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Flying Training School, Royal Thai Air Force



MINIMUM EQUIPMENT LIST (MEL)

CT-4E

APPROVED BY MILITARY AVIATION AUTHORITY

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ผู้อำนวยการสำนักงานการบินกองทัพอากาศ

DIRECTOR OF THE MILITARY AVIATION AUTHORITY

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Preface

This publication outlines the procedures applicable to the safe operation of the CT-4E. With the complementary references cited, this publication prescribes standard operational procedures used by all aircrews operating CT-4E aircraft.

Roles and Responsibilities.


This publication, in conjunction with other governing directives, prescribes CT-4E procedures under most circumstances, but is not to be used as a substitute for sound judgment or common sense.

Commanders.

Commanders and their respective tier levels are responsible for complying with guidance in this manual. CT-4E flying unit wing commanders, delegated no lower than the squadron commander (or equivalent), are responsible for providing local operating guidance to supplement the requirements of this manual.

Pilot in Command (PIC)

The Pilot in Command (PIC) is ultimately responsible for the safe and effective operation of the aircraft. Each PIC is designated on a flight authorization form, or an equivalent document, in accordance with DAFMAN 11-401, Aviation Management. The PIC is in command of all people aboard the aircraft and has the necessary authority to manage the crew and accomplish the mission. They are responsible for the welfare of the crew and the safe completion of the mission, from notification to debrief. If the PIC determines that conditions are unsafe, the aircraft will not depart until the risks are adequately mitigated. As the final mission authority, the PIC makes decisions not specifically assigned to a higher authority and must keep the applicable commander informed about mission progress and difficulties. The PIC has the final authority to request and accept waivers affecting the crew or mission, ensures the security of the aircraft when away from home station, and serves as the primary point of contact between the aircrew and mission support personnel.

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Waiver Protocol

Waivers to operate with degraded equipment are granted on a case-by-case basis. The PIC determines the need for a waiver after coordinating with the lowest practical level of command. MEL waiver authority is the Commander of Primary Training Squadron, Flying Training Wing, Flying Training School and/or Primary Training Squadron, Flying Training Wing, Flying Training School Operation Officer with mission execution authority.

Technical Assistance


The PIC may request technical support and additional assistance from Primary Training Squadron, Flying Training Wing, Flying Training School Flight Manager.

Solo Flying.

Aircraft may be flown solo with instrument or system malfunctions that do not affect safety of flight. Student pilots will not fly solo in an aircraft with a known malfunction unless approved by the squadron commander. In addition, a maintenance supervisor must clear the aircraft. With any sort of engine malfunction indication (engine still running), a solo student should fly a precautionary emergency landing. If a solo student experiences an engine failure (engine shutdown or not producing sufficient power to sustain level flight), serious consideration should be given to Bale out. The student may attempt a forced landing with a minimum landing distance available of 1,500 feet

Deviations.

Personnel will not deviate from the procedures in this publication without specific approval by the Wing Commander unless an urgent requirement or aircraft emergency dictates otherwise. In this case, the PIC may take all actions necessary to safely recover the aircraft and/or aircrew. Aircrews will notify their squadron leadership (i.e., Operation Officer, Director of Operations, Commander) within 24 hours of actions taken for any deviations.

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Deviation Approval.

The Wing Commander may approve deviations from the restrictions listed in Table on a flight-by-flight basis if there is no compromise of flight safety or Air Force directives. This authority is delegable no lower than the squadron commander.

Definition

INOP(Inoperative) - an item of aircraft equipment or a system that is partially or totally unavailable to the pilot or crew

Dual – Both seats occupied

Solo – One seat only occupied


VFR – Visual Flight Rule

IFR - Instrument Flight Rules

CT-4E MEL

This MEL lists the minimum equipment and systems to launch the aircraft under routine operations. The MEL does not include all equipment or systems essential to airworthiness. MEL is not intended to promote continued operation of the aircraft for an indefinite period with systems/subsystems INOP. Due to the various configurations of CT-4E, the number in the “Installed” column is a representation of most of the aircraft. If the series requirement is different than the number shown, there is no waiver requirement for the number installed


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	for Daytime VFR Flights	in Addition for Night VFR Flights	in Addition for IFR Flights
Flight & navigation instruments	<ul style="list-style-type: none"> -Transponder -Airspeed indicator -Altimeter -Magnetic compass 		<ul style="list-style-type: none"> -Rate-of-turn indicator -Slip-skid indicator -A clock displaying hours, minutes, and seconds -Attitude indicator -Heading indicator -Instrument landing system (ILS) -VHF omni-directional range (VOR) -Non-directional radio beacon (NDB) -Distance measuring equipment (DME)
Engine instruments	<ul style="list-style-type: none"> -Tachometer -Oil pressure gauge -Cylinder head temperature gauge -Oil temperature gauge -Manifold pressure gauge -Fuel gauge indicating the quantity of fuel in each tank 		
Lighting	<ul style="list-style-type: none"> -Anticollision light system 	<ul style="list-style-type: none"> -Approved position lights. -Wander Light -Landing light. 	

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	for Daytime VFR Flights	in Addition for Night VFR Flights	in Addition for IFR Flights
Other operational minimum equipment	<ul style="list-style-type: none">-Two-way radio communication-Emergency locator transmitters (ELT)-Approved harness-Fire Extinguisher-Axe-First aid kit-Pilot operating handbook (POH)		

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