

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The TRs should be incorporated in the order in which they were issued, as it is possible that a TR may be superseded by a later one.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

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## 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

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## 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

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## 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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**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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## MASTER MINIMUM EQUIPMENT LIST TEMPORARY REVISION

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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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## CIVIL AVIATION AUTHORITY

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## 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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## 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***

**MASTER MINIMUM EQUIPMENT LIST**

**EMBRAER EMB-120**

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EMBRAER EMB-120

REVISION 2

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	15 October 1990		
1	2 April 1991		
2	29 January 1993		

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**TEMPORARY REVISION RECORD**

<b>TR No</b>	<b>Date</b>	<b>Page Affected</b>	<b>Incorporated By</b>	<b>Date In'corp</b>	<b>Superseded By</b>
1	9 March, 1992	24-3			Normal Revision 2
2	9 March, 1992	27-1			“
3	9 March, 1992	34-1			“
4	9 March, 1992	49-1			“
5	9 March, 1992	77-1			“
G4	29/10/01	TR Record Page Preamble Definitions 23-1 25-1 31-1 34-1			

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# **CIVIL AVIATION AUTHORITY**

## **MASTER MINIMUM EQUIPMENT LIST**

### EMBRAER EMB-120

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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. 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 or 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 on UK legislation and some of the alleviations it provides may not therefore necessarily comply with foreign legislation.



# **CIVIL AVIATION AUTHORITY**

## **MASTER MINIMUM EQUIPMENT LIST**

### EMBRAER EMB-120

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### NOTES AND DEFINITIONS

1. In this list, the items of equipment are classified in systems according to the ATA 100 specification. Individual items within a given ATA classification are numbered sequentially.
2. "Item" (Column 1): The equipment, system, components or function as listed in Column 1.  
  
NOTE: Items annotated in UPPER CASE letters indicates the precise flight deck legend used.
3. "Number Installed" (Column 2): The number of the specified items normally installed in the aircraft. This number identifies the aircraft configuration considered in developing the MMEL.  
  
NOTE: The operator's MEL should list the number installed in a particular aircraft.
4. "Number Required for Despatch" (Column 3): The minimum number of the specified items required for operation provided the conditions defined in Column 4 are met.
5. "Remarks or Exceptions" (Column 4): This column includes a statement prohibiting operation or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation and appropriate notes.
6. Dash (-): This symbol indicates a variable quantity when used in Columns 2 or 3.  
  
NOTE: The operator's MEL should list the numbers appropriate to his particular aircraft in Columns 2 and 3.
7. 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 its associated system is inoperative.
8. "Inoperative": A system or item of equipment is deemed inoperative if it malfunctions such that it does not accomplish its intended purpose and/or is not consistently functioning within its 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.

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## **MASTER MINIMUM EQUIPMENT LIST**

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### 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 pallets etc.) in the associated compartments is of a non-combustible nature.

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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 Embraer EMB-120 Series Aircraft.
24. This MMEL (at Revision 2) is based on Revision 9 of the CTA approved MMEL dated 21 November 1991 and on CAA Policy Statements Issue 3 dated October 1992.

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HIGHLIGHTS OF REVISION 2 (cont...)

24 ELECTRICAL POWER

-31-1 Auxiliary Generators Temporary Revision No 1 dated March 1992 incorporated.

25 EQUIPMENT/FURNISHINGS

-02-1 Flight Crew Members Shoulder  
Harness Inertia Reels Provisos separated into (a) and (b).

-02-2 Crew Members Seat Adjustment  
Mechanism Provisos separated into (a) and (b) and (c) added.

27 FLIGHT CONTROLS

-21-1 Pedals Adjustment Mechanism (O) deleted.  
Original proviso amended to become (a).  
(b) added.

-30-1 Pitch Trim Take-off Aural  
Warning Temporary Revision No 2 dated 9 March 1992  
incorporated by adding this new item.

-50-3 Flap Annunciator Light Bars  
(If Installed) Temporary Revision No 2 dated 9 March 1992  
incorporated by adding this new item.

30 ICE AND RAIN PROTECTION

-31-2 Pitot Static Tubes INOP Lights Third proviso made (c).

-32-1 AOA Sensor Heating Systems Provisos rewritten as (a) and (b).

-41-1 Windshield Wipers 2,0 proviso amended, deleting 5NM.

31 INDICATING/RECORDING SYSTEMS

-20-1 Clocks "As required by Air Navigation Legislation" added.

32 LANDING GEAR

-42-2 Anti Skid System New item introduced by CTA Revision 8 dated 4 December 1990.

-60-1 Gear Position Indicating System Provisos of first scenario separated into (a) and (b).  
Proviso (c) added to both scenarios.

# **CIVIL AVIATION AUTHORITY**

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EMBRAER EMB-120

Revision 2  
29 January 1993

### HIGHLIGHTS OF REVISION 2 (cont...)

#### 33 LIGHTS

- |       |   |   |
|-------|---|---|
| -11-1 | Flight Deck and Instrument Lighting Systems | -/0 "* As required by Air Navigation Legislation. May be inoperative for daylight operations only" has been added to first scenario.<br><br>-/- "* As required by Air Navigation Legislation" added to original scenario, which becomes second one. |
| -20-1 | Cabin Interior Lighting                     | "As required by Air Navigation Legislation" added. Proviso (b) amended.   |
| -22-1 | Passenger Notice System                     | Rewritten in accordance with current CAA Policy Statement.  |
| -42-1 | Landing Lights                              | Rewritten in accordance with current CAA Policy Statements, introducing new provisos (b) and (c).   |
| -45-2 | Rotating Beacons (Anti-Collision Lights)    | Rewritten in accordance with CAA Policy Statements.   |
| -46-1 | Wing Inspection Lights                      | Rewritten in accordance with CAA Policy Statements.   |

#### 34 NAVIGATION

- |       |                          |   |
|-------|--------------------------|---|
| -13-1 | Altitude Alert System    | "As required by Air Navigation Legislation" added. Provisos separated into (a) and (b). |
| -19-1 | Air Data Sensor          | Temporary Revision No 3 dated 9 March 1992 incorporated.                                |
| -25-1 | Standby Magnetic Compass | Provisos separated into (a) and (b).  |
| -41-1 | Weather Radar System     | Rewritten in accordance with CAA Policy Statements.                                     |

#### 35 OXYGEN

- |       |  |   |
|-------|--|---|
| -20-1 | Passenger Oxygen System                        | Rewritten in accordance with CAA Policy Statements. |
| -20-2 | Passenger 'Drop Out' Oxygen Masks and Stowages | Rewritten in accordance with CAA Policy Statements. |

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HIGHLIGHTS OF REVISION 2 (cont...)

49 AUXILIARY POWER UNIT

- 52-1 APU Bleed Air System Temporary Revision No 4 incorporated.
- 90-2 Oil HIGH TEMP light 1/0 was 1/1, as corrected by CTA Revision No 9 dated 21 November 1991.

52 DOORS

- 50-1 Lockable Flight Deck Door Rewritten in accordance with CAA Policy Statements.
- 70-1 Forward, Cargo and Service Doors Warning Lights. Rewritten in accordance with CAA Policy Statements which amends proviso (a) and adds a new proviso at (d), transferring the previous (d) to (e).

56 WINDOWS

- 10-1 Cockpit Windshields Rewritten in accordance with CAA Policy Statements, which introduces additional provisos and (M) and (O) procedures.

77 ENGINE INDICATING

- 12-2 NH Indicators Temporary Revision No 5 dated 9 March 1992 incorporated.



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<b><u>21 AIR CONDITIONING</u></b>			
-24-1 Gasper Fan	1	0	* May be inoperative.
-25-1 Recirculation Fans	2	1	* One may be inoperative.
	2	0	*(O) Both may be inoperative provided the associated temperature control is not set to the maximum cold position when in MAN mode.
-27-1 Electronic Bay Ventilation System (Exhaust Fan/Air Shut-off Valve)	2	1	*(O) One exhaust fan or one air shut-off valve may be inoperative for temperatures below ISA +27°C.
	2	1	OR *(O) One exhaust fan or one air shut-off valve may be inoperative for temperatures above ISA +27°C, provided radar and transponder are turned on not more than 10 minutes before take-off.
-30-1 Outflow Valves	2	1	*(M)(O) Electropneumatic outflow valve may be inoperative secured closed provided the manual cabin pressure control system operates normally.
	2	1	OR *(M) Pneumatic outflow valve may be inoperative secured closed provided automatic cabin pressure control system operates normally.
	2	0	*(M)(O) Both valves may be inoperative provided:  (a) Flight is conducted in an approved unpressurised configuration.  (b) Both valves are secured open by an approved procedure.

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<b><u>21 AIR CONDITIONING (Cont..)</u></b>			
-31-1 Cabin Pressure Control Systems	2	1	*(M)(O) Automatic system may be inoperative provided: (a) Manual system operates normally. (b) Electropneumatic outflow valve is secured closed by an approved procedure. (c) Aircraft may continue the flight or series of flights but shall not depart an airport at which repairs or replacements can be made.  OR
	2	1	*(M) Manual system may be inoperative provided: (a) Automatic system operates normally. (b) Pneumatic outflow valve is secured closed by an approved procedure.  OR
	2	0	*(M)(O) Both systems may be inoperative provided: (a) Flight is conducted in an approved unpressurised configuration. (b) Both outflow valves are secured open by an approved procedure.
-31-2 Cabin Altitude Warning System	1	0	*(O) May be inoperative provided flight is conducted at or below 10,000 feet MSL.  OR
	1	0	*(M)(O) May be inoperative provided: (a) Flight is conducted in an approved unpressurised configuration. (b) Both outflow valves are secured open by an approved procedure.

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<b><u>21 AIR CONDITIONING (Cont..)</u></b>				
-31-3 Pressurisation Triple Indicator Cabin Differential Pressure Indicator	1	0		*(O) May be inoperative provided: (a) Cabin altitude indicator operates normally. (b) A chart is provided to convert cabin altitude to cabin differential pressure.  OR
	1	0		*(M)(O) May be inoperative provided: (a) Flight is conducted in an approved unpressurised configuration. (b) Both outflow valves are secured open by an approved procedure.
-31-3 Pressurisation Triple Indicator Cabin Altitude Indicator	1	0		*(O) May be inoperative provided: (a) Cabin differential pressure indicator operates normally. (b) A chart is provided to convert cabin differential pressure to cabin altitude.  OR
	1	0		*(M)(O) May be inoperative provided: (a) Flight is conducted in an approved unpressurised configuration. (b) Both outflow valves are secured open by an approved procedure.
(Cont...)				

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<b><u>21 AIR CONDITIONING (Cont..)</u></b>			
-31-3 Pressurisation Triple Indicator (Cont.) Cabin Rate of Change Indicator	1	0	* (O) May be inoperative provided:  (a) Automatic pressurisation control operates normally.  (b) Cabin differential pressure indicator and cabin altitude indicator operate normally.  OR
	1	0	* (M)(O) May be inoperative provided:  (a) Flight is conducted in an approved unpressurised configuration.  (b) Both outflow valves are secured open by an approved procedure.
-50-1 Pack Pressure Regulator/Shutoff Valves			
Bleed Economiser Function	2	0	* Both may be inoperative.
Shut-off Function	2	1	* (M) One may be inoperative provided:  (a) Associated engine bleed air Shut-off valve operates normally and is verified closed.  (b) Crossbleed valve operates normally and is verified closed.

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	(4) Remarks or Exceptions		
<b><u>21 AIR CONDITIONING (Cont..)</u></b>			
-50-2 Air Conditioning Packs	2	1	*(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>(a) Flight is conducted at or below FL250.</li> <li>(b) Both recirculation fans operate normally.</li> <li>(c) Operations are conducted in accordance with Flight Manual limitations.</li> <li>(d) Aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.</li> </ul>
	2	0	*(M)(O) One or both may be inoperative provided: <ul style="list-style-type: none"> <li>(a) Both recirculation fans operate normally.</li> <li>(b) Flight is conducted in an approved unpressurised configuration.</li> <li>(c) Both outflow valves are secured open by an approved procedure.</li> </ul>
-51-1 Ram Air Valves	2	1	*(M) One may be inoperative secured open provided the associated air conditioning pack is not used.
	2	0	*(M)(O) Both may be inoperative secured open provided: <ul style="list-style-type: none"> <li>(a) Flight is conducted in an approved unpressurised configuration.</li> <li>(b) Air conditioning packs are not used.</li> <li>(c) Both outflow valves are secured open by an approved procedure.</li> </ul>
	2	0	*(M) One or both may be inoperative secured closed provided the associated air conditioning pack operates normally.

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<b><u>21 AIR CONDITIONING (Cont..)</u></b>				
-51-2	Ground Cooling Fans	2	0	*(O) One or both may be inoperative provided the associated pack is used only in flight.
-51-3	RAM Air Check Valves (Flap Valves)	2	0	*(O) One or both may be inoperative provided: (a) Affected valve is not locked closed. (b) Associated pack is used only in flight.
-60-1	Cockpit and Cabin Automatic Temperature Controls	2	0	*(O) One or both may be inoperative provided the associated manual control operates normally.
-60-2	Cockpit and Cabin Manual Temperature Controls	2	0	*(O) One or both may be inoperative provided the associated automatic control operates normally.
-60-3	Cockpit and Cabin Temperature Indicators	2	0	* May be inoperative.

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<b><u>22 AUTO FLIGHT</u></b>				
-10-1	Electrical Trim System			
	Autopilot Computer Trim Channel	2	0	*(O) One or both may be inoperative provided autopilot is not used and the pitch trimming is manually performed.
	Pitch Trim Switches	2	0	*(O) One or both may be inoperative provided the pitch trimming is manually performed.  For Cat. II Operations With Collins APS-65B And EFIS-86B Installed*
*10-1	Autopilot Computer Trim Channel	2	1	* One may be inoperative provided the associated autopilot of the operative computer trim channel operates normally.
	Pitch Trim Switches	2	1	* One may be inoperative.
-11-1	Autopilot/Flight Director System	2	0	* One or both may be inoperative provided weather minima are not dependent on their use.  Any mode which functions normally may be used.  For Cat. II Operations With Collins APS-65B And EFIS-86B Installed*
*11-1	Autopilot System	2	1	* One may be inoperative.
	Flight Director System	2	2	Must be operative.
-11-2	Autopilot Disconnect Switches	2	1	* One may be inoperative provided autopilot is not used.  For Cat. II Operations With Collins APS-65B And EFIS-86B Installed*
*11-2	Autopilot Disconnect Switches	2	2	Must be operative.

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<b><u>22 AUTO FLIGHT (Cont...)</u></b>			
-11-3 Yaw Damper System	2	0	*(O) One or both may be inoperative provided flight is conducted with yaw damper disengaged and the weather minima do not impose the use of autopilot.
	2	1	*(O) One may be inoperative for ILS coupled approach provided:  (a) Affected yaw damper is disengaged.  (b) The associated autopilot of the operative yaw damper operates normally.  For Cat. II Operations With Collins APS-65B And EFIS-86B Installed*
*11-3 Yaw Damper System	2	1	* One may be inoperative provided:  (a) Affected yaw damper is disengaged.  (b) The associated autopilot of the operative yaw damper operates normally.
*11-4 CAT II Switch	-	2	Must be operative.



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<b><u>23 COMMUNICATION</u></b>				
-11-1 HF Communications Transmitters/ Receivers (If Installed)	-	-	* As required by Air Navigation Legislation.	
-15-1 VHF Communications Transmitters/ Receivers	-	-	* As required by Air Navigation Legislation.  For Cat. II Operations With Collins APS-65B And EFIS-86B Installed*	
*15-1 VHF Communications Transmitters/ Receivers	-	2	Must be operative.	
-21-1 Selective Call System (SELCAL) (If Installed)	1	0	* May be inoperative.	
-30-1 Passenger Address System	1	0	*(O) As required by Air Navigation Legislation. May be inoperative provided:  (a) Cabin interphone system is operative, and  (b) Chime system is operative, and  (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 repair can be made and shall not exceed 25 flight hours prior to completion of repairs.	
	1	0	* May be inoperative for all cargo operations.	
-31-1 Prerecorded Passenger Announcement System (If Installed)	1	0	*(O) May be inoperative provided alternate procedures are established and used.	

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<b><u>23 COMMUNICATION (Cont..)</u></b>				
-31-2	Headsets, Speakers and Microphones	-	-	* As required by Air Navigation Legislation.
	Headsets	-	-	One headset (including boom microphone) must be operative for each crew member on flight deck duty.
	Speakers	-	-	* May be inoperative provided each crew member on flight deck duty has an operative headset.
	Hand Held Microphones	-	-	* Any or all may be inoperative.
-40-1	Flight Deck Intercommunication System	-	-	*As required by Air Navigation Legislation.
-41-1	Service Interphone System Cockpit to Cabin, Cabin to Cockpit	1	0	*(O) As required by Air Navigation Legislation. May be inoperative provided:
(a)	PA system is operative, and			(b) Procedures do not depend upon its use or alternate normal and emergency procedures are established and utilised
	Cockpit to Ground	1	0	* May be inoperative.
-50-1	Integrated Audio System	1	1	
	Audio Control Panels	2	2	* One required for each crew member on flight deck duty.
	Observer's Audio Panel	1	0	* May be inoperative except when the observer seat is occupied by a crew member or other person with flight deck duties on any specific flight.
	Remote Electronic Control Unit	1	1	Must be operative.

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<b>23 COMMUNICATION (Cont...)</b>			
-70-1 Cockpit Voice Recorder (CVR) System	1	0	<p>* As required by Air Navigation Legislation. May be inoperative provided:</p> <p>(a) It is not reasonably practical to repair or replace before commencement of the flight.</p> <p>(b) The aircraft shall not exceed six (6) consecutive flights with the system unserviceable beginning with the first flight after the CVR was last operating throughout the flight.</p> <p>(c) The aircraft shall not fly for more than 16 hours after the CVR becomes unserviceable.</p> <p>(d) Not more than 24 hours have elapsed since the CVR became unserviceable.</p> <p>(e) The aircraft must not depart from its maintenance base with the CVR unserviceable.</p> <p>(f) The flight data recorder must be operating normally.</p>

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<b><u>24 ELECTRICAL POWER</u></b>				
-20-1 Inverter INOP Lights	2	1	*(M) or (O) One may be inoperative provided: (a) The associated Inverter operates normally, and (b) The ELEC master amber caption for the associated Inverter light is operating normally.	
-20-2 AC BUS OFF Lights 115V AC	2	1	*(M) or (O) One may be inoperative provided: (a) The associated bus operates normally, (b) The ELEC master amber caption for the associated BUS OFF light is operating normally, and (c) All other BUS OFF lights operate normally.  OR	
26V AC	2	1	*(M) or (O) One may be inoperative provided: (a) The associated bus operates normally, (b) The ELEC master amber caption for the associated BUS OFF light is operating normally, and (c) All other BUS OFF lights operate normally.  <u>NOTE</u> Only one of the four AC BUS OFF lights may be inoperative.	
-30-1 Engine Starter/Generators	2	2	*(O) One generator function may be inoperative provided: (a) The associated starter operates normally. (b) APU generator operates normally and is used continuously to supply power in parallel with the operating generator. (c) Associated generator control switch is OFF. (d) The ELEC master amber caption for the associated generator light is operating normally.  <u>NOTE</u> Both starter functions must be operative.	

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<b><u>24 ELECTRICAL POWER (Cont...)</u></b>				
-30-2	APU Generator (If Installed)	1	0	* May be inoperative.
-30-3	Engine Starter/Generator GEN OFF BUS Lights	2	1	*(O) One may be inoperative provided: (a) BUS TIE functions operate normally. (b) CENTRAL BUS OFF light and associated BUS OFF light operate normally. (c) Associated generator is monitored on the voltammeter throughout the flight. (d) For GEN 1 light only, the EMERG BUS OFF light operates normally.
-30-4	APU GEN OFF BUS Light	1	0	* May be inoperative.
		1	0	*(O) May be inoperative for flights with one engine generator inoperative provided: (a) CENTRAL BUS OFF light operates normally. (b) APU generator is monitored on the voltammeter throughout the flight.
-30-5	CENTRAL BUS OFF Light	1	0	*(O) May be inoperative provided both BUS OFF lights and the BAT OFF BUS light operate normally.
-31-1	Auxiliary Generators	2	1	*(O) (M) One may be inoperative provided: (a) The associated generator control switch is OFF. (b) The affected generator is either removed or is satisfactorily inspected for physical integrity and free noiseless movement of the rotor shaft. (c) Aircraft is not operated in known or forecast icing conditions.
(Cont...)				

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<b><u>24 ELECTRICAL POWER (Cont...)</u></b>				
31-1	Auxiliary Generators (Cont...)	2	0	*(O) (M) One or both may be inoperative provided: (a) The affected generator is either removed or is satisfactorily inspected for physical integrity and free noiseless movement of the rotor shaft, and (b) The APU generator is verified to operate normally prior to departure and is operating throughout any phases of the flight where icing is encountered or likely to be encountered.
-31-2	Voltmeters	2	1	*(O) Voltage function only on one voltmeter may be inoperative.
-31-3	Auxiliary Generator GEN OFF BUS Lights	2	1	* One may be inoperative.
-40-1	External Power System	1	0	* May be inoperative.
-40-2	GPU AVAILABLE Light (If Installed)	1	0	* May be inoperative.

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<b><u>25 EQUIPMENT AND FURNISHINGS</u></b>			
-02-1 Flight Crew Members Shoulder Harness Inertia Reel	-	-	* As required by Air Navigation Legislation.  * May be inoperative provided:  (a) The affected harness is adjusted and locked by an approved means to suit the requirements of the individual Flight Crew member, and  (b) The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.
-02-2 Crew Member Seat Adjustment Mechanism	-	-	*(M) Adjustment mechanism in vertical and lateral modes may be inoperative provided.  (a) The inoperative adjustment is locked by an approved means to the individual crew member requirements.  (b) Fore and aft adjustment mechanism must be operative.  (c) The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.
-21-1 Cabin Attendant's Seat	-	-	*(M)(O) As required by Air Navigation Legislation.  Any in excess of those required by legislation may be inoperative (see notes below).  <u>NOTE 1</u> 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.  <u>NOTE 2</u> A seat with a defective harness is considered to be inoperative and shall be placarded to prohibit occupancy.

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<b><u>25 EQUIPMENT AND FURNISHINGS (Cont..)</u></b>				
-21-1	Cabin Attendant's Seat Harness	-	-	* As required by Air Navigation Legislation.
-30-1	Passenger Seats & Belts	-	-	* Any or all may be inoperative provided:  (a) Affected seat does not block emergency egress to aisle or exits.  (b) Affected seat is blocked and placarded "Do not occupy".  <u>NOTE 1</u> A seat with inoperative seat belt is considered inoperative.  <u>NOTE 2</u> A seat with inoperative recline mechanism is considered inoperative if the seat back cannot be secured in the upright position.  <u>NOTE 3</u> Inoperative seats do not affect the required number of cabin attendants.
-60-1	Smoke Protection Equipment			
	(i) Captain/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.
	(ii) 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.
-60-2	First Aid Kits	-	-	* As required by Air Navigation Legislation.
-60-3	Lifejackets	-	-	* As required by Air Navigation Legislation.
-60-4	Megaphones	-	-	* As required by Air Navigation Legislation.

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<b><u>26 FIRE PROTECTION</u></b>			
-12-1 APU Fire Detection System	1	0	*(O) May be inoperative provided APU is not used.
-13-1 Toilet Smoke Detector System	-	0	*(M) May be inoperative. The toilet must be electrically isolated, the waste-bin must be emptied and the toilet compartment must be locked and appropriately placarded
	-	0	OR *(O) May be inoperative provided:
			(a) The toilet is checked at 20 (twenty) minute intervals for evidence of fire or 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.
	-	0	OR * (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) The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.
-14-1 Smoke Detection System (If Installed)	1	0	May be inoperative for passenger configuration.

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<b><u>26 FIRE PROTECTION (Cont...)</u></b>				
-21-1	Engine/Wheelwell Fire Extinguishing Indicator Lights			
	ABLE Lights (Green)	2	0	*(M) One or both may be inoperative provided an approved procedure is used once each flight day to verify that the associated squib circuit operates normally.
	INOP Lights (Amber)	2	1	*(M) One may be inoperative provided an approved procedure is used once each flight day to verify the extinguisher bottles are properly charged.
-21-2	Engine/Wheelwell Extinguisher Bottle Thermal Discharge Discs	2	0	*(M) One or both may be missing provided gauge readings or other approved means are used to verify an adequate charge once each flight day.
-22-1	APU Fire Extinguishing System	1	0	*(O) May be inoperative provided APU is not used.
-22-2	APU Fire Extinguishing System Indicator Lights			
	ABLE Light (Green)	1	0	*(M) May be inoperative provided an approved procedure is used once each flight day to verify that the associated squib circuit operates normally.
	INOP Light (Amber)	1	0	*(M) or (O) May be inoperative provided an approved procedure is used once each flight day to verify that extinguisher bottle is properly charged.
-22-3	APU Extinguisher Bottle Thermal Discharge Disc	1	0	*(M) or (O) May be missing provided gauge reading or other approved means are used to verify an adequate charge once each flight day.
-23-1	Lavatory Fire Extinguisher System (If Installed)	1	0	* May be inoperative provided the toilet smoke detector system operates normally.

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<b>26 FIRE PROTECTION (Cont...)</b>				
-26-1 Portable Fire Extinguishers	-	3		<p>* As required by Airworthiness Notice No 60.</p> <p><u>NOTE</u> The minimum requirement is for one extinguisher located on the flight deck and two located in the passenger cabin. Extinguishers in excess of the minimum required may be inoperative.</p>

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<b><u>27 FLIGHT CONTROLS</u></b>				
-13-1 Control Disengage Warning System	1	0	*(O) May be inoperative provided an appropriate check is made by crew prior to each departure.	
-21-1 Pedals Adjustment Mechanism	2	0	*(M) All 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 can be made.	
-30-1 Pitch Trim Take-off Aural Warning	1	0	* (O) May be inoperative provided elevator tabs are visually checked operative and positioned in the green band according to CG position, before take-off.  The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.	
-34-1 Fast-Slow Indicators (If Installed)	2	0	*(O) One or both may be inoperative provided 1.3 VS for approach and landing is monitored by airspeed indicator.	
-50-1 Flap Position Indicator	1	0	*(O) May be inoperative provided the light bars on the Annunciator Panel operate normally.  The aircraft may continue the flight or series of flights, but shall not depart an airport where repairs replacements can be made.	
-50-2 Flap Warning Indication Lights (ASYMMETRY, CONTROL FAULT, DISAGREEMENT) (If Installed)	3	0	*(O) May be inoperative.	

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<b>27 FLIGHT CONTROLS (Cont..)</b>				
-50-3 Flap Annunciator Light Bars (If Installed) (Aircraft equipped with dual flap light bars display only. Post Mod SB120-027-0067 or S/N No's 120-206, 120-209 thru 120-212, 120-214, 120-216 thru 120-220, 120-222 thru 120-231, 120-233, 120-234, 120-236 and on)	14	7	* One or more lamps of a single column may be inoperative provided the relevant paired column is operating normally.  <u>NOTE</u> Does not apply to aircraft other than those quoted.	
-70-1 Gust Lock	1	0	*(M) May be inoperative provided system is secured unlocked.  <u>NOTE</u> Appropriate measures should be taken to prevent damage from gusts while on the ground.	



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<b><u>28 FUEL</u></b>				
-21-1 Ejector Main Fuel Pumps	2	0	*(O) One or both may be inoperative provided two electric pumps in the associated tank operate normally. Flight Manual limitations must be observed.	
-21-2 Electric Fuel Boost Pumps				
2 Pump Installation	2	2	Must be operative.	
4 Pump Installation (If Installed)	4	2	*(O) One pump per tank may be inoperative provided all other pumps operate normally.	
-21-3 Motive Flow Shut-off Valves	2	0	*(M)(O) One or both may be inoperative provided: (a) Valve(s) is (are) secured closed. (b) Two electric pumps in the associated tank operate normally.	
-22-1 Pressure Refuelling System	1	0	* May be inoperative.	
-23-1 APU Shut-off Valve	1	0	*(M)(O) May be inoperative provided: (a) APU is not used. (b) Valve is secured closed.	
-24-1 Defuelling Shut-off Valves	2	0	*(M) May be inoperative closed.	
-41-1 Quantity Indicators	2	1	*(O) One may be inoperative provided: (a) Fuel quantity in associated tank is confirmed by an approved procedure prior to each departure. (b) Both fuel flow indicators operate normally. (c) Totaliser is monitored by crew during the flight.	
-42-1 Direct Quantity Measuring System (Dripless Sticks)	1	0	*(M)(O) Not required provided fuel quantity is determined by other approved means.	

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<b><u>29 HYDRAULIC POWER</u></b>				
-10-1	Electric Hydraulic Pumps	2	2	*(O) Automatic function may be inoperative provided the affected pump is manually turned on before take-off and landing.
-30-1	FILTER Lights	2	1	*(M) One may be inoperative provided the filter pop-up indicators are inspected once each flight day.
-31-1	Hydraulic Pressure Indicator	1	1	*(O) One indicator function may be inoperative provided: (a) The MAIN PUMP LOW PRESS light associated with that system operates normally. (b) Hydraulic Quantity Indicator operates normally.
-31-2	Hydraulic Quantity Indicator	1	1	*(M) or (O) One indicator function may be inoperative provided: (a) Associated fluid quantity is verified to be normal prior to each departure. (b) Associated reservoir LOW LEVEL lamp operates normally. (c) Hydraulic Pressure Indicator operates normally.
-31-3	MAIN PUMP LOW PRESS Lights	2	0	* One or both may be inoperative provided the associated pressure indicator operates normally and is monitored during the flight.  The aircraft may continue the flight or series of flights, but shall not depart an airport where repairs or replacements can be made.
-31-4	Reservoir LOW LEVEL Lights	2	0	* One or both may be inoperative provided the associated fluid quantity indicator operates normally and is monitored during the flight.
-31-5	Reservoir LOW PRESS Lights	2	1	*(M) One may be inoperative provided reservoir pressurisation system operates normally.

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<b><u>30 ICE AND RAIN PROTECTION</u></b>				
-10-1	Leading Edge Deicing System	1	0	*(O) May be inoperative provided aircraft is not operated in known or forecast icing conditions.
-10-2	Leading Edge Failure Indicating Lights	11	5	*(M)(O) One or more indicating lights may be inoperative (wing only) provided the wing leading edge deicing system is confirmed to operate normally prior to departure into known or forecast icing conditions.  <u>NOTE</u> Crew must visually confirm proper wing de-ice operation on the affected surfaces while in icing conditions for any inoperative light.
		11	0	*(O) Any or all may be inoperative provided aircraft is not operated in known or forecast icing conditions.
-10-3	Leading Edge NORMAL Light	1	0	* May be inoperative provided all leading edge failure indicating lights operate normally or the system is confirmed to operate normally prior to departure into known or forecast icing conditions.
-20-1	Engine Air Inlet Deicing System	2	1	* One may be inoperative provided aircraft is not operated in known or forecast icing conditions.
		2	0	* One or both may be inoperative for day VMC flight only provided aircraft is not operated in known or forecast icing conditions.
-20-2	Engine Air Inlet NORMAL Lights	2	1	*(M) or (O) One may be inoperative provided the associated INOP light operates normally prior to departure into known or forecast icing conditions.
		2	0	*(O) One or both may be inoperative provided aircraft is not operated in known or forecast icing conditions.

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<b>30 ICE AND RAIN PROTECTION (Cont...)</b>				
-20-3	Engine Air Inlet INOP Lights	2	1	<p>*(M) or (O) One may be inoperative provided:</p> <p>(a) System is verified to operate normally prior to departure into known or forecast icing conditions.</p> <p>(b) Associated NORMAL light and master caution panel lights operate normally.</p>
		2	0	* One or both may be inoperative provided aircraft is not operated in known or forecast icing conditions.
-20-4	Deicing Systems Monitor	1	0	* May be inoperative provided aircraft is not operated in known or forecast icing conditions.
-31-1	Pitot-Static Tube Heating Systems	3	2	<p>* One may be inoperative provided aircraft is operated in day VMC and is not operated in known or forecast icing conditions.</p> <p>The aircraft may continue the flight or series of flights, but shall not depart an airport where repairs or replacements can be made.</p>
-31-2	Pitot-Static Tubes INOP Lights	3	0	<p>*(M) or (O) One or more may be inoperative provided:</p> <p>(a) Remaining elements of the pitot heat system are checked and functioning normally before each flight day.</p> <p>(b) The aircraft is not operated in known or forecast icing conditions.</p> <p>(c) The aircraft may continue the flight or series of flights, but shall not depart an airport where repairs or replacements can be made.</p>

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<b><u>30 ICE AND RAIN PROTECTION (Cont...)</u></b>				
-32-1	AOA Sensor Heating System	2	1	* One may be inoperative provided  (a) Aircraft is not operated in known or forecast icing conditions.  (b) The aircraft may continue the flight or series of flights, but shall not depart an airport where repairs or replacements can be made.
-33-1	TAT Probe Heating System (If Installed)	1	0	* May be inoperative provided aircraft is not operated in known or forecast icing conditions.
-34-1	Side Slip Sensor Heating System	1	0	* May be inoperative provided aircraft is not operated in known or forecast icing conditions.
-40-1	Windshield Heating Systems	2	0	* One or both may be inoperative provided aircraft is not operated in known or forecast icing conditions.
-40-2	Windshield Heating ON & INOP Lights	4	0	*(M) or (O) Any or all may be inoperative provided respective windshield heating systems operate normally prior to each take-off.  Not required for an inoperative windshield heater.
-41-1	Windshield Wipers	2	2	* Slow speed (if installed) may be inoperative.
		2	0	* May be inoperative provided aircraft is not operated in precipitation within arrival and departure areas.  For Cat. II Operations *
*41-1	Windshield Wipers	2	2	Must be operative.
-60-1	Propeller Deicing Systems	2	0	* One or both may be inoperative provided aircraft is not operated in known or forecast icing conditions.

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<b><u>30 ICE AND RAIN PROTECTION (Cont...)</u></b>				
-60-2	Propeller Deicing System INOP Lights	2	0	*(M) or (O) One or both may be inoperative provided: (a) Normal propeller de-ice function is verified before departure into known or forecast icing conditions. (b) NORMAL light and master caution panel lights operate normally.
-60-3	Propeller Deicing System NORMAL Light	1	0	*(M) or (O) May be inoperative provided: (a) Normal propeller de-ice function is verified before departure into known or forecast icing conditions. (b) INOP and master caution panel lights operate normally.



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<b><u>31 INDICATING/RECORDING SYSTEMS</u></b>				
-20-1	Clocks	-	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.
-32-1	Flight Data Recorder (FDR) System	1	0	* As required by Air Navigation Legislation. May be inoperative provided: <ul style="list-style-type: none"> <li>(a) It is not reasonably practical to repair or replace before commencement of flight.</li> <li>(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.</li> <li>(c) The aircraft shall not fly for more than 16 hours after the FDR becomes unserviceable.</li> <li>(d) Not more than 24 hours have elapsed since the FDR became unserviceable.</li> <li>(e) The aircraft may not depart from its maintenance base with the FDR unserviceable.</li> <li>(f) The Cockpit Voice Recorder must be operating normally.</li> </ul>
-50-1	Master WARNING Lights	2	1	* One may be inoperative provided master warning aural alert and all discrete warning lights operate normally.
-50-2	Master CAUTION Lights	2	1	* One may be inoperative provided master caution aural alert and all discrete caution lights operate normally.
-50-3	Alarm Cancel Switches	2	1	* One may be inoperative.

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<b><u>31 INDICATING/RECORDING SYSTEMS (Cont...)</u></b>				
-51-1	Multiple Alarm Panel Lights	-	-	<p>* Up to three individual amber caution lights may be inoperative provided:</p> <p>(a) Both master caution lights associated with the malfunctioning light operate normally.</p> <p>(b) All discrete lights and aural alert associated with the malfunctioning light operate normally.</p> <p>Individual lights not required if associated system is inoperative.</p>
-52-1	ALARM LT Switch			
	Test Function	1	0	*(M) Test function may be inoperative provided individual alarm lights are confirmed to operate normally once each flight day.
	Dimmer Function	1	0	* May be inoperative.
-53-1	Aural Warning Unit	1	1	<p>* One channel may be inoperative.</p> <p>The aircraft may continue the flight or series of flights, but shall not depart an airport where repairs or replacements can be made.</p>
-53-2	Aural Warning Exclusive Loud-Speakers	2	0	*(O) One or both may be inoperative provided pilots use headsets and/or operate SPKR pushbutton on audio control panels.

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<b><u>32 LANDING GEAR</u></b>				
-31-1 Landing Gear Control Lever Downlock System	1	0	*(M) May be inoperative in the latched position provided: (a) The downlock release mechanism functions normally. (b) The failure is in the latch itself.	
-42-1 Autobrake System (If Installed)	1	0	*(O) May be inoperative.	
-42-2 Anti-Skid System	2	0	*(O) One or both may be inoperative provided: (a) The aircraft is not operated on contaminated runways. (b) Operations are conducted in compliance with Flight Manual limitations and procedures, 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.	
-43-1 Emergency/Parking Brake Lights	-	0	*(M) or (O) Any or all may be inoperative provided the parking brake valve operates normally.	
-43-2 Emergency/Parking Brake LOW PRESS Light	1	0	*(M) or (O) May be inoperative provided accumulator charge is normal prior to departure.	
-43-3 Brake Line Pressure Lights (INBOARD and OUTBOARD)	4	0	*(M) or (O) Any or all may be inoperative provided brakes operate normally.	

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<b><u>32 LANDING GEAR (Cont...)</u></b>			
-50-1 Nosewheel Steering System	1	0	*(M)(O) May be inoperative provided: (a) The system is deactivated. (b) The anti-skid system operates normally. (c) The use of a rolling take-off technique is recommended.
-50-2 Nosewheel Steering Disengage Pushbuttons	2	1	*(O) The copilot's disengage pushbutton may be inoperative provided all other steering functions operate normally.
-60-1 Gear Position Indicating Systems	2	1	* System B lights may be inoperative provided: (a) All system A lights operate normally. (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	1	*(M) System A lights may be inoperative provided: (a) All system B lights operate normally. (b) Only the system A indication system is affected. (c) The aircraft may continue the flight or series of flights, but shall not depart an airport where repairs or replacements can be made.

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<b><u>33 LIGHTS</u></b>			
-11-1 Flight Deck and Instrument Lighting Systems	- 0		<p>* As required by Air Navigation Legislation. May be inoperative for daylight operations only.</p> <p>OR</p> <p>* As required by Air Navigation Legislation. Individual lights may be inoperative provided remaining lights are:</p> <ul style="list-style-type: none"> <li>(a) Sufficient to clearly illuminate all instruments and switches.</li> <li>(b) Positioned so that direct rays are shielded from flight crew member's eyes.</li> <li>(c) Of controllable intensity, unless it is proven that this feature is unnecessary, and</li> <li>(d) Flight deck emergency lighting is verified operative.</li> </ul>
-20-1 Cabin Interior Lighting	- -		<p>* As required by Air Navigation Legislation. Individual lights may be inoperative provided:</p> <ul style="list-style-type: none"> <li>(a) Lighting is adequate for the cabin crew to perform their required duties.</li> <li>(b) Cabin emergency lighting is verified operative.</li> </ul> <p><u>NOTE</u> Cabin emergency lighting does not include floor proximity lights.</p>
-22-1 Passenger Notice System (NO SMOKING/FASTEN SEAT BELT/RETURN TO CABIN) Signs	- -		<p>*(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 and placarded - "DO NOT OCCUPY".</p> <p>OR</p> <p>(Cont...)</p>

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<b><u>33 LIGHTS (Cont...)</u></b>			
22-1 Passenger Notice System ("NO SMOKING/FASTEN SEAT BELT/RETURN TO CABIN") Signs (Cont...)	-	0	<p>*(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:</p> <p>(a) The PA System operates normally and can clearly be heard throughout the cabin during flight, and</p> <p>(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.</p>
-30-1 Compartment Lights (Nose/Tail, Cargo and Lavatory)	-	0	* Any or all may be inoperative for daylight operations.
	-	0	* Any or all may be inoperative for night operations provided persons entering the lavatory are provided with and use a hand held torch whilst occupying the lavatory.
-41-1 Taxi Lights	2	0	* May be inoperative.
-42-1 Landing Lights	2	0	* One or both may be inoperative for daylight operations.
	2	1	<p>OR</p> <p>* One may be inoperative for night operations provided:</p> <p>(a) A taxi light is installed and operates normally,</p> <p>(b) It is not reasonably practical to repair or replace before departure, and</p> <p>(c) The aircraft may continue the flight or series of flights not to exceed one flight day, prior to the completion of replacements or repairs.</p>

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<b><u>33 LIGHTS (Cont...)</u></b>				
-44-1 Navigation Lights	3	3	* May be inoperative for daylight operations.  <u>NOTE</u> Aircraft equipped with dual lamp navigation lights, in any position, may be despatched with one of the duplicated lamps inoperative.	
-45-1 Wing/Tail Anti-Collision Lights (Strobe Lights) (If Installed and Approved)	3	-	* Any or all may be inoperative provided one rotating anti-collision beacon is operative.	
	3	0	* May be inoperative for daylight operations only provided the light(s) is repaired at the earliest practicable opportunity.	
-45-2 Rotating Beacons (Anti-Collision Lights)				
(1) Daylight Operations	-	0	* As required by Air Navigation Legislation. Any or all may be inoperative provided the light(s) is repaired at the earliest practicable opportunity.	
(2) Night Operations	2	-	* As required by Air Navigation Legislation. One must be operative and a high intensity strobe light system must be installed and operative.  <u>NOTE</u> Daylight operations with unserviceable anti-collision lights are limited to flights within the UK FIR only.	
-46-1 Wing Illumination Lights	2	0	* One or both may be inoperative for daylight operations.	
	2	1	* One may be inoperative for night operations.	
	2	0	*(O) Both 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)	2	0	* All may be inoperative provided an ice detector is installed and is operating normally.	

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<b><u>33 LIGHTS (Cont...)</u></b>				
-48-1 Logo Lights	2	0		* May be inoperative.
-50-1 Emergency Lighting System (Battery-Powered)	1	1		* Exterior lights may be inoperative for daylight operations only.
-51-1 Floor Proximity Escape Path Marking System	1	1		* Specific lights may be inoperative in accordance with arrangements approved by the Authority for a particular lighting configuration.



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<b><u>34 NAVIGATION</u></b>				
-12-1 Vertical Speed Indicators	2	1	* As required by Air Navigation Legislation.  For Cat II Operations With Collins APS-65B And EFIS-86B Installed*	
*12-1 Vertical Speed Indicators	2	2	Must be operative.	
-12-2 True Airspeed Computer	1	0	* May be inoperative.	
-12-3 Altimeter	-	2	* As required by Air Navigation Legislation.	
-13-1 Altitude Alert System	1	0	* As required by Air Navigation Legislation. May be inoperative provided:  (a) Autopilot altitude select mode is not used.  (b) The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.	
-19-1 Air Data Sensor	-	2	* Only the Air Data Sensor dedicated to the Flight Data Recorder System, the Ground Proximity Warning System and the Long Range Navigation System may be inoperative.  In the event of malfunction or failure the aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.	
-21-1 Attitude and Heading Reference Systems (AHRS)	2	2	* One attitude function or heading function may be inoperative for day VMC flight only.  The aircraft may continue the flight or series of flights, but shall not depart an airport where repairs or replacements can be made.	

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<b><u>34 NAVIGATION (Cont...)</u></b>				
				For Cat II Operations With Collins APS-65B And EFIS-86B Installed*
*21-1	Attitude and Heading Reference Systems (AHRS)	2	2	Must be operative.
-22-1	EADI/ADI	2	2	One EADI/ADI in normal mode required at each pilot station. For IMC and night VMC flight, each must operate independently from a separate source.
		2	1	*(O) One may be inoperative for day VMC flight only, provided the standby attitude indicator operates normally and is used as a substitute.  The aircraft may continue the flight or series of flights, but shall not depart an airport where repairs or replacements can be made.  For Cat II Operations With Collins APS-65B And EFIS-86B Installed*
*22-1	EADI	2	2	Must be operative.
-22-2	EHSI/HSI	2	1	*(O) One EHSI/HSI may be inoperative for day VMC flight only provided one stabilised heading indication at each pilots station operates normally.
		2	1	OR *(O) One EHSI may be inoperative provided MFD operates normally.

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<b><u>34 NAVIGATION (Cont...)</u></b>				
				For Cat II Operations With Collins APS-65B And EFIS-86B Installed*
*22-2 EHSI	2	2		Must be operative.
-23-1 EFIS Display Processor Unit (DPU)	2	1		*(O) One may be inoperative provided the MPU operates normally.
				For Cat II Operations With Collins APS-65B And EFIS-86B Installed*
*23-1 EFIS Display Processor Unit (DPU)	2	2		Must be operative.
-23-2 Multifunction Processor Unit (MPU) (If Installed)	1	0		* May be inoperative provided both DPU's operate normally.
-23-3 Multifunction Display (MFD) (If Installed)	1	0		* May be inoperative.
-24-1 Standby Horizon Indicator	1	0		* May be inoperative for day VMC flight only.
				The aircraft may continue the flight or series of flights, but shall not depart an airport where repairs or replacements can be made.

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<b><u>34 NAVIGATION (Cont...)</u></b>			
-25-1 Standby Magnetic Compass	1	0	<p>* May be inoperative provided:</p> <p>(a) At least two independent stabilised compass systems are installed and operating normally, and</p> <p>(b) The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.</p> <p>The aircraft may continue the flight or series of flights, but shall not depart an airport where repairs or replacements can be made.</p>
-27-1 Turn and Slip Indicator	2	1	* As required by Air Navigation Legislation. One may be inoperative.
-30-1 Microwave Landing System (If Installed)	-	-	* As required by Air Navigation Legislation.
-41-1 Weather Radar System	1	0	<p>*(O) As required by Air Navigation Legislation. Required when flying for the purposes for public transport, except that a flight may commence if the system is unserviceable such that:</p> <p>(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</p> <p>(Cont...)</p>

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<b><u>34 NAVIGATION (Cont...)</u></b>			
-41-1 Weather Radar System (Cont...)			(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.
-42-1 Radio Altimeters	-	-	May be inoperative provided other systems/facilities are not dependent upon its availability.  For Cat II Operations With Collins APS-65B And EFIS-86B Installed*
*42-1 Radio Altimeters	-	2	Must be operative.
-50-1 Long Range Navigation System (If Installed)	-	-	* As required by Air Navigation Legislation.
-51-1 DME Systems	-	-	* As required by Air Navigation Legislation.
-52-1 ATC Transponder	-	-	* As required by Air Navigation Legislation.
-53-1 ADF Systems	-	-	* As required by Air Navigation Legislation.
-53-2 Radio Magnetic Indicators	2	-	*(O) As required by Air Navigation Legislation.  One or both may be inoperative provided the adjacent EHSI/HSI operates normally.

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<b><u>34 NAVIGATION (Cont...)</u></b>				
-55-1 VOR/ILS Systems	2	-	-	* As required by Air Navigation Legislation.  For Cat II Operations With Collins APS-65B And EFIS-86B Installed*
*55-1 VOR/ILS Systems	2	2	2	Must be operative.
-56-1 Marker Beacon System	-	-	-	* As required by Air Navigation Legislation.  For Cat II Operations With Collins APS-65B And EFIS-86B Installed*
*56-1 Marker Beacon System	2	2	2	Must be operative.

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<b><u>35 OXYGEN</u></b>			
-10-1 Crew Oxygen System	1	-	*(O) As required by Air Navigation Legislation.
-10-2 Crew Oxygen Pressure Indicator	1	0	*(M) May be inoperative provided an approved procedure is used to ensure that the oxygen supply is at or above the minimum requirements for the flight.
-10-3 CREW OXY Low Pressure Warning Light (Crew Oxygen)	1	0	*(O) May be inoperative provided the flight deck pressure indicator operates normally and is monitored at altitudes above 25,000 feet.
-20-1 Passenger Oxygen System	1	0	*(O) As required by Air Navigation Legislation. May be inoperative provided: <ul style="list-style-type: none"> <li>(a) Flight is not conducted where the minimum enroute altitude is above 12,000 feet MSL,</li> <li>(b) Both air conditioning packs operate normally,</li> <li>(c) All other components of the pressurisation system operate normally,</li> <li>(d) Maximum flight altitude does not exceed FL 250,</li> <li>(e) Portable oxygen units containing sufficient oxygen for 30 minutes endurance are provided for 10% of the passengers,</li> <li>(f) Passengers are appropriately briefed, and</li> <li>(g) The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.</li> </ul>

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<b><u>35 OXYGEN (Cont...)</u></b>			
-20-2 Passenger 'Drop Out' Oxygen Masks and Stowages	-	-	The automatic presentation system may be inoperative provided:  (a) The manual deployment system operates normally, and  (b) The flight is limited to FL300 or below.
	-	-	*(M) or (O) One or more passenger service units (PSUs) may be inoperative without flight altitude restriction provided:  (a) Affected seats are blocked and placarded to prevent occupancy, and  (b) Units operate normally for all usable and toilet compartment and flight attendant locations, and  (c) Total number of operative masks exceeds the number of passengers on board
-30-1 Crew Portable Oxygen Set	1	-	* As required by Air Navigation Legislation.
-30-2 Cabin Attendants Portable Oxygen Set	1	-	* As required by Air Navigation Legislation.



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<b><u>36 PNEUMATIC</u></b>				
-10-1 Crossbleed Valve	1	0	*(M) May be inoperative provided valve is secured closed.	
-21-1 Engine Bleed DUCT LEAK Lights	2	1	*(O) One may be inoperative provided: (a) Crossbleed valve remains closed. (b) Associated engine bleed Shut-off valve remains closed.	
-21-2 APU Bleed DUCT LEAK Light	1	0	*(O) May be inoperative for single right air conditioning pack operations provided: (a) APU bleed Shut-off, crossbleed and left engine bleed valves remain closed. (b) Flight is conducted at or below FL250. (c) Both recirculation fans operate normally.	
	1	0	*(O)(M) May be inoperative for twin air conditioning pack operation provided: (a) APU bleed Shut-off valve is verified closed. (b) APU bleed check valve is verified to operate normally and is closed prior to take-off.	

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<b><u>49 AUXILIARY POWER UNIT</u></b>				
-00-1	Auxiliary Power Unit (If Installed)	1	0	* May be inoperative provided procedures are not dependent upon its use.
-50-1	Fuel LOW PRESS Light	1	0	* May be inoperative.
-52-1	APU Bleed Air System	1	0	*(O) May be inoperative provided the APU bleed shut-off valve is selected to and remains in the closed position.
-72-1	RPM Indication System	1	1	*(M) or (O) Indicator function only may be inoperative provided: (a) EGT indicator is monitored during start sequence. (b) The Electronic Control Unit and overspeed protection system operates normally.
-73-1	Hour Meter	1	0	*(M) or (O) May be inoperative provided alternate means are established and used to accomplish the hourmeter function.
-90-1	Oil LOW PRESS Light	1	1	* May be inoperative provided APU is restricted for ground operation only.
-90-2	Oil HIGH TEMP Light	1	0	* May be inoperative provided APU is restricted for ground operation only.
-90-3	Maintenance Indication System	1	0	* May be inoperative.

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<b><u>52 DOORS</u></b>				
-50-1	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 open.  (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.
	(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 at which repairs or replacements can be made.
-70-1	Forward, Cargo and Service Doors Warning Lights	3	0	*(M)(O) May be inoperative provided:  (a) All doors and hatches are confirmed by visual inspection to be closed and locked immediately prior to each departure,  (b) Red "DOORS" light is deactivated,  (c) Master warning system operates normally,  (d) 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, and  (e) Aircraft may continue the flight or series of flights but shall not depart an airport at which repairs or replacements can be carried out.
-71-1	Forward Door Hydraulic Actuation System	1	0	* May be inoperative.

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<b><u>56</u>    <u>WINDOWS</u></b>			
-10-1    Cockpit Windshields	2	2	<p>(M) (O) (if appropriate) Outer glass ply on one forward windshield panel may be cracked provided:</p> <p>(a)    Visibility throughout the affected windshield is acceptable to the flight crew, and vision is not impaired on the remaining windshield.</p> <p>(b)    Crack is restricted to the outer glass with no loose pieces.</p> <p>(c)    Windshield outer glass is inspected for condition prior to each departure,</p> <p>          AND</p> <p>          any or all of the following conditions that may be appropriate are observed:</p> <p>(d)    The aircraft is not operated into known or forecast icing conditions.</p> <p>(e)    Windscreen heat selected OFF and circuit breaker pulled and collared.</p> <p>(f)    If cracks affect windscreen wiper operation adopt conditions associated with an inoperative wiper.</p> <p>(g)    Flight Manual Limitations are observed.</p>

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<b><u>61 PROPELLERS</u></b>				
-20-1 BETA Lights	2	0		*(O) One or both may be inoperative provided the secondary low pitch stop operates normally.
-24-1 Synchrophaser	1	0		*(M)(O) May be inoperative provided the system is deactivated.

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<b><u>73 ENGINE FUEL AND CONTROL</u></b>				
-22-1	Electronic Engine Controls (EEC)	2	2	Must be operative.
-23-1	HMU Enrich Solenoid Valves	2	2	Must be operative.
-31-1	Fuel Flow Indicators	2	1	*(O) One may be inoperative provided:  (a) Associated NH, torque and T6 indicators operate normally.  (b) Both fuel tank quantity indicators and the fuel totaliser operate normally.
-31-2	Fuel Totaliser Indicator	1	0	*(M) May be inoperative provided:  (a) Both fuel flow indicators and the fuel quantity indicators operate normally.  (b) Fuel quantity in all tanks is confirmed by an approved procedure prior to each departure.
-32-1	Fuel LOW PRESS Lights	2	1	*(M)(O) One may be inoperative provided one associated electric pump is switched on for the duration of the flight. The aircraft may continue the flight or series of flights, but shall not depart an airport where repairs or replacements can be made.
-33-1	Fuel FILTER Lights	2	1	*(O) One may be inoperative provided associated fuel LOW TEMP light and fuel flow indicator operate normally and are continuously monitored by the crew.
-34-1	Fuel LOW TEMP Lights	2	0	*(O) One or both may be inoperative provided:  (a) Associated fuel flow indicator and fuel FILTER light operate normally.  OR  (b) OAT is - 5°C or higher during the flight.

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<b><u>75 BLEED AIR</u></b>			
-32-1 High Stage Bleed Valve Control Systems	2	1	*(M)(O) One valve may be inoperative in the open position provided:
			(a) Engine bleed Shut-off valve is secured closed.
			(b) Crossbleed valve operates normally.
	2	0	*(M)(O) One or both valves may be inoperative closed.
-32-2 Engine Bleed Shut-off Valves	2	1	*(M)(O) One may be inoperative provided the valve is secured closed.
	2	0	*(M)(O) Both may be inoperative provided:
			(a) Valves are secured closed.
			(b) Flight is conducted in an approved unpressurised configuration.
			(c) Both outflow valves are secured open by an approved procedure.

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<b><u>77 ENGINE INDICATING</u></b>				
-11-1	Torque Indicators	2	2	* Either the pointer or the counter may be inoperative in each indicator.
-12-1	NP Indicators	2	2	* Either the pointer or the counter may be inoperative in each indicator.
-12-2	NH Indicators	2	2	* Either the pointer or the counter may be inoperative in each indicator.
	(PW 118 engined aircraft)			
	(PW 118A engined aircraft)			* Only the pointer may be inoperative in each indicator.
-12-3	NOT USED			
-20-1	T6 Indicators	2	2	* Either the pointer or the counter may be inoperative in each indicator.

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<b><u>79 OIL</u></b>			
-32-1 Low OIL PRESS Alarm Lights	2	1	<p>*(O) One may be inoperative provided:</p> <p>(a) Associated oil pressure indicator and the discrete aural warning operate normally.</p> <p><u>NOTE</u> If one aural warning channel is inoperative, the oil pressure indicator must be monitored throughout the flight.</p> <p>(b) Oil quantity is confirmed to be adequate prior to departure.</p>
-33-1 Chip Detection Systems	2	0	<p>*(M) One or both may be inoperative provided a chip detector inspection on the affected system is made every 25 flight hours.</p>

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