

Master Minimum Equipment List Definitions

1. Systems Definitions: Systems numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- . a) **"Item"** (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- . b) **"Number Installed"** (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft. The "****" symbol may be considered equivalent to the term **"if installed"**.
- . c) **"Number required for dispatch"** (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met. **Note:** Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by **(Insert NAA/country)**.
- . d) **"Remarks or Exceptions"** (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- . e) A **"vertical bar"** (**change bar**) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.
- . f) **"Approved"** means approved by the Director General.
- . g) **"Master Minimum Equipment List"** means a document approved by the Director General that establishes the aircraft equipment allowed to be inoperative under conditions specified therein for a specific type of aircraft.

- . h) **“Minimum Equipment List”** means a document approved by the Director General that authorizes an operator to dispatch an aircraft with aircraft equipment inoperative under the conditions specified therein.
 - . i) **“Director General”** means the Director General of Civil Aviation Authority.
2. **"Administrative Control Items"** means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL provided no relief is granted, or provided conditions and limitations are contained in an approved document such as the Structural Repair Manual. If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to (Insert NAA/country). If the request results in review and approval, the item becomes an MMEL item rather than an administrative control item.
 3. **"Airplane/Rotorcraft Flight Manual"** (AFM/RFM) is the document required for type certification and approved by (Insert NAA/country). The approved AFM/RFM for the specific aircraft is listed on the applicable Type Certification Data Sheet.
 4. **"Alphabetical symbol"** in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
 5. **"As Required by Regulation", "As required by FAR"**, and other similar statements mean that the listed item is subject to certain provisions (restrictive or permissive) expressed in such regulations as *the (Insert NAA/country) Regulations, Federal Aviation Regulations* or the *Airworthiness Manual* etc. Unless the MMEL provides otherwise, the items specified by these requirements must be operative.
 6. **"Deleted"** in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
 7. **"Deactivated and Secured"** means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and securing will be established by the operator for inclusion in his/her MEL.
 8. **"Day of discovery"** is the calendar day an equipment/instrument malfunction was discovered. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment, and is applicable to all MMEL items in categories A,B,C, and D.
 9. **"Engine Indicating Crew Alerting System (EICAS), Electronic Centralized**

Aircraft Monitoring System (ECAM) or similar systems" that provide electronic messages refer to a system capable of providing different priority levels of systems information messages (e.g., Warning, Caution, Advisory, Status and Maintenance). An airplane discrepancy message may or may not affect dispatchability Refer to the specific MMEL for the aircraft type.

10. **"Excess Items"** means those items installed that are excess to the requirements
11. **"ETOPS"** refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of ETOPS Regulations
12. **"Federal Aviation Regulations (FARs)"** means the applicable portions of the *Federal Aviation Act* and *Federal Aviation Regulations*.
13. **"Flight Day"** means a 24 hour period (e.g. from midnight to midnight) - either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
14. **"IcingConditions"** means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
15. **"Inoperative"** means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
16. **"Inoperative components of an inoperative system"** Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
17. **"M"** symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment must be accomplished by **maintenance personnel** (see (M#) below). The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL

18. "M#" symbol indicates a requirement for maintenance personnel to accomplish a "(M)" procedure.
19. **"Maintenance Instruction"** Indicates maintenance instructions that must be accomplished prior to operation with the listed item inoperative, as per "(M)" procedure above.
20. **"Notes"** Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
21. **"O"** symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by a crew member; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL. Recording of the accomplishment of required specific operations procedures in the log book will be accomplished by adding the following statement to the "Instructions for Journey Log Book Use" found in the Operator's Journey Log Book to cover those items requiring Operations Procedures. Note: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by (Insert NAA/country).
22. **"Operating Instruction"** Indicates operating instructions that must be accomplished prior to operation with the listed item inoperative, as per "(O)" procedure above.
23. **"Passenger Convenience Items"** means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.
24. **"Visual Flight Rules"** (VFR) is as defined in the CARs. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
25. **"Placarding"** Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition. Note: To the

extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

26. "_" symbol in Column2 and/or Column3 indicates a variable number (quantity) of the item installed. Note: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by (Insert NAA/country).
27. **"Visual Meteorological Conditions"** (VMC) means the atmospheric environment is such that would allow a flight to proceed under the Visual Flight Rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.
28. **"Visible Moisture"** means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
29. **"Repair Intervals"** All users of an MEL must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

"Category A" Items in this category shall be repaired within the time interval specified in the "Remarks or Exceptions" column of the operator's approved MEL. Whenever the proviso in the "Remarks or Exceptions" column of the MMEL states cycles or flight time, the time interval begins with the next flight. Whenever the time interval is listed as flight days, the time interval begins on the flight day following the day of discovery.

"Category B" Items in this category shall be repaired within three (3) consecutive calendar days, excluding the day of discovery. For example, if it were discovered at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

"Category C" Items in this category shall be repaired within ten (10) consecutive calendar days, excluding the day of discovery. For example, if it were discovered at 10 a.m. on January 26th the ten day interval would begin at midnight the 26th and end at midnight February 5th.

"Category D" Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.