



REPUBLIC of SAN MARINO
CIVIL AVIATION AUTHORITY

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APPLICATION FOR MINIMUM EQUIPMENT LIST APPROVAL

A vertical line in the margin indicates an amendment to the previous version.

1. PURPOSE OF APPLICATION

Initial MEL ☐

MEL Amendment ☐

2. GENERAL DETAILS

Registration Mark:

T7-

Manufacturer's Aircraft Designation:

Serial Number:

Type Certificate Data Sheet (TCDS) to which the aircraft conforms: *(See Note 3)*

☐ FAA

☐ EASA

☐ TC

☐ ANAC

TCDS MMEL:

Title:

Revision Status:

Date:

MEL:

(See note 1 and 2)

Title:

Revision Status:

Date:

3. SUMMARY OF REVISIONS

Detail the revisions to the MEL to be approved (applicable for MEL Amendment only).

This information should be more detailed than that listed on the revision summary page of the MEL.

(Continue on a separate sheet if necessary)

4. DETAILS OF AIRCRAFT OPERATOR

Name of Operator:

Telephone No(s):

Email:

5. SUPPORTING DOCUMENTATION *(to be provided electronically)*

☐ Operator's customised MEL including O & M procedures

☐ TCDS MMEL and manufacture's O & M procedures

6. APPLICANT DECLARATION

The CAA SMR CAP 03 has been reviewed during the preparation of the MEL for submission and complies with it where applicable. This MEL complies with the applicable CAR OPS requirements and is no less restrictive than the applicable MMEL.

Every item in the MEL has been checked against the MMEL and “O” and “M” procedures have been developed where appropriate.

The MMEL will be reviewed whenever it is amended, and the MEL amended whenever an applicable change to the MMEL introduces more restrictive conditions.

Date:		Position:	
Name of Applicant:		Signature of Applicant:	

Note: Refer also to Guidance Notes overleaf.

Guidance Notes for the Completion of this Application

1. CAP 03 provides guidance and specifies the means for an operator to produce MELs and procedures, so that an aircraft with unserviceable equipment may be dispatched in accordance with the applicable requirements of CAR OPS.
2. The effective date of the MEL (or amendment) should be for a future date, which will allow the CAA adequate time to review and approve.
3. An aircraft that have been Type Certificated by either EASA, FAA , TCCA or in certain defined circumstances ANAC Brazil. Please refer to CAR 21.25. The basis of Type Acceptance will determine which Source MMEL is applicable.