

LYCAA / FSD / OPS. CHECKLIST 014 – MEL - Checklist – OPS

Checklist Details		
Checklist Identification: -	Checklist Name: Aircraft Minimum Equipment List (MEL) Checklist	Checklist Revision no:

Process Details	
Ind No:	Inspector Name:
Inspection Date:	Inspection Status:
	<input type="checkbox"/> MEL approved <input type="checkbox"/> MEL not approved

Customer/Operator Information		
Name:	AOC no:	Part-M Subpart G approval no:
Contact person, name:	Direct no:	e-mail:

Aircraft Information
Aircraft type:
Aircraft registration(s):

Document Information	
Document Name / Identification:	Document Status: Rev. no: Dated:
Other Information:	

Reference	Requirement	OK	NC	Remark
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0	General Instructions			
	<p>APPLICABLE REGULATION AND DOCUMENTS:</p> <p>Libyan Civil Aviation Regulation:</p> <p>LYCARs Part-ORO (ORO.MLR.105) LYCARs Part-CAT (CAT.IDE)</p> <p>AMC and GM to Part-ORO</p> <p>CS-MMEL Initial Issue 31.Jan.2014 CS-GEN-MMEL Initial Issue 31.Jan.2014</p> <p>1) Internet address for FAA approved MMEL is http://fsims.faa.gov/PICResults.aspx?mode=Publication&doctype=MMEL and for EASA MMEL/MEL http://www.easa.europa.eu/certification/experts/MMELs-list.php</p> <p>2) All items related to the airworthiness, or required for the safe operation, of the aircraft and not included in the list (MEL) are automatically required to be operative. [GM1 ORO.MLR.105(a)]</p> <p>3) Check "OK" box if satisfactory results. Check "NC." box if non-satisfactory results. Use "Remark" field for comments. Use "Notes" field for any possible inspector's notes. If N/A check "OK" box and state "N/A"</p> <p>Notes</p>			

Reference	Requirement	OK	NC	Remark
0	Check of MEL format and general issues			
ORO.MLR.105	MEL must provide for the operation of the aircraft, under specified conditions, with particular instruments, items of equipment or functions inoperative at the commencement of the flight;			
ORO.MLR.105 (2) LYCARs recommendation	MEL must be prepared for each individual aircraft, taking account of the operator's relevant operational and maintenance conditions. Check that all applicable registration marks are listed in MEL.	<input type="checkbox"/>	<input type="checkbox"/>	
LYCARs	the MEL must be based on the Master Minimum Equipment List (MMEL), if available, and must not be less restrictive than the MMEL; Check that MEL contains the revision status of the MMEL upon which the MEL is based and the revision status of the MEL	<input type="checkbox"/>	<input type="checkbox"/>	
	Check that MEL includes a cover page (Document name, operator's name, aircraft type, revision number...)	<input type="checkbox"/>	<input type="checkbox"/>	
	MEL must contain an authority approval page which includes information given by LYCARs. (For recommended approval page draft see www.caa.gov.ly -> search MEL). Check that the data given in approval page is correct and up to date (MMEL revisions etc).	<input type="checkbox"/>	<input type="checkbox"/>	
	Check that MEL includes a List of Effective Pages (LEP)	<input type="checkbox"/>	<input type="checkbox"/>	

Reference	Requirement	OK	NC	Remark
	Check that MEL includes a List of Revisions	<input type="checkbox"/>	<input type="checkbox"/>	
AMC1 ORO.MLR.105(d)	(a) The MEL format and the presentation of items and dispatch conditions should reflect those of the MMEL.	<input type="checkbox"/>	<input type="checkbox"/>	
	(b) The ATA 100/2200 Specification numbering system for MEL items is preferred.	<input type="checkbox"/>	<input type="checkbox"/>	
	(c) Other formats and item numbering systems may be used provided they are clear and unambiguous.	<input type="checkbox"/>	<input type="checkbox"/>	
	Also note:			
ORO.MLR.105(c) AMC1 ORO.MLR.105(c)	<p>AMENDMENTS TO THE MEL FOLLOWING CHANGES TO THE MMEL — APPLICABLE CHANGES AND ACCEPTABLE TIMESCALES</p> <p>a) The following are applicable changes to the MMEL that require amendment of the MEL:</p> <p style="padding-left: 40px;">(1) a reduction of the rectification interval; (2) change of an item, only when the change is applicable to the aircraft or type of operations and is more restrictive.</p> <p>(b) An acceptable timescale for submitting the amended MEL to the competent authority is 90 days from the effective date specified in the approved change to the MMEL.</p> <p>(c) Reduced timescales for the implementation of safety-related amendments may be required if the Agency and/or the competent authority consider it necessary.</p>			

Reference	Requirement	OK	NC	Remark
ORO.MLR.105(h) AMC1 ORO.MLR.105(h)	<p>OPERATIONAL AND MAINTENANCE PROCEDURES — APPLICABLE CHANGES</p> <p>(a) Changes to the operational and maintenance procedures referenced in the MMEL are considered applicable and require the amendment of the maintenance and operating procedures referenced in the MEL when the:</p> <ul style="list-style-type: none"> (1) modified procedure is applicable to the operator’s MEL; and (2) purpose of this change is to improve compliance with the intent of the associated MMEL dispatch condition. <p>(b) An acceptable timescale for the amendments of maintenance and operating procedures, as defined in (a), should be 90 days from the date when the amended procedures referenced in the MMEL are made available. Reduced timescales for the implementation of safety related amendments may be required if the competent authority considers it necessary.</p>			
ORO.MLR.105(j) AMC1 ORO.MLR.105(j) GM1 ORO.MLR.105(j)	<p>USE OF AIRCRAFT OUTSIDE THE LIMITATIONS OF MEL BUT INSIDE OF MMEL</p> <p>Needs case-by-case approval by the competent authority. See ORO.MLR.105(j)</p>			
Notes				
1	Check of MEL preamble			
ORO.MLR.105(d)(1) AMC1 ORO.MLR.105(d)(1)	<p>MEL shall contain a preamble, including guidance and definitions for flight crews and maintenance personnel using the MEL.</p> <p>The MEL preamble should:</p>			
	<p>(a) reflect the content of the MMEL preamble as applicable to the MEL scope and extent;</p>	<input type="checkbox"/>	<input type="checkbox"/>	

Reference	Requirement	OK	NC	Remark
	(b) contain terms and definitions used in the MEL;	<input type="checkbox"/>	<input type="checkbox"/>	
	(c) contain any other relevant specific information for the MEL scope and use that is not originally provided in the MMEL;	<input type="checkbox"/>	<input type="checkbox"/>	
	(d) provide guidance on how to identify the origin of a failure or malfunction to the extent necessary for appropriate application of the MEL;	<input type="checkbox"/>	<input type="checkbox"/>	
	(e) contain guidance on the management of multiple unserviceabilities, based on the guidance given in the MMEL	<input type="checkbox"/>	<input type="checkbox"/>	
	(f) contain guidance on placarding of inoperative items to inform crew members of equipment condition, as appropriate. In particular, when such items are accessible to the crew during flight, the control(s) and indicator(s) related to inoperative unit(s) should be clearly placarded.	<input type="checkbox"/>	<input type="checkbox"/>	
ORO.MLR.105(d)(3) AMC1 ORO.MLR.105(d)(3) GM1 ORO.MLR.105(d)(3)	Check that MEL includes description of Scope of the MEL. The MEL should include: (a) The dispatch conditions associated with flights conducted in accordance with special approvals held by the operator in accordance with Part-SPA. (RVSM, ETOPS, LVO) (b) Specific provision for particular types of operations carried out by the operator in accordance with ORO.AOC.125. (crew training, positioning flights, demonstration flights, non-commercial operations by the holder of an AOC)	<input type="checkbox"/>	<input type="checkbox"/>	

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ORO.MLR.105(d)(3) AMC2 ORO.MLR.105(d)(3)	<p>Check that MEL includes description of Extent of the MEL</p> <p>The operator should include guidance in the MEL on how to deal with any failures that occur between the commencement of the flight and the start of the take-off. If a failure occurs between the commencement of the flight and the start of the take-off, any decision to continue the flight should be subject to pilot judgement and good airmanship. The pilot-in-command/commander may refer to the MEL before any decision to continue the flight is taken.</p>	<input type="checkbox"/>	<input type="checkbox"/>	
ORO.MLR.105(d)(3) GM2 ORO.MLR.105(d)(3)	<p>Check that MEL includes description of Purpose of the MEL</p> <p>Check that it reflects the GM2 ORO.MLR.105(d)(3).</p>	<input type="checkbox"/>	<input type="checkbox"/>	
GM1 ORO.MLR.105(a)	<p>Non-safety-related equipment</p> <p>All items not included in the list are required to be operative unless they are considered to be non-safety-related items.</p> <p>Non-safety-related items are defined in GM1 ORO.MLR.105(a).</p> <p>Non-safety-related items include those items related to the convenience, comfort, or entertainment of the passengers and equipment that is used only on ground for maintenance purpose. Convenience, comfort, or entertainment of the passengers may include items such as galley equipment, movie equipment, stereo equipment, overhead reading lamps.</p> <p>If operator chooses to list non-safety related items, not listed in the MMEL, check compliance with GM1 ORO.MLR.105(a).</p>	<input type="checkbox"/>	<input type="checkbox"/>	

Reference	Requirement	OK	NC	Remark
Notes				
2	Check of Definitions and Explanatory Notes			
	Check that use and purpose of MEL Item List columns are described and comply with MMEL.	<input type="checkbox"/>	<input type="checkbox"/>	
	Column 1: System & sequence numbers item	<input type="checkbox"/>	<input type="checkbox"/>	
ORO.MLR.105(e)(f)	Column 2: Rectification interval Check that Categories (A-D) comply with MMEL	<input type="checkbox"/>	<input type="checkbox"/>	
	Column 3: Number Installed Check that explanation complies with MMEL	<input type="checkbox"/>	<input type="checkbox"/>	
	Column 4: Number required for dispatch Check that explanation complies with MMEL	<input type="checkbox"/>	<input type="checkbox"/>	
ORO.MLR.105(g) AMC1 ORO.MLR.105(g) GM1 ORO.MLR.105(g)	Column 5: Remarks or exceptions Check that explanation complies with MMEL (definition of (M) and (O) procedures, 'notes' and Placarding)	<input type="checkbox"/>	<input type="checkbox"/>	
	Check that 'definitions' and 'Abbreviations' comply with MMEL	<input type="checkbox"/>	<input type="checkbox"/>	
Notes				

Reference	Requirement	OK	NC	Remark
3	Check of Rectification Interval Extension (RIE)			
ORO.MLR.105(f) GM1 ORO.MLR.105(f)	Check that procedure allows only one-time RIE and only for category B, C and D items for the operator.	<input type="checkbox"/>	<input type="checkbox"/>	
ORO.MLR.105(f)(1)	Check that the extension of the rectification interval is within the scope of the MMEL for the aircraft type;	<input type="checkbox"/>	<input type="checkbox"/>	
ORO.MLR.105(f)(2)	Check that the extension of the rectification interval is, as a maximum, of the same duration as the rectification interval specified in the MEL;	<input type="checkbox"/>	<input type="checkbox"/>	
ORO.MLR.105(f)(3)	Check that the rectification interval extension is not used as a normal means of conducting MEL item rectification and is used only when events beyond the control of the operator have precluded rectification;	<input type="checkbox"/>	<input type="checkbox"/>	
ORO.MLR.105(f)(4)	Check that a description of specific duties and responsibilities for controlling extensions is established by the operator	<input type="checkbox"/>	<input type="checkbox"/>	
ORO.MLR.105(f)(5) ARO.OPS.205(b)	Check that the competent authority is notified of any extension of the applicable rectification interval	<input type="checkbox"/>	<input type="checkbox"/>	
ORO.MLR.105(f)(6)	Check that a plan to accomplish the rectification at the earliest opportunity is established.	<input type="checkbox"/>	<input type="checkbox"/>	
Notes				

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4	Check of MEL Item List			
<p>Use the MMEL to check each item or component separately. Also check the related (M) and (O) procedure. If needed, use CAT.IDE to find required number of instruments and equipment.</p> <p>In case of any findings (e.g. item, remarks, definition, rectification category missing or wrongly entered) use Remark column (e.g. ATA-33-11, Strobe Light Systems, no entry in remarks column).</p>				
ATA-100 Classification	OK	NC	Remark	
ATA 07: Lifting and Shoring	<input type="checkbox"/>	<input type="checkbox"/>		
ATA 08: Leveling and weighing	<input type="checkbox"/>	<input type="checkbox"/>		
ATA 09: Towing and Taxing	<input type="checkbox"/>	<input type="checkbox"/>		
ATA 10: Parking, Mooring, storage and return to service	<input type="checkbox"/>	<input type="checkbox"/>		
ATA 11: Placards and Marking	<input type="checkbox"/>	<input type="checkbox"/>		
ATA 12: Servicing - routine maintenance	<input type="checkbox"/>	<input type="checkbox"/>		
ATA 20: Standard practices - Airframe	<input type="checkbox"/>	<input type="checkbox"/>		

Reference	Requirement	OK	NC	Remark
ATA 21: Air conditioning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 22: Auto flight	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 23: Communications	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 24: Electrical power	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 25 : Equipment/Furnishings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 26: Fire protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 27: Flight controls	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 28: Fuel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 29: Hydraulic power	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 30: Ice and rain protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 31: Indicating / recording systems	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 32: Landing gear	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 33: Lights	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 34: Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 35: Oxygen	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Reference	Requirement	OK	NC	Remark
ATA 36: Pneumatic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 37: Vacuum	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 38: Water / Waste	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 39: Electrical - electronic panels and multipurpose components	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 41: Water ballast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 45: Central maintenance system (CMS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 46: Information systems (EFP)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 49: Airborne auxiliary power	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 51: Standard practices and structures - general	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 52: Doors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 53: Fuselage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 54: Nacelles / Pylons	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 55: Stabilizers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 56: Windows	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATA 57: Wings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Reference	Requirement	OK	NC	Remark
	ATA 60: Standard practices - propeller / rotor	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 61: Propellers / Propulsors	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 62: Main Rotor(s)	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 63: Main rotor drive	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 64: Tail rotor	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 65: Tail rotor drive	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 66: Rotor blade and tail pylon folding	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 67: Rotors flight control	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 70: Standard practices Engines	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 71: Power Plant	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 72: Engine	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 73: Engine fuel and control	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 74: Ignition	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 75: Air	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 76: Engine controls	<input type="checkbox"/>	<input type="checkbox"/>	

Reference	Requirement	OK	NC	Remark
	ATA 77: Engine indicating	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 78: Exhaust	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 79: Engine oil	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 80: Starting	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 81: Turbines (reciprocating engines)	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 82: Water injection	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 83: Accessory gear boxes (engine driven)	<input type="checkbox"/>	<input type="checkbox"/>	
	ATA 84: Propulsion augmentation	<input type="checkbox"/>	<input type="checkbox"/>	
	OTHER:	<input type="checkbox"/>	<input type="checkbox"/>	
Notes				