Temporary Revisions (TRs) apply to this MMEL, which have been placed at the front of the document for convenience. All TRs overwrite and supersede the corresponding entry in the MMEL, and therefore must be incorporated in the document.

Please follow the instructions on each TR carefully, ensuring that the TR pages are inserted facing the effective page(s) in the MMEL.

The TRs should be incorporated in the order in which they were issued, as it is possible that a TR may be superseded by a later one.

Additionally please incorporate/amend the temporary revision record page and amend the list of effective pages accordingly.

CIVIL AVIATION AUTHORITY

29 October 2001

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

APPLICABLE TO CAA MMEL FOR THE FOLLOWING AIRCRAFT TYPES:

AIRCRAFT TYPE:	MMEL NORMAL REVISION No:
Airbus Industrie A300-600	**2**
Airbus Industrie A319/A320/A321	**2**
ATR 42	**4**
ATR 72	**Initial issue**
BAC 1-11	**2**
BAe (HS) 125 series B up to 800B	**Initial issue**
BAe (HS) 748	**Initial issue**
Beech F90/200/B200/B200C series	**1**
Beech B90/C90/C90A/E90	**Initial issue**
Beech 100/A100	**Initial issue**
Beechjet 400/400A and MU300	**3**
Boeing 707-300 series	**Initial issue**
Boeing 727-100 and 200 series	**1**
Boeing 737-100/200/300/400/500 series	**3**
Boeing 747-100/200 series	**2**
Boeing 747-400	**3**
Boeing 757	**12**
Boeing 767	**Initial issue**
Canadair Challenger	**2**
Cessna Citation CE-500 series	**Initial issue**
Cessna CE-525	**Initial issue**
Cessna Citation CE-650	**Initial issue**
Cessna CE-208/208A/208B	**1**
Cessna 401/402/404/411	**Initial issue**
Reims / Cessna 406/F406	**Initial issue**
Cessna 414/421	**Initial issue**
Cessna 425/441	**Initial issue**
Dassault Aviation Fan Jet (Falcon 20)	**1**
Dassault Aviation Mystere Falcon 900	**Initial issue**
Dassault Aviation Falcon 900EX	**Initial issue**
De Havilland DHC-6	**3**

Cont…

CIVIL AVIATION AUTHORITY

29 October 2001

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

APPLICABLE TO CAA MMEL FOR THE FOLLOWING AIRCRAFT TYPES:

AIRCRAFT TYPE:	MMEL NORMAL REVISION No:
De Havilland DHC-7	**3**
De Havilland DHC-8	**1**
Dornier 228	**1**
Embraer EMB-110	**2**
Embraer EMB-120	**2**
Fokker F27	**1**
Fokker F100/F70	**2**
Gulfstream Aerospace Gulfstream IV	**3**
Islander BN-2A/BN-2B	**1**
Learjet 35/36/55	**Initial issue**
Lockheed L-188 Electra	**2**
Lockheed L-1011 Tristar	**1**
MCDonnell Douglas DC-10 (Models 10 and 30)	**Initial issue**
McDonnell Douglas DC-3	**Initial issue**
Piper PA31	**3**
Saab SF340A and 340B	**1**

CIVIL AVIATION AUTHORITY

29 October 2001

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ACTION:

Insert pages 1, 2 and 3 of this TR after the TR Record page.
Insert page 4 of this TR at the front of the Preamble section.
Insert page 5 of this TR at the front of the Definitions section.
Insert page 6 of this TR immediately before and facing page 23-1.
Insert page 7 of this TR immediately before and facing page 25-1.
Insert page 8 of this TR immediately before and facing page 31-1.
Insert page 9 of this TR immediately before and facing page 34-1.
Insert page 10 of this TR immediately before and facing page 34-1.

Record the incorporation on the temporary revision record page and amend the list of effective pages accordingly.

REASON FOR ISSUE:

The TR reflects current CAA MMEL Policy for Cockpit Voice Recorders, Emergency Locator Transmitters, Flight Data Recorders, ACAS II and GPWS.

The Definitions and Preamble sections have also been updated to reflect current CAA MMEL Policy.

NOTES

1. This TR replaces any existing alleviation given in the MMEL normal revision and/or any previous TR on the same subject.

2. The existing MMEL numbering should be retained where applicable. In the absence of an applicable MMEL entry, the alleviation given in this TR should be added at the end of the relevant ATA chapter in the MMEL.

CIVIL AVIATION AUTHORITY

29 October 2001

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

PREAMBLE

Insert this page facing at the front of the Preamble section in the MMEL.

The CAA MMELs and Supplements are produced in conjunction with a base document, generally either the MMEL issued/approved by a Foreign Airworthiness Authority or the aircraft manufacturer at a specific quoted revision number and date. There may be occasions whereby the CAA MMEL or Supplement has not been updated to consider later revisions of the base document. This could lead to instances where there are alleviations in the base MMEL which have either been revised or deleted and are now more restrictive than the corresponding CAA MMEL or Supplement entry. Operators are invited to review all new base document MMEL revisions and where necessary advise the CAA MMEL section of any significantly more restrictive alleviations introduced by the revision. The CAA will then expedite review of these variations and, where required, issue amendments to the CAA MMEL or Supplement.

New or amended alleviations given in later issues of the base document shall not be used until the CAA MMEL or Supplement has been updated to confirm that issue of the base document is acceptable.

CIVIL AVIATION AUTHORITY

29 October 2001

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

DEFINITIONS

Insert this page facing at the front of the Definitions section in the MMEL.

"As required by Air Navigation Legislation / Operating Requirements": The associated item must comply with legal provisions such as the Air Navigation Order or any other legislation (JAR-OPS 1) in force during the flight.

Operators should refer to the JAR-OPS 1 MEL Policy document (Temporary Guidance Leaflet number 26) for suitable alleviations based upon the required equipment identified within JAR-OPS 1, subparts K and L (published in the JAA Administrative and Guidance, section four, Operations, part three).

“It is not reasonably practicable for repairs or replacements to be made”: This statement is intended to cover situations whereby there is a lack of a replacement part(s), inadequate engineering resources or manpower to enable the defect to be rectified.

Flight: For the purpose of a MEL, a flight is the period of time between the moment when an aeroplane begins to move by its own means, for the purpose of preparing for take-off, until the moment the aeroplane comes to a complete stop on its parking area, after the subsequent landing (and no subsequent take-off).

CIVIL AVIATION AUTHORITY

29 October 2001

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 23 - COMMUNICATIONS

Insert this page facing page 23-1 of the MMEL.

Cockpit Voice Recorder (CVR)	-	-	-	As required by Operating Requirements.

CIVIL AVIATION AUTHORITY

29 October 2001

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 25 - EQUIPMENT / FURNISHINGS

Insert this page facing page 25-1 of the MMEL.

Emergency Locator Transmitter (ELT) (If installed)	A	-	-	May be inoperative provided repairs or replacements are made within 6 further flights or 25 flying hours, whichever occurs first.
	D	-	-	Any in excess of those required may be inoperative.

CIVIL AVIATION AUTHORITY

29 October 2001

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 31 - INDICATING / RECORDING SYSTEMS

Insert this page facing page 31-1 of the MMEL.

Flight Data Recorder (FDR)	-	-	-	As required by Operating Requirements.

CIVIL AVIATION AUTHORITY

29 October 2001

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

Insert this page facing page 34-1 of the MMEL.

Airborne Collision and Avoidance System (ACAS II) (If installed)				
(1) ACAS II System	A	-	0	(O) (M) As required by Air Navigation Legislation. May be inoperative provided the system is deactivated and secured, and (a) The aircraft may continue the flight or series of flights but shall not depart an airport where it is reasonably practicable for repairs or replacements to be made, and (b) Repairs or replacements must be carried out within 10 calendar days. Note: Local airspace requirements may require a permission to proceed or impose a more restrictive rectification interval.
(2) Combined Traffic Alert (TA) Resolution Advisory (RA) Dual Displays	C	-	1	(O) May be inoperative on the non-flying pilot side provided TA and RA elements and audio functions are operative on the flying pilot side. (Cont..)

CIVIL AVIATION AUTHORITY

29 October 2001

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

Insert this page facing page 34-1 of the MMEL.

Airborne Collision and Avoidance System (ACAS II) (If installed) (Cont.)				
(3) Resolution Advisory (RA) Display System(s)	C	-	1	(O) One may be inoperative on the non-flying pilot side . OR
	C	-	0	(O) May be inoperative provided: (a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and (b) TA only mode is selected by the crew.
(4) Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided all installed RA display and audio functions are operative.
Ground Proximity Warning System (GPWS) (including TAWS)	-	-	-	As required by Operating Requirements.

CIVIL AVIATION AUTHORITY

20 March 2002

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

TR-G6 APPLICABLE TO CAA MMEL FOR THE FOLLOWING AIRCRAFT TYPES:

GLOBAL TEMPORARY REVISION INDEX

AIRCRAFT TYPE:	G1	G2	G3	G4	G5	G6
Airbus Industrie A300-600				√	√	√
Airbus Industrie A319/A320/A321 Supplement				√	√	
ATR 42				√		
ATR 72				√	√	
BAC 1-11		√		√		√
BAe (HS) 125 series B up to 800B				√		√
BAe (HS) 748		√		√		√
Beech F90/200/B200/B200C series	√			√		√
Beech B90/C90/C90A/E90	√			√		√
Beech 100/A100	√			√		√
Beechjet 400/400A and MU300				√		√
Boeing 707-300 series				√		√
Boeing 727-100 and 200 series				√		
Boeing 737-100/200/300/400/500 series Supplement				√	√	
Boeing 747-100/200 series				√	√	
Boeing 747-400 Supplement				√	√	
Boeing 757 Supplement				√	√	
Boeing 767 Supplement				√	√	√
Canadair Challenger				√		√
Cessna Citation CE-500 series Supplement				√		
Cessna CE-525 Supplement				√		
Cessna Citation CE-650 Supplement				√		
Cessna CE-208/208A/208B	√			√		√
Cessna 401/402/404/411	√			√		√
Reims / Cessna 406/F406	√			√		√
Cessna 414/421	√			√		√
Cessna 425/441	√			√		√

CIVIL AVIATION AUTHORITY

20 March 2002

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

GLOBAL TEMPORARY REVISION INDEX (Cont.)

AIRCRAFT TYPE:	G1	G2	G3	G4	G5	G6
Dassault Aviation Fan Jet (Falcon 20)				√		√
Dassault Aviation Mystere Falcon 900		√		√		√
Dassault Aviation Falcon 900EX				√		
De Havilland DHC-6	√			√		√
De Havilland DHC-7	√	√		√		√
De Havilland DHC-8				√	√	
Dornier 228	√			√		√
Embraer EMB-110	√			√		√
Embraer EMB-120				√		
Fokker F27	√	√		√	√	√
Fokker F100/F70 Supplement				√	√	
Gulfstream Aerospace Gulfstream IV				√		√
Islander BN-2A/BN-2B	√			√		√
Learjet 35/36/55				√		√
Lockheed L-188 Electra				√		√
Lockheed L-1011 Tristar				√		√
MCDonnell Douglas DC-10 (Models 10 and 30)				√	√	√
McDonnell Douglas DC-3				√		
Piper PA31	√			√		√
Saab SF340A and 340B Supplement				√	√	

Note: The TR-G prefix designates a global Temporary Revision which is a policy change applicable to several aircraft types. Please note that revisions of the MMEL may have incorporated (and superseded) the Temporary Revisions previously issued.

CIVIL AVIATION AUTHORITY

20 March 2002

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ACTION : Insert pages 1 and 2 of this TR immediately after the TR record page.

Insert page 3 of this TR immediately before and facing page 34-1 of the MMEL (or S34-1 for MMEL Supplements).

Record the incorporation on the temporary revision record page and amend the list of effective pages accordingly.

REASON FOR ISSUE: Update MMELs to include current CAA MMEL Policy on Radio Altimeters. Two notes have been introduced in order to ensure that the applicable dispatch deviations are used if the GPWS/TAWS and ACAS systems are also inoperative.

If either of these notes already exists in the current MMEL entry (as a note or as part of the alleviation), the existing wording in the MMEL should remain. These notes should be incorporated only if the current MMEL entry does not refer to these systems. If the MMEL entry refers to GPWS but not ACAS, then only the note for ACAS need be incorporated.

ATA 34 – NAVIGATION

Insert this page facing page 34-1 of the MMEL.

The following notes should be added to the entry for Radio Altimeters:

Note 1: If the loss of the radio altimeter prohibits normal operation of the GPWS/TAWS, the dispatch deviation and rectification interval for an inoperative GPWS/TAWS must be observed.

Note 2: If the loss of the radio altimeter prohibits normal operation of the ACAS, the dispatch deviation and rectification interval for an inoperative ACAS must be observed.

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

CESSNA 208, 208A and 208B
CARAVAN I

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Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

REVISION 1
1 SEPTEMBER 1994

CESSNA 208, 208A and 208B

REVISION 1

This Master Minimum Equipment List (MMEL) is issued by the Civil Aviation Authority at the above revision and is approved as the basis for the preparation and approval of individual operator's Minimum Equipment Lists (MELs) for aircraft of this Type.

Correspondence concerning this document should be addressed to the office listed below:-

Civil Aviation Authority
Safety Regulation Group
Aviation House
South Area
Gatwick Airport
Gatwick
West Sussex
RH6 0YR

Attention: Aircraft Projects
MMEL Section

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

REVISION 1
1 SEPTEMBER 1994

CESSNA 208, 208A and 208B

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Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

REVISION 1
1 SEPTEMBER 1994

CESSNA 208, 208A and 208B

REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Original	27 November 1991		
Revision 1	1 September 1994		

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Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

REVISION 1
1 SEPTEMBER 1994

CESSNA 208, 208A and 208B

TEMPORARY REVISION RECORD

TR No.	Date	Page Affected	Incorporated By	Date Incorporation	Superseded By
G1	7 Oct 97	30-1 34-1			
G4	29 Oct 01	TR Record Page Preamble Definitions 23-1 25-1 31-1 34-1			
G6	20/03/2002	34-1			

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REVISION 1
1 SEPTEMBER 1994

CESSNA 208, 208A and 208B

TABLE OF CONTENTS

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REVISION 1
1 SEPTEMBER 1994

CESSNA 208, 208A and 208B

LIST OF EFFECTIVE PAGES

	Page	Revision	Date
(i)	Approval Sheet	1	1 SEPTEMBER 1994
(iii)	Revision Record	1	1 SEPTEMBER 1994
(v)	Temporary Revision Record	1	1 SEPTEMBER 1994
(vii)	Table of Contents	1	1 SEPTEMBER 1994
(ix)	List of Effective Pages	1	1 SEPTEMBER 1994
(xi)	Preamble	1	1 SEPTEMBER 1994
(xii)	Preamble (Cont...)	1	1 SEPTEMBER 1994
(xiii)	Definitions	1	1 SEPTEMBER 1994
(xiv)	Definitions (Cont...)	1	1 SEPTEMBER 1994
(xv)	Definitions (Cont...)	1	1 SEPTEMBER 1994
(xvii)	Highlights to Revision 1	1	1 SEPTEMBER 1994
(xviii)	Highlights (Cont...)	1	1 SEPTEMBER 1994
	21-1	1	1 SEPTEMBER 1994
	22-1	1	1 SEPTEMBER 1994
	23-1	1	1 SEPTEMBER 1994
	24-1	1	1 SEPTEMBER 1994
	25-1	1	1 SEPTEMBER 1994
	26-1	1	1 SEPTEMBER 1994
	27-1	1	1 SEPTEMBER 1994
	27-2	1	1 SEPTEMBER 1994
	28-1	1	1 SEPTEMBER 1994
	30-1	1	1 SEPTEMBER 1994
	30-2	1	1 SEPTEMBER 1994
	31-1	1	1 SEPTEMBER 1994
	32-1	1	1 SEPTEMBER 1994
	33-1	1	1 SEPTEMBER 1994
	33-2	1	1 SEPTEMBER 1994
	33-3	1	1 SEPTEMBER 1994
	34-1	1	1 SEPTEMBER 1994
	34-2	1	1 SEPTEMBER 1994
	34-3	1	1 SEPTEMBER 1994
	34-4	1	1 SEPTEMBER 1994
	35-1	1	1 SEPTEMBER 1994
	80-1	1	1 SEPTEMBER 1994

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Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

REVISION 1
1 SEPTEMBER 1994

CESSNA 208, 208A and 208B

PREAMBLE

1. The CAA approved Master Minimum Equipment List (MMEL) provides owners/operators of United Kingdom registered aircraft, of the relevant type, with the basis for the preparation of their individual Minimum Equipment List (MELs). In the case of holders of Air Operators Certificates the MEL will be included in that Company's Operations Manual.

2. The approved MMEL represents a list of items of equipment which, under particular circumstances, can, to the satisfaction of the CAA, be unserviceable when the aircraft is despatched, while still retaining the required level of safety.

3. The CAA recognises that in some respects the standard and scale of equipment provided in the aircraft may exceed the minimum required to satisfy airworthiness or Air Navigation Legislation requirements. Where necessary to achieve a satisfactory level of safety with an inoperative item, appropriate limitations are imposed or the function transferred to another component.

4. The MMEL does not include items such as wings, engines and landing gear that are always required, nor is reference made to equipment such as passenger convenience and entertainment items which when inoperative obviously do not affect airworthiness. It is important to note therefore that ANY ITEM WHICH IS RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND WHICH IS NOT INCLUDED IN THE MMEL IS ALWAYS REQUIRED TO BE OPERATIVE BEFORE A FLIGHT IS DESPATCHED. Likewise items required by Air Navigation Legislation. Additional Certification Requirements as appropriate, which are not listed must be operative.

5. The MMEL may not waive a limitation or an emergency procedure which is given in the Flight Manual (FM) or override an Airworthiness Directive (AD) /Mandatory Inspection unless the FM/AD provides otherwise. Similarly any Additional Certification Requirements, or other special provisions, as appropriate which have been determined as necessary by the CAA shall not be waived unless otherwise agreed or varied by the CAA.

6. An Owner/Operators MEL must receive CAA approval which thereby conveys the permission, required by the UK Air Navigation Order, to the Commander, for operation of the aircraft with specified items of equipment unserviceable.

7. The MEL may not be less restrictive than the MMEL therefore the number of items required for despatch shall not be less than the corresponding number in column 3 of the MMEL and any associated conditions shall be at least as severe as those specified in column 4.

8. The MMEL does not anticipate the effects of combinations of apparently unrelated unserviceabilities or allow for situations where systems are made inoperative for special purposes such as demonstration, test or crew training. Other provisions may apply to positioning or ferrying flights but these may not necessarily be included in the MMEL.

PREAMBLE (Cont....)

9. The MEL should indicate that a decision to operate the aircraft with multiple unserviceabilities should only be made after due consideration of possible interrelated or additive effects and, if necessary, following consultation with appropriate engineering specialists.

10. It is not the purpose of the MMEL to allow defects of other than optional items to remain unrectified indefinitely. The operational flexibility provided under the MMEL policy is justified only within a framework of controlled and sound programmes of repairs, replacement and servicing. Defects should be rectified expeditiously thus retaining the intended overall level of safety and reducing the possibility of a subsequent failure necessitating the removal of the aircraft from service. Some particular items in the MMEL may be subject to a limitation of flight hours, number of flights or consecutive calendar days, and these must be transferred into the MEL. A limit of three calendar days for completion of repairs or replacements has been applied to some items. Other time limits for rectification, such as those specified by the ANO, may also be applied as appropriate. Operators with established routes shall specify in the MEL at which stations, in addition to the main maintenance base, repair facilities exist.

11. This MMEL is based upon UK legislation and some of the alleviations it provides may not therefore necessarily comply with foreign legislation.

DEFINITIONS

1. In this list, the items of equipment are classified in systems according to the ATA 100 specification. Individual items within a given ATA classification are numbered sequentially.

2. "Item" (Column 1): The equipment, system, components or function as listed in Column 1.

   NOTE: Items annotated in UPPER CASE letters indicates the precise flight deck legend used.

3. "Number Installed" (Column 2): The number of the specified items normally installed in the aircraft. This number identifies the aircraft configuration considered in developing the MMEL.

   NOTE: The operator's MEL should list the number installed in a particular aircraft.

4. "Number Required for Despatch" (Column 3): The minimum number of the specified items required for operation provided the conditions defined in Column 4 are met.

5. "Remarks or Exceptions" (Column 4): This column includes a statement prohibiting operation or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation and appropriate notes.

6. Dash (-): This symbol indicates a variable quantity when used in Columns 2 or 3.

   NOTE: The operator's MEL should list the numbers appropriate to his particular aircraft in Columns 2 and 3.

7. "Placarding" Each inoperative item must be placarded to inform and remind the crew members and maintenance personnel of the equipment condition. To the extent practicable, placards should be located adjacent to the control or indicator for the item affected such that it is clear to the operating crew that it or its associated system is inoperative.

8. "Inoperative": A system or item of equipment is deemed inoperative if it malfunctions such that it does not accomplish its intended purpose and/or is not consistently functioning within it's designed operating limit(s) or tolerance(s).

9. "(0)": The use of this symbol in Column 4 indicates that an appropriate operating procedure (or change to an existing procedure) must be established, published and utilised to maintain the required level of safety while operating under the terms of the (M)MEL.

   Normally, these procedures are accomplished by the flight crew. However, other personnel may be qualified and authorised to perform certain functions.

DEFINITIONS (Cont...)

10. "(M)": The use of this symbol in Column 4 indicates that an appropriate maintenance procedure must be established, published and utilised prior to the first flight undertaken following discovery of the defect and, if necessary, repeated at specified intervals during operation under the terms of the (M)MEL to maintain the required level of safety.

    Normally, these procedures are accomplished by maintenance personnel. However, other personnel may be qualified and authorised to perform certain functions.

    NOTE: Where an item is annotated (0)/(M), the "/" is defined as "and/or", which shows that there may be different options available in respect of the MEL procedures.

11. "As required by Air Navigation Legislation": The associated item must comply with legal provisions such as the Air Navigation Order or any other legislation in force during the flight.

12. "VMC" and "IMC": The definitions of these terms are those used in Section 2 of the Air Navigation Order and the Regulations - Rules of the air.

13. "Icing Conditions": An atmospheric condition that may cause ice to form on the aircraft or in the engines.

14. "Visible Moisture": An atmospheric environment containing water in any form that can be seen in natural or artificial light, i.e. clouds, fog, rain, sleet, hail, snow.

15. "Flight Hour": The time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing.

    NOTE: The definition differs from that given in the Air Navigation Order.

16. "ETOPS": Refers to "extended range" operations which may be defined as "operation of a two-engined aeroplane over a route that contains a point farther than one hour flying time at the normal one-engined inoperative cruise speed (in still air) from an adequate airport".

    In the MEL, for an operator who has received approval to extend maximum diversion time from 120 minutes to 138 minutes, unless otherwise stated, "120 minutes" may be interpreted as "138 minutes".

17. "Flight day": A 24 hour period (from midnight to midnight) during which at least one flight is scheduled for the affected aircraft.

18. "Authority": The competent regulatory authority according to the country of registry; for aircraft registered in the U.K. this is the Civil Aviation Authority.

19. "Deleted": When applied to an item number, indicates that the item was previously listed but is now required to be operative.

DEFINITIONS (Cont...)

20. Combustible (Material): is defined as material which is capable of catching fire and burning.

When an MMEL item specifies the condition that only non-combustible materials are to be carried, it is the operator's responsibility to determine that all material (including containers, packing material and pallets etc) in the associated compartments is of a non-combustible nature.

If it cannot be determined whether any proposed cargo is non-combustible, it must not be loaded in compartments where combustible materials are prohibited.

21. "System": System means the group of directly related components which together performs a specified function, for example 'RPM indication system' would include the RPM indicator, tachometer generator, circuit breaker and associated circuitry.

22. "Extended Overwater Flight": Refers to an operation overwater at a horizontal distance of more than 50 nautical miles from the nearest shoreline.

23. Repair Invervals
Calendar Day
A period of 24 hours elapsed time, commencing at midnight on the day of discovery and recording of a malfunction in the aircraft's maintenance record/logbook and ending at midnight on the next day. For example, if it were recorded at 10 am on January 16th that a malfunction had occurred, and the MMEL allowed three calendar days for completion of repairs or replacements, the three day interval would commence at midnight on 26th January and end at midnight on 29th January.

24. "Despatch" The point at which an aircraft first moves under its own power for the purpose of commencing a flight.

NOTE: The definition above is in accordance with that given in Article 106(2)(a) of the ANO and it is at the point of despatch that the provisions of the MMEL cease to apply. They come into effect again when the aircraft next comes to rest at the end of its flight. In the case of a helicopter which comes to rest without stopping rotors, it is deemed to have ended its flight and the provisions of the MMEL then apply until it is next despatched.

25. Not Used: An item which appeared in the base document (e.g. FAA MMEL) but which has been removed from the CAA MMEL. The base document item number is retained to maintain continuity.

26. Base documents used for the preparation of the MMEL are:

(a) FAA Cessna 208, 208A and 208B MMEL, Revision 3b dated 17 August 1994.

(b) CAA Policy Statements as effective at end August 1994.

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CESSNA 208, 208A and 208B

HIGHLIGHTS TO REVISION OF REVISION 1

General

1. In response to recent FAA policy the * has been removed - see Definitions 7.

2. A three day limit for repair or replacement of inoperative items has been introduced - see Preamble item 10.

3. A new DEFINITION - 'NOT USED' has been introduced - see DEFINITION 25.

23	COMMUNICTIONS	
23-5	Static Wicks	New item.
24	ELECTRICAL POWER	
24-4	Inverter	3 day repair policy applied.
24-5	On Board Battery Charger System	New item.
25	EQUIPMENT/FURNISHINGS	
25-2	Passenger Seats	Latest CAA policy applied.
25-5	ELT	New item.
27	FLIGHT CONTROLS	
27-3	Primary Flap System	3 day repair policy applied.
27-4	Standby Flap System	3 day repair policy applied.
30	ICE AND RAIN PROTECTION	

30-1	Pitot Heater	3 day repair policy applied.
30-9	Surface De-icing System	New item.
31	INDICATING/RECORDING SYSTEMS	
31-3	Power Analyser and Recorder	New item.
33	LIGHTS	
33-1	Cockpit and Instrument Lighting Systems	Latest CAA policy applied.
33-2	Cabin Light System	Latest CAA policy applied.
33-5	Landing Lights	3 day repair policy applied and proviso (b) added.
33-8	Wing Ice Light	Latest CAA policy applied.
33-10	Passenger Notice System	Latest CAA policy applied.
33-11	Pulse Light System	New item
34	NAVIGATION	
34-1	Altimeter	3 day repair policy applied.
34-2	Airspeed Indicator	3 day repair policy applied.
34-3	Gyroscopic Pitch and Bank Indicator System	3 day repair policy applied.
34-4	Gyroscopice Rate of Turn/Slip Skid Indicator	3 day repair policy applied.
34-5	Gyroscopic Directional Indicator System	3 day repair policy applied.
34-6	Vertical Speed Indicators	3 day repair policy applied.
34-17	Altitude Alerter	Latest CAA policy applied.
34-18	Non Stabilised Magnetic Compass	Latest CAA policy applied.
34-19	TCAS	New item.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
21	**AIR CONDITIONING**			
1.	Air Conditioner (Freon)	1	0	(M) May be inoperative provided it is verified that: a) No unsafe condition exists, and b) Other systems are not affected.
2.	Vent Blowers	2	0	One or both may be inoperative provided associated vent blower circuit breaker is pulled and collared. Note The circuit breakers "LEFT VENT BLWR" and "RIGHT VENT BLWR" are located on the Left Hand Circuit Breaker Panel.

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(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
22 AUTO FLIGHT			
1. Autopilot			
(1) Public Transport	-	-	(M) May be wholly or partially inoperative provided: (a) The composition of the flight crew is in accordance with the appropriate requirements of Air Navigation Legislation or arrangements approved by the Authority for aircraft of this type, and (b) No electrical or mechanical fault exists that will have an adverse effect on any flight control function.
(2) Other than Public Transport	-	-	(M) May be inoperative provided no electrical or mechanical fault exists that will have an adverse effect on any flight control function. NOTE See Flight Manual supplement for flap use restrictions.
2. Yaw Damper	1	0	(M) May be inoperative provided: (a) No electrical or mechanical fault exists that will have an adverse effect on any flight control function, (b) Yaw damper controls switch is selected off, and (c) YAW DAMP circuit breaker is pulled and collared. NOTE See Flight Manual supplement for yaw damper/autopilot operating instructions.

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
23 COMMUNICATIONS				
1. Communication Systems				
(1) VHF		-	-	As required by Air Navigation Legislation
(2) HF		-	-	As required by Air Navigation Legislation
(3) UHF		-	-	May be inoperative.
2. Cockpit Loudspeaker				
(1) Single Crew Operation		1	0	May be inoperative provided a spare serviceable headset is carried on the flight deck.
(2) Two Crew Operation		1	0	May be inoperative provided each crew member has an operative headset.
3. Audio Amplifier				
(1) Single Crew Operation		1	0	May be inoperative provided a spare serviceable headset is carried on the flight deck.
(2) Two Crew Operation		1	1	Must be operative.
4. Control Yoke Press to Talk Switch				
(1) Single Crew Operation		2	1	Right hand may be inoperative provided left hand operates normally.
(2) Two Crew Operation		2	1	One may be inoperative.
5. Static Wicks				
1) Left Aileron	C	4	3	One may be inoperative
2) Right Aileron	C	4	3	One may be inoperative
3) Left Horizontal Stabiliser	C	4	3	One may be inoperative
4) Right Horizontal Stabiliser	C	4	3	One may be inoperative
5) Vertical Stabiliser	C	4	3	One may be inoperative
6) Stinger		1	1	NOTE: The outermost wick must be in place and undamaged on each control surface noted in items 1-4. The uppermost wick must be in place and undamaged on the vertical stabiliser.

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
24	**ELECTRICAL POWER**			
1.	Standby Alternator	1	1	Must be operative.
2.	Battery Hot Annunciator			
(1)	Lead Acid Battery Installation	1	0	May be inoperative.
(2)	Ni-Cad battery installation	1	1	Must be operative.
3.	Battery overheat Annunciator			
(1)	Lead Acid battery Installation	1	0	May be inoperative.
(2)	Ni-Cad Battery Installation	1	1	Must be operative.
4.	Inverter	2	1	One may be inoperative provided: (a) The aircraft is operated in day VMC conditions, and (b) Repairs or replacements are carried out within three calendar days.
5.	On Board Battery Charger System (if installed - STC Number SA25350)	1	0	May be inoperative provided: (a) The on board battery charger over-ride control switch is placed in the OFF position, and (b) The aircraft charging system is operating normally.

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
25	**EQUIPMENT/ FURNISHINGS**			
1.	Passenger Shoulder Harness	-	-	May be inoperative provided seat is not occupied, and placarded "DO NOT OCCUPY".
2.	Passenger Seats			
	(1) Seat Backs	-	-	(M) May be inoperative secured in the upright position.
		-	-	(M) May be inoperative in other than the upright position provided: (a) The affected seat does not block an emergency exit, (b) Does not restrict any passenger from access to the main aircraft aisle, and (c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2 A seat with an inoperative recline mechanism is considered to be inoperative if the seat cannot be secured upright.
3.	NOT USED			
4.	Flotation Equipment (Lifejackets and Liferafts)	-	-	As required by Air Navigation Legislation.
5.	ELT	-	-	May be inoperative.
6.	Ash Trays	-	-	May be inoperative provided the affected seat(s) is restricted to non smoking passengers only.
7.	First Aid Kit	-	-	As required by Air Navigation Legislation.
8.	Torch	-	-	As required by Air Navigation Legislation.

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
26	**FIRE PROTECTION**			
1.	Portable Fire Extinguisher	-	1	One portable fire extinguisher must be operative for each enclosed passenger and crew compartment, one of which shall be convenient to a member of the flight crew.
2.	Engine Fire Warning Horn	1	1	Must be operative.

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
27	**FLIGHT CONTROLS**			
1.	Trim Tab Position Indication			
	(1) Aileron	1	0	May be inoperative provided: (a) Tab is checked for full range of operation, (b) Tab operation if not affected, and (c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.
	(2) Rudder and Elevator	2	2	Both must be operative.
2.	Flap Position Indicator	1	1	Must be operative.
3.	Primary Flap System	1	0	(M) May be inoperative provided: (a) Guarded Standby Flap Motor switch is selected to STBY, (b) Standby Flap System operates normally, (c) It is verified that the malfunction does not interfere with the operation of standby flap system, (d) Flap Position Indicator is operative, and (e) Repairs or replacements are carried out within three calendar days. NOTE Flight Manual requires the Autopilot to be disengaged during use of standby flap system
4.	Standby Flap System	1	0	May be inoperative provided: (a) Primary Flap system is operative, and (b) Repairs or replacements are carried out within three calendar days.

(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
27 FLIGHT CONTROLS (CONT...)			
5. Electric Elevator Trim	1	0	(M) May be inoperative provided: (a) Manual trim is operative and unaffected, and (b) Autopilot is considered inoperative and is not used (Refer to 22-1).

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
28	**FUEL**			
1.	Fuel Quantity Indicator	2	2	Both must be operative.
2.	Left/Right Fuel Low Annunicators (Amber Lights)	2	1	One may be inoperative provided (a) Both fuel tank quantity indicators are operative, and (b) Associated audio alert operates normally.

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
30	**ICE AND RAIN PROTECTION**			
1.	Pitot Heater	2	1	One may be inoperative provided: (a) The aircraft is not operated into known or forecast icing conditions. (b) The available pitot heat is associated with the handling pilot's instruments, and (c) Repairs or replacements are carried out within three calendar days.
2.	Stall Vane Heat	1	0	May be inoperative provided the aircraft is not operated in known or forecast icing conditions.
3.	Inertial Separator System	1	0	(M) May be inoperative provided: (a) Separator bypass doors are secured in BY-PASS utilising an approved maintenance procedure, and (b) The aircraft is operated in accordance with performance section of POH/Flight Manual.
4.	Propeller Anti-ice System	1	0	May be inoperative provided the aircraft is not operated in known or forecast icing conditions.
5.	Windshield Anti-ice System	1	0	May be inoperative provided the aircraft is not operated in known or forecast icing conditions.
6.	Windshield Anti-ice Annunciator	1	0	May be inoperative provided the aircraft is not operated in known or forecast icing conditions.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
30	**ICE AND RAIN PROTECTION(Cont.)**			
7.	Surface De-Icing System (Wing, Vertical and Horizontal Stabiliser and Strut)	1	0	May be inoperative provided the aircrat is not operated in known or forecast icing conditions.
8.	De-ice Pressure Annunciator	1	0	May be inoperative provided the aircraft is not operated in known or forecast icing conditions.
9.	Surface De-icing System (Main gear legs and cargo pod nosecap) (If installed)	1	0	May be inoperative provided: (a) the Surface Deicing System referenced in item 7 is operative and (b) operation of the Deicing System referenced in item 7 is not degraded. OR
		1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
31	**INDICATING/RECORDING SYSTEMS**			
1.	Clock	1	0	(O) May be inoperative provided an accurate timepiece is available on the flight deck indicating the time in hours, minutes and seconds.
2.	Flight Hour Recorder	1	0	(O) May be inoperative.
3.	Power Analyser and Recorder (PAR) (if installed - STC SA 00020NY)	1	0	May be inoperative

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(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
32 LANDING GEAR			
1. Parking Brake	1	1	Must be operative.

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
33	**LIGHTS**			
1.	Cockpit and Instrument Lighting System	-	0	As required by Air Navigation Legislation. May be inoperative for daylight operations only. OR
		-	-	As required by Air Navigation Legislation. Individual lights may be inoperative provided: (a) Sufficient lighting is operative to make each required instrument, control, and other device for which it is provided easily readable, (b) Sufficient flight deck emergency lighting is operative, and (c) Lighting configuration at despatch is acceptable to the flight crew.
2.	Cabin Light System	-	-	As required by Air Navigation Legislation. Individual lights may be inoperative provided: (a) Lighting is adequate for the cabin crew to perform their required duties, and (b) Cabin emergency lighting is operative. OR (c) Passengers are not carried. Note: Cabin emergency lighting does not include floor proximity lights.
3.	Beacon Lights	2	0	Both may be inoperative for daylight operations only provided the light is repaired at the earliest practicable opportunity.
		2	1	One may be inoperative provided a high intensity or strobe light system is installed and operates normally. NOTE Daylight operations with unserviceable anti-collision lights are limited to flights within UK FIR only.
4.	Anti-collision Strobe Light System (Wing Tip)	1	0	May be inoperative, unless required by item 33-3.

33 LIGHTS (CONT...)

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
5.	Landing Lights	2	0	Both may be inoperative for daylight operations. OR
		2	1	One may be inoperative for night operations provided: (a) The taxy light is operative, (b) It is not reasonably practical to repair or replace before departure,and (c) Repairs or replacements are carried out within three calendar days.
6.	Navigation Position Lights	3	0	Any or all may be inoperative for daylight operations only.
7.	Taxy Light	1	0	May be inoperative (refer to 33-5).
8.	Wing Ice Light	1	0	May be inoperative for daylight operations.
		1	0	(O) May be inoperative for night operations provided an alternate means is available and utilised to adequately illuminate ice accretion on another outside surface visible from the flight deck.
9.	Recognition Lights (If Installed)	2	0	One or both may be inoperative.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
33	**LIGHTS (CONT...)**			
10.	Passenger Notice System ("NO SMOKING/ FASTEN SEAT BELT") signs	-	-	(M) (O) As required by Air Navigation Legislation. No passenger seat may be occupied from which a "No Smoking/Fasten Seat Belt" sign is not readily legible or that seat must be blocked and placarded - "DO NOT OCCUPY". OR (O) No Smoking/Fasten Seat Belt signs may be inoperative and the affected passenger seat(s) may be occupied provided: (a) An acceptable procedure is used to notify passengers when seat belts must be fastened, or smoking is prohibited. OR (b) Passengers are not carried.
11.	Pulse Light System (STC Number SA4005NM) (If Installed)	1	0	May be inoperative provided: (a) the normal landing lights' function is not impaired, (b) The pulse light system is turned off, and (c) The pulse light system circuit breaker is pulled.

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
34	**NAVIGATION**			
1.	Altimeter, Adjustable for Barometric Pressure	2	1	As required by Air Navigation Legislation. May be inoperative on right side for single pilot operations provided: (i) Operations are conducted in day VMC conditions only, and (ii) Repairs or replacements are carried out within three calendar days.
2.	Airspeed Indicator	2	1	As required by Air Navigation Legislation. May be inoperative on right side for single pilot operations provided: (i) Operations are conducted in day VMC conditions only, and (ii) Repairs or replacements are carried out within three calendar days. Note Where a servoed electric airspeed indicator is installed, a functioning pneumatic indicator is required.
3.	Gyroscopic Pitch and Bank Indicator System	2	1	As required by Air Navigation legislation. For single pilot operations the right hand indicator may be inoperative. Repairs or replacements must be carried out within three calendar days.
		2	1	(O) As required by Air Navigation legislation. For two pilot operations, either indicator may be inoperative. Repairs or replacements must be carried out within three calendar days.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
34	**NAVIGATION (Cont...)**			
4.	Gyroscopic Rate of Turn/Slip Skid Indicators	2	1	As required by Air Navigation Legislation. For single pilot operations, right hand indicator may be inoperative. Repairs or replacements must be carried out within three calendar days.
		2	1	(O) As required by Air Navigation legislation. For two pilot operations, either indicator may be inoperative. Repairs or replacements must be carried out within three calendar days.
5.	Gyroscopic Directional Indicator System	2	1	As required by Air Navigation Legislation. For single pilot operations, right hand indicator may be inoperative provided: (i) Standby (magnetic) compass operates normally, and (ii) Repairs or replacements are carried out within three calendar days.
		2	1	(O) As required by Air Navigation Legislation. For two pilot operations either indicator may be inoperative provided: (i) Standby (magnetic) compass operates normally, and (ii) Repairs or replacements are carried out within three calendar days.
6.	Vertical Speed Indicators	2	1	For single pilot operations, right hand indicator may be inoperative. Repairs or replacements must be carried out within three calendar days.
		2	1	(O) For two pilot operations, either indicator may be inoperative. Repairs or replacements must be carried out within three calendar days.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
34 NAVIGATION (Cont...)				
7.	ATC Transponder	-	-	As required by Air Navigation Legislation.
8.	Navigation Equipment			
	(1) VOR/ILS	-	-	As required by Air Navigation Legislation.
	(2) LORAN (If Installed)	-	-	As required by Air Navigation Legislation.
	(3) RNAV (If Installed)	-	-	As required by Air Navigation Legislation.
	(4) OMEGA/VLF (If Installed)	-	-	As required by Air Navigation Legislation.
	(5) INS (If Installed)	-	-	As required by Air Navigation Legislation.
	(6) Doppler (If Installed)	-	-	As required by Air Navigation Legislation.
9.	Weather Radar/Thunderstorm Detection Equipment	1	0	May be inoperative
10.	Marker Beacon	-	-	As required by Air Navigation Legislation.
11.	Flight Director	1	0	May be inoperative provided operational procedures do not require its use.
13.	Altitude Encoder	-	-	As required by Air Navigation Legislation.
14.	Distance Measuring Equipment (DME)	-	-	As required by Air Navigation Legislation.
15.	Automatic Direction Finding (ADF) System	-	-	As required by Air Navigation Legislation.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
34	**NAVIGATION (Cont...)**			
16.	Radio Magnetic Indicator (RMI)	-	-	As required by Air navigation Legislation.
17.	Altitude Alerter/Pre-select	1	0	As required by Air Navigation Legislation. May be inoperative. The aircraft may continue the flight or series of flights but shall not depart an airport where it is reasonably practicable for repairs or replacements to be made.
18.	Non-stabilised Magnetic Compass	1	0	May be inoperative provided: (a) At least two independent stabilised compass systems are installed and operative, and (b) Repairs or replacements are carried out within three calendar days.
19.	Traffic Alert and Collision Avoidance System (TCAS) (If Installed)	-	0	May be inoperative

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(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
35 OXYGEN			
1. Oxygen System	-	-	As required by Air Navigation Legislation.

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(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
80 STARTING			
1. Starter/Generator Speed Sensor	1	0	(O) May be inoperative for up to ten starts provided: (a) Starter switch is turned OFF when Ng obtains a minimum of 52% Ng, and (b) STARTER ENERGISED annunciator is monitored in accordance with the Flight Manual Starting Engine normal procedures.

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