

*Civil Aviation Authority*

**MASTER MINIMUM EQUIPMENT LIST**

**FOKKER F27 FRIENDSHIP**

**REVISION 2  
23 July 2004**

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# **Civil Aviation Authority**

MASTER MINIMUM EQUIPMENT LIST

FOKKER F27

23 July 2004

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.

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## REVISION RECORD

<b>Revision No.</b>	<b>Issue date</b>	<b>Incorporated by</b>	<b>Date</b>
Original	16 September 1991		
Revision 1	21 February 1992		
Revision 2	23 July 2004		

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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 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.

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#### **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 interrelated 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. 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 5 by the words:-

"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".

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

11. This MMEL is based upon UK legislation and some of the alleviations it provides may not therefore necessarily comply with foreign legislation.
12. Where entries specify the use of (O) and/or (M) procedures, the information contained in the procedures issued by Fokker in line with the CAA-NL MMEL have been taken as the minimum required.
13. The CAA MMELs and Supplements are produced in conjunction with a base document, generally either the MMEL issued/approved by a Foreign Airworthiness Authority or the aircraft manufacturer at a specific quoted revision number and date. There may be occasions whereby the CAA MMEL or Supplement has not been updated to consider later revisions of the base document. This could lead to instances where there are alleviations in the base MMEL which have either been revised or deleted and are now more restrictive than the corresponding CAA MMEL or Supplement entry. Operators are invited to review all new base document MMEL revisions and where necessary advise the CAA MMEL section of any significantly more restrictive alleviations introduced by the revision. The CAA will then expedite review of these variations and, where required, issue amendments to the CAA MMEL or Supplement.

New or amended alleviations given in later issues of the base document shall not be used until the CAA MMEL or Supplement has been updated to confirm that issue of the base document is acceptable.

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### DEFINITIONS

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

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

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

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

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

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

#### Category A

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

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

#### Category B

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

#### Category C

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

#### Category D

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

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#### DEFINITIONS (Cont...)

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

4. "Number Installed" (Column 3): The number of the specified items normally installed in the aircraft. This number identifies the aircraft configuration considered in developing the MMEL.

Note: The operator's MEL should list the number installed in a particular aircraft.

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

6. "Remarks or Exceptions" (Column 5): This column includes a statement prohibiting operation or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation and appropriate notes.

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

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

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

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#### DEFINITIONS (Cont...)

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.

11. "(M)": The use of this symbol in Column 5 indicates that an appropriate maintenance procedure must be established, published and utilised prior to the first flight undertaken following discovery of the defect and, if necessary, repeated at specified intervals during operation under the terms of the (M)MEL to maintain the required level of safety.

Normally, these procedures are accomplished by maintenance personnel. However, other personnel may be qualified and authorised to perform certain functions.

Note: Where an item is annotated (O)/(M), the "/" is defined as "and/or", which shows that there may be different options available in respect of the MEL procedures.

12. "As required by Air Navigation Legislation / 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).

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.

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#### DEFINITIONS (Cont...)

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".
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 U.K. 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 perform a specified function, for example "RPM Indication System" would include the RPM Indicator, tachometer generator, circuit breaker and associated circuitry.

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#### DEFINITIONS (Cont...)

23. "Dispatch": The point at which an aircraft first moves under its own power for the purpose of commencing a flight.

Note: The definition above is in accordance with that given in Article 129(2)(a) of the ANO. The MEL applies to all defects that occur up to the point of dispatch, and comes into effect again when the aircraft next comes to rest at the end of its flight.

24. 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).

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.



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#### **DEFINITIONS (Cont...)**

27. This CAA document is based on the CAA-NL (RLD) MMEL, where modification status affects the eligibility of a number of entries. To ensure effectivity only applies to modified aircraft, applicable entries quote modification numbers in column 1.
28. Base documents used for the preparation of this MMEL are:
- (a) CAA-NL (RLD) approved Fokker F-27 MMEL dated 01 AUG 2001.
  - (b) CAA MMEL Policy as at 23 July 2004.
  - (c) CAA MMEL for Fokker F27, Revision 1, dated 21 February 1992.
  - (d) JAA Guidance Document for MEL Policy (TGL 26) dated 1 June 2004.
  - (e) JAR-MMEL/MEL dated 1 May 2000.

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## HIGHLIGHTS OF REVISION 2

### **General**

These highlights reflect the changes introduced by the CAA-NL (RLD) approved Fokker F-27 MMEL Revision dated 01 AUG 2001. Rectification Intervals introduced in accordance with JAR-MMEL/MEL.

### **Preamble**

Updated to reflect current CAA MMEL Policy. TR-G4 incorporated.

### **Definitions**

Updated to reflect current CAA MMEL Policy and to include definitions of Rectification Intervals. Base documents updated. TR-G4 and TR-5 incorporated.

### **21 Air Conditioning**

-40-2 Supplementary Heater                      New item.

### **22 Auto Flight**

-10-1 Autopilot System                              TR-6 incorporated.

-15-1 Autopilot System                              TR-6 incorporated.

-15-2 Autopilot / Yaw Damper Manual  
Disconnect    TR-6 incorporated.

-15-3 Yaw Damper                                      TR-6 incorporated.

-15-4 AP/YD Status Indications                      TR-6 incorporated. Nr installed changed from 8 to 7.

-15-5 COUPLE Switch                                      TR-6 incorporated. Note changed to refer to 34-20-9.

-15-6 AP Engage Indication                              TR-6 incorporated.

-15-7 YD Engage Indication                              TR-6 incorporated.

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

#### **23 Communications**

- 10-1 HF Communications Updated to reflect current CAA MMEL Policy.
- 10-2 SELCAL Updated to reflect current CAA MMEL Policy.
- 20-1 VHF Communications TR-5 and TR-6 incorporated.
- 30-1 Public Address System Rectification Interval changed to B category.
- 30-2 Megaphone Updated to reflect current CAA MMEL Policy.
- 40-1 Cabin Attendants' Interphone Updated to reflect current CAA MMEL Policy.
- 70-1 CVR TR-G4 and TR-5 incorporated.

#### **24 Electrical Power**

- 20-3 Inverters Rectification Interval changed to one flight for parts A(1), A(2) and B(2).
- 20-4 AC Voltmeter Rectification Interval changed to one flight.

#### **25 Equipment / Furnishings**

- 10-1 Flight Deck Crew Shoulder Harness Inertia Reels Updated to reflect current CAA MMEL Policy.
- 20-2 Cabin Attendant Seat Updated to reflect current CAA MMEL Policy.
- 61-2 ELT Updated to reflect current CAA MMEL Policy. TR-G4 and TR-5 incorporated.
- 61-5 Protective Breathing Equipment Combined previous entries for flight crew and cabin attendant's portable smoke protection equipment. Updated to reflect current CAA MMEL Policy.

#### **26 Fire Protection**

- 12-2 Lavatory Smoke Detection System Updated to reflect current CAA MMEL Policy.
- 22-1 Portable Fire Extinguishers Updated to reflect current CAA MMEL Policy.

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

##### **27 Flight Controls**

- 20-1 Rudder Pedal Adjustment                      Removed (O) procedure and editorial change in note.
- 50-1 Wing Flap Position Indicator                Clarified Rectification Interval of one flight day.

##### **28 Fuel**

- 20-1 Fuel Booster Pumps                            TR-4 incorporated.
- 42-1 Fuel Pressure Indicators                    TR-5 and TR-6 incorporated.
- 43-1 Fuel Quantity Indication System          Rectification Interval changed to one flight.
- 46-1 Fuel Low Pressure Warning Light          Editorial change in titles of parts (1) and (2).

##### **30 Ice and Rain Protection**

- 10-6 Electronic Timer                              Updated in line with CAA-NL MMEL, with addition of (O) procedure for manual operation.
- 10-7 TAIL DE-ICE LOW PRESS Light              TR-5 incorporated.
- 30-1 Pitot Heating Systems                        TR-G1 incorporated.
- 40-1 Windshield Wiper System                    Updated to reflect current CAA MMEL Policy.

##### **31 Indicating / Recording Systems**

- 20-1 Clocks    TR-6 incorporated.
- 30-1 FDR    TR-G4 and TR-5 incorporated.
- 30-3 QAR    TR-G5 incorporated.

##### **32 Landing Gear**

- 31-1 Landing Gear Selector Handle  
Anti-Retract Solenoid                            Updated in line with CAA-NL MMEL, with restriction of one flight.
- 40-2 Parking Brake                                   Updated to reflect current CAA MMEL Policy. Must be operative.
- 50-1 Nose Wheel Steering Control                Rectification Interval changed to one flight.

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

#### **33 Lights**

- 10-1 Flight Compartment and Instrument Lighting System Editorial change.
- 20-1 Passenger Notice System Updated to reflect current CAA MMEL Policy.
- 20-2 Cabin Interior Lighting System Updated to reflect current CAA MMEL Policy.
- 40-1 Navigation Lights TR-5 incorporated.
- 40-5 Anti-Collision Lights Updated to reflect current CAA MMEL Policy.
- 50-1 Floor Proximity Escape Path Marking System Updated to reflect current CAA MMEL Policy.

#### **34 Navigation**

- 10-3 Altitude Alert Title amended. Updated to reflect current CAA MMEL Policy.
- 10-4 Air Data Computer Updated to include relief for two ACAS ADCs installed.
- 10-6 Main Altimeters TR-1 incorporated.
- 10-7 Standby Altimeter TR-1 incorporated.
- 20-1 Standby Compass Rectification Interval changed to B category.
- 20-2 Attitude Indicators Rectification Interval changed to B category.
- 20-3 Standby Horizon TR-G1 incorporated.
- 20-4 Magnetic Gyro Compass System TR-G1 incorporated.
- 20-5 Turn and Bank Indicators TR-G1 incorporated.
- 20-7 Remote Datum Selector Updated to reflect current CAA MMEL Policy.
- 20-8 Vertical Gyros TR-G1 incorporated.
- 20-11 DME, VHF/NAV and ADF Deleted. Refer to 34-50-1, 34-50-2 and 34-50-3.

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

#### **34 Navigation**

- 30-1 Radio Altimeter System TR-6 incorporated, editorial changes made.
- 30-2 Marker Beacon Updated to reflect current CAA MMEL Policy.
- 40-1 GPWS TR-G4 incorporated.
- 40-3 ACAS II Updated to reflect current CAA MMEL Policy. Renumbered from –70-1 (TR-5).
- 40-4 ACAS Control Panels TR-5 and TR-6 incorporated, renumbered from –70-2.
- 50-1 DME Updated to reflect current CAA MMEL Policy.
- 50-2 VHF Navigation Updated to reflect current CAA MMEL Policy.
- 50-3 ADF Updated to reflect current CAA MMEL Policy.
- 50-4 ATC Transponder System Updated to reflect current CAA MMEL Policy.
- 60-1 Long Range Navigation System Updated to reflect current CAA MMEL Policy.

#### **52 Doors**

- 70-2 Flight Deck Door Locking Mechanism New entry.

#### **61 Propellers**

- 40-2 Cruise (Flight Safety) Lock Unlocked TR-5 and TR-6 incorporated. All aircraft now post mod SB F27/61-40.
- 40-3 Cruise (Flight Safety) Lock Unsafe Light TR-5 and TR-6 incorporated. All aircraft now post mod SB F27/61-40.

#### **74 Ignition**

- 00-1 Ignitors Rectification Interval changed to one flight.

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

#### **77 Engine Indicating**

- |       |                    |   |
|-------|--------------------|---|
| -11-1 | RPM Indicators     | Rectification Interval changed to one flight in first proviso. Added part (1) for digital indications, post SB F27/77-13. |
| -11-3 | Torque Meter Gauge | TR-7 incorporated. Added part (1) for digital indications, post SB F27/77-13.   |

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<b>21</b>	<b>AIR CONDITIONING</b>				
10-1	Cabin Blowers	C	2	1	<p>(O)(M) One blower may be inoperative for pressurised flight provided:</p> <p>(a) The spill valve of the inoperative blower is open,</p> <p>(b) Cabin altitude is limited to 10,000 ft or less,</p> <p>(c) Additional fuel reserves allow continuation in unpressurised condition in case of loss of pressurisation, and</p> <p>(d) Freedom of rotation of affected unit is verified prior to each departure.</p>
		C	2	0	<p>(O)(M) Both may be inoperative for unpressurised flight provided:</p> <p>(a) The ram air system is operative,</p> <p>(b) Both spill valves are open, and</p> <p>(c) Freedom of rotation of affected unit is verified prior to each departure.</p>
10-2	Spill Valves	C	2	1	<p>(O)(M) One may be inoperative for pressurised flight provided:</p> <p>(a) Inoperative spill valve is secured in the open position,</p> <p>(b) Cabin altitude is limited to 10,000ft,</p> <p>(c) Cabin pressure dump system operates normally, and</p> <p>(d) Additional fuel reserves allow continuation in unpressurised conditions in case of the loss of pressurisation.</p> <p>(cont.)</p>



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<b>21</b>	<b>AIR CONDITIONING (Cont...)</b>				
10-2	Spill Valves (cont.)	C	2	0	(O)(M) Both may be inoperative for unpressurised flight provided:  (a) The ram air system is operative, and  (b) Both spill valves are secured in the open position.
10-3	Blower Pressure Indication	C	2	1	(O) One may be inoperative provided the associated blower is verified to be operating normally prior to each departure.
		C	2	0	(O) Both may be inoperative provided the aircraft is operated unpressurised.
10-4	Spill Valve Indicator Lights	C	2	0	(O)/(M) One or both may be inoperative provided spill valve(s) is(are) verified to be operating normally prior to each departure.
20-1	Recirculation Fan (If installed)	C	1	0	May be inoperative.
21-1	Ground Blower (If installed)	C	1	0	May be inoperative.
30-1	Cabin Pressure Controller (Auto)	C	1	0	(O) May be inoperative provided manual control is operative.
30-2	Cabin Pressure Controller (Manual)	C	1	0	(O) May be inoperative provided aircraft is operated unpressurised.

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<b>21</b>	<b>AIR CONDITIONING (Cont...)</b>				
30-3	Cabin Altitude Caution Light	C	1	0	(O) May be inoperative provided:  (a) Cabin altitude indication operates normally, and  (b) Cabin differential pressure indication operates normally.
30-4	Cabin Altitude Indication	C	1	0	(O) May be inoperative provided:  (a) Cabin differential pressure gauge is operative,  (b) A chart is available to crew to convert differential pressure to cabin altitude, and  (c) Cabin altitude caution light is operative.
30-5	Cabin Differential Pressure Indication	C	1	0	(O) May be inoperative provided:  (a) Cabin altitude indication is operative, and  (b) A chart is provided to crew to convert cabin altitude to cabin differential pressure.
30-6	Cabin Rate of Climb Indicator	C	1	0	(O) May be inoperative provided:  (a) Automatic cabin pressure control is operative,  (b) Cabin differential pressure indicator is operative, and  (c) Cabin altitude indication operates normally.

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<b>21</b>	<b>AIR CONDITIONING (Cont...)</b>				
30-7	Dump Valves	C	2	1	(M) One may be inoperative provided all other pressure control systems and indications operate normally.
		C	2	0	(O) One or both may be inoperative provided: (a) The aircraft is operated unpressurised, and (b) Manual pressurisation control is selected to full DEPRESS.
30-8	Outflow Valves	C	2	0	(O)(M) Cabin pressure control function of both valves may be inoperative provided: (a) The aircraft is operated unpressurised, and (b) Dump function is operative.
30-9	Outflow Valve Cover	-	1	1	Must be operative and correctly installed.
40-1	Cockpit Heater	C	1	0	(M) May be inoperative.
40-2	Supplementary Heater (If installed)	D	1	0	(M) May be inoperative.
51-1	Radio Rack Ventilation Cooling Fan	C	1	0	(O) May be inoperative provided: (a) The upper and lower access panels of the radio rack are opened in the small panel configuration; and the upper panel only in the 2 panel configuration to provide air circulation, and (b) Systems not in use are switched off.

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<b>21</b>	<b>AIR CONDITIONING (Cont...)</b>				
60-1	Cabin Temperature Control "AUTO"	C	1	0	(O) May be inoperative provided:  (a) Manual temperature control is operative,  (b) Both spill valves are operative, and  (c) Temperature control selector switch is selected "OFF".
60-2	Manual Cabin Temperature	C	1	0	(M) May be inoperative provided both spill valves operate normally.
61-1	Cabin Temperature Indicator (If installed)	C	1	0	May be inoperative.
61-2	Duct Temperature Indicating System (If installed)	C	1	0	May be inoperative.
62-1	Choke By-pass Valve Indicating Systems (If installed)	C	2	0	Both may be inoperative.

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<b>22</b>	<b>AUTO FLIGHT</b>				
10-1	Autopilot System (All, Except SPZ-600, If installed)	D	1	0	May be inoperative. Any channel which operates normally may be used.
15-1	Autopilot System (SPZ-600, If installed)	D	1	0	May be inoperative for CAT I operations. At least one channel in each axis must be operative for CAT II operations.
15-2	Autopilot / Yaw Damper Manual Disconnect	D	2	1	One may be inoperative provided the autopilot is not used below 1500 ft AGL.
		D	2	0	Both may be inoperative provided the autopilot / yaw damper is not used.
15-3	Yaw Damper	D	1	0	May be inoperative.
15-4	AP/YD Status Indications	D	7	0	Any or all may be inoperative provided the autopilot is not used.
15-5	COUPLE Switch	D	1	0	May be inoperative provided the selected side is illuminated.  <u>Note:</u> For other Flight Mode Panel selections refer to item 34-20-9.
15-6	AP Engage Indication	D	1	0	May be inoperative provided the autopilot is not used.
15-7	YD Engage Indication	D	1	0	May be inoperative.

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<b>23</b>	<b>COMMUNICATIONS</b>				
10-1	HF Communications (If installed)	D	-	-	As required by Operating Requirements. Any in excess of those required may be inoperative.
10-2	SELCAL (If installed)	C	1	0	(O) May be inoperative provided flight crew monitor appropriate radio frequency.
		D	1	0	May be inoperative provided procedures do not require its use.
20-1	VHF Communications (Transmitter and Receivers)	D	2	-	As required by Operating Requirements. Any in excess of those required may be inoperative.
30-1	Public Address System	B	1	0	(O) May be inoperative provided: (a) Cabin interphone system is operative, (b) Chime system is operative, and (c) Alternate normal and emergency procedures are established and utilised.
30-2	Megaphone (If installed)	D	-	1	Any in excess of the minimum of one required may be inoperative or missing provided the inoperative megaphone(s) is removed from the passenger cabin.
40-1	Cabin Attendants' Interphone	C	1	0	(O) May be inoperative provided: (a) PA system is operative, and (b) Alternate normal and emergency procedures are established and utilised.



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<b>23</b>	<b>COMMUNICATIONS (Cont...)</b>				
50-1	Flight Deck Speakers (If installed)	C	2	0	One or both may be inoperative provided:  (a) Procedures are not dependent on their use, and  (b) Each crew member has an operative headset.
51-1	Flight Deck Interphone System	-	1	1	Required for all crew members on flight deck duty.
70-1	Cockpit Voice Recorder (CVR)	-	-	-	As required by Operating Requirements.

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<b>24</b>	<b>ELECTRICAL POWER</b>				
20-1	Alternators	C	2	1	One may be inoperative provided:  (a) The aircraft is not operated in known or forecast icing conditions,  (b) IAS is limited to 180 kt when operating below 10,000 ft and indicated OAT is below 18°C, and  (c) Alternator is switched OFF.
20-2	Alternator Over-voltage Protection System	C	2	0	Both may be inoperative provided ammeter and voltmeter (if installed) readings are monitored during flight.
20-3	Inverters				
	<b>A. Rotary Inverters</b>				
	(1) MAIN	A	2	1	One may be inoperative for one flight in VMC provided:  (a) The failed inverter is switched off, and  (b) Conditions associated with inoperative weather radar and autopilot are applied.
	(2) ESSENTIAL (Emergency)	A	1	0	May be inoperative for one flight in VMC provided both main inverters are operative.
	<b>B. Static Inverters</b>				
	(1) MAIN	C	3	2	One may be inoperative provided the remaining Main Inverters are verified to power the main AC buses.
	(2) ESSENTIAL (Emergency)	A	1	0	May be inoperative for one flight in VMC.

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<b>24</b>	<b>ELECTRICAL POWER (Cont...)</b>				
20-4	AC Voltmeter (Inverters)	A	1	0	(M) May be inoperative for one flight provided:  (a) AC bus indicator lights are operative, and  (b) Maintenance procedures verify inverter output voltage is normal once each flight day.
20-5	Frequency Meter (If installed)	C	1	0	May be inoperative.
20-6	AC Voltmeters (Alternator) (If installed)	C	2	0	One or both may be inoperative provided the associated over-voltage protection is operative.
20-7	Alternator Failure Warnings	C	2	0	(O) One or both may be inoperative provided the associated ammeter(s) and voltmeter(s) (if installed) are monitored.
20-8	Alternator Under-voltage Earth Leak Detectors (If installed)	C	2	0	One or both may be inoperative.
20-9	Static Inverters (Lighting) (If installed)	C	2	0	Both may be inoperative for flight in daylight conditions.
24-14	Bus Annunciators on OHP (If installed)	C	-	0	May be inoperative.
24-15	Power Fail Indicators on MIP (If installed)	C	2	1	One may be inoperative.
30-1	DC Generators	-	2	2	Both must be operative.

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<b>24</b>	<b>ELECTRICAL POWER (Cont...)</b>				
30-2	DC Ammeters	C	2	1	One may be inoperative provided both generator inoperative caution lights operate normally.
30-3	DC Generator Inoperative Caution Lights	C	2	0	Both may be inoperative provided the associated ammeters are monitored.

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<b>25</b>	<b>EQUIPMENT/FURNISHINGS</b>				
10-1	Flight Deck Crew Shoulder Harness Inertia Reels	A	2	0	(M) One or both 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.  (b) Repairs or replacements are carried out within 3 calendar days.
10-2	Flight Deck Observer Seat and Harness	C	1	0	May be inoperative provided the seat is not required and is correctly stowed.
20-1	Cabin Attendant Seat Shoulder Harness	D	-	-	(M) (O) As required by Operating Requirements. Any in excess of those required may be inoperative.  <u>Note:</u> A seat with a defective harness is considered to be inoperative and shall be placarded to prohibit occupancy.
20-2	Cabin Attendant Seat	D	-	-	(M) (O) Any cabin attendant seat in excess of those required to be occupied may be inoperative.
		B	-	-	(M) (O) One required cabin attendant seat may be inoperative provided:  (a) The inoperative seat is not occupied,  (b) The cabin crew member displaced by the inoperative seat occupies the passenger aisle seat nearest to the inoperative crew seat,  (c) Alternate procedures are established and approved for the displaced cabin crew member,  (d) Folding type seat is stowed or secured in the retracted position,
(cont..)					

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25 EQUIPMENT/FURNISHINGS		(5) Remarks or Exceptions			
20-2	Cabin Attendant Seat (cont.)			<p>(e) The passenger seat assigned to the cabin crew member is placarded "FOR CABIN CREW USE ONLY", and</p> <p>(f) If the aircraft is subject to direct view requirements, direct view of the passenger cabin by the cabin crew must not be impaired.</p> <p><u>Note 1:</u> A seat with an inoperative or missing seat belt or harness is considered inoperative.</p> <p><u>Note 2:</u> This requirement does not preclude the use of passenger seats by cabin crew members carried in excess of the required cabin crew complement.</p> <p><u>Note 3:</u> A fully automatic seat that will not stow automatically or remain stowed is considered to be inoperative and shall be secured in the retracted position or removed. An exception should only be made where the cabin layout is such that emergency egress is not in any way compromised by a seat in the deployed position.</p>	
20-3	Passenger Seat Belts	D	-	-	Any or all may be missing or inoperative provided the affected seat(s) is not used and is placarded to prevent occupancy.
20-4	Window Shades	D	-	0	Any or all may be inoperative.
20-5	Overhead Stowage Bin (If installed)	D	-	-	(M) Bin closed latch may be inoperative provided bin is not used for stowage and lid is secured in the closed position or removed.
61-1	Flotation Devices (Lifejackets and Liferrafts)	D	-	-	As required by Operating Requirements. Any in excess of those required may be inoperative or missing.

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<b>25</b>	<b>EQUIPMENT/FURNISHINGS (Cont...)</b>				
61-2	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.
61-3	First Aid Kit	D	-	-	As required by Operating Requirements. Any in excess of those required may be inoperative or missing.
61-4	Torches	D	-	-	May be inoperative or missing provided cabin crew member assigned to affected position has an operative torch readily available.
61-5	Protective Breathing Equipment (PBE)	D	-	-	(M) Any in excess of those required may be inoperative or missing provided the inoperative PBE is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit.



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<b>26</b>	<b>FIRE PROTECTION</b>				
10-1	HPC Handle Warning Lights (If installed)	C	2	0	(O) One or both may be inoperative provided the corresponding fire warning light on the glare shield is operative.
10-2	Alarm Bell	-	1	1	Must be operative.
12-1	Cargo Compartment Smoke Detection (If installed)	D	2	0	One or both may be inoperative provided the affected cargo compartment is not used.
12-2	Lavatory Smoke Detection System	C	-	-	(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 closed and placarded, and  (d) Lavatory is not used for any other purpose.
		B	-	-	(O) May be inoperative provided:  (a) Lavatory fire extinguishers are fitted and checked to be operative on a daily basis, and  (b) The lavatory compartment is checked at 20 (twenty) minute intervals for evidence of fire and smoke.
22-1	Portable Fire Extinguishers	-	-	-	As required by Operating Requirements.
22-2	Lavatory Fire Extinguishing System	C	1	0	(M) May be inoperative.

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<b>27</b>	<b>FLIGHT CONTROLS</b>				
10-1	Aileron Trim System	-	1	1	Must be operative.
10-2	Aileron Trim Position Indicator	C	1	0	May be inoperative provided position of trim tab (RH wing – outboard tab) is checked to be in neutral position prior to each departure.
20-1	Rudder Pedal Adjustment	C	2	-	(M) Either or both may be inoperative provided rudder pedals are adjusted and locked by an approved means to suit the requirements of an individual crew member.  <u>Note:</u> The maintenance (M) procedure associated with this MMEL item should include any necessary checks to ensure the continued proper functioning of the brake pedal facility and duplicate inspection.
50-1	Wing Flap Position Indicator				
	(1) Passenger Aircraft	A	1	0	May be inoperative for one flight day provided:  (a) Flap position markings are incorporated on the inboard side of engine nacelles,  (b) Alternate procedures are developed and utilised to use a crew member as an observer to verify selected flap positions,  (c) Flaps are verified to be operating normally through their full range of movement prior to each departure, and  (d) Flap setting is obtained early in the landing procedure to avoid crew distraction during the critical phase.
	(2) Freighter Aircraft	-	1	1	Must be operative.

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<b>28</b>	<b>FUEL</b>				
20-1	Fuel Booster Pumps	-	4	4	Must be operative.
20-2	Fuel Heaters				Refer to 73-10-1.
20-3	Fuel Transfer (If Inboard Tank System is Installed)	C	2	0	(O) Transfer from one or both may be inoperative provided:  (a) The applicable inboard tank(s) is not used,  (b) The fuel in the affected tank(s) is considered unusable, and  (c) The fuel in the affected tank(s) is considered payload.
20-4	Auto Fuel Transfer	C	2	0	One or both may be inoperative provided on the inoperative side(s):  (a) The fuel quantity indication system is operative, and  (b) Manual fuel transfer is verified to be operative.
22-1	Pressure Refuelling	C	1	0	May be inoperative.  <u>Note:</u> Over wing refuelling of inboard tank is not possible.
42-1	Fuel Pressure Indicators (If installed)	D	2	0	(M) May be inoperative provided:  (a) All fuel low pressure warning lights are operative, and  (b) All fuel boost pumps operate normally.

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<b>28</b>	<b>FUEL (Cont...)</b>				
43-1	Fuel Quantity Indication System	A	2	1	<p>One may be inoperative for one flight provided:</p> <p>(a) Fuel quantity is verified prior to each departure by the magnetic fuel level indicator,</p> <p>(b) Both fuel flow indicating systems are operative, and</p> <p>(c) Both fuel consumed indicators operate normally.</p>
43-2	Fuel Quantity Indication Inboard Tank (If installed)	C	2	1	<p>(O) One may be inoperative provided:</p> <p>(a) Inboard fuel quantity is verified by the magnetic fuel level indicator prior to each departure, and</p> <p>(b) Auto fuel transfer is used.</p>
		C	2	0	<p>Both may be inoperative provided:</p> <p>(a) The inboard tank(s) is not used,</p> <p>(b) The fuel in the inboard tank(s) is considered unusable, and</p> <p>(c) The fuel in the inboard tank(s) is considered payload.</p>
45-1	Fuel Filter Caution Light				Refer to 73-10-2.

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<b>28</b>	<b>FUEL (Cont...)</b>				
46-1	Fuel Low Pressure Warning Light				
(1)	Four lights installed	C	4	2	(O) One per collector tank may be inoperative provided during cruise the pump with the operative light shall always be on.
(2)	Two lights installed	C	2	1	(M)(O) One may be inoperative provided:  (a) The associated pressure gauge is operative,  (b) All booster pumps are operating throughout the duration of the flight, and  (c) Cross feed is open.



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<b>30 ICE AND RAIN PROTECTION</b>				
10-1 Airfoil Pneumatic De-icing System	C	1	0	(O) May be inoperative provided the aircraft is not operated in known or forecast icing conditions.
10-3 Suction System	-	2	2	Both must be operative.
10-4 Suction Gauge	-	1	1	Must be operative.
10-5 Pressure Gauge	C	1	0	(O) May be inoperative provided:  (a) Satisfactory operation of the de-icing system is visually verified prior to each departure, and  (b) Both wing ice inspection lights are operative.
	C	1	0	May be inoperative provided the aircraft is not operated into known or forecast icing conditions.
10-6 Electronic Timer	C	1	0	(O) May be inoperative provided manual operation is operative and used.
-10-7 TAIL DE-ICE LOW PRESS Light (if installed)	C	1	0	(M) / (O) May be inoperative or may be continuously ON after activation of the system provided operation of the automatic and manual de-icing boot sections is visually verified if the flight is to be conducted into known or forecast icing conditions.
30-1 Pitot Heating Systems	B	2	1	(O) Pilot's or co-pilot's heater may be inoperative for day VMC provided operations are not conducted in known or forecast icing conditions.  <u>Note:</u> If LH heater light is on, pull and collar the circuit breaker and leave switch ON for anti-icing of the stall warning transducer.
30-2 Vane Heating	C	1	0	May be inoperative provided the aircraft is not operated in known or forecast icing conditions.

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<b>30 ICE AND RAIN PROTECTION (Cont...)</b>				
40-1 Windshield Wiper System	C	1	1	¾, ½ and low speeds may be inoperative.
	C	1	0	(O) May be inoperative provided the aircraft is not operated in precipitation within arrival or departure areas, and approach minima do not require their use.
41-1 Windshield Heating	C	2	0	(O) One or both may be inoperative provided:  (a) Ambient flight temperature is above +18°C,  (b) Corresponding circuit breaker is pulled and collared, and  (c) Associated window demisting operates normally.
	C	2	0	(O) One or both may be inoperative provided:  (a) IAS is limited to 180 kts when operating below 10,000 ft,  (b) The aircraft is not operated in known or forecast icing conditions, and  (c) Associated window demisting operates normally.
42-1 Windshield Wash System (If installed)	D	1	0	May be inoperative.
43-1 Windshield and Direct Vision Window De-misting	C	2	0	One or both may be inoperative.
60-1 Power Unit De-icing	C	2	0	(O) Both may be inoperative provided the aircraft is not operated in known or forecast icing conditions.

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<b>31</b>	<b>INDICATING/RECORDING SYSTEMS</b>				
20-1	Clocks	D	-	0	(O) May be inoperative provided an accurate timepiece is available on the flight deck indicating the time in hours, minutes and seconds.
30-1	Flight Data Recorder (FDR) System	-	-	-	As required by Operating Requirements.
30-2	Fatigue Meter (If installed)	C	1	0	May be inoperative.
30-3	Quick Access Recorders (QAR)	A	-	-	May be inoperative subject to arrangements approved by the Authority.
<p><u>Note:</u> Any alleviation and corresponding rectification interval will be dependent on the usage requirements of the QAR for individual operators, and will be subject to approval by the Authority.</p>					

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<b>32</b>	<b>LANDING GEAR</b>				
31-1	Landing Gear Selector Handle Anti-Retracton Solenoid	A	1	0	(O) May be inoperative for one flight provided:  (a) The failure is caused by a solenoid failure and not by a defective LH shock strut micro switch, and  (b) The override switch knob on the landing gear handle is not reset.
33-1	Main Gear Uplock Latch	-	2	2	Both must be operative.
33-2	Nose Gear Uplock Latch	-	1	1	Must be operative.
40-1	Maxaret Units	C	4	0	(O)(M) One or more may be inoperative provided:  (a) Required runway length is increased in accordance with Flight Manual performance information, and  (b) Inoperative units are disengaged in accordance with maintenance manual procedures.  <u>Note:</u> Use Flight Manual braking technique as if all maxaret units are unavailable.
40-2	Parking Brake	-	1	1	Must be operative.

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<b>32</b>	<b>LANDING GEAR (Cont...)</b>				
50-1	Nose Wheel Steering Control	A	1	0	(M) May be inoperative for one flight provided: (a) Nose wheel steering switch is selected "OFF", (b) Take-off distance is increased by 10%, and (c) Maximum crosswind is limited to 10 knots.
60-1	Landing Gear Signalling				
	(1) Main Gear	-	2	2	Both must be operative.
	(2) Nose Gear	C	-	1	For aircraft with independent nose gear green lights, one system may be inoperative.

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<b>33</b>	<b>LIGHTS</b>				
10-1	Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided:  (a) Remaining lights are sufficient to clearly illuminate all instruments and switches, and  (b) Flight deck emergency lighting is verified operative.
10-2	Master Dim System	C	1	0	May be inoperative. The bright position must be available for daylight operations.
20-1	Passenger Notice System (No Smoking – Fasten Seat Belt Signs)	C	-	-	(M) No seat or lavatory may be occupied from which a passenger cannot see a readily legible sign. Any such seat or lavatory must be blocked and placarded “DO NOT OCCUPY”.
		C	-	0	(O) All signs may be inoperative provided:  (a) PA System is operative and can be clearly heard throughout the cabin during the flight, and  (b) Alternate procedures are established and utilised for display of a no-smoking sign (when required) and for notifying passengers when seat belts must be worn.
20-2	Cabin Interior Lighting System	C	-	-	Individual lights may be inoperative provided:  (a) Lighting is adequate for the cabin crew to perform their required duties, and  (b) Cabin emergency lighting is verified operative.  <u>Note:</u> Cabin emergency lighting does not include floor proximity lighting.
		C	1	1	May be inoperative provided passengers are not carried.



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<b>33 LIGHTS (Cont...)</b>				
40-1 Navigation Lights	C	3	0	Any or all may be inoperative for daylight operations only.
(1) Dual Light Bulb Assembly (if installed)	D	3	3	One bulb in each light assembly may be inoperative.
40-2 Landing Lights	C	2	0	One or both may be inoperative for daylight operations only.
40-3 Taxi Light	C	1	0	May be inoperative.
40-4 Ice Inspection Lights (If installed)	C	2	0	One or both may be inoperative for daylight operations.
	C	2	1	One may be inoperative for night operations.
	C	2	0	(O) Both may be inoperative for night operations provided an alternate means is available and utilised to adequately illuminate ice accretion on another outside surface visible from the flight deck.
40-5 Anti-collision Lights				
(1) Day Operations	C	2	0	One or both may be inoperative provided the light(s) is repaired or replaced at the earliest practicable opportunity.
(2) Night Operations	C	2	1	One may be inoperative provided a high intensity or strobe light system is installed and operates normally, and the light is repaired or replaced at the earliest practicable opportunity.
				<u>Note:</u> 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.
40-6 High Intensity Recognition Lights (If installed)	D	-	0	Any or all may be inoperative.

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<b>33</b>	<b>LIGHTS (Cont...)</b>				
40-7	Logo Lights (If installed)	D	2	0	One or both may be inoperative.
50-1	Floor Proximity Escape Path Marking System	A	1	1	Specific lights may be inoperative in accordance with arrangements approved by the Authority for a particular configuration. If the equipment becomes unserviceable, the aircraft may continue to fly in accordance with arrangements approved by the Authority.
50-2	Emergency Lighting System (Interior)	C	1	1	One ceiling lamp and one exit sign may be inoperative provided the floor proximity escape path marking in the affected area is operative.

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<b>34</b>	<b>NAVIGATION</b>				
10-1	OAT Indicating System	-	1	1	Must be operative.
10-2	Overspeed Warning System (If installed)	C	1	0	May be inoperative.
10-3	Altitude Alert (If installed)	B	-	0	May be inoperative provided it is not reasonably practicable to repair or replace before the commencement of flight.
10-4	Air Data Computer (If installed)	A	1	0	May be inoperative provided MMEL conditions (including rectification interval) for inoperative altitude alert and GPWS are applied – refer to 34-10-3 and 34-40-1.
	(1) ACAS Air Data Computers	A	2	1	<u>Note:</u> Autopilot ALT, VS and IAS are not available. One may be inoperative provided MMEL conditions (including rectification interval) for inoperative ACAS are applied – refer to 34-40-3.
10-5	Normal Static System	-	2	2	Both must be operative.
10-6	Main Altimeters	B	2	1	One may be inoperative provided:  (a) The remaining main altimeter operates normally (static selector valve in the NORM position), and  (b) A standby altimeter is installed and operative.
10-7	Standby Altimeter (Mod No. FAS-N276) (If installed)	B	1	0	May be inoperative provided both main altimeters operate normally (static selector valve in the NORM position).
20-1	Standby Compass	B	1	0	May be inoperative provided at least two slaved gyro compass systems are operative.

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<b>34</b>	<b>NAVIGATION (Cont...)</b>				
20-2	Attitude Indicators	B	2	1	One may be inoperative provided:  (a) Flight is conducted in day VMC conditions only, and  (b) A standby horizon is installed and operates normally.
20-3	Standby Horizon (If installed)	B	1	0	May be inoperative provided:  (a) Flight is conducted in day VMC conditions only, and  (b) Both main attitude indicators are operative.
20-4	Magnetic Gyro Compass System (Stabilised)	B	2	1	One system may be inoperative for day VMC only provided:  (a) At least one compass heading is available on each pilot's instrument panel, and  (b) Standby compass is operative.
20-5	Turn and Bank Indicators (If installed)	C	2	1	One indicator may be inoperative provided a standby horizon is installed and operative.
		B	2	1	One indicator may be inoperative for day VMC provided both main attitude indicator systems are operative.
		B	2	0	May be inoperative provided three independent attitude indicators are operative.
20-6	Flight Director (If installed)	C	-	-	May be inoperative provided approach minima does not require its use.
20-7	Remote Datum Selector (If installed)	D	-	-	Any in excess of those required may be inoperative.

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<b>34</b>	<b>NAVIGATION (Cont...)</b>				
20-8	Vertical Gyros (If installed)	C	2	1	One may be inoperative provided flight is conducted in day VMC conditions.
20-9	Flight Mode Panel Selections (If installed)	C	-	-	May be inoperative for Cat I operations.  <u>Note 1:</u> Refer to Flight Manual for Cat II Operation Limitations.  <u>Note 2:</u> For AP selections refer to Chapter 22.
20-10	Compass Heading Indications (Includes Heading Function of Compass Indicator, Course Indicator, HSI, RMI etc.)	C	-	-	May be inoperative provided:  (a) Independent compass heading is available on both pilots' instrument panels, and  (b) Standby compass operates normally.
30-1	Radio Altimeter System (If installed)	A	1	0	May be inoperative provided:  (a) The MMEL conditions (including rectification interval) associated with an inoperative GPWS are applied (refer to 34-40-1), and  (b) Weather minima and operational procedures are not dependent on its use.  <u>Note:</u> If the loss of the radio altimeter prohibits normal operation of the ACAS, the dispatch deviation and rectification interval for an inoperative ACAS must be observed – refer to 34-40-3.
30-2	Marker Beacon	D	-	-	As required by Operating Requirements. Any in excess of those required may be inoperative.

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<b>34</b>	<b>NAVIGATION (Cont...)</b>				
30-3	Flight Guidance Caution System (If installed)	C	-	0	May be inoperative provided weather minima or operational procedures are not dependent upon its use (i.e. no CAT II approaches). Refer to Flight Manual.
40-1	Ground Proximity Warning System (including TAWS)	-	-	-	As required by Operating Requirements.
40-2	Weather Radar System	A	1	0	(O) As required by Operating Requirements. Required when flying for purposes of public transport, except that a flight may commence if the system is unserviceable:  (a) Such that the weather radar display is provided to only one pilot, so long as the aircraft is flying only to the place at which it first becomes reasonably practicable for the set to be repaired; or  (b) When the weather report or forecasts available to the commander of the aircraft indicate that cumulonimbus 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.

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<b>34</b>	<b>NAVIGATION (Cont...)</b>			
40-3	Airborne Collision and Avoidance System (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	- 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.
	(3) Resolution Advisory (RA) Display System	C	- 1	(O) One may be inoperative on the non-flying pilot side.
		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	C	- 0	(O) May be inoperative provided all installed RA display and audio functions are operative.
40-4	ACAS Control Panels	D	- 1	Any in excess of those required may be inoperative provided the functionality of the remaining panel is not affected.
50-1	DME	D	- -	As required by Operating Requirements. Any in excess of those required may be inoperative.



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<b>34</b>	<b>NAVIGATION (Cont...)</b>				
50-2	VHF Navigation (VOR / ILS)	D	-	-	As required by Operating Requirements. Any in excess of those required may be inoperative.
50-3	ADF	D	-	-	As required by Operating Requirements. Any in excess of those required may be inoperative.
50-4	ATC Transponder System	D	-	-	As required by Operating Requirements. Any in excess of those required may be inoperative.
60-1	Long Range Navigation System	D	-	-	As required by Operating Requirements. Any in excess of those required may be inoperative.

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<b>35</b>	<b>OXYGEN</b>				
11-1	Crew Oxygen System	-	-	-	As required by Air Navigation Legislation.
31-1	Portable Oxygen Dispensing Units	-	-	-	As required by Air Navigation Legislation.

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<b>36</b>	<b>PNEUMATICS</b>				
10-1	Compressors	C	2	1	(M) One may be inoperative provided:  (a) Compressor warning light operates normally on the serviceable compressor, and  (b) Flight Manual limitations are observed.
20-1	Compressor Warning Lights	C	2	1	(M) One may be inoperative provided associated engine is ground-run at 12,000 RPM to verify compressor delivery once each flight day.
		C	2	1	One may be inoperative provided the associated compressor is considered inoperative (refer to 36-10-1).

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<b>52</b>	<b>DOORS</b>				
10-1	Passenger Door Locking Mechanism	-	1	1	Must be operative.
11-1	Paratroop Door Locking Mechanism	-	1	1	Must be operative.
12-1	Crew-Cargo Door Locking Mechanism (Aircraft Without Large Cargo Door)	-	1	1	Must be operative.
20-1	Emergency Exit Door Locking Mechanism	-	1	1	Must be operative.
31-1	Large Cargo Door Locking Hooks	-	5	5	All must be operative.
31-2	Crew Door Lock Pins (In Large Cargo Door)	-	5	5	All must be operative.
70-1	Door Unlocked Caution Light	C	1	0	(O) May be inoperative provided a visual check is made to verify that doors are closed and locked prior to each departure.
70-2	Flight Deck Door Locking Mechanism	-	-	-	As required by Operating Requirements.

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<b>56</b>	<b>WINDOWS</b>			
11-1	Windshields			Refer to Configuration Deviation List in Flight Manual Operating Limitations Section.
11-2	Sliding Windows			Refer to Configuration Deviation List in Flight Manual Operating Limitations Section.
11-3	Clear Vision Windows			Refer to Configuration Deviation List in Flight Manual Operating Limitations Section.
21-1	Cabin Windows			Refer to Configuration Deviation List in Flight Manual Operating Limitations Section.



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<b>61</b>	<b>PROPELLERS</b>				
40-1	Flight Fine Unlocked Lights (20 deg)	-	2	2	Both must be operative.
40-2	Cruise (Flight Safety) Lock Unlocked Indicator Lights (32 deg) and Systems	D	2	0	May be inoperative.
40-3	Cruise (Flight Safety) Lock Unsafe Light	D	2	0	May be inoperative.
40-4	Ground Fine Pitch Warning Horn	C	1	0	(O) May be inoperative provided ground fine pitch is selected after touchdown AND prior to 55 kts IAS.

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<b>73</b>	<b>ENGINE FUEL AND CONTROL</b>				
10-1	Fuel Heaters	C	2	0	(O)(M) One or both may be inoperative provided: <ul style="list-style-type: none"> <li>(a) The OAT is above +5°C for the duration of the flight, and</li> <li>(b) The hot air gate valve is verified to be in the closed position, and the associated circuit breaker is pulled and collared.</li> </ul>
10-2	Fuel Filter Caution Lights	C	2	1	(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>(a) Fuel heater of affected engine is switched to ON for climb, cruise and descent at OAT below 5°C, observing Flight Manual limitations, and</li> <li>(b) Associated fuel pressure gauge operates normally.</li> </ul>
13-1	Fuel Flow Indications	C	2	1	One may be inoperative provided all RPM, TGT and fuel quantity indicating systems are operative.  <u>Note:</u> The fuel-consumed indication may be affected.
13-2	Fuel-consumed Indications	C	2	0	Both may be inoperative provided the fuel quantity indicating system is operative.

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<b>73</b>	<b>ENGINE FUEL AND CONTROL (Cont...)</b>			
30-1	Fuel Datum Indicator Systems	C	2	1
		(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>(a) Take-off and landing are conducted at temperature and altitude conditions which are suitable for 100% fuel datum position,</li> <li>(b) DRY take-off power is in accordance with normal procedures, and</li> <li>(c) WET take-off is not permitted.</li> </ul> <p><u>Note:</u> For aircraft equipped with RR Dart Mk 536-7, 536-7R, 536-7P, 535-7 and 535-7R engines, the fuel trimmer indicator must be operative.</p>		

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		(3) Number installed			
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		(5) Remarks or Exceptions			
<b>74</b>	<b>IGNITION</b>				
00-1	Ignitors	A	4	2	One per engine may be inoperative for one flight.
00-2	Ignition Lights	C	2	0	(O) One or both may be inoperative provided the starter master switch is switched to SAFE when engine has reached self sustaining speed.

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<b>76</b>	<b>ENGINE CONTROLS</b>				
13-1	RPM Synchronizer	C	1	0	(O) May be inoperative.



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<b>77</b>	<b>ENGINE INDICATING</b>				
11-1	RPM Indicators	A	2	1	One RPM indicator may be inoperative for one flight.
	(1) Post SB F27/77-13	C	2	2	Digital indication(s) may be inoperative provided both analogue indications operate normally.
11-2	Synchroscope	C	1	0	May be inoperative provided both RPM indicators operate normally.
11-3	Torque Meter Gauge	A	2	1	One torque meter gauge may be inoperative for one ferry flight to an airport where repairs or replacements can be made, provided all other engine indicating systems are serviceable e.g. RPM, TGT, fuel flow.
	(1) Post SB F27/77-13	C	2	2	<u>Note:</u> Only dry performance may be used for take-off with a 2,000 kg increment added to the aircraft weight for RTOW calculations.
					Digital indication(s) may be inoperative provided both analogue indications operate normally.

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		(5) Remarks or Exceptions			
<b>79</b>	<b>OIL</b>				
31-1	Oil Temperature Indicators	C	2	1	One may be inoperative provided:  (a) Associated oil pressure and torque pressure indicators are monitored, and  (b) Operations are restricted to DRY power operation in accordance with Flight Manual limitations.
32-1	Engine Low Oil Pressure Warning Lights	C	2	1	(O) One may be inoperative provided the associated oil pressure indicator operates normally and is monitored.

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		(5) Remarks or Exceptions		
<b>80</b>	<b>STARTING</b>			
10-1	Starter Light (Amber)	C	-	0
				(O) May be inoperative provided the starter master switch is selected to SAFE when engine has reached self sustaining speed.

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		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
<b>82</b>	<b>WATER INJECTION</b>				
20-1	Water / Methanol Pumps	C	2	0	(O) Both pumps may be inoperative provided performance requirements are met with DRY power.
		C	2	1	(O)(M) One pump may be inoperative provided: <ul style="list-style-type: none"> <li>(a) The water / methanol crossfeed system is operative,</li> <li>(b) The quantity of water / methanol in the tank with the operative pump is not less than the total quantity required for take-off and landing, and</li> <li>(c) The anticipated air temperature for take-off is not above the temperature at which one pump can supply both engines as specified in Note 2 from the performance requirements for "REQUIRED QUANTITY of WATER / METHANOL WET TAKE-OFF".</li> </ul>
40-1	Water / Methanol Quantity Indicators (If installed)				
	(1) DRY Take-off	C	2	0	Both may be inoperative provided: <ul style="list-style-type: none"> <li>(a) Water / methanol is not used, and</li> <li>(b) Flight Manual decrements for DRY operations are applied.</li> </ul>
	(2) WET Take-off	C	2	0	(M) Both may be inoperative provided water / methanol quantity is verified prior to each departure by an approved means.
40-2	Water / Methanol Pressure Lights	C	2	1	(O) One may be inoperative provided it is verified that WET power is indicated on the torque meter on the inoperative side with the associated water / methanol pump switched ON.
		C	2	0	(O) Both may be inoperative for DRY power operations.



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