


3.1 Statement of Compliance – CAR MEL

 هيئة الطيران المدني	Statement of Compliance – CAR MEL	Form	AWR-OPS-036 – MEL
		Revision	04
		Date	01 Dec 2021
A. Introduction			
<p>The AOC Applicant /Operator's MEL and CDL are key safety assurance documents and shall be submitted to the Authority together with the completed Statement of Compliance Checklist during the initial certification and subsequent amendments of the MEL whenever there is a change, in States Laws and Regulations, management, operations specific approvals, change in facilities, changes to the MMEL, Airworthiness Directives (AD), services or equipment, technology or procedures of an Operator in compliance with the requirements.</p> <p>The statement is in a form of a complete listing of all parts of the Civil Aviation Authority regulations CAR MEL and the applicable CAR OPS, CAR M and any other CAA directives. In the case of new Applicant for an AOC, The Statement of Compliance Checklist shall be completed and submitted together with the formal application for operators' manual approvals. The Statement of Compliance Checklist completed by the operator shall indicate in the Manuals how the relevant applicable Regulations to the proposed operations have been addressed.</p> <p>The operator in compliance with other provisions promulgated in the regulations may require additional compliance with other regulations or specific approvals (e.g. ETOPS/EDTO, CAR-100 Safety Management System, Quality Management System etc.). It is therefore the CAA requirement for an applicant of an AOC or AOC holders to complete and sign the relevant comprehensive sets of compliance checklists and forms.</p> <p>All supporting documents related to Application for statement of compliance with CAR OPS and CAR-MEL shall be submitted to CAA Flight Safety Department/ Airworthiness Section including a copy of the latest version of the MMEL list.</p>			
B. Instructions:			
<ol style="list-style-type: none"> 1. Operator (Accountable Manager) is required to fill The Following: 2. Column C. ORGANISATION DETAILS, 3. Column E. Operator's Manual Ref No., 4. Operators are to submit all supporting documentation related to the use of the MEL procedures which are further elaborated in other manuals e.g. OM-A, OM-E or CAME. 5. Sign and date column I. to Certify that the Operation Manuals comply with Civil Aviation Laws and Regulations (CARs). 6. Operations Inspector(s) to fill column F. S/US column (S - satisfactory; US - *unsatisfactory ; N/A-Not applicable). 7. Airworthiness Inspector(S) to fill column F. S/US column (S - satisfactory; US - *unsatisfactory; N/A-Not applicable) for CAR MEL and CAR OPS. 8. Amended MEL MUST be submitted within 60 Days from receiving the updated MMEL. 9. Approval of the MEL will be concluded within 30 days after submission to the CAA. 10. For the MEL Approval fee please refer to CAN 1-06. <p>*Note: If unsatisfactory, Inspector(s) shall mark the box L. not approved and fill and sign the Deficiency Tracking and Review form (AOC-109), and send to the operator for corrective action. A signed copy Must be retained by the FSD for the records with a review number/Version.</p>			

APPROVAL FOR ☐ INITIAL ISSUE* / ☐ AMENDMENT* OF MEL

C. ORGANISATION DETAILS

Organisation & Trading Name (If any)		Tel.: +968
Accountable Manager		Email:
Aircraft Registration		
Aircraft Type and Model(s)		
Year of Manufacture		
Aircraft MSN or Variant		
New MMEL issued	MMEL revision:	Date:

D. CAR MEL, SUBPART B – REQUIREMENTS	E. MANUAL REF NO:	F. FOI S/ US/ NA	G. AWI S / US/ NA	H. Required Correction	I. Comments
CAR MEL.00 Application					
CAR MEL.001 General					
CAR MEL.003 Applicability					
CAR MEL.005 CAA Approval					
CAR MEL.007 Amendment of MEL					
CAR MEL.009 Content					
CAR MEL.011 Rectification Intervals					
CAR MEL.013 Rectification Interval Extension (RIE)					
CAR MEL.015 Operational and Maintenance (O&M) Procedures					
CAR MEL.016 Training Program					
CAR MEL.017 Operations Outside the Constraints of the MEL					
SUBPART C — GUIDANCE MATERIAL (GM) & ACCEPTABLE MEANS OF COMPLIANCE (AMC)					
AMC to CAR MEL.001 (b) General					
AMC-1 to CAR MEL.005 (a) CAA Approval					
AMC to CAR MEL.007 Amendment of MEL					
AMC-1 to CAR MEL.009 (a) Content					

D. CAR MEL, SUBPART B – REQUIREMENTS	E. MANUAL REF NO:	F. FOI S/ US/ NA	G. AWI S / US/ NA	H. Required Correction	I. Comments
AMC-2 to CAR MEL.009 (a) Content					
AMC-3 to CAR MEL.009 (a) Content					
AMC to CAR MEL.011 Rectification intervals (RI)					
AMC-1 to CAR MEL.013 (a) Rectification Interval Extension (RIE)					
AMC-2 to CAR MEL.013 (b) Rectification Interval Extension (RIE)					
AMC-1 to CAR MEL.015 (a) Operational and Maintenance (O&M) Procedures					
AMC-2 to CAR MEL.015 (b) Operational and Maintenance (O&M) Procedures					
Appendix 1 – Sample of MEL Format					
Appendix 2– Sample of MEL training syllabus					
Appendix 3– MEL OPERATIONS MANUAL AMENDMENT GUIDE					
Cross Check OM /MEL operational requirements and alternative procedures and CAME <i>*Note: Operators to submit supporting document referencing and application.</i>					
I. This is to certify that the company manual(s) have addressed all Sultanate of Oman relevant applicable Regulations (CARs) to the proposed operations.					
Name of Accountable Manager		Signature		Date	
J. CAA USE ONLY					
Title and Name of CAA Inspector		Signature		Date	
FOI					
AWI					
K. Review No:		L. Results		Approved	Not Approved



Job Aid for Inspectors – MEL Evaluation Checklist

The following has been prepared as a means of providing guidance to the inspectors when reviewing the submitted documentation in relation to contents of CAR-MEL and in relation to the operator providing additional evidence when required to show how compliance is being met.

A: General Preliminary Review

Item No.	Item Description	MEL Ref	CAA Use Only		
			FOI S / US / NA	AWI S / US / NA	Comments
1	Verify that MEL refers to the latest effective revision of MMEL, Human factor principles and CAR-OPS. Note: Effective revision can be verified from the relevant website (CAA or Aircraft Manufacturer's specific website, e.g, My Boeing Fleet or Airbus World)				
2	Cross Check OM-A /MEL use and CAME. (Operators are to submit all supporting documentation related to the use of the MEL procedures which are further elaborated in other manuals e.g. OM-A, OM-E or CAME.)				
3	Does the MEL clearly identify the aircraft MSN(s)?				
4	Verify that the MEL format is clear and unambiguous. Note: MEL format is at the discretion of the operator, however, it is recommended that the MEL page format follow the MMEL format or ATA 100 format.				
5	Preamble:				
	i) Verify that the Preamble contains a procedure on how to deal with Multiple Inoperative Items. Is the procedure acceptable.				
	ii) Verify that preamble includes the placarding procedures to be used by Flight Crew and Maintenance Staff. Is the procedure acceptable.				
	iii) Verify that the preamble includes a statement that meets the intent: "Repairs shall be accomplished at the earliest opportunity"				
	iv) Verify that the preamble states that the "MEL shall not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. If a deviation is found, then Aircraft Flight Manual limitations, Emergency Procedures or with Airworthiness Directives take precedence"				

	v) Verify that rectification Intervals specified “A B C and D” comply with CAA regulatory requirements.				
B: Detailed Review					
6	i) Review that the MEL contains procedures to instruct flight crew and maintenance staff how to: a) Use the MEL, and b) Apply the MEL				
	ii) Verify that the MEL contains a: a) Scope; and b) Purpose				
	iii) Review the List of Effective Pages (LEP): a) Ensure that the LEP is up-to-date by checking the date of the last amendment for each page of the MEL. b) The date and revision status of each page of the MEL should correspond to that shown on the LEP. Note: <i>In case of amendment, perform a) and b) for pages affected by the amendment .</i>				
	iv) If the MEL incorporates STCs having an impact on the MEL, ensure that they are listed along with the CAA Approval number.				
	v) Verify that the Table of Contents page list the section or each aircraft system. Note: <i>Pages will ideally 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).</i>				
C: If the privilege has been granted to the operator, the preamble shall include:					
7	i) Acceptable procedure related to RIE clearly stipulate the extent of extensions granted to the operator is in place.				
	ii) Acceptable procedure for operation outside the constraints of the MEL but within the constraints of the MMEL and the CAA requirements.				
	iii) Acceptable procedure authorising approval of the MEL by the Operator as per the relevant provision of CAR MEL				
	iv) Acceptable procedure for the establishment of a Non Safety related equipment process/NEF Programme.				

	Note: This procedure needs to state how items are identified as non-Safety related items and how the process will be documented and recorded.				
D: MEL ITEMS					
8	By means of comparing MEL with the MMEL ensure the following:				
	i) The MEL cannot be less restrictive (i.e. quantity of items for dispatch and/or interval category) than those established in the MMEL for the aircraft type .				
	ii) The remarks column contains all the conditions associated with inoperative equipment (as per the MMEL). <i>Note: If there is a contrast between the MEL and MMEL, mark this item as N/A and provide a summary list of the deviation and reason.</i>				
	iii) Maintenance procedures (M) as per MMEL are identified and listed. <i>Note:</i> a) <i>It is the operator's responsibility to establish the appropriate (M) procedures (which are often prepared by the manufacturer) and present them to the CAA for approval along with the MEL.</i> b) <i>If there is a difference between the MEL and MMEL, mark this item as N/A and provide a summary list of the deviation and reason.</i>				
	iv) Operations procedures (O) as per MMEL are identified and listed. <i>Note:</i> a) <i>It is the operator's responsibility to establish the appropriate (O) procedures (which are often prepared by the manufacturer) and present them to the CAA for approval along with the MEL.</i> b) <i>If there is a difference between the MEL and MMEL, mark this item as N/A and provide a summary list of the deviation and reason.</i>				
9	i) Verify CAR-OPS 1 or 3 Subpart K&L to ensure compliance for minimum dispatch requirements.				
	ii) Verify that the quantity of items required by the CAA Civil Aviation Regulations to be operative (and have received relief in the MMEL) are required to be operative for dispatch. <i>Note:</i> a) <i>CAA Regulations take preference over MMEL whichever is stricter.</i> b) <i>If any items is related to cabin safety, consult with Cabin Safety Inspector.</i>				

10	If Applicable/Approved, ensure all items required for Special Operations (e.g. RVSM, ETOPS, AWOPS, TCAS/ACAS) have been identified and assessed with operational impact on aircraft performance and operational limitations are imposed with any special maintenance requirements				
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