Minimum Equipment List as a Mechanism of Motion in MIRCE Mechanics

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Abstract

To avoid the loss of consumer trust, revenue or capability any disruption to a system’s functionality is unacceptable to the providers, on one hand and also to their receivers, on the other. Consequently, every effort must be made to ensure the continuity of the provision of the system’s functionality through calendar time. One of the methods used to minimise disruption to operational capability, especially in the aviation industry, was the creation of the Minimum Equipment List (MEL). This list identifies the equipment/components present into system that are not necessary to be operational for the safe provision of the functionality of the system, in accordance with the prescribed operational and maintenance restrictions, and approved by the regulatory authorities. Consequently, the main objective of this paper is to present the concept of the MEL as one of the potential mechanism to be used outside aviation community to further influence the motion of a functionable system type through MIRCE Space and potentially enhance its functionability performance as perceived by MIRCE Science.

1. Introduction

2. Minimum Equipment List in Commercial Aviation

3. Creation of the Master Minimum Equipment List

4. MMEL is for Aircraft not Airline

5. Deferring Process Under MEL

6. An Example of Minimum Equipment List

7. Impact of Minimum Equipment List on Functionability Performance

8. Cost of Lost Revenue

9. Conclusions

10. References:


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