MINIMUM EQUIPMENT LIST

PILATUS PORTER PC-6

Rev. No.: 00

19 April 2021

PT. Smart Cakrawala Aviation

SCA/OPS/1-010

PT.SCA

OPERATION MANUAL

MEL PILATUS PORTER PC-6

01

MINISTRY OF TRANSPORTATION
DIRECTORATE GENERAL OF CIVIL AVIATION

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Tangerang, 12 August 2021

Our Ref : AU-010/22/16/DKPPU-2021

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Subject : **REVIEW FOR THE APPROVAL OF MINIMUM EQUIPMENT LIST (MEL) PILATUS PORTER PC-6/B2-H4 REV. 01 DATED 12 AUGUST 2021**

Dear Mr. Pongky Majaya,

I refer to the submission of the above mentioned document for review and approval on 20 May 2021.

The Document submitted has been reviewed and found in compliance with the Civil Aviation Safety Regulation part 135 and **Approved.**

Sincerely Yours,

KEMENTERIAN PERHUBUNGAN

Capt. Anderson Adri P.
On Behalf of Director of DAAO
Act. Head of Section Surveillance of Aircraft Operation

cc. : Director of DAAO

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This Minimum Equipment List (MEL) Pilatus Porter PC-6/B2-H4 refer MMEL Doc. No. 02396 issued 1 Rev. 00 dated 08 January 2016 has been reviewed and found meet all applicable requirements set forth in the Aviation Act No. 1 Year 2009 and Civil Aviation Safety Regulations (CASR). This Minimum Equipment List (MEL) Pilatus Porter PC-6/B2-H4 is approved for use by PT Smart Cakrawala Aviation with the understanding that Director General of Civil Aviation (DGCA) may require further revisions to this Manual as regulatory requirements or airworthiness standard are amended.

Any change to these manuals shall be reported to the Director General of Civil Aviation (DGCA) for Approval.

Tangerang, 12 August 2021
On behalf of the Director of Airworthiness and Aircraft Operations

CAPT. ANDERSON ADRI P.
Act. Head of Section Surveillance of Aircraft Operations

LIST OF EFFECTIVE PAGES

This Minimum Equipment List Manual Pilatus PC-6 B2-H2 refer to MMEL Doc No. 02396 Issued 1 Rev :00 date 08 January 2016.

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PT. SMART CAKRAWALA AVIATION	
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CAPT. RIZAL BAYU AZI **CERTIFICATION PROJECT MANAGER**	**HILMAN NUGRAHA** **AIRWORTHINESS INSPECTOR**

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PREAMBLE

1. Introduction

The following is applicable for operators under European air operations regulations (Part -CAT, Part-NCO, Part-SPO). Paragraph 1.c.2 of Annex I to Article 5 (Essential requirements for airworthiness) of Regulation (EC) No 216/2008 (hereinafter referred to as the 'Basic Regulation') requires that all equipment installed on an aero plane required for type certification or by operating rules shall be operative. However, paragraph
2.a.3 of Annex IV to Article 8 (Essential requirements for air operations) of the Basic Regulation also allows the use of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interest of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aero planes, operation of every system or installed items may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

2. Purpose and limitations

This Master Minimum Equipment List (MMEL) is developed by the Type Certificate Holder or the Supplemental Type Certificate Holder and approved by the Agency. This MMEL includes those items related to airworthiness and air operations regulations, and other items the Agency finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. In order to maintain an acceptable level of safety, the MMEL establishes limitations on the duration of and conditions for operation with inoperative items. Unless specifically permitted by this MMEL, an inoperative item may not be removed from the aero plane.

3. Utilization

The MMEL is the basis for the development of the individual operator's MEL which takes into consideration the operator's particular aero plane equipment configuration and operational conditions.

An operator's MEL may differ in format from the MMEL, but shall not be less restrictive than the MMEL. The individual operator's MEL, when approved or declared as applicable, allows operation of the aero plane with inoperative items for a certain period of time until rectification can be accomplished.
The MEL cannot deviate from Airworthiness Directives or any other additional mandatory requirements. It is important to remember that all items related to airworthiness and operational

regulations of the aero plane not listed on the MMEL shall be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as prescribed in this MMEL shall be specified in the MEL to ensure that an acceptable level of safety is maintained. It is important that rectifications be accomplished at the earliest opportunity.

When an item is discovered to be inoperative, it is reported by making an entry in the continuing airworthiness record system or the operator's technical log as applicable. Following sufficient fault identification, the item is then either rectified or may be deferred following the MEL or other approved means of compliance acceptable to the competent authority and the Agency prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aero plane is in a condition for safe operation with items inoperative.

Prior to operation, any inoperative item should be made known to the crew in accordance with the continuing airworthiness requirements. For commercial air transport, acceptance by the crew is required.

Operators shall establish a controlled and sound rectification programmed including the parts, personnel, facilities, procedures and schedules to ensure timely rectification.

Operators should include guidance in the MEL to deal with any failures which occur between the commencement of the flight and the start of the take-off.

When developing the MEL, compliance with the stated intent of the preamble, definitions and the conditions and limitations specified in this MMEL is required.

4. Multiple inoperative items

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. The exposure to additional failures during continued operation with inoperative items shall also be considered. Wherever possible, account has been taken in this MMEL of multiple inoperative items. However, it is unlikely that all possible combinations of this nature have been accounted for. Therefore, when operating with multiple inoperative items, the inter-relationships between those items and the effect on aero plane operation and crew workload shall be considered.

5. Rectification intervals

For commercial operations under Part-CAT or Part-SPO, the operators may be allowed by their competent authority a one-time extension of the applicable rectification intervals B, C or D for the same duration as that specified in their MEL.

This extension policy is only applicable when the applicant has taken it into account during the development of this document.

For operations under Part-NCO, the rectification intervals indicated in the item list are only recommended and should be taken as guidelines as the maximum period of time during which an item would remain inoperative. It is important that repairs be accomplished at the earliest opportunity.

DEFINITIONS AND EXPLANATORY NOTES

(a) The systems in the MMEL are described and identified in accordance with the numbering system used in the aero plane manufacturer's documentation.

(b) The MMEL item list provides the list of pieces of equipment/system/function which may be inoperative prior to dispatch. Items are gathered by relevant chapter and provided under a table format. The structure of the MMEL item list table is as follows:

(1) **System and sequence numbers item** — column No 1 — details equipment, system, component or function listed.

The applicability for each item may vary based on the type of operation, and is given, when needed, as follows:

(CAT): for Commercial Air Transport, regulated by Part-CAT;

(SPO): for Specialized Operations, regulated by Part-SPO;

(NCO): for Non-Commercial Operations, regulated by Part-NCO;

and (ALL): for all above types of operations.

(2) **Rectification interval** — column No 2 — Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the following letter designators:

Category A

No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the MMEL.

Where a time period is specified in days, the interval excludes the day of discovery.

Where a time period is specified in other than days, it shall start at the point when the defect is deferred in accordance with the operator's approved MEL.

Category B

Items in this category shall be rectified within three (3) calendar days, excluding the day ofdiscovery.

Category C

Items in this category shall be rectified within ten (10) calendar days, excluding the day of discovery.

Category D

Items in this category shall be rectified within one hundred and twenty (120) calendar days, excluding the day of discovery.

(3) **Number installed** — column No 3 — is the number (quantity) of items normally

installed in the aero plane. This number represents the aero plane configuration considered in developing this MMEL. Should the number be a variable or not applicable, a number is not required; a '–' is then inserted.

Where the MMEL shows a variable number installed, the MEL should reflect the actual number installed, if applicable.

(4) **Number required for dispatch** — column No 4 — is the minimum number (quantity) of items required for operation provided the conditions specified are met. Should the number be a variable ornot applicable, a number is not required; a '–' is then inserted.

Where the MMEL shows a variable number required for dispatch, the MEL should reflect the actualnumber required for dispatch, as applicable, or an alternate means of configuration control approved by the competent authority.

(5) **Remarks or exceptions** — column No 5 — include statements either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations), notes,
(M) and/or (O) symbols, as appropriate for such operation.

'(M)' indicates a requirement for a specific 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 certainfunctions. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's MEL or other documentation, endorsed by the operator and made available to the person(s) authorized to perform the task(s).

'(O)' indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally, these procedures are accomplished by the flight crew, however, other personnel may be qualified and authorized to performcertain functions. The satisfactory accomplishment of all procedures, regardless of who performsthem, is the responsibility of the operator. Appropriate procedures are required to be published as apart of the operator's MEL or other documentation, endorsed by the operator and made available tothe person(s) authorized to perform the task(s).

'Notes' provide additional information for flight crew or maintenance consideration. Notes are usedto 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 dispatch conditions.

Placarding: each inoperative item must be placarded, as applicable, to inform and remind crew members and maintenance personnel of the items' condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected, however, unless otherwise specified, placard wording and location will be determined by the operator. These placards do not relieve the operator from the obligation of writing an inoperative item entry into the appropriate document, such as a logbook.

(c) A vertical bar (change bar) in the margin indicates a modification in the adjacent text for the current revision of that section only. The change bar is dropped at the next revision of that page.

(d) Applicability: when a variant of page is required for certain aero planes, the special applicability is indicated at the lower part of the relevant page as well as in the list of effective pages.

(e) Definitions for the purpose of this MMEL:

'Aero plane Flight Manual (AFM)' is the document required for type certification and approved by the Agency.

'Alternate procedures are established and used' or similar statement, shall be taken to mean that alternateprocedures (if applicable) to the affected process must be drawn up by the operator as part of the MELapproval process, so that they have been established before the MEL document has been approved. Suchalternate procedures are normally included in the associated operations (O) procedure.

'Any in excess of those required by regulations' means that the item required by applicable legislation (e.g.Regulation Air Operations, Single European Sky legislation or applicable airspace requirements) must be operative, and only excess equipment may be inoperative. When the item is not required, it may be inoperative for the time specified by its rectification interval category. Whenever this condition is used in the MMEL, the applicable regulations for the intended flight routes and the resulting dispatching restrictionsneed to be clarified at operator's MEL level.

'As required by (operational) regulations' means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the applicable legislation (Regulation Air Operations, Single European

Sky legislation or applicable airspace requirements). When the item is not required, it may be inoperativefor the time specified by its rectification interval category.

'Calendar day': a 24-hour period from midnight to midnight based on either UTC or local time, as selectedby the operator. All calendar days are considered to run consecutively.

'Commencement of flight' is the point when an aero plane begins to move under its own power for thepurpose of preparing for take-off.

'Considered inoperative', as used in the dispatch conditions, means that the item must be treated fordispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated untilthe original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions,including any (M) and (O) procedures, and observing the rectification interval.

'Daylight' corresponds to the period between the beginning of morning civil twilight and the end of evening civil twilight relevant to the local aeronautical airspace; or such other period, as may be prescribed by theappropriate authority.

'Day of discovery' means the calendar day that a malfunction was recorded in the aero plane

maintenance record/logbook.

'Flight' (for the purposes of this MMEL): a flight is the period of time between the moment when an aero plane begins to move by its own means, for the purpose of preparing for take-off, until the moment the aero plane comes to complete stop on its parking area, after the first landing.

'Icing conditions' means an atmospheric environment that may cause ice to form on the aero plane or inthe engine(s) as defined in the AFM.

'If installed' means that the item is either optional or is not required to be installed on all aero planes covered by the MMEL.

'Inoperative' means that the item does not accomplish its intended purpose or does not consistently function within its approved operating limits or tolerances.

'Intended flight route' corresponds to any point on the route, including diversions to reach alternate aerodromes required to be selected by the operational rules.

'Is not used' in the dispatch conditions, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL 'is not used'. In such cases, crew members should not activate, actuate, or otherwise utilize that item under normal operations. It is not necessary for the operators to accomplish the
(M) procedures associated with the item. However, operations-related provisions, (O) procedures and rectification interval must be complied with. An additional placard must be affixed, to the extent practical,adjacent to the control or indicator for the item that is not used to inform crew members that an item is not to be used under normal operations.

'Item' means component, instrument, equipment, system, or function.

'Master Minimum Equipment List (MMEL)' means a document approved by the Agency that establishes the aero plane items allowed to be inoperative under conditions specified therein for a specific type of aero plane.

'Minimum Equipment List (MEL)' means a document approved by or declared to the competent authority, as applicable, that authorizes an operator to dispatch an aero plane with aero plane items inoperative underthe conditions specified therein.

'Visible moisture' means an atmospheric environment containing water in any form that can be seen innatural or artificial light; for example, clouds, fog, mist, rain, sleet, hail, or snow.

POLICY AND PROCEDURES

The following Policy and Procedures will be adhered to by PT Smart Cakrawala Aviation in the use of this Minimum Equipment List, (MEL):

1. It is the Pilot-in-Command's responsibility to become thoroughly familiar with the policy and procedures concerning the use of the MEL.
2. All items related to the airworthiness of the aircraft and not included on the MEL are required to be fully and properly operative.
3. If an inoperative item requires a maintenance procedure, that procedure must be accomplished and recorded prior to flight.
4. When the discrepancy is corrected, the mainte1nance person performing the maintenance will record it in the applicable aircraft maintenance records.
5. Inoperative items allowed by the MEL must be repaired, or inspected and deferred, by qualified maintenance personnel at the next required inspection. If the inspection is progressive or continuous, the discrepancy must be corrected whether or not the discrepancy is on a part or system required to be inspected as part of that particular inspection segment.
6. An item, which is inoperative, but required by special flight conditions, will be repaired before operating in those conditions.
7. The Pilot-in-Command will ensure that all discrepancies are recorded in the Aircraft Discrepancy Log Sheet.
8. The portion of the record containing the discrepancy records must be on board the aircraft during operation so that the Pilot-in-Command may be aware of any inoperative instruments or equipment.
9. Procedures outlined, such as pulling and tie-wrapping circuit breakers may be performed by a Flight Crewmember, however if the procedure requires specialized tools, training or appropriate licenses, it must be performed by a qualified individual.
10. PT Smart Cakrawala Aviation operate Day VFR only.

1. MEL MANAGEMENT PROGRAM

1.1 GENERAL

By authorization of the Minimum Equipment List (MEL), the DGCA of Indonesia permits dispatch of the aircraft for revenue and training flights with certain items or components inoperative provided an acceptable level of safety is maintained by appropriate operation, by a transfer of function to another operating component, or by reference to other instruments providing the required information.

Notes:

The provisions of the MEL are applicable until the aircraft commences the flight. The moment the aircraft starts its takeoff roll, it is usually considered that the flight has commenced. This means that MEL does not apply.

However, the decision to fly is left to the PIC who may decide operational or even economical reason to repair the aircraft at the departure airport

1.2 USE OF THE MINIMUM EQUIPMENT LIST

As a general rule, all types of flight operations should be carried out strictly in accordance with the provisions issued by D.G.C.A. concerning the continued safe flight operations. C.A.S.R. Part 135 includes operation rules for the non-scheduled air transport, covering all requirements to be met by operators, such as aircraft requirements, instrument and equipment requirements, special operations requirements, radio apparatus requirements, operations personnel requirements and flight limitations.

Experience, however, has proven that there are some cases or situations where some of the requirements for flight operation by no means can be met, and it is understandable that with the various redundancies designed into the aircraft. It may not be necessary for every system or component installed on the aircraft to be operational when certain minimum operative instrument and equipment are provided for continued safe operations. Realizing this fact, it is necessary to prepare a D.G.C.A approved Minimum Equipment List (M.E.L) for each particular type of aircraft operated by PT. Smart Cakrawala Aviation, which means that under certain conditions an aircraft can be flown with some instruments or equipment inoperative, otherwise an uninterrupted operation in order to improve utilization and thereby provide more convenient and economic operation of the aircraft while an acceptable level of safety can be maintained.

The M.E.L. authorizes flight operations with some inoperative instrument, equipment and components provided that some acceptable level of safety is maintained. On the order hand, the M.E.L. also can be interpreted that for the sake of safety considerations there has to be some instruments, equipment or components which must be operative at all times and never be subjected to negligence.

The Minimum Equipment List (M.E.L) is designed to provide an operator of an aircraft with the list of instruments, equipment and components installed in aircraft which must be operative. It also consists of instruments, equipment and components installed in aircraft with some remarks on their status and limitations.

PT. Smart Cakrawala Aviation can use the M.E.L. as a guideline to determine that the aircraft is still safe to be flown under certain conditions or certain type of flight operations, although some of the instruments, equipment or components are inoperative, by judging whether the types of flight is within appropriate operating limitations; the function of inoperative instrument, equipment or component can be transferred to another instrument, equipment or components, or reference to the other instrument, equipment or components can provide the required information. Exposure to additional failures during continued operation with inoperative instruments, equipment or components must also be considered in determining that an acceptable level of safety is being maintained.

For the sake of simplicity and straightforward in nature, the M.E.L. does not include the obviously required items such as rotors, power train system flight control system, engines, landing gear etc. As the name implies, the M.E.L. also does not include items which are not in airworthiness nature, such as passenger convenience items, entertainment system etc. All items which are related to the airworthiness of the aircraft, except the obviously required items stated above, should be included in the M.E.L., however, if there are some items(s) related to airworthiness of the aircraft which are not included in the M.E.L. found inoperative, the aircraft shall not be operated until some measure of rectification has been taken to get such items operative. It should be noted that the M E L. is not intended to be used as justification for the continued operations of the aircraft for an indefinite period of time with installed instrument, equipment or component inoperative. From this point of view, the MEL can be assumed only as an instrument used by operator of the aircraft to make a judgment whether the aircraft is airworthy when he meets certain conditions of the aircraft or when he is planning to exercise some type of flight operations. Therefore, it is important that the rectification be made at the very first opportunity, since there will always be a possibility to get into the situation where additional failures could render the aircraft un-airworthy.

The MEL, Specifies the minimum instrument, equipment or components for operations under VFR Day. It should be note that whenever an instrument, equipment or system is required in the MEL, all components of such item, equipment or system are also required unless such component are specifically authorized to be inoperative in the MEL.

It is important to note that:

ALL ITEM WHICH ARE RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND NOT INCLUDED ON THE LIST ARE AUTOMATICALLY REQUIRED TO BE OPERATIVE

1.3 RECTIFICATION COMPLIANCE PROCEDURES

Deferment

All items found during Flight Operations or Maintenance inspections shall be rectified at first opportunity. In case rectification cannot be carried out at first opportunity due to lack of spare parts, tools or facilities, etc., M.E.L should be consulted with authority to determine whether it can be deferred or extended.

In the event of a failure during flight, the pilot in command must ensure that the malfunction item(s) is deactivated and the operating limitations observed.

If the rectification of the inoperative system, component or equipment could be deferred, the discrepancy then shall be written-up in the maintenance logbook as deferred and listed on the deferred discrepancy list of said maintenance logbook and transfer to DMI. Procedure related authorized personnel maintenance ref Chapter 9 Company Authorization Card and Appendix C- Company Maintenance Manual.

If any item found directly related to the airworthiness of the aircraft but, for some reason, not included on the M.E.L., the aircraft shall not be operated until some measure of rectification has been taken to get such items operative.

Rectification

Rectification of item(s) found inoperative during flight or maintenance operation shall be recorded in the maintenance logbook.

In clearing the previously deferred discrepancy, the discrepancy must be reentered in the maintenance logbook and noted as having been reentered from the deferred discrepancy list for the purpose of rectification. The maintenance personnel will then complete the appropriate sign-off in the maintenance logbook and update the discrepancy list.

Rectification of any item which can be deferred in accordance with this M.E.L. must be carried out at the specified time interval set forth in this M.E.L. However, if the deferred item cannot be rectified within the specified time limit, Chief Inspector could review the case and extend the time limit as required

1.4 CRITERIA FOR DISPATCH

The PIC of an aircraft is directly responsible, and the final authority for, the operation of that aircraft, as well assure that multiple MEL items inoperative.

Before dispatching an aircraft with multiple MEL items inoperative, it shall be checked that any interface or interrelationship between inoperative items will not result in degradation in the level of safety and/or an undue increase in crew workload. It is particularly in this area of multiple discrepancies and especially discrepancies in related systems that good judgment, based on the circumstances of the case including climatic and route conditions must be used

1.5 CREW ACTION

1.5.1 Aircraft Dispatch

Whenever malfunctions are not completely cleared prior to dispatch, the flight crew shall verify whenever a dispatch is permitted according to the MEL.

Even if new malfunctions fall into the repair interval category “A” and immediate maintenance action is not required, the crew nevertheless shall inform maintenance as soon as possible.

1.5.2 Completion of Flight

Malfunctions encountered during last fight shall be checked whether they fall into the repair interval category “A”. If so, the MEL reference shall be entered in the AML. These “A” category items and any items required to be operative for all flight (“no-go items) shall be reported to maintenance as soon as possible.

With the approved Operation Specifications;

Category A

Items in this category will be repaired as specified in the “Remarks” column of the aircraft approved MEL.

Category B

Items in this category will be repaired within three consecutive calendar days (72 hours) excluding the calendar day the malfunction was recorded in the aircraft Maintenance log or record.

Category C

Items in this category will be repaired within 10 consecutive calendar days (240 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log or record.

Category D

Items in this category will be repaired within 120 consecutive calendar days (four months) excluding the calendar day the malfunction was recorded in the aircraft maintenance log or record

1.6 MAINTENANCE ACTION

The MEL is intended to permit operation with equipment inoperative for that period necessary to organize repairs.

The MEL definitely is not intended as a tool for prolonged or even permanent operation of aircraft in a configuration deviating from certification status.

Therefore, every effort shall be made by maintenance to correct all Maintenance irregularities as early as practicable and that the aircraft is released from maintenance base in fully operation condition so that the effected aircraft can be returned to its certification status. In order to maintain this level, the MEL establishes limitations on the duration of operation with operative equipment (see DEFINITIONS, “Repair Interval Categories”, and REPAIR INTERVAL OVERRUN).

The decision of the PIC to comply with the appropriate MEL requirement and to postpone maintenance activity will supersede any other intention. The PIC shall be informed by maintenance as soon as practicable, should it be impossible to repair inoperative equipment prior to departure.

Whenever an aircraft is released by maintenance for dispatch with equipment inoperative, the following is required:

The Aircraft Flight and Maintenance Log (AFML) aboard the aircraft shall contain a detailed description of the inoperative equipment including the repair interval category from the MEL, the MEL reference (e.g. “21-1”), the time of AFML sign-off, special advice to the flight crew, and if necessary, information about corrective action taken.

When they are accessible to the crew in flight, the control(s) and/or indicator(s) related to inoperative equipment shall be clearly placarded (ref to Company Maintenance Manual 8.1.6 Maintenance Responsibilities Point D.)

If inadvertent operation could produce a hazard, such equipment shall be rendered inoperative (physically) as given in the appropriate Maintenance Procedure.

All Maintenance procedures related to RII refer to PT Smart Cakrawala Aviation Maintenance Program Pilatus PC-6/B2-H4 Chapter 3.2 RII Procedures.

1.7 MEL EXTENSION REPAIR INTERVAL.

In exceptional cases, exceeding of any repair interval is unavoidable; it is permitted (basically) for one-time extension of the applicable interval for the same duration. However, in case of the required part are not immediately available or other factors beyond the control of the Company, the aircraft may be returned to schedule provided Maintenance Department shall issue MEL Extension Repair Interval and approved by Chief Inspector and Notify DGCA - PMI.

Refer to Authorizations, Conditions and Limitations (ACL) D95, PT. Smart Cakrawala Aviation may issue MEL Extension Repair Interval for one time only as specified at the MEL Category with these following conditions:

- Approved by Chief Inspector.
- Obtain an estimate delivery date of part from the supplier / vendor in the MEL Control form.

Make coordination with Operation Department for further repair schedule.

Attach the MEL Extension Repair Interval Form in to the Aircraft Flight and Maintenance Log.

This repair time Mel Extension Repair Interval valid for Category B & C.

1.8 MANUAL CONTROL SYSTEM

Policy

Each Minimum Equipment List will have a control number and assignment entry on the manual cover page. A master list containing the manual number, location and revision status will be kept by Chief Pilot.

Page Control System

a. Record of Revision

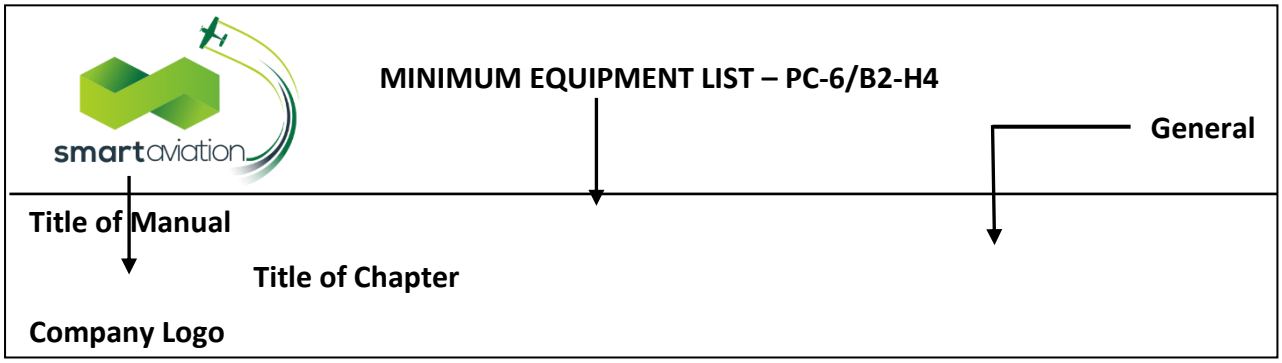
Designed to quickly identify the current revision status of the manual.

b. List of Effective Pages

Designed to provide a summary listing of all applicable pages and the revision date for the entire manual

c. Page Format

Top of the Page



Bottom of the Page

1.REVISION NO	**2. PAGE : 1-1**
3.SCA/OPS 2-010	
4.April 2021	

REMARK:

1. Revision Number
2. Section 1. Page 1
3. Company Manual Control Number
4. Date Of Issuance

1.9 MANUAL REVISION AND DISTRIBUTION PROCEDURE

1.9.1 Revision Procedures

a. Revision to the Minimum Equipment List is the responsibility of Chief Pilot. The revisions are made on an as needed or as required basis to correct, add to, and/or more clearly define policies, procedures, methods, and techniques and to reflect new or revised procedures. All revisions will be submitted base on a manual change request and forwarded to Quality Publications.

b. Whenever revisions are made, Chief Pilot shall route them to the holders of manuals. The responsibility for inserting revisions is the direct responsibility of the manual holder.

c. A vertical bar will be placed on the left hand margin of each page to indicate changes.

d. If the only change was to the page number a vertical bar will be placed in the left hand margin next to the revision number.

e. Chief Pilot and Operation Manager will periodically review the Minimum Equipment List with current Master Minimum Equipment List. Operation Manager will coordinate with Chief Pilot for reviewing the chapters related to the MMEL revision issued.

f. This manual and revision will be approved by the Chief Pilot, and forward to DGCA for approval. Upon approved by DGCA, sufficient copies will be made and distributed the revision page to each manual holder.

g. Upon receipt of a revision, each manual holder shall responsible for inserting the revised pages on the manual, record of revision on the manual, and the superseded will return to Chief Pilot

h. A list of effective pages will be issued with each revision so each manual can be checked and kept current.

1.9.2 Record of Revisions

"Keep the Minimum Equipment List up to date by inserting revisions immediately"

Revisions for the Minimum Equipment List will be distributed with transmittal form containing instructions for inserting and/ or removal of pages (Appendix Form-OM Part A SCA-OPS-010 MANUAL REVISION REQUEST FORM).

The transmittal form is numbered consecutively and upon receipt and filling, the date of insertion and the name of the person filling it shall be entered to the corresponding number in the record below.

The list of effective pages will be included in order to continuously check at any time whether the Minimum Equipment List updated. The list of effective pages will be revised upon revision with each page.

ATA CHAPTER: 21 Air conditioning					PAGE: 21-1
(1) System & sequence numbers item		(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
21-20-01 Fresh air ventilation outlets					
21-20-01A	(ALL)	C	2	1	Any in excess of one may be inoperative.
21-40-01 Heating system					
21-40-01A	(CAT/SPO)	C	1	0	May be inoperative.
21-40-01B	(NCO)	D	1	0	May be inoperative.

ATA CHAPTER: 23 Communications					PAGE: 23-1
(1) System & sequence numbers item		(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
23-10-01 Headsets					
23-10-01A	(NCO)	D	2	0	May be inoperative or missing provided procedures do not depend on its use.
23-10-01B	(ALL)	D	2	1	Any in excess of one for each flight crew member may be inoperative or missing. **Note:** A headset consists of a communication device which includes two earphones to receive and a microphone to transmit audio signals to the aeroplane's communication system.
23-10-03 Flight crew compartment speakers					
23-10-03A	(SPO/NCO)	C	1	0	(O) May be inoperative provided alternate means are available and used for ensuring the required communication.
23-10-03B	(CAT)	C	1	0	May be inoperative provided: (a) one headset is operative and used by each flight crew member, and (b) a spare operative headset is readily available in the flight crew compartment.
	(continued)				

ATA CHAPTER: 23 Communications					PAGE: 23-2
(1) System & sequence numbers item		(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
23-10-04 Handheld microphones					
23-10-04A	(SPO/NCO)	C	1	0	May be inoperative provided one headset is operative and used by each flight crew member.
23-10-04B	(CAT)	C	1	0	May be inoperative provided: (a) one headset is operative and used by each flight crew member, and (b) a spare operative headset is readily available in the flight crew compartment.
23-10-05 Yoke mounted push-to-talk switches					
23-10-05A	(NCO)	D	1	0	May be inoperative provided associated handheld microphone is operative.
23-10-05B	(SPO/CAT)	D	1	0	May be inoperative provided: (a) the flight is conducted under day VFR, and (b) associated handheld micro-phone isoperative.

ATA CHAPTER: 23 Communications					PAGE: 23-3
(1) System & sequence numbers item	(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions	
23-11-01 Long range communication systems					
23-11-01A (ALL)	D	1	0	Any in excess of those required may be inoperative.	
23-12-01 VHF communication systems					
23-12-01A (ALL)	D	2	1	Any in excess of those required may be inoperative.	
23-40-01 Flight crew interphone system					
23-40-01 (ALL)	D	1	0	May be inoperative.	

ATA CHAPTER: 24 Electrical				PAGE: 24-1
(1) System & sequence numbers item	(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
24-40-01 External power system				
24-40-01A (ALL)	D	1	0	May be inoperative.

ATA CHAPTER: 25 Equipment and furnishings						PAGE: 25-1
(1) System & sequence numbers item		(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions	
25-11-01 Flight crew compartment seats					**Note:** Includes all adjustable pilot seats. Does not include instructor seat (non-adjustable) installed on the co-pilot side.	
25-11-01-1	Horizontal adjustment					
25-11-01-1A	(ALL)	C	2	0	(M) May be inoperative provided: (a) the affected seat is secured and locked (b) the position is acceptable to the flight crew member, and (c) the seat position when the seatis used allows a full travel of the flight controls.	
	(continued)					

ATA CHAPTER: 25 Equipment and furnishings						PAGE: 25-2
(1) System & sequence numbers item		(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions	
	(continued)					
25-11-01-2	Vertical adjustment					
25-11-01-2A	(ALL)	C	2	0	(M) May be inoperative provided: (a) the affected seat is secured and locked, (b) the position is acceptable to the flight crew member, and **Note:** No additional cushion(s) acceptable.	
25-11-01-3	Safety harnesses					
25-11-01-3A	(ALL)	C	2	1	Any in excess of one may be inoperative provided: (a) the flight is conducted in single pilot operations, and (b) the affected seat is not occupied. **Note:** The manual locking feature of the inertia reel may be inoperative, except when the Multiple Sensor Camera Installation factory option is installed.	

ATA CHAPTER: 25 Equipment and furnishings				PAGE: 25-3
(1) System & sequence numbers item	(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
25-21-01 Passenger seats				**Note:** Includes instructor seat (non-adjustable) installed on the co-pilot side.
25-21-01A (ALL)	D	1	–	(M) May be inoperative provided: (a) inoperative seat does not block an emergency exit, (b) affected seat(s) are blocked and placarded 'DO NOT OCCUPY'. **Note:** A seat with an inoperative or missing restraint system is considered inoperative.
25-60-01 Electrical flashlights				
25-60-01A (SPO/NCO)	D	1	0	May be inoperative or missing for daylight operations.
25-60-01B (ALL)	C	1	1	Any in excess of those required for the intended flight may be inoperative or missing.
25-61-01 Crash axes				
25-61-01A (ALL)	D	1	1	Any in excess of those required may be inoperative or missing.

ATA CHAPTER: 25 Equipment and furnishings					PAGE: 25-4
(1) System & sequence numbers item		(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
25-62-01 First-aid kits					
25-62-01A	(ALL)	D	1	1	Any in excess of one may be incomplete or missing.
25-63-01 Automatic emergency locator transmitters ELT (AF)					
25-63-01A	(ALL)	D	-	-	Not Installed.
25-63-01B	(ALL)	A	1	0	May be inoperative provided only for ferry an airplane with an inoperative emergency locator transmitter from a place where repairs or replacements cannot be made to a place where they can be made.
25-64-01 Life jackets					
25-64-01A	(ALL)	D	1	0	(M) Any in excess of those required for the intended flight may be inoperative or missing provided: (a) required distribution of operative units is maintained throughout the aeroplane, and (b) the inoperative unit is removed from the aeroplane and its installed location is placarded inoperative; or removed from the installed location, secured out of sight, and the inoperative unit and its installed

				location are placarded inoperative.

ATA CHAPTER: 26 Fire protection				PAGE: 26-1
(1) System & sequence numbers item	(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
26-24-01 Hand fire extinguishers				
26-24-01A (ALL)	D	1	1	Must be operative.

ATA CHAPTER: 27 Flight controls				PAGE: 27-1
(1) System & sequence numbers item	(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
27-10-01 Aileron trim tab position indication				
27-10-01A (ALL)	C	1	0	(O) May be inoperative provided: (a) tab is visually checked for full range of travel, (b) tab operation is not restricted, and (c) tab is set to position for take-off and appropriate setting is verified by visual inspection prior to each departure.
27-20-01 Rudder trim tab position indication				
27-20-01A (ALL)	C	1	0	(O) May be inoperative provided: (a) tab is visually checked for full range of travel, (b) tab operation is not restricted, and (c) tab is set to position for take-off and appropriate setting is verified by visual inspection prior to each departure.

ATA CHAPTER: 27 Flight controls					PAGE: 27-2
(1) System & sequence numbers item	(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions	
27-30-01 Stabiliser trim position indication					
27-30-01A (ALL)	C	1	0	(O) May be inoperative provided: (a) horizontal stabiliser trim is visually checked for full range of travel, (b) horizontal stabiliser trim operation is not restricted, and (c) horizontal stabiliser trim is set to position for take-off and appropriate setting is verified by visual inspection prior to each departure.	
27-50-01 Flaps position indication					
27-50-01A (ALL)	C	1	0	(O) May be inoperative provided: (a) prior to each flight, flaps are visually checked for full travel, (b) flaps operation is not restricted, and (c) flaps are visually checked for proper setting prior to each departure.	

ATA CHAPTER: 28 Fuel				PAGE: 28-1
(1) System & sequence numbers item	(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
28-40-01 Fuel quantity indication				
28-40-01A (ALL)	C	2	0	(O) One (L or R) may be inoperative provided a reliable means is established to determine that fuel quantity on board meets the regulatory requirements for flight.

ATA CHAPTER: 30 Ice & rain protection				PAGE: 30-1
(1) System & sequence numbers item	(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
30-31-01 Pitot heating system				
30-31-01A (ALL)	B	1	0	May be inoperative provided: (a) operations are conducted under day VFR, (b) operations are not conducted in visible moisture or into known or forecasted icing conditions.

ATA CHAPTER: 30 Ice & rain protection					PAGE: 30-2
(1) System & sequence numbers item		(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
30-31-03 Static port heating system					
30-31-03A	(CAT)	C	2	0	May be inoperative provided: (a) operations are conducted under dayVFR, and (b) operations are not conducted in known or forecasted icing conditions.
30-31-03B	(CAT)	B	2	1	(O) One may be inoperative provided: (a) operations are conducted under day VMC, (b) operations are not conducted in visible moisture or into known or forecasted icing conditions, and (c) the operative static port heater is verified operative prior to each flight.
30-31-03C	(NCO/SPO)	C	2	0	One or both may be inoperative provided: (a) operations are conducted under dayVFR, and (b) operations are not conducted in known or forecasted icing conditions.

ATA CHAPTER: 30 Ice & rain protection					PAGE: 30-3
(1) System & sequence numbers item		(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
30-61-01 Propeller de-ice system					
30-61-01A	(CAT/SPO)	B	1	0	May be inoperative provided operations are not conducted in known or forecasted icing conditions.
30-61-01B	(NCO)	C	1	0	May be inoperative provided operations are not conducted in known or forecasted icing conditions.

ATA CHAPTER: 31 Indicating/Recording systems				PAGE: 31-1
(1) System & sequence numbers item	(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
31-21-01 Clock				
31-21-01A (ALL)	C	1	0	May be inoperative provided an accurate timepiece is operative on the flight crew compartment indicating the time in hours, minutes and seconds. **Note:** On the basis that the timepiece required does not need to be approved,an accurate pilot's wristwatch which indicates hours, minutes and seconds isacceptable.

ATA CHAPTER: 32 Landing gear				PAGE: 32-1
(1) System & sequence numbers item	(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
32-40-01 Parking brake				
32-40-01A (ALL)	C	1	0	(O) May be inoperative provided a procedure is established to prevent movement of the aeroplane when stopped or parked.

ATA CHAPTER: 33 Lights					PAGE: 33-1
(1) System & sequence numbers item		(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
33-10-01 Flight crew compartment lighting					**Note:** Excluding internally lighted buttons/ switches, emergency lights and annunciations.
33-10-01A	(ALL)	C	1	0	May be inoperative for daylight operations.
33-10-01B	(ALL)	C	1	0	Individual lights may be inoperative provided: (a) sufficient lighting is operative to make each required instrument control and other device for which it is provided easily readable, and (b) lighting configuration at dispatch is acceptable to the flight crew.
33-20-01 Passenger compartment lighting					
33-20-01A	(ALL)	D	2	0	May be inoperative provided passengers arenot carried when operating at night.
33-20-01B	(ALL)	C	2	0	Individual lights may be inoperative provided lighting configuration at dispatch is acceptable to the flight crew.

ATA CHAPTER: 33 Lights					PAGE: 33-2
(1) System & sequence numbers item		(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
33-41-01 Navigation/ Position lights					
33-41-01A	(ALL)	C	3	0	One or more may be inoperative for daylight operations.
33-42-01 Anti-collision light system					
33-42-01A	(NCO/SPO)	C	1	0	May be inoperative for daylight operations.
33-44-01 Landing lights					
33-44-01A	(CAT)	B	2	1	One may be inoperative for night operations if two landing lights are installed.
33-44-01B	(NCO/SPO)	C	2	1	One may be inoperative for night operation if two landing lights are installed.
33-44-01C	(ALL)	C	2	0	May be inoperative for daylight operations.

ATA CHAPTER: 34 Navigation				PAGE: 34-1
(1) System & sequence numbers item	(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
34-10-02 Primary altitude indication				
34-10-02A (NCO/SPO)	C	1	0	May be inoperative provided: (a) flight is conducted under VFR and (b) a standby altimeter is installed and operational.

ATA CHAPTER: 34 Navigation						PAGE: 34-2
(1) System & sequence numbers item		(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions	
34-10-03 Turn and slip indication						
34-10-03-1	**Turn indication**					
34-10-03-1A	(CAT)	B	1	0	May be inoperative for single pilot operations provided operations are conducted under day VFR.	
34-10-03-1B	(ALL)	C	1	0	May be inoperative for single pilot operations provided standby attitude indication is operative.	
34-10-03-1C	(NCO/SPO)	C	1	0	May be inoperative for single pilot operations provided operations are conducted under day VFR.	
34-10-03-2	**Slip indication**					
34-10-03-2A	(NCO/SPO)	D	1	0	May be inoperative provided operations are conducted under day VFR.	

ATA CHAPTER: 34 Navigation					PAGE: 34-3
(1) System & sequence numbers item	(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions	
34-10-04 Vertical speed indicator					
34-10-04A (NCO/SPO)	C	1	0	May be inoperative for day VFR operation.	
34-10-05 Outside Air Temperature indicator					
34-10-05A (ALL)	C	1	0	May be inoperative provided: (a) operations are conducted under VFR, (b) operations are not conducted in known or forecasted icing conditions, and (c) weather reports indicate that at any point of the route intended to beflown, the OAT is within the aeroplane's operating temperature limitations.	
34-15-02 Radar altimeter					
34-15-02A (ALL, if installed)	C	2	0	May be inoperative provided approach minima or operating procedures are not dependent upon its use.	

ATA CHAPTER: 34 Navigation					PAGE: 34-4
(1) System & sequence numbers item		(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
34-20-01 Stabilized direction indication					
34-20-01A	(NCO/SPO)	C	1	0	May be inoperative on the pilot flying side for day VFR operations, in sight of the surface with adequate external attitude reference.
34-20-02 Primary attitude indication					**Note**: A standby attitude indication is not considered as a primary indication.
34-20-02A	(NCO/SPO)	B	1	0	May be inoperative provided: (a) operations are conducted under VFR, and (b) standby attitude indicator is operative.
34-20-02B	(CAT)	B	1	0	May be inoperative for single pilot operations provided: (a) operations are conducted under day VFR in sight of surface with adequate external attitude reference, and (b) the standby attitude indication is operative.
34-20-02C	(NCO/SPO)	C	1	0	May be inoperative for single pilot operations provided operations are conducted under day VFR and in sight of the surface with adequate external attitude reference.

ATA CHAPTER: 34 Navigation					PAGE: 34-5
(1) System & sequence numbers item		(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
34-20-03 Standby attitude indication					
34-20-03A	(ALL)	C	1	0	May be inoperative.
34-31-01 Marker beacon					
34-31-01A	(ALL)	C	1	0	May be inoperative under IFR operations provided approach procedures do not require marker fixes.
34-31-01B	(ALL)	D	1	0	May be inoperative under VFR operations.
34-32-01 Approach aids					**Note:** Includes ILS (LOC and GS). For other navigation systems see 34-51-1.
34-32-01A	(ALL)	B	1	0	May be inoperative under IFR operations provided approaches and missed approaches where navigation is based on the affected item, are not included in the flight plan.
34-32-01B	(ALL)	D	1	0	May be inoperative under VFR operations.

ATA CHAPTER: 34 Navigation					PAGE: 34-6
(1) System & sequence numbers item		(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
34-40-01 Traffic alert and collision avoidance system (TCAS)					
34-40-01A	(CAT)	C	1	0	(M)(O) May be inoperative provided: (a) TCAS is deactivated, and (b) operating procedures do not require its use.
34-40-01B	(NCO/SPO)	D	1	0	(M)(O) May be inoperative provided: (a) TCAS is deactivated, and (b) operations are not conducted in an airspace where TCAS is required.
34-41-01 Weather detection system					**Note:** Weather radar and stormscope if applicable.
34-41-01A	(ALL)	D	1	0	May be inoperative.

ATA CHAPTER: 34 Navigation					PAGE: 34-7
(1) System & sequence numbers item		(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
34-51-01 Navigation systems					**Note:** Based on VOR, DME, ADF, GPS, RMI
34-51-01A	(CAT)	C	2	1	(O) One or more may be inoperative provided: (a) the navigation systems required for each segment of the intended flight route are operative, and (b) alternate procedures are established and used, where applicable.
34-51-01B	(NCO/SPO)	D	2	1	(O) One or more may be inoperative provided: (a) the navigation systems required for each segment of the intended flight route are operative, and (b) alternate procedures are established and used, where applicable.

ATA CHAPTER: 34 Navigation				PAGE: 34-8
(1) System & sequence numbers item	(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
34-54-01 Secondary Surveillance Radar (SSR) transponder mode A/C				
34-54-01A (ALL)	D	–	–	Not Installed.
34-54-02 Secondary Surveillance Radar (SSR) transponder mode S				
34-54-02A (ALL)	D	1	0	Any in excess of those required for the intended flight route may be inoperative. **Note:** A SSR transponder with an operative mode S function is defined as a transponder which can provide, at least, elementary surveillance capability.
(continued)				

ATA CHAPTER: 34 Navigation				PAGE: 34-9
(1) System & sequence numbers item	(2) Rectification interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or exceptions
(continued) 34-54-02B (ALL)	C	1	0	One or more may be inoperative provided permission is obtained from the Air Navigation Service Provider(s) when required for the intended flight route. **Note:** (a) A SSR transponder with an operative mode S function is defined as a transponder which can provide, at least, elementary surveillance capability. (b) Elementary surveillance (ELS) capability (mode S including aeroplane identification and pressure altitudereporting) is required in European mode S designated airspace. (c) Altitude reporting. provided by a SSR transponder mode S function, is required for flight into RVSM airspace.