Civil Aviation Authority

SUPPLEMENT TO

TRANSPORT CANADA APPROVED

MASTER MINIMUM EQUIPMENT LIST

FOR

DHC-8 SERIES 100, 200 AND 300

Revision 1f

14 February 2012

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Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST
SUPPLEMENT

Revision 1f
14 February 2012

DHC-8 SERIES 100, 200 AND 300

Revision 1f

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 operators' Minimum Equipment Lists (MELs) for aircraft of this Type.

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H A Fowler

For and on behalf of the
Civil Aviation Authority

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Civil Aviation Authority

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REVISION RECORD

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1c	11 February 2010		
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1e	14 October 2011		
1f	14 February 2012		

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DHC-8 SERIES 100, 200 AND 300

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INTRODUCTION

Guidance in the use of this Supplement

1. This supplement identifies only the differences from the Transport Canada MMEL for the De Havilland DHC-8 Series 100, 200 and 300, as well as giving CAA Policy on some items. The information presented in the Transport Canada MMEL for the aircraft type is acceptable to the CAA except where superseded by an item in this supplement.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 Transport Canada MMEL.

2. Item numbering in the supplement aligns with the Transport Canada MMEL, where applicable.

3. The standard Preamble and Definitions appropriate to a CAA MMEL are included here. These should be applied, in conjunction with those in the Transport Canada MMEL, to any MEL generated by use of this supplement.

4. This supplement is based upon Revision **21 plus Temporary Revisions 138 and 139** of the Transport Canada approved De Havilland DHC-8 Series 100, 200 and 300 MMEL. Additional MMEL alleviations given in later issues of the Transport Canada MMEL shall not be used until the CAA supplement has been updated to confirm that issue as the base document.

5. This supplement identifies those items which are required to be modified from that defined in the Transport Canada MMEL or are introduced as additional alleviations. Where no item exists in this supplement, but an entry is stated in the Transport Canada MMEL, the Transport Canada MMEL is the acceptable entry.

   NOTE 1 : Some items are complete replacement entries whilst others modify only parts/sections of entries - in this latter case only the amended part/section is stated in this supplement.

   NOTE 2 : The text presented in bold format within this document indicates:

   a) additional or altered text introduced since the CAA De Havilland DHC-8 Series 100, 200 and 300 MMEL Supplement, **Revision 1**, or

   b) highlighted parts of the CAA MMEL Supplement entry which differ from the Transport Canada MMEL entry.

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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 dispatched, 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 Operating 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 DISPATCHED. Likewise, items which are required by Operating Requirements or 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/Operator's MEL must receive CAA approval which thereby conveys the permission 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 dispatch shall not be less than the corresponding number in column 4 of the MMEL and any associated conditions shall be at least as severe as those specified in column 5.

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

PREAMBLE (Cont.)

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

10. It is not the purpose of the MMEL to allow defects of other than optional items to remain unrectified indefinitely. The operational flexibility provided under the MMEL policy is justified only within a framework of controlled and sound programmes of repairs, replacement and servicing. Defects should be rectified expeditiously, thus retaining the intended overall level of safety and reducing the possibility of a subsequent failure necessitating the removal of the aircraft from service. With the introduction of Rectification Intervals, all items in the MMEL are subject to a limitation of flight hours, number of flights or consecutive calendar days, and these must be transferred into the MEL. 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 De Havilland issued procedures for the Transport Canada MMEL have been taken as the minimum required.

13. 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.

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. "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 were recorded at 10 am on January 26th, the three-day interval would begin at midnight on the 26th and end at midnight on the 29th.

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

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

   NOTE: Subject to the approval of the Authority, the operator may permit a one-time extension of the applicable Rectification Interval B, C or D for the same duration as that specified in the MEL.

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.

DEFINITIONS (Cont.)

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

   NOTE: The practice of specifying which items must be placarded, by means of an asterisk (*), has been discontinued.

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.

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 Operating Requirements": The associated item must comply with legal provisions such as the Air Navigation Order or any other legislation (**EU-OPS**) in force during the flight. Operators should refer to JAR-OPS 1 MEL Policy Document for suitable alleviations based upon the required equipment identified within **EU-OPS**, subparts K and L (published in the JAA Administrative and Guidance Material, Section Four, Operations, Part Three, TGL 26).

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".

DEFINITIONS (Cont.)

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

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

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

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

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

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

22. "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.

23. "Extended Over-water Flight": Refers to an operation over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline.

24. "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 256(1)(a)** of the ANO and it is at the point of dispatch that the provisions of the MMEL cease to apply. They come into effect again when the aircraft next comes to rest at the end of its flight.

DEFINITIONS (Cont.)

25. "It is not reasonably practical to repair or replace before the commencement of flight / It is not reasonably practicable for repairs or replacements to be made": These statements are intended to cover situations where there is a lack of a replacement part(s), inadequate engineering resources or manpower to enable the defect to be rectified.

Note: The intention of either of these statements in an MMEL is that the aircraft may be dispatched if there are inadequate available spares or if there are no qualified and authorised personnel on base to perform the task. The definition is not dependent on whether there is enough time available to complete the task before the next flight. If the aircraft is at a maintenance base or any other airport, but the spare(s) or manpower are not available, then the aircraft may be dispatched. As soon as the aircraft lands at an airport where the spares are available and there are qualified and authorised personnel on base, the defect must be rectified.

26. "The aircraft may depart on the flight or series of flights for the purpose of returning directly to a base where repairs or replacements can be made / The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made": These statements are intended to allow the aircraft to be flown, using the most direct route, to the nearest maintenance base where arrangements for repairs or replacements can be made.

Note: Once the aircraft lands at the maintenance base, the aircraft shall not be dispatched until the defect has been rectified.

27. Documents used for the preparation of this MMEL Supplement are:-

(a) Transport Canada MMEL – De Havilland DHC-8 Series 100, 200 & 300**,** Revision **21, dated 11 August 2011**, **plus Temporary Revisions 138 and 139.**

(b) CAA MMEL Policy Items, as at **14 February 2012**.

(c) CAA MMEL – De Havilland DHC-8 Series 100, 200 & 300, Revision 1, dated 19 January 1996. (Superseded by this supplement).

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HIGHLIGHTS OF REVISION 1

General This CAA MMEL Supplement has been updated to reflect the introduction of Revision 20 to the Transport Canada MMEL.

22 Automatic Flight Control

6	Flight Guidance Computers	Reference to AFM Supplement 16 added, in line with Transport Canada MMEL.

32 Landing Gear

3	Nosewheel Steering	Reference to AFM Supplement 8 added, in line with Transport Canada MMEL.

34 Navigation

2	Radio Altimeter System	Reference to AFM Supplement 11 added, in line with Transport Canada MMEL.

73 Engine Fuel and Control

2	Engine Electronic Control Unit	Reference to AFM Supplement 10 added, in line with Transport Canada MMEL.

HIGHLIGHTS OF REVISION 1a

General This CAA MMEL Supplement has been updated to reflect the introduction of Temporary Revisions 107, 108 and 109 to the Transport Canada MMEL.

52 Doors

9	Flight Deck Security Door	Item number revised (from 52-8) due to introduction of new item 52-8 (Lavatory Door Lock) to Transport Canada MMEL by TR 109.

HIGHLIGHTS OF REVISION 1b

General This CAA MMEL Supplement has been updated to reflect the introduction of Temporary Revisions 110 to 115 and 119 to 122 to the Transport Canada MMEL.

Definitions Item 3 - Note added regarding Rectification Interval Extensions, in line with CAA policy.

Item 12 - Amended to reflect introduction of EU-OPS.

HIGHLIGHTS OF REVISION 1b (Cont.)

34 Navigation

30	Radio Altimeter Displays	The Transport Canada MMEL at Revision 20 plus Temporary Revision 114 is acceptable.

HIGHLIGHTS OF REVISION 1c

General This CAA MMEL Supplement has been updated to reflect the introduction of Temporary Revisions 123 and 124 to the Transport Canada MMEL.

Definitions Item 24 - Air Navigation Order reference updated.

25 Equipment and Furnishings

15	Exterior Lavatory Door Ashtrays	Revised rectification interval to align with Transport Canada MMEL.

HIGHLIGHTS OF REVISION 1d

General This CAA MMEL Supplement has been updated to reflect the introduction of Temporary Revisions 125 and 137 to the Transport Canada MMEL.

25 Equipment and Furnishings

4	ELT	Revised to identify ‘fixed’ and ‘survival type’ ELTs.

32 Landing Gear

3	Nosewheel Steering	The Transport Canada MMEL is satisfactory. Supplement entry removed.

HIGHLIGHTS OF REVISION 1e

General This CAA MMEL Supplement has been updated to align with the Transport Canada MMEL at Revision 21.

32 Landing Gear

3	Nosewheel Steering	Item deleted. (The Transport Canada was accepted at Revision 20 plus Temporary Revision 137.

34 Navigation

30	Rad Alt Height Displays	Item deleted. (The Transport Canada was accepted at Revision 20 plus Temporary Revision 114.

HIGHLIGHTS OF REVISION 1f

General This CAA MMEL Supplement has been updated to reflect the introduction of Temporary Revisions 138 and 139 to the Transport Canada MMEL.

23 Communications

11	Selective Call System (SELCAL) or (ATSCAL)	The Transport Canada MMEL at Revision 20 plus Temporary Revision 138 is acceptable.

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AIRCRAFT: De HAVILLAND DHC-8 SERIES 100, 200 AND 300 Supplement to Transport Canada MMEL	REVISION NO: 1 DATE: 7 December 2007	PAGE: S22-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
22 AUTOMATIC FLIGHT CONTROL				
-6 Flight Guidance Computers (FGCs)				
(1) Series 100/200	C	2	1	(M) One may be inoperative provided autopilot is not used.
(2) Series 300	C	2	1	One may be inoperative provided operations are conducted in compliance with AFM Supplement 16 CATEGORY II OPERATIONS. **NOTE Both must be operative for Category II operations.**

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
23	**COMMUNICATIONS**				
-1	**Communication Systems**				
	(1) VHF Systems	**-**	**-**	**-**	**As required by Operating Requirements.**
	(2) HF System	**-**	**-**	**-**	**As required by Operating Requirements.**
	(3) UHF System	**D**	**-**	**-**	**May be inoperative.**
-3	PACIS (Passenger Address and Cabin Interphone System)	**-**	**-**	**-**	**As required by Operating Requirements.**
-7	Alerting System (Chime / Light)	**-**	**-**	**-**	**As required by Operating Requirements.**
-10	**Headsets and Microphones**	**D**	**-**	**-**	**One headset (including boom microphone) must be operative for each crew member on flight deck duty. Any in excess of those required may be inoperative.**
	(1) Hand Held Microphones	**D**	**-**	**-**	**Any or all may be inoperative.**
-11	Selective Call System (SELCAL) or (ATSCAL) (If installed).				**The Transport Canada MMEL at Revision 21 plus Temporary Revision 138 is acceptable.**
-12	Cockpit Voice Recorder (CVR) System	**-**	**-**	**-**	**As required by Operating Requirements.**
-13	Boom Microphones		**-**	**-**	**Refer to Item 23-10.**

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AIRCRAFT: De HAVILLAND DHC-8 SERIES 100, 200 AND 300 Supplement to Transport Canada MMEL	REVISION NO: Original DATE: 15 December 2005	PAGE: S24-1

(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
24	**ELECTRICAL POWER**				
-3	Inverter Fail (PRI INV, SEC INV, AUX INV) Caution Lights	C	3	2	**(O) One may be inoperative provided it is determined that the associated inverter operates normally.** **Not required for an inoperative inverter.**
-4	AC Generators		2	2	**Must be operative.**
-11	DC Starter/Generator		2	2	**Must be operative.**
-13	BAT HOT Caution or Warning Lights		2	2	**Must be operative.**

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AIRCRAFT: De HAVILLAND DHC-8 SERIES 100, 200 AND 300 Supplement to Transport Canada MMEL	REVISION NO: 1d DATE: 18 May 2011	PAGE: S25-1

(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
25	**EQUIPMENT AND FURNISHINGS**				
-2	**Flight Crew Seats**	**-**	**-**	**-**	**As required by Operating Requirements**
-4	Emergency Locator Transmitter				
	(1) Fixed ELT	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 by Operating Requirements may be inoperative.**
	(2) Survival ELT(S) (If installed)	D	-	-	**(M) Any in excess of the minimum required may be inoperative or missing provided the equipment is placarded inoperative, removed from the installed location and placed out of sight so that it cannot be mistaken for a functional unit.**
-12	**Flight Deck Observer's Seat and Harness**	**-**	**-**	**-**	**As required by Operating Requirements.**
-15	Exterior Lavatory Door Ashtrays	**A**	-	-	May be missing **provided it is replaced within 3 calendar days.** **Note: Lavatory door ashtrays (internal and external) are not considered passenger convenience items.**
-16	First Aid Kits	**-**	-	-	**As required by Operating Requirements.**
-18	**Torches**	**-**	**-**	**-**	**As required by Operating Requirements.**
	1) Holders	C	2	0	(O)(M) May be inoperative or missing provided alternative stowage provisions are provided.

AIRCRAFT: De HAVILLAND DHC-8 SERIES 100, 200 AND 300 Supplement to Transport Canada MMEL	REVISION NO: 1d DATE: 18 May 2011	PAGE: S25-2

(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
25	**EQUIPMENT AND FURNISHINGS**				
-22	Passenger Service Unit (PSU)	**-**	-	-	**As required by Operating Requirements.**
-23	**Overwater Equipment**		**-**	**-**	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
26	**FIRE PROTECTION**				
-2	**Hand Held** Fire Extinguishers	**-**	-	-	**As required by Operating Requirements.**
-7	**Smoke Detector (Lavatory Compartment)**	C	1	0	**(M) May be inoperative provided:** **(a) Lavatory compartment is electrically isolated (including flush motors and other high voltage devices),** **(b) Lavatory waste bin is empty,** **(c) Lavatory door is locked and appropriately placarded, and** **(d) Lavatory is not used for any other purpose.**
		B	**1**	**0**	**(O) / (M) May be inoperative provided:** **(a) Lavatory compartment fire extinguishers are fitted and checked to be operative on a daily basis, and** **(b) Lavatory compartment is checked at 20 (twenty) minute intervals for evidence of fire and smoke.**
-8	Lavatory Fire Extinguisher System	C	1	0	**May be inoperative.**

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AIRCRAFT: De HAVILLAND DHC-8 SERIES 100, 200 AND 300 Supplement to Transport Canada MMEL	REVISION NO: Original DATE: 15 December 2005	PAGE: S27-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
27 FLIGHT CONTROLS				
-8 Ground Spoiler and Roll Spoiler (Ground Mode) Systems (Series 100) (If installed)	C	-	0	(O)(M) May be inoperative in the down position provided: (a) The system is deactivated, **(b) The anti-skid braking system operates normally, and** (c) Operations are conducted in compliance with the Flight Manual.

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
30	**ICE AND RAIN PROTECTION**				
-4	Windscreen Wipers	-	-	-	**As required by Operating Requirements.**
-5	Pitot/Static Heaters	-	-	-	**As required by Operating Requirements.**
-6	PITOT HEAT Caution Lights (Heater Off Monitor)	-	-	-	**As required by Operating Requirements.**

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AIRCRAFT: De HAVILLAND DHC-8 SERIES 100, 200 AND 300 Supplement to Transport Canada MMEL	REVISION NO: Original DATE: 15 December 2005	PAGE: S31-1

(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
31	**INDICATING /RECORDING SYSTEMS**				
-1	Flight Data Recorder	-	-	-	**As required by Operating Requirements.**
-3	Clocks	-	-	-	**As required by Operating Requirements.**
-5	**Quick Access Recorder (QAR)**	**A**	**-**	**-**	**May be inoperative subject to arrangements approved by the Authority. Alternate data sources, where practicable, should be considered and used in the absence of the primary data source.** **<u>Note 1:</u> Any alleviation and corresponding rectification interval will be dependent on the usage requirement of the QAR for individual operators, but should not exceed 60 days, and will be subject to approval by the Authority.** **<u>Note 2:</u> If the equipment is used for purposes other than meeting the operator's Flight Data Monitoring Programme, then the dispatch deviation and rectification interval quoted elsewhere within the MMEL must be observed.**

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AIRCRAFT: De HAVILLAND DHC-8 SERIES 100, 200 AND 300 Supplement to Transport Canada MMEL	REVISION NO: 1e DATE: 14 October 2011	PAGE: S32-1

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
32 LANDING GEAR				
-4 Touched Runway Indicator System (Series 300 Aircraft only)		1	**1**	**Must be operative.**

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
33	**LIGHTS**				
-1	Flight Deck and Instrument Lighting System	**-**	**-**	**-**	**As required by Operating Requirements.**
-2	Cabin Interior Lighting	**-**	**-**	**-**	**As required by Operating Requirements.**
-3	Landing Lights	**-**	**-**	**-**	**As required by Operating Requirements.**
-5	Wing Inspection Lights	**-**	**-**	**-**	**As required by Operating Requirements.**
-6	Position Light System Light Bulbs	C	6	**3**	One bulb at each position (wing tip and aft) may be inoperative
		C	6	0	May be inoperative for daylight operations.
-7	**Anti-collision / Strobe Lights**				
	(1) Anti-Collision Light	**C**	**-**	**1**	**(O) Any in excess of one may be inoperative provided:** **(a) A high intensity strobe light system is installed and operative, and** **(b) The light(s) is(are) repaired at the earliest practicable opportunity.**
		C	**-**	**0**	**(O) All may be inoperative for daylight operations provided the light(s) is(are) repaired at the earliest practicable opportunity.** **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.**

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
33	**LIGHTS (Contd.)**				
-7	**Anti-collision / Strobe Lights (Contd.)**				
	(2) Strobe Lights (if installed)	**C**	**-**	**0**	**All may be inoperative.**
-8	Anti-collision Lights (Red)				**Refer to Item 33-7.**
-10	Interior Emergency Lighting System	**-**	**-**	**-**	**As required by Operating Requirements.**
		D	**1**	**0**	**May be inoperative provided passengers are not carried.**
-11	Exterior Emergency Lighting System	**-**	**-**	**-**	**As required by Operating Requirements.**
-12	Floor Proximity Escape Path Marking System	**-**	**-**	**-**	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION				
-1 Altimeters	-	-	-	**As required by Operating Requirements.**
-2 Radio Altimeter System				
(1) No 1 Radio Altimeter System (Series 100/200)	A	1	0	(M) May be inoperative for three flight days provided weather minima or operating procedures are not dependent on its use. Note 1: Unserviceable radio altimeter will render Reverse Beta Warning Horn inoperative if mod 8/2852 is incorporated. The Reverse Beta Warning System must be disabled. **Note 2: 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 3: 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.**
(2) No 2 Radio Altimeter System (If installed)	D	-	0	
(3) No 1 Radio Altimeter System (Series 300)	A	1	0	(M)(O) May be inoperative for three flight days provided: (a) Weather minima or operating procedures are not dependent on its use, and

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION (Contd.)				
-2 Radio Altimeter System (Contd.)				
(3) No 1 Radio Altimeter System (Series 300) (Contd.)				(b) Operations are conducted in compliance with AFM Supplement 11 OPERATION WITH ONE INOPERATIVE STALL WARNING AND/OR STICK PUSHER SYSTEM for stick pusher system inoperative. Note 1: Unserviceable radio altimeter will render Reverse Beta Warning Horn inoperative if mod 8/2852 is incorporated. The Reverse Beta Warning System must be disabled. **Note 2: 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 3: 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.**
(4) No 2 Radio Altimeter System (If installed)	D	-	0	
-3 Horizontal Situation Indicator (HSI)	-	-	-	**As required by Operating Requirements.**
-4 Radio Magnetic Indicator (RMI)	-	-	-	**As required by Operating Requirements.**
-5 Standby Magnetic Compass	B	1	0	**May be inoperative provided at least two independent stabilised compass systems are installed and operative.**

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34	**NAVIGATION (Contd.)**				
-6	Ground Proximity Warning System (GPWS) (including TAWS)	**-**	**-**	**-**	**As required by Operating Requirements.**
	(1) GPWS Flap Position Switch	C	1	0	(O) May be inoperative.
-7	VHF Navigation System	**-**	**-**	**-**	**As required by Operating Requirements.**
-8	Distance Measuring Equipment System (DME)	**-**	**-**	**-**	**As required by Operating Requirements.**
	(1) DME HOLD function	A	2	0	(O) One **or both** may be inoperative provided: (a) associated DME is operative, (b) alternative means are established and used to provide position and distance, (c) repairs are made within three flight days.
		C	2	1	**One** may be inoperative provided associated DME is operative.
-9	ATC Transponder/Altitude Reporting System	**-**	**-**	**-**	**As required by Operating Requirements.**
-10	Weather Radar System	**-**	**-**	**-**	**As required by Operating Requirements.**
-11	Radio compass (ADF) System	**-**	**-**	**-**	**As required by Operating Requirements.**
-14	Standby Attitude/Heading Reference System	**B**	2	1	May be inoperative **for day VMC** provided both Attitude/Heading Reference Systems operate normally.
-16	Standby Attitude Indicator	**-**	**-**	**-**	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34	**NAVIGATION (Contd.)**				
-17	Turn **and Slip** Indicator (Non EFIS Aircraft – Pre Mod. 8/1736)	**-**	**-**	**-**	**As required by Operating Requirements.**
-18	Microwave Landing System (MLS) (If installed)	**-**	**-**	**-**	**As required by Operating Requirements.**
-20	Electronic Attitude **Director** Indicator (EADI)				
	(1) Turn Indicator Function (EFIS Equipped Aircraft)	C	2	0	(M) or (O) One or both may be inoperative provided the Standby Attitude Indicator operates normally.
-22	Marker Beacon System	**-**	**-**	**-**	**As required by Operating Requirements.**
-25	Vertical Speed Indicators (VSIs)	**-**	**-**	**-**	**As required by Operating Requirements.**
-26	**Airborne Collision Avoidance System II (ACAS II)** (If installed)				
	(1) **ACAS II System**	**A**	-	0	(O) (M) May be inoperative provided the system is deactivated and secured, and **(a) It is not reasonably practicable for repairs or replacements to be made before the commencement of flight, and** **(b) Repairs or replacements are carried out within 10 calendar days.**
	(2) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Displays	C	2	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.

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34	**NAVIGATION (Contd.)**				
-26	**Airborne Collision Avoidance System II (ACAS II)** (If installed) (Contd.)				
	(3) Resolution Advisory (RA) Display Systems	C	2	1	(O) One may be inoperative on the non-flying pilot side
		C	2	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.
-28	Altitude Alerter	**-**	**-**	**-**	**As required by Operating Requirements.**
-32	Flight Management System (FMS) (If installed)	**D**	**-**	**0**	**Specific mode(s) or function(s) may be inoperative provided mode(s) or function(s) is not required for operations being conducted.**
-34	Global Positioning System (If installed)	C	-	**0**	May be inoperative provided alternate procedures are established and used.
		D	-	**0**	May be inoperative provided procedures do not require its use.

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34	**NAVIGATION (Contd.)**				
-35	LORAN (If installed)	C	-	0	May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
-36	Omega (If installed)	C	-	0	May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
-39	**Navigation Database (If installed)**	**A**	**-**	**-**	**(O) May be out of currency provided:** **(a) Current aeronautical information is used to verify Navigation Fixes prior to dispatch,** **(b) Procedures are established to verify status and suitability of Navigation Facilities used to define route of flight, and** **(c) The navigation database is updated to the current standard within 10 calendar days.**

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
35	**OXYGEN**				
-5	Portable Protective Breathing Equipment (PBE)	D	-	-	**(M) PBE which is stowed in an approved stowage but which is in excess of the required minimum crew complement, may be inoperative provided it is placarded to that effect and must either remain in an approved stowage or be removed from the aircraft.** **Note: PBE which:** **a) cannot be stowed in an approved stowage (whether inoperative or not), or** **b) is a replacement item,** **is subject to the requirements of the International Civil Aviation Organization's Technical Instructions for the Safe Transport of Dangerous Goods by Air.**
-6	**Portable First Aid Oxygen Units (Bottle and Mask)**	**-**	**-**	**-**	**As required by Operating Requirements.**
-7	**Passenger Oxygen System**	**-**	**-**	**-**	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
52 DOORS				
-9 Flight Deck Security Door	**-**	**-**	**-**	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
73 ENGINE FUEL AND CONTROL				
-2 Engine Electronic Control Unit (ECU)				
(1) Series 100 aircraft	B	2	1	(M) (O) One may be inoperative provided: **(a) The flight is for ferry purposes only,** (b) Operations are conducted in compliance with AFM Supplement 10 OPERATION WITH ONE ECU INOPERATIVE, and (c) Nosewheel steering and anti-skid brake control system operate normally.
(1) Series 200/300 aircraft	B	2	1	(O) One may be inoperative provided: **(a) The flight is for ferry purposes only,** (b) Operations are conducted in compliance with AFM Supplement 10 OPERATION WITH ONE ECU INOPERATIVE, and (c) Nosewheel steering and anti-skid brake control system operate normally.

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