

## **MINIMUM EQUIPMENT LIST (MEL)**

### **1. General**

- 1.1 This notice prescribes the requirements for the preparation of Minimum Equipment Lists (MEL). MEL is a document that lists the equipment, which may be temporarily inoperative, subject to certain conditions, at the commencement of flight. The operator for their own particular aircraft taking account of their aircraft configuration and the relevant operational and maintenance conditions in accordance with a procedure acceptable to the DCA.
- 1.2 Any operator of Myanmar registered aircraft having a MMEL and is involved in public transport/aerial work operations shall develop a MEL (based upon the MMEL). The operator is required to prepare the MEL based on the MMEL issued by the State of Design/Manufacturer for the use and guidance of flight and ground operation person.
- 1.3 All items related to the airworthiness of the aircraft and not included in the MEL are automatically required to be operative.
- 1.4 Non-safety related equipment, such as galley equipment and passenger convenience items need not be listed. Operators shall establish an effective decision making process for failures that are not listed to determine if they are related to airworthiness and required for safe operation.
- 1.5 The MEL may contain additional advisory material or modified operational and maintenance procedures.
- 1.6 The MEL prepared by the operator shall not less restrictive than the Master Minimum Equipment List (MMEL).
- 1.7 The regulatory requirements referred to in the MMEL such as TCAS, GPWS, CVR, DFDR, Emergency Escape Path Mark lighting etc. should be included based on the relevant requirements in the MCAR.

### **2. Minimum Equipment List (MEL) Approval**

- 2.1 The MEL shall be prepared by the operator. The operator shall submit one copy of the MEL to DCA Airworthiness Division and one copy to DCA Flight Standards Division. While submitted the MEL and its revision for approval, the operator shall ensure that these conform to the latest revision of MMEL.
- 2.2 The operator's continuing airworthiness manager or the quality manager and head of operations shall certify and confirm that the MEL has been prepared by the coordination of operations and engineering department.

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- 2.3 The operator must ensure that where the (O) or (M) symbols appear, an operating or maintenance procedure has been developed that provides clear direction to the crew members and maintenance personnel of the action to be taken. This procedure must be included in the MEL.
- 2.4 On being satisfied that the proposed MEL meets the MMEL and DCA requirements from maintenance and operational aspects, the MEL shall be approved by the DCA Flight Standards Division.
- 2.5 Approval of any revision/amendment to the MEL shall be done following the same procedures as given above. The proposed revision in MEL shall be submitted to DCA for approval within 30 days after receipt of MMEL revision.
- 2.6 One copy of the approved MEL shall be carried onboard the aircraft.

### **3. Contents of MEL**

- 3.1 The operator's MEL shall contain the following:
  - (a) Preamble, including statement on the incorporation of latest MMEL revision
  - (b) Table of contents
  - (c) Explanation of abbreviations/symbols
  - (d) Policy/Procedures to defer MEL defects
  - (e) Repair categories/interval
- 3.2 Operators shall comply with the repair categories/ interval as stated in the MEL. Deviation to the repair categories/interval shall be approved by the DCA. However, that deviation shall not be less restrictive than the Master Minimum Equipment List (MMEL).

### **4. Use of MEL**

- 4.1 Operator shall mention in their Continuing Airworthiness Management Exposition (CAME) the procedure for revoking the MEL.
- 4.2 Operator (Continuing Airworthiness Manager) shall be responsible for exercising necessary control to ensure that no aircraft is dispatched with multiple items inoperative.
- 4.3 Notwithstanding the MEL, the certifying staff need not certify that aircraft for flight or a pilot need not accept the aircraft for flight if it is considered that it is unsafe to do so.
- 4.4 The certifying staff responsible for releasing the aircraft, after invoking the provisions of MEL shall inform the pilot of the aircraft of the same, and also make a mention of it in the technical log and placard the inoperative system suitably.

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4.5 As a normal practice, the defects carried forward under MEL shall be rectified and deficiencies made good at the first available opportunity where facilities exist.

4.6 MEL can be invoked by certifying staff authorized by the maintenance organization.