



REPUBLIC of SAN MARINO CIVIL AVIATION AUTHORITY

Information Circular No. 41 Issue 01

Applicability of Minimum Equipment List (MEL) Requirements under CAR OPS 2H_General Aviation Operations (Helicopter)

The San Marino Civil Aviation Authority (SM CAA) hereby issues this Information Circular to clarify the applicability of Minimum Equipment List (MEL) requirements under CAR OPS 2H – General Aviation Operations (Helicopter).

Under CAR OPS 2H, there is no mandatory requirement for General Aviation operators of non-complex helicopters to hold an approved MEL. Accordingly, general aviation operations may be conducted without an MEL.

However, in the absence of an approved MEL, the helicopter may not be dispatched with any instrument, item of equipment, or function required for the intended flight inoperative or missing. In practical terms, operations without an MEL provide no dispatch relief; therefore, all equipment required for the intended flight must be fully operative prior to dispatch. Reference is made to CAR OPS 2H.401(c).

Should an operator wish to dispatch a helicopter with certain items inoperative, where permitted, this may only be accomplished through the use of an MEL approved by the Authority. The development of an MEL is contingent upon the existence of a Master Minimum Equipment List (MMEL) for the specific helicopter type.

The operator must develop an MEL based on the applicable MMEL, taking into account the specific aircraft configuration, and submit it to the Authority for review and formal approval. Guidance on the preparation of an acceptable MEL is provided in CAP 03.

Only after the MEL has been approved may the helicopter be dispatched with inoperative items, strictly in accordance with the limitations, conditions, rectification intervals, and procedures specified in the approved document.

Operators are reminded that an MEL is a dispatch relief document and does not replace applicable maintenance requirements. While CAR OPS 2H permits general aviation operations without an MEL for non-complex helicopters, such operations allow no flexibility in the event of inoperative or missing equipment. Conversely, once an MEL has been approved, full compliance with its provisions is mandatory.

For any further clarification, operators are invited to contact the Authority.

Yours truly,

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Director General