

MINIMUM EQUIPMENT LIST AUTHORISATION PAGE

1. **AUTHORISED AIRCRAFT.** The certificate holder is authorized to use an approved MEL for the aircraft listed below provided the conditions and limitations of this paragraph are met:

- a)
- b)
- c)

2. **MAXIMUM TIMES BETWEEN DEFERRAL AND REPAIR.** Except as provided in subparagraph “d”, the certificate holder shall have items repaired within the time intervals specified for the categories of items listed below:

- a. **Category A.** No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the Requirements/Conditions/Remarks field of the certificate holder's approved MEL.
- b. **Category B.** Items in this category shall be rectified within (3) consecutive calendar days (72 hours) excluding the calendar day the malfunction was recorded in the aircraft flight defect and maintenance report.
- c. **Category C.** Items in this category shall be rectified within ten (10) consecutive calendar days (240 hours) excluding the calendar day the malfunction was recorded in the aircraft flight defect and maintenance report .
- d. **Category D.** Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days (2,880 hours); excluding the day the malfunction was recorded in the aircraft flight defect and maintenance report.

3. **MEL MANAGEMENT PROGRAM.** The certificate holder shall develop and maintain a comprehensive program for managing the repair of items listed in the approved MEL. The certificate holder shall include in a document (PREAMBLE MEL) a management program. The management program must include at least the following provisions:

- a. A method, which provides for tracking the date and when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of the number of deferred items per aircraft and a supervisory review of each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.
- b. A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.
- c. A review of items deferred because of the unavailability of parts to ensure that a valid back order exists with a firm delivery date.
- d. A description of specific duties and responsibilities by the job title of personnel who manage the MEL management program.
- e. Procedures for controlling extensions to specified maximum rectification intervals as permitted by subparagraph d, to include the limit of the extension, and the procedures to be used for authorizing extensions.

4. **THE CERTIFICATE HOLDER IS AUTHORIZED** to use a continuing authorization to approve extensions to the maximum repair interval for category B and C items as specified in the approved (PREAMBL MEL) provided that all responsible departments are consulted for their approval.

The certificate holder is not authorized to approve any extensions to the maximum rectification interval for Category A items or category D items as specified in the approved MEL.

The CAO.IRI may deny the use of the continuing authorization if abuse is evident.

Flight operations manager

Airworthiness manger