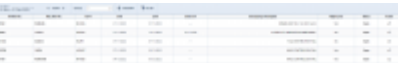


Hold Item List



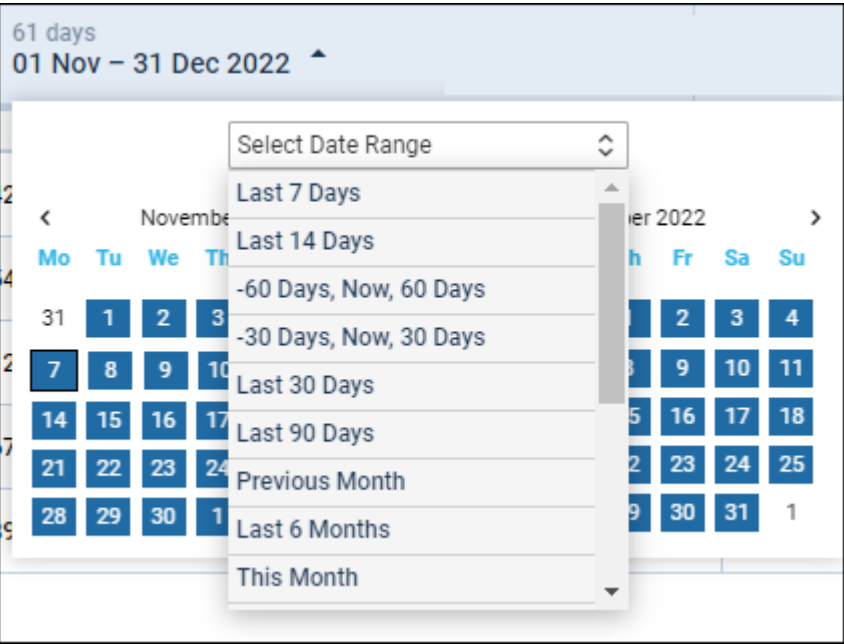
The list of added HILs

You can register and archive all **aircraft defects** by adding **HIL - Hold Item List** in the section Maintenance > Hold Item List. Leon keeps history of each aircraft discrepancies and limitations that result from defects.

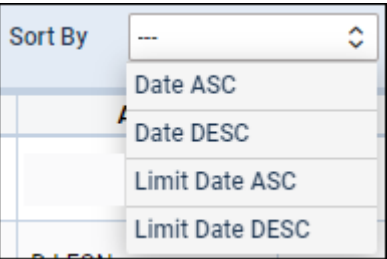
The list of added HILs

All added HILs appear on the **main HIL page**, with a few columns displaying most important data, such as: HIL number, MEL number, ACFT, Date, Limit, Date C/W, Discrepancy description, Flight limitations, Status and Action (editing HIL).

It is possible to set the date-range, either by selecting From-To date, or choosing 1 of the options from the drop-down list.



The **Sort by** option allows to sort the list of HILs by: Date ascending, Date descending, Limit date acs & Limit date des.



It is also possible to filter the main list by a particular aircraft type or reg number by clicking the



The main  offers **4** possibilities of filtering the list of all added HILs:

Filter

HIL item number

MEL item number

Flight limitations

Status

RESET

SAVE

Adding HIL



Hold Item List - the edition window

Click on '**Add new HIL**' and the new window will show up. Fill in all mandatory fields: HIL & MEL (Minimum Equipment List) item number, date, due date and discrepancy description. You can also add flight limitations and corrective actions.

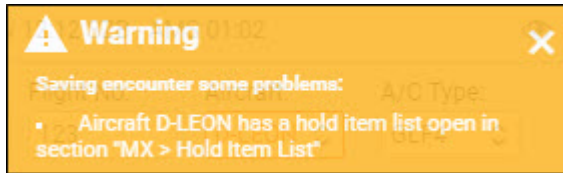
If you have added an open HIL to one of your aircraft within a certain period of time, in section OPS > Table an aircraft reg number is highlighted in yellow (if HIL caution is marked in 3-dots filter) and if you hover the mouse over it, Leon will show HIL's information in a pop-up window.

In a section Calendar such aircraft registration is highlighted in red. Hover the mouse over to see details.



If you try to add a new flight for the period selected in new HIL section Leon will issue a warning in

top-right corner of the screen:



MEL - Minimum Equipment List is a categorized list of systems, instruments and equipment on an aircraft that may be inoperative for flight. Specific procedures or conditions may be associated with operation with the relevant item in operative. It is considered by default that any equipment or system which is not included in the MEL must be operative for the aircraft to be allowed to flight. The MEL is defined on a per aircraft model basis.

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