

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

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

The TRs should be incorporated in the order in which they were issued, as it is possible that a TR may be superseded by a later one.

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

**CIVIL AVIATION AUTHORITY**

29 October 2001

**MASTER MINIMUM EQUIPMENT LIST  
TEMPORARY REVISION**

APPLICABLE TO CAA MMEL FOR THE FOLLOWING AIRCRAFT TYPES:

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

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TEMPORARY REVISION**

APPLICABLE TO CAA MMEL FOR THE FOLLOWING AIRCRAFT TYPES:

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

# CIVIL AVIATION AUTHORITY

29 October 2001

## MASTER MINIMUM EQUIPMENT LIST TEMPORARY REVISION

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### **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

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### **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

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### 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).

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MASTER MINIMUM EQUIPMENT LIST  
TEMPORARY REVISION

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**ATA 23 - COMMUNICATIONS**

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

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



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**ATA 31 - INDICATING / RECORDING SYSTEMS**

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

Flight Data Recorder (FDR)		-		-		-		As required by Operating Requirements.
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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	<p>(O) (M) As required by Air Navigation Legislation. May be inoperative provided the system is deactivated and secured, and</p> <p>(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</p> <p>(b) Repairs or replacements must be carried out within 10 calendar days.</p> <p><u>Note:</u> Local airspace requirements may require a permission to proceed or impose a more restrictive rectification interval.</p>
(2) Combined Traffic Alert (TA) Resolution Advisory (RA) Dual Displays	C	-	1	<p>(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.</p> <p>(Cont.)</p>

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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.

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**SUPPLEMENT TO  
FAA APPROVED  
MASTER MINIMUM EQUIPMENT LIST  
FOR  
McDONNELL DOUGLAS DC-3  
(RECIP POWERED)**

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# **Civil Aviation Authority**

## **MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT**

Original  
14 May 2001

### **DC-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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### **REVISION RECORD**

<b>REVISION No.</b>	<b>ISSUE DATE</b>	<b>INCORPORATED BY</b>	<b>DATE</b>
Original	14 May 2001		

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### DC-3

#### INTRODUCTION

##### **Guidance For Use Of This Supplement**

1. The Supplement identifies only the differences from the FAA MMEL for the McDonnell Douglas DC-3, as well as giving CAA Policy on some items. The information presented in the FAA MMEL for the aircraft type is acceptable to the CAA except where superseded by an item in this Supplement. Any alleviations given in this Supplement supersede those given in the FAA MMEL.
2. Item numbering in the Supplement aligns with the FAA MMEL, where applicable.
3. Unless superseded by information within this Supplement, where the FAA MMEL refers to an item "As required by FAR" it shall be interpreted as meaning "As required by Operating Regulations".
4. The standard Preamble and Definitions appropriate to a CAA MMEL are included here. These should be applied, in conjunction with those in the FAA MMEL, to any MEL generated by use of this supplement.
5. The MMEL text highlighted in **bold** within the ATA Chapters identifies where the CAA MMEL Supplement entry differs from the FAA MMEL entry.
6. This Supplement is based upon Revision 6a of the FAA approved MMEL for the DC-3. Additional MMEL alleviations given in later issues of the FAA MMEL shall not be used until the CAA Supplement has been updated to confirm that issue as the base document.

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#### **PREAMBLE**

1. The CAA approved Master Minimum Equipment List (MMEL) provides owners/operators of United Kingdom registered aircraft, of the relevant type, with the basis for the preparation of their individual Minimum Equipment List (MELs). In the case of holders of Air Operators Certificates the MEL will be included in that Company's Operations Manual.
2. The approved MMEL represents a list of items of equipment which, under particular circumstances, can, to the satisfaction of the CAA, be unserviceable when the aircraft is despatched, while still retaining the required level of safety.
3. The CAA recognises that in some respects the standard and scale of equipment provided in the aircraft may exceed the minimum required to satisfy airworthiness or Air Navigation Legislation requirements. Where necessary to achieve a satisfactory level of safety with an inoperative item, appropriate limitations are imposed or the function transferred to another component.
4. The MMEL does not include items such as wings, engines and landing gear that are always required, nor is reference made to equipment such as passenger convenience and entertainment items which when inoperative obviously do not affect airworthiness. It is important to note therefore that ANY ITEM WHICH IS RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND WHICH IS NOT INCLUDED IN THE MMEL IS ALWAYS REQUIRED TO BE OPERATIVE BEFORE A FLIGHT IS DESPATCHED. Likewise items required by Air Navigation Legislation. Additional Certification Requirements as appropriate, which are not listed must be operative.
5. The MMEL may not waive a limitation or an emergency procedure which is given in the Flight Manual (FM) or override an Airworthiness Directive (AD) /Mandatory Inspection unless the FM/AD provides otherwise. Similarly any Additional Certification Requirements, or other special provisions, as appropriate which have been determined as necessary by the CAA shall not be waived unless otherwise agreed or varied by the CAA.
6. An Owner/Operators MEL must receive CAA approval which thereby conveys the permission, required by the UK Air Navigation Order, to the Commander, for operation of the aircraft with specified items of equipment unserviceable.
7. The MEL may not be less restrictive than the MMEL therefore the number of items required for despatch shall not be less than the corresponding number in column 3 of the MMEL and any associated conditions shall be at least as severe as those specified in column 4.
8. The MMEL does not anticipate the effects of combinations of apparently unrelated unserviceabilities or allow for situations where systems are made inoperative for special purposes such as demonstration, test or crew training. Other provisions may apply to positioning or ferrying flights but these may not necessarily be included in the MMEL.
9. The MEL should indicate that a decision to operate the aircraft with multiple unserviceabilities should only be made after due consideration of possible interrelated or additive effects and, if necessary, following consultation with appropriate engineering specialists.

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#### **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. A limit of three calendar days for completion of repairs or replacements has been applied to some items. Other time limits for rectification, such as those specified by the ANO, may also be applied as appropriate. Operators with established routes shall specify in the MEL at which stations, in addition to the main maintenance base, repair facilities exist.
11. This MMEL is based upon UK legislation and some of the alleviations it provides may not therefore necessarily comply with foreign legislation.
12. Where entries specify the use of (O) and/or (M) procedures, the information contained in the procedures issued against the FAA MMEL have been taken as the minimum required.
13. 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.

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## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

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#### NOTES AND DEFINITIONS

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

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

“(If Installed)”: Indicates the listed item of equipment is not applicable to all models or configurations. It does not imply that the aircraft may be operated in accordance with this MMEL with the item removed.

NOTE 1: Items annotated in UPPER CASE letters indicate the precise flight deck legend used.

NOTE 2: A single computer may include several functions. The corresponding MMEL entry addresses either the computer, (if allowed totally inoperative), or individual functions. If several functions are inoperative reference must be made to each one - see Preamble items 8 and 9.

3. "Rectification Intervals" (Column 2) : Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the following letter designators given in the "Rectification Interval" column (2) of the MMEL.

#### Category A

No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the Remarks column (5) of the MMEL.

Where a time period is specified it shall start at 00:01 on the calendar day following the day of discovery.

#### Category B

Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery. For example, if it was recorded at 10 am on January 26<sup>th</sup>, the three day interval would begin at midnight on the 26<sup>th</sup> and end at midnight on the 29<sup>th</sup>.

#### Category C

Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery. For example, if it was recorded at 10 am on January 26<sup>th</sup>, the 10 day interval would begin at midnight on the 26<sup>th</sup> and end at midnight on February 5<sup>th</sup>.

#### Category D

Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.

Note: The operator may permit, with Authority agreement, a one-off extension of the applicable rectification interval B, C or D for the same duration as that specified in the MMEL, in accordance with JAR MMEL/MEL.

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#### NOTES AND DEFINITIONS (Cont...)

4. "Number Installed" (Column 3): 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.

5. "Number Required for Despatch" (Column 4): The minimum number of the specified items required for operation provided the conditions defined in Column 5 are met.

6. "Remarks or Exceptions" (Column 5): 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.

A note in column 5 indicates additional information and references for crew and/or maintenance personnel consideration; they are not part of the provisos.

Where references are stated in column 5 these are to identify certain inter-relationships between the subject item and other MMEL items, AFM material etc. These references are intended to assist, but not relieve, an operator of the responsibility for determining such inter-relationships as stated in the Preamble.

7. Dash (-): This symbol indicates a variable quantity when used in Columns 3 or 4.

NOTE: The operator's MEL should list the numbers appropriate to his particular aircraft in Columns 3 and 4.

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

9. "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 its designed operating limit(s) or tolerance(s).

10. "(O)": The use of this symbol in Column 5 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.

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## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

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#### NOTES AND DEFINITIONS (Cont...)

11. "(M)": The use of this symbol in Column 5 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 (O)/(M), the "/" is defined as "and/or", which shows that there may be different options available in respect of the MEL procedures.

12. "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.

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

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

15. "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.

16. "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.

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

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

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

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#### NOTES AND DEFINITIONS (Cont...)

19. "Authority": The competent regulatory authority according to the country of registry; for aircraft registered in the U.K. this is the Civil Aviation Authority.
20. "Combustible (Material)": is defined as material which is capable of catching fire and burning.
- When an MMEL item specifies the condition that only non-combustible materials are to be carried, it is the operator's responsibility to determine that all material (including containers, packing material and pallets etc) in the associated compartments is of a non-combustible nature.
- If it cannot be determined whether any proposed cargo is non-combustible, it must not be loaded in compartments where non-combustible materials are prohibited.
21. Extended Overwater Flight: Refers to an operation overwater at a horizontal distance of more than 50 nautical miles from the nearest shoreline.
22. "System": System means the group of directly related components which together perform a specified function, for example "RPM Indication System" would include the RPM Indicator, tachometer generator, circuit breaker and associated circuitry.
23. "Dispatch": The point at which an aircraft first moves under its own power for the purpose of commencing a flight.
- NOTE The definition above is in accordance with that given in Article 129(2)(a) of the ANO and it is at the point of despatch that the provisions of the MMEL cease to apply. They come into affect again when the aircraft next comes to rest at the end of its flight. In the case of a helicopter which comes to rest without stopping rotors, it is deemed to have ended its flight and the provisions of the MMEL then apply until it is next despatched.
24. This CAA document is based on the FAA MMEL, where modification status affects the eligibility of a number of entries. To ensure effectivity only applies to modified aircraft, applicable entries quote modification numbers in column 1.
25. Base documents used in the preparation of this MMEL are:
- (a) FAA MMEL for DC-3 at Revision 6a, dated 14 November 2000, and
  - (b) CAA Policy Statements, Issue 5, November 1999.

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(1) System & Sequence Numbers Item					(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
<b>22</b>	<b>AUTO FLIGHT</b>						
1. Autopilot (If installed)	C	1	0	(M) May be inoperative provided:			(a) The autopilot fuse is operative, (b) The autopilot is deactivated, <b>and</b> (c) <b>Procedures do not require its use.</b>
				<b>Note: Any mode which functions normally may be used.</b>			

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				(5) Remarks or Exceptions	
<b>23</b>	<b>COMMUNICATIONS</b>				
1.	Flight Deck Speakers	C	2	0	<b>May be inoperative provided each required crew member has an operative headset.</b>
3.	Public Address System (If installed)				
	<b>(1) Passenger Configuration</b>	A	1	0	<b>(O) As required by Air Navigation Legislation. May be inoperative provided:</b>  (a) Alternate normal and emergency procedures are established and utilised, and  (b) Flight Attendant Call System ( <b>including chime system</b> ) is operative,  (c) <b>Repairs or replacements are carried out within three calendar days.</b>
	<b>(2) Cargo Configuration</b>	D	1	0	<b>May be inoperative for all-cargo operations unless cargo carriage requires persons to be in attendance in the main cargo compartment.</b>
4.	Flight Attendant Call System (If installed)	C	1	0	<b>(O) As required by Air Navigation Legislation. May be inoperative provided:</b>  (a) Public Address system is operative, and  (b) Alternate normal and emergency procedures are established and used.
		D	1	0	<b>May be inoperative for all cargo operations provided cargo carriage does not require persons to be in attendance in the main cargo compartment.</b>
6.	Communications Systems (VHF, HF, UHF)	C	-	-	<b>As required by Air Navigation Legislation. Any in excess of those required may be inoperative.</b>
7.	SELCAL (If installed)	C	1	0	<b>(O) May be inoperative provided flight crew monitor appropriate radio frequency.</b>
		D	1	0	<b>May be inoperative provided procedures do not require its use.</b>
9.	Cockpit Voice Recorder (If installed)	C	1	0	<b>May be inoperative.</b>

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				(5) Remarks or Exceptions	
<b>25 EQUIPMENT/FURNISHINGS</b>					
2.	“FASTEN SEAT BELTS WHILE SEATED” Signs and Placards (If installed)	C	-	-	<b>As required by Air Navigation Legislation.</b> One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
3.	Passenger Convenience Item(s)	-	-	0	Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier’s appropriate document.  Note: Lavatory door ashtrays ( <b>internal and external</b> ) are <b>not considered as convenience items.</b>
4.	Megaphones	D	-	1	<b>As required by Air Navigation Legislation. Any in excess of those required by legislation may be inoperative or missing provided the inoperative megaphone is removed from the passenger cabin.</b>  Note: Not required for all cargo operations.
5.	Flight Attendant Seats (Single or Dual Position)	D	-	-	<b>(M)(O) As required by Air Navigation Legislation. Any in excess of those required by legislation may be inoperative (see notes below).</b>  Note 1: A folding seat that will not stow automatically or remain stowed is considered to be inoperative <b>and shall be secured in the retracted position or removed.</b>  Note 2: A seat with a defective harness is <b>considered to be inoperative and shall be placarded to prohibit occupancy.</b>
6.	Forward Observer Seat	C	1	0	<b>May be inoperative provided the seat is not required and is correctly stowed.</b>

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<b>25 EQUIPMENT/FURNISHINGS (Cont.)</b>				
7. Passenger Seats	C	-	-	<b>(M) May be inoperative secured in the upright position.</b>
	C	-	0	(M) May be inoperative provided: <b>(a) Affected seat does not block an emergency exit,</b> <b>(b) Affected seat does not restrict any passenger from access to the main aircraft aisle, and</b> <b>(c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY".</b>  Note 1: A seat with an inoperative seat lap belt is considered to be inoperative.  Note 2: A seat with an inoperative recline mechanism is considered to be inoperative if the seat cannot be secured in the upright position.  Note 3: Inoperative seats do not affect the number of cabin crew required by <b>Air Navigation Legislation.</b>
8. Emergency Locator Transmitter (ELT) (If installed)	A	-	0	<b>May be inoperative provided repairs or replacements are made within 6 further flights or 25 flying hours, whichever occurs first.</b>
9. Flotation Equipment (Crew and Passenger)	D	-	-	<b>As required by Air Navigation Legislation. Any in of those required by legislation may be inoperative or missing.</b>

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<b>26 FIRE PROTECTION</b>				
4. Engine Fire Warning and Detection System Bell	-	-	-	<b>Must be operative.</b>
5. Portable Fire Extinguisher	<b>D</b>	-	-	<b>As required by Airworthiness Notice No 60.</b>  <b>(M) Extinguishers in excess of the minimum required may be inoperative.</b>
6. Lavatory Smoke Detection Systems (If installed)	C	-	-	<b>(M) May be inoperative provided:</b>  (a) <b>Lavatory compartment is electrically isolated (including toilet flush motor and all other high voltage devices) as applicable,</b>  (b) Lavatory waste bin is empty,  (c) Lavatory door is locked closed and placarded,  (d) Lavatory is not used for any other purpose.
	<b>A</b>	-	-	<b>(O) May be inoperative provided:</b>  (a) <b>Lavatory Fire Extinguishers are fitted and operating normally,</b>  (b) <b>The toilet is checked at regular and frequent intervals for evidence of fire and smoke,</b>  (c) <b>Repairs or replacements are carried out within three calendar days.</b>
7. Lavatory Fire Extinguisher Systems (If installed)	<b>D</b>	-	<b>0</b>	<b>Any or all may be inoperative.</b>  <b>Note:</b> A lavatory smoke detection system is not required for all-cargo operations.

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				(4) Number required for despatch		
				(5) Remarks or Exceptions		
<b>28</b>	<b>FUEL</b>					
1.	Fuel Quantity Indicators	C	-	2	<b>The auxiliary fuel tank indicator(s)</b> may be inoperative provided the associated tank is(are) empty.  (M) One may be inoperative provided the fuel quantity in the affected tank is determined by an accepted procedure before each departure.	
		C	-	-		

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<b>30</b>	<b>ICE AND RAIN PROTECTION</b>						
3.	Windshield Wipers	C	2	0	0	May be inoperative provided:	<p><b>(a) The aircraft is not operated in precipitation within the arrival and departure areas, and</b></p> <p><b>(b) Approach minima do not require their use.</b></p>
4.	Windshield Anti-Ice System	C	1	0	0	May be inoperative provided:	<p><b>(a) The aircraft is not operated in known or forecast icing conditions, and</b></p> <p><b>(b) The windshield de-fog blower is operative.</b></p>
6.	Pitot Heat Systems	B	2	1	1	One may be inoperative provided:	<p><b>(a) The aircraft is not operated in known or forecast icing conditions, and</b></p> <p><b>(b) The available pitot heat is associated with the handling pilot's instruments.</b></p>

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(1) System & Sequence Numbers Item			(2) Rectification Interval		(3) Number Installed		(4) Number required for despatch	(5) Remarks or Exceptions
<b>31</b>	<b>INDICATING/RECORDING SYSTEMS</b>							
2.	Flight Data Recorder (FDR) System (If installed)	C	1	0				<b>May be inoperative.</b>

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<b>33 LIGHTS</b>				
2. Anti-Collision Lights	C	-	0	<p><b>As required by Air Navigation Legislation. Any or all may be inoperative for daylight operations provided:</b></p> <p>(a) <b>Operations are limited to flights within the UK FIR only, unless prior permission is obtained from the appropriate Air Traffic Control Unit for the intended route to be flown, and</b></p> <p>(b) <b>The light(s) is repaired or replaced at the earliest practicable opportunity.</b></p>
	C	-	1	<p><b>As required by Air Navigation Legislation. Any in excess of one may be inoperative provided:</b></p> <p>(a) <b>A high intensity strobe light system is installed and operative, and</b></p> <p>(b) <b>The light(s) is repaired or replaced at the earliest practicable opportunity.</b></p> <p><b>NOTE: If the red anti-collision light is inoperative, alternative procedures must be developed and used when the aircraft is on the ground with the engine(s) running.</b></p>
4. Emergency Exit Lighting System (If installed)	B	1	0	<p><b>May be inoperative provided passengers are not carried.</b></p>
5. Cockpit and Instrument Lighting Systems and Lights	C	-	-	<p><b>Individual lights may be inoperative for night operations provided:</b></p> <p>(a) Sufficient lighting is operative to make each required instrument, control and other device for which it is provided easily readable,</p> <p>(b) <b>Flight deck emergency lighting</b> is operative,</p> <p>(c) <b>Remaining lights are positioned so direct rays are shielded from the flight crew's eyes, and</b></p> <p>(d) Lighting configuration <b>and intensity</b> at dispatch is acceptable to the flight crew.</p>
	C	-	0	<p><b>May be inoperative for daylight operations.</b></p>

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				(5) Remarks or Exceptions	
<b>33</b>	<b>LIGHTS (Cont.)</b>				
6.	Cabin Interior <b>Lighting</b>	C	-	-	<p><b>Individual lights</b> may be inoperative provided:</p> <p>(a) <b>Lighting is adequate</b> for the cabin crew to perform their required duties, and</p> <p>(b) Cabin emergency lighting is operative.</p>
		C	-	-	<p><b>Individual lights may be inoperative provided passengers are not carried.</b></p> <p><b>NOTE: Cabin emergency lighting does not include floor proximity lights (refer to Supplement item 33-51-3).</b></p>
7.	Door Warning Light	C	1	0	<p><b>(O)</b> May be inoperative provided it is verified by visual inspection that the door is CLOSED and LOCKED, <b>prior to each departure.</b></p>
8.	Passenger Notice System ("NO SMOKING/FASTEN SEAT BELT") Signs	C	-	-	<p><b>(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" sign is not readily legible or seat or lavatory must be blocked and placarded - "DO NOT OCCUPY".</b></p>
		C	-	-	<p><b>(O) NO SMOKING/FASTEN SEAT BELT signs may be inoperative and the affected, passenger seat(s) cabin attendant seat(s) or lavatories may be occupied provided:-</b></p> <p>(a) <b>The PA system operates normally and can be clearly heard throughout the cabin during flight, and</b></p> <p>(b) <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.</b></p>
		C	1	0	<p><b>May be inoperative provided passengers are not carried.</b></p>

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(5) Remarks or Exceptions					
<b>33 LIGHTS (Cont.)</b>					
9.	Wing Illumination Lights	C	2	0	<b>One or both may be inoperative for daylight operations.</b>
		C	2	1	<b>One may be inoperative for night operations.</b>
		C	2	0	<b>(O) Both may be inoperative for night operations provided an alternate means is available and utilised to adequately illuminate ice accretion on another outside surface visible from the flight deck.</b>
10.	Floor Proximity Emergency Escape Path Marking System Lights (If installed)	A	1	1	<b>As required by Air Navigation Legislation. Specific lights may be inoperative in accordance with arrangements approved by the Authority for a particular lighting configuration.</b>  <b>If the equipment becomes unserviceable the aircraft may continue to fly in accordance with arrangements approved by the Authority.</b>

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<b>34 NAVIGATION</b>				
10. Distance Measuring Equipment (DME)	C	-	-	<b>As required by Air Navigation Legislation. Any in excess of those required by legislation may be inoperative.</b>
11. VHF Nav System (VOR/ILS)	C	-	-	<b>As required by Air Navigation Legislation. Any in excess of those required by legislation may be inoperative.</b>
12. Radio Compass (ADF)	C	-	-	<b>As required by Air Navigation Legislation. Any in excess of those required by legislation may be inoperative.</b>
13. Marker Beacon System	C	-	-	<b>As required by Air Navigation Legislation. Any in excess of those required by legislation may be inoperative.</b>
14. ATC Transponder	C	-	-	<b>As required by Air Navigation Legislation. Any in excess of those required by legislation may be inoperative.</b>
15. Weather Radar System (If installed)	A	-	-	<p><b>(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:</b></p> <p><b>(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 set to be repaired; or</b></p> <p><b>(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 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.</b></p>

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<b>34 NAVIGATION (Cont.)</b>							
16.	LORAN "C" System	C	-	-	-	-	<b>As required by Air Navigation Legislation. Any in excess of those required by legislation may be inoperative.</b>
17.	Omega Navigation System	C	-	-	-	-	<b>As required by Air Navigation Legislation. Any in excess of those required by legislation may be inoperative.</b>
18.	<b>Airborne Collision and Avoidance System II (ACAS II)</b>						
(1)	ACAS II System	A	-	0	0	0	<b>(O) (M) As required by Air Navigation Legislation. May be inoperative provided the system is deactivated and secured, and:</b>  <b>(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>  <b>(b) Repairs or replacements must be carried out within ten calendar days.</b>  <b>Note: Local airspace requirements may require a permission to proceed or impose a more restrictive rectification interval.</b>
(2)	Combined TA and RA Displays	C	2	1	1	1	<b>(O) May be inoperative on the non-flying pilot side provided TA/RA elements and audio functions are operative on the flying pilot side.</b>
(3)	Resolution Advisory (RA) Display System	C	2	1	1	1	<b>(O) One may be inoperative on the non-flying pilot's side.</b>
		C	-	0	0	0	<b>(O) May be inoperative provided:</b>  <b>(a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and</b>  <b>(b) TA only mode is selected by the crew.</b>
(4)	Traffic Alert (TA) Display system	C	-	0	0	0	<b>(O) May be inoperative provided all installed RA displays and audio functions are operative.</b>

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					(4) Number required for despatch
					(5) Remarks or Exceptions
<b>35</b>	<b>OXYGEN</b>				
1.	Crew Oxygen System	-	-	-	<b>As required by Air Navigation Legislation.</b>
2.	Portable Oxygen Cylinders	<b>D</b>	-	-	<b>As required by Air Navigation Legislation. Any in excess of those required by legislation may be inoperative.</b>  <b>Note: The portable oxygen supplies required by ANO Schedule 4 Scales L1 and L2 are totally separate from the requirements of Scale R2.</b>
3.	Passenger Oxygen System	<b>A</b>	1	0	<b>(O) As required by Air Navigation Legislation.</b>  <b>NOTE: The ANO oxygen requirements are given in Schedule 4 Scales L1 and L2. The effectivity depends upon date of first issue of a certificate airworthiness. Therefore, a given type of aircraft may have examples subject to either of the two scales of requirements.</b>  <b>The amount of oxygen required varies considerably between L1 and L2, particularly for operations above FL 250/300. Provided the operator supplies the required amount of oxygen, despatch is considered acceptable. Since there is a large number of permutations, it is proposed to refer to Air Navigation Legislation to allow the operator to adapt the MEL as necessary within the constraints applicable. The main constraints are:</b>  <b>(a) The date of first issue of a certificate of Airworthiness for individual aircraft,</b>  <b>(b) The aircraft altitude and cabin altitude on routes flown, and</b>  <b>(c) The numbers of passengers and crew carried.</b>
4.	Protective Breathing Equipment	<b>D</b>	-	-	<b>As required by Air Navigation Legislation. Individual specified items may be inoperative or missing in accordance with arrangements approved by the Authority.</b>

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<b>37</b>	<b>VACUUM AND PRESSURE</b>				
2.	Vacuum Pumps (If installed)	<b>A</b>	2	1	One may be inoperative for day VMC operations only provided:  <b>(a) The magnetic compass is operative, and</b>  <b>(b) The aircraft may continue the flight or series of flights not to exceed 6 (six) sectors but shall not depart an airport where repairs or replacements can be made.</b>
3.	Vacuum Warning Light (If installed)	<b>B</b>	1	0	<b>(O)</b> May be inoperative provided the vacuum pressure gauge is <b>verified to be operating normally.</b>

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(1) System & Sequence Numbers Item	(2) Rectification Interval			(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
<b>61 PROPELLERS</b>						
1. Autofeather System (If installed)	-	-	-			<b>This item is not applicable.</b>

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(1) System & Sequence Numbers Item	(2) Rectification Interval			(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
<b>77 ENGINE INDICATING</b>						
3. Carburettor Air Temperature Indicator -	-	-	-			<b>Must be operative.</b>
4. Cylinder Head Temperature Indicator -	-	-	-			<b>Must be operative.</b>

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MASTER MINIMUM EQUIPMENT LIST  
SUPPLEMENT

INTENTIONALLY LEFT BLANK