



Department of Civil Aviation

Letter to Operators MEL01/11

6th January 2011.

To: All Operators of Bermuda Registered Aircraft in the “Private” category.

Minimum Equipment Lists and Scales of Equipment

Subparts F (Instruments and Equipment Requirements) of OTARs Part 91, 121, 125 and 135 have been amended to more clearly state which items and in what quantity are required by Articles 12, 15 and 16 of the AN(OT)O 2007. The AN(OT)O has also been amended and will be published early this year. In the new version the Scales of Equipment in Schedules 4 – Aircraft Equipment {Articles 12(5) and 15(2)} and Schedule 5 – Communication and Navigation Equipment {Article 16(2)} have been removed.

A consequence of the above changes is that authors of an operator's MEL who have previously used the AN(OT)O to determine the Number Required when the MMEL entry states “in accordance with regulations” or have used the MMEL's entry for an item's need to be included in the MEL and the MMEL's required quantity, will in future be required to use the OTAR's Scale of Equipment.

In other words, OTARs take precedence over the MMEL. This shall not be interpreted as permitting an MEL to contain an item that does not appear in the MMEL.

It is acknowledged that Master MELs are primarily written for Part 121 or Part 135 operators (AOC holders/Air Carriers). Therefore for Part 125 use, in some circumstances, some MMEL dispatch conditions will become less onerous.

However, OTARs of course do not mention the Rectification Interval when an item is declared inoperative. If it is difficult to determine the RI, the applicable FAA Policy Letter and/or JAA Admin & Guidance Material, Section 4, Operations, Part 3, Temporary Guidance Leaflet 26 (better known as TGL 26) may be used as appropriate. If required, the DCA can also provide guidance.

The apparent conflicts between OTARs and MMELs are more likely to surface when Part 125 compliant MELs are being written, or rewritten to comply with previous MEL Letters to Operators. Once the new Annex 6 Part 2 percolates through all aviation regulatory authorities, it will be less likely that Master MELs and OTARs will be out of step.

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