

## CHAPTER 28 REQUIREMENTS FOR MINIMUM EQUIPMENT LISTS

### 28.01 Contents of minimum equipment list

For subregulation 91.930 (1), this Chapter prescribes requirements relating to MELs for an aircraft.

### 28.02 Definitions

- (1) In this Chapter:

**Category A rectification interval** means a rectification interval other than 3 days, 10 days or 120 days.

**Category B rectification interval** means a rectification interval that is 3 consecutive days.

**Category C rectification interval** means a rectification interval that is 10 consecutive days.

**Category D rectification interval** means a rectification interval that is 120 consecutive days.

**day**, in relation to a rectification interval for an inoperative item of equipment, means a calendar day starting after 12 midnight on the day of discovery of the inoperative item.

**day of discovery**, in relation to an inoperative item of equipment for an aircraft, means the day that information about the inoperative state of the item is recorded in the flight technical log for the aircraft.

**extendable rectification interval** means:

- (a) a Category B rectification interval; or
- (b) a Category C rectification interval.

**item** means an item of equipment as defined in this section.

**MMEL** means master MEL.

**UTC** means Coordinated Universal Time as determined by the International Bureau of Weights and Measures.

*Note* The UTC is located at <http://www.bipm.org>.

- (2) A reference in this Chapter to days (plural) means consecutive days.

### 28.03 MEL — contents

- (1) An MEL for an aircraft must include the following:
- (a) the name of the operator of the aircraft, including any operating or trading name;
  - (b) the aircraft type, model, registration mark and serial number;
  - (c) a list of the items in the aircraft, 1 or more of which may be inoperative for a flight of the aircraft;
  - (d) identification of the MMEL on which the MEL is based;
  - (e) definitions of any unique terms used in the MEL;
  - (f) guidance for the use and application of the MEL;
  - (g) a statement of whether rectification intervals will be calculated according to the local legal time or UTC.
- (2) If the operator intends to extend the rectification interval of an inoperative item in accordance with regulation 91.945, the procedures to be used must be set out in the MEL.

- (3) For subsection (2), the procedures must include the following:
  - (a) who, on behalf of the operator, may extend the rectification interval;
  - (b) how the operator ensures compliance with the requirements of subregulation 91.945 (1).
- (4) For each item referred to in paragraph 28.03 (1) (c), the MEL must do the following:
  - (a) describe the item;
  - (b) specify whether the rectification interval for the item is a Category A, B, C or D rectification interval;
  - (c) set out the conditions or limitations (if any) that must be complied with if the aircraft is to conduct a flight with the item inoperative;
  - (d) if the aircraft is required to comply with an operational procedure for the conduct of a flight with the item inoperative:
    - (i) set out the procedure; or
    - (ii) if the procedure is in another document — include a reference to the procedure and the document;
  - (e) if the aircraft requires maintenance to conduct a flight with the item inoperative:
    - (i) set out the maintenance data; or
    - (ii) if the maintenance data is in another document — include a reference to the data and the document.
- (5) For an aircraft that is subject to section 11.06, information regarding the RCP 240 and RSP 180 capabilities (as applicable) of the aircraft must be included in the MEL.

#### **28.04 Compliance with the MMEL**

- (1) An MEL for an aircraft must be based on the MMEL for the aircraft type.
- (2) Subject to subsection 28.05 (2), the MEL for a flight with an inoperative item must not be less operationally restrictive than the MMEL in the same circumstances.

##### *Examples*

- 1 If the MMEL for an aircraft specifies a rectification interval for an inoperative item, an MEL for the aircraft must not specify a rectification interval for the item that is less restrictive than the interval specified in the MMEL.
- 2 If the MMEL for an aircraft specifies conditions or limitations that must be complied with if the aircraft is to conduct a flight with an inoperative item, the MEL for the aircraft must include conditions or limitations for the item that are at least as restrictive as the conditions or limitations in the MMEL.

#### **28.05 Compliance with the civil aviation legislation**

- (1) An MEL must not permit the operation of an aircraft for a flight with an inoperative item if the flight would be in contravention of the civil aviation legislation.
- (2) If the civil aviation legislation permits the operation of an aircraft with an inoperative item, the MEL may permit the operation with the inoperative item in accordance with the civil aviation legislation even if the MEL is less restrictive than the MMEL.

##### *Examples*

- 1 If a provision of the civil aviation legislation permits an aircraft to operate for a period with an inoperative item and the period is less restrictive than the rectification interval for the item specified in the MMEL for the aircraft — the rectification interval for the item in the MEL may be based on the period mentioned in the provision.
- 2 If a provision of the civil aviation legislation permits an aircraft to operate for a flight with an inoperative item subject to conditions or limitations and the conditions or limitations in the provision are less restrictive than the conditions or limitations in the MMEL for the aircraft — the conditions or

limitations specified in the MEL for the item must be at least as restrictive as the conditions or limitations specified in the provision.

### **28.06 Compliance with the AFM**

An MEL for an aircraft must not permit the operation of the aircraft for a flight with an inoperative item in contravention of any of the conditions, limitations or emergency procedures specified in the AFM.

### **28.07 If the MMEL does not specify rectification intervals**

If the MMEL for an aircraft type does not specify a rectification interval for an inoperative item, the rectification interval for the item in an MEL for an aircraft of the type must clearly reflect the significance of the item for the safe operation of the aircraft.

### **28.08 Effects of repairs or modifications made to the aircraft**

If:

- (a) a repair or modification is made to an aircraft; and
- (b) the approval for the repair or modification places a new condition or limitation on the operation of the aircraft for flight with an inoperative item;

then the conditions or limitations specified in the MEL for the inoperative item must be at least as restrictive as the conditions or limitations specified in the approval for the repair or modification.

### **28.09 Extension of rectification interval**

- (1) A rectification interval prescribed by this Chapter is prescribed for the purposes of paragraph 91.945 (5) (b) as an original rectification interval.
- (2) For paragraph 91.945 (5) (g), this section prescribes the period by which an extendable original rectification interval may be extended.  
*Note* Category B and Category C rectification intervals are the extendable rectification intervals.
- (3) An original Category B rectification interval may be extended up to a maximum of 3 days.
- (4) An original Category C rectification interval may be extended up to a maximum of 10 days.
- (5) A reference in this section to an original rectification interval (however expressed) is a reference to the relevant rectification interval before any extension of it under this section.

*Note* The intended effect of subsection 28.09 (5) is that a rectification interval that has been extended once may not be further extended.