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OPERATION OF AIRCRAFT

AIRCRAFT EQUIPMENT

**ACAS MINIMUM EQUIPMENT LIST (MEL) AND
MASTER MINIMUM EQUIPMENT LIST (MMEL) PROVISIONS**

1. *Each operator with authority to dispatch an aircraft with an ACAS system or component temporarily inoperative must do so in accordance with provisions of an MEL. MEL's are approved for each operator and type of aircraft, within provisions of the CAA MMEL for that type. When proposed MEL provisions are consistent with the CAA MMEL, the Commissioner may approve the MEL. If a less restrictive MEL or different MEL provisions are requested, a proposal for consideration of a CAA MMEL change must be submitted to the Commissioner. No relief will be granted for the voice command portion of the ACAS when functioning in the TA mode (Traffic Advisory) only. The audio will be provided via a speaker, which may also serve windshear and ground proximity equipment. Enhanced features (those above and beyond the basis ACAS system) may be inoperative, provided that the inoperative features do not degrade the system (for example, flight level traffic altitude selection feature for a traffic display).*
2. *The provisos and repair category intervals are intended to grant an operator sufficient relief, especially during the early stage of the ACAS transition, in order to promote the installation process, as well as support the use of a practical system. Both equipment reliability and operational experience dictate if any revision of this MMEL is to be considered.*
3. *The following list is the standard set of provisos for all aircraft for which relief is granted for the ACAS systems:*

ACAS	B / - / O	(M) (O) may be inoperative provided: (a) system is deactivated and secured; and (b) en route or approach procedures do not require its use.
	C / - / O	(M)(O) may be inoperative provided: (a) not required by Part 121; (b) system is deactivated and secured; and (c) en route or approach procedures do not require its use.
ACAS II	B / - / O	(M) may be inoperative provided: (a) system is deactivated and secured; and (b) en route or approach procedures do not require its use.
	C / - / O	(M)(O) may be inoperative provided: (a) not required by Part 121; (b) system is deactivated and secured; and (c) en route or approach procedures do not require its use.
(1) Combined TA and RA dual-display system(s)	C / 2 / 1	May be inoperative on the non-flying pilot side provided: (a) TA and RA visual display is operative on the flying pilot side; and (b) TA and RA audio function is operative on the flying pilot side.
(2) RA display system(s)	C / 2 / 1	May be inoperative on non-flying pilot side.
	C / - / O	(O) may be inoperative provided: (a) TA visual display and audio functions are operative; (b) TA-only mode is selected by the crews; and (c) en route or approach procedures do not require its use.
(3) TA display system(s)	C / - / O	(O) may be inoperative provided: (a) RA visual display and audio functions are operative; and (b) en route and approach procedures do not require its use.