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The TRs should be incorporated in the order in which they were issued, as it is possible that a TR may be superseded by a later one.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

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

AIRCRAFT TYPE: De HAVILLAND DHC-6

18 April 2002

APPLICABLE TO NORMAL REVISION No: THREE

REASON FOR ISSUE: Update MMEL 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.

ACTION :

1. Insert page 1 of this TR facing page 34-2.
2. Record the incorporation on the temporary revision record page and amend the list of effective pages accordingly.

ATA 34 – NAVIGATION

Insert this page facing page 34-2 of the MMEL.

11. Radio Altimeter	1	0	May be inoperative. **<u>Note 1</u>: 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.** **<u>Note 2</u>: 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
TEMPORARY REVISION

APPLICABLE TO CAA MMELs FOR :

AIRCRAFT TYPE:	MMEL NORMAL REVISION No:
Beech Models B90/C90/C90A/E90	**Original**
Beech Models F90/200/B200/B200C	**1**
Beech Models 100/100A	**Original**
Britten Norman Islander BN-2A BN2B	**1**
Cessna CE208, 208A & 208B	**1**
Cessna 401,402,404 & 411	**Original**
Reims/ Cessna 406/ F406	**Original**
Cessna 414 & 421	**Original**
Cessna 425 & 441	**Original**
De Havilland Canada DHC-6 Series	**3**
De Havilland Canada DHC-7 Series	**3**
Dornier Do 228	**1**
Embraer EMB110	**2**
Fokker F27	**1**
Piper PA31/PA31-325/PA31-350/ PA31P/PA31P350	**3**

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

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

REASON FOR ISSUE: The attached Temporary Revision has been devised to provide a common set of alleviations for the same items of equipment on similar aircraft. The TR is applicable to the CAA MMELs for the aircraft types listed above. The notes below give further guidance.

NOTES

1. The TR replaces the existing alleviations given in the MMEL normal revision.

2. The alleviations reflect current CAA policy and where appropriate JAR OPS 1. For a particular aircraft/ operator some parts of the alleviation will not be applicable e.g. single pilot operations. Alleviations which are not applicable should be ignored when considering the MEL.

3. Any existing alleviation in the MMEL for items not listed in this TR remain applicable.

4. It is assumed that the Captain/ Commander would normally occupy the left hand seat. This is reflected in the alleviations given here. Where the Captains instrument is required to be operative this is assumed to be the left hand instrument; it is not intended to imply that the aircraft could be flown with the Captain/ Commander seated in the right hand seat.

5. The item numbers given here may not align with that given in the particular MMEL, the existing MMEL numbering may be retained.

6. Item 20 deals with Pitot heaters, this should be included in Chapter 30 of the MEL. All of the other items are associated with Chapter 34.

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

Insert in Master Minimum Equipment List facing page 34 -1 cancel the existing alleviations where applicable. Existing alleviations not listed in this TR remain applicable.

1. Altimeters			
(1) Single pilot operations	-	1	One altimeter is required. Any in excess of this may be inoperative provided: (a) The operative altimeter is on the captain's side, (b) Operations are confined to day VMC, and (c) Repairs or replacements are carried out within three calendar days.
(2) Two pilot operations	-	2	Any in excess of two may be inoperative provided : (a) One altimeter is operative for each pilot, (b) The required altimeters operate independently, (c) At least one of the above is a pneumatic, or servo pneumatic altimeter, and (d) Repairs or replacements are carried out within ten calendar days.
(3) Servo Pneumatic Altimeter Mode (If Installed)	-	0	(M) May be inoperative provided: (a) Altimeter remains in the pneumatic mode, and (b) Repairs or replacements are carried put within ten calendar days. NOTE Transponder mode "C" may be inoperative.

2. Airspeed Indicators			
(a) Single pilot operations	-	1	At least one must be operative on the Captains side. Any in excess may be inoperative.
(b) Two pilot operations	-	2	One required at each pilot station. Any in excess may be inoperative.
3. Attitude Indicator Systems			
(1) Aircraft not over 5700 kg MTOW and with 9 or less seats.			
(a) Single pilot operations	-	1	The Captains indicator must be operative.
(b) Two pilot operations	2	1	The co-pilot's indicator may be inoperative for day VMC operations provided repairs or replacements are carried out within three calendar days.
(2) Aircraft over 5700 kg or with more than 9 seats.			
(a) Single pilot operations	-	0	May be inoperative for day VMC operations provided : (a) The Standby Attitude Indicator operates normally, and (b) Repairs or replacements are carried out within three calendar days.
(b) Two pilot operations	2	1	One indicator may be inoperative for day VMC operations provided : (a) The Standby Attitude Indicator operates normally, and (b) Repairs or replacements are carried out within three calendar days.

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

4. Standby Attitude Indicator (If Installed)			
(1) Single pilot operations	1	0	May be inoperative for day VMC operations provided: (a) The Captains indicator is operative, and (b) Repairs or replacements are carried out within three calendar days.
(2) Two pilot operations	1	0	May be inoperative for day VMC operations provided: (a) Both Attitude Indicators operate normally, and (b) Repairs or replacements are carried out within three calendar days.
5. Turn and Slip Indicators (If Installed)			
(1) Aircraft not fitted with a Standby Attitude Indicator			
(a) Single pilot operations	-	0	May be inoperative for day VMC operations only provided repairs or replacements are carried out within three calendar days.
(b) Two pilot operations	2	1	Captains indicator may be inoperative for day VMC operations provided: (a) Both Attitude Indicator Systems operate normally, and (b) Repairs or replacements are carried out within three calendar days.

5. Turn and Slip Indicators			
(1) Aircraft not fitted with a Standby Attitude Indicator (Cont...)			
(b) Two pilot operations (Cont...)	2	1	Co-Pilot's indicator may be inoperative provided: (a) Both Attitude Indicator Systems operate normally, and (b) Repairs or replacements are carried out within three calendar days.
(2) Aircraft fitted with a Standby Attitude Indicator			
(a) Single pilot operations	-	0	May be inoperative provided (a) The Standby Attitude Indicator operates normally, and (b) Repairs or replacements are carried out within ten calendar days.
(b) Two pilot operations	2	1	Either indicator may be inoperative provided repairs or replacements are carried out within ten calendar days.
	2	0	May be inoperative provided: (a) Three independent attitude indicators are operative, and (b) Repairs or replacements are carried out within three calendar days.

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

6. Horizontal Situation Indication			
(1) Single Pilot operations			
(a) Horizontal Situation Indicator	-	0	May be inoperative provided : (a) The Captains RMI is operative, (b) Procedures are not dependant on the use of the HSI, and (c) Repairs or replacements are carried out within ten calendar days.
(b) Directional Gyros	-	1	The HSI or RMI must be operative on the Captains side. NOTE: If an HSI or RMI is also inoperative refer to the appropriate alleviation.
(c) Radio Magnetic Indicators	-	0	May be inoperative provided: (a) The Captains HSI is operative, (b) Procedures are not dependant upon the use of the RMI, and (c) Repairs or replacements are carried out within ten calendar days.

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

6. Horizontal Situation Indication (Cont...)			
(2) Two Pilot operations			
(a) Horizontal Situation Indicator	2	1	One Indicator may be inoperative provided : (a) Procedures are not dependant upon the use of the remaining HSI, (b) Both directional gyros are operative, (c) An independent stabilised heading indication is available on each pilot's panel, and (d) Repairs or replacements are carried out within ten calendar days.
(b) Directional Gyros	2	1	One may be inoperative for day VMC provided : (a) A stabilised heading indication is available on each pilot's panel, (b) The Standby Compass operates normally, and (c) Repairs or replacements are carried out within three calendar days.
(c) Automatic Slaving	2	1	May be inoperative for one Directional Gyro provided : (a) A stabilised heading indication is available on each pilot's panel, (b) The Standby Compass operates normally, and (c) Repairs or replacements are carried out within ten calendar days.

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

6. Horizontal Situation Indication (Cont...) (2) Two Pilot operations (cont ...) (d) Radio Magnetic Indicators	-	1	One Indicator may be inoperative provided : (a) Procedures are not dependant upon the use of the remaining RMI (b) Both Directional Gyros operate normally, (c) An independent stabilised heading indication is available on each pilot's panel, and (d) Repairs or replacements are carried out within ten calendar days.

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

7. Standby Compass			
(1) Single Pilot operations	1	0	May be inoperative provided repairs or replacements are carried out within three calendar days.
(2) Two Pilot operations	1	0	May be inoperative provided : (a) Both directional gyros operate normally, and (b) Repairs or replacements are carried out within three calendar days.
8. Vertical Speed Indicator			
(1) Single Pilot operations	-	1	One VSI must be operative.
(2) Two Pilot operations	2	1	Either may be inoperative for day VMC provided repairs or replacements are carried out within ten calendar days.
9. Flight Director Systems (If Installed)	-	0	May be inoperative provided: (a) Procedures are not dependent upon their use, and (b) Repairs or replacements are carried out within ten calendar days.
10. Radio Altimeter (If Installed)	-	0	May be inoperative provided: (a) Approach minimums or operating procedures are not dependant upon their use, and (b) Repairs or replacements are carried out within ten calendar days. Note: Any effect on Ground Proximity Warning System operation must be considered.

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

11. Weather Radar (If Installed)	-	0	(O) As required by Air Navigation Legislation. Required when flying for the purposes of public transport, except that a flight may commence if the system is unserviceable such that; (a) The weather radar display is provided to only one pilot, so long as the aircraft is flying only to the place at which it first becomes reasonably practicable for the system to be repaired, or (b) When the weather report or forecasts available to the Captain of the aircraft indicate that cumulo-nimbus clouds or other potentially hazardous weather conditions, which can be detected by the system when in working order, are unlikely to be encountered on the intended route or any planned diversion therefrom or the Captain has satisfied himself that any such weather conditions will be encountered in daylight and can be seen and avoided, and the aircraft is in either case operated throughout the flight in accordance with any relevant instructions given in the operations manual.
12. ATC Transponder	-	-	Any in excess of that required for the route(s) being flown may be inoperative.
13. Marker Beacon Receiver	-	0	May be inoperative provided approach minimums do not require its use.
14. Altitude Encoder	-	-	Any in excess of that required for the route(s) being flown may be inoperative.

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

15. Navigation Equipment (VOR/ILS, ADF, DME, Loran, RNAV, INS, Doppler, GPS, MLS)	-	-	Any installed equipment in excess of that required may be inoperative provided the equipment or combinations of equipment needed to satisfy the minimum navigation (or area navigation) performance requirement for the route or region of operation is available. NOTE 1: When preparing the MEL the operator should itemise the equipment/ combinations of equipment needed for the particular operations for which the aircraft is approved. The effect of subsequent additional equipment failure should also be considered. NOTE 2 : Items which are installed but not required may be inoperative provided there is no effect on workload, crew training, procedures etc..
16. Instrument Source Select Switches. (If Installed)	-	0	(O) May be inoperative provided: (a) The associated instruments operate normally from isolated sources, (b) Inoperative switches are not moved in flight, and (c) Repairs or replacements are carried out within ten calendar days.

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

17. Ground Proximity Warning System (If Installed)	-	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. Note: Particular circumstances may require the use of additional or alternate procedures. The alternate procedures would require the operator to consider the routes over which he is flying and ensure that the pilot adopted a flight path which would give him the protection which would otherwise be afforded.
18. Altitude Alerting System (If Installed)	-	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. Note: Required for RVSM operations.
19. Outside Air Temperature Indicator	-	1	An acceptable means of determining OAT must be available.

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 30 - ICE PROTECTION

Insert in Master Minimum Equipment List facing page 30-1 cancel the existing alleviation - if applicable.

20. Pitot Heaters (If Installed)			
(1) Single pilot operations and aircraft not over 5700 kg MTOW.	-	0	May be inoperative provided : (a) Operations are day VMC only, (b) Operations are not in known or forecast icing conditions, and (c) Repairs or replacements are carried out within three calendar days.
(2) Two pilot operations and aircraft over 5700 kg MTOW.	-	1	Maybe inoperative provided : (a) The pilot's or co-pilot's heater operates normally, (b) Operations are day VMC only, (c) Operations are not in known or forecast icing conditions, and (d) Repairs or replacements are carried out within three calendar days.
(3) Pitot Heat Failure Indicator (If Installed)	-	0	May be inoperative provided: (a) The flight is not conducted in known or forecast icing conditions, (b) All other parts of the pitot systems are confirmed operative before each flight, and (c) Repairs or replacements are carried out within three calendar days.

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

DE HAVILLAND DHC-6 SERIES

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

DE HAVILLAND DHC-6 SERIES

Revision 3
1 April 1994

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

DE HAVILLAND DHC-6 SERIES

Revision 3
1 April 1994

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Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

DE HAVILLAND DHC-6 SERIES

Revision 3
1 April 1994

REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Original	4 June 1990		
1	21 January 1991		
2	15 February 1991		
3	1 April 1994		

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

DE HAVILLAND DHC-6 SERIES

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1 April 1994

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MASTER MINIMUM EQUIPMENT LIST

DE HAVILLAND DHC-6 SERIES

Revision 3
1 April 1994

TEMPORARY REVISION RECORD

TR No.	Date	Page Affected	Incorporated By	Date Incorporation	Superseded By
G1	07/10/97	34-1 & 30-1		07/10/97	
G4	29/10/01	TR Record Page Preamble Definitions 23-1 25-1 31-1 34-1		29/10/01	
G6	20/03/02	34-1		20/03/02	
01	18/04/02	34-2		18/04/02	

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

DE HAVILLAND DHC-6 SERIES

Revision 3
1 April 1994

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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

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

AIRCRAFT TYPE: De HAVILLAND DHC-6

18 April 2002

APPLICABLE TO NORMAL REVISION No: THREE

REASON FOR ISSUE: Update MMEL 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.

ACTION :

1. Insert page 1 of this TR facing page 34-2.
2. Record the incorporation on the temporary revision record page and amend the list of effective pages accordingly.

ATA 34 – NAVIGATION

Insert this page facing page 34-2 of the MMEL.

11. Radio Altimeter	1	0	May be inoperative. **<u>Note 1</u>: 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.** **<u>Note 2</u>: 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
TEMPORARY REVISION

APPLICABLE TO CAA MMELs FOR :

AIRCRAFT TYPE:	MMEL NORMAL REVISION No:
Beech Models B90/C90/C90A/E90	**Original**
Beech Models F90/200/B200/B200C	**1**
Beech Models 100/100A	**Original**
Britten Norman Islander BN-2A BN2B	**1**
Cessna CE208, 208A & 208B	**1**
Cessna 401,402,404 & 411	**Original**
Reims/ Cessna 406/ F406	**Original**
Cessna 414 & 421	**Original**
Cessna 425 & 441	**Original**
De Havilland Canada DHC-6 Series	**3**
De Havilland Canada DHC-7 Series	**3**
Dornier Do 228	**1**
Embraer EMB110	**2**
Fokker F27	**1**
Piper PA31/PA31-325/PA31-350/ PA31P/PA31P350	**3**

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

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

REASON FOR ISSUE: The attached Temporary Revision has been devised to provide a common set of alleviations for the same items of equipment on similar aircraft. The TR is applicable to the CAA MMELs for the aircraft types listed above. The notes below give further guidance.

NOTES

1. The TR replaces the existing alleviations given in the MMEL normal revision.

2. The alleviations reflect current CAA policy and where appropriate JAR OPS 1. For a particular aircraft/ operator some parts of the alleviation will not be applicable e.g. single pilot operations. Alleviations which are not applicable should be ignored when considering the MEL.

3. Any existing alleviation in the MMEL for items not listed in this TR remain applicable.

4. It is assumed that the Captain/ Commander would normally occupy the left hand seat. This is reflected in the alleviations given here. Where the Captains instrument is required to be operative this is assumed to be the left hand instrument; it is not intended to imply that the aircraft could be flown with the Captain/ Commander seated in the right hand seat.

5. The item numbers given here may not align with that given in the particular MMEL, the existing MMEL numbering may be retained.

6. Item 20 deals with Pitot heaters, this should be included in Chapter 30 of the MEL. All of the other items are associated with Chapter 34.

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

Insert in Master Minimum Equipment List facing page 34 -1 cancel the existing alleviations where applicable. Existing alleviations not listed in this TR remain applicable.

1. Altimeters			
(1) Single pilot operations	-	1	One altimeter is required. Any in excess of this may be inoperative provided: (a) The operative altimeter is on the captain's side, (b) Operations are confined to day VMC, and (c) Repairs or replacements are carried out within three calendar days.
(2) Two pilot operations	-	2	Any in excess of two may be inoperative provided : (a) One altimeter is operative for each pilot, (b) The required altimeters operate independently, (c) At least one of the above is a pneumatic, or servo pneumatic altimeter, and (d) Repairs or replacements are carried out within ten calendar days.
(3) Servo Pneumatic Altimeter Mode (If Installed)	-	0	(M) May be inoperative provided: (a) Altimeter remains in the pneumatic mode, and (b) Repairs or replacements are carried put within ten calendar days. NOTE Transponder mode "C" may be inoperative.

2. Airspeed Indicators			
(a) Single pilot operations	-	1	At least one must be operative on the Captains side. Any in excess may be inoperative.
(b) Two pilot operations	-	2	One required at each pilot station. Any in excess may be inoperative.
3. Attitude Indicator Systems			
(1) Aircraft not over 5700 kg MTOW and with 9 or less seats.			
(a) Single pilot operations	-	1	The Captains indicator must be operative.
(b) Two pilot operations	2	1	The co-pilot's indicator may be inoperative for day VMC operations provided repairs or replacements are carried out within three calendar days.
(2) Aircraft over 5700 kg or with more than 9 seats.			
(a) Single pilot operations	-	0	May be inoperative for day VMC operations provided : (a) The Standby Attitude Indicator operates normally, and (b) Repairs or replacements are carried out within three calendar days.
(b) Two pilot operations	2	1	One indicator may be inoperative for day VMC operations provided : (a) The Standby Attitude Indicator operates normally, and (b) Repairs or replacements are carried out within three calendar days.

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

4. Standby Attitude Indicator (If Installed)			
(1) Single pilot operations	1	0	May be inoperative for day VMC operations provided: (a) The Captains indicator is operative, and (b) Repairs or replacements are carried out within three calendar days.
(2) Two pilot operations	1	0	May be inoperative for day VMC operations provided: (a) Both Attitude Indicators operate normally, and (b) Repairs or replacements are carried out within three calendar days.
5. Turn and Slip Indicators (If Installed)			
(1) Aircraft not fitted with a Standby Attitude Indicator			
(a) Single pilot operations	-	0	May be inoperative for day VMC operations only provided repairs or replacements are carried out within three calendar days.
(b) Two pilot operations	2	1	Captains indicator may be inoperative for day VMC operations provided: (a) Both Attitude Indicator Systems operate normally, and (b) Repairs or replacements are carried out within three calendar days.

5. Turn and Slip Indicators			
(1) Aircraft not fitted with a Standby Attitude Indicator (Cont...)			
(b) Two pilot operations (Cont...)	2	1	Co-Pilot's indicator may be inoperative provided: (a) Both Attitude Indicator Systems operate normally, and (b) Repairs or replacements are carried out within three calendar days.
(2) Aircraft fitted with a Standby Attitude Indicator			
(a) Single pilot operations	-	0	May be inoperative provided (a) The Standby Attitude Indicator operates normally, and (b) Repairs or replacements are carried out within ten calendar days.
(b) Two pilot operations	2	1	Either indicator may be inoperative provided repairs or replacements are carried out within ten calendar days.
	2	0	May be inoperative provided: (a) Three independent attitude indicators are operative, and (b) Repairs or replacements are carried out within three calendar days.

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

6. Horizontal Situation Indication			
(1) Single Pilot operations			
(a) Horizontal Situation Indicator	-	0	May be inoperative provided : (a) The Captains RMI is operative, (b) Procedures are not dependant on the use of the HSI, and (c) Repairs or replacements are carried out within ten calendar days.
(b) Directional Gyros	-	1	The HSI or RMI must be operative on the Captains side. NOTE: If an HSI or RMI is also inoperative refer to the appropriate alleviation.
(c) Radio Magnetic Indicators	-	0	May be inoperative provided: (a) The Captains HSI is operative, (b) Procedures are not dependant upon the use of the RMI, and (c) Repairs or replacements are carried out within ten calendar days.

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

6. Horizontal Situation Indication (Cont...)			
(2) Two Pilot operations			
(a) Horizontal Situation Indicator	2	1	One Indicator may be inoperative provided : (a) Procedures are not dependant upon the use of the remaining HSI, (b) Both directional gyros are operative, (c) An independent stabilised heading indication is available on each pilot's panel, and (d) Repairs or replacements are carried out within ten calendar days.
(b) Directional Gyros	2	1	One may be inoperative for day VMC provided : (a) A stabilised heading indication is available on each pilot's panel, (b) The Standby Compass operates normally, and (c) Repairs or replacements are carried out within three calendar days.
(c) Automatic Slaving	2	1	May be inoperative for one Directional Gyro provided : (a) A stabilised heading indication is available on each pilot's panel, (b) The Standby Compass operates normally, and (c) Repairs or replacements are carried out within ten calendar days.

MASTER MINIMUM EQUIPMENT LIST
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ATA 34 - NAVIGATION

6. Horizontal Situation Indication (Cont...) (2) Two Pilot operations (cont ...) (d) Radio Magnetic Indicators	-	1	One Indicator may be inoperative provided : (a) Procedures are not dependant upon the use of the remaining RMI (b) Both Directional Gyros operate normally, (c) An independent stabilised heading indication is available on each pilot's panel, and (d) Repairs or replacements are carried out within ten calendar days.

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

7. Standby Compass			
(1) Single Pilot operations	1	0	May be inoperative provided repairs or replacements are carried out within three calendar days.
(2) Two Pilot operations	1	0	May be inoperative provided : (a) Both directional gyros operate normally, and (b) Repairs or replacements are carried out within three calendar days.
8. Vertical Speed Indicator			
(1) Single Pilot operations	-	1	One VSI must be operative.
(2) Two Pilot operations	2	1	Either may be inoperative for day VMC provided repairs or replacements are carried out within ten calendar days.
9. Flight Director Systems (If Installed)	-	0	May be inoperative provided: (a) Procedures are not dependent upon their use, and (b) Repairs or replacements are carried out within ten calendar days.
10. Radio Altimeter (If Installed)	-	0	May be inoperative provided: (a) Approach minimums or operating procedures are not dependant upon their use, and (b) Repairs or replacements are carried out within ten calendar days. Note: Any effect on Ground Proximity Warning System operation must be considered.

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

11. Weather Radar (If Installed)	-	0	(O) As required by Air Navigation Legislation. Required when flying for the purposes of public transport, except that a flight may commence if the system is unserviceable such that; (a) The weather radar display is provided to only one pilot, so long as the aircraft is flying only to the place at which it first becomes reasonably practicable for the system to be repaired, or (b) When the weather report or forecasts available to the Captain of the aircraft indicate that cumulo-nimbus clouds or other potentially hazardous weather conditions, which can be detected by the system when in working order, are unlikely to be encountered on the intended route or any planned diversion therefrom or the Captain has satisfied himself that any such weather conditions will be encountered in daylight and can be seen and avoided, and the aircraft is in either case operated throughout the flight in accordance with any relevant instructions given in the operations manual.
12. ATC Transponder	-	-	Any in excess of that required for the route(s) being flown may be inoperative.
13. Marker Beacon Receiver	-	0	May be inoperative provided approach minimums do not require its use.
14. Altitude Encoder	-	-	Any in excess of that required for the route(s) being flown may be inoperative.

MASTER MINIMUM EQUIPMENT LIST
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ATA 34 - NAVIGATION

15. Navigation Equipment (VOR/ILS, ADF, DME, Loran, RNAV, INS, Doppler, GPS, MLS)	-	-	Any installed equipment in excess of that required may be inoperative provided the equipment or combinations of equipment needed to satisfy the minimum navigation (or area navigation) performance requirement for the route or region of operation is available. NOTE 1: When preparing the MEL the operator should itemise the equipment/ combinations of equipment needed for the particular operations for which the aircraft is approved. The effect of subsequent additional equipment failure should also be considered. NOTE 2 : Items which are installed but not required may be inoperative provided there is no effect on workload, crew training, procedures etc..
16. Instrument Source Select Switches. (If Installed)	-	0	(O) May be inoperative provided: (a) The associated instruments operate normally from isolated sources, (b) Inoperative switches are not moved in flight, and (c) Repairs or replacements are carried out within ten calendar days.

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

17. Ground Proximity Warning System (If Installed)	-	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. Note: Particular circumstances may require the use of additional or alternate procedures. The alternate procedures would require the operator to consider the routes over which he is flying and ensure that the pilot adopted a flight path which would give him the protection which would otherwise be afforded.
18. Altitude Alerting System (If Installed)	-	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. Note: Required for RVSM operations.
19. Outside Air Temperature Indicator	-	1	An acceptable means of determining OAT must be available.

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 30 - ICE PROTECTION

Insert in Master Minimum Equipment List facing page 30-1 cancel the existing alleviation - if applicable.

20. Pitot Heaters (If Installed)			
(1) Single pilot operations and aircraft not over 5700 kg MTOW.	-	0	May be inoperative provided : (a) Operations are day VMC only, (b) Operations are not in known or forecast icing conditions, and (c) Repairs or replacements are carried out within three calendar days.
(2) Two pilot operations and aircraft over 5700 kg MTOW.	-	1	Maybe inoperative provided : (a) The pilot's or co-pilot's heater operates normally, (b) Operations are day VMC only, (c) Operations are not in known or forecast icing conditions, and (d) Repairs or replacements are carried out within three calendar days.
(3) Pitot Heat Failure Indicator (If Installed)	-	0	May be inoperative provided: (a) The flight is not conducted in known or forecast icing conditions, (b) All other parts of the pitot systems are confirmed operative before each flight, and (c) Repairs or replacements are carried out within three calendar days.

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.

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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

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REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Original	4 June 1990		
1	21 January 1991		
2	15 February 1991		
3	1 April 1994		

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(iii)	Revision Record	Revision 3	1 April 1994
(v)	Temporary Revision Record	Revision 3	1 April 1994
(vii)	Table of Contents	Revision 3	1 April 1994
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(xi)	Preamble	Revision 3	1 April 1994
(xii)	Preamble	Revision 3	1 April 1994
(xiii)	Notes and Definitions	Revision 3	1 April 1994
(xiv)	Notes and Definitions	Revision 3	1 April 1994
(xv)	Notes and Definitions	Revision 3	1 April 1994
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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.

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.

PREAMBLE (Cont...)

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 workframe 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 calender 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 necesarily comply with foreign legislation.

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MASTER MINIMUM EQUIPMENT LIST

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NOTES AND 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. 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.

NOTES AND 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 - 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.

NOTES AND 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 palletts 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 Intervals"
Calender 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 26th that a malfunction had occurred, and the MMEL allowed three calender 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. This MMEL is based upon Revision 11C of the FAA approved MMEL dated 21 July 1993 and CAA Policy Statements as effective at 28 February 1994.

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HIGHLIGHTS TO REVISION 3

General

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

2. A limit of three calendar days has been introduced for completion of repairs or replacements. See Preamble 10.

ATA23 COMMUNICATIONS

23-1	Communications Equipment	Revised in accordance with CAA policy.
23-2	Passenger Address System	"As required...." added and 15 amended to 25 flight hours.
23-5	Speaker	Latest CAA policy statement applied.
23-8	Audio Selector Panels	Latest CAA policy statement applied. Second alleviation deleted.
23-10	Recorded Passenger Briefing Unit	New item.

ATA 24 ELECTRICAL POWER

24-4	AC Inverter	(O) deleted

ATA 25 EQUIPMENT AND FURNISHINGS

25-1	Flight Crew Shoulder Harness	Latest CAA policy statement applied.
25-2	Passenger Shoulder Harness	Rewritten - see 25-3
25-3	Passenger Seats & Seat Belts	Original item 25-3 deleted incorporated in new item 25-2.
25-11	Avionics Cooling Fan	New Item
25-12	Emergency Locator Transmitter	New Item

ATA 28	FUEL	
28-1	Fuel Boost Pumps	(O) deleted. AMSL added.
ATA 30	ICE AND RAIN PROTECTION	
30-2	Intake Deflector	(M) deleted
30-9	Stabiliser Indicator Lights	Number installed revised.
ATA 33	LIGHTS	
33-1	Flight Deck and Instrument Lighting Systems	Latest CAA policy statement applied.
33-2	Cabin Interior Lighting	Latest CAA policy statement applied.
33-3	Passenger Notice System	Latest CAA policy statement applied.
33-8	Anti-Collision Beacons	Latest CAA policy statement applied.
ATA 34	NAVIGATION	
34-3	Standby Compass	Latest CAA policy statement applied.
34-10	Marker Beacon	Remarks revised
34-13	Navigation Equipment	Item description expanded.
34-18	Altitude Alert/Preselect	New Item
34-19	GPWS	New Item

ATA 52	DOORS	
52-1	Door Open Warning Light	(O) deleted
52-2	Passenger Door Strut	(M) deleted.
ATA 61	PROPELLERS	
61-4	Propeller Auto Feather System	(O) deleted.

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
21.	**AIR CONDITIONING**			
1.	Air Conditioning System	1	0	May be inoperative.
2.	Ventilation Fan	1	0	May be inoperative.
3.	Flight Compartment Fans	2	0	May be inoperative.
4.	Individual Cabin Louvres	-	-	May be inoperative.
5.	Automatic Temperature Control	1	0	May be inoperative provided: Manual temperature control is operative.
6.	Manual Temperature Control	1	0	May be inoperative provided: Automatic temperature control is operative.

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(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
22. AUTOFLIGHT			
1. Autopilot (If installed)	-	-	May be wholly or partially inoperative for Public Transport Operations provided 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.
	-	0	May be inoperative for aircraft flying for purposes other than Public Transport. NOTE Any mode which functions normally may be used.

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(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
23. COMMUNICATIONS			
1. Communications Systems			
(1) VHF Systems	-	-	As required by Air Navigation Legislation
(2) HF Systems	-	-	As required by Air Navigation Legislation.
(3) UHF	-	-	As required by Air Navigation Legislation.
2. Passenger Address System	1	0	(0) As required by Air Navigation Legislation. May be inoperative provided: (a) Alternate normal and emergency procedures and/or operating restrictions are established and utilised, (b) Appropriate oral briefings are given to passengers, and (c) The aircraft may continue the flight, or series of flights for a maximum of 25 flight hours but shall not depart an airport where repair or replacement can be made.
3. Crew Intercomm System	1	0	May be inoperative for single flight crew operations only. Must be operative for two pilot or pilot and pilots assistant operations.
4. Static Discharge Wicks	-	-	One may be missing from the rudder and one from the right elevator.
5. Speaker			
(a) Single Crew	-	-	May be inoperative for single crew operations provided a spare serviceable headset is carried in the cockpit (Flight deck).
(b) Dual Crew	-	-	May be inoperative for communications purposes provided each required crew member has an operative headset.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
23. COMMUNICATIONS (Cont...)				
6.	Headset	-	-	For Public Transport flights one headset (including a boom microphone) must be operative for each crew member on flight deck duty.
7.	Hand Held Microphones	-	-	Any or all may be inoperative. See item 6 above.
8.	Audio Selector Panels	-	-	One required for each crew member on flight deck duty.
9.	Cockpit Voice Recorder	1	-	May be inoperative.
10.	Recorded Passenger Briefing Unit	1	0	May be inoperative.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
24	**ELECTRICAL POWER**			
1.	D C Generator	2	2	Both must be operative.
2.	D C Generator Warning Light	2	1	One may be inoperative provided: The corresponding loadmeter is operative and is monitored.
3.	D C Voltmeter	1	0	May be inoperative provided generator warning lights are operative.
4.	A C Inverter	2	1	One may be inoperative for day VMC..
		2	1	One may be inoperative for day and night provided flight instruments do not require A C power.
5.	A C Inverter Warning Lights (s)			
	(Pre Mod 6/1200 and S00 6142)	1	0	May be inoperative for day VMC.
	(Post Mod 6/1200 and S00 6142)	2	2	Must be operative.
6.	Battery Temperature Indicator (If Installed)	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
25	**EQUIPMENT AND FURNISHINGS**			
1.	Cockpit Shoulder Harness Inertia Reel	2	-	May be inoperative provided: (a) The affected harness is adjusted and locked by an approved means to suit the requirements of the individual Flight Crew member, and (b) Repairs or replacements are carried out within three calendar days.
2.	Passenger Seats (Including Seat Backs)	-	-	(M) May be inoperative secured in the upright position.
		-	0	(M) One or more may be inoperative provided: (a) Affected seat does not block an emergency exit, and (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 lap belt is considered to be 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.	Passenger Seat Ashtray	-	0	All may be inoperative or missing provided: (a) Affected ashtray opening is covered , and (b) Associated seat is placarded "NO SMOKING" or smoking is prohibited on the entire aircraft.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
25.	**EQUIPMENT AND FURNISHINGS (Cont...)**			
5.	Approved Flotation Equipment	-	-	As required by Air Navigation Legislation.
6.	Exit Placards	-	-	As required by Air Navigation Legislation.
7.	Crew and Passenger Lifejackets	-	-	As required by Air Navigation Legislation.
8.	Megaphones	-	1	As required by Air Navigation Legislation.
9.	First Aid Kits	-	-	As required by Air Navigation Legislation.
10.	Flight Attendant Seat and Harness	-	-	(M)(0) As required by Air Navigation Legislation. Note 1 A folding seat that will not stow automatically or remain stowed is considered to be inoperative and shall be secured in the retracted position or removed. Note 2 A seat with a defective harness is considered to be inoperative and shall be placarded to prohibit occupancy.
11.	Avionics Cooling Fan	1	0	May be inoperative provided: (a) Avionics installation does not require avionics cooling fan operation, and (b) Circuit breaker is secured in the open (off) position.
12.	Emergency Locator Transmitter	-	-	As required by Air Navigation Legislation.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
26	**FIRE PROTECTION**			
1.	Portable Fire Extinguishers	-	2	One to be located on the flight deck and one to be located in the passenger compartment. Any in excess of the minimum number required may be inoperative.
2.	Engine Fire Extinguisher Pressure/Thermal Indicators	4	0	(0) May be missing provided fire bottles are checked for proper charge before the first flight of each day.
3.	Engine Fire Warning Bell	2	0	May be inoperative provided both fire warning lights are 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.	Aileron Trim Tab Indicator	1	0	May be inoperative provided: (a) Tab is visually checked for full range of operation, (b) Tab operation is not affected, and (c) Tab is positioned to neutral prior to each take-off and neutral position is verified by visual inspection.
2.	Aileron Trim Control	1	0	May be inoperative provided: (a) Tab is checked for neutral prior to each take-off, and (b) Aileron trim circuit breaker is pulled and collared.
3.	Rudder Trim Tab Indicator (100 and 200 series only)	1	0	May be inoperative provided: (a) Tab is visually checked for full range of operation, (b) Tab operation is not affected, and (c) Tab is positioned to neutral prior to each take-off and neutral position is verified by visual inspection.

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
28.	**FUEL**			
1.	Fuel Boost Pump	4	2	One pump is each tank may be inoperative provided: (a) Circuit breaker is pulled and collared on inoperative pump, and (b) Flight is restricted to 8000 feet AMSL or below. Note Four pumps required when operating with 100 percent aviation gasoline.
2.	Fuel Boost Pump Caution Light	4	3	One may be inoperative with all pumps operative.
3.	Fuel Quantity Gauge	2	1	(0) One may be inoperative provided: (a) A reliable means is established to determine that fual quantity on board meets the requirements for the intended flights, (b) Both fuel flow indicators are operative, (c) Both fuel low level warning lights are operative, and (d) Repairs or replacements are carried out within three calendar days.
4.	Fuel Low Level Warning Light	2	1	One may be inoperative provided: (a) Associated fuel quantity gauge is operative, and (b) Fuel flow indicators are operative.

(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
28. FUEL (Cont...)			
5. Fuel Control Sensor Tube Heater	4	0	May be inoperative provided: (a) Corresponding circuit breaker is pulled and collared, and (b) Both fuel low level warning lights are verified to be operative.
6. Fuel Flow Indicator	2	1	One may be inoperative provided: (a) Both fuel quantity gauges are verified to be operative, and (b) Both fuel low level warning lights are verified to be operative.

(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
29. HYDRAULIC POWER			
1. Hydraulic System Pressure Indicator	1	0	(M) May be inoperative provided brake System Pressure Indicator is operative and is monitored.

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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.	Surface Deicing System (Wing and Horizontal Stabiliser)	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
2.	Intake Deflector	2	0	(M) Both may be inoperative provided: (a) Inoperative deflectors are verified in the extended position, and (b) Operation is conducted in accordance with the apppropriate Flight Manual limitation.
3.	Intake Deflector Indicator	2	0	May be inoperative provided: (a) Both deflectors are operative, (b) Proper deflector position is confirmed prior to take-off, and (c) Deflector actuation is confirmed by torquemeter indicator.
4.	Propeller Deicing System	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
5.	Windshield Deicing System	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
6.	Windshield Wipers	2	2	Slow speed may be inoperative.
		2	0	May be inoperative provided aircraft is not operated in precipitation within arrival and departure areas.

30. ICE AND RAIN PROTECTION (Cont...)

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
7.	Pitot Heater	2	-	Left unit must be operative for IFR passenger carrying and for flight in known or forecast icing conditions. Two heated pitot tubes are required for these conditions if a second airspeed indicator is installed and operative.
8.	Automatic Surface Deicing System Function	1	0	May be inoperative provided the manual function is operative.
9.	Stabiliser Deicer Boot Indicator Light	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
10.	Stall Warning Heater	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
11.	Engine Inlet Deicing Boots	2	0	May be inoperative.
12.	Windshield Deice Washing System	1	0	May be inoperative on aircraft equipped with heated windshields provided windshield heating is operative.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
31. INDICATING/RECORDING SYSTEMS				
1.	Clocks	-	0	(0) May be inoperative provided on accurate time piece is available on the flight deck indicating the time in hours, minutes and seconds.
2.	Flight Hour Recorder	1	0	(0) May be inoperative.
3.	Engine Hour Recorder	1	0	(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. Braking System Pressure Indicator	1	0	May be inoperative provided hydraulic pressure indicator, brake accumulator pressure indicator and air charge valves are 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. Flight Deck and Instrument and Lighting Systems	-	-	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 verified operative, and (c) Lighting configuration at dispatch is acceptable to the flight crew.
2. Cabin Interior Lighting	-	-	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 verified operative. Note: Cabin emergency lighting does not include floor proximity lights.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
33.	**LIGHTS (Cont...)**			
3.	Passenger Notice System ("NO SMOKING/FASTEN SEAT BELT") Signs	-	-	(M)(O) As required by Air Navigation Legislation. No passenger seat or cabin attendant 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), cabin attendant seat(s) may be occupied provided: (a) The PA system operates normally and can be clearly heard throughout the cabin during flight,and (b) An acceptable procedure is used to notify passengers when seat belts must be fastened. OR (c) Passengers are not carried.
4.	Wing Inspection Lights	2	1	One must be serviceable for night operations. Note: For single flight crew operations the left hand light must be serviceable. OR
		2	0	(O) All 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.
		2	0	Any or all may be inoperative for daylight operations.
	(Applicable only to aircraft which are equipped with an ice detector).	2	0	All may be inoperative provided an ice detector is installed and is operating normally.
5.	Landing Lights	2	0	Both may be inoperative for daylight operations.
		2	1	One may be inoperative for night operations provided taxi light is installed and operative.

33. LIGHTS (Cont...)

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
6.	Taxi Light	1	0	May be inoperative.
7.	Navigation Lights	3	0	May be inoperative for daylight operations.
8.	Anti-Collision Beacon	1	0	May be inoperative for daylight or night operations provided that the light is repaired at the earliest practicable opportunity. NOTE: Operations with unserviceable anti-collision lights are limited to flights within the UK FIR.
9.	Wing Anti-Collision Lights (Strobes)(If Installed and Approved).	2	-	One or both may be inoperative.
10.	Cabin Emergency Lights	-	-	May be inoperative for daylight operations.
11.	Stall Warning Light	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
34.	**NAVIGATION**			
1.	Altimeter	2	1	As required by Air Navigation Legislation. The right side instrument may be inoperative for day VFR operations.
2.	Airspeed Indicator	2	1	As required by Air Navigation Legislation.
3.	Non-Stablised Magnetic (Standby) 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.
4.	Gyroscopic Bank and Pitch Indictor	2	1	As required by Air Navigation Legislation. The right side instrument may be inoperative provided it does not affect that on the left side.
5.	Turn and Slip	2	1	As required by Air Navigation Legislation.
		2	0	Both may be inoperative provided the artificial horizon and the direction indicator are both serviceable and operating normally.
6.	Vertical Speed Indicator	2	1	As required by Air Navigation Legislation.
7.	Gyroscopic Directional Compass System	2	1	As required by Air Navigation Legislation. The right side instrument may be inoperative provided it does not affect that on the left side.

34. NAVIGATION (Cont...)

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
8.	Transponder	-	-	As required by Air Navigation Legislation.
9.	Flight Director	1	0	May be inoperative provided approach minima are not based on its use.
10.	Marker Beacon	1	0	May be inoperative provided approach minima are not based on its use.
11.	Radio Altimeter	1	0	May be inoperative.
12.	Weather Radar	1	0	May be inoperative.
13.	Navigation Equipment (Loran, RNAV, Omega/ VLF, INS, Doppler)	-	-	As required by Air Navigation Legislation.
14.	VOR	2	-	As required by Air Navigation Legislation.
15.	ADF	2	-	As required by Air Navigation Legislation.
16.	ILS	2	-	As required by Air Navigation Legislation.
17.	DME	1	-	As required by Air Navigation Legislation.
18.	Altitude Alert/Preselect	1	0	May be inoperative.
19.	Ground Proximity Warning Systems	1	0	May be inoperative.

(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
36.	**PNEUMATICS**			
1.	Bleed Air Systems	2	0	(M) May be inoperative provided: (a) The corresponding bleed valves are confirmed closed, (b) Aircraft is not operated in known or forecast icing conditions, (c) Autopilot is not used, and (d) Flight instrument operation does not depend on either bleed air system.
2.	Pneumatic Pressure Warning Light	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
37.	**VACCUM/PRESSURE**			
1.	Engine Air Pumps	2	1	(M) One pump may be inoperative for day VMC.
2.	Low Suction/Pressure Caution Light	1	0	May be inoperative provided low suction indicator is operative.
3.	Instrument Pressure Indicator.	2	1	One may be inoperative for day VFR operations.

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
52.	**DOORS**			
1.	Door Open Warning Light	1	0	May be inoperative provided: (a) A flight crewmember confirms by visual inspection that all doors are latched prior to each take-off, and (b) Fasten seat belt sign remains on. (See Item 33.3).
2.	Passenger Door Strut	1	0	May be inoperative.
3.	Air Stair Door Bottom Sliding Step.	1	0	(M) May be inoperative.

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(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
61. PROPELLERS			
1. Beta Backup System - PT6A-27	1	0	(M) May be inoperative provided: (a) Beta backup system is deactivated, (b) Propeller reverse is not selected, and (c) Repairs or replacements are carried out within three calendar days.
2. Synchroniser System	1	0	May be inoperative.
3. Propeller Reset Caution Light	1	0	May be inoperative provided propeller/throttle mechanical interlock per mod 6/1223 is installed and operative.
4. Propeller Auto-Feather System and Indicator Lights	1	0	May be inoperative provided operation is conducted in accordance with Flight Manual.

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(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
75. BLEED AIR			
1. Bleed Air Valves	2	0	(M) May be inoperative provided: (a) Inoperative valves are confirmed closed, (b) The autopilot is not used, (c) Aircraft is not operated in known or forecast icing conditions, and (d) Flight instrument operation does not depend on either bleed air valve being open.

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(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
77. ENGINE INDICATING			
1. Propeller Tachometer	2	1	(0) One may be inoperative provided the Ng gas Indicator generator tachometer on the affected engine is functioning normally and, repairs or replacements are carried out within three calendar days.
2. Ng Gas Generator Tachometer			Deleted Revision 1.

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(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
79. ENGINE OIL			
1. Low Oil Pressure Caution Light	2	1	One may be inoperative provided the oil pressure indicator is functioning normally and is monitored.
2. Oil Pressure Indicator	2	2	Must be operative.

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