

----- Original Message -----

From: [Jansen Jeroen](#)

To: [Jacques Denecker](#)

Cc:

Sent: Monday, November 15, 2010 1:35 PM

Subject: RE: Meridian Airways

Dear Mr Denecker,

Many thanks for your Email copied below in which you raised three questions; my replies are added in *italic*:

1. The possibility (and legality) of the above mentioned scrap recovery parts from the 4K-AZ25 frame being used to make the Meridian fleet airworthy again?
Under certain conditions, it is in principle possible to re-use parts of a grounded aircraft. In general, such part should be in a "serviceable" condition; further inspection of that part may be required in order to determine the condition. The maintenance organisation should have procedures for the re-use of parts and the determination of the condition.
2. Is it correct that Meridian Airways Ltd no longer possesses of a valid "Air Operator's Certificate" (AOC) issued by the Ghana CAA?
*It has come to our attention **that the AOC was suspended recently by the Ghanaian authorities.** Nevertheless, since the operator has been included in the Community List of banned operator; in case the AOC would be reinstated, it still cannot operate in EU territory (including overflight) until the removal from the list (based on concrete evidence of full compliance with ICAO standards).*
3. Is Meridian Aw **applying** (like Avient Aviation / Zimbabwe <http://www.pprune.org/freight-dogs/427149-avient-md11-bierset-eblg.html>) **for a Belgian (or any other EU AOC)**, hoping to get of the EU black list?
It is not known to me that Meridian is applying for a Belgian or other EU AOC.

Best regards,

Jeroen Jansen

From: Jacques Denecker **Sent:** 30 October 2010 21:55
To: Jansen Jeroen
Cc:
Subject: Meridian Airways

Dear Mr Jansen,

Thank you for the information given in the past,

We are very glad Meridian Airways now is EU blacklisted, we feel much safer!

On the internet we've found part of the (very worrying) inspection report on Meridian:

“Four inspections of Meridian were carried out in July, in addition to which the DfT has 'evidence indicating that an aircraft (operated by Meridian) took off significantly overweight on one occasion in July'.

The first CAA inspection on 8 July 2010 discovered, amongst other things, fuel leaks, no information about temporary repairs to No 3 engine, and bags not correctly secured and restrained.

On 15 July 2010 the CAA found delaminated flight deck windows, repair of a deferred defect extended 'well beyond limits', valve caps missing from main wheels, temporary repairs of a panel not recorded, no torque check on wing tank access panel screws, protective breathing equipment for crew unserviceable and a visible fuel leak still unattended to.

On 22 July 2010 the CAA noted flight crew seat covers worn and holed, no fireproof ID plate near the main entrance, a large screw head sheared off on the right hand wing, and seals on the right hand inboard fuel tank panels reused after fuel leak rectification.

A second inspection occurred on 22 July which found interior equipment not correctly secured, borrowed breathing equipment which the crew wasn't trained to use, the cargo locking mechanism not suitable for the pallet in use, a smoke detector in the lower hold unserviceable, incorrect performance calculations (presumably regarding things like weight and power on take-off), the flight engineer lacking an English language proficiency endorsement (and a spare pair of glasses!), old seals used on a fuel leak rectification and a fundamental error in load planning which required re-distribution of cargo.”

Lately (Aug-Sept) we have seen **quite some activity** by Meridian personnel in Ostend.

Parts of an old abandoned air frame (ex 4K-AZ25) were taken of (windows...), probably for reuse on the Meridian Aw fleet.

Attached we send you some pictures we took when 4K-AZ25 was stripped of everything (supposedly) useful to Meridian.

We have a few remaining questions and worries, can you inform us once more on:

- The possibility (and legality) of the above mentioned scrap recovery parts from the 4K-AZ25 frame being used to make the Meridian fleet airworthy again?
- Is it correct that Meridian Airways Ltd no longer possesses of a valid “Air Operator’s Certificate” (AOC) issued by the Ghana CAA?
- Is Meridian Aw **applying** (like Avient Aviation / Zimbabwe <http://www.pprune.org/freight-dogs/427149-avient-md11-bierset-ebg.html>) **for a Belgian (or any other EU AOC)**, hoping to get of the EU black list?

Kind regards,

Jacques Denecker,

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Ostend Belgium