

NEPALESE CIVIL AIRWORTHINESS REQUIREMENTS

SECTION E

MANUALS AND RECORD

CHAPTER E. 8

ISSUE 2

JANUARY 2009

MINIMUM EQUIPMENT LIST - MEL

1. APPLICABILITY

Except otherwise authorized by the Director General, operation of an aircraft with inoperative equipment or system is prohibited unless an operator does so in compliance with an approved Minimum Equipment List (MEL).

This Chapter specifies the process for compiling, approval and use of the acceptable MEL for aircraft operated by scheduled and non-scheduled operators.

2. PURPOSE

2.1 The MEL is a joint operation and maintenance document compiled for or by an operator to :

- a) identify the minimum equipment and condition for an aircraft to keep the Certificate of Airworthiness in force and to meet the operating rules for the type operation;
- b) define maintenance procedures necessary to maintain the required level of safety and procedures necessary to secure any inoperative equipment.
- c) define operational procedures necessary to deal with inoperative equipment.

3. COMPILING OF MEL

3.1 In general an operator will compile its MEL based on the Master Minimum Equipment List (MMEL) duly approved by the competent authority of the country of manufacture of the aircraft considering the type of operation he is engaged in. His acceptable MEL may differ in the format from the MMEL but can not be less restrictive than the MMEL. The operator should obtain the MMEL and refer to its latest revision and submit his MEL to the Airworthiness Inspection Division, Civil Aviation Authority of Nepal for approval.

3.2 MEL need not include items like wings, flight controls, complete engines, landing gears etc., the Airworthiness and correct functioning of which is absolutely necessary before any flight. It may also not include items like galley equipment, entertainment systems, passenger convenience equipment, which do not affect the Airworthiness of an aircraft.

- 3.3 All items which affect the Airworthiness of aircraft or safety of those carried on board and are not included in MEL are automatically required to be operative for each flight.

4. USE OF MEL

- 4.1 An operator shall mention in its Maintenance Procedure Manual as to when or where an inoperative item shall be required to be replaced.
- 4.2 An operator (Quality Manager or equivalent person) shall be responsible for exercising necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, it has to be determined that the interface or interrelationships between the inoperative items will not result in an unacceptable degradation in the level of safety and/or undue increase in crew workload .
- 4.3 Notwithstanding the MEL, an AMT need not release the aircraft for flight or a Pilot-in-Command need not accept the aircraft for flight if it is considered that it is unsafe to do so with items of equipment inoperative. The decision of the Pilot-in-command whether or not to accept the aircraft as safe is final.
- 4.4 The appropriately licensed or approved person responsible for releasing the aircraft, after invoking the provisions of MEL shall inform the Pilot-in-Command of the aircraft of the same, also make an entry of it in the Technical (or Flight) Log and placard the inoperative system suitably. He should take maintenance action as prescribed in Flight Operation Manual and crew should take operation action as mentioned in the above Manual.
- 4.5 The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity.
- 4.6 In order to maintain an acceptable level of safety and reliability the MEL establishes limitations on the duration of and conditions for operation with inoperative equipment. Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair. The MEL is not intended to provide for continued operation of the aircraft for an indefinite period with inoperative items but to permit the operation of an aircraft with inoperative equipment within the framework of a controlled and sound programme of repairs and parts replacement. The operator shall, therefore, spell out his specific programme of rectification action in the preamble of MEL in respect of each type of aircraft consistent with safety, which will have the prior approval of the Director General.

5. APPROVAL OF MEL

- 5.1 MEL will be compiled by operators and submitted for approval to the Airworthiness Inspection Division, Civil Aviation Authority of Nepal.

The MEL will have a preamble attached to it. This preamble will indicate the procedure of release of aircraft with items of equipment unserviceable as per MEL, when and where the defects/items will be rectified/replaced. It will also define the main bases and transit stations. It should also indicate the method of informing the crew about the unserviceability of item/defect.

- 5.2 The MEL or amendments thereto received by the Airworthiness Inspection Division will be scrutinized to ensure that safety of aircraft is not in any way jeopardized by the unserviceability of any units or items included therein before its final approval. Pending issue of final approval, provisional approval may be granted by the Airworthiness Inspection Division.
- 5.3 In the interest of uniformity the Airworthiness Inspection Division may compare the MEL of different operators when the same type of aircraft is operated by two different operators so that the MEL or amendments thereto provisionally approved do not materially differ.

6. AUDIT OF OPERATOR'S MELs

The Airworthiness Inspection Division, Civil Aviation Authority of Nepal will 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.

7. CAAN RESPONSIBILITY

- 7.1 The Flight Operations Division of Civil Aviation Authority of Nepal is responsible for vetting the operator's MEL with respect to the operations functions and procedures, ensuring that all of the operational procedures produced and published by the operator are relevant to the required task.
- 7.2 The Airworthiness Inspection Division of Civil Aviation Authority of Nepal is responsible for vetting the operator's MEL with respect to the maintenance function and procedures, ensuring that all of the maintenance procedures published and adopted by the operator are relevant to the required task.

8. MEL DISTRIBUTION

An approved or revised MEL is deemed to be in force upon receipt from the Airworthiness Inspection Division of Civil Aviation Authority of Nepal. However, the operator may have 10 calendar days or as specified in the operators approved system, if necessary to distribute and implement the new document, in all cases, copies are required for :

1. Each aircraft
2. Senior company official - maintenance
3. Senior company official - operations
4. Flight Operations Division, Civil Aviation Authority of Nepal
5. Airworthiness Inspection Division, Civil Aviation Authority of Nepal

6. Dispatching Official
7. Maintenance Co-ordinator (if applicable)

9. MEL UPDATES

It is the operators responsibility to ensure that their MEL is reviewed and updated as required. The MEL should be reviewed by the operator at least annually to ensure that it incorporates any changes to the operation, aircraft or to the Regulations. A revision to the MMEL or CAAN Supplement will require that the operator review and amend their MEL, as necessary. The MEL development, processing and approval procedures should be reviewed as part of the operators quality assurance program.

10. MELs FOR LEASED AIRCRAFT

- a) A leased aircraft must have a MMEL .
 - b) The MEL for a particular leased aircraft must not be less restrictive than the CAAN approved or accepted MEL and must be approved or accepted by CAAN. The MEL must be available in English.
 - c) The country of registration of the leased aircraft may require that their aircraft be operated in accordance with their approved MEL, in which case any less restrictive changes to the MEL must be approved by the foreign authority. The Civil Aviation Authority of Nepal may require more restrictive changes to the MEL.
11. A scheduled operator shall maintain a record, monthwise, of all the defects carried forward in terms of MEL and analyze the same to determine if servicing facilities require strengthening at transit in an effort to rectify the reported/observed defects at the earlier possible. Results of such analysis shall be notified to Airworthiness Division every three month.
 12. It is imperative on the part of the operator that all defects noticed be rectified and recourse to the use of MEL should only be taken to avoid passenger inconvenience keeping in view their safety. They should also review their procedures regularly of distributing the spares etc. at various bases to ensure that the items carried forward in the MEL are attended to at the earliest. The Director General may put a specific time limit in the operator's MEL for the rectification of the defects carried forward under the MEL considering the safety of the aircraft and also increased crew load it may cause.

Civil Aviation Authority of Nepal.