



GOVERNMENT OF BERMUDA

Department of Civil Aviation

Letter to Operators MEL01/14

1st January 2014.

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

The use of the Minimum Equipment List Rectification Interval Extension

Although a separate Approval is not required for a Rectification Interval Extension (RIE) scheme, the scheme must be described in the introduction of the operator’s approved MEL or in the approved Article 134 compliant Operations Manual.

A compliant MEL or Operations Manual, as applicable, should include a statement such as:

“(Air Operator) may self-extend the repair interval for Category B, C and D items contained within the MEL, but shall notify the Bermuda Department of Civil Aviation Flight Operations or Principal Airworthiness Inspector responsible for the Operator, within one working day when this action is taken and the reason why it was required.”

Paragraph 14 of the BDCA publication “A Guide to writing an OTAR compliant MEL” has been revised to describe more deeply the requirements of an RIE scheme. The instruction to notify the BDCA within 24 hours that an RIE has been used has been replaced by the requirement to submit a report within 24 hours on the use of the RIE.

Commonly, there are three reasons why an RIE is required: an inability to obtain a spare part; the lack of a suitably qualified engineer and difficulties in bringing the spare and the engineer to the aeroplane. The report must clearly describe which element or elements contributed to the need for an RIE and what steps were taken to organise the rectification.

Operators are reminded that an abuse of the RIE scheme will result in their use of the scheme being curtailed.