

CAA MMEL POLICY ITEM: GEN-5

CLARIFICATION OF MMEL DEFINITIONS

Aircraft:	Aeroplanes and Helicopters
Operational Applicability:	ANO and JAR-OPS 1/3
Additional Reference:	None
Usage:	To be added to the MEL in the absence of a definition in the MMEL, or to overwrite the existing definition in the MMEL. The definitions in this Policy Item supersede all applicable definitions in MMELs.

“It is not reasonably practical to repair or replace before the commencement of flight / it is not reasonably practicable for repairs or replacements to be made”:

These statements are intended to cover situations where there is a lack of a replacement part(s), inadequate engineering resources or manpower to enable the defect to be rectified.

Note: The intention of either of these statements in an MMEL is that the aircraft may be dispatched if there are inadequate available spares or if there are no qualified and authorised personnel on base to perform the task. The definition is not dependent on whether there is enough time available to complete the task before the next flight. If the aircraft is at a maintenance base or any other airport, but the spare(s) or manpower are not available, then the aircraft may be dispatched. As soon as the aircraft lands at an airport where the spares are available and there are qualified and authorised personnel on base, the defect must be rectified.

“The aircraft may depart on the flight or series of flights for the purpose of returning directly to a base where repairs or replacements can be made / the aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made”:

These statements are intended to allow the aircraft to be flown, using the most direct route, to the nearest maintenance base where arrangements for repairs or replacements can be made.

Note: Once the aircraft lands at the maintenance base, the aircraft shall not be dispatched until the defect has been rectified.