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The TRs should be incorporated in the order in which they were issued, as it is possible that a TR may be superseded by a later one.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

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

Date: 17 August 1999

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

APPLICABLE TO CAA MMEL FOR THE FOLLOWING AIRCRAFT TYPES:

AIRCRAFT TYPE:	MMEL NORMAL REVISION No:
BAC One Eleven	**2**
BAe (HS) 748	**Original**
Dassault Aviation Mystere Falcon 900	**Original**
De Havilland DHC-7	**3**
Fokker F27	**1**

ACTION : Insert page 2 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 attached Temporary Revision has been devised to provide a common alleviation for Airborne Collision and Avoidance System (ACAS) in line with current CAA Policy. This TR is applicable to the aircraft types listed above.

NOTES

1. This TR replaces any existing alleviation given in the MMEL normal revision.

2. The item number given here may not align with that given in the particular MMEL, in which case the existing MMEL numbering should be retained.

CIVIL AVIATION AUTHORITY

Date: 17 August 1999

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

Insert in Master Minimum Equipment List facing page 34 -1 and cancel the existing alleviation if applicable.

1. Airborne Collision and Avoidance System (ACAS) (If installed)			
(1) ACAS System	- 4	0	(M) May be inoperative provided the system is deactivated and secured. If the aircraft is intended to be flown in airspace in which ACAS operation is required, it may fly for not more than 10 calendar days with the equipment completely unserviceable provided that this is permitted by the appropriate Air Traffic Control Authorities, but shall not depart from an aerodrome where it is reasonably practical for the equipment to be repaired or replaced.
(2) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Displays	2	1	(O) May be inoperative on the non-flying pilot side provided: (a) TA and RA elements and audio functions are operative on the flying pilot side, and (b) TA and RA display indications are visible to the non-flying pilot.
(3) Resolution Advisory (RA) Display System(s)	2	1	(O) One may be inoperative on the non-flying pilot side.
	-	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)	- 4	0	(O) May be inoperative provided all installed RA display and audio functions are operative.

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-7 SERIES

CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

Revision 3
26 February 1993

DE HAVILLAND DHC-7 SERIES

REVISION 3

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

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CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

Revision 3
26 February 1993

DE HAVILLAND DHC-7 SERIES

REVISION RECORD

REVISION NO.	ISSUE DATE	INCORPORATED BY	DATE
Original	5 November 1990		
1	21 January 1991		
2	6 January 1993		
3	26 February 1993		

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CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

DE HAVILLAND DHC-7 SERIES

TEMPORARY REVISION RECORD

TR No.	Date	Page Affected	Incorporated By	Date Incorporation	Superseded By
1	09/01/92	27-1			Normal Revision 2
2	06/07/92	24-1			Normal Revision 2
2	06/07/92	24-2			Normal Revision 2
G1	07/10/97	34-1			
G2	17/08/99	30-1 34-1			
G4	29/10/01	TR Record Page Preamble Definitions 23-1 25-1 31-1 34-1			
G6	20/03/02	34-1			

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Revision 2
6 January 1993

DE HAVILLAND DHC-7 SERIES

TABLE OF CONTENTS

	LIST OF EFFECTIVE PAGES
	PREAMBLE
	NOTES AND DEFINITIONS
21	AIR CONDITIONING
22	AUTOFLIGHT
23	COMMUNICATIONS
24	ELECTRICAL POWER
25	EQUIPMENT AND FURNISHINGS
26	FIRE PROTECTION
27	FLIGHT CONTROL
28	FUEL
29	HYDRAULIC POWER
30	ICE AND RAIN PROTECTION
31	INDICATING/RECORDING SYSTEMS
32	LANDING GEAR
33	LIGHTS
34	NAVIGATION
35	OXYGEN
49	AIRBORNE AUXILIARY POWER
52	DOORS
61	PROPELLERS
73	ENGINE FUEL AND CONTROL
77	ENGINE INDICATING
79	ENGINE OIL

Revision 2
6 January 1993

DE HAVILLAND DHC-7 SERIES

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Revision 3
26 February 1993

DE HAVILLAND DHC-7 SERIES

LIST OF EFFECTIVE PAGES

	Page	Revision	Date
(i)	Approval Sheet	Revision 3	26 February 1993
(iii)	Revision Record	Revision 3	26 February 1993
(v)	Table of Contents	Revision 2	6 January 1993
(vii)	List of Effective Pages	Revision 3	26 February 1993
(viii)	List of Effective Pages	Revision 2	6 January 1993
(ix)	Preamble	Revision 2	6 January 1993
(x)	Preamble	Revision 2	6 January 1993
(xi)	Notes and Definitions	Revision 2	6 January 1993
(xii)	Notes and Definitions	Revision 2	6 January 1993
(xiii)	Notes and Definitions	Revision 2	6 January 1993
(xiv)	Highlights	Revision 3	26 February 1993
	21-1	Revision 2	6 January 1993
	21-2	Revision 2	6 January 1993
	21-3	Revision 2	6 January 1993
	22-1	Revision 2	6 January 1993
	23-1	Revision 2	6 January 1993
	23-2	Revision 2	6 January 1993
	23-3	Revision 2	6 January 1993
	24-1	Revision 2	6 January 1993
	24-2	Revision 3	26 February 1993
	24-3	Revision 2	6 January 1993
	25-1	Revision 2	6 January 1993
	25-2	Revision 2	6 January 1993
	25-3	Revision 3	26 February 1993
	26-1	Revision 3	26 February 1993
	26-2	Revision 2	6 January 1993
	26-3	Revision 2	6 January 1993
	27-1	Revision 2	6 January 1993
	27-2	Revision 2	6 January 1993
	27-3	Revision 2	6 January 1993
	28-1	Revision 2	6 January 1993
	28-2	Revision 2	6 January 1993
	29-1	Revision 2	6 January 1993
	30-1	Revision 2	6 January 1993
	30-2	Revision 2	6 January 1993
	31-1	Revision 2	6 January 1993
	32-1	Revision 3	26 February 1993
	33-1	Revision 2	6 January 1993

Revision 2
6 January 1993

DE HAVILLAND DHC-7 SERIES

LIST OF EFFECTIVE PAGES

33-2	Revision 2	6 January 1993
33-3	Revision 2	6 January 1993
33-4	Revision 2	6 January 1993
34-1	Revision 2	6 January 1993
34-2	Revision 2	6 January 1993
34-3	Revision 2	6 January 1993
34-4	Revision 2	6 January 1993
35-1	Revision 2	6 January 1993
49-1	Revision 2	6 January 1993
52-1	Revision 2	6 January 1993
52-2	Revision 2	6 January 1993
61-1	Revision 2	6 January 1993
73-1	Revision 2	6 January 1993
77-1	Revision 2	6 January 1993
79-1	Revision 2	6 January 1993

CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

Revision 2
January 1993

DE HAVILLAND DHC-7 SERIES

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 (MMELs). 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 framework of controlled and sound programmes of repairs, replacement and servicing. Defects should be rectified expeditiously thus retaining the intended overall level of safety and reducing the possibility of a subsequent failure necessitating the removal of the aircraft from service. Some particular items in the MMEL may be subject to a limitation of flight hours, number of flights or consecutive calendar days, and these must be transferred into the MEL. In the MMEL some items are qualified in column 4 by the words:-

"The aircraft may continue the flight or series of flights but shall not depart an airport where repairs and replacements can be made".

or similar wording. Operators with established routes shall specify in the MEL at which stations, in addition to the main maintenance base, such repair facilities exist.

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

Revision 2
6 January 1993

DE HAVILLAND DHC-7 SERIES

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. Asterisk (*): This symbol in Column 4 indicates that if the specified item is inoperative, a placard must be placed on or adjacent to the affected unit, component or control such that it is clear to the operating crew that it or it's 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".

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.

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.

NOTES AND DEFINITIONS (Cont...)

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. This MMEL is applicable to the de Havilland Dash 7 Series Aircraft.

24. This MMEL (at Revision 2) is based on Revision 6 of the Transport Canada approved MMEL dated 1 June 1987 and incorporates Temporary Revision No 1 issued by Transport Canada on 24 April 1991. This MMEL is also based on CAA Policy Statements dated October 1992.

Revision 3
26 February 1993

DE HAVILLAND DHC-7 SERIES

HIGHLIGHTS OF REVISION 3

1. The CAA MMEL has been raised to Revision 3 to incorporate corrections.

2. All changes to the text are listed in the Highlights as follows.

24	Electrical Power	
-6	DC Voltmeter	NOT USED deleted. 1/1 added (i.e. must be serviceable). This has been done to remove the possibility that NOT USED could be interpreted as not required i.e. may be inoperative, which is not the case. The DC Voltmeter was introduced at Revision 2 to keep the CAA item numbers running in parallel with the Transport Canada MMEL base document.
25	Equipment and Furnishings	
-12	Flight Deck Observers Seat and Harness (If Installed)	This item, which was correctly listed in the highlights of Revision 2, was omitted in error from page 25-3.
-13	Cabin Emergency Flashlight/Holders	Was previously item 12 at Revision 2.
26	Fire Protection	
-5	Engine Fire Extinguishing Systems	NOT USED deleted. 4/4 added, for same reasons as in DC Voltmeter above.
32	Landing Gear	
-5	Nosewheel Door	Column 4 changed back to text of original issue of 5 November 1990, following discussion with operator.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
21	**AIR CONDITIONING**			
-1	Air Conditioning Packs	2	1	*(M) One may be inoperative provided: (a) The emergency Ram air system (MOD. 7/1493) is installed and operates normally, and (b) Operations are conducted in accordance with the Flight Manual.
		2	0	*(O) Both may be inoperative for unpressurised flight, provided operations are conducted in accordance with the Flight Manual.
-2	Engine Bleed System Flow Control Valves	4	2	*(O) (M) One may be inoperative on each side provided: (a) Both air conditioning packs are operative, (b) The inoperative valves are deactivated in the closed position, (c) Operations are conducted in compliance with Flight Manual and (d) The engine bleed switch for the affected engine is selected OFF at all times.
-3	BLEED AIR Caution Light	1	0	*(O) May be inoperative provided: (a) The crew confirm that the ENGINE BLEED switches are in the OFF or LOW position for take-off and landing and (b) Operations are conducted in accordance with the Flight Manual.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
21	**AIR CONDITIONING (Cont...)**			
-4	Cabin Pressure Control			
	(1) Automatic	1	0	*(O) May be inoperative provided manual control is operative.
	(2) Manual	1	0	*(O) May be inoperative provided automatic control is operative.
	(3) Automatic and Manual	2	0	Both may be inoperative for unpressurised flight provided operations are conducted in accordance with the Flight Manual.
-5	Rear Outflow Valves	2	1	*(O) One may be inoperative for unpressurised flight provided operations are conducted in accordance with the Flight Manual
-6	Differential Pressure Indicator	1	0	*(O) May be inoperative provided cabin altitude indicator is operative and a chart is provided to convert cabin altitude to cabin differential pressure,
				OR
		1	0	* May be inoperative for unpressurised flight provided operations are conducted in accordance with the Flight Manual
-7	Cabin Altitude Indicator	1	0	*(O) May be inoperative provided cabin differential pressure indicator is operative and a chart is provided to convert cabin differential pressure to cabin altitude,
				OR
		1	0	* May be inoperative for unpressurised flight.
-8	Cabin Rate of Climb Indicator	1	0	* May be inoperative provided all other instruments and functions of pressurisation system operate normally,
				OR
		1	0	* May be inoperative for unpressurised flight provided operations are conducted in accordance with the Flight Manual.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
21	**AIR CONDITIONING (Cont...)**			
-9	CABIN PRESS Caution Light	1	0	*(O) May be inoperative for pressurised flight below 10,000 feet.
-10	Flight Compartment Temperature Control System	1	1	* Either auto or manual mode may be inoperative.
-11	Cabin Temperature Control System	1	1	* Either auto or manual mode may be inoperative.
-12	Air Conditioning Temperature Indicator	1	0	* May be inoperative provided the related overheat caution lights are operative.
-13	Ground Gasper Fans (If Installed)	2	0	* Both may be inoperative.
-14	BLEED HOT Caution Lights	4	2	*(O) (M) One may be inoperative on each side provided: (a) Both air conditioning packs function normally. (b) Associated bleed air valve is deactivated closed. (c) Operations are conducted in accordance with the Flight Manual.

CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
22	**AUTO FLIGHT**			
-1	Auto Pilot System (If Installed)			
	(1) Auto Pilot	1	0	* May be inoperative for other than Category 2 operations.
		1	1	Must be operative for Category 2 operations.
	(2) Flight Director Computers	2	0	* One or both may be inoperative for other than Category 2 operations.
		2	2	Both must be operative for Category 2 operations.
-2	Yaw Damper System	1	0	* May be inoperative for other than Category 2 operations.
		1	1	Must be operative for Category 2 operations.
-3	Control Wheel Disengage Switches	2	1	*(O) One switch may be inoperative for other than Category 2 operations provided use of auto pilot is restricted to 1,500 feet AGL or above and Yaw Damper is OFF.
		2	2	Both must be operative for Category 2 operations.
-4	AUTOPILOT DISENGAGED Caution Light	1	0	* May be inoperative provided autopilot is not used.

CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
23	**COMMUNICATIONS**			
-1	Flight Compartment Speakers	2	0	*(O) One or both may be inoperative provided each crew member on flight deck duty has an operative headset.
-2	Passenger Address (PA) System	1	0	*(O) As required by Air Navigation Legislation. May be inoperative provided: (a) Cabin Interphone System is operative, (b) Chime system is operative, (c) Alternate normal and emergency procedures are established and utilised, and (d) Aircraft may continue the flight or series of flights but shall not depart an airport where repairs can be made and shall not exceed 25 flight hours prior to completion of repairs.
-3	Cabin Attendant Interphone System	1	0	*(O) May be inoperative provided: (a) PA System is operative, and (b) Procedures do not depend on its use or alternate normal and emergency procedures are established and utilised.
-4	Communication Systems			
	(1) VHF System	-	-	*As required by Air Navigation Legislation.
	(2) HF System	-	-	*As required by Air Navigation Legislation
	(3) UHF System	-	-	*As required by Air Navigation Legislation

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
23	**COMMUNICATIONS (Cont...)**			
-5	Cockpit Voice Recorder (CVR) System	1	0	* As required by Air Navigation Legislation. May be inoperative provided: (a) It is not reasonably practical to repair or replace before commencement of the flight. (b) The aircraft shall not exceed six (6) consecutive flights with the CVR unserviceable beginning with the first flight after the CVR was last operating throughout the flight. (c) The aircraft shall not fly for more than 16 hours after the CVR becomes unserviceable. (d) Not more than 24 hours have elapsed since the CVR became unserviceable. (e) The aircraft must not depart from its maintenance base with the CVR unserviceable. (f) The Flight Data Recorder must be operating normally.
-6	Static Dischargers	16	12	Four may be missing provided not more than one is missing from each siting group.
-7	Service Interphone System	1	0	*(O) May be inoperative provided emergency procedures are not dependent on its use and provided that alternate normal and emergency procedures are established and utilised.
-8	Crew Intercommunication System	-	1	* As required by Air Navigation Legislation.
-9	Headsets	-	-	One Headset (including boom microphone) must be operative for each crew member on flight deck duty.
-10	Hand Held Microphones	-	-	* Any or all may be inoperative.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
23	**COMMUNICATIONS (Cont....)**			
-11	Audio Selector Panels	-	-	* One required for each crew member on flight deck duty.
-12	Observers Audio Selector (If Installed)	1	0	* May be inoperative except when the observers seat is occupied by a flight crew member or other person with flight deck duties on any specific flight.

CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
24	**ELECTRICAL POWER**			
-1	AC Generator System (Generator and Related GCU)	4	3	*(M) One may be inoperative. The cause of the malfunction must be determined and appropriate action taken to assure that no hazard exists. If there is a mechanical malfunction the generator must be removed and an approved blanking plate fitted.
		4	3	At least three AC Generators and their associated Caution lights must be operative for Category 2 operations.
-2	AC GEN Caution Lights	4	3	*(O) A caution light associated with an inoperative generator may be inoperative or one caution light associated with an operative generator may be inoperative provided all other generators are operative and monitored.
-3	AC GEN HOT Caution Lights	4	3	*(M) One may be inoperative provided the related generator is removed and an approved blanking plate is fitted.
-4	400 HZ Inverters	3	2	*(O) (M) One may be inoperative for DAY VMC flight conditions only provided: (a) The inoperative inverter is deactivated, (b) Instrument lighting is switched off and other load shedding procedures as applicable, are utilised, and (c) Flight Manual procedures for inverter failure are observed.
		3	2	* At least two 400 HZ Inverters and their associated Caution lights must be operative for Category 2 operations.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
24	**ELECTRICAL POWER (Cont....)**			
-5	INV Caution Lights	3	2	*(O) or (M) One may be inoperative provided: (a) It is determined that the associated inverter is operative; OR (b) One may be inoperative on an inoperative inverter. NOTE If the PRI INV light has failed select L BUS on INV SEL switch. If the SEC INV light has failed select R BUS on INV SEL switch.
-6	DC Voltmeter	1	1	Must be operative
-7	DC Starter Generator	4	3	*(O) (M) One generator control system may be inoperative in the generator mode only (ie DC GEN caution light illuminated) provided: (a) The cause of the malfunction is determined and appropriate action taken to assure that no hazard exists, (b) The failed generator is switched to off position, and (c) Load shedding procedures, as applicable, are utilised.
		4	3	* At least three DC generator systems must be operative for Category 2 operations.
-8	Batteries	-	2	*(M) Two must be operative, with one connected to the left main BUS and one to the right main BUS. All batteries must be of the same type and capacity.

(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
24 ELECTRICAL POWER (Cont....)			
-9 Battery Temperature Monitor System (Indicator and Monitor Light)	-	2	*(O) One temperature monitoring system must be operative for each operating battery. Batteries with inoperative monitoring systems must be disconnected. Note Only the five battery special configuration is subject to this MMEL item.

CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

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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	Flight Crew Shoulder Harness	-	-	* As required by Air Navigation Legislation.
	(1) Inertia Reels	-	-	*(M) 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 members. (b) The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.
-2	Emergency Locator Transmitter	-	-	* As required by Air Navigation Legislation
-3	Passenger Seats (Including Seat Backs and Seat belts)	-	-	*(M) May be inoperative secured in the upright position.
		-	0	*(M) One or more may be inoperative provided: (a) Affected seat does not block 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 belt is considered to be inoperative. Note 2 A seat with an inoperative reline mechanism is considered to be inoperative if the seat back cannot be secured upright. Note 3 Inoperative seats do not affect the number of Cabin Crew required by Air Navigation Legislation.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
25	**EQUIPMENT AND FURNISHINGS (Cont....)**			
-4	Crew Member Seat Adjustment Mechanism	1	1	Fore and Aft adjustment must operate normally.
		1	1	* (M) Vertical and/or recline adjustments may be inoperative provided: (a) The seat is secured and locked, in a position to suit the individual pilot's requirements. (b) The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.
-5	Cabin Attendant's Seat	-	-	*(M) As required by Air Navigation Legislation. Any in excess of those required by legislation may be inoperative (see notes below). Note 1 A folding seat which will not stow automatically or remain stowed is considered to be inoperative and shall be secured in the stowed position or removed. Note 2 A seat with a defective harness is considered to be inoperative and shall be placarded to prohibit occupancy.
-6	Cabin Attendant's Seat Harness	-	-	* As required by Air Navigation Legislation.
-7	Flight Crew Smoke Protection Equipment (Basic and Portable)	-	-	* As required by Air Navigation Legislation. Individual specified items may be missing or inoperative in accordance with arrangements approved by the Authority.

(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
25 EQUIPMENT AND FURNISHINGS (Cont....)			
-8 Cabin Attendants Portable Smoke Protection Equipment	-	-	* As required by Air Navigation Legislation. Individual specified items may be missing or inoperative in accordance with arrangements approved by the Authority.
-9 First Aid Kits	-	-	* As required by Air Navigation Legislation.
-10 Flotation Devices (Life-jackets and Life-rafts)	-	-	* As required by Air Navigation Legislation.
-11 Megaphones	-	-	* As required by Air Navigation Legislation. Any in excess of those required by Air Navigation Legislation may be inoperative or missing provided the inoperative megaphone is removed from the passenger cabin.
-12 Flight Deck Observers Seat and Harness (If Installed)	-	-	* May be inoperative provided the seat is not occupied and is correctly stowed.
-13 Cabin Emergency Flashlight/Holders	-	-	* As required by Air Navigation Legislation. One or all may be inoperative provided cabin crew member assigned to affected position has an operative flashlight.

CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
26	**FIRE PROTECTION**			
-1	Power Plant Fire Detection Systems	4	4	*(O) Either Loop A or Loop B may be inoperative on each engine provided short discrimination circuitry (MOD. 7/1302) is installed.
-2	Baggage Compartment Smoke Detector System	1	1	* One detector may be inoperative. OR
		1	0	*(O)(M) The complete system may be inoperative provided: (a) The baggage compartment interior door is secured open, (b) The attendant is advised of the condition, and (c) The contents of the compartment are properly restrained.
-3	Portable Fire Extinguishers	-	-	* As required by Airworthiness Notice No 60. Extinguishers in excess of the minimum required may be inoperative.
-4	Fire Extinguisher Thermal and Discharge Discs	4	0	*(O)(M) May be missing provided indicator readings are checked daily to determine adequate charge.
-5	Engine Fire Extinguishing Systems	4	4	Must be operative.
-6	ENGINE FIRE Warning Light	1	0	* May be inoperative provided the fire warning bell is operative.
-7	Fire Warning Bell	1	1	Must be operative.

(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
26 FIRE PROTECTION (Cont....)			
-8 Toilet Compartment Smoke Detector System	-	0	*(M) May be inoperative. The toilet compartment must be electrically isolated, the waste bin must be emptied and the toilet compartment must be locked and appropriately placarded.
			OR
	-	0	*(O) May be inoperative provided: (a) The toilet compartment is checked at 20 (twenty) minute intervals for evidence of fire and smoke, and (b) The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.
			OR
	-	0	*(O) May be inoperative provided: (a) Toilet compartment fire extinguishers are fitted and operating normally. (b) The toilet compartment is checked at regular and frequent intervals for evidence of fire and smoke, and (c) Aircraft may continue the flight or series of flights but shall not depart and airport where repairs or replacements can be made. NOTE A toilet compartment smoke detection system is not required for all-cargo operations unless cargo carriage requires persons in attendance.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
26	**FIRE PROTECTION (Cont....)**			
-9	Toilet Compartment Fire Extinguisher	1	0	* May be inoperative provided: (a) The toilet compartment smoke detector system operates normally, OR (b) The waste container must be emptied and the toilet compartment must be locked and appropriately placarded. NOTE 1 These provisos are not intended to prohibit toilet inspections by crew members. NOTE 2 A toilet fire extinguisher is not required for all cargo operations unless cargo carriage requires persons in attendance.
-10	APU Fire Detection System (If Installed)	1	0	* May be inoperative provided APU is not used.
-11	APU Fire Extinguishing System (If Installed)	1	0	* May be inoperative provided APU is not used.

CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

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AIRCRAFT: De HAVILLAND DHC-7	**REVISION NO:** REVISION 2 **DATE:** 6 JANUARY 1993	**PAGE:** 27-1

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
27	**FLIGHT CONTROLS**			
-1	Aileron Trim Indicator	1	0	*(O) May be inoperative provided the aileron trim tab is visually checked neutral prior to departure.
-2	Stall Warning Systems	2	1	*(O)(M) One system may be inoperative provided: (a) That it is deactivated. Deactivating a Stall Warning System will also deactivate the associated Speed Control Indicator. (See Item 34-22) (b) STALL WARN HEAT circuit breaker is pulled and collared, and (c) The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.
-3	Rudder Trim Indicator	1	0	* May be inoperative provided rudder trim is checked for full and free movement and is visually confirmed neutral prior to departure.
-4	Trailing Edge Flap System	1	0	*(O)(M) May be inoperative provided: (a) Operations are conducted in accordance with the Flight Manual. (b) The fore flap system is visually checked for full and free movement prior to each flight.
-5	Flap Position Indicator	1	1	Must be operative.
-6	Ground Spoiler Position Indicator	1	1	Must be operative.
-7	Ground Spoiler System	1	0	*(O)(M) May be inoperative provided the system is deactivated and operations are conducted in compliance with the Flight Manual.
-8	Spoiler Advisory Lights			
	(1) Roll Inboard	1	0	*(O) May be inoperative provided all PFCS SPOILER indicators operate normally and are monitored.

(Cont...)

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
27	**FLIGHT CONTROLS (Cont....)**			
-8	Spoiler Advisory Lights (Cont...)			
(2)	Roll Outboard	1	0	*(O) May be inoperative provided all PFCS SPOILER indicators operate normally and are monitored.
(3)	Ground	1	0	*(M) May be inoperative provided ground spoiler system is inoperative.
-9	Powered Flight Control System (PFCS) Indicators			
(1)	Rudder (RUD)	1	0	*(M) May be inoperative provided a visual flight control check is completed prior to departure.
(2)	Spoilers (LI, LO, RI, RO)	4	-	*(M) Any or all may be inoperative provided: (a) ROLL INBOARD and ROLL OUTBOARD spoiler advisory lights operate normally. (b) A visual flight control check is completed prior to departure, and (c) The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.
-10	Rudder Hydraulic Pressure Lights (No. 1 Rud Hyd, No. 2 Rud Hyd)	2	1	*(M) One may be inoperative provided RUD 1 and RUD 2 actuators operate normally prior to departure.
-11	Rudder Pedal Adjustment Mechanism	2	0	*(M) One or both may be inoperative provided: (a) The flight crew individual requirements are satisfied and rudder and brake systems operate normally, and (b) The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements may be made.

(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
27 FLIGHT CONTROLS (Cont...)			
-12 Control Lock	1	0	*(M) May be inoperative. Note Care must be taken in high winds to ensure that the control column is physically restrained when the aircraft is parked unattended

CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
28	**FUEL**			
-1	AC Auxiliary Fuel Pumps	4	3	*(O) or (M) One may be inoperative provided: (a) Fuel tank contents indicators are operative, and (b) The aircraft is despatched so as not to require fuel transfer. (c) The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.
-2	Fuel Tank Contents Indicators (Flight Compartment)	4	3	*(O) One may be inoperative provided: (a) Magnastick is used to determine fuel quantity prior to each departure, (b) Flow meters are operative, monitored and fuel consumption is recorded, and (c) The aircraft must be despatched so that thereafter fuel shall not be transferred. (d) The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.
-3	Fuel Tank Contents Indicators (Refuelling Panel)	4	0	*(O)(M) May be inoperative provided either: (a) Pressure refuelling is monitored using magnasticks and tank contents are confirmed using flight compartment indicators, or (b) Gravity "over wing" refuelling is used.
-4	Pressure Refuelling System	1	0	*(O)(M) May be inoperative.
-5	FUEL LOW Caution Lights	4	3	*(O) One may be inoperative provided the related fuel tank contents indicator is operative and monitored.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
28	**FUEL (Cont...)**			
-6	Fuel XFR Caution Light	1	0	*(O) May be inoperative provided fuel transfer is not required.
-7	FUELLING ON Caution Light	1	0	*(O) (M) May be inoperative provided: (a) Refuel/defuel POWER ON light operates normally and is confirmed to be extinguished after each refuelling, and (b) The refuel/defuel control panel access door is confirmed to be closed by a crew member.
-8	ENG FUEL PRESS Caution Lights	4	3	*(O) One may be inoperative provided: (a) Related auxiliary pump operates normally. (b) Auxiliary pump is selected "ON" during flight.
-9	AUX PUMPS Advisory Lights	4	-	*(M) Any or all may be inoperative provided: (a) The associated auxiliary pumps and ENG FUEL PRESS caution lights operate normally, and (b) Despatch does not require the use of fuel transfer.
-10	Fuel Shut-off Valve Position Indicator Lights	4	-	* Any or all of the green valve "open" lights may be inoperative provided: (a) The associated white valve "closed" light(s) are operating normally, and (b) The aircraft may continue the flight or series of flights but shall not depart an airport at which repairs or replacements can be made.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
29	**HYDRAULIC POWER**			
-1	Engine Driven Pumps	4	4	Must be operative. NOTE For Category 2 operations all the associated hydraulic systems indicators, including the Caution lights, must be operative.
-2	System Quantity Indicators	2	1	*(O)(M) One may be inoperative provided: (a) Quantity is checked prior to departure, and (b) The related low pressure light and pressure indicator are operative.
-3	System Pressure Indicators	2	-	*(O)(M) One or both may be inoperative provided: (a) The related low pressure caution lights and quantity indicator operate normally, and (b) Both related pump(s) operate normally.
-4	ENG HYD PUMP Caution Lights	4	3	*(O) One may be inoperative provided: (a) The related pump is operative and the output is checked prior to flight, and (b) The related pressure indicator is operative.

CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

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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	Airframe De-icing System (Wing, Tail and Engine Intake)	1	0	*(O)(M) May be inoperative provided aircraft is not operated in known or forecast icing conditions.
-2	Elevator Anti-icing System	1	0	*(O)(M) May be inoperative provided aircraft is not operated in known or forecast icing conditions.
-3	Engine Intake Deflectors	4	0	*(O) Any or all may be inoperative in the retracted position provided aircraft is not operated in known or forecast icing conditions or visible precipitation in temperatures below +5°C.
		4	0	*(O) Any or all may be inoperative in the extended position provided operations are conducted in compliance with the Flight Manual.
-4	Engine Intake Deflector Indicators	4	0	*(O) Any or all may be inoperative provided a visual operational check is carried out before engine start.
-5	Propeller De-icing Systems	4	0	*(O) Any or all 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	1	* One may be inoperative provided associated rain repellent system is operative (if installed).
		2	0	*(O)(M) May be inoperative provided aircraft is not operated in precipitation within arrival or departure areas.
-7	Windshield Heaters	2	0	*(O)(M) One or both may be inoperative provided the aircraft is not operated in icing conditions or temperatures below +5°C.
-8	Pitot Static Heater Systems	3	2	*(O)(M) Either the captain's or the co-pilot's may be inoperative for VFR flight conditions only, provided no flight is despatched or operated in visible moisture or icing conditions.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
30	**ICE AND RAIN PROTECTION (Cont...)**			
-9	Stall Vane Heaters	2	1	* One may be inoperative provided: (a) It is associated with an inoperative Stall Warning System. (b) The associated Stall Warning System is considered inoperative and not used (refer to 27-2), and (c) The aircraft may continue the flight or series of flights but shall not depart an airport at which repairs or replacements can be made.
-10	Static Vent Heaters	2	1	* One may be inoperative provided flight is conducted in VMC and clear of precipitation and icing conditions.
-11	Wing De-ice Boot Advisory Lights	8	-	* Any or all may be inoperative provided: (a) Boot operation is visually monitored when in use, and (b) The appropriate wing inspection light(s) operate normally for night operations. OR
		8	-	*Any or all may be inoperative provided aircraft is not operated in known or forecast icing conditions.
-12	Tail De-ice Boot Advisory Lights	4	-	* Any or all may be inoperative provided the aircraft is not operated in known or forecast icing conditions.
-13	De-ice PRESS Indicator	1	0	* May be inoperative provided wing and tail de-icer boot advisory lights operate normally.
-14	Engine PX-PY Heaters	4	-	* Any or all may be inoperative provided aircraft is not operated in known or forecast icing conditions.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
31	**INDICATING/RECORDING SYSTEMS**			
-1	Flight Data Recorder (FDR) System	1	0	*(M) As required by Air Navigation Legislation. May be inoperative provided: (a) It is not reasonably practical to repair or replace before commencement of flight. (b) The aircraft shall not exceed six (6) consecutive flights with the FDR unserviceable beginning with the first flight after the FDR was last operating throughout the flight. (c) The aircraft shall not fly for more than 16 hours after the FDR becomes unserviceable. (d) Not more than 24 hours have elapsed since the FDR became unserviceable. (e) The aircraft may not depart from its maintenance base with the FDR unserviceable. (f) The Cockpit Voice Recorder must be operating normally.
-2	Clocks	2	0	*(O) As required by Air Navigation Legislation. May be inoperative provided an accurate time piece is available on the flight deck indicating the time in hours, minutes and seconds.

CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

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AIRCRAFT: De HAVILLAND DHC-7	**REVISION NO:** REVISION 3	**PAGE:**
	DATE: 26 FEBUARY 1993	32-1

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
32	**LANDING GEAR**			
-1	Anti-Skid System	1	0	*(O) May be inoperative provided operations are conducted in compliance with the Flight Manual.
-2	Parking Brake Pressure Indicators	2	1	*(O) Either the flight deck or the nacelle mounted indicator may be inoperative provided brake pressure is checked on the operative indicator before engine start.
-3	Nosewheel Steering	1	0	*(O)(M) May be inoperative provided: (a) Operations are conducted in compliance with the Flight Manual, and (b) Both No. 1 hydraulic system pumps are operative.
-4	Tail Bumper	1	0	*(O) May be inoperative in the extended position.
-5	Nosewheel Door	1	0	* (O) The hydraulic door closing system may be inoperative (ie the door remains open with gear down and closed with gear up), provided the aircraft is not operated where there is a possibility of ice accumulation in nose gear bay.

CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

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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 Lighting Systems	-	0	* As required by Air Navigation Legislation. May be inoperative for daylight operations only. OR * As required by Air Navigation Legislation. Individual lights may be inoperative provided remaining lights are: (a) Sufficient to clearly illuminate all instruments and switches. (b) Positioned so that direct rays are shielded from flight crew members eyes. (c) Of controllable intensity, unless it is proven that this feature is unnecessary, and (d) Flight deck emergency lighting is verified operative.
-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. (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/RETURN TO CABIN) Signs	-	-	*(M)(O) As required by Air Navigation Legislation. No passenger seat, cabin attendant seat or lavatory may be occupied from which a "No Smoking/Fasten Seat Belt/Return to Cabin" sign is not readily legible or that seat or lavatory must be blocked an placarded - "DO NOT OCCUPY" OR
		-	-	*(O) No Smoking/Fasten Seat Belt/Return to Cabin signs may be inoperative and the affected passenger seat(s), cabin attendant seat(s) or lavatories may be occupied provided: (a) 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, smoking is prohibited and (if applicable) when passengers should return to cabin from toilet compartments
		-	0	* May be inoperative for all cargo operations unless carriage of cargo requires person(s) to be in attendance.
-4	Landing Lights	4	2	* One inner and one outer may be inoperative for night operations provided the taxi light is operative.
		4	0	* Any or all may be inoperative for daylight operations.
-5	Taxi Light	1	0	* May be inoperative.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
33	**LIGHTS (Cont....)**			
-6	Wing Inspection Lights	4	1	* One must be operative for night operations.
		4	0	* Any or all may be inoperative for daylight operations.
		4	0	(O) All may be inoperative for night operations provided an alternate means is available and is utilised to adequately illuminate ice accretion on another outside surface visible from the flight deck.
	(Applicable only to aircraft which are equipped with an ice detector)	4	0	* All may be inoperative provided an ice detector is installed and is operating normally.
-7	Position Lights	4	3	* One white tail light may be inoperative for night operations.
		4	0	* Any or all may be inoperative for daylight operations.
-8	Anti-Collision Lights (White)	1	0	* May be inoperative for daylight operations only provided light is repaired at the earliest practicable opportunity.
	Wing Anti-Collision Lights (White Strobe)(If Installed and Approved)	2	0	* May be inoperative provided both red and white anti-collision beacons are operative.
-9	Anti-Collision Lights (Red)	1	0	* May be inoperative for daylight operations only provided light is repaired at the earliest practicable opportunity and adequate precautions are taken to clear the area while engines are running.
				OR
		1	0	* May be inoperative provided approved wing anti-collision lights are installed and operative and adequate precautions are taken to clear the area while engines are running.
-10	Interior Emergency Lighting System	1	1	Must be operative.
-11	Exterior Emergency Lighting System	1	0	* May be inoperative for daylight operations.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
33	**LIGHTS (Cont....)**			
-12	Floor Proximity Escape Path Marking System	1	1	*As required by Air Navigation Legislation. Specific lights may be inoperative in accordance with arrangements approved by the Authority for a particular lighting configuration. If the equipment becomes unserviceable the aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.
-13	Passenger Call Lights	-	-	* Any or all may be inoperative.
-14	Baggage Hold Lights	2	1	* One may be inoperative.
-15	CAUTION and ADVISORY Light Intensity Switch	1	0	* Dim facility may be inoperative.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
34	**NAVIGATION**			
-1	Airspeed Indicators	2	2	One required at each pilot station.
-2	Instantaneous Vertical Speed Indicators (IVSI)	2	1	* As required by Air Navigation Legislation.
-3	Overspeed Warning System	1	1	Must be operative.
-4	Outside Air Temperature Indication System	1	1	As required by Air Navigation Legislation. Must be operative.
-5	Altimeters	-	2	* As required by Air Navigation Legislation. Either pilots altimeter may be inoperative provided the standby barometric altimeter (Mod. 7/1522) is operating normally. Both Servo Altimeters must be operative for Category 2 operations.
-6	Directional Gyro Compass Systems	2	1	As required by Air Navigation Legislation. *(O) One Directional Gyro Compass System may be inoperative for VMC operations only provided at least one compass heading indication is available on each pilot's instrument panel. NOTE Flight recorder requirements must be considered if applicable. *(O) or (M) For IMC, the compass card function on one Radio Magnetic Indicator (RMI) may be inoperative provided: (a) the standby compass is operative; and (b) all other slaved Directional Gyro Compass Cards are operative.
		2	2	Both must be operative for Category 2 operations.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
34	**NAVIGATION (Cont....)**			
-7	Attitude Director Indicators	2	2	Must be operative.
-8	Vertical Gyro Systems	2	2	Must be operative.
-9	Magnetic Compass	1	0	*(O) May be inoperative provided: (a) At least two independent stabilised Directional Gyro Compass Systems are installed and operative, and (b) Aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.
-10	Turn and Slip Indicators	2	1	* As required by Air Navigation Legislation. One may be inoperative.
-11	Flight Director Systems	2	0	*(M) Both may be inoperative for other than Category 2 operations provided operational conditions do not depend upon their use.
		2	2	Both must be operative for Category 2 operations.
-12	VHF Navigation Systems	-	-	*(M) As required by Air Navigation Legislation.
-13	Marker Beacon System	-	-	*(M) As required by Air Navigation Legislation.
		2	2	Both marker light systems must be operative for Category 2 operations.
-14	Distance Measuring Equipment	-	-	*(M) As required by Air Navigation Legislation.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
34	**NAVIGATION (Cont...)**			
-15	ATC Transponder	-	-	* As required by Air Navigation Legislation.
-16	Weather Radar System	1	-	*(O) (M) 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 commander 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 commander has satisfied himself that any such weather conditions will be encountered and seen 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.
-17	Ground Proximity Warning System	1	0	*(M) May be inoperative. The aircraft may continue the flight or series of flights but shall not depart an airport where it is reasonably practicable for repairs or replacements to be made.
-18	Radar Altimeter	-	-	May be inoperative provided other systems/facilities are not dependent upon its availability.
		2	2	Both must be operative for Category 2 operations.
-19	Automatic Direction Finder	-	-	*(M) As required by Air Navigation Legislation.
-20	Clocks			See Chapter 31

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
34	**NAVIGATION (Cont....)**			
-21	Stand-by Attitude Indicator	1	1	Must be operative.
-22	Speed Control Indicators	2	0	Both may be inoperative provided weather minima and/or operational procedures are not dependent on their use.
		2	2	Both must be operative for Category 2 operations.
-23	Altitude Alert System	1	0	* As required by Air Navigation Legislation. May be inoperative. The aircraft may continue the flight or series of flights but shall not depart an airport where it is reasonably practicable for repairs or replacements to be made.
-24	VOR	-	-	* As required by Air Navigation Legislation.
-25	ILS	-	-	* As required by Air Navigation Legislation.
		2	2	Both receivers must be operative for Category 2 operations.
-26	RNAV	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	Crew and Passenger Oxygen Systems	-	-	(O) As required by Air Navigation Legislation.
-2	Overboard Discharge Indicator (Green Disc)	1	0	May be missing provided adequate oxygen quantity is verified prior to departure.
-3	Crew Oxygen Quantity Indicator	1	0	* May be inoperative provided adequate quantity is verified prior to departure.
-4	Portable Oxygen Dispensing Units (Bottle and Mask) (Therapeutic)	-	-	* As required by Air Navigation Legislation. Any in excess of those required by legislation may be inoperative. Note: The portable oxygen supplies required by Scales L1 and L2 are totally separate from the requirements of Scale R2.

CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
49	**AIRBORNE AUXILIARY POWER**			
-1	Auxiliary Power Unit (If Installed)	1	0	* May be inoperative.
-2	APU Master Caution (If Installed)	1	0	* May be inoperative provided APU is not used.
-3	APU Generator (If Installed)	1	0	* May be inoperative.
-4	APU Bleed Air (If Installed)	1	0	* May be inoperative.

CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

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(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
52	**DOORS**			
-1	AIRSTAIR DOOR Caution Light	1	0	*(O) or (M) Door warning light may be inoperative provided: (a) The flight crew determines by visual inspection that the door(s) is closed and locked immediately prior to each departure, and (b) Fasten seat belt sign remains on, and passengers are verbally briefed prior to departure to remain seated with their seat belts fastened throughout the flight.
-2	Cargo Door Warning Light System (If Installed)	1	0	*(O) May be inoperative provided it is determined by visual inspection before the engines start that: (a) The locking pins are engaged, (b) Door lock retaining handle is in the flush position, and (c) Vent door is closed.
-3	Lockable Flight Deck Door	1	1	* As required by Air Navigation Legislation.
	(1) Door Lock	1	0	* As required by Air Navigation Legislation. The door lock may be inoperative provided: (a) The latch is operative and the door can be secured in the appropriate position, either closed or opened, and (b) The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.
	(2) Door and Door Latch	1	0	*(M) As required by Air Navigation Legislation. The door or door latch may be inoperative provided: (a) If the door cannot be secured in the appropriate position, either closed or open, it shall be removed, and (b) The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
52	**DOORS (Cont...)**			
-4	Entry Door Inflatable Seal	1	0	*(M) May be inoperative provided flight is conducted in an unpressurised configuration.
-5	Rear Emergency Door Inflatable Seal	1	0	*(M) May be inoperative provided flight is conducted in an unpressurised configuration.

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
61	**PROPELLERS**			
-1	Synchrophasing System	1	0	*(M) May be inoperative provided the PROP SYNC circuit breaker is pulled and collared.
-2	Propeller RPM Indicators	4	4	All must be operative.
-3	Ground Range Lights	4	4	All must be operative.
-4	Propeller Auto-Feather System	1	0	*(O) (M) May be inoperative provided: (a) Operations conducted in compliance with the Flight Manual. (b) Particular attention is paid to the Flight Manual caution which reads: **CAUTION** **Because the ENGINE FAIL lights are inoperative when the autofeather system is not armed, the pilot not flying should monitor power throughout the take-off, and** (c) The PROP AUTOFEATH circuit breaker is pulled and collared.
-5	Flight Idle Gate	1	0	*(O) The automatic function may be inoperative provided the flight idle gate is operated manually in accordance with the Flight Manual.

CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

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AIRCRAFT: De HAVILLAND DHC-7	**REVISION NO:** REVISION 2 **DATE:** 6 JANUARY 1993	**PAGE:** 73-1

(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
73 ENGINE FUEL AND CONTROL			
-1 Fuel Flow Meters	4	3	*(O) One may be inoperative provided the related engine instruments and fuel quantity indicator are operative.

CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

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AIRCRAFT: De HAVILLAND DHC-7	**REVISION NO:** REVISION 2 **DATE:** 6 JANUARY 1993	**PAGE:** 77-1

(1) System & Sequence Numbers Item		(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
77	**ENGINE INDICATION**			
-1	Torque Pressure Indicators	4	4	All must be operative.
-2	Ng Indicators			Deleted Revision 1.
-3	T5 Indicators	4	4	All must be operative.
-4	Engine Over Temperature Warning Lights	4	2	*(O) Two may be inoperative provided the related T5 indicators are monitored.
-5	Engine Over-Torque Warning Lights	4	2	*(O) Two may be inoperative provided the related torque pressure indicator(s) are operative and is/are monitored.

CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST

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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	Oil Pressure Indicators	4	3	*(O) One may be inoperative provided: (a) The other two indication means on the affected engine are operative, and (b) Aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.
-2	Oil Temperature Indicators	4	3	*(O) One may be inoperative provided: (a) The other two indication means on the affected engine are operative, and (b) The aircraft may continue the flight or series of flights but shall not depart an airport at which repairs or replacements can be made.
-3	OIL PRESS Caution Lights	4	3	*(O) One may be inoperative provided: (a) The related oil pressure indicator and oil temperature indicator are closely monitored during flight, and (b) The aircraft is not operated in icing conditions and propeller de-icing is not switched on. OR (c) If the aircraft is to be operated in known or forecast icing conditions, the de-icing capability of the associated propeller is determined prior to departure.

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