Remarks or Exceptions				
ATA					
31-31 Quick Access Recorder (QAR) (JAR-OPS 1.037)	C	1	0	(O)(M) May be inoperative for Flight Data Monitoring (FDM) purposes, provided approved alternate procedures, if appropriate to the FDM programme, are established and used.	
	D	1	0	(M) May be inoperative provided procedures do not require its use.	

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	(3) Number installed			(5) Remarks or Exceptions
	(4) Number required for dispatch			
ATA				
33-10 Flight Deck Lighting (JAR-OPS 1.640)	C	-	0	One or more may be inoperative for daylight operations.
	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> (a) Sufficient lighting is operative to make each required instrument, control, and other device for which it is provided easily readable, (b) Sufficient flight deck emergency lighting is operative, and (c) Lighting configuration at dispatch is acceptable to the flight crew.
	C	-	-	Co-pilot's station instrument lights may be inoperative for single pilot operation, provided no co-pilot's station instrument is required to be used by the pilot.
33-20 Passenger Compartment Lighting (JAR-OPS 1.640)	C	-	-	Some lights may be inoperative provided: <ul style="list-style-type: none"> (a) Lighting is acceptable for the cabin crew to perform their required duties, and (b) Cabin emergency lighting is operative.
	D	-	-	May be inoperative provided passengers are not carried. <u>Note:</u> Reading lights are not included as they are considered as non-safety related items.

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	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
ATA				
33-20 Cabin Signs (‘Fasten Seat Belt’ & ‘No Smoking’ Signs) (JAR-OPS 1.731)	C	-	-	(M)(O) No passenger seat, crewmember seat or lavatory may be occupied from which a ‘No Smoking/Fasten Seat Belt’ sign is not readily legible.
	C	-	-	(M)(O) ‘No Smoking/Fasten Seat Belt’ signs may be inoperative and the affected passenger seat(s), cabin crew seat(s) or lavatories may be occupied provided: (a) The PA system is operative and can be clearly heard throughout the cabin during flight, and (b) A procedure is used to notify passengers when the seat belts must be fastened and smoking is prohibited as appropriate.
	C	-	-	May be inoperative provided passengers are not carried.
33-20 General Cabin Illumination (JAR-OPS 1.815)	C	-	-	Individual lights may be inoperative provided lighting is acceptable for the cabin crew to perform their required duties.
	D	-	-	Individual lights may be inoperative provided passengers are not carried.
33-29 Lights for Seaplanes and Amphibians (JAR-OPS 1.640)	-	-	-	As required by applicable international regulations.
33-40 Ice Evidence Probe Light (visual indicator) (If installed) (JAR-OPS 1.675(a))	D	-	0	May be inoperative for daylight operations.
	B	-	0	May be inoperative for night operations provided the aeroplane is not operated at any time in known or forecast icing conditions. <u>Note:</u> See ATA 30 for definition of icing conditions.

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	(3) Number installed			(5) Remarks or Exceptions	
	(4) Number required for dispatch				
ATA					
33-40 Ice Detection Lights (If installed) (JAR-OPS 1.675(b))	B	-	0	One or more may be inoperative provided an alternate procedure is established and used for ice illumination.	
33-41 Navigation/Position Lights (JAR-OPS 1.640)	C	-	0	One or more may be inoperative for daylight operations.	
	C	-	-	Any in excess of the minimum required may be inoperative for night operations.	
33-42 Anti-Collision/Strobe Lights (JAR-OPS 1.640)					
	(1) Beacon Light	C	-	-	(O) Either the upper or the lower red fuselage lights may be inoperative provided all white strobe lights are operative.
		C	-	0	(O) One or more may be inoperative for daylight operations provided all white strobe lights are operative. <u>Note:</u> If the red anti-collision light is inoperative, alternative procedures must be developed and used when the aircraft is on the ground with the engine(s) running.
(2) Strobe Light	C	-	0	All may be inoperative.	
33-43 Wing Illumination Lights (JAR-OPS 1.675(b))	D	-	0	One or more may be inoperative for daylight operations.	
	B	-	0	(O) One or more may be inoperative for night operations provided an alternate means is operative and used to illuminate ice accretion on another outside surface visible from the flight deck.	

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	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
ATA				
33-44 Landing Lights (JAR-OPS 1.640)	B	-	-	50% of landing lights may be inoperative for night operations.
	C	-	0	All may be inoperative for daylight operations.
33-50 Cabin Emergency Lighting (JAR-OPS 1.815)				
(1) Overhead Emergency Lighting (each aisle)	B	-	-	A maximum of one in four consecutive overhead emergency lights (or light assemblies) may be inoperative. <u>Note:</u> For aeroplanes which have two rows of lights per aisle (i.e. mounted on the overhead bins) then the above alleviation is acceptable for each row of lights but the inoperative lights must not be directly opposite each other.
(2) EXIT signs	C	-	-	Up to 50% of the bulbs may be inoperative in one or more signs.
	-	-	-	One may be inoperative provided the associated door/exit is considered inoperative. Refer to dispatch conditions for item 52-22. <u>Note:</u> If any twin overwing exits are served by a single sign both exits would be considered inoperative.
(3) Exit Area Lighting	B	-	-	One may be inoperative.
(4) Floor Proximity Lighting				
(a) Individual Lights/strips	B	-	-	Specific lights/strips may be inoperative for a particular lighting configuration as agreed by the Authority. <u>Note 1:</u> All lights/strips within 1 metre of an exit must be operative. <u>Note 2:</u> All lights/strips marking right angle intersections, including cross aisles and overwing exits, must be operative.
(Cont.)				

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	(3) Number installed			
	(4) Number required for dispatch		(5) Remarks or Exceptions	
ATA				
33-50 Cabin Emergency Lighting (JAR-OPS 1.815) (cont.)				
(4) Floor Proximity Lighting (cont.)				
(b) EXIT Markers	-	-	-	One may be inoperative provided the associated door/exit is considered inoperative. Refer to dispatch conditions for item 52-22.
33-50 Exterior Emergency Lighting Systems (JAR-OPS 1.815)	B	-	0	One or more may be inoperative for daylight operations.
(1) Escape Slide Lighting	B	-	0	One or more may be inoperative for daylight operations.
	-	-	-	One may be inoperative for night operations provided the associated door/exit is considered inoperative. Refer to dispatch conditions for item 52-22.
(2) Overwing Escape Route Lighting	B	-	-	One or more may be inoperative for daylight operations.
	-	-	-	One may be inoperative for night operations provided the associated door/exit is considered inoperative. Refer to dispatch conditions for item 52-22.

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	(3) Number installed			
		(4) Number required for dispatch		(5) Remarks or Exceptions
ATA				
34-10 Airspeed Indicators (JAR-OPS 1.650/1.652)				
(1) Single pilot operation	B	-	1	Any in excess of one may be inoperative provided the operative airspeed indicator is on the commander's side.
(2) Two pilot operation	C	-	2	Any in excess of two may be inoperative provided operative airspeed indicators are at each pilot's station. <u>NOTE:</u> For aeroplanes fitted with EFIS, both airspeed indicator displays (tape) must be operative.
(3) Standby airspeed indicator	B	-	0	May be inoperative provided both main airspeed indicators are operative.
34-10 Altimeters (JAR-OPS 1.650/1.652)				
(1) Single pilot operation	B	-	1	For VFR operations, any in excess of one may be inoperative for day VMC only provided the operative altimeter is on the commander's side.
	C	-	2	Two must be operative for IFR operations.
(2) Two pilot operation	C	-	2	Any in excess of two may be inoperative provided: (a) One altimeter is operative for each pilot, (b) The required altimeters operate independently, and (c) At least one of the above is pneumatic, or servo pneumatic altimeter. <u>Note 1:</u> For aeroplanes fitted with EFIS, the altimeter displays (tape) must be operative.
				(cont.)

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	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
ATA				
34-10 Altimeters (JAR-OPS 1.650/1.652) (cont.)				<u>Note 2:</u> Two independent altitude measurement systems are required to be operative for RVSM operations.
(3) Servo Pneumatic Altimeter Mode (If installed)	C	-	0	May be inoperative provided the altimeter remains in the pneumatic mode and the transponder remains operative.
34-10 Mach Indicators (If installed) (JAR-OPS 1.650/1.652)				
(1) EFIS speed tape (Mach display)	-	-	-	Refer to manufacturer's MMEL and Flight Manual.
(2) Non EFIS Indicator	-	-	-	Refer to manufacturer's MMEL and Flight Manual.
34-10 OAT Indicator (If installed) (JAR-OPS 1.650/1.652)	C	-	0	May be inoperative provided another air temperature indication is operative that is convertible to OAT.
34-10 Turn and Slip Indicator / Turn Co-ordinators (If installed) (JAR-OPS 1.650/1.652)				
(1) Aeroplane not fitted with a Standby Attitude Indicator				
(a) Single pilot operation	B	-	0	One or more turn indicator / coordinator(s) may be inoperative for day VMC only, provided the slip indicator is operative.
(b) Two pilot operation	B	-	1	Commander's indicator may be inoperative for day VMC only provided both attitude indicators are operative.
	B	-	1	Co-pilot's indicator may be inoperative provided both attitude indicators are operative.
				(cont.)

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	(3) Number installed			(5) Remarks or Exceptions
	(4) Number required for dispatch			
ATA				
34-10 Turn and Slip Indicator / Turn Co-ordinators (If installed) (cont.) (JAR-OPS 1.650/1.652)				
(2) Aeroplane fitted with a Standby Attitude Indicator				
(a) Single pilot operation	C	-	0	One or more turn indicator / coordinator(s) may be inoperative provided the slip indicator and standby attitude indicator are operative.
(b) Two pilot operation	C	-	1	Any in excess of one may be inoperative.
	B	-	0	One or both may be inoperative provided one slip indicator and three independent attitude indicators are operative.
34-10 Vertical Speed Indicators (JAR-OPS 1.650/1.652)				
(1) Single pilot operation	C	-	1	Any in excess of one may be inoperative provided the operative VSI is on the commander's side.
(2) Two pilot operation	C	-	1	Any in excess of one may be inoperative for day VMC only, provided the operative VSI is on the commander's or co-pilot's side.
34-15 Altitude Alerting System (JAR-OPS 1.660)	B	-	0	(O) May be inoperative provided an autopilot with an altitude hold is operative. <u>Note:</u> One altitude alerting system is required to be operative for RVSM operations. (cont.)

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	(3) Number installed			(5) Remarks or Exceptions
	(4) Number required for dispatch			
ATA				
34-20 Stabilised Direction Indicators (JAR-OPS 1.650/1.652)				
(1) Single Pilot operations				
(a) Horizontal Situation Indicator	B	-	0	One or more may be inoperative provided: (a) The commander's RMI is operative, (b) Procedures are not dependant on the use of the HSI, and (c) The directional gyro is operative.
(b) Directional Gyros	C	-	1	Any in excess of one may be inoperative, provided the HSI or RMI is operative on the commander's side. <u>Note:</u> If an HSI or RMI is also inoperative refer to the appropriate alleviation.
(c) Radio Magnetic Indicators	B	-	0	May be inoperative provided: (a) The commander's HSI is operative, and (b) Procedures are not dependant upon the use of the RMI.
(2) Two Pilot operations				
(a) Horizontal Situation Indicator				
(i) Commander's side	B	-	1	Commander's indicator may be inoperative provided: (a) Procedures are not dependant upon the use of the remaining HSI, (b) Both directional gyros are operative, and (c) An independent stabilised heading indication is operative on each pilot's panel.
				(cont.)

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	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
ATA				
34-20 Stabilised Direction Indicators (cont.) (JAR-OPS 1.650/1.652)				
(2) Two Pilot operations				
(a) Horizontal Situation Indicator				
(ii) Co-Pilots side	C	-	1	Co-Pilot's indicator may be inoperative provided: <ul style="list-style-type: none"> (a) Procedures are not dependant upon the use of the remaining HSI, (b) Both directional gyros are operative, and (c) An independent stabilised heading indication is operative on each pilot's panel.
(b) Directional Gyros	B	-	1	One may be inoperative for day VMC only provided: <ul style="list-style-type: none"> (a) A stabilised heading indication is operative on each pilot's panel, and (b) The standby compass is operative.
(c) Automatic Slaving	C	-	1	May be inoperative for one directional gyro provided: <ul style="list-style-type: none"> (a) A stabilised heading indication is operative on each pilot's panel, and (b) The standby compass is operative.
(d) Radio Magnetic Indicators	C	-	1	One indicator may be inoperative provided: <ul style="list-style-type: none"> (a) Procedures are not dependant upon the use of the remaining RMI, (b) Both directional gyros are operative, and (c) An independent stabilised heading indication is operative on each pilot's panel.

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	(3) Number installed			
		(4) Number required for dispatch		(5) Remarks or Exceptions
ATA				
34-20 Attitude Indicators (JAR-OPS 1.650/1.652)				
(1) Aeroplane with a MCTOM not over 5700 kg and with a MAPSC of 9 or less seats (aeroplanes not fitted with a standby attitude indicator)				
(a) Single pilot operation	B	-	1	Any in excess of one may be inoperative provided the operative attitude indicator is on the commander's side.
(b) Two pilot operation	B	-	1	The co-pilot's indicator may be inoperative for day VMC only.
(2) Aeroplane with a MCTOM over 5700 kg or with a MAPSC of more than 9 seats (aeroplanes fitted with a standby attitude indicator)				
(a) Single pilot operation	A	-	0	One or more may be inoperative for 2 calendar days in day VMC only, provided the standby attitude indicator is operative.
(b) Two pilot operation	B	-	1	One may be inoperative for day VMC only provided the standby attitude indicator is operative.
34-20 Standby Attitude Indicator (If installed) (JAR-OPS 1.650/1.652)				
(1) Single pilot operations	B	-	0	One or more may be inoperative for day VMC only provided the commander's attitude indicator is operative.
(2) Two pilot operations	B	-	0	May be inoperative for day VMC only provided both attitude indicators are operative.

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ATA				
34-22 Magnetic Compass (JAR-OPS 1.650/1.652)				
(1) Single pilot operation	B	-	0	May be inoperative provided the stabilised direction indicator is operative, and another source of magnetic heading information is available.
(2) Two pilot operation	B	-	0	May be inoperative provided at least two independent stabilised direction indicator systems are operative, and another source of magnetic heading information is available.
34-31 Marker Beacon (JAR-OPS 1.865)				
	B	-	0	One or more may be inoperative for IFR operations, provided approach procedures do not require marker fixes.
	D	-	0	One or more may be inoperative for VFR operations.
34-32 ILS (or MLS) (JAR-OPS 1.865)				
	B	-	-	One or more may be inoperative for IFR operations, provided approach minima do not require their use.
	D	-	0	One or more may be inoperative for VFR operations.
34-40 Airborne Collision Avoidance System (ACAS) (If installed) (JAR-OPS 1.668)				
(1) ACAS System	A	-	0	(O)(M) May be inoperative provided the system is deactivated and secured, and repairs or replacements are carried out within 10 calendar days.
				<u>Note:</u> Local Authorities may impose a more restrictive rectification interval.
				(cont.)

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				(5) Remarks or Exceptions
ATA				
34-40 Airborne Collision Avoidance System (ACAS) (If installed) (JAR-OPS 1.668) (cont.)				
(2) Combine TA and RA Dual Displays	C	-	1	(O) May be inoperative on the non-flying pilot side provided: (a) TA and RA elements and audio functions are operative on flying pilot side, and (b) TA and RA display indications are visible to the non-flying pilot.
(3) Resolution Advisory (RA) Display System(s)	C	-	1	(O) One may be inoperative on the non-flying pilot side.
	C	-	0	(O) One or more may be inoperative provided: (a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and (b) TA only mode is selected by the crew.
(4) Traffic Alert (TA) Display System(s)	C	-	0	(O) One or more may be inoperative provided all installed RA display and audio functions are operative.
34-40 Area Navigation System (If installed) (JAR-OPS 1.865)	C	-	1	(O) Any in excess of the number stated in Aeronautical Information Publications (or their equivalent) as being required to satisfy operational requirements for airspace procedures, may be inoperative provided that the Limitations stated in the Flight Manual are observed.
	A	-	0	(O) One or more may be inoperative provided: (a) The aeroplane can make one flight to proceed to a place where repairs can be accomplished, (cont.)

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	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
ATA				
34-40 Area Navigation System (If installed) (JAR-OPS 1.865) (cont.)			(b) Routing is planned via ground based navigational aids taking account of promulgated range, and (c) Permission has been granted from all ATC authorities along the route or any planned diversion.	
34-41 Weather Radar System(s) (Antenna(s), XCVR(s), Controller(s), Display(s)) (JAR-OPS 1.670(a))	D	-	1 Any system in excess of one may be inoperative provided procedures do not require use of inoperative systems.	
	C	-	0 One or more system(s) may be inoperative provided the weather reports or forecasts available to the commander indicate that cumulo-nimbus clouds or other potentially hazardous weather conditions, which could be detected by the system(s) when in working order, are unlikely to be encountered on the intended route or any planned diversion therefrom.	
34-43 Ground Proximity Warning Systems (If installed) (JAR-OPS 1.665)	A	-	0 May be inoperative provided repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.	
		A	-	0 (1) Modes 1 to 4 May be inoperative provided repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.
		A	-	0 (2) Test Mode May be inoperative provided repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.
		B	-	0 (3) Glideslope Deviation (Mode 5) May be inoperative.
		C	-	0 May be inoperative for day VMC only.
			(cont.)	

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				(5) Remarks or Exceptions
ATA				
34-43 Ground Proximity Warning Systems (If installed) (JAR-OPS 1.665) (cont.)				
(4) Terrain Awareness & Warning System (TAWS) (where required)	A	-	0	May be inoperative provided: (a) The GPWS functions are operative, and (b) Repairs or replacements are carried out within 10 calendar days.
	A	-	0	May be inoperative provided repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.
(5) Advisory Callouts (If installed)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. <u>Note:</u> Check Flight Manual limitations for approach minimums.
(6) Windshear Mode (If installed)				
(a) Predictive	D	-	0	May be inoperative.
(b) Reactive	D	-	0	(O) May be inoperative provided alternate procedures are established and used. <u>Note:</u> For some designs, these functions are dealt with by other systems.
34-50 Long Range Navigation Systems (LRNS) (If installed) (JAR-OPS 1.870)				
(1) Unrestricted operations in MNPS airspace	C	-	2	Any in excess of two may be inoperative. (cont.)

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
ATA				
34-50 Long Range Navigation Systems (LRNS) (If installed) (JAR-OPS 1.870) (cont.)				
(2) Operations along notified special routes within MNPS airspace	C	-	1	Any in excess of one may be inoperative provided the operative equipment is visible and usable to either flight crew member seated at their crew station.
(3) Non MNPS Operations	D	-	0	One or more may be inoperative provided the planned routes to be flown do not require their use.
34-50 Reduced Vertical Separation Minima (RVSM) (If installed) (JAR-OPS 1.872) (cont.)				
(1) Altimeters	-	-	2	
(2) Altitude Alerting System	-	-	1	
(3) Autopilot	-	-	1	<u>Note:</u> An automatic altitude control system is required.
(4) SSR Transponder	-	-	1	
(5) Pitot Heater	-	-	1	
(6) Static Port Heater	-	-	1	
				<u>Note:</u> Fuselage damage to the area defined by the relevant Structural Repair Manual must be assessed to ensure compliance with the requirements for operation in RVSM airspace.

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ATA Chapter: 34 Navigation		PAGE: 34-12		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			(5) Remarks or Exceptions
	(4) Number required for dispatch			
<p>ATA</p> <p>34-51 VOR Navigation (JAR-OPS 1.865)</p>				
<p>(1) Aeroplane not equipped with FMS</p>	D	-	1	<p>Any in excess of one may be inoperative provided:</p> <p>(a) Operational procedures, are not based only on VOR signals, and</p> <p>(b) Both ADF and DME are operative or alternative approved equipment giving equivalent or enhanced navigation capability is operative.</p>
	A	-	0	<p>One or more may be inoperative provided the flight can proceed safely, including the approach using the other navigation systems, to a place where repairs can be made provided two additional items of equipment giving equivalent navigation capability are operative.</p>
<p>(2) Aeroplane equipped with one operative FMS</p>	C	-	1	<p>Any in excess of one may be inoperative provided:</p> <p>(a) Both ADF (where required) and DME are operative, and</p> <p>(b) The aeroplane is equipped with alternative equipment authorised, for the route being flown, by the Authority.</p> <p><u>Note:</u> Operators should consider if the in-flight failure of any FMS sensor allows safe navigation with the remaining serviceable sensors and equipment.</p>
<p>(3) Aeroplane equipped with two operative FMS</p>	C	-	0	<p>One or more may be inoperative where navigational capability can be assured and the approach procedures are not required to be based upon VOR signals (see note above).</p>

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ATA Chapter: 34 Navigation		PAGE: 34-13		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			
		(4) Number required for dispatch		(5) Remarks or Exceptions
ATA				
34-52 Distance Measuring Equipment (JAR-OPS 1.865)	B	-	0	One or more may be inoperative provided: (a) Alternative approved navigational equipment is operative, and (b) The DME is not required for the planned routes to be flown.
	D	-	0	Any in excess of those required may be inoperative. <u>Note:</u> Operators should consider if the in-flight failure of any FMS sensor allows safe navigation with the remaining serviceable sensors and equipment.
34-53 ADF Receiver (If installed) (JAR-OPS 1.865)	B	-	0	One or more may be inoperative provided: (a) Alternative approved navigational equipment is operative, and (b) The ADF is not required for the planned routes to be flown.
	D	-	-	Any in excess of those required may be inoperative.
34-54 Mode A/C SSR Transponder (JAR-OPS 1.866)				
(1) VFR over routes navigated by reference to visual landmarks	A	-	0	(O) May be inoperative provided agreement can be obtained from all ATC authorities along the route or any planned diversion, to a place where repairs can be made. <u>Note:</u> This system is required to be operative for RVSM operations.
(2) IFR, or VFR over routes not navigated by reference to visual landmarks	C	-	1	Any in excess of one may be inoperative.

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ATA Chapter: 34 Navigation		PAGE: 34-14		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
ATA 34-54 ATC Mode S Transponder System	D	-	0	Any in excess of those required for the intended route, may be inoperative. Note 1: An operative ATC Mode S transponder is defined as a transponder which can provide, at least, Elementary Surveillance capability.
	C	-	0	One or more may be inoperative provided permission is obtained from the Air Navigation Service Provider(s) when required for the intended route. Note 1: An operative ATC Mode S transponder is defined as a transponder which can provide, at least, Elementary Surveillance capability. Note 2: Altitude reporting, provided by an ATC Mode S Transponder, is required for ACAS II operation. Refer to 34-40 for flight with ACAS II inoperative. Note 3: Altitude reporting, provided by an ATC Mode S Transponder, is required for flight into RVSM airspace. Refer to 34-50 for flight into RVSM airspace
(1) Enhanced Surveillance Capability (if installed)	D	-	0	One or more Downlinked Aircraft Parameters (DAP's), which provide Enhanced Surveillance, may be inoperative when not required for the intended route.
	C	-	0	One or more Downlinked Aircraft Parameters (DAP's), which provide Enhanced Surveillance, may be inoperative when required for the intended route.

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ATA Chapter: 35 Oxygen		PAGE: 35-1		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			
		(4) Number required for dispatch		(5) Remarks or Exceptions
ATA				
35-00 Oxygen Systems Non Pressurised Aeroplane (JAR-OPS 1.775)				
(1) Flight Deck	C	-	-	One or more may be inoperative provided the aeroplane is not operated above altitude pressure of 10,000 feet.
(2) Cabin Compartment	C	-	-	Any in excess of that required may be inoperative.
	C	-	-	One or more may be inoperative provided the aeroplane is not operated above altitude pressure of 10,000 feet.
35-10 Flight Crew Oxygen System (Supplemental Oxygen) (JAR-OPS 1.770)				
(1) Flight Deck Pressure Indication	C	-	-	(O)(M) May be inoperative provided a procedure is used to ensure the oxygen supply is above the minimum for the flight.
(2) Bottle Gauge(s)	C	-	0	May be inoperative provided the flight deck pressure indication is operative.
(3) Supernumerary Oxygen Masks	C	-	0	One or more may be inoperative provided the associated seat is not occupied.
	C	-	0	One or more may be inoperative provided maximum altitude is limited to 10,000 ft pressure altitude.
35-20 Passenger Oxygen System (Supplemental oxygen) (If installed) (JAR-OPS 1.770)	B	-	0	(O)(M) May be inoperative provided: (a) Maximum altitude is limited to 10,000 ft pressure altitude. (b) All air-conditioning packs operate normally, (cont.)

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ATA Chapter: 35 Oxygen		PAGE: 35-2		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			(5) Remarks or Exceptions
	(4) Number required for dispatch			
<p>ATA</p> <p>35-20 Passenger Oxygen System (Supplemental oxygen) (If installed) (JAR-OPS 1.770) (cont.)</p>	B	-	0	<p>(c) All other components of the pressurisation system operate normally, and</p> <p>(d) Passengers are appropriately briefed.</p> <p>(O)(M) May be inoperative provided:</p> <p>(a) Maximum altitude is limited to 25,000 ft pressure altitude,</p> <p>(b) All air-conditioning packs operate normally,</p> <p>(c) All other components of the pressurisation system operate normally,</p> <p>(d) Aeroplane is able to descend within 4 minutes to a cabin pressure altitude of 13,000ft at all points along the route to be flown,</p> <p>(e) Oxygen supply is available for all cabin crew members and at least 10% of the passengers or the entire flight time between 10,000ft and 13,000ft pressure altitude, and</p> <p>(f) Passengers are appropriately briefed.</p>
<p>(1) Fixed bottle or generator system</p>	B	-	0	<p>The automatic deployment system may be inoperative provided the manual deployment system is operative.</p>
	B	-	-	<p>(M) or (O) One or more passenger service units may be inoperative provided:</p> <p>(a) Affected seats are blocked and placarded to prevent occupancy, and</p> <p>(b) Units are operative for all operative passenger seats, toilet compartments and cabin crew locations.</p>

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(1) System & Sequence Numbers ITEM		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
ATA 35-50 First Aid Oxygen (JAR-OPS 1.760)		D	-	-	(M) Any bottle in excess of those required may be inoperative provided the inoperative equipment is placarded inoperative, removed from the installed location (if portable) and placed out of sight so it cannot be mistaken for a functional unit.

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ATA Chapter: 52 Doors		PAGE: 52-1		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
ATA 52-22 Emergency Exits (including passenger/crew doors, but excluding flight deck emergency exits) (JAR-OPS 1.805) (1) Passenger or Combi Configuration (Single Deck and Double Deck Aeroplane)	A	(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
		<p style="text-align: center;">- -</p> <p>(O)(M) One, on each deck, may be inoperative for a maximum of 5 flights provided:</p> <ul style="list-style-type: none"> (a) The passenger number reduction and distribution policy, and cabin safety procedures are established and used, (b) The affected emergency exit is closed and locked, (c) A conspicuous barrier, strap or rope and a placard stating "DO NOT USE" are placed across the affected emergency exit prior to passenger boarding, (d) The affected emergency exit is not used for passenger boarding, nor for any purpose whilst passengers are on board, <p><u>Note:</u> If the affected emergency exit is operative mechanically, it may still be used for evacuation in the case of emergency.</p> <ul style="list-style-type: none"> (e) Visual indications (illuminated and non-illuminated) directing passengers to the affected emergency exit are obscured, (f) All crew members are briefed on the location and condition of the affected emergency exit, passenger distribution and modified cabin safety procedures, (g) The affected emergency exit and blocked seating layout are checked before each flight by the relevant cabin crew member, and <p>(cont.)</p>		

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch		(5) Remarks or Exceptions	
<p>ATA</p> <p>52-22 Emergency Exits (including passenger/crew doors, but excluding flight deck emergency exits) <i>(JAR-OPS 1.805)</i> (cont.)</p> <p>(1) Passenger or Combi Configuration (Single Deck and Double Deck Aeroplane) (cont.)</p> <p>(2) All Cargo Configuration Note: The relief contained herein requires that flight deck emergency exit(s) and means of escape exist and remain operative</p>	<p>C</p> <p>A</p> <p>A</p>	<p>-</p> <p>-</p> <p>-</p>	<p>2</p> <p>1</p> <p>1</p>	<p>(h) The escape path to the affected emergency exit is checked by the relevant cabin crew member to be unobstructed before each takeoff and landing.</p> <p><u>Note:</u> Reference may be made to UK CAA FODCOM 8/99 for guidance relating to passenger number reduction.</p> <p>Any in excess of two non-cockpit emergency exits intended to be used by the persons on board to evacuate the aeroplane, may be inoperative.</p> <p>(O) Any in excess of one non-cockpit emergency exit, intended to be used by the persons on board to evacuate the aeroplane may be inoperative, for a maximum of 5 flights.</p> <p>(O) Any in excess of one non-cockpit emergency exit may be inoperative. One or more functions of this remaining emergency exit may be inoperative for a maximum of 10 consecutive calendar days provided:</p> <p>(a) A specific evacuation procedure is established,</p> <p>(b) Only flight crew members (Including NAA or Operator Inspector(s)) essential for the flight are on board,</p> <p>(c) Its external opening mechanism is operative,</p> <p>(d) Its internal opening mechanism is operative,</p> <p>(cont.)</p>

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(1) System & Sequence Numbers ITEM		(2) Rectification Interval	
		(3) Number installed	
		(4) Number required for dispatch	(5) Remarks or Exceptions
<p>ATA</p> <p>52-22 Emergency Exits (including passenger/crew doors, but excluding flight deck emergency exits) (JAR-OPS 1.805) (cont.)</p> <p>(2) All Cargo Configuration (cont.)</p>	A	-	0
<p>52-51 Flight Compartment Door (JAR-OPS 1.735) (If installed)</p>			<p>(e) Its escape slide or its escape slide-raft is operative unless an approved alternate means of escape is available, and an appropriate raft (If required) is available,</p> <p>(f) Its associated exit marking or locator sign and its associated floor proximity exit identifier and its associated exit interior emergency lighting and its exit exterior emergency lighting (For night operations) are operative, unless an operative torch is available for each flight crew member, and</p> <p>(g) Flight crew members are to review the evacuation procedure before each flight.</p> <p>(O) All non-cockpit emergency exits may be inoperative for a maximum of 3 flights provided:</p> <p>(a) Specific procedures are established to enter/evacuate the aeroplane,</p> <p>(b) An appropriate raft (if required) is available,</p> <p>(c) Only flight crew members (Including NAA or Operator's Inspector(s)) essential for the flight are on board, and</p> <p>(d) Flight crew members are to review the evacuation procedure before each flight.</p> <p>See item 52-51 for Reinforced Flight Deck Door.</p>

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			
		(4) Number required for dispatch		(5) Remarks or Exceptions
ATA				
52-51 Reinforced Flight Deck Door (JAR-OPS 1.1255)				
(1) Automatic Locking System	A	1	0	(O)(M) May be inoperative for a maximum of 4 flights provided: <ul style="list-style-type: none"> (a) Automatic locking system is deactivated, and (b) Alternate procedures are established and used for locking and unlocking the door, using deadbolts or supplementary restraint systems. <p><u>Note:</u> These dispatch conditions only apply to operations to and from countries which require secured doors.</p>
	B	1	0	(O)(M) May be inoperative provided: <ul style="list-style-type: none"> (a) Automatic locking system is deactivated, and no other locking system is used, and (b) Alternate procedures are established and used for access to the flight deck.
(2) Lock Control Selector / Switch	C	-	1	Any system in excess of one may be inoperative.
(3) LOCK / DENY Function	B	-	0	(O)(M) May be inoperative provided: <ul style="list-style-type: none"> (a) Flight deck access device [keypad or pushbutton] is deactivated, (b) Automatic locking system is verified to operate normally, and (c) Alternate procedures are established and used to lock the door, and for access to the flight deck.
				(cont.)

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			(5) Remarks or Exceptions
	(4) Number required for dispatch			
ATA				
52-51 Reinforced Flight Deck Door (JAR-OPS 1.1255) (cont.)				
(4) UNLOCK Function	C	1	0	(O)(M) May be inoperative provided: (a) Automatic locking system is verified to operate normally, and (b) Alternate procedures are established and used to lock the door.
(5) NORM / AUTO Function	B	1	0	(O)(M) May be inoperative provided: (a) Flight deck access device [keypad or pushbutton] is deactivated, (b) Automatic locking system is verified to operate normally, and (c) Alternate procedures are established and used for access to the flight deck.
	-	1	0	Refer to the dispatch conditions associated with the automatic locking system – see part (1).
(6) Door Release Mechanism / Door Strike (if installed)	D	3	2	One may be inoperative.
	-	3	-	Refer to the dispatch conditions associated with the automatic locking system – see part (1).
(7) Flight Deck Access Devices [Keypad / Pushbutton]	C	1	0	(O)(M) May be inoperative provided: (a) Flight deck access device is deactivated, and (b) Alternate procedures are established and used for access to the flight deck.
(8) LEDs on keypad or control panel	C	-	0	(O) May be inoperative provided alternate procedures are established and used for access to the flight deck.
				(cont.)

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval				
	(3) Number installed				
		(4) Number required for dispatch			(5) Remarks or Exceptions
ATA					
52-51 Reinforced Flight Deck Door (JAR-OPS 1.1255) (cont.)					
(9) Door Lock FAIL / FAULT Light	C	1	0		May be inoperative provided the automatic lock controls are verified to operate normally.
(10) Door Lock AUTO UNLK / OPEN Light	C	1	0		May be inoperative provided: <ul style="list-style-type: none"> (a) Automatic lock controls are verified to operate normally, and (b) Door chime or buzzer operates normally.
(11) Buzzer / Chime	C	1	0		(O)(M) May be inoperative provided: <ul style="list-style-type: none"> (a) Flight deck access device [keypad or pushbutton] is deactivated, and (b) Alternate procedures are established and used for access to the flight deck.
(12) Supplementary Restraint Systems / Deadbolt (if installed)	D	1	0		
					<u>Note:</u> For MEL relief on flight deck door surveillance systems, please refer to Section 5 - Additional MEL Policy.

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Audio Selector Panel	23-10	3.855
Radio Communications	23-12	3.860 / 3.865
Public Address System	23-30	3.695
Flight Crew Interphone System	23-40	3.685
Crew Member Interphone System	23-40	3.690
Cockpit Voice Recorder	23-71	3.700 / 3.705
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Supernumerary Seats	25-11	3.730
Cabin Crew Seats	25-21	3.730
Passenger Seats	25-21	3.730
Torches	25-60	3.640
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Automatically Deployable ELT (ADELT)	25-60	3.820
Life-rafts and ELT for Extended Overwater Flights	25-60	3.830
Survival Equipment	25-60	3.835
Emergency Flotation Equipment	25-60	3.842
First Aid Kit	25-62	3.745
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Lifejackets	25-64	3.825
Hand Fire Extinguishers	26-24	3.790
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Pitot Heater Failure Indication System	30-31	3.650 / 3.652
Static Port Heaters	30-31	3.675
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Flight Data Recorder	31-31	3.715 / 3.720
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Flight Deck Lighting	33-10	3.640
Passenger Compartment Lighting	33-20	3.640
Cabin Signs (Fasten seat belts etc.)	33-20	3.731
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Navigation / Position Lights	33-41	3.640
Anti-Collision / Strobe Lights	33-42	3.640
Landing Lights	33-44	3.640
Cabin Emergency Lighting	33-50	3.815

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Radio Altimeter with Audio Voice Warning (AVAD)	34-15	3.660
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Anti-Collision Lights	3.640	33-42
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Pitot Heating Systems	3.650 / 3.652	30-31
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Crew Member Interphone System	3.690	23-40
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Cabin Emergency Lighting	3.815	33-50
Automatically Deployable ELT (ADELT)	3.820	25-60
ELT	3.820	25-63
Life-rafts and ELT for Extended Overwater Flights	3.830	25-60
Survival Equipment	3.835	25-60
Lifejackets	3.825	25-64
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(1) System & Sequence Numbers ITEM		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch		(5) Remarks or Exceptions	
ATA					
10-20	Equipment for making Sound Signals (JAR-OPS 3.840)	D	-	-	(M) Any in excess of the minimum required may be missing or inoperative provided the inoperative equipment is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit.
10-20	Sea Anchor (JAR-OPS 3.840)	D	-	-	Any in excess of the minimum required may be missing or inoperative.

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ATA Chapter: 22 Autoflight				PAGE: 22-1
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or Exceptions
ATA 22-10 Autopilot (Where required) (JAR-OPS 3.655) (1) Single pilot IFR operations	-	-	1	Must be operative. <u>Note:</u> Any alleviations concerning the individual helicopter autopilot system should be made with reference to the manufacturer's MMEL.

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ATA Chapter: 23 Communications				PAGE: 23-1	
(1) System & Sequence Numbers ITEM		(2) Rectification Interval			
		(3) Number installed		(4) Number required for dispatch	
(5) Remarks or Exceptions					
ATA					
23-10	Headset (JAR-OPS 3.647)	D	-	-	One headset (including boom microphone) must be operative for each required crew member. Any in excess of those required may be inoperative or missing.
23-10	Audio Selector Panel (JAR-OPS 3.855)	D	-	-	One is required for each required flight crew member on active flight deck duty under IFR operations. Any in excess of those required may be inoperative.
	(1) Press to Transmit (PTT) Switches	B	-	-	<p>(M) One for each required flight crew member may be inoperative provided:</p> <p>(a) One PTT switch is operative for each required flight crew member, and</p> <p>(b) The affected switch is either verified failed open or is deactivated.</p> <p><u>Note:</u> Operators of HEMS or helicopters employing rescue equipment (i.e. winches etc.) may need to consider whether additional crew members (not situated within the flight deck) are included within their MEL alleviation.</p>

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ATA Chapter: 23 Communications		PAGE: 23-2		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
ATA				
23-12 Radio Communications Systems (VHF / HF / UHF / FM) (JAR-OPS 3.860/865)	C	-	1	When flying VFR over routes navigated by reference to visual landmarks: Any in excess of one, and not powered by an emergency bus, may be inoperative.
	A	-	1	(O) When flying IFR, or VFR over routes not navigated by reference to visual landmarks: Any one of the two required Radio Communication Systems not powered by the emergency bus may be inoperative provided: <ul style="list-style-type: none"> (a) The helicopter has not made more than one flight since the item was last serviceable, and (b) The commander has satisfied himself that, taking into account the latest information available as to the route/are and heliport to be used (including any planned diversion) and the weather conditions likely to be encountered, the flight can be made safely and in accordance with any relevant requirements of the appropriate air traffic control unit.
(a) Frequency Transfer Light	C	-	0	May be inoperative.
(b) Frequency Transfer Switch	C	-	0	May be inoperative.
(c) Frequency Selector Knob	C	-	1	Any in excess of one may be inoperative.
(d) Frequency Indication	C	-	1	Any in excess of one may be inoperative.
				Note: Due to the different aircraft configurations and equipment fits, operators should review this alleviation with reference to their own operation and manufacturer's MMEL.

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			(5) Remarks or Exceptions
	(4) Number required for dispatch			
ATA				
23-30 Public Address System (JAR-OPS 3.695)				
(1) Passenger Configuration	B	-	0	(O) May be inoperative provided: (a) Alternate normal and emergency procedures and/or operating restrictions are established and used, and (b) The flight crew compartment / cabin interphone system (including chime system) is operative.
(2) Cargo Configuration	D	-	0	(O) May be inoperative provided alternate normal and emergency procedures and/or operating restrictions are established and used.
23-40 Flight Crew Interphone System (Flight Deck Intercommunication) (JAR-OPS 3.685)	D	-	-	Any system in excess of those required for operating crew as required by JAR-OPS 3.685 may be inoperative.
23-40 Crew Member Interphone System (JAR-OPS 3.690)				
(1) Cabin / Service Interphone System (Flight Crew to Cabin / Ground, Cabin / Ground to Flight Crew, Cabin to Cabin)	C	-	0	(O) May be inoperative provided: (a) Alternate normal and emergency procedures are established and used, and (b) The PA system is operative. <u>Note:</u> Any station that is operative may be used.
(2) Alerting System	C	-	-	Visual signal may be inoperative on the flight deck.
	C	-	-	Both visual and aural signals may be inoperative in the cabin provided PA system is operative from the flight deck. <u>Note:</u> Any station that is operative may be used.
				(cont.)

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			
		(4) Number required for dispatch		(5) Remarks or Exceptions
<p>ATA</p> <p>23-40 Crew Member Interphone System (cont.) (JAR-OPS 3.690)</p> <p style="padding-left: 40px;">(3) Handsets</p>	<p>C</p> <p>C</p>	<p>-</p> <p>-</p>	<p>-</p> <p>-</p>	<p>Handsets at non required stations may be inoperative.</p> <p>(O) One handset may be inoperative provided alternate procedures are established and used to compensate for the loss of PA and interphone function at the affected station.</p> <p><u>Note:</u> Any handset in excess of that required at each station may be inoperative.</p>
<p>23-71 Cockpit Voice Recorder (Where required) (JAR-OPS 3.700/705)</p>	<p>A</p>	<p>1</p>	<p>0</p>	<p>May be inoperative provided:</p> <p>(a) The helicopter does not exceed 8 further flights with the CVR unserviceable,</p> <p>(b) Not more than 72 hours have elapsed since the CVR was found to be unserviceable, and</p> <p>(c) Any Flight Data Recorder required to be carried is operative.</p> <p><u>Note:</u> If the CVR is combined with a FDR, refer to applicable conditions in item 31-31 for combination recorders.</p>

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ATA Chapter: 25 Equipment / Furnishings		PAGE: 25-1		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			(5) Remarks or Exceptions
	(4) Number required for dispatch			
ATA				
25-11 Flight Crew Seats (JAR-OPS 3.730)				
(1) Power Adjustments (If installed)	D	-	0	May be inoperative for each flight crew member provided manual adjustments are operative.
(2) Manual Adjustments (If installed)				
(a) Horizontal Adjustments	-	-	-	Must be operative for each flight crew member's seat.
(b) Vertical and Recline Adjustments	B	-	0	(M) One or more may be inoperative provided, for each flight crew member: (a) The associated power control is operative. OR (b) The associated seat is secured or locked in a position acceptable to the flight crewmember.
(c) Other Adjustments	C	-	0	(M) One or more may be inoperative provided the associated seat is secured in a position acceptable to the flight crew member. <u>Note:</u> If an inoperative armrest will hinder an emergency evacuation or any other flight duties it should be removed.
25-11 Supernumerary Seats (Observer Seats) (JAR-OPS 3.370)	D	-	0	One or more may be inoperative provided the seat is not required and is correctly stowed.

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
		(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
ATA				
25-21 Cabin Crew Seat(s) (where required) (JAR-OPS 3.730)	C	-	-	<p>(M)(O) One seat or seat assembly may be inoperative provided:</p> <ul style="list-style-type: none"> (a) Inoperative seat or seat assembly is not occupied, (b) Cabin crew displaced by inoperative seat occupies the passenger seat most accessible to his or her assigned exits, (c) Alternate procedures are established / approved and used for displaced cabin crew, (d) Folding type seat is stowed or secured in the retracted position, and (e) Passenger seat assigned to cabin crew are placarded "FOR CABIN CREW USE ONLY". <p><u>Note 1:</u> A seat with an inoperative or missing seat belt or harness is considered inoperative.</p> <p><u>Note 2:</u> This requirement does not preclude use of passenger seats by cabin crew members carried in excess of the required cabin crew complement.</p>
25-21 Passenger Seats (JAR-OPS 3.730)	D	-	-	<p>(M) One or more may be inoperative secured in the upright position.</p>
	D	-	-	<p>(M) One or more may be inoperative provided the inoperative seat:</p> <ul style="list-style-type: none"> (a) Does not block an emergency exit, (b) Does not restrict any passenger from access to the main aircraft aisle, and (c) Is(are) blocked and placarded "DO NOT OCCUPY". <p><u>Note:</u> A seat with an inoperative or missing seat belt or harness is considered inoperative.</p>

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ATA Chapter: 25 Equipment / Furnishings		PAGE: 25-3		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
ATA				
25-60 Torches (Cockpit/Cabin) (JAR-OPS 3.640)	C	-	-	One or more may be inoperative provided each required crew member assigned to affected position has an operative torch.
25-60 Megaphones (JAR-OPS 3.810)				
(1) Passenger Configuration	D	-	-	(M) Any in excess of those required may be inoperative or missing provided: (a) The inoperative megaphone is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and (b) Required distribution of operative megaphones is maintained.
(2) Cargo Configuration	D	-	0	May be inoperative.
25-60 Automatically Deployable Emergency Locator Transmitter (ADELT) (Where required) (JAR-OPS 3.820)				
(1) Flight not overwater and overwater flights not beyond 10 minutes flying time from land	C	-	-	May be inoperative.
(2) Overwater flights beyond 10 minutes flying time from land	A	-	-	May be inoperative provided: (a) The helicopter shall not fly for more than 6 hours after the ADELT becomes unserviceable, and (b) Not more than 24 hours have elapsed since the ADELT became unserviceable.

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval				
	(3) Number installed				
	(4) Number required for dispatch				(5) Remarks or Exceptions
ATA					
25-60 Life-rafts and ELT for Extended Overwater Flights (JAR-OPS 3.830)	D	-	-		(M) Any in excess of the minimum required may be missing or inoperative provided, the inoperative equipment is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit.
25-60 Survival Equipment (JAR-OPS 3.835)	D	-	-		(M) Any in excess of the minimum required may be missing or inoperative provided, the inoperative equipment is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit.
25-60 Emergency Flotation Equipment (JAR-OPS 3.843)					
(1) Helicopters in Performance Class 1	D	-	0		May be inoperative for flights overland.
	C	-	0		May be inoperative for flights overwater which are at a distance which is less than 10 minutes flying time from land, at normal cruise speed.
(2) Helicopters in Performance Class 2					
(a) En-route	D	-	0		May be inoperative for flights overland.
	C	-	0		May be inoperative for flights overwater which are at a distance which is less than 10 minutes flying time from land, at normal cruise speed.
(b) Take-off & Landing overwater	-	-	1		Must be operative.
(3) Helicopters in Performance Class 3					
(a) En-route	D	-	0		May be inoperative for flights overland.
(b) Take-off & Landing overwater	-	-	1		Must be operative.

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ATA Chapter: 25 Equipment / Furnishings				PAGE: 25-5	
(1) System & Sequence Numbers ITEM	(2) Rectification Interval				
	(3) Number installed				
	(4) Number required for dispatch				(5) Remarks or Exceptions
ATA					
25-62 First Aid Kit (JAR-OPS 3.745)	A	-	-		May be incomplete for a maximum of 1 calendar day.
	D	-	1		Any in excess of one may be incomplete or missing.
25-63 Emergency Locator Transmitter (JAR-OPS 3.820)	A	-	0		May be inoperative provided: (a) The helicopter shall not fly for more than 6 hours after the ELT becomes unserviceable, and (b) Not more than 24 hours have elapsed since the ELT became unserviceable.
25-64 Lifejackets (JAR-OPS 3.825)	D	-	-		(M) Any in excess of the minimum required may be missing or inoperative, provided: (a) Inoperative lifejacket is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and (b) Required distribution of serviceable lifejackets is maintained.

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ATA Chapter: 26 Fire Protection				PAGE: 26-1	
(1) System & Sequence Numbers ITEM		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
ATA	26-24 Hand Fire Extinguishers (JAR-OPS 3.790)	D	-	-	<p>(M) Any in excess of those required may be inoperative or missing provided:</p> <p>(a) The inoperative fire extinguisher is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and</p> <p>(b) Required distribution is maintained.</p>

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ATA Chapter: 30 Ice and Rain Protection		PAGE: 30-1		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or Exceptions
ATA				<p>Note: In the absence of any RFM limitations, icing conditions should be taken as visible moisture or precipitation, when the OAT is less than +5°C.</p>
30-31 Pitot Heating Systems (where required) (JAR-OPS 3.650/652)				
(1) Day VFR	D	-	0	One or more may be inoperative provided the helicopter is not operated at any time in known or forecast icing conditions.
(2) IFR or Night operations	D	-	1	(O)/(M) Any in excess of one pitot heater may be inoperative provided: <ul style="list-style-type: none"> (a) Flight is conducted under VMC in sight of the surface, (b) The helicopter is not operated at any time in known or forecast icing conditions, and (c) The remaining pitot heating system and all connected flight instruments are verified to be operative prior to each flight.
30-31 Pitot Heater Failure Indication System (where required) (JAR-OPS 3.650/652)				
(1) Day VFR	D	-	0	May be inoperative.
(2) IFR or Night operations	D	-	1	(O)/(M) Any in excess of one may be inoperative provided: <ul style="list-style-type: none"> (a) Flight is conducted under VMC in sight of the surface, (b) The helicopter is not operated at any time in known or forecast icing conditions, and (c) The associated pitot heating system is verified to be operative prior to each flight.
				(cont.)

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
ATA				
30-31 Pitot Heater Failure Indication System (where required) (JAR-OPS 3.650/652) (cont.)				
(2) IFR or Night operations (cont.)	D	-	0	All may be inoperative provided the associated heaters are considered inoperative.
30-31 Static Port Heaters (where required) (JAR-OPS 3.675)				
(1) Day VFR	D	-	0	One or more may be inoperative provided the helicopter is not operated at any time in known or forecast icing conditions.
(2) IFR or Night operations	B	-	1	(O)/(M) Any in excess of one static port heater may be inoperative provided: <ul style="list-style-type: none"> (a) Flight is conducted under VMC in sight of the surface, (b) The helicopter is not operated at any time in known or forecast icing conditions, and (c) The remaining static port heating system and all connected flight instruments are verified to be operative prior to each flight.
30-42 Windshield Wipers (JAR-OPS 3.675)	C	-	-	Any or all may be inoperative provided the aircraft is not operated in known or forecast precipitation that requires their use.
30-80 Ice Detection System (JAR-OPS 3.675)	D	-	0	(O) May be inoperative provided operations are not conducted into known or forecast icing conditions.
	D	-	0	(O) May be inoperative provided an alternative means is established and used to monitor for the presence of ice.

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ATA Chapter: 31 Indicating / Recording Systems		PAGE: 31-1	
(1) System & Sequence Numbers ITEM	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch (5) Remarks or Exceptions
ATA 31-21 Clocks (JAR-OPS 3.650/652)	C	- 0	<p>May be inoperative provided an accurate timepiece is operative on the flight deck indicating the time in hours, minutes and seconds.</p> <p><u>Note 1:</u> The above is applicable only to those aircraft where the clock has no implication on other equipment e.g. FDR otherwise the effects on such other systems must be considered.</p> <p><u>Note 2:</u> On the basis that the timepiece required does not need to be approved, an accurate pilot's wristwatch which indicates hours, minutes and seconds, would be acceptable.</p>
31-31 Flight Data Recorder (where required) (JAR-OPS 3.715 / 3.720)	A	1 0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> (a) The helicopter does not exceed 8 further flights with the FDR unserviceable, (b) Not more than 72 hours have elapsed since the FDR was found to be unserviceable, and (c) Any Cockpit Voice Recorder required to be carried is operative unless it is combined with the flight data recorder. <p><u>Note 1:</u> This alleviation is not applicable to combined CVR / FDRs. For those combined systems, see the entry for combination recorders in item 31-31.</p> <p><u>Note 2:</u> The flight data recorder is considered to be inoperative when any of the following conditions exist:</p> <p>(cont.)</p>

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval		
	(3) Number installed		
	(4) Number required for dispatch		
	(5) Remarks or Exceptions		
<p>ATA</p> <p>31-31 Flight Data Recorder (where required) (JAR-OPS 3.715 / 3.720) (cont.)</p>			<p>(a) Loss of the flight recording function is evident to the flight crew during the pre-flight check e.g. by means of a system status monitor, or</p> <p>(b) The need for maintenance has been identified by the system monitors, where available, with the setting of an indicator and the cause of that setting has not been determined, or</p> <p>(c) Analyses of recorded data or maintenance actions have shown that more than 5% of the total number of individual parameters (variable and discrete) required to be recorded for the particular aircraft, are not being recorded properly.</p> <p><u>Note 3:</u> Where improper recording affects 5% of the parameters or less, timely corrective action will need to be taken by the aeroplane operator in accordance with approved maintenance procedures.</p>
<p>31-31 Combination Recorder (where required) (JAR-OPS 3.715 / 3.720)</p>	A	1	0
			<p>If one combination recorder is installed, the flight data recorder or the cockpit voice recorder function may be inoperative provided:</p> <p>(a) The other function is operative,</p> <p>(b) The helicopter does not exceed 8 further flights with the inoperative function, and</p> <p>(c) Not more than 72 hours have elapsed since the inoperative function was found.</p> <p>(cont.)</p>

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ATA Chapter: 31 Indicating / Recording Systems				PAGE: 31-3
(1) System & Sequence Numbers ITEM	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch (5) Remarks or Exceptions	
ATA 31-31 Combination Recorder (where required) (JAR-OPS 3.715 / 3.720) (cont.)	A	2	1	<p>If two combination recorders are installed, one may be inoperative provided:</p> <ul style="list-style-type: none"> (a) The other combination recorder is operative, and (b) Not more than 10 days elapsed since the combination recorder was found to be unserviceable. <p><u>Note 1:</u> A combination recorder is a single flight recorder that combines the functions of two or more accident recording functions in a single, crash protected box.</p> <p><u>Note 2:</u> The flight data recorder is considered to be inoperative when any of the following conditions exist:</p> <ul style="list-style-type: none"> (a) Loss of the flight recording functions is evident to the flight crew during the pre-flight check e.g. by means of a system status monitor, or (b) The need for maintenance has been identified by the system monitors, where available, with the setting of an indicator and the cause of that setting has not been determined, or (c) Analyses of recorded data or maintenance actions have shown that more than 5% of the total number of individual parameters (variable and discrete) required to be recorded for the particular aircraft, are not being recorded properly. <p><u>Note 3:</u> Where improper recording affects 5% of the parameters or less, timely corrective action will need to be taken by the aeroplane operator in accordance with approved maintenance procedures.</p>

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(1) System & Sequence Numbers ITEM		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
ATA					
33-10	Flight Deck Lighting (JAR-OPS 3.640)	C	-	0	One or more may be inoperative for daylight operations.
		C	-	-	(O) Individual lights may be inoperative provided:
					(a) Sufficient lighting is operative to make each required instrument, control, and other device for which it is provided easily readable,
					(b) Sufficient flight deck emergency lighting is operative, and
					(c) Lighting configuration at dispatch is acceptable to the flight crew.
		C	-	-	Co-pilot's station instrument lights may be inoperative for single pilot operations, provided no co-pilot's station instrument is required to be used by the pilot.
33-20	Passenger Compartment Lighting (JAR-OPS 3.640)	D	-	0	May be inoperative for daylight operations.
		C	-	0	May be inoperative provided passengers are not carried.
		C	-	-	Individual lights may be inoperative provided:
					(a) Inoperative lights do not exceed fifty (50) percent of the total installed,
					(b) Cabin emergency lighting is operative, and
					(c) Lighting is acceptable for the crew located in the cabin to perform their required duties.

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or Exceptions
ATA				
33-20 Cabin Signs (Fasten Seat Belt & No Smoking Signs) (JAR-OPS 3.731)	C	-	-	(M)(O) "No Smoking/Fasten Seat Belt" signs may be inoperative and the affected passenger seat(s), cabin attendant seat(s) may be occupied provided: (a) The PA system is operative and can be clearly heard throughout the cabin during flight, and (b) A procedure is used to notify passengers when the seat belts must be fastened and smoking is prohibited.
	C	-	-	May be inoperative provided passengers are not carried.
33-40 Lights for Helicopters equipped for amphibious operations (JAR-OPS 3.640)	-	-	-	As required by applicable international regulations.
33-41 Navigation/Position Lights (JAR-OPS 3.640)	C	-	0	One or more may be inoperative for daylight operations.
	C	-	-	Any in excess of the minimum required may be inoperative for night operations.
	A	-	-	(O) One or more may be inoperative for a single night flight when departing from an offshore or remote installation provided: (a) The appropriate ATC unit has been informed before departure, (b) The anti-collision light system is operative, and (c) The landing light system is operative.

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	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or Exceptions
ATA				
33-42 Anti-Collision / Strobe Lights (JAR-OPS 3.640)				
(1) Anti-Collision Light				
(a) Daylight operations	B	-	0	(O) All may be inoperative.
	C	-	1	Any in excess of one may be inoperative.
(b) Night operations	C	-	1	Any in excess of one may be inoperative.
(c) Offshore and remote operations	A	-	0	(O) One or more may be inoperative for a single night flight when departing from an offshore or remote installation provided: (a) The appropriate ATC unit has been informed before departure, (b) The navigation light system is operative, and (c) The landing light system is operative. <u>Note:</u> If the red anti-collision light (if installed) is inoperative, alternative procedures must be developed and used when the aircraft is on the ground with the engine(s) running and/or rotors turning.
(2) Strobe Light	C	-	0	All may be inoperative.
33-44 Landing Lights (JAR-OPS 3.640)				
	C	-	0	All may be inoperative for daylight operations.
	C	-	1	Any in excess of one adjustable landing light may be inoperative for night operations.

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ATA Chapter: 33 Lights		PAGE: 33-4		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or Exceptions
ATA				
33-50 Cabin Emergency Lighting (JAR-OPS 3.815)				
(1) Cabin Emergency Lighting System (Where required)	-	-	-	May be inoperative provided in accordance with arrangements agreed with the National Authority.
(2) EXIS Lighting (If installed)	B	-	0	<p>May be inoperative overland, or for overwater operations within 10 minutes flying time of land.</p> <p>For other overwater operations, maximum permissible LED failures:</p> <p>(a) EXIS 1 – For standard length (24 LEDs) a maximum of 3 failed LEDs with no more than 2 failed LED's adjacent.</p> <p style="padding-left: 20px;">= For half length (12 LEDs) a maximum of 1 failed LED</p> <p style="padding-left: 20px;">= For one third length (8 LEDs) a maximum of 1 failed LED.</p> <p>(b) EXIS II – A maximum of 2 failed LEDs per corner strip, one in each arm.</p> <p>(c) EXIS III – A maximum of 4 failed LEDs per light assembly, with no more than 1 failed LED per band along any side.</p>

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ATA Chapter: 34 Navigation		PAGE: 34-1		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			(5) Remarks or Exceptions
ATA				
34-10 Airspeed Indicators (JAR-OPS 3.650/652)				
(1) Single pilot operation	D	-	1	Any in excess of one may be inoperative provided the operative airspeed indicator is on the handling pilot's side.
(2) Two pilot operation	D	-	2	Any in excess of two may be inoperative provided operative airspeed indicators are at each pilot's station.
(3) Helicopters equipped with EFIS displays	B	-	1	Any in excess of one may be inoperative provided:
(a) Standby airspeed indicator	B	-	0	(a) The operative airspeed indicator is on the handling pilot's side, and (b) Flight is conducted by day under VFR when navigating with reference to visual landmarks.
(a) Standby airspeed indicator	B	-	0	May be inoperative provided: (a) Both the commander's and co-pilot's airspeed indicator systems are operative, and (b) Flight is conducted by day under VFR when navigating with reference to visual landmarks. <u>Note:</u> For helicopters with EFIS type displays, the airspeed display (tape) must be operative.
34-10 OAT Indicator (JAR-OPS 3.650/652)	C	-	0	May be inoperative provided another air temperature indication is operative that is convertible to OAT.

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ATA Chapter: 34 Navigation		PAGE: 34-2		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			
			(4) Number required for dispatch	(5) Remarks or Exceptions
ATA				
34-10 Altimeters (JAR-OPS 3.650/652)				
(1) Day Time operations	C	-	1	Any in excess of one may be inoperative provided: <ul style="list-style-type: none"> (a) Flight is conducted with reference to visual landmarks, and (b) The operative altimeter is on the handling pilot's side.
(2) Night Time operations	C	-	1	Any in excess of one may be inoperative provided: <ul style="list-style-type: none"> (a) Flight is conducted with reference to visual landmarks, (b) The radio altimeter (where required) is operative, and (c) The operative altimeter is on the handling pilot's side. <p><u>Note:</u> For helicopters with EFIS type displays, the altimeter display (tape) must be operative.</p>
34-10 Slip Indicator (JAR-OPS 3.650/652)				
(1) Single pilot operation	B	-	0	May be inoperative when flight is conducted under VFR when navigating with reference to visual landmarks.
(2) Two pilot operation	C	-	1	Any in excess of one may be inoperative provided the operative slip indicator is on the handling pilot's side.
	B	-	0	May be inoperative when flight is conducted under VFR when navigating with reference to visual landmarks.

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ATA Chapter: 34 Navigation		PAGE: 34-3		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
ATA				
34-10 Vertical Speed Indicator (JAR-OPS 3.650/652)				
(1) Single pilot operation	C	-	1	Any in excess of one may be inoperative provided the operative VSI is on the handling pilot's side.
	B	-	0	May be inoperative provided the flight is conducted by day under VFR when navigating with reference to visual landmarks.
(2) Two pilot operation	C	-	1	Any in excess of one may be inoperative provided the operative VSI is on the handling pilot's side.
	B		0	May be inoperative provided the flight is conducted by day under VFR when navigating with reference to visual landmarks.
34-15 Radio Altimeter with an Audio voice warning (or other means acceptable to the Authority) (Where required) (JAR-OPS 3.660)	A	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> (a) No more than 6 hours shall be flown over water since the radio altimeter became unserviceable, (b) Not more than 24 hours have elapsed since the radio altimeter became unserviceable, (c) The aircraft shall not fly overwater at an altitude of less than 500 feet except for take-off and landing, and (d) The helicopter shall not descend below 500 feet on approach to landing overwater unless the landing site is clearly visible to the pilot.

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or Exceptions
ATA				
34-20 Attitude Indicators (JAR-OPS 3.650/652)				
(1) Day VFR				
(a) Aircraft > 3175 kg MCTOM or for operations over water (out of sight of land or with visibility < 1500 meters)				
(i) Single pilot operation	D	-	1	Any in excess of one may be inoperative provided the operative attitude indicator is on the handling pilot's side.
(ii) Two pilot operation	D	-	2	Any in excess of two may be inoperative provided operative attitude indicators are at each pilot's station.
	B	-	1	One may be inoperative provided flight is conducted under day VFR with a visual horizon.
(iii) Standby Attitude Indicator	C	-	0	May be inoperative provided all other required attitude indicators are operative.
(2) IFR or Night operations				
(a) Single pilot operation	-	-	1	Must be operative.
(b) Two pilot operation	B	-	1	Any in excess of one may be inoperative provided the operative attitude indicator is on the handling pilot's side.
(c) Standby Attitude Indicator	-	-	1	Must be operative.

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ATA Chapter: 34 Navigation		PAGE: 34-6		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			(5) Remarks or Exceptions
<p>ATA</p> <p>34-23 Standby Magnetic Compass (JAR-OPS 3.650/652)</p> <p style="padding-left: 40px;">(1) Day VFR</p>	B	-	0	<p>May be inoperative provided:</p> <p>(a) Flight is conducted by day under VFR when navigating with reference to visual landmarks, and</p> <p>(b) When operationally required, the helicopter's main Magnetic Direction Indicator System is operating normally.</p>
<p>34-41 Weather Radar System(s) (Antenna(s), XCVR(s), Controller(s), Display(s)) (JAR-OPS 3.670(a))</p>	D	-	1	<p>Any system in excess of one may be inoperative provided procedures do not required use of inoperative systems.</p>
	C	-	0	<p>One or more system(s) may be inoperative provided the weather reports or forecasts available to the commander indicate that cumulo-nimbus clouds or other potentially hazardous weather conditions, which could be detected by the system(s) when in working order, are unlikely to be encountered on the intended route or any planned diversion therefrom and not required under JAR 3.295 with regard to coastal heliports or offshore alternates.</p>

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ATA Chapter: 34 Navigation		PAGE: 34-7		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			
			(4) Number required for dispatch	(5) Remarks or Exceptions
ATA				
34-50 Navigation Equipment (JAR-OPS 3.865)	A	-	-	(O) No more than one of the navigation equipment systems carried in accordance with the requirements of JAR-OPS 3.865, may be inoperative provided: (a) The helicopter has not made more than one flight since the item was last serviceable, and (b) The commander has satisfied himself that, taking into account the latest information available as to the route/area and heliport to be used (including any planned diversion) and the weather conditions likely to be encountered, the flight can be made safely and in accordance with any relevant requirements of the appropriate air traffic control unit.
	D	-	-	Any in excess of those required may be inoperative.
34-54 SSR Transponder (JAR-OPS 3.860/865)	A	-	0	(O) May be inoperative provided agreement can be obtained from all ATC authorities along the route or any planned diversion, to a place where repairs can be made.
	D	-	-	Any transponder in excess of those required may be inoperative.

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ATA Chapter: 35 Oxygen		PAGE: 35-1		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
ATA 35-00 Oxygen Systems Non Pressurised Aircraft (Where required) (JAR-OPS 3.775)				
(1) Flight Deck	C	-	-	One or more may be inoperative provided maximum altitude is limited to 10,000 ft pressure altitude.
(2) Cabin Compartment	C	-	-	Any in excess of that required may be inoperative.
	C	-	-	One or more may be inoperative provided maximum altitude is limited to 10,000 ft pressure altitude.

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LEAFLET NO. 26 - SECTION 5: Additional MEL Policy

Item	ATA
Flight Director	22-10
Navigation Database(s)	22-71
Datalink	23-30
Flight Deck Door Surveillance System	23-70
Windshear Detection / Warning System	34-41
Electronic Flight Bag (EFB) Systems	46-20

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LEAFLET NO. 26 - SECTION 5: Additional MEL Policy

ATA Chapter: 22 Autoflight		PAGE: 22-1			
(1) System & Sequence Numbers ITEM	(2) Rectification Interval				
	(3) Number installed				
		(4) Number required for dispatch			
				(5) Remarks or Exceptions	
ATA					
22-10 Flight Director	C	-	-	(O) May be wholly or partially inoperative provided precision navigation or approach minima do not require their use.	
22-71 Navigation Database(s) Note: Database(s) which is/are out of date is/are considered to be inoperative	C	-	0	(O) One or more may be inoperative for the intended route where conventional (non-RNAV) navigation is sufficient, provided:	
				(a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, and	
				(b) Navigation database information is disregarded.	
	C	-	1	Any in excess of one may be inoperative. The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV, and provided this up to date Database is readily available to the flight crew member(s) responsible for navigation.	
	A	-	0	(O) One or more may be out of date for a maximum of 10 calendar days provided:	
				(a) Area Navigation (RNAV) departure, arrival and approach procedures do not depend on the data amended in the current database cycle,	
				(b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended route, and	
				(c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.	
				(cont.)	

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LEAFLET NO. 26 - SECTION 5: Additional MEL Policy

ATA Chapter: 22 Autoflight				PAGE: 22-2	
(1) System & Sequence Numbers ITEM		(2) Rectification Interval			
		(3) Number installed		(4) Number required for dispatch	
(5) Remarks or Exceptions					
ATA 71-01 Navigation Database(s) (cont.)		A	-	0	<p>(O) One or more may be out of date for a maximum of 10 calendar days provided:</p> <p>(a) Conventional (Non-RNAV) departure, arrival and approach procedures, when available, or ANSP assistance are used as an alternative to RNAV procedures which have been amended in the current database cycle,</p> <p>(b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended route, and</p> <p>(c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.</p>

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ATA Chapter: 23 Communications				PAGE: 23-1	
(1) System & Sequence Numbers ITEM		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
ATA					
23-30	Datalink	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
23-70	Flight Deck Door Surveillance System (e.g. CCTV) (if installed)	D	-	0	(O) May be inoperative.

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ATA Chapter: 34 Navigation				PAGE: 34-1	
(1) System & Sequence Numbers ITEM	(2) Rectification Interval				
	(3) Number installed				
	(4) Number required for dispatch			(5) Remarks or Exceptions	
ATA 34-41 Windshear Detection / Warning System	(1) Predictive (2) Reactive	D D	- -	0 0	May be inoperative. (O) May be inoperative provided alternate procedures are established and used.

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LEAFLET NO. 26 - SECTION 5: Additional MEL Policy

ATA Chapter: 46 Information Systems		PAGE: 46-1	
<p>(1) System & Sequence Numbers ITEM</p> <p>ATA</p> <p>46-20 Electronic Flight Bag (EFB) Systems (JAR-OPS 1.135(b)/1.1040(m))</p> <p style="text-align: center;">(1) Class 1, 2 & 3 EFB</p> <p>The purpose of this entry is not to require inclusion of Class 1 & 2 EFBs in an operator's MEL, but it is one means of controlling inoperative EFB equipment. Other means may also be agreed with the NAA.</p>	C	-	0
		<p>(2) Rectification Interval</p> <p>(3) Number installed</p> <p>(4) Number required for dispatch</p> <p>(5) Remarks or Exceptions</p> <p>For further guidance relating to EFB, please refer to JAA Administrative & Guidance Material Section Four: Part Three: Temporary Guidance Leaflet No. 36.</p> <p>(M)(O) May be inoperative provided alternate procedures are established and used where operating procedures are dependant upon the use of the affected EFB.</p> <p><u>Note:</u> Any EFB function which operates normally may be used.</p>	

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ATA Chapter: 46 Information Systems		PAGE: 46-2		
(1) System & Sequence Numbers ITEM	(2) Rectification Interval			
	(3) Number installed			
		(4) Number required for dispatch		
			(5) Remarks or Exceptions	
ATA				
46-20 Electronic Flight Bag (EFB) Systems (cont..) (JAR-OPS 1.135(b)/1.1040(m))				
(2) Class 2 EFB				
(a) Mounting Device	C	-	1	(M) (O) Any in excess of one may be inoperative provided the affected EFB is secured by an alternative means.
	C	-	0	(M) (O) May be inoperative provided: <ul style="list-style-type: none"> a) The associated EFB is used in accordance with Class 1 EFB stowage criteria, and b) Alternate procedures are established and used where operating procedures are dependant upon the use of the affected EFB.
(b) Data Connectivity	C	-	1	(M) (O) Any in excess of one may be inoperative provided an alternative means of data connectivity is used.
	C	-	0	(M) (O) May be inoperative provided alternate procedures are established and used where operating procedures are dependant upon the use of the affected EFB. <u>Note:</u> Any EFB function which operates normally may be used.
(3) Power Connection for Class 1 and Class 2 EFB	C	-	1	(M) (O) Any in excess of one may be inoperative provided an alternative power source is available and can be used for the anticipated duration of use of the affected EFB.
	C	-	0	(M) (O) May be inoperative provided alternate procedures are established and used or the affected EFB is considered inoperative.