

Minimum Equipment List

(MEL)

Document Reference: FAS / DHC-8-402 / MEL / 01
Revision 2, Dated 29-Mar-2015

- The information listed here has been referenced from the current revision of the MEL accessed from Q-Pulse (January 2016). For an expanded explanation on the MEL refer to the current Copy:

FAS / DHC-8-402 / MEL / 01
Revision 2, Dated 29-Mar-2015

(This is available by accessing the Documents folder in Q-Pulse and searching for MEL)

For access to Q-Pulse:

1. Select hyperlink below,
2. Input user name and password,
3. Click on the documents tab,
4. Input MEL in the search box,
5. Select which MEL you wish to reference

<http://192.168.1.5/QPulseWeb>

For this training the referenced MEL is for the Q400 (DHC-8-402).

The format of all MEL's is similar and falls under the following regulation:

CAR Part IV, Operational Regulations – CAR MEL

Access to the MEL's for all aircraft operated by Falcon Aviation is gained through Q-Pulse (refer previous slide).

Objective

At the completion of this training you will be able to:

- Navigate your way through the Minimum Equipment List
- Determine if continued airworthiness is available when a defect comes to your attention
- Defer the MEL item from the Techlog to the deferred defect log.

Topics to be discussed

Part 1: MEL Origin & Philosophy.

Part 2: MEL Structure

Part 3: Process & Techlog Entry

Part 4: Defect Repair

Part 4: MEL Multimedia

MEL Origin & Philosophy

Part 1

MEL Origin & Philosophy

- Master Minimum Equipment List
 - A Master Minimum Equipment List (MMEL) is an approved document created specifically to regulate the dispatch of an aircraft type with inoperative equipment.
 - It establishes the aircraft equipment allowed to be inoperative under certain conditions for a specific type of aircraft and still provides an acceptable level of safety.
 - The MMEL contains the conditions, limitations and procedures required for operating the aircraft with these items inoperative.
 - The MMEL forms the basis for development and review of an individual operator's Minimum Equipment List (MEL).

End of Part 1

Minimum Equipment List (MEL)

MEL Structure



Part 2

MEL Structure

- All modern Airworthiness Authorities require that a MEL be carried in the aircraft when flown
- Therefore the MEL is a National Aviation Approved document.
- If the MEL meets their requirements it will be endorsed


MEL Structure

This is an example of
the GCAA approval
letter of the DHC-8-402

 	
<small>الهيئة العامة للطيران المدني GENERAL CIVIL AVIATION AUTHORITY</small>	
Printed on: Wednesday, April 22, 2015	
<u>GCAA APPROVAL/ACCEPTANCE CONTROL PAGE</u>	
Organization	Falcon Aviation Services
Manual Title	Minimum Equipment List
Revision Number	2
Document Number	FO-AW-MEL-116
Other Ref.	Bombardier DHC-8-402
Effective Date	
Approved By	Alrawahi, Issa Khalfan
Note:	
1. A copy of this approval/acceptance page should be inserted within the manual held by the organisation.	
2. This is an electronic approval/acceptance and does not require signature or stamp.	
3. The master copy of this manual is retained with the GCAA in an electronic format.	
Page 1 of 1	
UAE GCAA	

MEL Structure

- List of Effective pages:
- This part of the document will indicate what amendments have occurred.
- The black lines adjacent to the Section No indicates an amendment has occurred.

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LIST OF EFFECTIVE PAGES

Section	Pages.	Revision	Date
Introduction	i-xiv	2	29-Mar-2015
21 Air Conditioning	1-28	2	29-Mar-2015
22 Automatic Flight Control	29-34	2	29-Mar-2015
23 Communication	35-53	2	29-Mar-2015
24 Electrical Power	54-64	2	29-Mar-2015
25 Equipment and Furnishings	65-91	2	29-Mar-2015
26 Fire Protection	92-106	2	29-Mar-2015
27 Flight Controls	107-120	2	29-Mar-2015
28 Fuel	121-133	2	29-Mar-2015
29 Hydraulic Power	134-148	2	29-Mar-2015
30 Ice and Rain Protection	149-168	2	29-Mar-2015
31 Indicating and Recording Systems	169-178	2	29-Mar-2015
32 Landing Gear	179-184	2	29-Mar-2015
33 Lights	185-209	2	29-Mar-2015
34 Navigation	210-234	2	29-Mar-2015
35 Oxygen	235-249	2	29-Mar-2015
36 Pneumatics	250-251	2	29-Mar-2015
38 Water/Waste	252-255	2	29-Mar-2015
45 Central Maintenance System	256	2	29-Mar-2015
49 Auxiliary Power Unit	257-258	2	29-Mar-2015
52 Doors	259-278	2	29-Mar-2015
61 Propellers	279-280	2	29-Mar-2015
71 Power Plant	281	2	29-Mar-2015
73 Engine Fuel and Control	282-286	2	29-Mar-2015
76 Engines	287-288	2	29-Mar-2015
77 Engine Indicating	289	2	29-Mar-2015

MEL Structure


- Table of contents:
- This part of the document will indicate how the MEL is structured as a whole.

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MEL Structure

- Table of contents (cont'd):

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49 Auxiliary Power Unit	257
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71 Power Plant	281
73 Engine Fuel and Control	282
76 Engines	287
77 Engine Indicating	289

MEL Structure

- Preamble:

- is an introductory statement for the correct usage and application of the part 1 of the MEL manual.
- Refer to the MEL supplied and review the content of the preamble.
- The structure and content of the preamble is usually in a standardized format.

MEL Structure

- Definitions:

- Also listed in the preamble will be a list of common definitions used throughout the MEL document.
- You should make yourself familiar with these definitions. Please take time now to read the definitions in the MEL supplied.

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DEFINITIONS

1. 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.
2. 'Director General' means the Director General of Civil Aviation Authority.
3. 'Approved' means approved by the Director General.
4. '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.
5. '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.
6. '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 UAE GCAA. If the request results in review and approval, the item becomes an MMEL item rather than an administrative control item.
7. 'Airplane / Rotorcraft Flight Manual' (AFM / RFM) is the document required for type certification and approved by UAE GCAA. The approved AFM / RFM for the specific aircraft is listed on the applicable Type Certification Data Sheet.
8. 'Alphabetical symbol' in Column 5 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
9. 'As Required by Regulation', 'As required by CARs, and other similar statements mean that the listed item is subject to certain provisions (restrictive or permissive) expressed in such Regulations as *the UAE Civil Aviation Regulations* or the *Airworthiness Manual* etc. Unless the MEL provides otherwise, the items specified by these requirements must be operative.
10. 'Deleted' in column 1 after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
11. '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.
12. '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 MEL for the repair of an inoperative item of equipment and is applicable to all MEL items in categories A, B, C and D.
13. '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 dispatch ability Refer to the specific MEL for the aircraft type.
14. 'Excess Items' means those items installed that are excess to the requirements.
15. 'Flight Day' means a 24 hour period (e.g. from midnight to midnight) either Universal Time Coordinated (UTC) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
16. "Calendar Day" means the period of elapsed time that begins at midnight and ends 24 hours later at the next midnight. Falcon Aviation Services uses UTC for international flights crossing one or more time zone, and local time for local flights.
17. 'Icing Conditions' means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

• Definitions

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- Definitions
(Contd)

18. '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).
19. '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).
20. 'Notes' Column 5 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. 'Visual Flight Rules' (VFR) is as defined in the CARs. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
22. '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.
23. '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.
24. "(M)"symbol indicates a requirement for a specified 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 perform them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL. NOTE: The (M) symbol is required in the operator's MEL unless otherwise authorized by Transport Canada.
25. "(M#)"symbol indicates a requirement for maintenance personnel to accomplish the defined maintenance procedure.

Remember

All aircraft have their MEL's designed around a standardized format but the content can be very different. Always refer to the MEL that is applicable to the aircraft type & registration.

MEL Structure

21 Air conditioning (Cont'd)					ATA 21
1. Sequence Number and Item	2. Repair interval				
		3. Number installed			
			4. Number required for dispatch		
			5. Remarks or Exceptions		
-20-4 Display Cooling Fans	C	3	2	May be inoperative.	
<p>Placard Inoperative Display Cooling Fan must be placarded in the flight compartment.</p> <p>Operating Procedures None required.</p> <p>Maintenance Procedures 1. Placard inoperative Display Cooling Fan in the flight compartment. 2. Make appropriate entry in the aircraft Technical Log.</p>					

ATA Chapter numbering : This is used as the identifier of the different systems within the aircraft.

MEL Structure

21 Air conditioning (Cont'd)					ATA 21
1. Sequence Number and Item	2. Repair interval	3. Number installed	4. Number required for dispatch	5. Remarks or Exceptions	
-20-4 Display Cooling Fans	C	3	2	May be inoperative.	
Placard Inoperative Display Cooling Fan must be placarded in the flight compartment.					
Operating Procedures					
This is a standard MEL format – 5 columns					
Maintenance Procedures					
1. Placard inoperative Display Cooling Fan in the flight compartment. 2. Make appropriate entry in the aircraft Technical Log.					

MEL Structure

21 Air conditioning (Cont'd)					ATA 21
1. Sequence Number and Item	2. Repair interval				
1 -20-4 Display Cooling Fans	C	3. Number installed			
		3	4. Number required for dispatch		
			2	5. Remarks or Exceptions	
<p>Placard Inoperative Display Cooling Fan must be placarded in the flight compartment.</p> <p>Operating Procedures None required.</p> <p>Maintenance Procedures 1. Placard inoperative Display Cooling Fan in the flight compartment. 2. Make appropriate entry in the aircraft Technical Log.</p>					

Column 1 – ‘Sequence Number & Item’, identifies the equipment / system, component or function concerned by ATA subchapter.

MEL Structure

21 Air conditioning (Cont'd)					ATA 21
1. Sequence Number and Item	2. Repair interval	3. Number installed		4. Number required for dispatch	5. Remarks or Exceptions
-20-4 Display Cooling Fans	2 C	3	2		
				May be inoperative.	
<p>Placard Inoperative Display Cooling Fan must be placarded in the flight compartment.</p> <p>Operating Procedures None required.</p> <p>Maintenance Procedures</p> <ol style="list-style-type: none"> 1. Placard inoperative Display Cooling Fan in the flight compartment. 2. Make appropriate entry in the aircraft Technical Log. 					

Column 2 – ‘Repair Interval’, indicates the maximum time an Item may be inoperative. Refer to the next slide for the breakdown of repair intervals.

MEL Structure

Column 2 –

‘Repair Interval’, indicates the maximum time an Item may be inoperative. The time specified excludes the day of discovery. The category codes are defined as thus:

- A. Items in this category shall be repaired within the time interval specified in the ‘Remarks or Exceptions’ column.
- B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours) excluding the day of discovery.
- C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours) excluding the day of discovery.
- D. Items in this category shall be repaired within one hundred and twenty consecutive calendar days (2880 hours) excluding the day of discovery.

MEL Structure

MEL Repair Interval Extension Programme

Purpose

Under certain conditions, such as a shortage of parts from manufacturers, or other unforeseen, situations, it may not be possible to comply with specified repair intervals specified in this MEL, which may result in the grounding of an aircraft. To prevent such cases, Falcon Aviation Services may exercise its right to refer to Item MEL Repair Interval Extension Programme implemented by UAE GCAA, which enables an operator to extend the repair interval of certain items under controlled conditions. These requests are carried out by a specific form (REF: FAS-E-102 MEL Repair Interval Extension) submitted to the UAE GCAA for approval.

Falcon Aviation Services will not request extensions for items under categories A and D, and may submit extension requests for categories B and C under conditions that are beyond its control, such as but not limited to unavailability of parts or delivery delays.

Requests for Category A items shall be submitted for pre-authorization on a case by case basis to the Principal Airworthiness Inspector (AWI) and the Principal Flight Operations Inspector (FOI) for Falcon Aviation Services, with the Chief of Flight Operations and the Chief of Airworthiness, or either one of them plus the Director of Aviation safety.

NOTE: Certain items qualify for time-limited dispatch as specified in the Type Certificate Data Sheets. The notation “And no extensions are authorised” will appear in the MEL for such items.

Refer to the next slide for a copy of the FAS-E-102 MEL Repair Interval Extension Form.

MEL Repair Interval Extension Request

Minimum Equipment List Repair Interval Extension Request

NOTE

This aircraft is operating on a MEL item Repair Interval Extension (RIE) as specified below.

Aircraft Type: _____	Aircraft Reg.: _____
Original DDR No.: _____	Proposed New DDR No.: _____
Airframe Hours: _____	RIE Request Date: _____
Item Description: _____	Item Part Number: _____
MEL Reference: _____	MEL Repair Category (B, C, D): _____
Purchase Order No.: _____	Original Deferral Expires On: _____
Extension Requested: _____	Proposed New Expiry Date: _____
RIE Justification: _____	

MEL Repair Interval Extension Requested by

Maintenance Manager's Name: _____	Signature, Authority Stamp & Date: _____
-----------------------------------	--

MEL Repair Interval Extension Approved by

CAM's Name: _____	Signature, Authority Stamp & Date: _____
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Flight Operations Manager's Name: _____	Signature & Date: _____
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Quality Assurance Manager's Name: _____	Signature, Authority Stamp & Date: _____
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Technical Records

Applicable computerised maintenance tracking system updated.

Technical Records Clerk Name: _____	Signature, Authority Stamp & Date: _____
-------------------------------------	--

NB

1. Approved request forms are to be filed with the aircraft's documents.
2. For the duration of the extension, a copy of this form is to be placed in the aircraft's Technical Log opposite the current Sector Record Page.

MEL Structure

21 Air conditioning (Cont'd)		ATA 21	
1. Sequence Number and Item	2. Repair interval	3. Number installed	4. Number required for dispatch
-20-4 Display Cooling Fans	C	3	5. Remarks or Exceptions
			2 May be inoperative.
<p>Placard Inoperative Display Cooling Fan must be placarded in the flight compartment.</p> <p>Operating Procedures None required.</p> <p>Maintenance Procedures</p> <ol style="list-style-type: none"> 1. Placard inoperative Display Cooling Fan in the flight compartment. 2. Make appropriate entry in the aircraft Technical Log. 			

Column 3 – ‘Number Installed’, is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MEL

MEL Structure

21 Air conditioning (Cont'd)				ATA 21
1. Sequence Number and Item	2. Repair interval	3. Number installed	4. Number required for dispatch	5. Remarks or Exceptions
-20-4 Display Cooling Fans	C	3	4	May be inoperative.
<p>Placard Inoperative Display Cooling Fan must be placarded in the flight compartment.</p> <p>Operating Procedures None required.</p> <p>Maintenance Procedures 1. Placard inoperative Display Cooling Fan in the flight compartment. 2. Make appropriate entry in the aircraft Technical Log.</p>				

Column 4 – ‘Number Required for Dispatch’, is the minimum number (quantity) of items required for operation provided the conditions specified in Column 5 are met.

MEL Structure

21 Air conditioning (Cont'd)					ATA 21
1. Sequence Number and Item	2. Repair interval				
		3. Number installed			
			4. Number required for dispatch		
			5. Remarks or Exceptions		
-20-4 Display Cooling Fans	C	3	2	May be inoperative. 5	
<p>Placard Inoperative Display Cooling Fan must be placarded in the flight compartment.</p> <p>Operating Procedures None required.</p> <p>Maintenance Procedures 1. Placard inoperative Display Cooling Fan in the flight compartment. 2. Make appropriate entry in the aircraft Technical Log.</p>					

Column 5 – ‘Remarks or Exceptions’, may include an alphabetized statement or statements prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation and appropriate “notes”.

End of Part 2

PROCESS & TECH LOG ENTRY

Part 3

AN EXAMPLE OF HOW TO USE THE MEL

THE PROCESS

The aircraft has landed away from base and the pilot has reported that the #2 generator caution light illuminated during flight and stayed illuminated.

After fault finding it is determined that the #2 GCU is unserviceable and no part is available in your current location.

The aircraft is contracted to a client and is required to be back online within a short period of time.

THE PROCESS

There are 2 options:

1. Get a part to the aircraft – this is sometimes not practical.

- Keep in mind that if the airworthiness of the aircraft is compromised then it has to be repaired onsite.

2. Consult the MEL to determine if continued airworthiness is available.

THE PROCESS

1st – we will look at the MEL.

2nd – we will finalise the Techlog entry.

THE MEL

The system that has the defect is the Electrical Power System and is categorized by ATA Chapter 24.

Below are four examples of components listed under this system in the MEL:

- 1.AC Generators (including Generator Control Units)
- 2.DC Generators (including Generator Control Units)
- 3.Transformer Rectifier
- 4.APU Generator

24 Electrical Power ATA 24				
1. Sequence Number and Item	2. Repair interval			
-30-2 DC Generator Control Unit – Start /Termination Function	B	3. Number installed		
		2	4. Number required for dispatch	
			0	5. Remarks or Exceptions (O) May be inoperative provided the start is manually terminated at 50% NH.
<p>Placard Inoperative DC Generator control Unit must be placarded in the flight compartment.</p> <p>Operating Procedures</p> <ol style="list-style-type: none"> 1. Carry out associated engine(s) start in sequence in accordance with AFM Section 4 – NORMAL AND ABNORMAL PROCEDURES, item 4.1.5 – ENGINE START PROCEDURE. 2. Closely monitor associated NH indicator during starting and terminate start function by deselecting ENGINE START SELECT switch to center SELECT position (off) when NH indication shows positive acceleration beyond 50%. <p>Maintenance Procedures</p> <ol style="list-style-type: none"> 1. Placard Engine Start SELECT switch on Engine Start panel on overhead console 2. Make appropriate entry in the aircraft Technical Log. 				

The Generator is classified in ATA Chapter 24 – Electrical Power

24 Electrical Power ATA 24				
1. Sequence Number and Item	2. Repair interval			
	B	3. Number installed		
		2	4. Number required for dispatch	
			0	5. Remarks or Exceptions
				(O) May be inoperative provided the start is manually terminated at 50% NH.
-30-2 DC Generator Control Unit – Start /Termination Function				
<p>Placard Inoperative DC Generator control Unit must be placarded in the flight compartment.</p> <p>Operating Procedures 1. Carry out associated engine(s) start in sequence in accordance with AFM Section 4 – NORMAL AND ABNORMAL PROCEDURES, item 4.1.5 – ENGINE START PROCEDURE. 2. Closely monitor associated NH indicator during starting and terminate start function by deselecting ENGINE START SELECT switch to center SELECT position (off) when NH indication shows positive acceleration beyond 50%.</p> <p>Maintenance Procedures 1. Placard Engine Start SELECT switch on Engine Start panel on overhead console 2. Make appropriate entry in the aircraft Technical Log.</p>				

30-2 is the sequence number for the DC Generator Control Unit. This sequence number will be used in the Techlog & Defect Log.

24 Electrical Power ATA 24				
1. Sequence Number and Item	2. Repair interval			
-30-2 DC Generator Control Unit – Start /Termination Function	B	3. Number installed		
		2	4. Number required for dispatch	
		0	5. Remarks or Exceptions	(O) May be inoperative provided the start is manually terminated at 50% NH.
<p>Placard Inoperative DC Generator control Unit must be placarded in the flight compartment.</p> <p>Operating Procedures 1. Carry out associated engine(s) start in sequence in accordance with AFM Section 4 – NORMAL AND ABNORMAL PROCEDURES, item 4.1.5 – ENGINE START PROCEDURE. 2. Closely monitor associated NH indicator during starting and terminate start function by deselecting ENGINE START SELECT switch to center SELECT position (off) when NH indication shows positive acceleration beyond 50%.</p> <p>Maintenance Procedures 1. Placard Engine Start SELECT switch on Engine Start panel on overhead console 2. Make appropriate entry in the aircraft Technical Log.</p>				

A, D, C or D is used to categorise the defect enforcement period (repair interval) usually given in days. Refer to the next slide.

24 Electrical Power ATA 24				
1. Sequence Number and Item	2. Repair interval			
-30-2 DC Generator Control Unit – Start /Termination Function	B	3. Number installed		
		2	4. Number required for dispatch	
		0	5. Remarks or Exceptions	(O) May be inoperative provided the start is manually terminated at 50% NH.
<p>Placard Inoperative DC Generator control Unit must be placarded in the flight compartment.</p> <p>Operating Procedures 1. Carry out associated engine(s) start in sequence in accordance with AFM Section 4 – NORMAL AND ABNORMAL PROCEDURES, item 4.1.5 – ENGINE START PROCEDURE. 2. Closely monitor associated NH indicator during starting and terminate start function by deselecting ENGINE START SELECT switch to center SELECT position (off) when NH indication shows positive acceleration beyond 50%.</p> <p>Maintenance Procedures 1. Placard Engine Start SELECT switch on Engine Start panel on overhead console 2. Make appropriate entry in the aircraft Technical Log.</p>				

This item then has an enforcement period of 3 days

24 Electrical Power ATA 24	
1. Sequence Number and Item	2. Repair interval
-30-2 DC Generator Control Unit – Start /Termination Function	B
	3. Number installed
	4. Number required for dispatch
	0
	5. Remarks or Exceptions
(O) May be inoperative provided the start is manually terminated at 50% NH.	
<p>Placard Inoperative DC Generator control Unit must be placarded in the flight compartment.</p> <p>Operating Procedures 1. Carry out associated engine(s) start in sequence in accordance with AFM Section 4 – NORMAL AND ABNORMAL PROCEDURES, item 4.1.5 – ENGINE START PROCEDURE. 2. Closely monitor associated NH indicator during starting and terminate start function by deselecting ENGINE START SELECT switch to center SELECT position (off) when NH indication shows positive acceleration beyond 50%.</p> <p>Maintenance Procedures 1. Placard Engine Start SELECT switch on Engine Start panel on overhead console 2. Make appropriate entry in the aircraft Technical Log</p>	

This indicates that there are 2 DC Generator Control Units fitted to the aircraft.

24 Electrical Power ATA 24			
1. Sequence Number and Item	2. Repair interval		
	B	3. Number installed	
		2	4. Number required for dispatch
		0	5. Remarks or Exceptions
<p>-30-2 DC Generator Control Unit – Start /Termination Function</p> <p>(O) May be inoperative provided the start is manually terminated at 50% NH.</p>			
<p>Placard Inoperative DC Generator control Unit must be placarded in the flight compartment.</p> <p>Operating Procedures 1. Carry out associated engine(s) start in sequence in accordance with AFM Section 4 – NORMAL AND ABNORMAL PROCEDURES, item 4.1.5 – ENGINE START PROCEDURE. 2. Closely monitor associated NH indicator during starting and terminate start function by deselecting ENGINE START SELECT switch to center SELECT position (off) when NH indication shows positive acceleration beyond 50%.</p> <p>Maintenance Procedures 1. Placard Engine Start SELECT switch on Engine Start panel on overhead console 2. Make appropriate entry in the aircraft Technical Log.</p>			

This indicates that the aircraft can be airworthy with inoperable DC Generator Control Units as long as the operating procedures are compiled with

24 Electrical Power ATA 24			
1. Sequence Number and Item	2. Repair interval		
-30-2 DC Generator Control Unit – Start /Termination Function	B	3. Number installed	
		2	4. Number required for dispatch
		0	5. Remarks or Exceptions (O) May be inoperative provided the start is manually terminated at 50% NH.
<p>Placard Inoperative DC Generator control Unit must be placarded in the flight compartment.</p> <p>Operating Procedures 1. Carry out associated engine(s) start in sequence in accordance with AFM Section 4 – NORMAL AND ABNORMAL PROCEDURES, item 4.1.5 – ENGINE START PROCEDURE. 2. Closely monitor associated NH indicator during starting and terminate start function by deselecting ENGINE START SELECT switch to center SELECT position (off) when NH indication shows positive acceleration beyond 50%.</p> <p>Maintenance Procedures 1. Placard Engine Start SELECT switch on Engine Start panel on overhead console</p>			

This could be either 'O' or 'M'. In this case O is indicated which means there are specific operational procedures that must be complied with.

24 Electrical Power ATA 24			
1. Sequence Number and Item	2. Repair interval		
-30-2 DC Generator Control Unit – Start /Termination Function	B	3. Number installed	
		2	4. Number required for dispatch
		0	5. Remarks or Exceptions (O) May be inoperative provided the start is manually terminated at 50% NH.
<p>Placard Inoperative DC Generator control Unit must be placarded in the flight compartment.</p> <p>Operating Procedures 1. Carry out associated engine(s) start in sequence in accordance with AFM Section 4 – NORMAL AND ABNORMAL PROCEDURES, item 4.1.5 – ENGINE START PROCEDURE. 2. Closely monitor associated NH indicator during starting and terminate start function by deselecting ENGINE START SELECT switch to center SELECT position (off) when NH indication shows positive acceleration beyond 50%.</p> <p>Maintenance Procedures 1. Placard Engine Start SELECT switch on Engine Start panel on overhead console</p>			

This could be either 'O' or 'M'. In this case O is indicated which means there are specific operational procedures that must be complied with.

The following symbols could also be in Column 5:

1.(M) – Indicates that a maintenance task is required.

a. Remember: aircrew cannot enforce the MEL item if it has a maintenance requirement e.g. If, in Column 5 (Remarks or exceptions) there was a maintenance action indicated by (M), which required the checking of the security of attachments/connections of the DC GCU. The pilot in this case could not enforce the MEL.

2.(O) – Indicates that an Operation procedure is required.

Refer to the preceding slide for an example of (O) and the next slide for an example of maintenance task (M).

24 Electrical Power (Cont'd)				ATA 24
1. Sequence Number and Item	2. Repair interval			
		3. Number installed		
		4. Number required for dispatch		
-30-4 APU Generation System	D	1	0	5. Remarks or Exceptions (M#) May be inoperative provided: a) The cause of the malfunction is determined, and b) Appropriate action is taken to ensure that no hazard exists May be inoperative provided the APU is considered inoperative and is not used
	D	1	0	

Placard

Inoperative APU Generation System must be placarded on the APU Control Panel near the GEN button.

Operating Procedures

None required.

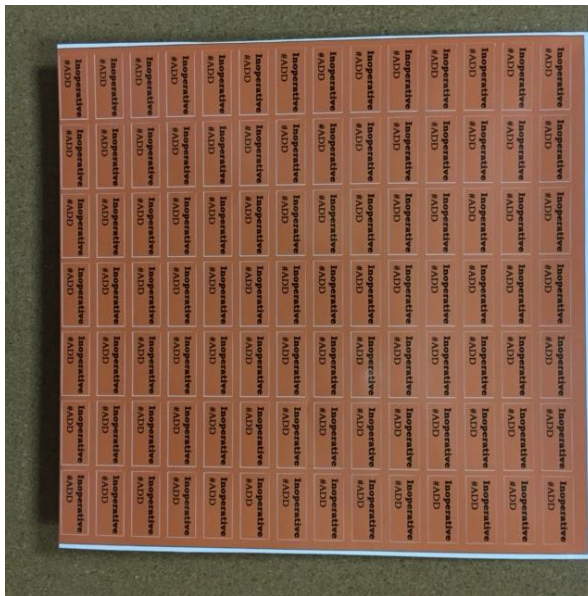
Maintenance Procedures

1. At the tailcone, open the APU compartment access doors and visually confirm integrity of electrical, fuel, pneumatic connections, and fire detection loop.
2. Close APU access door.
3. Perform fire detection test of APU loop.
4. Start and run APU, confirm the "APU fault light" is not illuminated.
5. At the APU Control Panel, when the PWR "RUN" light is illuminated, select the "BLEED" switch to on and confirm airflow from vents.
6. Deselect "BLEED" and shut down APU.
7. Placard the APU GEN button on the APU Control Panel.
8. Make appropriate entry in the aircraft Technical Log.

In this case 'M#' is indicated which means there are specific maintenance procedures that must be complied with.

When a hash sign ‘#’ is indicated in column 5, then the system which is inoperative must be placarded. This makes it obvious to the pilot and/or engineer that the system is inoperative and a MEL is enforced.

Placards are supplied in the aircraft document bag.



The Techlog Entry

FALCON AVIATION SERVICES Al Bateen Executive Airport PO Box 62030, Abu Dhabi		GCAA APPROVALS AMO: UAE 145 0023		FIXED WING SECTOR RECORD PAGE		AIRCRAFT TYPE	AIRCRAFT REG	LOCATION	DATE	SHEET NUMBER
FLT #	ARRIVAL	<p>The rectification entry states the following:</p> <p>a) Reason why the MEL is being enforced (nil spares available),</p> <p>b) The MEL reference (24.30-4) which is the approval for deferring the defect.</p> <p>c) What category it belongs to, this assigns an expiry time (Cat B),</p> <p>d) The DDL reference where the entry is transferred to (#0123-1)</p> <p>e) A statement if restrictions are to be enforced.</p> <p>f) Insert date, authorization number (stamp) & signature.</p> <p>g) An additional worksheet is not required.</p>								
1										
2										
3										
4										
FLT #	SALES #									
1										
2										
3										
4										
NEXT MAINTENANCE		CABIN LOG REVIEW (after last flight of day)		RNAV-RNP		DE-ICING carried out IAW AMM II, PSM 1-84-2, Chapter 12, Rev. ____				
# DEFECTS		SAT		INTENTIONALLY BLANK		START	FINISH	TYPE	RATIO	SIGNATURE
PIC INITIALS		UNSAT				:	:		:	
FLT #	ITEM	RECORD OF DEFECTS - IF NIL ENTER 'NIL' (FOR EACH FLIGHT)	SIGNATURE	TIME	FLT #	ITEM	ACTION TAKEN		NAME, SIGNATURE & STAMP	TIME & DATE
1	1	# 2 generator caution light illuminated during flight and stayed illuminated	J.Bloggs	16:30	1	1	Nil spares available. MEL 24.30-4 Cat B item. Transferred to DDL #0123-1. Aircraft restrictions apply.		Smith FAS999	16:30
				:						
				:						
				:						
				:						
				:						
PREVIOUS 3 DAY INSPECTION CARRIED OUT (DATE)				3 DAY INSPECTION carried out IAW AMP FAS / DHC-8-402 / AMP / 01, Appendix 6, Revision						
*FIRST PRE-FLIGHT INCLUDES DAILY FUEL WATER / SEDIMENT CHECK (MOE MPL02)				CERTIFICATE OF RELEASE TO SERVICE: Certifies that the work specified except as otherwise specified was carried out in accordance with CAR 145 and in respect to that work the aircraft/aircraft component is considered ready for release to service. Falcon Aviation Services AMO: UAE 1450023 or Third-party AMO #:						

FALCON AVIATION SERVICES
 Al Bateen Executive Airport,
 PO Box 62030, Abu Dhabi, UAE

GCAA APPROVALS
 AMO: UAE.145.0023
 AOC: AT-0030

FIXED-WING SECTOR RECORD PAGE

AIRCRAFT TYPE	AIRCRAFT REG	LOCATION	DATE	SHEET NUMBER
DHC-8-402				01234

FLT #	FUEL TOTALS (kgs)					OIL UPLIFT / STATUS IAW AMM II, PSM 1-84-2, Chapter 12. Enter quantity in imperial quarts or 'S' if Satisfactory for each applicable system. Field linked to CRS block, signature constitutes a CRS.							FUEL AS STATED, PRE-FLIGHT* carried out IAW FAS/DHC-8-402/AMP/01, Appx. 7			PILOT'S ACCEPTANCE (including de-icing if applicable)			
	ARRIVAL	UPLIFT	RECEIPT #	DEPART	GND USE	ENG 1	ENG 2	APU	HYD 1	HYD 2	HYD 3	AMM REV. #	NAME, SIGNATURE & STAMP	TIME	AMP REV. #	SIGNATURE & STAMP	TIME	SIGNATURE & STAMP	TIME
1																			
2																			
3																			
4																			

The statement has been entered because the MEL has mandated that the following maintenance procedure is to be carried out:

1. Placard APU GEN button on APU Control Panel. APU to be checked for integrity of connections

FLT #	SALE	APU HOURS
1		
2		
3		
4		

NEXT MAINTENANCE TASK	DUE AT HOURS	AT LANDINGS	AT CYCLES	ON DATE
CABIN LOG REVIEW (after last flight of day)	RNAV-RNP	INTENTIONALLY BLANK		
# DEFECTS	SAT	DE-ICING carried out IAW AMM II, PSM 1-84-2, Chapter 12, Rev. _____		
PIC INITIALS	UNSAT	START	FINISH	SIGNATURE
		:	:	:

FLT #	ITEM	RECORD OF DEFECTS - IF NIL ENTER 'NIL' (FOR EACH FLIGHT)	SIGNATURE	TIME	FLT #	ITEM	ACTION TAKEN	NAME, SIGNATURE & STAMP	TIME & DATE
1	1	APU fault light illuminated during flight and stayed illuminated	J.Bloggs	16:30	1	1	Nil spares available. MEL 24.30.4 Cat B item. Transferred to DDL #0123-1. Aircraft restrictions apply.	Smith FAS999	16:30
	2	APU GEN button to be placarded on APU Control Panel APU to be checked for integrity of electrical, fuel, pneumatic connections, and fire detection loop. Refer MEL 24.30.4	J.Bloggs	17:30					

FALCON AVIATION SERVICES Al Bateen Executive Airport, PO Box 62030, Abu Dhabi, UAE		GCAA APPROVALS AMO: UAE.145.0023 AOC: AT-0030		FIXED-WING SECTOR RECORD PAGE										AIRCRAFT TYPE DHC-8-402		AIRCRAFT REG		LOCATION		DATE		SHEET NUMBER 01234	
FLT #	FUEL TOTALS (kgs)					OIL UPLIFT / STATUS IAW AMM II, PSM 1-84-2, Chapter 12. Enter quantity in imperial quarts or 'S' if Satisfactory for each applicable system. Field linked to CRS block, signature constitutes a CRS.								FUEL AS STATED, PRE-FLIGHT* carried out IAW FAS/DHC-8-402/AMP/01, Appx. 7			PILOT'S ACCEPTANCE (including de-icing if applicable)						
	ARRIVAL	UPLIFT	RECEIPT #	DEPART	GND USE	ENG 1	ENG 2	APU	HYD 1	HYD 2	HYD 3	AMM REV. #	NAME, SIGNATURE & STAMP	TIME	AMP REV. #	SIGNATURE & STAMP	TIME	SIGNATURE & STAMP	TIME				
1																							
2																							
3																							
4																							
SALE	The MEL mandated task is certified for (name, signature & stamp)																			APU HOURS			
1																							
2																							
3																							
4																							
NEXT MAINTENANCE TASK		DUE AT HOURS				AT LANDINGS				AT CYCLES				ON DATE									
CABIN LOG REVIEW (after last flight of day)		RNAV-RNP				INTENTIONALLY BLANK								DE-ICING carried out IAW AMM II, PSM 1-84-2, Chapter 12, Rev. _____									
# DEFECTS		SAT												START		FINISH		TYPE		RATIO		SIGNATURE	
PIC INITIALS		UNSAT												:		:							
FLT #	ITEM	RECORD OF DEFECTS - IF NIL ENTER 'NIL' (FOR EACH FLIGHT)			SIGNATURE	TIME	FLT #	ITEM	ACTION TAKEN			NAME, SIGNATURE & STAMP	TIME & DATE										
1	1	APU Fault light illuminated during flight and stayed illuminated			J.Bloggs	16:30	1	1	Nil spares available. MEL 24.XX.X. Cat B item. Transferred to DDL #0123-1. Aircraft restrictions apply.			Smith FAS999	16:30										
	2	APU GEN button to be placarded on APU Control Panel. APU to be checked for integrity of electrical, fuel, pneumatic connections, and fire detection loop. Refer MEL 24.30.4			J.Bloggs	17:30		2	APU to be checked for integrity of electrical, fuel, pneumatic connections, and fire detection loop. Refer MEL 24.30.4. Nil Defects.			Smith FAS999	17:30										
PREVIOUS 3 DAY INSPECTION CARRIED OUT (DATE)						3 DAY INSPECTION carried out IAW AMP FAS / DHC-8-402 / AMP / 01, Appendix 6, Revision						CERTIFICATE OF RELEASE TO SERVICE: Certifies that the work specified except as otherwise specified was carried out in accordance with CAR 145 and in respect to that work the aircraft/aircraft component is considered ready for release to service. Falcon Aviation Services AMO: UAE.145.0023 or Third-party AMO #:											

*FIRST PRE-FLIGHT INCLUDES DAILY FUEL WATER / SEDIMENT CHECK (MOE MPL02)

DEFERRED DEFECT REPORT					Aircraft Type	Aircraft Registration	Page Number		
						A6-	0521		
DDR #	SRP #	Defect	MEL #	Deferral			Clearance		
				Signature & Auth.	Date Deferred	Deferred Until	Cleared on SRP #	Signature & Auth.	Date Cleared
1			Restrictions? YES NO						
		Stores Order No.	Restrictions? YES NO						
			Restrictions? YES NO						
			Restrictions? YES NO						
		Stores Order No.	Restrictions? YES NO						
			Restrictions? YES NO						
		Stores Order No.	Restrictions? YES NO						
			Restrictions? YES NO						
		Stores Order No.	Restrictions? YES NO						

This number is assigned to a new entry and follows the sequence from the previous entries on this page, not from the previous page.

DEFERRED DEFECT REPORT				Aircraft Type		Aircraft Registration		Page Number	
						A6-		0521	
DDR #	SRP #	Defect	MEL #	Deferral			Clearance		
				Signature & Auth.	Date Deferred	Deferred Until	Cleared on SRP #	Signature & Auth.	Date Cleared
1	01234-1	Stores Order No.	Restrictions?						
			YES	NO					
		Stores Order No.	Restrictions?						
			YES	NO					
		Stores Order No.	Restrictions?						
			YES	NO					
		Stores Order No.	Restrictions?						
			YES	NO					
		Stores Order No.	Restrictions?						
			YES	NO					
		Stores Order No.	Restrictions?						
			YES	NO					

This is the techlog page number where the defect entry is transferred from

DEFERRED DEFECT REPORT				Aircraft Type	Aircraft Registration	Page Number			
					A6-	0521			
DDR #	SRP #	Defect	MEL #	Deferral			Clearance		
				Signature & Auth.	Date Deferred	Deferred Until	Cleared on SRP #	Signature & Auth.	Date Cleared
1	01234-1	APU fault light illuminated during flight and stayed illuminated	MEL 24.30.4						
		Stores Order No. #4321	Restrictions?						
			YES NO						
		Stores Order No.	Restrictions?						
			YES NO						
		Stores Order No.	Restrictions?						
			YES NO						
		Stores Order No.	Restrictions?						
			YES NO						

This is nature of the defect as it is written in the techlog.

The MEL restrictions requirement is also stated. The spares order reference is also given, (#4321) if applicable.



DEFERRED DEFECT REPORT				Aircraft Type	Aircraft Registration	Page Number			
					A6-	0521			
DDR #	SRP #	Defect	MEL #	Deferral			Clearance		
				Signature & Auth.	Date Deferred	Deferred Until	Cleared on SRP #	Signature & Auth.	Date Cleared
1	01234-1	APU fault light illuminated during flight and stayed illuminated <small>Stores Order No. #4321</small>	MEL 24.30.4 Restrictions? YES NO	Smith FAS999	5 Apr 16	8 Apr 16 (3 days)			
			Restrictions? YES NO						
			Restrictions? YES NO						
			Restrictions?						

The engineers or pilots signature & stamp (as applicable is entered) and the date the defect is enforced and deferred too.

This deferred defect will expire on 8 Apr 16 at midnight.



Release to Service

When the Techlog and deferred defect log entries are completed the aircraft is then certified as being 'Released to Service'.

The aircraft can now be flown.
Take note of any restrictions that have been enforced.

End of Part 3

Defect Repair

Part 4

Defect Repair

- When the spare part has arrived or when the deferment date has expired, the defect must be repaired.
- An extension can be granted but this process has to go through the GCAA, this would take sometime and also firm justification for requesting the extension will be required. Lack of spares is not a suitable reason.

Techlog Entries

The part has been replaced and the documentation now has to be completed. This is shown on the following slides.

DEFERRED DEFECT REPORT				Aircraft Type		Aircraft Registration		Page Number	
						A6-		0521	
DDR #	SRP #	Defect	MEL #	Deferral			Clearance		
				Signature & Auth.	Date Deferred	Deferred Until	Cleared on SRP #	Signature & Auth.	Date Cleared
1	01234-1	APU fault light illuminated during flight and stayed illuminated <small>Stores Order No. #4321</small>	MEL 24.30.4 Restrictions? YES NO	Smith	5 Apr 16	8 Apr 16 (3 days)	01235-1	Smith FAS999	7 Apr 16
		<small>Stores Order No.</small>	Restrictions? YES NO						
		<small>Stores Order No.</small>	Restrictions? YES NO						
		<small>Stores Order No.</small>	Restrictions? YES NO						
		<small>Stores Order No.</small>	Restrictions? YES NO						
		<small>Stores Order No.</small>	Restrictions? YES NO						
		<small>Stores Order No.</small>	Restrictions? YES NO						

This is the Techlog page number where the defect is transferred to for rectification. This is a traceability link

DEFERRED DEFECT REPORT				Aircraft Type		Aircraft Registration		Page Number	
						A6-		0521	
DDR #	SRP #	Defect	MEL #	Deferral			Clearance		
				Signature & Auth.	Date Deferred	Deferred Until	Cleared on SRP #	Signature & Auth.	Date Cleared
1	01234-1	APU fault light illuminated during flight and stayed illuminated <small>Stores Order No. #4321</small>	MEL 24.30.4 Restrictions? YES NO	Smith	5 Apr 16	8 Apr 16 (3 days)	01235-1	Smith FAS999	7 Apr 16
		<small>Stores Order No.</small>	Restrictions? YES NO						
		<small>Stores Order No.</small>	Restrictions? YES NO						
		<small>Stores Order No.</small>	Restrictions? YES NO						
		<small>Stores Order No.</small>	Restrictions? YES NO						
		<small>Stores Order No.</small>	Restrictions? YES NO						
		<small>Stores Order No.</small>	Restrictions? YES NO						
		<small>Stores Order No.</small>	Restrictions? YES NO						

The engineer enters their signature, stamp and date



FALCON AVIATION SERVICES Al Bateen, Executive Airport, P.O. Box 62030, Abu Dhabi, UAE		GCAA APPROVALS AMO: UAE.145.0023 AOC: AT-0030		FIXED-WING SECTOR RECORD PAGE	AIRCRAFT TYPE DHC-8-402	AIRCRAFT REG	LOCATION	DATE 7 Apr 16	SHEET NUMBER 01235
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1. The nature of the defect is entered into the Techlog page.
 2. - *Note: the entry is written the same as the original entry.*
 3. The DDL number is also included. This gives traceability where the defect originated. It also removes confusion of multiple defect items
 4. The date and engineers signature is entered.

FLT #	FUEL T		
	ARRIVAL	UPLIFT	RE
1			
2			
3			
4			

FLT #	SALES #	PILOT /	APU STARTS	APU HOURS
2				
3				
4				

NEXT MAINTENANCE TASK		DUE AT HOURS	AT LANDINGS	AT CYCLES	ON DATE
CABIN LOG REVIEW (after last flight of day)		RNAV-RNP		DE-ICING carried out IAW AMM II, PSM 1-84-2, Chapter 12, Rev. _____	
# DEFECTS		SAT	INTENTIONALLY BLANK		
PIC INITIALS		UNSAT	START	FINISH	SIGNATURE
			:	:	:

FLT #	ITEM	RECORD OF DEFECTS - IF NIL ENTER 'NIL' (FOR EACH FLIGHT)	SIGNATURE	TIME
1	1	APU fault light illuminated during flight and stayed illuminated. Transferred from DDL #0521	J.Bloggs	6:30

FLT #	ITEM	ACTION TAKEN	NAME, SIGNATURE & STAMP	TIME & DATE
1	1			

FALCON AVIATION SERVICES Al Bateen, Executive Airport, PO Box 62030, Abu Dhabi, UAE		GCAA APPROVALS AMO: UAE.145.0023 AOC: AT-0030		FIXED-WING SECTOR RECORD PAGE		AIRCRAFT TYPE DHC-8-402	AIRCRAFT REG	LOCATION	DATE	SHEET NUMBER
---	--	---	--	--------------------------------------	--	----------------------------	--------------	----------	------	--------------

FLT #	FUEL T			[REDACTED]										LOT'S ACCEPTANCE (including de-icing if applicable)	
	ARRIVAL	UPLIFT	RE											NATURE & STAMP	TIME
1															:
2															:
3															:
4															:

FLT #	SALES #	PILOT /	[REDACTED]										APU STARTS	APU HOURS
													:	:
1													:	:
2													:	:
3													:	:
4													:	:

NEXT MAINTENANCE TASK		DUE AT HOURS		AT LANDINGS		AT CYCLES		ON DATE					
CABIN LOG REVIEW (after last flight of day)		RNAV-RNP		INTENTIONALLY BLANK				DE-ICING carried out IAW AMM II, PSM 1-84-2, Chapter 12, Rev. _____					
# DEFECTS		SAT						START	FINISH	TYPE	RATIO	SIGNATURE	
PIC INITIALS		UNSAT						:	:		:		

FLT #	ITEM	RECORD OF DEFECTS - IF NIL ENTER 'NIL' (FOR EACH FLIGHT)	SIGNATURE	TIME	FLT #	ITEM	ACTION TAKEN	NAME, SIGNATURE & STAMP	TIME & DATE
1	1	APU fault light illuminated during flight and stayed illuminated. Transferred from DDL #0521	Smith	16:30	1	1	APU Replaced Ref: AMM 000000001	Smith FAS999	20:30 7 Apr 16
				:					
				:					
				:					
				:					
				:					
				:					
				:					
				:					
				:					

Click to edit the notes format

Click to edit the notes format

Click to edit the notes format

WARNING:

*"Your C of A is not valid if you
dispatch with inoperative
equipment unless it is done
under the authority of an
approved MEL"*

End of Part 5

This concludes the

MINIMUM EQUIPMENT LIST (MEL) TRAINING