

# 14 CFR Part 91 Operations

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Part A

#### HQ CONTROL DATE EFFECTIVE DATE AMENDMENT NUMBER

001 Issuance and Applicability	07/14/2011	08/01/2017	0
004 Summary of Authorizations	08/31/2004	08/01/2017	3



## 14 CFR Part 91 Operations

# Waiver or Letter of Authorization Issuance and Applicability

1. These documents are issued to U S DEPARTMENT OF THE INTERIOR, whose principal base of operation is located at:

Primary Business Address: 300 E. Mallard Drive Ste 200 Boise, Idaho 83706-3991 Mailing Address: 300 E. Mallard Drive Ste 200 Boise, Idaho 83706-3991

2. A change in the aircraft base of operations location constitutes an administrative change only to this Letter of Authorization (LOA) A001 and would not require nor preclude a new inspection.

a. The existing authorizations, deviations, waivers, etc., are still valid and not intended to be reissued due to a change in the operator's base of operations.

b. If the operator relocates its principal base of operations (address) listed in subparagraph 1 above, it must notify, in writing, the losing Flight Standards District Office (FSDO) of its new location and mailing address within 30 calendar days following relocation and, advise the losing FSDO of the receiving FSDO where the operator proposes to do business.

3. The attached waivers, authorizations, and/or deviations are effective as of the "Date Approval is Effective" listed in each authorizing document, and those issued without an expiration date shall remain in effect as long as the party listed in subparagraph 1 above continues to meet all appropriate Parts of the CFR or until any of the following:

- a. It is voluntarily surrendered by the operator,
- b. The operator ceases to be the operator of the aircraft listed in the applicable authorization,
- c. It is surrendered or revoked for cause by the FAA,
- d. The person signing the authorizing document relinquishes responsibility,
- e. The aircraft changes ownership and should be removed from the authorizing document,

f. An aircraft or listed equipment is no longer used for that operation and should be removed from the authorization,

- g. An aircraft or other equipment needs to be added to the existing authorizing document,
- h. An aircraft listed on the authorization changes nationality numbers,

i. An aircraft listed on the authorization is issued an experimental, special airworthiness certificate for research and development (R&D) or changes projects associated with an experimental, special airworthiness certificate for the purpose of R&D.



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4. If the Responsible Person as the signee changes for an authorization, the Responsible Person or the operator should notify the issuing office of the change within 30 days and request an updated LOA.

HQ Control: 07/14/2011

HQ Revision:

020

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



Digitally signed by Rudy Rossi, Principal Operations Inspector (NM11) [1] EFFECTIVE DATE: 8/1/2017, [2] AMENDMENT #: 0 DATE: 2017.08.01 16:14:05 -05:00

I hereby accept and receive this Waiver or Authorization.

8/25/17

CRAIG, WALKER, Responsible Person-MMEL Date



# 14 CFR Part 91 Operations

# **Letter of Authorization**

**Summary of Authorizations** 

The operator, in accordance with the reference documents, is authorized and the second s	orized to:
Operate aircraft using MMEL as an MEL. Conduct restricted category civil aircraft operations by a Certificate of Wa accordance with 14 CFR Section 91.313(e) "Restricted category civil airc Operating Limitations" for a specific period of time.	Reference Paragraphs D095 aiver in traft: J551
HQ Control: 08/31/2004	HQ Revision: 000
This Waiver or Authorization is Issued by the Federal Aviation Ad approved by direction of the Administrator. Digitally signed by Rudy Rossi, Principal Operations Inspector (N [1] EFFECTIVE DATE: 8/1/2017, [2] AMENDMENT #: 3 DATE: 2017.08.01 16:04:48 -05:00	iministration and
I hereby accept and receive this Waiver or Authorization.	
CRAIG, WALKER, Responsible Person-MMEL Date	



095 MMEL Used as an MEL

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## 14 CFR Part 91 Operations

# Letter of Authorization <u>MMEL Used as an MEL</u>

1. This Letter of Authorization (LOA) is issued under the provisions of 14 CFR Section 91.213 (a)(2) and authorizes the operator listed at the bottom of this document *only* (herein referred to as *operator*) to operate the aircraft listed in Table 1 below under the master minimum equipment list (MMEL), using it as a minimum equipment list (MEL).

Aircraft Serial Number	Aircraft Registration Number	Aircraft M/M/S
100-007	N708	Kodiak-100-100
100-019	N736	Kodiak-100-100
100-021	N710	Kodiak-100-100
100-023	N769	Kodiak-100-100
100-029	N700FW	Kodiak-100-100
100-033	N758	Kodiak-100-100
100-035	N702	Kodiak-100-100
100-036	N723	Kodiak-100-100
1725	N612BR	BELL-206-B
190	N190PE	PC-12/45
33207	N412PP	BHT-412-412
36219	N22PP	BHT-412-EP
36316	N11PP	BHT-412-EP
423	N49SJ	DHC-6-300
4372	N206RW	BELL-206-B3
4704	N351FW	AS-350-B2
51051	N33PP	BELL-206-L3
51139	N626	BELL-206-L3
BB-1238	N162GC	BE-200-200
BB-1378	N618	BE-200-200

2. This LOA and the MMEL with the procedures document constitute a supplemental type certificate for the aircraft and must be carried on board the aircraft as prescribed by Section 91.213 (a)(2), and are considered the approved MEL.

3. Operations must be conducted in accordance with the MMEL and the procedures document.

4. The operator must develop Operations and Maintenance (O and M) procedures that correspond with those listed in the MMEL.

a. Operations and maintenance (O and M) procedures for the accomplishment of rendering items of equipment inoperative must be developed by the operator.

b. Those procedures should be developed from guidance provided in the manufacturer's aircraft



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Federal Avlation

flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications and other appropriate sources.

c. Such operations or maintenance procedures must be accomplished in accordance with the provisions and requirement of Title 14 Part 91, Part 145, or Part 43, as appropriate.

5. The operator must also list the "as required by FAR" by specific part and section of the applicable regulations or state the operational requirements/limitations for dispatch.

a. These items must be contained in a document separate from the MMEL and must accompany the MMEL, preamble and this LOA.

b. They must all be on board the aircraft anytime it is operated.

6. A means of recording discrepancies and corrective actions must be in the aircraft at all times and available to the pilot-in-command.

a. Failure to perform O and M procedures in accordance with Part 91, Part 145 or Part 43, as appropriate, or to comply with the provisions of the MMEL, preamble, O and M procedures and other related documents, is contrary to the regulations and invalidates this LOA.

b. All MMEL items that contain the statement "as required by FAR" must either state the regulation by part and section (i.e., 14 CFR Section 91.213) with the appropriate CFR carried aboard the aircraft, or the operational requirements/limitations required for dispatch must be clearly stated.

c. When the MMEL is revised by the Flight Operations Evaluation Board (FOEB), the operator must obtain a copy of the revision from this Flight Standards District Office (FSDO), or the FSDO having jurisdiction, and incorporate any changes as soon as practicable including O's and M's as required. Revised MMEL's may also be obtained by downloading them from the Internet at fsims.faa.gov.

7. Equipment installed on this aircraft (other than Nonessential Equipment and Furnishings (NEF) such as galley equipment and passenger entertainment devices) that are in excess of what is required, and are not listed on the MMEL, must be operational for dispatch unless a request is made to this FSDO (or subsequent FSDO that has jurisdiction) to seek relief from the FOEB, through a revision to the MMEL, at the earliest opportunity for the FOEB to convene.

a. If MMEL relief is sought, this FSDO (or subsequent FSDO) must be notified within 10 calendar days (including weekends and holidays) following installation. The operator may then conduct operations with the equipment inoperative for dispatch provided it is disabled, or rendered inoperative, in accordance with all applicable regulations.

b. It is the responsibility of the operator to endeavor to determine if O and/or M procedures must be developed for disabling, rendering inoperative or removal of the equipment. If so, any procedures that are developed must comply with all applicable regulations. If MMEL relief is not sought, the FSDO need not be notified following installation of the equipment.

8. Should the operator relocate its principal base of operations (address), it must notify, in writing, the losing FSDO advising them of the receiving FSDO that will have jurisdiction within 30 calendar days following relocation.



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9. This LOA is issued without an expiration date and will remain valid until:

- a. Voluntarily surrendered by the operator, or
- b. The operator ceases to be the operator of the aircraft listed in Table 1 of this LOA, or
- c. It is surrendered or revoked for cause by the FAA, or
- d. The person signing this document relinquishes responsibility, or
- e. The aircraft changes ownership and should be removed, or
- f. An aircraft is no longer used for that operation and should be removed, or
- g. An aircraft needs to be added to the existing LOA, or
- h. An aircraft changes registration number.

10. <u>Responsible Person</u>. The Responsible Person for crew operations may be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen or holds a U.S. pilot certificate and accepts responsibility for complying with the stated regulations by signing this document.

a. If the Responsible Person signing this LOA relinquishes responsibility, this LOA becomes invalid.

b. Enter the name, email address, and telephone number in Table 2 of the Responsible Person signing this LOA :

Table 2 – Responsible Person			
Name Email Address Telephone			
CRAIG, WALKER	walker_craig@ios.doi.gov	208-433-5077	

HQ Control: 07/26/2013

HQ Revision: 02c



# 14 CFR Part 91 Operations

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



Digitally signed by Rudy Rossi, Principal Operations Inspector (NM11) [1] EFFECTIVE DATE: 8/1/2017, [2] AMENDMENT #: 2 DATE: 2017.08.01 16:05:34 -05:00

I hereby accept and receive this Waiver or Authorization.

n<u>08/25/17</u>

Date

CRAIG, WALKER, Responsible Person-MMEL



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Part J

	HQ CONTROL	EFFECTIVE	AMENDMENT
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551 Restricted Category Civil Aircraft Operating Limitations	12/05/2016	04/27/2017	0



# 14 CFR Part 91 Operations

# **Certificate of Waiver** <u>Restricted Category Civil Aircraft Operating Limitations</u>

1. The operator, U S DEPARTMENT OF THE INTERIOR, is granted a Certificate of Waiver (CoW) from the provisions of 14 CFR Part 91, § 91.313(e), Restricted Category Civil Aircraft: Operating Limitations. This document constitutes the same authority and is issued in lieu of FAA Form 7711-1 for Restricted Category Operations.

(a) This CoW does not waive any state law or local ordinance. Should the proposed operations conflict with any state law or local ordinance or require permission of local authorities or property owners, it is the operator's responsibility to resolve the matter.

(b) No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard provisions contained in this certificate, and such other requirements of the 14 CFR not specifically waived by this CoW.

2. <u>Aircraft</u>. The Operator is authorized to use the following approved aircraft.

Registration Number	Serial Number	Aircraft Make/Model/Series	Special Purpose(s)
N49SJ	423	DHC-6-300	Forest and wildlife conservation

#### Table 1-Restricted Category Civil Aircraft Authorized

3. <u>Operating Limitations</u>. All aircraft type certificated (TC) in the restricted category must be operated in compliance with the limitations prescribed in § 91.313, the operating limitations printed on the reverse side of FAA Form 8130-7, Special Airworthiness Certificate, and any other additional operating limitations issued by the FAA for the special purpose(s) involved.

NOTE: This CoW does not waive the operating limitations listed above.

4. <u>Geographic Area of Operations</u>. The operator is authorized to conduct operations in the following geographic area(s):

The 48 Contiguous United States and the District of Columbia

5. <u>Standard Provisions</u>. The operator is responsible for compliance with the following provisions:

(a) A copy of the application (FAA Form 7711-2) made for this CoW shall be attached to, carried with, and become a part hereof.

(b) The Special Airworthiness Certificate Operating Limitations must be complied with and become a part hereof.

(c) A copy or facsimile of this CoW shall be carried on board each authorized aircraft or



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Administration readily accessible near the pilot's operating station when operating under the provisions of this CoW.

(d) The aircraft listed in Table 1 must be maintained in accordance with all applicable sections of the CFR and the Operating Limitations issued by the FAA.

(e) This CoW shall be presented for inspection upon request of any authorized representative of the FAA, or any State or municipal official charged with the duty of enforcing local laws or regulations.

(f) The holder of this CoW shall be responsible for the strict observance of the terms and provisions contained herein.

(g) This CoW is not transferable.

(h) Failure to comply with this CoW and the standard provisions may constitute justification for cancellation of the CoW.

(i) Operators are responsible to insure that all pilots are knowledgeable in restricted category operations and the provisions of this CoW.

6. <u>Responsible Person</u>. This CoW is considered invalid until signed by the person responsible for flight operations listed in Table 2. The name, telephone number or email address, street address (not a post office box), city, State, and ZIP code for the person responsible for flight operations is listed in Table 2 below. The responsible person certifies that the operator and pilot-in-command (PIC) will comply with all standard provisions contained in the CoW.

#### Table 2-Reponsible Person

Name	Telephone# / E-mail	Address	City	State	Zip
Parsons, David	208-387-5185	3383 Development Way	Boise	Idaho	83705

7. <u>Effective Date and Expiration</u>. This CoW shall expire 24 calendar-months from the effective date and is subject to cancellation at any time upon notice by the Administrator or his or her authorized representative. The operator may request renewal of this CoW by submitting a new application at least 45 calendar-days prior to the expiration date to the Flight Standards District Office (FSDO) having jurisdiction over the area where the applicant's principal business office is located.

HQ Control: 12/05/2016

HQ Revision: 00a



U.S. Department of Transportation

Federal Aviation Administration

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This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



Digitally signed by Rudy Rossi, Principal Operations Inspector (NM11) [1] EFFECTIVE DATE: 4/27/2017, [2] AMENDMENT #: 0 DATE: 2017.04.27 10:42:08 -05:00

I hereby accept and receive this Waiver or Authorization.

Bell, Don, Responsible Person - 91J

Date

9/27/17



# **TWIN OTTER DHC-6-300**

N49SJ SN: 423

# MASTER MINIMUM EQUIPMENT LIST PROCEDURES GUIDE 14 CFR 91

"This MEL procedures document is only applicable to 14 CFR part 91 operations, and may not be used for operations conducted under parts 91K, 121, 125, 129, or 135."

> Brian Green Fleet Maintenance Specialist

300 East Mallard Drive, Suite 200 Boise, ID 83706

> Telephone: 208-433-5082 FAX: 208-433-5007 brian\_green@ios.doi.gov

> > Revision: Original Date: 07-15-2017 FAA MMEL: Rev. 14 Date: 03-25-2015



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#### **DEFINITIONS REV. 21**

- 1. <u>Administrative Control Item (ACI)</u>. An ACI is listed by the aircraft operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required APU cold-soak, or in-flight verification starts. An ACI may be added to an aircraft operator's MEL by approval of the POI provided no relief is granted, or provided conditions and limitations are contained in an approved document (e.g., Structural Repair Manual (SRM) or Airworthiness Directive (AD)). If relief other than that granted by an approved document is sought for an ACI, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an ACI.
- 2. <u>ATA System Page.</u> The ATA system page is divided into four (4) columns and contains: item and repair category; number installed; number required for dispatch; and remarks or exceptions. Standard ATA categories are used. Items are numbered sequentially.
  - A. <u>Item.</u> This column depicts the equipment, system, component, or function listed in the "Item" column.
  - B. <u>Repair Category.</u> See definition #24.
  - C. <u>Number Installed</u>. This column depicts the number (quantity) of instrument and equipment items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components) a number is not required and the "-" symbol is used.
  - **D.** <u>Number Required for Dispatch</u>. This column depicts the minimum number (quantity) of instrument and equipment items required for operation provided the conditions specified in the "Remarks or Exceptions" column are met. Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.
  - E. <u>Remarks or Exceptions.</u> This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
  - **F.** <u>**Provisos.**</u> Provisos are indicated by a number or a lower case letter in "Remarks or Exceptions". Provisos are conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative.
  - **G.** <u>Notes</u>. Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material, which is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. Additional notes may be amended, deleted, or added to the MEL by the aircraft operator, as appropriate. Notes are not a part of the provisos.
  - **H.** <u>Vertical Bar (change bar).</u> A vertical bar indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. All change bars applicable to the previous revision of the MMEL are removed prior to the release of the next revision.
- **3.** <u>Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM).</u> The FAA-approved AFM/RFM is the document approved by the responsible FAA Aircraft Certification Office (ACO) during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the source document for operational limitations and performance parameters for an aircraft. The term "approved flight manual" can apply to either an AFM or an RFM. The FAA requires an approved flight manual for aircraft type certification.</u>
- 4. <u>As Required by 14 CFR.</u> When the MMEL states, "As Required by 14 CFR," the listed instrument or equipment item is subject to certain provisions (restrictive or permissive) expressed in the 14 CFR operating rules. The number of items required by 14 CFR must be operative. When the listed item is not required by 14 CFR, it may be inoperative for the time specified by repair category. The term "14 CFR" has replaced "FAR" as the current reference to Federal Regulations pertaining to aviation. However, many, if not most, MMELs still contain the acronym "FAR"; therefore, this acronym is acceptable and retained in PL-25 and this definition.
- 5. <u>Code of Federal Regulations (CFR) and Federal Aviation Regulations (FAR).</u> CFR, the current term, and FAR both refer to the applicable portions of the Federal Aviation Act and Code of Federal Regulations.
- 6. <u>Considered Inoperative.</u> The phrase, "Considered Inoperative", as used in the provisos, means that an instrument and equipment item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item will not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.



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- 7. <u>Continuing Authorization Single Extension.</u> An aircraft operator who has the authorization to use an FAA-approved MEL may also have the authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for category B or C items in accordance with Operations Specification D095. Continuing Authorization Single Extension is not authorized for repair category A and D items.
- 8. <u>Dash (-).</u> Indicates a variable number (quantity) of the instrument and equipment items may be installed or required for dispatch. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed.
- 9. <u>Day of Discovery.</u> This is the calendar-day an equipment/instrument malfunction was recorded in the aircraft maintenance record/logbook. This day is excluded from the calendar-days or flight-days specified in the MMEL for the repair interval of an inoperative instrument and/or equipment item. This provision is applicable to all MMEL items; i.e., categories A, B, C, and D.
- 10. <u>Deactivated and/or Secured</u>. When the MMEL refers to an instrument and/or equipment item as deactivated and/or secured, the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and/or securing will be established by the aircraft operator.
- 11. <u>Deleted.</u> "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
- 12. <u>Extended Range Operations (ER)</u>. ER refers to extended range operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.\
- 13. <u>Excess Items.</u> Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the 14 CFR.
- 14. <u>Flight Day.</u> A flight-day is a 24-hour period (from midnight to midnight) either universal coordinated time (UTC) or local time, as established by the aircraft operator, during which at least one flight is initiated for the affected aircraft.
- **15.** <u>Heavy Maintenance Visit (HMV).</u> HMV is a scheduled C-check/D-check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.
- **16.** <u>Icing Conditions.</u> An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
- **17.** <u>Inoperative.</u> A system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) and/or tolerance(s).
- **18.** <u>Inoperative Components of an Inoperative System.</u> Inoperative instrument and equipment items, which are components of a system that is inoperative, are usually considered components directly associated with and having no other function than to support that system (warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
- 19. <u>Is Not Used</u>. The phrase "Is Not Used" in the provisos, remarks or exceptions for an MMEL instrument or equipment item may specify that another item in the MMEL "is not used". In such cases, crewmembers must not activate, actuate, or otherwise utilize that item under normal operations. It is not necessary for aircraft operators to accomplish the (M) procedure(s) associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used. This informs crewmembers that an instrument or equipment item is not to be used under normal operations.
- **20.** <u>Nonessential Equipment and Furnishings (NEF).</u> NEFs are those items installed on the aircraft as part of the original type certification (TC), STC, engineering order, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that, if inoperative, damaged, or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.



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DEFINITIONS REV. 21						

- **21. Operative.** An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies that an item of equipment must be operative, it does not mean that it's operational status must be verified; it's to be considered operative unless reported or known to be malfunctioning. When an MMEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MMEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral. Other terminology sometimes used interchangeably with "operative" within the MMEL is "operates normally", "fully
  - Other terminology sometimes used interchangeably with "operative" within the MMEL is "operates normally", "fully operative", and "considered operative". The aircraft operator's MEL may incorporate standardized terminology of the aircraft operator's choice to specify that an item of equipment must be operative, provided the aircraft operator's MEL definitions indicate that the selected "operative" terminology means that the required item of equipment will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s).
- 22. <u>Placarding.</u> Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified (i.e. AFM), placard wording and location will be determined by the aircraft operator.
- 23. <u>Repair Category</u>. All users of an MEL approved under parts 91K, 121, 125, 129, 135, and 142 must effect repairs of inoperative instrument and equipment items, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators. Part 91 MEL users (D095/D195 LOAs) are not required to comply with the repair categories, but will comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc):
  - A. <u>Repair Category A.</u> This category item must be repaired within the time interval specified in the "Remarks or Exceptions" column of the aircraft operator's approved MEL. For time intervals specified in "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (i.e., flights, flight legs, cycles, hors, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.
  - **B.** <u>Repair Category B.</u> This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 3-day interval would begin at midnight the 26th and end at midnight the 29th.
  - C. <u>Repair Category C.</u> This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would begin at midnight the 26th and end at midnight February 5th.
  - **D.** <u>Repair Category D.</u> This category item must be repaired within 120 consecutive calendar-days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.
- 24. <u>Takeoff</u>. Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power to initiate the takeoff from the runway or takeoff surface.
- 25. <u>Triple Asterisk (\*\*\*).</u> Indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the aircraft operator's MEL after the approving office has determined that the item has been installed on one or more of the aircraft operator's aircraft. The symbol, however, must not be carried forward into the aircraft operator's MEL. It should be noted that neither this policy nor the use of this symbol provides authority to install or remove an item from an aircraft.
- 26. <u>Visible Moisture</u>. An atmospheric environment containing water, in any form, that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
- 27. <u>Visual Flight Rules (VFR).</u> VFR is as defined in 14 CFR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
- 28. <u>Visual Meteorological Conditions (VMC)</u>. VMC means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.



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- **29.** (M). This symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally, these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment, should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as part of the aircraft operator's manual or MEL.
- **30.** <u>(O).</u> This symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally, these procedures are accomplished by the flightcrew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as a part of the aircraft operator's manual or MEL.



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PREAMBLE PART 91 REV 2							

This preamble is applicable to, and will be included in, master minimum equipment lists (MMEL) issued under the provisions of Section 91.213(a)(2). It is not applicable to MMEL's issued under the provisions of Parts 121, 125, 129, and 135 of the 14 CFR. Except as provided in Section 91.213(d), or under the provisions of an approved MMEL, all equipment installed on an aircraft in compliance with the airworthiness standards or operating rules must be operative. Experience has shown that with the various levels of redundancy designed into modern aircraft, operation of every system or component installed may not be necessary when the remaining equipment can provide an acceptable level of safety. An MMEL is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA-approved MMEL includes only those items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations. The MMEL and FAA-issued letter of authorization are used as an MEL by an operator and permit operation of the aircraft with inoperative equipment. The MMEL includes all items of installed equipment that are permitted to be inoperative. Equipment required by the 14 CFR, and optional equipment in excess of 14 CFR requirements, is included with appropriate conditions and limitations. For each listed item, the installed equipment configuration considered to be normal for the aircraft is specified. Items of equipment installed on aircraft (except for passenger convenience items such as galley equipment and passenger entertainment devices), such as "TCAS," windshear detection devices, and ground proximity warning systems (GPWS) that are in excess of what is required, and are not listed on the MMEL, must be operational for dispatch unless MMEL relief is sought through the FSDO having jurisdiction for the operator. If MMEL relief is sought, the operator must notify the FSDO who will make a request of the FOEB to convene and consider adding the equipment to the MMEL. The operator may then dispatch with the equipment disabled, or rendered inoperative, in accordance with all 14 CFR. It is incumbent on the operator to endeavor to determine if O and/or M procedures for that equipment must be developed. If so, any procedures developed must comply with all 14 CFR. Procedures developed to use the MMEL must not conflict with either the aircraft flight manual limitations, emergency procedures, or with airworthiness directives (AD), all of which take precedence over the MMEL and those procedures. Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures, and other restrictions, as necessary, are required to be accomplished by the operator to ensure that an acceptable level of safety is maintained. Those procedures should be developed from guidance provided in the manufacturer's aircraft flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications, and other appropriate sources. Procedures must not be contrary to any 14 CFR. Wherever the statement "as required by 14 CFR" appears in the MMEL, the operator must either list the specific 14 CFR by part and section and carry the 14 CFR on board the aircraft or specify the requirements and/or limitations to conduct the flight in accordance with the appropriate 14 CFR.

The MMEL is intended to permit operations with inoperative items of equipment for the minimum period of time necessary until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity in order to return the aircraft to its design level of safety and reliability. Inoperative equipment in all cases must be repaired, or inspected and deferred, by qualified maintenance personnel at the next required inspection Section 91.405(c). The repair intervals indicated by the Letters A, B, and C inserted adjacent to column 2 are NOT applicable to this MMEL. The MMEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the aircraft maintenance records. The item is then either repaired or deferred per the MMEL or other approved means acceptable to the Administrator prior to further operation. In addition to the specific MMEL conditions and limitations, determination by the operator that the aircraft is in condition for safe operations under anticipated flight conditions must be made for all items of inoperative equipment. When these requirements are met, the aircraft may be considered airworthy and returned to service. Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered. Operators are expected to establish a controlled and sound repair program, including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MMEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, CONDITIONS, AND LIMITATIONS SPECIFIED IN THE MMEL IS REQUIRED.



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	MEL PROCEDURES	

**1.1 <u>Purpose</u>.** This master minimum equipment list (MMEL) procedures guide is intended to facilitate safe and efficient utilization of fleet, government owned and operated, aircraft. Inoperative equipment must be repaired, replaced or removed at the earliest opportunity. The repair intervals indicated by the Letters A, B, and C inserted adjacent to column 2 are NOT applicable to this MMEL Procedures Guide. In any case all deferred equipment must be addressed at the next scheduled inspection, i.e. 100 hour or annual inspection.

**1.2. Policy** See DOI 351 DM 2.4A(3)

#### 2.2 <u>Procedure</u>

When a discrepancy is identified, it should be brought to the attention of your OAS Fleet Manager (FM) as soon as possible. The FM can arrange for a suitable maintenance facility to begin work and coordinate contract actions with the contracting officer. Remember, if the repair is going to cost more \$2500, a contracting officer will need to approve obligating the funds. The sooner the OAS FM is brought into the process, the sooner the aircraft will be back in the air.

Discrepancies can be placed in one of two categories. The first is a grounding discrepancy that compromises the airworthiness of the aircraft (e.g., a cracked spar). A grounding discrepancy is written up on the OAS-2 form and must be corrected and signed off by an authorized mechanic before the aircraft is released for flight.

A grounding discrepancy can be dealt with one of two ways; it can be repaired or deferred IAW 14 CFR 91. A grounding discrepancy for inoperative equipment can be deferred if the specific piece of equipment is not required for flight. The Master Minimum Equipment List (MMEL) and this Procedures Guide must be used to determine if the aircraft can be flown with the item inoperative. The following steps must be taken by the pilot or maintenance person to secure the item before flight. If the inoperative equipment is not listed in the MMEL, it is required for flight.

The second type of discrepancy is one that does not affect airworthiness, but is something we will want to correct eventually (e.g., a tear in the upholstery). This type of discrepancy is written up as an "info write up" on the OAS-2. Send the white copy of the form to your OAS Fleet Manager so he can begin planning for the best time and place to correct the discrepancy. Info write-ups do not require a documented corrective action before flight.



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	MEL PROCEDURES	

Procedure for correcting discrepancies:

Discrepancy Identified:

NOTE: When equipment fails and becomes inoperative in-flight follow the manufactures' procedures to the termination of the flight.

- 1) Contact your OAS Fleet Manager, Brian Green, brian\_green@ios.doi.gov, alternate, Walker Craig, walker\_craig@ios.doi.gov, 208-433-5077)
- 2) Is the airworthiness of the aircraft affected? The pilot and FM (a certificated mechanic) must make this determination together.
  - a) Does the INOP equipment constitute a hazard to the aircraft?
    - i) Yes, go to 5
    - ii) No, continue
  - b) Is the INOP equipment required by an AD?
    - i) Yes, grounded go to 5
    - ii) No, continue
  - c) Is the equipment non-essential equipment or cosmetic in nature?
    - i) Yes, go to 6
    - ii) No, continue
- 3) Is the INOP equipment listed in the MMEL?
  - i) Yes, go to 4
  - ii) No, Aircraft is grounded. Go to 5
- 4) Deferral procedure
  - a) Look at the aircraft to determine how many are installed and then look in column 3 determine how many are required.
    - i) If the number required is more than the number installed and operative the item cannot be deferred. The aircraft is grounded go to 5.
    - ii) If the number required is less than the number installed and operative, continue.
  - b) Read column 4 Remarks and Exceptions. All instructions must be complied with.
    - i) (O) or (M) indicates a required procedure. (O)&(M) procedures are detailed in this document hereafter.
       (O) Procedures can be accomplished by the pilot. (M) Procedures must be accomplished by a qualified aircraft mechanic.
    - ii) "As required by 14 CFR" indicates it may be deferred under certain circumstances as dictated by regulation. See details listed in this document hereafter.
    - iii) Placard inoperative equipment.
      - 1. Place the placard as close to the inoperative piece of equipment as possible or control in the cockpit as appropriate.
      - 2. The placard needs to be in a conspicuous location to alert all pilots that there is inoperative equipment.
      - 3. Put the date the item was deferred on the placard.



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MEL PROCEDURES						

#### i) Complete OAS-2

- 1. In the Discrepancies area write the description of the inoperative equipment as found in the MMEL.
- 2. In the Corrective Action area write, "Deferred IAW MEL item # \_\_\_\_."
- 3. In the Corrective Action area include the expiration date if required.
- 4. In the Signature area sign and write you're A&P certificate number or pilot certificate number as appropriate.
- 5. Enter the deferred equipment into the Deferred Aircraft Discrepancy Log, include expiration date if required, found on the flap in the OAS-2.
- ii) When operating with multiple inoperative items, the interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered.
- iii) Prior to each flight the pilot should review the OAS-2, Log of Aircraft Discrepancies Log to verify the flight can be accomplished safely and legally.
- iv) Go fly!

**<u>NOTE</u>**: When an inoperative item is deferred for one flight the next flight might not necessarily be safe or legal with the same item deferred.

- 2) Coordinate with OAS FM and maintenance facility to get the aircraft repaired. Ensure the repair is documented in the aircraft log books (if they are locally available) and on the OAS-2. Ensure an authorized mechanic signs the corrective action block, including his certificate number. Coordinate the flight release with the OAS FM, send the white copy of the OAS-2 to the OAS FM. Go fly!
- 3) For information write-ups, document the discrepancy as "informational only" on the OAS-2 in the "Discrepancies" block.
  - a) Send the white copy of OAS-2 to the OAS FM.
  - b) OAS FM will determine what and when action is required.
  - c) If the OAS FM determines the discrepancy is an airworthiness issue, go to 2.
  - d) If the OAS FM determines the discrepancy is not an airworthiness issue then:
    - i) The OAS FM will coordinate with the pilot and repair facility to get the discrepancy repaired.
    - ii) The repair facility will document the corrective action on the OAS-2 as coordinated with the OAS FM. Go fly!



	AIRCRAFT:		R	evis	ion No: ORIGINAL	Page No:
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		1.	Rep	air	Category	
	System,		2.	Nui	nber Installed	
Se	equence Numbers & Item			3.	Number Required for Disp	oatch
					4. Remarks and Exceptio	ns
21	AIR CONDITIONING					
1.	Air Conditioning System	C	1	0		
2.	Ventilation Fan	C	1	0	(O) May be inoperative provi used while on ground.	ded cabin heating is not
3.	Flight Compartment Fans	С	2	0		
4.	Individual Cabin Louvers	С	2	0		
5.	Automatic Temperature Control	C	1	0	May be inoperative provided Control is operative.	Manual Temperature
6.	Manual Temperature Control	C	1	0	May be inoperative provided Control is operative.	Automatic Temperature
7.	Avionics Cooling Fan	C	1	0	May be inoperative provided: a) Avionics installation Cooling Fan operation b) Circuit Breaker is se position.	a does not require Avionics on, and ocured in the OPEN (OFF)
10.	Individual Punkah Louvres, Instrument Panel	C	2	0		
11.	Individual Punkah Louvres, Cabin	D	20	0		

#### Ventilation Fan

21-2 (O) Along with placarding the ventilation fan INOP, place a placard near the cabin heating controls which reads, "DO NOT USE CABIN HEAT ON THE GROUND".



TW	AIRCRAFT: IN OTTER DHC-6-300		R	evisi D	on No: ORIGINAL ate: 07-15-2017	Page No: 22-1
			Rep	oair (	Category	
	System,		2.	Nu	nber Installed	
Sec	juence Numbers & Item			3.	Number Required for Disp	batch
					ons	
22	AUTO FLIGHT					
1.	Autopilot	C	1	0	(M) May be inoperative pro require its use.	vided operations do not
2.	Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	<ul> <li>One may be inoperative pro</li> <li>a) Autopilot is not use and</li> <li>b) Approach minimum the Autopilot.</li> </ul>	vided: ed below 1,500 feet AGL, ns do not require the use of
		В	2	0	May be inoperative provide	d Autopilot is not used.

#### Autopilot

22-1 (O) DOI policy regarding autopilot

- 1) DOI policy requires compliance with 14 CFR 135 regarding crew composition. An operative auto pilot is required for single pilot IFR when carrying passengers.
- 2) Exceptions: Single pilot IFR flight with passengers and no autopilot is allowed;
  - a) For takeoff from an airport that is IFR to a point no more than 15 minutes flying time at normal cruise speed that is VFR.
  - b) When unforecast IMC is encountered en route.
  - c) For an approach when unforecast IMC is encountered at the destination airport.
- 22-1 (M) Deactivate the autopilot by:
  - 1) Pulling and banding the A/P circuit breaker.
  - 2) Operate the flight controls aileron, elevator and rudder through full range to verify freedom of movement, autopilot servos are disengaged and that the control stops are reached.
  - 3) Operate the aileron, rudder, and elevator trim through full range to confirm operation.
  - 4) Zero out all three trims.



TW	AIRCRAFT: IN OTTER DHC-6-300	Revision No: ORIGINAL Date: 07-15-2017			ion No: ORIGINAL ate: 07-15-2017	Page No: 23-1
		1.	Rep	air (	Category	
	System,		2.	Nui	nber Installed	
Sec	juence Numbers & Item			3.	Number Required for Disp	atch
					4. Remarks and Exceptio	ns
23 1.	COMMUNICATIONS Communications Systems (VHF and UHF)(AM and FM)	D	5	1	Any in excess of those requi inoperative provided it is no Emergency Power Systems a emergency procedures.	red by 14 CFR may be t powered by the aircraft and not required for
2.	Passenger Address System (PA)					
A)	Passenger Configuration	С	1	0	<ul> <li>(O) May be inoperative prov</li> <li>a) PA not required by</li> <li>b) Alternate, normal a and/or operating resand used.</li> <li>NOTE: Any station function may be used.</li> </ul>	vided: 14 CFR, and nd emergency procedures, strictions are established n(s) that operate normally
B)	Cargo Configuration	D	1	0	May be inoperative provided its use.	d procedures do not require
3.	Static Discharge Wicks	C	7	5	One may be missing from th right Elevator.	e Rudder and one from the
A)	Rudder	С	3	2		
B)	RH Elevator	С	2	1		
4.	Cockpit Speaker	C	2	0	May be inoperative provided are available to flight crew.	l two operative Headsets

#### Communications System (VHF and UHF)

23-1 14 CFR and policy requirement.

1) At least one radio appropriate to the facility used must be operational for flight following and/or ATC communications.

#### Passenger Address System

23-2 (O) 14 CFR/policy requirements and alternate procedures.

- 1) PA is not required by 14 CFR. Policy may require an operable PA for some special use missions.
- 2) The PIC will give the passenger briefing before starting the engine.
- 3) Passengers will be required to keep seatbelt fastened for the entire flight.



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			1. Repair Category						
	System,		2. Number Installed						
Sec	quence Numbers & Item		3. Number Required for Dispatch						
			4. Remarks and Exceptions		ns				
23	COMMUNICATIONS	-							
5.	Headsets	С	2	1	As required by 14 CFR.				
8.	Cockpit Voice Recorder (CVR)								
A)	For Air Carrier And Commercial Operators				NA				
B)	For Operators Other Than Air Carriers And Commercial Operators	Α	A 1 0 May be inoperative provide accordance with applicable		May be inoperative provided accordance with applicable s	l repairs are made in sections of 14 CFR.			
8.	Recorded Passenger Briefing Unit		Not installed						
10.	Boom Microphones								
A)	Cockpit Voice Recorder With Flight Data Recorder Installed				Not installed				
	(Continued)								

#### Headsets

23-5 14 CFR and policy requirements.

- 1) VFR: At least one headset or one speaker is required.
- 2) IFR: At least two headsets or one headset and one speaker are required.

### CVR

23-8B Not required by DOI policy or 14 CFR.



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			1. Repair Category						
	System,		2. Number Installed						
Sec	quence Numbers & Item		3. Number Required for Dispatch						
					4. Remarks and Exceptio	ns			
23	COMMUNICATIONS								
10.	Boom Microphones (Continued)								
B)	Cockpit Voice Recorder Without Flight Data Recorder Installed								
1)	Cockpit Voice Recorder Equipped To Record Boom Microphone Per 14 CFR 121.359(e) or 135.151(d)				Not installed				
2)	Cockpit Voice Recorder Not Equipped To Record Boom Microphones	D	1	0	Any in excess of those requi inoperative.	red by 14 CFR may be			
11.	Selective Call Systems (SELCAL)				Not installed				
12.	High Frequency (HF) Communication System	Not installed							

**Boom Microphones** 23-10B2 None required by DOI policy or 14 CFR.



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			1. Repair Category						
	System,		2. Number Installed						
Seq	juence Numbers & Item		3. Number Required for Dispatch						
					4. Remarks and Exception	ons			
23	COMMUNICATIONS								
13.	Emergency Locator Transmitter (ELT)								
A)	Survival Type ELTs	D	- 0 Any in excess of those required by 14 CFR may be inoperative or missing.		ired by 14 CFR may be				
B)	Fixed ELTs	Α	1	<ul> <li>0 (M) May be inoperative provided:</li> <li>a) System is deactivated, and</li> <li>b) Repairs are made within 90 days.</li> </ul>					
		A	1	0 May be missing provided red days.		pairs are made within 90			
		D	1	0	(M) Any in excess of those inoperative provided System	required by 14 CFR may be is deactivated.			
		D	1     0     Any in excess of those recommissing.			ired by 14 CFR may be			

#### ELT

23-11A DOI policy requires compliance with 14 CFR 135.167. A survival type ELT is required to be attached to one of the required life rafts for extended over water operations.

23-11B DOI policy and 14 CFR 91.207 one ELT is required except for ferry flights to a location where an inoperative ELT will be repaired or replaced.

23-11B (M) Disconnect the ELT remote switch from the ELT. Cap and stow wires. Verify that ELT is operable and that the manual switch located on the ELT unit is in the arm position. Provide a placard near the ELT remote switch labeled "ELT REMOTE SWITCH INOP".



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			1. Repair Category							
	System,		2. Number Installed							
Sequence Numbers & Item			3. Number Required for Dispatch							
					4. Remarks and Exceptio	ns				
24	ELECTRICAL POWER									
1.	Deleted									
2.	DC Generator Warning Lights	В	2	2 1 One may be inoperative provided corresponding Lo meter is operative.						
3.	AC Inverters	В	2	1	One may be inoperative for day VMC.					
		В	2	1	One may be inoperative for day and night provided flight instruments do not require AC power.					
4.	AC Inverter Warning Light	В	1	0	May be inoperative for day	VMC.				
5.	Battery Temperature Warning System (Ni-Cad Battery)				Not installed					
б.	Auxiliary Battery	В	1	0	(M) May be inoperative pro- disconnected from the Elect	vided Auxiliary Battery is rical System.				
7.	Auxiliary Power Source For Gyroscopic Pitch And Bank Indicator.	В	1	1 0						

**Auxiliary Battery** 24-6 (M) Disconnect and stow the positive and negative leads. Ensure battery leads cannot be shorted out.



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			1. Repair Category						
System,			2. Number Installed						
Sequence Numbers & Item				3.	Number Required for Dis	patch			
					4. Remarks and Excepti	ons			
25	EQUIPMENT/FURNISHINGS								
1.	Cockpit Shoulder Harness	В	2	1	Right side may be inoperat requiring a Second In Com remains unoccupied.	ive for operations not mand provided Seat			
2.	Passenger Seat(s)	D	-	0	<ul> <li>May be inoperative provided:</li> <li>a) Seat does not block an Emergency Exit</li> <li>b) Seat does not restrict any passenger fro access to the main aircraft aisle, and</li> <li>c) Affected Seat(s) are blocked and placarded "DO NOT OCCUPY".</li> </ul>				
					NOTE 1: A Seat with an in considered inoperative.	noperative seat belt is			
					NOTE 2: Affected Seat(s) behind and/or adjacent out	may include the Seat(s) board Seats.			
A)	Recline Mechanism	D	-	0	(M) May be inoperative an provided Seat is secured in position.	d Seat occupied the FULL UPRIGHT			
		D	-	0	May be inoperative and Sea Seat Back is immovable in position.	at occupied provided FULL UPRIGHT			
					(Contir	nued)			

### **Recline Mechanism**

25-2A (M) Secure the seat back in the upright position.



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				1.	Rep	air (	Category			
			System,		2. Number Installed					
		S	equence Numbers & Item			3.	Number Required for Dis	patch		
							4. Remarks and Excepti	ons		
	25		EQUIPMENT/FURNISHINGS							
2.			Passenger Seats (Continued)							
	B)		Underseat Baggage Restraining Bars	С	-	0	<ul> <li>(O) May be inoperative pro- a) Baggage is not storinoperative Restra</li> <li>b) Associated Seat is STOW BAGGAG SEAT", and</li> <li>c) Procedures are est Crew of inoperative</li> </ul>	ovided: owed under Seat with ining Bar, placarded "DO NOT E UNDER THIS tablished to alert Cabin ve Restraining Bar.		
		1)	Armrest With Recline Mechanism	D	-	0	<ul> <li>(M) May be inoperative or occupied provided:</li> <li>a)Armrest does not blo</li> <li>b) Armrest does not a from access to the</li> <li>c)If Armrest is missing</li> <li>FULL UPRIGHT</li> </ul>	missing and Seat ock an Emergency Exit, restrict any passenger main aircraft aisle, and g, Seat is secured in the position.		
		2)	Armrest Without Recline Mechanism	D	-	0	May be inoperative or miss provided: a) Armrest does not Exit, and b) Armrest does not from access to the	sing and Seat occupied block an Emergency restrict any passenger main aircraft aisle.		

#### **Underseat Baggage Restraining Bars**

25-2B (O) The pilot must notify the cabin crew during the inbrief of any inoperative items in the cabin.

#### Armrest

25-2C (M)

- 1. Secure armrest up and out of the way of any emergency exits.
- 2. Verify adequate clearance to the main aisle. If clearance is inadequate block the seat and do not allow passengers to use the seat.
- 3. If armrest is missing secure the seat in full upright position.


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System,			2.	Nui	mber Installed				
Sequence Numbers & Item				3.	Number Required for Dis	patch			
					4. Remarks and Excepti	ons			
25	EQUIPMENT/FURNISHINGS								
3.	Approved Flotation Equipment	C	-	0	As required by 14 CFR.				
4.	ELT				RELOCATED TO ITEM 2	23-11, REVISION 13.			
5.	Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damag that the item(s) is deferred operator's NEF deferral pro program, procedures, and p the operators (MMEL & Pe procedures, if required, mu flight crew and included in appropriate document.	ged, or missing provided in accordance with the ogram. The NEF processes are outlined in G) Manual. (M) and (O) ast be available to the the operator's			
ć	Actionics Coaling For				NOTE: Exterior Lavatory considered NEF	Door Ash Trays are not Ttems.			
6.	Avionics Cooling Fan				KELUCATED TO ATA 2.	I-/, KEVISION 13.			

**Flotation Equipment** 25-3 14 CFR and policy. An inflatable life vest is required for each occupant of the aircraft whenever operating beyond gliding distance of shore. Life raft(s) is required when operating beyond 50 nm from shore.

## NEF

25-5 NEF – See Procedures pages XI-XII.



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	System,		2.	Nui	nber Installed	
S	equence Numbers & Item			3.	Number Required for Dis	patch
					4. Remarks and Excepti	ons
25	EQUIPMENT/FURNISHINGS					
7.	Emergency Medical Equipment					
A)	Automatic External Defibrillator (AED) And/Or Associated Equipment				Not installed	
B)	Emergency Medical Kit (EMK) And/Or Associated Equipment				Not installed	
C)	First Aid Kit (FAK) And/Or Associated Equipment	Α	-	0	<ul> <li>(O) If more than one is required first Air incomplete, missing or inopa) FAK is resealed in identify it as a Un mistaken for a full</li> <li>b) Repairs or replace three flight cycles</li> </ul>	uired by 14 CFR, only id Kits may be perative provided: n a manner that will it that cannot be ly serviceable Unit, and ements are made within
		D	-	0	Any in excess of those required incomplete, missing, or incomplete, missing, missing	uired by 14 CFR may be pperative.

## First Aid Kit

25-7.C (O) Not required by 14 CFR. <u>DOI policy</u>: A first aid kit and survival kit required in accordance with the *DOI Aviation Life Support Equipment Handbook* – First aid kit and survival kit required for all DOI flight activities other than point to point flights and airplane operations above 500 feet AGL.



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	System,		2.	Nui	nber Installed				
S	Sequence Numbers & Item			3.	Number Required for Dis	spatch			
					4. Remarks and Exception	ions			
25	EQUIPMENT/FURNISHINGS								
8.	"Fasten Seat Belt While Seated" Sign Or Placard	C	-	0	One or more Signs or Place missing provided a legible visible from each occupied	ards may be illegible or Sign or Placard is l Passenger Seat.			
9.	Galley/Cabin Waste Receptacles Access Doors/Covers				Not installed				
10.	Cargo Restraint Systems	С	-	0	(M) May be inoperative or acceptable cargo loading li source, i.e., an Approved C Cargo Handling Manual, o Document are observed.	missing provided mits from an approved Cargo Loading Manual, r Weight and Balance			
		C	-	0	May be inoperative or miss Compartment remains EM	sing provided Cargo PTY.			

## **Cargo Restraint Systems**

25-10 (M) Procedure to ensure affected component not used.

- 1) Remove unserviceable cargo restraints from the aircraft.
- 2) Placard cargo areas unusable if cargo restraint is not installed.



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		1.	Repa	ir C	ategory	
	System,		2. ]	Nun	ber Installed	
Sec	juence Numbers & Item			3.	Number Required for	Dispatch
					4. Remarks and Exce	eptions
26	FIRE PROTECTION					
1.	Portable Fire Extinguisher	D	2	1	Any in excess of those inoperative or missing j a) The inoperative INOPERATIV location and p be mistaken for b) Required distr	required by 14 CFR may be provided: ve Fire Extinguisher is tagged /E, removed from the installed laced out of sight so it cannot or a functional Unit, and ibution is maintained.
2.	Engine Fire Extinguisher Pressure/Thermal Indicators	C	4	0	(O) May be missing pro for proper charge befor	ovided Fire Bottles are checked e first flight of each day.
3.	Engine Fire Warning Bells	C	1	0	May be inoperative pro Lights are operative.	vided both Fire Warning
4.	Cargo Compartment Fire Detection/ Suppression Systems				Not installed	

## **Portable Fire Extinguisher**

26-1 DOI policy requires compliance with 14 CFR 135. For passenger flights, one is required in the cockpit.

26-2 (O) Operations procedure to determine the system is properly charged.

- 1. When any indicating disc is damaged or missing assume the respective fire bottle has been discharged.
- 2. The pressure gage on the fire bottle must be checked to verify the serviceability of the fire bottle.
- 3. Open the lower cowling to gain access to the fire bottle.
- 4. If the fire bottle has been discharged refer the aircraft to maintenance before flying.
- 5. If the fire bottle pressure indicator shows the bottle is serviceable, defer the indicator disc and do a visual check of the pressure gage before the first flight of each day.



TW	AIRCRAFT: IN OTTER DHC-6-300			Revision No: ORIGINAL Date: 07-15-2017		Page No: 27-1		
	System	1.	1. Repair Category					
Sec	juence Numbers & Item	3. Number Required for Dispatch         4. Remarks and Exceptions				patch		
27	FLIGHT CONTROLS							
1.	Aileron Trim Tab Indicator	C	1	0	<ul> <li>May be inoperative provide</li> <li>a) Tab is visually che operation,</li> <li>b) Tab operation is no</li> <li>c) Tab is positioned to departure and NEU by visual inspectio</li> </ul>	d: cked for full range of ot affected, and o NEUTRAL prior to each JTRAL position is verified n.		
2.	Aileron Trim Control	С	1	0	May be inoperative provide a) Tab is checked for departure, and b) Aileron Trim Circu	d: NEUTRAL prior to each iit Breaker is PULLED.		



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		1.	Rep	air (	Category	
	System,		2.	Nur	nber Installed	
Seq	juence Numbers & Item	3. Number Required for Dispatch				patch
					4. Remarks and Exception	ons
28	FUEL					
1.	Fuel Boost Pumps	С	4	2	<ul> <li>One Pump in each Tank may</li> <li>a) Circuit Breaker is a position for the ino</li> <li>b) Flight is restricted</li> <li>NOTE: Four Pumps are required</li> <li>100 percent aviation gasoling</li> </ul>	y be inoperative provided: secured in the OPEN perative Pump, and to 8000 feet MSL or below. uired when operating with te.
A)	Auxiliary Fuel Boost Pumps	С	2	0	<ul> <li>May be inoperative provided</li> <li>a) Switch is in the OF</li> <li>b) Auxiliary Fuel Boo are secured in the OF</li> <li>c) Auxiliary Wing Ta</li> </ul>	d: F position, ost Pump Circuit Breakers DPEN position, and nks are EMPTY.
2.	Fuel Boost Pump Caution Lights	C	4	3	One may be inoperative with	h all Pumps operative.
A)	Auxiliary Wing Tanks Pump Fail Light	С	2	0	<ul> <li>May be inoperative provided</li> <li>a) Switch is in the OF</li> <li>b) Auxiliary Fuel Boo are secured in the O</li> <li>c) Auxiliary Wing Ta</li> </ul>	d: F position, ost Pump Circuit Breakers DPEN position, and nks are EMPTY.



TW	AIRCRAFT: IN OTTER DHC-6-300		Revision No: ORIGINAL Date: 07-15-2017			Page No: 28-2
		1.	Rep	air (	Category	
	System,		2.	Nur	nber Installed	
Sec	uence Numbers & Item			3.	Number Required for Disp	patch
					4. Remarks and Exception	ns
28	FUEL					
3.	Fuel Quantity Gauges	С	2	1	<ul> <li>(O) One may be inoperative <ul> <li>a) A reliable means is that fuel quantity or regulatory requirent flight,</li> <li>b) Both Fuel Flow Inc.</li> <li>c) Both Fuel Low Lew operative.</li> </ul> </li> </ul>	provided: established to determine n board meets the nents for the intended licators are operative, and vel Warning Lights are
A)	Auxiliary Wing Tank Fuel Quantity Indicator	С	2	0	<ul> <li>May be inoperative provided</li> <li>a) Pilot visually confir</li> <li>b) Pilot monitors fuel confirm Wing Tank</li> <li>c) Both Auxiliary Win Caution Lights must</li> </ul>	d: rms Wing Tank is FULL, flow from Main Tank to k EMPTY, and ng Tank Fuel Pump st be operational.
4.	Fuel Low Level Warning Lights	C	2	1	One may be inoperative pro- Quantity Gauge is operative	vided associated Fuel
5.	Fuel Control Sensor Tube Heaters	С	2	0	<ul> <li>May be inoperative provided</li> <li>a) Corresponding Circ</li> <li>the OPEN position,</li> <li>b) Aircraft is not oper degrees Celsius.</li> </ul>	d: cuit Breaker is secured in , and ated with OAT below 0

## **Fuel Quantity Gauges**

28-3 (O) Procedure to verify fuel quantity.

- 1) Either top off the tank or Fuel stick must be utilized to measure fuel in the tank with the inoperative indicator.
- 2) Verify both Fuel Flow Indicators are operative, and
- 3) Verify the Fuel Low Level Warning Light is operative by testing the annunciator panel lights prior to each flight.



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System, Sequence Numbers & Item			<ol> <li>Repair Category</li> <li>Number Installed</li> </ol>							
				3.	Number Required for Disp	patch				
					4. Remarks and Exception	ons				
29	HYDRAULIC POWER									
1.	'System' Hydraulic System Pressure Indicator	С	1	0	(M) May be inoperative pro Pressure Indicator is operati	vided Brake System ve.				

**'System' Hydraulic System Pressure Indicator** 29-1 (M) Maintenance procedure to ensure no unsafe condition exists and hydraulic system functions normally.



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		1.	Rep	air (	Category				
	System,		2. Number Installed						
Sec	juence Numbers & Item			3.	Number Required for Disp	patch			
					4. Remarks and Exception	ons			
30	ICE & RAIN PROTECTION								
1.	Surface Deicing System (Wing And Horizontal Stabilizer)	С	1	0	May be inoperative provide known or forecast icing con	d aircraft is not operated in ditions.			
2.	Intake Deflectors	С	2	0	<ul> <li>Both May be inoperative provide the second second</li></ul>	ovided: tors are verified in the EXTENDED position. If TRACTED position, the operated into known or litions, or in an environment d toted in accordance with the			
3.	Intake Deflectors Indicators	C	2	0	<ul> <li>May be inoperative provide</li> <li>a) Both Deflectors are</li> <li>b) Proper Deflector p departure, and</li> <li>c) Deflector actuation Torquemeter Indic</li> </ul>	d: e operative, osition is confirmed prior to h is confirmed by ator.			
4.	Propeller Deicing Systems	C	2	0	May be inoperative provide known or forecast icing con	d aircraft is not operated in ditions.			
5.	Windshield Deicing Systems	C	2	0	May be inoperative provide known or forecast icing con	d aircraft is not operated in ditions.			
6.	Windshield Wipers	C	2	0	May be inoperative provide precipitation within 5 nautic takeoff or intended landing.	d aircraft is not operated in cal miles of the airport of			
7.	Pitot Heaters	В	2	0	Left unit must be operative and for flight in known or fo Two heated Pitot Tubes are conditions if a second Airsp and operative.	for IFR passenger carrying precast icing conditions. required for these seed Indicator is installed			



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	System,		2. Number Installed						
Sec	quence Numbers & Item			3.	Number Required for Disp	patch			
					4. Remarks and Exceptio	ns			
30	ICE & RAIN PROTECTION								
8.	Automatic Surface Deicing System Function	C	1	0	May be inoperative provided operative.	d the Manual Function is			
9.	Stabilizer Deice Pressure Indicator Lights	C	2	0	May be inoperative provided known or forecast icing cond	d aircraft is not operated in ditions.			
10.	Stall Warning Heater	С	1	0	May be inoperative provided known or forecast icing cond	d aircraft is not operated in ditions.			
11.	Engine Inlet Deicing Boots				Not installed				
12.	Pitot Heater Indicator Lights				Not installed				
13.	Pitot Heat Indicating Systems				Not Installed				



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		1.	1. Repair Category					
	System,		2.	Nur	nber Installed			
Sec	juence Numbers & Item			3.	Number Required for Disp	patch		
		4.			4. Remarks and Exception	ons		
31	INDICATING/RECORDING							
1.	Clock with Sweep Second Hand or Electric Digital Clock	C	1	0	May be inoperative for VFF	R operations.		
2.	Flight Hour Recorder	C	1	0	(0)			
3.	Engine Hour Recorder				Not installed			
4.	Flight Data Recorder (FDR) System				Not installed			

## Flight Hour Recorder

31-2 (O) Procedure to log time via an alternate means

- 1) The pilot shall ensure all flight and engine times are recorded and added to the aircraft total time.
- 2) Use clock time started on takeoff roll and ended when engine is shut down.
- 3) Provide a placard located near the hour meter stating: HOUR METER INOP. MANUALLY RECORD TIME.



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		1.	1. Repair Category					
	System,		2. Number Installed					
Sec	juence Numbers & Item			3.	oatch			
					4. Remarks and Exception	ns		
32	LANDING GEAR							
1.	Brake System Pressure Indicator	C	1	0	May be inoperative provided Pressure Indicator and Brake Indicator are operative.	d Hydraulic System e Accumulator Pressure		
2.	Parking Brake	C	1	0	(O) May be inoperative prov System is not affected.	vided Normal Braking		
		C	1	0	(O) Wheel Chocks will be u inoperative.	sed if Parking Brake is		

## **Parking Brake**

32-2 (O) Procedure to prevent inadvertent aircraft movement.

- 1) Pilot must verify the Normal Braking System operates normally by testing the brakes while parked with chocks in place. Apply the brakes, right and left, and check system pressure.
- 2) The pilot shall ensure that the aircraft is prevented from moving when parked or stopped, with the use of the brakes until ground personnel chock the wheels and the pilot must apply the brakes before ground personnel remove the chocks.
- 3) Provide a placard located near the parking brake handle stating "PARKING BRAKE INOP."



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	System,		2.	Nur	nber Installed	
Sec	quence Numbers & Item			3.	Number Required for Disp	patch
					4. Remarks and Exception	ons
33	LIGHTS					
1.	Cockpit Flight Compartment And Instrument Lighting System	С	1	0	<ul> <li>Individual lights may be inorremaining Lights are:</li> <li>a) Sufficient to clear instruments, contruments, contruments, contruming to positioned so that from flight crewm</li> <li>c) Lighting configuration acceptable to the functional sector for the functional sector</li></ul>	perative provided ly illuminate all required ols, and other devices for ed, direct rays are shielded embers eyes and ation and intensity is light crew.
2.	Cabin Light System	C	1	0	May be inoperative provided acceptable to the flight crew	d lighting configuration is 7.
3.	Passenger Lighted Information Signs	С	1	0	<ul> <li>(M) May be inoperative pro         <ul> <li>Associated Passeng occupied from whi Information Sign is</li> <li>Associated Seat or and placarded – DO</li> </ul> </li> <li>NOTE: These provisos are Lavatory use or inspections</li> </ul>	vided: ger Seat or Lavatory is not ch a Passenger Lighted s not readily legible, and Lavatory must be blocked O NOT OCCUPY. not intended to prohibit by crewmembers.

## **Passenger Lighted Information Signs**

33-3 (M) Procedure:

- 4. Determine which seats do not provide ready legible view of an operational Passenger Lighted Information Sign.
- 5. Block those seats without ready legible view of an operational Passenger Lighted Information Sign by installing a strap that prevents the seat from being occupied.
- 6. Placard the unusable seats with, DO NOT OCCUPY.



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	System,		2.	Nur	nber Installed	
Seq	juence Numbers & Item			3.	Number Required for Disp	oatch
					4. Remarks and Exception	ons
33	LIGHTS					
3.	Passenger Lighted Information Signs (Continued)	С	-	0	<ul> <li>(O) May be inoperative and or Lavatory may be occupied</li> <li>a) PA System operate</li> <li>b) PA System is used cabin crew when as ON or OFF.</li> </ul>	associated Passenger Seat d provided: s normally, and to notify passengers and ssociated Sign(s) are placed
A)	All Cargo, Supernumerary/Courier Area Lighted Information Signs	C	-	0	(O) May be inoperative prov are established and used to r couriers/supernumeraries wh placed ON or OFF.	vided alternate procedures notify hen associated Sign(s) are
B)	For 14 CFR 91 Operations Not Requiring Use Of PA System Or A Cabin Crew Based On Certified Seating Configurations And/Or Payload Capabilities					
1)	Passenger Lighted Information Signs	C	-	0	(O) May be inoperative prov are established and used to r	vided alternate procedures notify Cabin occupants.

## **Passenger Lighted Information Signs**

33-3 (O) Procedure: The pilot shall announce with the PA system each time the associated Sign(s) are placed ON or OFF.

33-3A (O) Procedure: The pilot shall announce with the PA system each time the associated Sign(s) are placed ON or OFF.

33-3B1 (O) Procedure: The pilot shall announce with the PA system each time the associated Sign(s) are placed ON or OFF.



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		1.	Rep							
~	System,		2. Number Installed							
Sec	juence Numbers & Item		3. Number Required for Dispatch							
					4. Remarks and Exception	ons				
33	LIGHTS									
4.	Wing Ice Lights	С	2	0	May be inoperative provide known or forecast icing con	d aircraft is not operated in ditions at night.				
		С	2	0	<ul> <li>May be inoperative provide</li> <li>a) Aircraft is equipp</li> <li>Detection System</li> <li>b) Ground deicing p</li> <li>use of Wing Ice I</li> </ul>	d: bed with an approved Ice h, and brocedures do not require Lights.				
5.	Landing Lights	C C	2	1	One may be inoperative pro a) Left Light is oper operations, and b) Ground deicing p use of Wing Ice I May be inoperative for day	vided: cative for single pilot procedures do not require Lights. operations.				
		C	2	0	One may be inoperative for Taxi Light is installed and c	night operations provided operative.				
6.	Taxi Light	С	1	0	May be inoperative for day	operations.				
7.	Position Lights	C	3	0	May be inoperative for day	operations.				
8.	Anti-Collision Beacon Light System	С	1	0	May be inoperative for day	operations.				
	Red rotating Beacon on Lower Fuselage	C	1	0						
9.	Strobe Lights Light System	C	2	0						
10.	Cabin Emergency Lights				Not installed					
11.	Stall Warning Light	С	1	0						
12.	Pulse Light System	C	1	0						



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	System,		2.	Nur	nber Installed	
Sec	juence Numbers & Item			3.	Number Required for Disp	patch
					4. Remarks and Exception	ons
34	NAVIGATION					
1A.	Non-Stabilized Magnetic Compass	В	1	0	(O) May be inoperative pro- three Gyro or INS (IRU) Sta are operative.	vided any combination of abilized Compass Systems
		В	1	0	<ul> <li>(O) May be inoperative proval Any combination of Stabilized Compasion</li> <li>b) Aircraft is operated navigation capabilic control by ATC on flight.</li> </ul>	vided: of two Gyro or INS (IRU) s Systems are operative, d with dual independent ity and under positive radar the enroute portion of the
		В	1	0	(O) May be inoperative for within areas of magnetic un two Stabilized Directional C operative, and used in conju Gyro navigation techniques	flights that are entirely reliability provided at least Gyro Systems are installed, inction with approved Free
2.	Gyroscopic Rate Of Turn/Slip Skid Indicators	В	2	0	Must be operative on left sid carrying VFR over-the-top, VFR night flights.	de for IFR, passenger and passenger carrying
3.	Vertical Speed Indicators	В	2	0	As required by 14 CFR.	

## Non-Stabilized Magnetic Compass

34-1A (O) Not required when pilot:

- 1. Verify both AHARs are operational prior to each flight,
- 2. Verify at least two primary navigation receivers (GPS or VOR) are operational, and
- 3. Must remain under positive radar control during enroute portion of flight when IFR.

#### **Vertical Speed Indicators**

34-3 Not required.



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	System,		2.	Nur	nber Installed	
Sec	quence Numbers & Item			3.	Number Required for Disp	oatch
					4. Remarks and Exception	ons
34	NAVIGATION					
4.	ATC Transponders And Automatic Altitude Reporting Systems	В	2	0	May be inoperative provide a) Operations do no b) Prior to flight, ap ATC facilities ha planned route of t	d: t require its use, and proval is obtained from ving jurisdiction over the flight.
		D	2	1	Any in excess of those requining inoperative.	ired by 14 CFR may be
A)	Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR	А	1	0	May be inoperative provide a) Operations do b) Repairs are ma the next heavy	d: not require its use, and ade prior to completion of maintenance visit.
B)	ADS-B Squitter Transmissions	A	1	0	May be inoperative provider a) Operations do no b) Repairs are made next heavy maint	d: t require its use, and prior to completion of the enance visit.
5.	Flight Director System	C	1	0	May be inoperative provided not based on its use.	d approach minimums are
6.	Marker Beacon System	C	1	0	May be inoperative provide not require its use.	d approach procedure does
7.	Radio Altimeter	C	1	0		
8.	Weather Radar/ Thunderstorm Detection Equipment	C	1	0	As required by 14 CFR.	

## ATC Transponders And Automatic Altitude Reporting Systems

34-4 One required for operations within Class B and C airspace, with in the 30 nm veil around Class B airspace, over Class B and C airspace and when at and above 10,000 feet MSL and more than 2500 feet AGL. May be inoperative when approved by ATC.

## Weather Radar/ Thunderstorm Detection Equipment

34-7 Not required by 14 CFR or DOI policy.



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Sec	System, juence Numbers & Item	1.	Rep	oair ( Nur 3.	Category nber Installed Number Required for Disp 4. Remarks and Exceptio	patch ns
<u>34</u> 9.	NAVIGATION Navigation Equipment (VOR/ILS, LORAN, RNAV, VLF/OMEGA, INS, DOPPLER, GPS, FMS)	С	4	0	As required by 14 CFR.	
10. A) B)	Navigation Databases Flight Management System Navigation Databases Navigation Management System Navigation Databases	С	5	0	<ul> <li>Not installed</li> <li>(O) May be inoperative prov a) Current aeronautica navigation fixes pri b) Procedures are esta status and suitabilit</li> </ul>	vided: al charts are used to verify for to dispatch, blished and used to verify y of navigation facilities
					used to define route c) Approach navigation tuned and identified	e of flight, and on radios are manually d.

## Navigation Equipment

34-9 For IFR, 14 CFR and DOI policy requires:

- 1) One ILS.
- 2) One VOR, with a second independent navigation system suitable to the route operable.
- 3) One GPS, with a second independent navigation system suitable to the route operable.

For Night VFR and VFR over the top, 14 CFR and DOI policy requires: None

#### Navigation Management System Navigation Databases

34-10 (O) Procedure for ensuring expired data still accurate.

- 1) Pilot must use current aeronautical charts to verify navigation fixes prior to dispatch.
- 2) The pilot shall use conventional methods to verify the status and suitability of navigation facilities used to define the route of flight.
- 3) The pilot shall identify the en route and approach navigation radios and verify approach course on CDI when an approach is executed.
- 4) The pilot must not use RNAV departure and arrival procedures or instrument approaches based on GPS guidance.
- 5) Provide a placard located near the MFD or GPS as applicable stating "Data base expired."



TW	AIRCRAFT: IN OTTER DHC-6-300		Re	evisi D	on No: ORIGINAL ate: 07-15-2017	Page No: 34-4
		1.	Rep	air (		
	System,		2.	Nur	nber Installed	
Seq	uence Numbers & Item			3.	Number Required for Disp	oatch
					4. Remarks and Exception	ons
34	NAVIGATION					
11.	Distance Measuring Equipment (DME) Systems	D	1	0	Any in excess of those requiring inoperative.	ired by 14 CFR may be
12.	Radio Magnetic Indicator (RMI)	С	1	0	As required by 14 CFR.	
13.	Automatic Direction Finder (ADF)	C	1	0	As required by 14 CFR.	
14.	Altitude Alerting System	A C	1	0	<ul> <li>(O) May be inoperative prov a) Autopilot with Altic Capture operates not b) Enroute operations its use,</li> <li>c) Airplane does not cairport (as listed in repair or replacement d) Repairs are made very</li> </ul>	vided: itude Hold, and Altitude ormally, , i.e. RVSM, do not require depart from a designated the operator's MEL) where ent can be made, and vithin 3 flight days.
A)	Aural Alert	C	1	0	May be inoperative provided a) Visual Alert operat b) Autopilot with Alti Capture operates no	d: tes normally, and tude Hold and Altitude ormally.
B)	Visual Alert	C	1	0	May be inoperative provided a) Aural Alert operate b) Autopilot with Alti Capture operates no	d: es normally, and itude Hold and Altitude ormally.
		C	1	0	May be inoperative provide RVSM, do not require its us	d Enroute operations, i.e.

#### DME

34-11 Not required

## RMI

34-12 Not required

## ADF

34-13 Not required

## Altitude Alerting System

34-14 (O) Operations procedures to ensure the Altitude Hold is operative and the System is not used for en route operation.

- 1) Before taxiing, test the autopilot.
- 2) In-flight monitor the altitude hold mode to ensure proper engagement.
- 3) In-flight monitor altitude selector for proper operation.
- 4) Place an ALERT INOP placard on or near the altitude preselector.



TW	AIRCRAFT: 'IN OTTER DHC-6-300		Revision No: ORIGINAL Date: 07-15-2017			Page No: 34-5
		1.	Rep	air (	Category	
	System,		2.	Nui	nber Installed	
Sec	juence Numbers & Item			3.	Number Required for Disp	patch
					4. Remarks and Exception	ons
34	NAVIGATION					
15.	Terrain Awareness And Warning System (TAWS)					
A) 1)	Class A TAWS Equipment Required Ground Proximity Warning System (GPWS)	А	1	0	<ul> <li>(O) May be inoperative provainable</li> <li>a) Alternate procedure and</li> <li>b) Repairs are made w</li> </ul>	vided: es are established and used, vithin two flight days.
	a) Modes 1-4	А	1	0	<ul> <li>(O) May be inoperative provainable</li> <li>Alternate procedure and</li> <li>b) Repairs are made was an and</li> </ul>	vided: es are established and used, vithin two flight days.
	b) Test Mode	A	1	0	May be inoperative provider a) GPWS is considere b) Repairs are made w	d: d inoperative, and ⁄ithin two flight days.
	<ul><li>c) Glideslope Deviation(s) (Mode 5)</li></ul>	С	1	1		
		В	1	0		
	d) Advisory Callouts	В	1	0	(O) May be inoperative prov are established and used. (conti	vided alternate procedures
CDWC						

## GPWS

34-15A1 (O) Alternate procedure.

- 1) Use current charts to plan and fly appropriate routes and altitudes.
- 2) Use the moving map display on the KMD-850, GNS-430 and GNS-530.
- 3) VFR LOOK OUT THE WINDOW, see and avoid terrain the old fashioned way.

#### Modes 1-4

34-15A1a (O) Alternate procedure.

- 1) Monitor VSI during decent.
- 2) Use current charts to plan and fly appropriate routes and altitudes.
- 3) Monitor altimeter and VSI during takeoff profile.
- 4) Verify correct flap setting prior to landing.
- 5) VFR LOOK OUT THE WINDOW, see and avoid terrain the old fashioned way.

#### **Advisory Callouts**

34-15A1d (O) Alternate procedure.

- 1) Use current charts to plan route and altitude.
- 2) Set MFD to the terrain page for constant visual warning of terrain.
- 3) Monitor VSI to avoid excessive rate of descent and sink after takeoff.
- 4) Monitor attitude indicator to avoid excessive bank angle.
- 5) Visually verify flap and gear configuration prior to landing.
- 6) VFR LOOK OUT THE WINDOW, see and avoid terrain the old fashioned way.



AIRCRAFT: TWIN OTTER DHC-6-300		Revision No: ORIGINAL Date: 07-15-2017				Page No: 34-6			
		1.	Rep	air (	Category				
	System,		2. Number Installed						
Sec	juence Numbers & Item			3.	Number Required for Disp	atch			
					4. Remarks and Exceptio	ns			
34	NAVIGATION								
15.A)	e) Windshear Mode (Reactive)				Not installed				
3)	Terrain Displays	C B	5 5	1 0					
4)	Runway Awareness And Advisory System (RAAS)	C	1	0					
B)	Class B TAWS Equipment Required								
1)	Ground Proximity Warning System (GPWS)	A	1	0	<ul> <li>(O) May be inoperative prov</li> <li>a)Alternate procedu</li> <li>used, and</li> <li>b) Repairs are made</li> </ul>	vided: ares are established and de within two flight days.			
	a) Modes 1 & 3	A	2	0	<ul> <li>(O) May be inoperative prov a)Alternate procedu used, and</li> <li>b) Repairs are ma (contin</li> </ul>	vided: ares are established and ade within two flight days. nued)			

## Windshear Mode

34-15A1e (O) Alternate procedure.

- 1) Monitor Airspeed Indicator for sudden increases.
- 2) Monitor VSI for greater than normal rate of descent.
- 3) If windshear is suspected set maximum available power as required and maintain Vx until clear of shear.

## GPWS

34-15B (O) Alternate procedure.

- 1) Use current charts to plan and fly appropriate routes and altitudes.
- 2) Use the moving map display on the KMD-850, GNS-430 and GNS-530.
- 3) VFR LOOK OUT THE WINDOW, see and avoid terrain the old fashioned way.

#### Modes 1 & 3 (excessive descent rate and altitude loss after takeoff)

- (O) Alternate procedure.
  - 1) Monitor VSI during decent.
  - 2) Monitor altimeter and VSI during takeoff profile.
  - 3) VFR LOOK OUT THE WINDOW, see and avoid terrain the old fashioned way.



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		1.	1. Repair Category						
	System,		2. Number Installed						
Sec	juence Numbers & Item			3.	Number Required for Dispatch				
					4. Remarks and Exception	ns			
34	NAVIGATION								
15.B)	b) Test Mode	A	1	0	<ul> <li>May be inoperative provided:</li> <li>a)GPWS is considered inoperative, and</li> <li>b) Repairs are made within two flight</li> </ul>				
	c) Modes 2, 4 & 5	С	3	0					
	d) Advisory Callouts	В	1	0	(O) May be inoperative provare established and used.	vided alternate procedures			
	e) Windshear Mode (Reactive)	C C	1	0	<ul> <li>(O) May be inoperative proval/ a)Advisory Callout and</li> <li>b) Alternate proval/ used.</li> <li>(O) May be inoperative proval/ are established and used.</li> </ul>	vided: s not required by 14 CFR, edures are established and vided alternate procedures			

## **Advisory Callouts**

34-15B1d (O) Alternate procedure.

- 1) Use current charts to plan route and altitude.
- 2) Set MFD to the terrain page for constant visual warning of terrain.
- 3) Monitor VSI to avoid excessive rate of descent and sink after takeoff.
- 4) Monitor attitude indicator to avoid excessive bank angle.
- 5) Visually verify flap position prior to landing.
- 6) VFR LOOK OUT THE WINDOW, see and avoid terrain the old fashioned way.
- 7) Not required by 14 CFR.

#### Windshear Mode (Reactive)

34-15B2e (O) Alternate procedure.

- 1) Monitor Airspeed Indicator for sudden increases.
- 2) Monitor VSI for greater than normal rate of descent.
- 3) If windshear is suspected set maximum available power as required and maintain Vx until clear of shear.



TW	AIRCRAFT: 'IN OTTER DHC-6-300			Revision No: ORIGINAL Date: 07-15-2017		Page No: 34-8
6	System,	1. Repair C			Category nber Installed	
Sec	juence Numbers & Item	3. Number Required for Dispatch         4. Remarks and Exceptions				ons
34	NAVIGATION					
17.	Traffic Alert And Collision Avoidance System (TCAS I)	В	1	0	<ul><li>(M) May be inoperative pro</li><li>a) System is deactivate</li><li>b) Enroute or approactive its use.</li></ul>	vided: ted and SECURED, and ch procedures do not require
		С	1	0	<ul> <li>(M) May be inoperative pro</li> <li>a) Not required by 14</li> <li>b) System is deactivation</li> <li>c) Enroute or approactive its use.</li> </ul>	vided: CFR, ted and SECURED, and ch procedures do not require
18.	Traffic Alert And Collision Avoidance System (TCAS II)				Not installed	

## Traffic Alert Collision Avoidance System (TCAS I)

34-17

- (M) Procedure to disable TCAS system
  - 1) Pull and band the circuit breaker for the TCAS system.
- (O) Procedure to ensure TCAS is not required.
  - 1) 14 CFR and DOI policy does not require TCAS.
  - 2) Check NOTAMS for areas requiring TCAS.
  - 3) Check charts and approach procedures to ensure TCAS is not required.



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-		1.	1. Repair Category				
	System,		2.	Nur	nber Installed		
Sec	juence Numbers & Item		3. Number Required for Dispatch				
					4. Remarks and Exception	ons	
34	NAVIGATION						
19.	Altimeters, Barometric Pressure Adjustable (Single Pilot Only Cargo Operations)	В	2	1	May be inoperative on right functioning Pneumatic Altir barometric pressure, is insta pilot.	side provided a neter, adjustable for lled and available to the	
20.	Airspeed Indicators (Single Pilot Only-Cargo Operations)	В	2	1	May be inoperative on right functioning Pneumatic Indic available to the pilot.	side provided a cator is installed and	
21.	Gyroscopic Pitch And Bank Indicators (Single Pilot Only- Cargo Operations)	В	2	1	May be inoperative on right independent power sources left side instrument.	side provided two are available to drive the	



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		1.	1. Repair Category					
	System,		2.	Nur	nber Installed			
Sec	juence Numbers & Item			3.	Number Required for Disp	oatch		
					4. Remarks and Exception	ns		
34	NAVIGATION							
22.	Gyroscopic Directional Compass Systems (Single Pilot Only- Cargo Operations)	В	2	1	May be inoperative on right independent power sources a left side system.	side provided two are available to drive the		
23.	Skywatch Traffic Advisory System	C	1	0				
24.	Standby Attitude Indicator	С	1	0	May be inoperative provided not required by 14 CF			
25	Windshaar Dataction Guidance	В	1	0	<ul> <li>May be inoperative provided</li> <li>a) Operations are condand</li> <li>b) Operations are not forecast over-the-to</li> </ul>	d: ducted in day VMC only, conducted into known or op conditions.		
25.	And Avoidance System				not ilistalled			

## Standby Attitude Indicator

34-24 14 CFR and DOI policy require three attitude indicators for IFR, VFR at night and VFR over the top when the gyroscopic rate of turn indicator is INOP.



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		1.	Rep	Repair Category				
	System,		2. Number Installed					
Sec	juence Numbers & Item	3. Number Required for Dispatch			batch			
					4. Remarks and Exception	ons		
34	NAVIGATION							
26.	Automatic Dependent Surveillance Broadcast (ADS-B) System	D	1	0	May be inoperative provider CFR. NOTE: If ADS-B is installer replacement for 14 CFR req category in the operator's M of the 14 CFR required equired	d it is not required by 14 ed in lieu of or as uired equipment, the repair IEL will be the same as that pment.		

## ADS-B

34-26 Until 1 Jan 2020 May be inoperative. After 31 Dec 2019 Required for operations within Class B and C airspace, with in the 30 nm veil around Class B airspace, over Class B and C airspace, when at and above 10,000 feet MSL and more than 2500 feet AGL and Class E airspace at and above 3000 feet MSL over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles. May be inoperative when approved by ATC.



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System,		1.	Repair Category     2. Number Installed					
Sec	uence Numbers & Item			5.	4. Remarks and Exception	ons		
34	NAVIGATION							
26. A)	Link And Display Processor Unit (LDPU)				Not installed			
B)	Cockpit Display And Traffic Information (CDTI)	D	1	0	NOTE: ADS-B data transmissions may continue.			
C)	CDTI Control Panel	D	1	0	<ul><li>May be inoperative provide</li><li>a) Flight ID can be se</li><li>b) Screen Display is a crew.</li></ul>	d: t, and acceptable to the flight		
D)	Data Link Transmitter(s)	D	1	0				
E)	Data Link Receiver(s)	D	1	0				



TW	AIRCRAFT: TWIN OTTER DHC-6-300		Revision No: ORIGINAL Date: 07-15-2017			Page No: 36-1		
System,		1.	Rep 2.	air ( Nui	Category nber Installed			
26				5.	4. Remarks and Exceptions			
1.	Bleed Air Systems	С	2	0	<ul> <li>(M) May be inoperative prov a) Corresponding Blee confirmed CLOSEI</li> <li>b) Aircraft is not opera icing conditions,</li> <li>c) Autopilot is not use</li> <li>d) Flight instrument op on either Bleed Air</li> </ul>	vided: ed Air Valves are D, ated in known or forecast ed, and peration does not depend System.		

## **Bleed Air Systems**

36-1 (M)

- Visually ensure inoperative valve(s) are in the closed position.
   Secure valve(s) in the closed position.



AIRCRAFT: TWIN OTTER DHC-6-300			Revision No: ORIGINALPage NoDate: 07-15-201746-1			Page No: 46-1		
		1.	1. Repair Category					
	System,		2.	Nur	nber Installed			
Sec	juence Numbers & Item			3.	Number Required for Disp	atch		
					4. Remarks and Exceptio	ns		
46	INFORMATION SYSTEMS							
1.	Electronic Flight Bag Systems (EFBs)							
A)	Class 3 EFBs	Not installed						
B)	Data Connectivity (Class 2)				Not installed			
C)	Power Connection (Class 2)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.			
		D	2	0	May be inoperative provided its use.	l procedures do not require		
D)	Mounting Device (Class 2)	C	2	0	<ul> <li>(M)(O) May be inoperative p</li> <li>a) The associated El</li> <li>by an alternate maircraft, and</li> <li>b) Alternate procedu</li> <li>used.</li> </ul>	provided: FB and hardware is secured eans or removed from the ares are established and		
		D	2	0	<ul> <li>(M) May be inoperative proval</li> <li>a) Associated EFB and I alternate means or remand</li> <li>b) Procedures do not recommended</li> </ul>	vided: hardware is secured by an moved from the aircraft, quire its use.		

## **Power Connection (Class 2)**

46-1C (O) May be inoperative when intended flight time is less than the known duration of the EFB's battery(s) plus one hour.

#### Mounting Device (Class 2)

46-1D (M) Remove the inoperative mounting device. (O) The EFB must be secured (i.e. attach to knee board) in such a way that it will not interfere with any flight controls and remain in a position that will facilitate adequate viewing during all required phases of flight. Or, use paper charts.



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		1.	Rep	pair Category				
System,			2. Number Installed					
Sequence Numbers & Item				3.	Number Required for Disp	atch		
					4. Remarks and Exceptio	ns		
52	DOORS							
1.	Door Open Warning Light	C	1	0	<ul> <li>May be inoperative provided</li> <li>a) A flight crewmemb</li> <li>inspection that all I</li> <li>to each takeoff, and</li> <li>b) FASTEN SEAT BI</li> </ul>	d: per confirms by visual Doors are LATCHED prior l ELT Sign remains ON.		
2.	Passenger Door Strut	C	1	0		-		



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			1. Repair Category					
System,			2. Number Installed					
Sequence Numbers & Item				3.	Number Required for Disp	patch		
					4. Remarks and Exception	ons		
61	PROPELLERS							
1.	Beta Backup System				Not installed			
2.	Auto Feather System And Indicator Lights	C	1	0	May be inoperative provided followed.	d AFM procedures are		



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			1. Repair Category				
	System,		2.	Nui	nber Installed		
Sec	quence Numbers & Item			3.	Number Required for Disp	patch	
					4. Remarks and Exception	ons	
79	ENGINE OIL						
1.	L ENGINE OIL PRESS and R ENGINE OIL PRESS Caution Lights	С	2	1	(O) One may be inoperative pressure indicator is operati	e provided the associated oil ve.	

**L ENGINE OIL PRESS and R ENGINE OIL PRESS Caution Lights** 79-1 (O) May be inoperative. The pilot must verify the associated oil pressure indicator is operative.



U.S. Department of Transportation Federal Aviation Administration Washington, D.C.

# **Master Minimum Equipment List**

Revision: 14 Date: 03/25/2015

# Viking Air Limited DHC-6/1/100/200/300/400

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U.S. DEPARTME	NT OF TRANSPORTATION				
		MASTER MIN	IMUM EQ	UIPMENT LIST	
FEDERAL AVIA	TION ADMINISTRATION	DELUGION		<b>D</b> + <b>GD M</b>	
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#### U.S. DEPARTMENT OF TRANSPORTATION

#### MASTER MINIMUM EQUIPMENT LIST

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Updated to incorporate Revision 14 changes.					
(O) procedure for item 21-2 added to MMEL.					
(M) procedure for item 21-8 added to MMEL.					
(O) procedure for item 21-12 added to MMEL.					
(M) procedure for item 21-13 added to MMEL					
(M) procedure for item 21-14 added to MMEL					
(M) procedure for item 24-13 added to MMEL					
(M) procedure for item 25-11 added to MMEL	•				
(M) procedure for item 25-12 added to MMEL					
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(O) procedure for item 27-6 added to MMEL.					
(O) procedure for item 27-7 added to MMEL.					
(M) procedure for item 27-8-d added to MMEL	<i>_</i> .				
(O) procedure for item 27-9 added to MMEL.					
(O) procedure for item 28-6 added to MMEL.					
(O) procedure for item $28-7$ added to MMEL.					
(U) procedure for item 28-8 added to MMEL.					
(M) procedure for item 29-2 added to MMEL.					
(101) procedure for item 20-5 added to MMEL.					
(O) procedure for item 30-2b added to MMEL.					
	MENT OF TRANSPORTATION IATION ADMINISTRATION DHC-6-1/100/200/300/400 HIGHLIGHTS OF CHAN Updated to Revision 14. Updated to incorporate Revision 14 changes. Updated to incorporate Revision 14 changes. (O) procedure for item 21-2 added to MMEL. (M) procedure for item 21-12 added to MMEL. (M) procedure for item 21-13 added to MMEL. (M) procedure for item 21-13 added to MMEL (M) procedure for item 25-11 added to MMEL (M) procedure for item 25-12 added to MMEL (M) procedure for item 25-13 added to MMEL (M) procedure for item 25-14 added to MMEL (M) procedure for item 25-15 added to MMEL (O) procedure for item 27-4 added to MMEL (O) procedure for item 27-5 added to MMEL. (O) procedure for item 27-6 added to MMEL. (O) procedure for item 27-7 added to MMEL. (O) procedure for item 27-8-4 added to MMEL. (O) procedure for item 27-9 added to MMEL. (O) procedure for item 29-2 added to MMEL. (O) procedure for item 29-3 added to MMEL. (O) procedure for item 29-2 added to MMEL.	MENT OF TRANSPORTATION MASTER MINIMUM EQU IATION ADMINISTRATION DHC-6-1/100/200/300/400 REVISION NO: 14 DATE: 03/25/2015 HIGHLIGHTS OF CHANGE Updated to Revision 14. Updated to incorporate Revision 14 changes. Updated to incorporate Revision 14 changes. (O) procedure for item 21-2 added to MMEL. (M) procedure for item 21-12 added to MMEL. (M) procedure for item 21-13 added to MMEL. (M) procedure for item 21-14 added to MMEL. (M) procedure for item 25-11 added to MMEL. (M) procedure for item 25-12 added to MMEL. (M) procedure for item 25-13 added to MMEL. (M) procedure for item 25-14 added to MMEL. (M) procedure for item 25-15 added to MMEL. (M) procedure for item 26-5 added to MMEL. (M) procedure for item 27-4 added to MMEL. (O) procedure for item 27-5 added to MMEL. (O) procedure for item 27-6 added to MMEL. (O) procedure for item 27-7 added to MMEL. (O) procedure for item 27-8 added to MMEL. (O) procedure for item 27-9 added to MMEL. (O) procedure for item 27-8 added to MMEL. (O) procedure for item 27-8 added to MMEL. (O) procedure for item 27-9 added to MMEL. (O) pro			

## U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: DHC-6-1/100/200/300/400 **REVISION NO: 14** PAGE NO: DATE: 03/25/2015 VIII HIGHLIGHTS OF CHANGE Guidelines (O) procedure for item 31-3 added to MMEL. (0 & M)(O) procedure for item 31-5 added to MMEL. (Cont'd) (O) procedure for item 31-8 added to MMEL. (O)(M) procedures for item 31-9 added to MMEL. (O) procedure for item 31-10 (B) added to MMEL. (O) procedure for item 31-11 added to MMEL. (M)procedure for item 32-3 added to MMEL (O) procedure for item 33-24 added to MMEL. (O)(M) procedures for item 33-25 added to MMEL. (O) procedure for item 34-35 added to MMEL. (O) procedure for item 34-42 added to MMEL. (M) procedure for item 34-52 added to MMEL. (M) procedure for item 34-53 added to MMEL. (M) procedures for item 36-1A added to MMEL. (O)(M) procedures for item 46-2 added to MMEL. (O) procedure for item 46-4 added to MMEL. (O) procedure for item 46-9 added to MMEL. (M) procedure for item 52-4 added to MMEL. (M) procedure for item 56-1 added to MMEL. (M) procedure for item 56-2 added to MMEL. (M) procedure for item 61-5 added to MMEL. (O) procedure for item 61-7 added to MMEL. (M) procedure for item 73-1 added to MMEL. (O) procedure for item 74-1 added to MMEL. (O) procedure for item 77-4 added to MMEL. (O) procedure for item 79-1 added to MMEL. (M) procedure for item 79-2 added to MMEL. (O) procedure for item 79-3 added to MMEL. ATA 21-2 Added (O) operations remarks for cabin heating not used on ground. Added Series 100, 200, 300 references. ATA 21-6 Added Series 100, 200, 300 references. ATA 21-7 ATA 21-8 Added Air Conditioning System for Series 400. ATA 21-10 Added Individual Punkah Louvrers, Instrument Panel for Series 400. Added Individual Punkah Louvres, Cabin for Series 400. ATA 21-11 ATA 21-12 Added Manual Heating Control System for Series 400. Added Avionics Cooling Fan for Series 400. ATA 21-13 Added DAU Cooling Fan for Series 400. ATA 21-14 ATA 21-15 Added Flight Compartment Temperature Indication for Series 400. Added Cabin Temperature Indication for Series 400. ATA 21-16 Added Series 100, 200, 300 references. ATA 22-1 Added Series 100, 200, 300 references. ATA 22-2 ATA 23-6 Added Right Seat Pilot Headset for Series 400. ATA 23-7 Added Right and/or Left Headset Noise Cancelling Function for Series 400. ATA 23-14 Added VHF Communications Radios for Series 400. ATA 23-15 Added Audio Panels (KMA 29) for Series 400. Added Audio Amplifiers (in KMA) for Series 400. ATA 23-16 ATA 23-17 Added Voice Activated Intercom for Series 400.

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	HIGHI IGHTS OF	CHANGE	IΛ
ATA 22 10	A data d Constant Victor (Daran de Transmitt)	mande	
ATA 23-18	Added Control Yoke Press to Transmit'S	witch for Series 400.	
ATA 23-19	Added HF Radio for Series 400.		
ATA 23-20	Added Satellite Trealing System for Serie	es 400.	
ATA 23-21	Added Saleline Tracking System for Series	400.	
ATA 23-22	Added Multifunction Controller for Series	400. and/or Valuma Cantrol Knah	on DED
ATA 25-25	Added Concentric Frequency Select Knool	s and/or volume Control Knob	OIIPFD
ATA 24 2	Added Series 100, 200, 200 references		
AIA 24-2	Added Selles 100, 200, 500 felelelices.		
10 24-7 ATA 24 8	Addad Constators for Spring 400		
ATA 24-0	Added Main Pattery for Series 400.		
ATA 24-9	Added ESIS Dettery for Series 400.		
ATA 24-10	Added Battery Voltage Indication for Serie	ng 400	
ATA 24-11 ATA 24-12	Added Generator Voltage Indication for Series	$r_{\rm rios}$ 400.	
ATA 24-12	Added External Power Palay for Series 40	0	
ATA 24-13	Added External Power Voltage Indication	0. and/or annunciation for Series	400
ATA 24-14 ATA 25 11	Added Pilot Sept (left or right) Vertical Al	and/or annunciation for Series	400.
ATA 25-11	Added Pilot Seat (left or right) Fore and A	ft A division for Sorias 400.	
ATA 25-12	Added Kay Locks of Doors for Series 400	It Adjustment for Series 400.	
ATA 25-15	Added Elight Compartment Sun Visor for	Series 400	
$\Delta T \Delta 25-14$	Added Fye Height Reference Device for S	eries 400.	
ΔΤΔ 26-3	Added Series 100, 200, 300 references	enes 400.	
ATA 26-5	Added Engine Fire Extinguisher Pressure	Thermal Indicators for Series A	00
ATA 26-6	Added Fire Pushbutton Visual Annunciati	on for Series 400	
ATA 26-7	Added Engine Fire Detection – Primary Ci	reuit for Series 400	
ATA 27-4	Added Budder Trim Tab Indicator for Seri	es 400	
ATA 27-5	Added Rudder Trim Tab Indicator (Mecha	nical Pointer) for Series 400	
ATA 27-6	Added Elevator Trim Tab Indicator (MED)	) for Series 400	
ATA 27-7	Added Elevator Trim Tab Indicator (Mech	anical Pointer) for Series 400	
ATA 27-8	Added Stall Warning Light (below ESIS) f	For Series 400	
ATA 27-9	Added Flap Position Sensor or Indicator for	or Series 40	
ATA 27-10	Added Aileron Position Sensor (FDR Send	ling Unit) for Series 400	
ATA 27-11	Added Rudder Position Sensor (FDR Send	ing Unit) for Series 400.	
ATA 27-12	Added Elevator Position Sensor (EDR Sen	ding Unit) for Series 400	
ATA 27-13	Added Rudder Pedal Assembly Fore/Aft A	diustment for Series 400.	
ATA 28-3	Added d) caution CAS System operates no	rmally for Series 400.	
ATA 28-5	Added c) aircraft not operated at an OAT h	pelow 5°C for Series 400.	
ATA 28-6	Added Fuel Boost Pump Low Pressure Ind	lication Switches for Series 400	).
ATA 28-7	Added Fuel Low Level Float Sensors for S	leries 400.	
ATA 28-8	Added Fuel Flow Indication for Series 400		
ATA 28-9	Added FMS Fuel Quantity Monitoring for	Series 400.	
ATA 29-2	Added Brake Hydraulic System Pressure I	ndicator for Series 400.	
ATA 29-3	Added Hydraulic Accumulator Gauges for	Series 400.	
ATA 30-2a	Added Intake Deflectors 'if extended' for	Series 400.	
ATA 30-2b	Added Intake Deflectors 'if retracted' for S	Series 400.	
ATA 30-7	Added a) OAT is above $+5^{\circ}$ C at all times f	for Series 400.	
ATA 30-15	Added Valve Heater for Series 400.		
ATA 30-16	Added 'Pneumatic Low Press' Annunciation	on for Series 400.	

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ATA 31-1	Added Series 100, 200, 300 references.			
to 31-4				
ATA 31-5	Added Analogue Clock with Sweep Second	Hand for Series 400.		
ATA 31-6	Added Flight Data Recorder (FDR).			
ATA 31-7	Added Cockpit Voice Recorder (CVR)			
ATA 31-8	Added Aural Warning Channels for Series 4	400.		
ATA 31-9	Added ***Electronic Checklist System for	Series 400.		
ATA 31-10	Added OAT Sensor for Series 400.			
ATA 31-11	Added Data Acquisition Units (DAU) for Second	eries 400.		
ATA 31-12	Added Master Warning and/or Master Caut	on Annunciators for Series 40	)0.	
ATA 31-13	Added Aircraft Tracking System (e.g. Satel	ite Tracking) for Series 400.		
ATA 32-3	Added *** Amphibian Wheel Gear System	Extension & Reflection for S	eries 400.	
ATA 33-9	Added Series 100, 200, 300 references.			
to 33-12				
ATA 33-13	Added Flood (thunderstorm) Lighting for Se	eries 400.		
ATA 33-14	Added Instrument (bezel) Lighting for Serie	es 400.		
ATA 33-15	Added Avionics Circuit Breaker Panel and	Footwell Lighting for Series 4	00.	
ATA 33-16	Added Aisle Light on Aft Face of Control C	Column for Series 400.		
ATA 33-17	Added Flight Compartment Dome Light for	Series 400.		
ATA 33-18	Added Flight Compartment Map Lights for	Series 400.		
ATA 33-19	ATA 33-19 Added Cabin Emergency Lighting System for Series 400.			
ATA 33-20	Added Pulse Light Function of Landing Lig	hts for Series 400.		
ATA 33-21	Added Beacon Light for Series 400.			
ATA 33-22	Added Strobe Lights for Series 400.			
ATA 33-23	Added Eye Height Reference Device (interr	al lighting) for Series 400.		
ATA 33-24	Added 'Fasten Seat Belt' Cabin Annunciation	on for Series 400.		
ATA 33-25	Added 'No Smoking' Cabin Annunciator fo	r Series 400.		
ATA 34-1A	Added Series 100, 200, 300 references.			
ATA 34-1B	Added Non Stabilized Magnetic (Standby)	Compass for Series 400.		
ATA 34-27	Added ESIS Compass (heading functionalit	y only) for Series 400.		
ATA 34-28	Added ESIS Instrument (all functionality) for	or Series 400.		
ATA 34-29	Added ESIS Battery (ESIS independent pow	ver supply) for Series 400.		
ATA 34-30	Added ADAHRS Compass and Heading Re	ference Systems for Series 40	0.	
AIA 34-31	Added ADAHRS Attitude Reference System	ns for Series 400.		
AIA 34-32	Added Advanced Creatics Madule (ACM)	ion Somios 400		
AIA 34-33	Added Electronic Display of Langestry Characteria	or Series 400.		
AIA 34-34	Added EMS Novientier Detailers (	is for Series 400.		
ATA 34-33	Added Drimony Elight Display (DED) C	allon for Sories 400.		
ATA 34-30	Added Multifunction Controller for Series	on on Series 400.		
ATA 34-37	Added MMDR (VOP/ILS functionality) for	vu. Sarias 100		
ATA 34-30	Added MMDR (ADE functionality) for Sam	as 100		
ΔΤΔ 34-39	Added MMDR (Marker Rescon functionality)	$c_{3}$ 400.		
ATA 34-40	Added DME for Series 400	y) 101 Selles 400.		
ATA 34-41	Added CDS Receivers for Sories 400.			
ΔΤΔ 3/ /3	Added Elight Management System for Sorie	es 400		
ΔΤΔ 3/-//	Added Transponders for Series 400			
ATA 34-45	Added Radar Altimeter for Series 400.			

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ATA 34-46	Added Altitude Alerter for Series 400.		
ATA 34-47	Added INAV Topographic Database for Series	400.	
ATA 34-48	Added Terrain Database for Series 400.		
ATA 34-49	Added Weather Radar for Series 400.		
ATA 34-50	Added Stormscope for Series 400.		
ATA 34-51	Added Flight Controller (channel) for Series 40	00.	
ATA 34-52	Added TCAS for Series 400.		
ATA 34-53	Added TAWS for Series 400.		
ATA 35-1	Added Series 100, 200, 300 references.		
ATA 35-2	Added Series 100, 200, 300 references.		
ATA 36-1A	Added Bleed Air Valves for Series 400.		
ATA 36-2	Added Low Pressure Monitoring System ('Pne	umatic Low Press' Annund	ciation) for
	Series 400.		,
ATA 45-1	Added Central Maintenance Computer for Seri	es 400.	
ATA 45-2	Added Engine Condition Trend Monitoring Sys	stem (ECTM) Reader for S	Series 400.
ATA 45-3	Added SD Card Reader for Series 400.		
ATA 46-2	Added Modular Avionics Unit (MAU) Actuato	r Input/Output Processor (	AIOP) Channels
	for Series 400.		,
ATA 46-3	Added Advanced Graphic Module (AGM) Cha	nnels for Series 400.	
ATA 46-4	Added Display Unit 1 (left PFD) for Series 400	).	
ATA 46-5	Added Display Unit 2 (upper MFD) for Series	400.	
ATA 46-6	Added Display Unit 3 (lower MFD) for Series	400.	
ATA 46-7	Added Display Unit 4 (right PFD) for Series 40	00.	
ATA 46-8	Added MAU Cooling Fans for Series 400.		
ATA 46-9	Added Multifunction Controller for Series 400.		
ATA 46-10	Added Multifunction Controller (any functions	not listed in item 46-8) for	r Series 400.
ATA 46-11	Added Flight Controller Panel for Series 400.		
ATA 46-12	Added Flight Controller Panel (entire controller	r) for Series 400.	
ATA 52-1	Added Series 100, 200, 300 references.		
ATA 52-1A	Added Doors Unlocked Annunciation for Serie	s 400.	
ATA 52-4	Added Airstair Door Damping Strut ('doorsave	er') for Series 400.	
ATA 52-5	Added Key Locks of Doors for Series 400.		
ATA 56-1	Added Flight Compartment Door Sliding Wind	low for Series 400.	
ATA 56-2	Added Passenger Cabin Inner Window Panels	for Series 400.	
ATA 61-5	Added Autofeather System Switchlight Assem	bly for Series 400.	
ATA 61-6	Added Propeller Reset Annunciation for Series	400.	
ATA 61-7	Added Autofeather System for Series 400.		
ATA 61-8	Added Ground Fire Range ('Beta') Annunciation	on for Series 400.	
ATA 73-1	Added P <sub>Y</sub> Tube Heaters (fuel control sensor tube) for Series 400.		
ATA 73-2	Added Fuel Flow Indication for Series 400.		
ATA 74-1	Added Manual Engine Ignition for Series 400.		
ATA 74-2	Added Spark Igniters for Series 400.		
ATA 77-1	Added N <sub>P</sub> Indication for Series 400.		
ATA 77-2	Added N <sub>G</sub> Indication for Series 400.		
ATA 77-3	Added Torque Indication for Series 400.		
ATA 77-4	Added $T_5$ Indication for Series 400.		
ATA 79-1	Added Series 100, 200, 300 references.		

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	HIGHLIGHTS OF CHANGE				
ATA 79-2	Added Series 100, 200, 300 references.				
ATA 79-3	Added Engine Oil Temperature for Series 400.				
ATA 79-4	Added Oil Pressure Sensor (40 PSI discrete).				
ATA 79-5	Added Oil Pressure Sensor (transducer).				

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DEFINI	TIONS	

Insert the applicable definitions listed in the current FAA MMEL Policy Letter PL-25, MMEL and MEL Definitions. Additional definitions may be included in an operators MEL as desired. Revision of PL-25 does not require revision to the operator's MEL.

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PREAMBLE				

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter 34, entitled "MMEL and MEL PREAMBLE", or current FAA Policy Letter 36, entitled "14 CFR Part 91 MEL Approval & Preamble", for Part 91 MEL approvals.

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 XV

 Guidelines for (O) & (M) Procedures
 XV

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

21-1	(M)	Operations procedure to ensure cabin heating is not used while on the ground.
21-8	(M)	Maintenance procedure to ensure gasper air source handle is secured in fully inward position.
21-12	(0)	Operations procedure to ensure OAT is greater than $+15^{\circ}$ C at all times and fresh air flow is not affected.
21-13	(M)	Maintenance procedure to ensure OAT is less than $+35^{\circ}$ C at all times, circuit breaker (E7) is secured in open position and both MAU fans operate normally.
21-14	(M)	Maintenance procedure to ensure OAT is less than $+35^{\circ}$ C at all times, circuit breaker (U2) is secured in open position and vent fan operates normally.
22-1	(M)	Maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse effect on any flight control function.
23-2-A	(0)	Operations procedure to ensure PA is not required by 14 CFR and to specify how passengers are to be briefed.
23-11-A	(0)	Operations procedure to establish and use alternate procedures. Applies to both provisos.
23-12	(0)	Operations procedure to ensure SATCOM Voice or Data Link operates normally, alternate procedures are established and used, and SATCOM coverage is available over the intended route of flight.
23-13-В	(M)	Maintenance procedure to ensure inoperative System is deactivated. Applies to both provisos.
23-15	(0)	Operations procedure to ensure the pilot's use of all avionics equipment is not affected and right seat intercom operates normally if right seat will be occupied.
23-19	(M)	Maintenance procedures to ensure HF radio inoperative if not required for long range communication. Must be secured and deactivated.

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	0.0	Guidennes for (O) & (M) Pro		1 /
23-23	(M)	Maintenance procedure to ensure right	hand PFD controller freque	ency select
		left hand PFD controller operates norma	ally.	s normany and
24-6	(M)	Maintenance procedure to ensure no un disconnect and secure the Battery Cable	safe condition exists and a e.	procedure to
24-13	(M)	Maintenance procedure to ensure the re	lay is confirmed to be in op	pen position.
25-2-A	(M)	Maintenance procedure to ensure Seat i position.	s secured in the FULL UP	RIGHT
25-2-В	(0)	Operations procedure to ensure baggage inoperative Restraining Bar, Seat is pro alerted.	e is not stowed under Seat perly placarded, and Cabin	with Crew is
25-2-C-1	(M)	Maintenance procedure to ensure Seat is secured in the FULL UPRIGHT position if an Armrest is missing.		
25-7-A	(0)	Operations procedure to ensure AED is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.		
25-7-В	(0)	Operations procedure to ensure EMK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.		
25-7-C	(0)	Operations procedure to ensure FAK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.		
25-9	(M)	Maintenance procedure to ensure Conta compartment is SECURED.	niner is EMPTY and access	to the
	(0)	Operations procedure to ensure sufficie accommodate all waste that may be gen	nt Waste Receptacles are a herated on the flight.	available to
25-10	(M)	Maintenance procedure to ensure accep approved source are maintained.	table cargo loading limits	from an
25-11	(M)	Maintenance procedure to ensure vertic	al alignment of (left or rig	nt) pilot seat.
25-12	(M)	Maintenance procedure to ensure fore a (left or right).	nd aft adjustment of pilot s	seat
25-14	(M)	Maintenance procedure to ensure key lo the door is not locked.	ocks of doors may be inope	erative provided

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		Guidelines for (O) & (M) Pro	ocedures					
25-16	(M)	Operations procedures to ensure top ex	terior surface of nose hage	ioe				
20 10	(112)	compartment can be seen by each pilot MFD displays are not obscured by con lowest off-side bezel button of lower M fastened.	compartment can be seen by each pilot without stretching, on-side PFD and both MFD displays are not obscured by control column and each pilot can operate lowest off-side bezel button of lower MFD with seat belt and shoulder harness fastened.					
26-2	(0)	Operations procedure on how to determ	nine the System is properly	charged.				
26-5	(M)	Maintenance procedure to ensure fire be each flight day.	ottles are checked for prope	er charge once				
26-6	(0)	Operations procedures to ensure audible fire warning is operating normally, visual fire warnings within the $T_5$ gauge in engine window of the PFD are operating normally and there are no deferred defects associated with Master Warning annunciators and 'push to discharge' function of the pushbutton is operating normally.						
26-7	(0)	Operations procedure to ensure fire detection system test satisfactorily when the 'Fire Detection Fault Indication' circuit breaker for the affected side(s) is out.						
27-1-A	(0)	Operations procedure to ensure aileron trim tab is visually checked for full and free movement, and is confirmed neutral prior to each flight.						
27-4	(0)	Operations procedures to ensure rudder trim tab is visually checked for full and free movement once per flying day, mechanical rudder trim tab position indicator pointer on flight compartment trim panel operates normally and Takeoff Configuration Warning System annunciations are not generated when tab is properly positioned for takeoff.						
27-5	(0)	Operations procedure to ensure electro MFD operates normally and Takeoff C normally.	nic display of rudder trim ta onfiguration Warning Syste	b position on em operates				
27-6	(0)	Operations procedure to ensure elevator free movement once per flying day and prior to flight, mechanical elevator trim compartment trim panel operates norm System annunciations are not generated takeoff.	r trim tab is visually checked is confirmed to be in take- a tab position pointer on flig ally and Takeoff Configurated when tab is properly posit	ed for full and off position ght tion Warning ioned for				
27-7	(0)	Operations procedure to ensure electro MFD operates normally and Takeoff C normally.	nic display of elevator trim onfiguration Warning Syste	tab position on em operates				

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		Guidelines for (O) & (M) H	Procedures					
27-8-d	(M)	Maintenance procedures to ensure lig	ght is covered up and placard	ed inoperative.				
27-9	(0)	Operations procedure to ensure flap s movement and flaps are visually con Configuration Warning System annu properly positioned for takeoff.	Operations procedure to ensure flap system is visually checked for full and free movement and flaps are visually confirmed to be in take-off position. Takeoff Configuration Warning System annunciations are not generated when flap are properly positioned for takeoff.					
28-3	(0)	Operations procedure to ensure the q requirements for the intended flight. fill fuel tanks and calculate fuel burn	Operations procedure to ensure the quantity of fuel on board meets the regulatory requirements for the intended flight. (One means for determining fuel quantity is: fill fuel tanks and calculate fuel burn from full tanks.)					
28-6	(0)	Operations procedure to ensure corre normally and corresponding PUMP2 tank is in use.	Operations procedure to ensure corresponding fuel boost pump is operating normally and corresponding PUMP2 switch is ON whenever pump1 in affected tank is in use.					
28-7	(0)	Operations procedure to ensure no other deferred defects of any kind relating to fuel system and if 'Low Fuel Quantity' CAS message is present. Fuel quantity on board is confirmed by other approved means prior to each flight.						
28-8	(0)	Operations procedure to ensure all other engine indicators operate normally, fuel quantity indicators operate normally and FMS is not used for fuel quantity monitoring.						
29-1	(M)	Maintenance procedure to ensure no system functions normally.	unsafe condition exists and	hydraulic				
29-2	(M)	Maintenance procedure to ensure sys	tem pressure indicator operat	es normally.				
29-3	(M)	Maintenance procedure to ensure acc satisfactory by use of an externally a	cumulator pressure is confirm pplied pressure gauge when r	ed to be necessary.				
30-2a	(0)	Operations procedure to ensure defle extended position, operations are cor OAT is below ISA +22°C during tak	ctor(s) is visually confirmed aducted in accordance with th eoff and cruise flight.	to be in the e AFM and				
30-2b	(0)	Operations procedures to ensure defl retracted position, flight is not condu or an environment of sand or dust an at an indicated OAT of less than $+5^{\circ}$	ector(s) is visually confirmed cted in known or forecast icin d aircraft is not operated in vi C.	to be in ng conditions sible moisture				
30-11	(M)	Maintenance procedure to ensure saf the Engine Inlet Deicing Boots inope	e operation of the engine and erative	aircraft with				

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		Guidelines for (O) & (M) I	Procedures				
30-12	(0)	Operations procedure to verify Pitot	Heat System(s) operates norm	nally.			
31-2	(0)	Operations procedure to record elaps	ed flight time.				
31-3	(0)	Operations procedure to ensure engin	e hour recorder operates nor	mally.			
31-5	(0)	Operations procedure to ensure a wristwatch with similar functionality is available to the pilot, clock covered up to prevent inadvertent reference to an inaccurate indication or clock is removed, it is not necessary to pull circuit breaker that supplies power to the clock and flight compartment dome light and inoperative clock is physically disconnected from the aircraft electrical system prior to next departure from a maintenance base.					
31-8	(O) Operations procedure to ensure affected channel is muted using appropriate configuration switch, all four Master Caution and Master Warning visual annunciators are operating normally, no other defects related to visual or aural annunciation or indications exist and left PFD and both MFDs are operating normally.						
31-9	(O)(M	) Operations and maintenance proceduring be inoperative, out of revision, must be provided if ECL content is operating checklists.	ares to ensure Electronic Che or deactivated and "Do not u not in agreement with approv	cklist System se" placard red normal			
31-10	(0)	Operations procedure to ensure OAT and there are no other deferred defect displays.	is forecast to be above +5°C ts related to the MAU, ADAF	at all times IRS, or			
31-11	(0)	Operations procedure to ensure what consequences are unique to each of the	services are lost when a DAU he 4 channels (2 left, 2 right).	U channel fails,			
32-2	(0)	Operations procedure for preventing parked. Applies to both provisos.	movement of the aircraft whe	en stopped or			
32-3	(O)(M	) Maintenance and operations procedu system is fully operational, all four and amphibian is operated as a float	res to ensure gear position in wheels are confirmed to be fu plane only.	dication Illy retracted			
33-3	(M)	Maintenance procedure to ensure Lav and any affected Passenger Seat is no	vatory is properly blocked and occupied.	d placarded			
	(0)	Operations procedure to ensure PA S	ystem operates normally and	is used to			

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		Guidelines for (O) & (M) Pro	cedures	717				
33 3 B 1	( <b>0</b> )	Operations procedure to ensure alternat	e procedures are establishe	d and used				
<u> 33-3-д-1</u>	( <b>0</b> )	Operations procedure to ensure alternation	e procedures are establishe	u anu useu.				
33-24	(0)	Operations procedure to ensure alternate abnormal and emergency situations and	e procedures are establishe cabin address system is op	d for normal, perational.				
33-25	(O)(M) Operations and maintenance procedures to ensure a 'no smoking' placard is provided nearby that is visible to all passengers and can be comprehended by all passengers and passengers are advised during the preflight safety briefing that smoking is not permitted at any time.							
34-1	(0)	Operations procedure to ensure any (IRU) Stabilized Compass Systems are	combination of three Gyroperative.	ro or INS				
	(0)	Operations procedure to ensure two Gyr and the airplane is operated with dual in	Operations procedure to ensure two Gyro or Compass Systems operate normally, and the airplane is operated with dual independent navigation capability.					
	(0)	Operations procedure to ensure at least are installed and operate normally.	two Stabilized Directional	Gyro Systems				
34-10-A	(0)	Operations procedure to ensure current suitability of Navigation Facilities to be Navigation Radios are manually tuned a	Aeronautical Charts are use used are verified, and App and identified.	ed, status and broach				
34-10-В	(O)	Operations procedure to ensure current suitability of Navigation Facilities to be Navigation Radios are manually tuned a	Aeronautical Charts are use used are verified, and App and identified.	ed, status and broach				
34-14	(0)	Operations procedure to ensure Autopil enroute operations do not require use of	ot with Altitude Hold is op the Altitude Alerting Syst	erative and em.				
	(0)	Operations procedure to ensure aircraft and enroute operations do not require us	is operated with a Second is se of the Altitude Alerting	in Command System.				
34-15-A-1	(0)	Operations procedure to ensure alternate	e procedures are establishe	d and used.				
34-15-A-1-a	(0)	Operations procedure to ensure alternate	e procedures are establishe	d and used.				

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		Guidelines for (O) & (M) Pro	cedures				
34-15-A-1-d	(0)	(O) Operations procedure to ensure alternate procedures are established and used Advisory Callouts are not required by 14 CFR.					
34-15-А-1-е	(0)	Operations procedure to ensure alternate	e procedures are established	d and used.			
	(0)	Operations procedure to ensure alternate Windshear Detection and Avoidance Sy	e procedures are established ystem (Predictive) operates	d and used and normally.			
34-15-B-1	(0)	Operations procedure to ensure alternate	e procedures are established	d and used.			
34-15-B-1-a	(0)	Operations procedure to ensure alternate	e procedures are established	d and used.			
34-15-B-1-d	(0)	Operations procedure to ensure alternate	e procedures are established	d and used.			
	(0)	Operations procedure to ensure alternate Advisory Callouts are not required by 1	e procedures are established 4 CFR.	d and used and			
34-15-В-1-е	(0)	Operations procedure to ensure alternate	e procedures are established	d and used.			
34-15-C-1	(0)	Operations procedure to ensure alternate	e procedures are established	d and used.			
34-17	(M)	Maintenance procedure to ensure System to both provisos.	m is deactivated and SECU	RED. Applies			
34-18	(M)	Maintenance procedure to ensure System to both provisos.	m is deactivated and SECU	RED. Applies			
34-18-B	(0)	Operations procedure to ensure TA Vision operative, TA ONLY Mode is selected procedures do not require use of the RA	ual Display and Audio Fun by the crew, and enroute or Display System.	ctions are approach			
34-18-C	(0)	Operations procedure to ensure RA Vise operative, and enroute or approach proc Display System.	ual Display and Audio Fun redures do not require use o	ctions are of the TA			

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		Guidennes for (O) & (M) Pro						
34-25-A-1	(0)	Operations procedure to ensure alternate	e procedures are establishe	d and used.				
	(0)	Operations procedure to ensure alternate Windshear Detection and Avoidance Sy	e procedures are establishe ystem (Predictive) operates	d and used and normally.				
34-25-A-2	(0)	Operations procedure to ensure alternate	e procedures are establishe	d and used.				
	(0)	Operations procedure to ensure alternate Windshear Warning and Flight Guidance	e procedures are establishe ce System (Reactive) opera	d and used and tes normally.				
34-25-B-1	(0)	Operations procedure to ensure alternate	e procedures are establishe	d and used.				
34-25-В-2	(0)	Operations procedure to ensure alternate	Operations procedure to ensure alternate procedures are established and used.					
34-35	(0)	Operations procedure to ensure long range navigation system and FMS is not used and all navigation is based on short range navigation and/or pilotage and radios are manually tuned.						
34-42	(0)	Operations procedure to ensure flight(s) can be carried out by reference to short range navigation and/or pilotage and procedures are established to ensure that the crew do not refer to the INAV map for position determination.						
34-52	(M)	Maintenance procedures to ensure TCA regulations, may be inoperative provide	Maintenance procedures to ensure TCAS functionality is required by operating regulations, may be inoperative provided system is deactivated and secured.					
	(M)	Maintenance procedure to ensure TCAS operating regulations, may be inoperative secured.	S functionality is not requir ve provided system is deac	ed by tivated and				
34-53	(M)	Maintenance procedure to ensure TAWa regulations, may be inoperative provide	S functionality is required d system is deactivated and	by operating l secured.				
	(M)	Maintenance procedure to ensure TAW operating regulations, may be inoperative secured.	S functionality is not requi ve provided system is deac	red by tivated and				

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26.1	0.0	Guidennies for (O) & (M) Pro						
36-1	(M)	Maintenance procedure to secure Valve	e(s) in the CLOSED positio	n.				
36-1-A	(M)	An A A A A A A A A A A A A A A A A A A						
	(M)	Maintenance procedure to ensure both is not conducted in known or forecast i less than $+15^{\circ}$ C.	Maintenance procedure to ensure both bleed valves are secured closed and flight s not conducted in known or forecast icing conditions and OAT in flight is not ess than +15°C.					
37-1	(M)	Maintenance procedure to assure no ur the engine operation or other systems.	safe condition exists which	could affect				
46-1-A	(0)	Operations procedure to ensure alterna	te procedures are establishe	d and used.				
46-1-B	(0)	Operations procedure to ensure alterna	te procedures are establishe	d and used.				
46-1-C	(0)	Operations procedure to ensure alternate procedures are established and used.						
46-1-D	(M)	Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft.						
	(0)	Operations procedure to ensure alternate procedures are established and used.						
	(M)	Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft.						
46-2	(O)(M)	Operations procedure to ensure one ch to a maintenance base provided that c evaluated individually.	annel may be inoperative floorsequences of inoperative	ights to return channel are				
46-4	(0)	Operations procedure to ensure both M operation with right seat pilot performi operates normally and no other deferre are present.	IFDs operate normally, fligh ng the 'flying pilot' functio d defects related to PFD or	nt is two-crew ns, ESIS MFD systems				
46-9-3	(0)	Operations procedure to ensure operations the flight(s) can be carried out by reference pilotage.	ons do not require RNAV c ence to short range navigati	apability and on and/or				
46-9-5	(0)	Operations procedure to ensure operati flights can be carried out without use o navigation and/or pilotage and joystick operate normally.	ons do not require RNAV c f the FMS by reference to s and data set knob surround	apability, hort range ing joystick				

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52-3	(M)	Maintenance procedure to secure the ste	ep in the RETRACTED po	sition.				
52-4	(M)	Maintenance procedure to ensure a place indicating that the dampening strut is m	Maintenance procedure to ensure a placard is provided on both sides of the door indicating that the dampening strut is missing or inoperative.					
56-1	(M)	Maintenance procedure to ensure windo	ow is secured in closed pos	ition.				
56-2	(M)	Maintenance procedure to ensure any n missing. Damaged inner window panels the aircraft must be removed.	Maintenance procedure to ensure any number of inner window panels may be missing. Damaged inner window panels that obscure the view of the exterior of the aircraft must be removed.					
61-1	(M)	Maintenance procedure to deactivate the System and assure no other system is affected.						
61-5	(M)	Maintenance procedure to ensure opposite side switchlight operates normally, functionality of the autofeather system is not affected and CAS annunciation of 'autofeather selected' and 'autofeather armed' operates normally.						
61-7	(0)	Operations procedure to ensure operation Supplement 19, operations are not cond Configuration Warning System does not when power levers are advanced.	ons are conducted IAW AF lucted IAW Supplement 37 t generate an inappropriate	M and Takeoff annunciation				
73-1	(M)	Maintenance procedure to ensure corres aircraft is not operated where the air ter	sponding circuit breaker is nperature is less than +5°C	pulled and				
74-1	(0)	Operations procedure to ensure flight is conditions.	not conducted in known o	r forecast icing				
79-1	(0)	Operations procedure to ensure the asso	ociated oil pressure indicate	or is operative.				
79-2	(M)	Maintenance procedure to ensure a mai aircraft can be dispatched and the light	ntenance inspection shows extinguished prior to flight	that the				
79-3	(0)	Operations procedure to ensure that the started first.	engine with the inoperative	e indication is				

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					DATE: 03/25/2015 21-1			
1. SY	(STEM,	REPA	IR CAT	EGORY				
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED			
	/1			3. NUI	MBER REQUIRED FOR DISPATCH			
21					4. REMARKS OR EACEF HONS	<u> </u>		
21	AIR CONDITIONING							
1.	Air Conditioning System	С	1	0				
2.	Ventilation Fan	С	1	0	(O) May be inoperative provided cabin heating is not used while on ground.			
3.	Flight Compartment Fans (Series 100, 200, 300)	С	2	0		I		
4.	Individual Cabin Louvers	С	-	-				
5.	Automatic Temperature Control (Series 100, 200, 300)	С	1	0	May be inoperative provided Manual Temperature Control is operative.	I		
6.	Manual Temperature Control (Series 100, 200, 300)	С	1	0	May be inoperative provided Automatic Temperature Control is operative.	I		
7.	Avionics Cooling Fan (Series 100, 200, 300)	С	1	0	<ul> <li>May be inoperative provided:</li> <li>a) Avionics installation does not require Avionics Cooling Fan operation, and</li> <li>b) Circuit Breaker is secured in the OPEN (OFF) position.</li> </ul>			
8.	Air Conditioning System (RWM Vapor Cycle – Option) (Series 400 only)	D	1	0	(M) GASPER AIR SOURCE handle must be secured in the fully inward (gasper air supply comes from ram air scoop) position.			
10.	Individual Punkah Louvres, Instrument Panel	С	2	0				
11.	Individual Punkah Louvres, Cabin	D	20	0				

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			MASTER MINIMUM EQUIPMENT LIS	Т		
FED	ERAL AVIATION ADMIN	ISTRAT				
AIR	CRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE NO:	
1 01				CODV	DATE: 03/25/2015 21-2	
	ISTEM,	REPA.		EGORY		
	$UENCE NUMBERS & \\ I$		2. NUI		NSIALLED	
IIEI	vi			3. NUI	MBER REQUIRED FOR DISPATCH	
01					4. REMARKS OR EACEPTIONS	_
21	AIR CONDITIONING					
12.	Manual Heating Control System (implies cabin heat) (Series 400 only)	C	1	0	(O) May be inoperative provided OAT is greater than $+15^{\circ}$ C at all times and fresh air flow through all parts of the heating and defrost system is not affected.	
13.	Avionics Cooling Fan (Series 400 only)	C	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) OAT is less than +35°C at all times, and;</li> <li>b) The circuit breaker (E7) is secured in the open (off) position and;</li> <li>c) Both MAU fans operate normally.</li> </ul>	
14.	DAU Cooling Fan (Series 400 only)	C	-	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) OAT is less than +35°C at all times, and;</li> <li>b) The circuit breaker (U2) is secured in the open (off) position and;</li> <li>c) Vent fan operates normally</li> </ul>	
15.	Flight Compartment Temperature Indication (Series 400 only)	D	1	0		
16.	Cabin Temperature Indication (Series 400 only)	D	1	0		

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	MASTER MINIMUM EQUIPMENT LIST								
FED	FEDERAL AVIATION ADMINISTRATION								
AIR	CRAFT: DHC-6-1/10	0/200/30	00/400			<b>REVISION NO: 14</b>	PAGE NO:		
						DATE: 03/25/2015	22-1		
1. SY	YSTEM,	REPA	IR CAT	EGORY					
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTA	LLED			
ITEN	A			3. NUI	MBER	REQUIRED FOR DISPA	ТСН		
					4. RI	EMARKS OR EXCEPTIO	NS		
22	AUTOPILOT								
1.	Autopilot System	С	-	0	(M)	May be inoperative provide	ed		
	(Series 100, 200, 300)				opera	ations do not require its use	2.		
2.	Autopilot Disconnect	С	2	1	One	may be inoperative provide	ed:		
	Functions				a	a) Autopilot is not used be	elow		
	(Quick Release Controls)					1,500 feet AGL, and			
	(Series 100, 200, 300)				t	b) Approach minimums de	o not		
						require the use of the A	utopilot.		
		В	2	0	May	be inoperative provided A	utopilot is		
					not u	sed.			

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FED	FEDERAL AVIATION ADMINISTRATION							
AIR	CRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE NO:	_		
					DATE: 03/25/2015 23-1			
1. SY	YSTEM,	REPA	IR CAT	EGORY				
SEQ ITEN	UENCE NUMBERS &		2. NUI	VIBER I	NOTALLED			
11121	v1			5. NU	4 REMARKS OR EXCEPTIONS			
23	COMMUNICATIONS					_		
1.	Communications System (VHF And UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not			
					powered by an Emergency Power Source and not required for emergency procedures.			
2.	Passenger Address System (PA)							
A)	Passenger Configuration	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) PA not required by 14 CFR, and</li> <li>b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.</li> </ul>			
					NOTE: Any station function(s) that operate normally may be used.			
B)	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.			
3.	Static Discharge Wicks	С	-	-	One may be missing from the Rudder and one from the right Elevator.			
A)	Rudder	С	3	2		I		
B)	RH Elevator	С	2	1				
4.	Cockpit Speaker	С	2	0	May be inoperative provided two operative Headsets are available to flight crew.			
5.	Headsets	С	2	1	As required by 14 CFR.			
6.	Right Seat Pilot Headset (Series 400 only)	С	1	1	May be inoperative or missing provided right pilot seat is unoccupied.			

U.S. I	DEPARTMENT OF TRAN	SPORT	ATION							
FEDERAL AVIATION ADMINISTRATION										
AIRC	RAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE NO:					
					DATE: 03/25/2015 23-2					
1. SY	STEM,	REPA	IR CAT	EGORY						
SEQU	JENCE NUMBERS &		2. NUI	MBER I	NSTALLED					
11 LIVI	L			5. NOI	4. REMARKS OR EXCEPTIONS					
23	COMMUNICATIONS									
7.	Right and/or Left Headset Noise Cancelling Function (Series 400 only)	D	2	0	May be inoperative provided headset is otherwise operating normally. Non-noise cancelling headsets may be used.					
8.	Cockpit Voice Recorder (CVR)									
A)	For Air Carrier And Commercial Operators									
1)	With Flight Data Recorder (FDR) Installed	А	1	0	<ul> <li>May be inoperative provided:</li> <li>a) Flight Data Recorder (FDR) operates normally, and</li> <li>b) Repairs are made within three flight days.</li> </ul>					
2)	Without Flight Data Recorder (FDR) Installed	А	1	0	May be inoperative provided repairs are made within three flight days.					
B)	For Operators Other Than Air Carriers And Commercial Operators	А	1	0	May be inoperative provided repairs are made in accordance with applicable sections of 14 CFR.					
9. ***	Recorded Passenger Briefing Unit	С	1	0	May be inoperative provided passengers are appropriately briefed.					
10.	Boom Microphones									
A)	Cockpit Voice Recorder With Flight Data Recorder Installed									
1)	Cockpit Voice Recorder Equipped To Record Boom Microphone Per 14 CFR 121.359(e) or 135.151(d)	А	-	0	<ul> <li>May be inoperative provided:</li> <li>a) Flight Data Recorder (FDR) operates normally, and</li> <li>b) Repairs are made within three flight days. (Continued)</li> </ul>					

U.S.	DEPARTMENT OF TRAN	SPORTA	ATION		MASTER MINIMUM EOUIPMENT LIST	Г
FED	ERAL AVIATION ADMIN	ISTRAT	ION			
AIRO	CRAFT: DHC-6-1/10	0/200/30	0/400		REVISION NO: 14 PAGE NO:	
					DATE: 03/25/2015 23-3	
1. SY	YSTEM,	REPA	IR CAT	EGORY		
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED	
ITEN	1			3. NUI	MBER REQUIRED FOR DISPATCH	
					4. REMARKS OR EXCEPTIONS	
23	COMMUNICATIONS					
10.	Boom Microphones (Continued)					
A)	Cockpit Voice Recorder With Flight Data Recorder Installed (Continued)					
2) ***	Cockpit Voice Recorder Not Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
B)	Cockpit Voice Recorder Without Flight Data Recorder Installed					
1)	Cockpit Voice Recorder Equipped To Record Boom Microphone Per 14 CFR 121.359(e) or 135.151(d)	A	-	0	May be inoperative provided repairs are made within three flight days.	
2) ***	Cockpit Voice Recorder Not Equipped To Record Boom Microphones	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
11.	Selective Call Systems (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	l
		D	-	0	May be inoperative provided procedures do not require its use.	

U.S.	DEPARTMENT OF TRAN	SPORT	ATION		MASTED MINIMUM EQUIDMENT LIST				
FED	FEDERAL AVIATION ADMINISTRATION								
AIR	CRAFT: DHC-6-1/10	0/200/30	REVISION NO: 14         PAGE NO:           DATE: 03/25/2015         23-4						
1. SY	YSTEM,	REPA	IR CAT	EGORY					
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED				
TTE	4			3. NU	MBER REQUIRED FOR DISPATCH				
22		1	4. REMARKS OR EXCEPTIONS						
23	COMMUNICATIONS								
11.	Selective Call Systems (SELCAL) (Continued)								
A)	Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.				
		D	-	0	May be inoperative provided procedures do not require its use.				
12.	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.				
		С	-	1	<ul> <li>(O) May be inoperative while conducting operations that require two LRCS provided: <ul> <li>a) SATCOM Voice or Data Link operates normally,</li> <li>b) Alternate procedures are established and used,</li> <li>c) SATCOM coverage is available over the intended route of flight, and</li> <li>d) If INMARSAT Codes are not available while using SATCOM Voice prior coordination with the appropriate ATS facility is required.</li> </ul> </li> <li>NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.</li> </ul>				

U.S.	U.S. DEPARTMENT OF TRANSPORTATION									
FED	ERAL AVIATION ADMIN	ISTRAT	TION		MASTER MINIMUM EQUIPMENT LIST					
AIR	CRAFT: DHC-6-1/10	0/200/30	REVISION NO: 14 PAGE NO:							
					DATE: 03/25/2015 23-5					
1. SY	STEM,	REPA	IR CAT	EGORY						
	UENCE NUMBERS $\alpha$		2. NUI	13  MH	MBER REQUIRED FOR DISPATCH					
1121				5.1101	4. REMARKS OR EXCEPTIONS					
23	COMMMUNICATIONS									
13.	Emergency Locator Transmitter (ELT)									
A) ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.					
B) ***	Fixed ELTs	А	-	0	<ul><li>(M) May be inoperative provided:</li><li>a) System is deactivated, and</li><li>b) Repairs are made within 90 days.</li></ul>					
		А	-	0	May be missing provided repairs are made within 90 days.					
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided System is deactivated.					
		D	-	-	Any in excess of those required by 14 CFR may be missing.					
14.	VHF Communications Radios (MMDR) (Series 400 only)	C	2	0	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by an Emergency Power Source and not required for emergency procedures.					
					NOTE: See Section 34 for navigation functionality of MMDR.					
15.	Audio Panels (KMA 29) (Series 400 only)	D	2	1	<ul> <li>(O) Right side may be inoperative provided:</li> <li>a) The pilot's use of all avionics equipment is not affected, and;</li> <li>b) Right seat intercom operates normally if right seat will be occupied.</li> </ul>					

U.S.	DEPARTMENT OF TRAN	SPORT	ATION		MASTED MINIMUM FOUNDMENT	TT					
FED	FEDERAL AVIATION ADMINISTRATION										
AIR	CRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE N	0:					
1 63	ZETEM	DEDA	ID CAT	ECODY	DATE: 03/25/2015 23-6	)					
SEO	UENCE NUMBERS &	KEFA	2  NII	MBER I	NSTALLED						
ITEN	M		2.1(0)	3. NU	MBER REOUIRED FOR DISPATCH						
					4. REMARKS OR EXCEPTIONS						
23	COMMUNICATIONS										
16.	Audio Amplifiers (in KMA) (Series 400 only)	-	-	-							
A)	Normal System	В	2	1	For 2 pilot operations, one may be inoperative provided that the Normal function on the opposite side operates normally						
B)	Emergency System	В	2	1	loinany.						
17.	Voice Activated Intercom (Series 400 only)										
A)	Pilot Positions	C	2	0	May be inoperative provided right pilot seat is unoccupied.						
B)	Observer Position	D	1	0	r and r and r and r						
C)	Passenger Positions	D	-	0		1					
18.	Control Yoke 'Press to Transmit' Switch (Series 400 only)	С	1	0	Right side may be inoperative for single pilot operations.						
		В	1	0	Left side may be inoperative for 2 crew operations only.						
19.	HF Radio (Series 400 only)	D	-	0	(M) May be inoperative if not required for long range communication. Must be secured and deactivated.	r					
20.	Satellite Telephone System (Series 400 only)	D	-	0	May be inoperative if not required for lon range communication.	g					
21.	Satellite Tracking System (Series 400 only)				See item 31-13.						
22.	Multifunction Controller (Series 400 only)	-	-	-	See Sections 46-9 and 46-10.						

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MASTER MINIMUM EQUIPMENT LIST										
FEDERAL AVIATION ADMINISTRATION										
AIRCRAFT: DHC-6-1/10	0/200/30	00/400			<b>REVISION NO: 14</b>	PAGE NO:				
					DATE: 03/25/2015	23-7				
1. SYSTEM,	REPA	IR CAT	EGORY							
SEQUENCE NUMBERS &		2. NUI	MBER I	NSTA	LLED					
ITEM			3. NUMBER REQUIRED FOR DISPATCH							
				4. RI	EMARKS OR EXCEPTIO	ONS				
23 COMMUNICATIONS										
23. Concentric frequency	В	2	0	(M)	Right hand PFD controller	frequency				
select knobs and/or				selec	t function and/or volume	control				
volume control knob on				funct	tion may be inoperative pr	ovided:				
PFD controller				а	a) Multifunction controll	er operates				
(Series 400 only)					normally, and;					
				t	b) Left hand PFD control	ler operates				
					normally.					

U.S.	DEPARTMENT OF TRAN	SPORT	ATION							
EED	MASTER MINIMUM EQUIPMENT LIST									
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	$\mathbf{CKAP1},  \mathbf{DHC} \mathbf{-0-1/10}$	0/200/30	/0/400		DATE: 03/25/2015	24-1				
1. SY	(STEM.	REPA	IR CAT	EGORY		211				
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED					
ITEN	Α			3. NU	MBER REQUIRED FOR DISPAT	ГСН				
					4. REMARKS OR EXCEPTION	NS				
24	ELECTRICAL									
1.	Deleted									
		_					١.			
2.	DC Generator Warning	В	2	1	One may be inoperative provide	d 				
	Lights (Series 100, 200, 200)				corresponding Load meter is ope	erative.				
	(Series 100, 200, 500)									
3.	AC Inverters	В	2	1	One may be inoperative for day	VMC.				
0.	(Series 100, 200, 300)	2	_	-						
		В	2	1	One may be inoperative for day	and night				
					provided flight instruments do n	ot require				
					AC power.					
4		Ъ	1	0		~				
4.	AC Inverter warning	В	1	0	May be inoperative for day VM	с.				
	(Series  100, 200, 300)									
	(Selles 100, 200, 500)						1			
5.	Battery Temperature	В	1	0	Either the Warning Lights or the	;				
	Warning System				Temperature Indicator must be o	perative.				
	(Ni-Cad Battery)				_	-				
	(Series 100, 200, 300)									
		F				1 4				
6.	Auxiliary Battery	В	1	0	(M) May be inoperative provide	d Auxiliary				
	(Selles 100, 200, 300)				System	Electrical				
					System.					
7.	Auxiliary Power Source	В	1	0						
	For Gyroscopic Pitch									
	And Bank Indicator.									
	(Series 100, 200, 300)									
6	~	-				10.6				
8.	Generators	В	2	1	One may be inoperative for a da	y VMC				
	(Series 400 only)				flight or series of flights to return	n to a				
					aerodrome is always available a	a suitable				
					within 30 minutes flight time A	ircraft may				
					not depart a maintenance base w	rith an				
					inoperative generator.					

U.S.	DEPARTMENT OF TRAN	SPORT	ATION			
			MASTER MINIMUM EQUIPMENT	LIST		
FEDERAL AVIATION ADMINISTRATI						0
AIR	CKAF1: DHC-0-1/10	0/200/30	0/400		$\begin{array}{c c} REVISION NO: 14 & PAGE N \\ DATE: 03/25/2015 & 24-22 \end{array}$	U: ,
1.53	ZSTEM	RFPA	IR CAT	FGORY	DATE: 05/25/2015 24-2	
SEO	UENCE NUMBERS &		2. NU	MBER I	NSTALLED	
ITEN	1			3. NUI	MBER REQUIRED FOR DISPATCH	
					4. REMARKS OR EXCEPTIONS	
24	ELECTRICAL					
9.	Main Battery	В	1	0	May be unserviceable for day VMC fligh	t
	(Series 400 only)				provided that both generators are	
					serviceable. Aircraft may not depart a	
					hamtenance base with an unserviceable	
					battery.	'
10.	ESIS Battery	В	1	0	May be unserviceable for day VMC	
	(Series 400 only)				provided no other defects related to the	
					APEX presentation of PFD data are prese	nt
					and the magnetic compass at the top of th	e
					windshield center post operates normally.	
11	Battery Voltage	С	1	0	May be inoperative provided that battery	1
	Indication	Ũ	-	Ű	voltage can be observed using right or lef	t
	(Series 400 only)				bus indications.	
12.	Generator Voltage	C	2	1	One may be inoperative provided that	
	Indication				affected generator voltage can be observe	d
	(Series 400 only)				using opposite bus or battery voltage	
					remains in the NORMAL (closed) position	n
					remains in the recreation position	
13.	External Power Relay	С	1	0	(M) May be inoperative provided that the	
	(Series 400 only)				relay is confirmed to be in the open	
					position.	
1.4		C	1	0		
14.	External Power Voltage	C	1	0	May be inoperative provided that externa	
	annunciation				other means	<sup>,y</sup>
	(Series 400 only)				outor mounts.	

U.S.	DEPARTMENT OF TRAN	SPORT	ATION		
FFD	FRAL AVIATION ADMIN	ΙΓΩΤΡΔΊ	MASTER MINIMUM EQUIPMENT LIST		
AIR	CRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE NO:
		1			DATE: 03/25/2015 25-1
1. S	YSTEM,	REPA	IR CAT	EGORY	
	UENCE NUMBERS &		2. NUI	$\frac{\text{MBER I}}{2}$	NSTALLED
	VI			5. NU	A REMARKS OR EXCEPTIONS
25	FOUIPMENT/				4. REMARKS OK EACEI HONS
25	FURNISHINGS				
1.	Cockpit Shoulder	В	2	1	Right side may be inoperative for
	Harness				operations not requiring a Second In
					Command provided Seat remains
					unoccupied.
2.	Passenger Seat(s)	D	-	_	May be inoperative provided:
					a) Seat does not block an Emergency
					Exit,
					b) Seat does not restrict any
					passenger from access to the main
					c) Affected Seat(s) are blocked and
					placarded "DO NOT OCCUPY".
					1
					NOTE 1: A Seat with an inoperative Seat
					Belt is considered inoperative.
					NOTE 2. Affected Seat(s) may include the
					Seat(s) behind and/or adjacent
					outboard Seats.
A)	Recline Mechanism	D	-	-	(M) May be inoperative and Seat occupied
					provided Seat is secured in the FULL
					UPRIGHT position.
		D	-	-	May be inoperative and Seat occupied
					provided Seat Back is immovable in FULL
					UPRIGHT position.
					(Continued)

U.S.	DEPARTMENT OF TRAN	SPORT	ATION							
FED	MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION									
AIR	CRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE NO:					
		I			DATE: 03/25/2015 25-2					
1. SY	ISTEM,	REPA	IR CAT	EGORY						
SEQ	UENCE NUMBERS & $\Lambda$		2. NUI	MBER I						
11121	*1			5. NO	4 REMARKS OR EXCEPTIONS					
25	EQUIPMENT/ FURNISHINGS									
2.	Passenger Seat(s) (Continued)									
B)	Underseat Baggage Restraining Bars	С	_	-	<ul> <li>(O) May be inoperative provided:</li> <li>a) Baggage is not stowed under Seat with inoperative Restraining Bar,</li> <li>b) Associated Seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and</li> <li>c) Procedures are established to alert Cabin Crew of inoperative Restraining Bar.</li> </ul>					
C)	Armrest									
1)	Armrest With Recline Mechanism	D	-	-	<ul> <li>(M) May be inoperative or missing and Seat occupied provided: <ul> <li>a) Armrest does not block an Emergency Exit,</li> <li>b) Armrest does not restrict any passenger from access to the main aircraft aisle, and</li> <li>c) If Armrest is missing, Seat is secured in the FULL UPRIGHT position.</li> </ul></li></ul>					
2)	Armrest Without Recline Mechanism	D	_	-	<ul> <li>May be inoperative or missing and Seat occupied provided:</li> <li>a) Armrest does not block an Emergency Exit, and</li> <li>b) Armrest does not restrict any passenger from access to the main aircraft aisle.</li> </ul>					
3.	Approved Flotation Equipment	С	-	-	As required by 14 CFR.					
4.	ELT				RELOCATED TO ITEM 23-11, REVISION 13.					

U.S. DEPARTMENT OF TRAN	SPORT	ATION								
FEDERAL AVIATION ADMIN	ISTRAT	TON		MASTER MINIMUM EQUIPMENT LIS	Т					
AIRCRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE NO:						
	T			DATE: 03/25/2015 25-3						
1. SYSTEM,	REPA	IR CAT	EGORY							
ITEM		2. NUI	3  NII	MBER REQUIRED FOR DISPATCH						
	4. REMARKS OR EXCEPTIONS									
25 EQUIPMENT/ FURNISHINGS										
5. Non-Essential Equipment *** & Furnishings (NEF)		_	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ash Trays are not considered NEF Items.						
6. Avionics Cooling Fan				RELOCATED TO ATA 21-7, REVISION 13.						
7. Emergency Medical Equipment										
<ul> <li>A) Automatic External Defibrillator (AED) And/Or Associated Equipment</li> </ul>	A	-	0	<ul> <li>(O) May be incomplete, missing or inoperative provided:</li> <li>a) AED is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit, and</li> <li>b) Repairs or replacements are made with-in 1 flight</li> </ul>						
	D	_	_	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative. (Continued)						
U.S.	DEPARTMENT OF TRAN	SPORT	ATION							
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EED	MASTER MINIMUM EQUIPMENT LIST									
AIR	$CRAFT \cdot DHC-6-1/10$	151KA1 0/200/3(	$\frac{100}{00/400}$		REVISION NO: 14 PAGE NO:					
		0/200/30	00/ -100		DATE: 03/25/2015 25-4					
1. S	1. SYSTEM, REPAIR CATEGORY									
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED					
ITE	M			3. NU	MBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS								
25	EQUIPMENT/ FURNISHINGS									
7.	Emergency Medical Equipment (Continued)									
B)	Emergency Medical Kit (EMK) And/Or Associated Equipment	A	-	0	<ul> <li>(O) May be incomplete, missing or inoperative provided:</li> <li>a) EMK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit, and</li> <li>b) Repairs or replacements are made with-in 1 flight</li> </ul>					
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.					
C)	First Aid Kit (FAK) And/Or Associated Equipment	A	-	-	<ul> <li>(O) If more than one is required by 14 CFR, only one of the required First Aid Kits may be incomplete, missing or inoperative provided:</li> <li>a) FAK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit, and</li> <li>b) Repairs or replacements are made with-in 1 flight.</li> </ul>					
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.					
8.	"Fasten Seat Belt While Seated" Sign Or Placard	C	-	-	One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.					

U.S. I	U.S. DEPARTMENT OF TRANSPORTATION										
MASTER MINIMUM EQUI											
FEDE	2KAL AVIATION ADMIN	151KA1	<u>10N</u>		DEVISION NO: 14 DAGE NO:						
AIKC	MAF1. DIC-0-1/10	0/200/30	JU/400		DATE: 03/25/2015 25-5						
1 SY	STEM	REPA	IR CAT	EGORY	DATE: 03/25/2015 25-5						
SEOI	JENCE NUMBERS &		2. NUI	MBER I	NSTALLED						
ITEM	[		2.1.01	3. NUI	MBER REQUIRED FOR DISPATCH						
					4. REMARKS OR EXCEPTIONS						
25	EQUIPMENT/ FURNISHINGS										
9. ***	Galley/Cabin Waste Receptacles Access Doors/Covers	С	-	-	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) The Container is EMPTY and the access is SECURED to prevent waste introduction into the Compartment, and</li> <li>b) Procedures are established to ensure that sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight.</li> </ul>						
10. ***	Cargo Restraint Systems	С	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.						
		С	-	-	May be inoperative or missing provided Cargo Compartment remains EMPTY.						
11.	Pilot Seat (left or right) Vertical Alignment (Series 400 only)	В	2	2	(M)						
12.	Pilot Seat (left or right) Fore and Aft Adjustment (Series 400 only)	В	2	2	(M)						
13.	Key Locks of Doors (Series 400 only)	D	6	0	(M) One or more may be inoperative provided that the door is not locked.						

U.S.	DEPARTMENT OF TRAN	SPORT	ATION		U.S. DEPARTMENT OF TRANSPORTATION									
	MASTER MINIMUM EQUIPMENT LIST													
FEDERAL AVIATION ADMINISTRATION														
AIR	CRAFT: DHC-6-1/10	0/200/30	00/400		F	<b>REVISION NO: 14</b>	PAGE NO:							
					Ι	DATE: 03/25/2015	25-6							
1. SYSTEM, REPA			IR CAT	EGORY										
SEQUENCE NUMBERS &			2. NUMBER INSTALLED											
ITEM				3. NUI	MBER R	EQUIRED FOR DISPA	АТСН							
			4. REMARKS OR EXCEPTIONS											
25	EQUIPMENT/ FURNISHINGS													
14.	Flight Compartment Sun Visor (Series 400 only)	D	-	0	(M) Su chipped aircraft	nvisor(s) may be missin l visors must be remove	g. Broken or d from							
15.	Eye Height Reference Device (Series 400 only)	C	1	0	(O) Ma crew se a) b)	y be missing or damage eats are adjusted to ensur Top exterior surface of baggage compartment by each pilot without s and; On-side PFD and both displays are not obscur control column when c column is in elevator n position, and; Each pilot can operate off-side bezel button of MFD with seat belt and harness fastened.	d provided re that: nose can be seen tretching, MFD ed by ontrol eutral the lowest f the lower d shoulder							

U.S.	DEPARTMENT OF TRAN	SPORT	ATION		
FED					MASTER MINIMUM EQUIPMENT LIST
FED	ERAL AVIATION ADMIN	ISTRAT	<u>10N</u>		DEVISION NO. 14 DACE NO.
AIK	CKAF1: DHC-0-1/10	0/200/30	0/400		$\begin{array}{ccc} RE & ISION NO: 14 & PAGE NO: \\ DATE & 03/25/2015 & 26-1 \end{array}$
1. SY	(STEM.	REPA	IR CAT	EGORY	
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED
ITEN	Λ			3. NU	MBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
1.	Portable Fire Extinguisher	D	-	-	<ul> <li>Any in excess of those required by 14 CFR may be inoperative or missing provided:</li> <li>a) The inoperative Fire Extinguisher is tagged INOPERATIVE, removed from the installed location and placed out of sight so it cannot be mistaken for a functional Unit, and</li> <li>b) Required distribution is maintained.</li> </ul>
2.	Engine Fire Extinguisher Pressure/Thermal Indicators	С	4	0	(O) May be missing provided Fire Bottles are checked for proper charge before first flight of each day.
3.	Engine Fire Warning Bells (Series 100, 200, 300)	С	1	0	May be inoperative provided both Fire Warning Lights are operative.
4. ***	Cargo Compartment Fire Detection/ Suppression Systems	C	-	0	May be inoperative provided Cargo Compartment remains EMPTY.
					NOTE: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.
5.	Engine Fire Extinguisher Pressure/Thermal Indicators (Series 400 only)	C	4	0	(M) One or more may be unserviceable provided fire bottles are checked for proper charge once each flight day.

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MASTER MINIMUM EQUIPMENT LIST									
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					DATE: 03/25/2015	26-2			
1. SY	YSTEM,	REPA	IR CAT	EGORY					
SEQ	UENCE NUMBERS &		2. NUI	2. NUMBER INSTALLED					
ITEN	М			3. NUI	<b>IBER REQUIRED FOR DISPATCH</b>				
					4. REMARKS OR EXCEPTIONS				
26	FIRE PROTECTION								
6.	Fire Pushbutton Visual Annunciation (Series 400 only)	С	1	0	(O) Illumination (visual annunciation) within one pushbutton may be inoperative provided that the audible fire warning operating normally, the visual fire warnings within the $T_5$ gauge in the en- window of the PFD are operating norm there are no deferred defects associate with the Master Warning annunciators the 'push to discharge' function of the pushbutton is operating normally.	) ative ; is ngine mally, ed s, and e			
7.	Engine Fire Detection – Primary Circuit (Series 400 only)	В	2	0	(O) One or both may be inoperative provided that the fire detection system satisfactorily when the 'Fire Detection Fault Indication' circuit breaker for the affected side(s) is out.	n tests n ne			

U.S. D	U.S. DEPARTMENT OF TRANSPORTATION									
FEDE	FEDERAL AVIATION ADMINISTRATION									
AIRCE	RAFT: DHC-6-1/10	0/200/30	0/400		REVISION NO: 14 PAGE NO:					
					DATE: 03/25/2015 27-1					
1. SYS	STEM,	REPA	R CAT	EGORY						
SEQUI	ENCE NUMBERS &		2. NUI	MBER I	NSTALLED					
HEM			3. NUI	MBER REQUIRED FOR DISPATCH						
07.1					4. REMARKS OR EXCEPTIONS	_				
27 F	FLIGHT CONTROLS									
1. 4 I	Aileron Trim Tab Indicator	С	1	0	<ul> <li>May be inoperative provided:</li> <li>a) Tab is visually checked for full range of operation,</li> <li>b) Tab operation is not affected, and</li> <li>c) Tab is positioned to NEUTRAL prior to each departure and NEUTRAL position is verified by visual inspection.</li> </ul>					
A) A I	Aileron Trim Tab Indicator (MFD)	С	1	0	(O) May be inoperative provided the aileron trim tab is visually checked for full and free movement, and is confirmed neutral prior to each flight.					
2. A	Aileron Trim Control	С	1	0	<ul> <li>May be inoperative provided:</li> <li>a) Tab is checked for NEUTRAL prior to each departure, and</li> <li>b) Aileron Trim Circuit Breaker is PULLED.</li> </ul>					
3. F	Rudder Trim Tab (200 Series Only)	С	1	0	<ul> <li>May be inoperative provided:</li> <li>a) Tab is visually checked for full range of operation,</li> <li>b) Tab operation is not affected, and</li> <li>c) Tab is positioned to NEUTRAL prior to each departure and NEUTRAL position is verified by visual inspection.</li> </ul>					
4. F I (	Rudder Trim Tab Indicator (MFD) (Series 400 only)	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Rudder trim tab is visually checked for full and free movement once per flying day, and is confirmed to be in the take-off position prior to each flight;</li> <li>b) Mechanical rudder trim tab position indicator pointer on flight compartment trim panel operates normally;</li> </ul>					

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FEDERAL AVIATION ADMINISTRATION										
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					DATE: 03/25/2015 27-2					
1. S	YSTEM,	REPA	IR CAT	EGORY						
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED					
IILI	v1			5. NUI	4 REMARKS OR EXCEPTIONS					
27	FLIGHT CONTROLS				4. REMARKS OK EACEI HONS					
4.	Rudder Trim Tab Indicator (MFD) (Series 400 only) Cont'd				c) Takeoff Configuration Warning System annunciations are not generated when tab is properly positioned for takeoff.					
5.	Rudder Trim Tab Indicator (Mechanical Pointer) (Series 400 only)	D	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) The electronic display of rudder trim tab position on the MFD operates normally; and</li> <li>b) The Takeoff Configuration Warning System operates normally.</li> </ul>					
6.	Elevator Trim Tab Indicator (MFD) (Series 400 only)	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Elevator trim tab is visually checked for full and free movement once per flying day, and is confirmed to be in the take-off position prior to each flight;</li> <li>b) Mechanical elevator trim tab position indicator pointer on flight compartment trim panel operates normally; and</li> <li>c) Takeoff Configuration Warning System annunciations are not generated when the tab is properly positioned for takeoff.</li> </ul>					
7.	Elevator Trim Tab Indicator (Mechanical Pointer) (Series 400 only)	D	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) The electronic display of elevator trim tab position on the MFD operates normally, and;</li> <li>b) The Takeoff Configuration Warning System operates normally.</li> </ul>					

U.S.	U.S. DEPARTMENT OF TRANSPORTATION										
FED	ERAL AVIATION ADMIN	ISTRAT	TON		MASTER MINIMUM EQUIPMENT LIST						
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					DATE: 03/25/2015 27-3						
1. SY	STEM,	REPA	IR CAT	EGORY							
SEQ	UENCE NUMBERS &		2. NUI	$\frac{\text{MBER I}}{2 \text{ MU}}$	NSTALLED						
	/1			5. NUI	A DEMARKS OF EXCEPTIONS						
27	ELICUT CONTROLS				4. REMARKS OR EACEI HONS						
21	TLIOITI CONTROLS										
8.	Stall Warning Light (below ESIS) (Series 400 only)	С	1	0	<ul> <li>May be inoperative provided:</li> <li>a) All PFD and MFD display panels operate normally;</li> <li>b) Both channels of the aural warning system operate normally;</li> <li>c) Stall warning indications within both PFDs operate normally; and</li> <li>d) Light is covered up and placarded inoperative.</li> </ul>						
9.	Flap Position Sensor or Indicator (Series 400 only)	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Flap system is visually checked for full and free movement once per flying day, and flaps are visually confirmed to be in the take-off position prior to each flight, and;</li> <li>b) Takeoff Configuration Warning System annunciations are not generated when flaps are properly positioned for takeoff.</li> </ul>						
10.	Aileron Position Sensor (FDR sending unit) (Series 400 only)	С	1	0	May be inoperative provided elevator trim tab, rudder trim tab, aileron trim tab and flap position sensors operate normally and CVR operates normally.						
11.	Rudder Position Sensor (FDR sending unit) (Series 400 only)	С	1	0	May be inoperative provided elevator trim tab, rudder trim tab, aileron trim tab and flap position sensors operate normally and CVR operates normally.						
12.	Elevator Position Sensor (FDR sending unit) (Series 400 only)	С	1	0	May be inoperative provided elevator trim tab, rudder trim tab, aileron trim tab and flap position sensors operate normally and CVR operates normally.						

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MASTER MINIMUM EQUIPMENT LIST									
FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT: DHC-6-1/100/200/300/400 REVISION NO: 14 PAGE NO									
						DATE: 03/25/2015	27-4		
1. SYSTEM	Л,	REPA	IR CATI	EGORY					
SEQUENC	E NUMBERS &		2. NUI	MBER I	NSTA	LLED			
ITEM				3. NUI	MBER	REQUIRED FOR DISPA	АТСН		
					4. RI	EMARKS OR EXCEPTIO	ONS		
27 FLIG	HT CONTROLS								
13. Rudd fore/a (Serie	ler Pedal assembly aft adjustment es 400 only)	С	2	0	May a t	<ul> <li>be inoperative provided:</li> <li>a) Rudder pedal position to pilot(s);</li> <li>b) Pilot can achieve satist position with reference height reference device</li> <li>c) Rudder pedal assembly in position.</li> </ul>	is acceptable factory eye e to eye e; and y is secured		
		D	2	1	Righ pilot unoc	t side may be inoperative operation, provided right cupied.	for single pilot seat is		

U.S.	DEPARTMENT OF TRAN	SPORT	ATION		
EED			NON		MASTER MINIMUM EQUIPMENT LIST
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	CKAPT. DTC-0-1/10	0/200/30	J0/ <del>4</del> 00		DATE: 03/25/2015 28-1
1. S	YSTEM.	REPA	IR CAT	EGORY	
SEQUENCE NUMBERS &			2. NUI	MBER I	NSTALLED
ITE	M			3. NU	MBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
28	FUEL				
1.	Fuel Boost Pumps	С	4	2	<ul> <li>One Pump in each Tank may be inoperative provided:</li> <li>a) Circuit Breaker is secured in the OPEN position for the inoperative Pump, and</li> <li>b) Flight is restricted to 8000 feet MSL or below.</li> </ul>
					NOTE: Four Pumps are required when operating with 100 percent aviation gasoline.
A)	Auxiliary Fuel Boost Pumps	С	2	0	<ul> <li>May be inoperative provided:</li> <li>a) Switch is in the OFF position,</li> <li>b) Auxiliary Fuel Boost Pump Circuit Breakers are secured in the OPEN position, and</li> <li>c) Auxiliary Wing Tanks are EMPTY.</li> </ul>
2.	Fuel Boost Pump Caution Lights (Series 100, 200, 300)	С	4	3	One may be inoperative with all Pumps operative.
A)	Auxiliary Wing Tanks Pump Fail Light	С	2	0	<ul> <li>May be inoperative provided:</li> <li>a) Switch is in the OFF position,</li> <li>b) Auxiliary Fuel Boost Pump Circuit Breakers are secured in the OPEN position, and</li> <li>c) Auxiliary Wing Tanks are EMPTY.</li> </ul>

U.S.	DEPARTMENT OF TRAN	SPORT	ATION		MASTED MINIMUM EQUIDMENT LIST					
FED	FEDERAL AVIATION ADMINISTRATION									
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					DATE: 03/25/2015 28-2					
1. S	YSTEM,	REPA	IR CAT	R CATEGORY						
SEQUENCE NUMBERS &			2. NUI	MBER I	NSTALLED					
IIE	VI			3. NU	A DEMADES OF EXCEPTIONS					
20	ELIEI				4. REMARKS OR EACEPTIONS					
20	FUEL									
3.	Fuel Quantity Gauges	С	2	1	<ul> <li>(O) One may be inoperative provided: <ul> <li>a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the intended flight,</li> <li>b) Both Fuel Flow Indicators are operative, and</li> <li>c) Both Fuel Low Level Warning Lights are operative.</li> <li>d) The AFT FUEL LOW LEVEL and FWD FUEL LOW LEVEL caution CAS system operates normally. (Series 400 only)</li> </ul></li></ul>					
A)	Auxiliary Wing Tank Fuel Quantity Indicator	С	2	0	<ul> <li>May be inoperative provided:</li> <li>a) Pilot visually confirms Wing Tank is FULL,</li> <li>b) Pilot monitors fuel flow from Main Tank to confirm Wing Tank EMPTY, and</li> <li>c) Both Auxiliary Wing Tank Fuel Pump Caution Lights must be operational.</li> </ul>					
4.	Fuel Low Level Warning Lights	С	2	1	One may be inoperative provided associated Fuel Quantity Gauge is operative.					
5.	Fuel Control Sensor Tube Heaters	С	2	0	<ul> <li>May be inoperative provided:</li> <li>a) Corresponding Circuit Breaker is secured in the OPEN position, and</li> <li>b) Aircraft is not operated with OAT below 0 degrees Celsius. (Series 100, 200, 300)</li> <li>c) The aircraft is not operated at an OAT below 5°C, and; (Series 400 only)</li> </ul>					

U.S.	U.S. DEPARTMENT OF TRANSPORTATION									
FED	ERAL AVIATION ADMIN	ISTRAT	TION		MASTER MINIMUM EQUIPMENT	LISI				
AIR	CRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE N	IO:				
					DATE: 03/25/2015 28-	3				
1. SYSTEM, REPAIR CATEGORY										
ITEN	A		2. NUI	3  NII	MBER REQUIRED FOR DISPATCH					
1121	-			5.1(0)	4. REMARKS OR EXCEPTIONS					
28 FUEL										
6.	Fuel Boost Pump Low Pressure Detection Switches (Series 400 only)	С	4	3	<ul> <li>(O) One may be inoperative provided:</li> <li>a) Corresponding fuel boost pump is operating normally; and</li> <li>b) The corresponding PUMP 2 switch is moved to the ON position whenever pump 1 in the affected tank is in use.</li> </ul>	ne				
7.	FUEL LOW LEVEL Float Sensors (Series 400 only)	С	2	0	<ul> <li>(O) One or both may be inoperative, provided:</li> <li>a) There are no other deferred defects of any kind relating to the fuel system, and, if a "Low Fuel Quantity" CAS message is present; and</li> <li>b) The fuel quantity on board is confirmed by other approved means prior to each flight.</li> </ul>	s				
8.	Fuel Flow Indication (Series 400 only)	В	2	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) All other engine indicators operate normally;</li> <li>b) The fuel quantity indicators operate normally and no deferr defects related to FQGS are present; and</li> <li>c) FMS is not used for fuel quantimonitoring.</li> </ul> </li> <li>NOTE: Expect that the 'CHECK FUEL QUANTITY' message will be displayed within the FMS map window.</li> </ul>	ed ty				
9.	FMS Fuel Quantity Monitoring (Series 400 only)	С	1	0	May be inoperative provided there are no other deferred defects related to fuel quantity measurement.					

U.S.	DEPARTMENT OF TRAN	SPORT	ATION							
	MASTER MINIMUM EQUIPMENT LIST									
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						DATE: 03/25/2015	29-1			
1. S	YSTEM,	REPA	IR CAT	EGORY	7					
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTA	LLED				
ITEN	M			3. NU	MBER	REQUIRED FOR DISPA	TCH			
					4. R	EMARKS OR EXCEPTIO	NS			
29	HYDRAULIC POWER									
1.	'System' Hydraulic System Pressure Indicator	С	1	0	(M) Syste	May be inoperative provide em Pressure Indicator is op	ed Brake erative.			
2.	'Brake' Hydraulic System Pressure Indicator (Series 400 only)	С	1	0	(M) Syste norm	May be inoperative provide em Pressure Indicator oper- nally.	ed the ates			
3.	Hydraulic Accumulator Gauges (Series 400 only)	С	2	0	(M) accur satist press	May be inoperative provide mulator pressure is confirm factory by use of an extern sure gauge when necessary	ed the ned to be ally applied			

U.S.	U.S. DEPARTMENT OF TRANSPORTATION								
FFD	MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION								
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					DATE: 03/25/2015 30-1				
1. S	YSTEM,	REPA	IR CAT	EGORY					
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED				
ITE	M			3. NU	MBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
30	ICE & RAIN PROTECTION								
1.	Surface Deicing System (Wing And Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.				
2.	Intake Deflectors (Series 100, 200, 300)	С	2	0	<ul> <li>Both May be inoperative provided:</li> <li>a) Inoperative Deflectors are verified in the RETRACTED or EXTENDED position. If verified in the RETRACTED position, the aircraft is not to be operated into known or forecast icing conditions, or in an environment of dust or sand, and</li> <li>b) Operation is conducted in accordance with the AFM.</li> </ul>				
2a.	if extended (Series 400 only)	С	2	0	<ul> <li>(O) One or both may be inoperative provided:</li> <li>a) The inoperative deflector(s) is visually confirmed to be in the extended position, and;</li> <li>b) Operations are conducted in accordance with the AFM, and;</li> <li>c) OAT is below ISA +22°C during takeoff and cruise flight.</li> </ul>				
2b.	if retracted (Series 400 only)	С	2	0	<ul> <li>(O) One or both may be inoperative provided: <ul> <li>a) The inoperative deflector(s) is visually confirmed to be in the retracted position, and;</li> <li>b) Flight is not conducted in known or forecast icing conditions or an environment of sand or dust, and;</li> <li>c) Aircraft is not operated in visible moisture at an indicated OAT of less than +5°C.</li> </ul> </li> </ul>				

U.S.	U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM FOUR									
FEDI	FEDERAL AVIATION ADMINISTRATION									
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DATE: 03/25/2015 30-2										
1. SY	STEM,	REPA	R CAT	EGORY						
SEQU	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED					
TTEN	1			3. NUI	MBER REQUIRED FOR DISPATCH					
20					4. REMARKS OR EXCEPTIONS					
30	PROTECTION									
3.	Intake Deflectors Indicators	С	2	0	<ul> <li>May be inoperative provided:</li> <li>a) Both Deflectors are operative,</li> <li>b) Proper Deflector position is confirmed prior to departure, and</li> <li>c) Deflector actuation is confirmed by Torquemeter Indicator.</li> </ul>					
4.	Propeller Deicing Systems	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.					
5.	Windshield Deicing Systems	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.					
6.	Windshield Wipers	C	2	0	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.					
7.	Pitot Heaters	В	2	0	Left unit must be operative for IFR passenger carrying and for flight in known or forecast icing conditions. Two heated Pitot Tubes are required for these conditions if a second Airspeed Indicator is installed and operative. a) OAT is above +5°C at all times for series 400.					
8.	Automatic Surface Deicing System Function	C	1	0	May be inoperative provided the Manual Function is operative.					
9.	Stabilizer Deice Pressure Indicator Lights (Series 100, 200, 300)	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.					
10.	Stall Warning Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.					

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AIRC	AIRCRAFT: DHC-6-1/100/200/300/400 REVISION NO: 14 PAGE NO:									
DATE: 03/25/2015										
1. SY	STEM,	REPA	IR CAT	EGORY	,					
SEQU	<b>JENCE NUMBERS &amp;</b>		2. NUI	MBER I	NSTALLED					
ITEN	1			3. NU	MBER REQUIRED FOR DISPATCH					
					4. REMARKS OR EXCEPTIONS					
30	ICE & RAIN PROTECTION									
11.	Engine Inlet Deicing Boots	С	2	0	(M)					
12.	Pitot Heater Indicator Lights	В	2	0	(O) May be inoperative provided all other elements of the Pitot Heat System operate normally and the airplane is not operated in known or forecast icing conditions.					
13.	Pitot Heat Indicating Systems (Not Required By The Certification Or Operating Rules)	С	-	0	<ul> <li>May be inoperative provided:</li> <li>a) All other Elements of the Pitot Heat System operate normally, and</li> <li>b) The airplane is not operated into known or forecast icing conditions.</li> </ul>					
14.	Stall Warning Vane Heater (Series 400 only)	С	1	0	May inoperative provided flight is not conducted in known or forecast icing conditions.					
		D	1	0	May be inoperative for extensive periods of day VFR operations provided flight is not conducted in known or forecast icing conditions.					
15.	Valve Heaters (Series 400 only)	С	3	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.					
		D	3	0	May be inoperative for extensive periods of day VFR operations provided flight is not conducted in known or forecast icing conditions.					
16.	'PNEUMATIC LOW PRESS' Annunciation (Series 400 only)	С	1	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.					
					(Continued)					

U.S. DE	EPARTMENT OF TRANS	SPORT	ATION							
MASTER MINIMUM EQUIPMENT LI										
FEDER	FEDERAL AVIATION ADMINISTRATION									
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1. SYST	TEM,	REPA	IR CAT	EGORY						
SEQUE	ENCE NUMBERS &		2. NUI	MBER I	NSTALLED					
ITEM				3. NU	MBER REQUIRED FOR DISPATCH					
					4. REMARKS OR EXCEPTIONS					
30 IC P	CE & RAIN ROTECTION									
		D	1	0	May be inoperative for extensive periods of day VFR operations provided flight is not conducted in known or forecast icing conditions.					
				NOTE: Pneumatic Low Pressure annunciation is not provided on aircraft that are not fitted with surface de-ice boots.						
17. M Si (S	Ianual Mode Control of urface De-Ice System Series 400 only)	С	3	0	Manual inflation control of one or more boots may be inoperative provided that the system operates normally in both the auto- fast and auto-slow timer modes.					
18. A of D (S	Automatic Mode Control f Surface De-ice System Series 400 only)	C	1	0	The auto-slow mode may be inoperative.					
19. St Pt (S	tabilizer Boot Deicing ressure Annunciation Series 400 only)	В	2	0	One or both may be inoperative provided flight is not conducted in known or forecast icing conditions.					

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AIR	CRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE NO:				
					DATE: 03/25/2015 31-1				
1. SY	(STEM,	REPA	IR CAT	EGORY					
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED				
ITEN	А			3. NU	MBER REQUIRED FOR DISPATCH				
			1		4. REMARKS OR EXCEPTIONS				
31	INDICATING/ RECORDING SYSTEMS								
1.	Clock With Sweep Second Hand Or Electric Digital Clock (Series 100, 200, 300)	С	1	0	May be inoperative for VFR operations.				
2.	Flight Hour Recorder (Series 100, 200, 300)	С	1	0	(0)				
3.	Engine Hour Recorder (Series 100, 200, 300)	С	1	0	(0)				
4.	Flight Data Recorder (FDR) System (Series 100, 200, 300)	С	-	0	Any in excess of those required by 14 CFR may be inoperative.				
		A		0	<ul> <li>May be inoperative provided: <ul> <li>a) Cockpit Voice Recorder (CVR) operates normally,</li> <li>b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul> <li>The FDR failure occurs after pushback but prior to takeoff, or</li> <li>The FDR repair was attempted but was not successful.</li> </ul> </li> <li>c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and</li> <li>d) Repairs are made within three flight days.</li> </ul></li></ul>				

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AIR	CRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE NO:				
DATE: 03/25/2015 31-2									
1. SY	YSTEM,	REPA	IR CAT	EGORY					
SEQ	UENCE NUMBERS & $\mathcal{A}$		2. NUI	MBER I	NSTALLED				
11121	v1			5. NU	4 REMARKS OR EXCEPTIONS				
31	INDICATING/								
	RECORDING SYSTEMS								
4.	Flight Data Recorder (FDR) System (Continued)								
A)	FDR Recording Parameters Required By 14 CFR	А	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.				
B)	FDR Recording Parameters Not Required By 14 CFR	А	-	-	May be inoperative provided repairs are made prior to completion of the next heavy maintenance visit.				
C)	Flight Data Recorder (FDR) For An Operator Other Than A Holder Of An Air Carrier Or Commercial Operator Certificate	С	-	1	Any in excess of those required by 14 CFR may be inoperative.				
		А	-	0	May be inoperative provided repairs are made in accordance with applicable sections of 14 CFR.				
5.	Analog clock with sweep second hand (Series 400 only)	C	1	_	<ul> <li>(O) May be inoperative provided:</li> <li>a) That a wristwatch with similar functionality (analogue hour and minute indications and sweep second hand) is available to the pilot(s), and;</li> <li>b) Clock is covered up to prevent inadvertent reference to an inaccurate indication, or, clock is removed, and;</li> </ul>				
					(Continued)				

U.S. DEPARTMENT OF TRAN	SPORT	ATION							
MASTER MINIMUM EQUIPMENT LIS									
FEDERAL AVIATION ADMIN	ISTRAT								
AIRCRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE NO:					
	1			DATE: 03/25/2015 31-3					
1. SYSTEM,	REPA	IR CAT	EGORY						
SEQUENCE NUMBERS &		2. NUI	MBER I	NSTALLED					
ITEM			3. NU	MBER REQUIRED FOR DISPATCH					
				4. REMARKS OR EXCEPTIONS					
31 INDICATING/ RECORDING SYSTEMS									
	C	1	_	<ul> <li>(O) May be inoperative provided:</li> <li>c) It is not necessary to pull the circuit breaker that supplies power to the clock and the flight compartment dome light, and;</li> <li>d) The inoperative clock is physically disconnected from the aircraft electrical system prior to next departure from a maintenance base.</li> </ul>					
6. Flight Data Recorder (FDR) (Series 400 only)	-	-	-						
(Series 400 only)	A	1	0	If required by operating regulations, may be inoperative for a flight or series of flights to return to a maintenance base of the CVR operates normally. Aircraft may not depart a maintenance base with an unserviceable FDR.					
	А	1	0	If not required by operating regulations, may be inoperative for 48 hours, provided the CVR operates normally.					
7. Cockpit Voice Recorder (CVR) (Series 400 Only)	-	-	-	See Section 23-6.					

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AIR	CRAFT: DHC-6-1/10	$\frac{131}{0/200/30}$	$\frac{1010}{00/400}$		REVISION NO: 14 PAGE NO:
					DATE: 03/25/2015 31-4
1. SY	(STEM,	REPA	IR CAT	EGORY	-
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED
ITEN	Λ			3. NU	MBER REQUIRED FOR DISPATCH
		1		1	4. REMARKS OR EXCEPTIONS
31	INDICATING/ RECORDING SYSTEMS				
8.	Aural Warning Channels (Series 400 only)	В	2	1	<ul> <li>(O) One channel may be inoperative, provided: <ul> <li>a) Affected channel is muted using the appropriate configuration switch, and;</li> <li>b) All four Master Caution and Master Warning visual annunciators are operating normally, and;</li> <li>c) No other defects related to visual or aural annunciation or indications exist, and;</li> <li>d) The left PFD and both MFDs are operating normally (no defects related to displays, except failure of the right PFD panel during single pilot operations only, are permitted).</li> </ul> </li> </ul>
9.	***Electronic Checklist System (Series 400 only)	D	1	0	(O)(M) May be inoperative, out of revision, or deactivated. "Do Not Use" placard must be provided if ECL content is not in agreement with approved normal operating checklists.
10.	OAT Sensor	-	-	-	
A)	Single Channel Inoperative (Series 400 only)	В	2	1	One channel may be inoperative provided there are no other deferred defects related to the MAU or the ADAHRS. (Continued)

U.S. DEPARTMENT OF TRAN	U.S. DEPARTMENT OF TRANSPORTATION									
FEDERAL AVIATION ADMINISTRATION										
AIRCRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE NO:						
	DEDA		ECODY	DATE: 03/25/2015 31-5						
1. SYSTEM, SEQUENCE NUMBERS &	KEPA.	$\frac{1}{2}$ NII	EGORY MBER I	NSTALLED						
ITEM		2.1(01	3. NUI	MBER REQUIRED FOR DISPATCH						
				4. REMARKS OR EXCEPTIONS						
31 INDICATING/ RECORDING SYSTEMS										
<ul><li>B) Both Channels Inoperative (Series 400 only)</li></ul>	A	2	0	<ul> <li>(O) Both channels may be inoperative for a flight or series of flights to return to a maintenance base in day VMC provided:</li> <li>a) OAT is forecast to be above +5°C at all times, and;</li> <li>b) There are no other deferred defects related to the MAU, ADAHRS, or displays.</li> </ul>						
<ol> <li>Data Acquisition Units (DAU) (Series 400 only)</li> </ol>	-	-	-	Dispatch may only be possible in the event of a single channel failure of only one DAU. If both channels of a DAU are failed, the aircraft may not be dispatched. If one channel has failed on each DAU, the aircraft may not be dispatched.						
				Dispatch is only permitted if the Takeoff Configuration Warning System does not generate an inappropriate annunciation when power levers are advanced.						
				The aircraft may not depart a maintenance base with DAU failures of any kind present, other than a cyan DAU Maintenance advisory message.						
				(O) Refer to the AFM for details of what services are lost when a DAU channel fails. The consequences are unique to each of the 4 channels (2 left, 2 right).						
				(Continued)						

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FEDERAL AVIATION ADMINISTRATION								
AIRCRAFT: DHC-6-1/100	0/200/30		REVISION NO: 14 PAGE NO:					
	[			DATE: 03/25/2015 31-6				
1. SYSTEM,	REPA	IR CAT	EGORY					
ITFM		2. NUI	MBER I	NSTALLED MBER REQUIRED FOR DISPATCH				
4 REMARKS OR EXCEPTIONS								
31 INDICATING/ RECORDING SYSTEMS								
DAU 1A (Series 400 only)	А	1	0	Day or Night VFR or IFR flight is permitted, for a flight or series of flights to return to a maintenance base, provided there are no other deferred defects related to any system window indications.				
DAU 1B (Series 400 only)	Α	1	0	Day or Night VFR or IFR flight is permitted, for a flight or series of flights to return to a maintenance base, provided there are no other deferred defects related to any system window indications.				
DAU 2A (Series 400 only)	Α	1	0	Day VFR flight is permitted, for a flight or series of flights to return to a maintenance base, provided there are no other deferred defects related to any system window indications.				
DAU 2B (Series 400 only)	-	1	1	Dispatch is forbidden if DAU 2B is inoperative.				
<ul><li>12. Master Warning and/or Master Caution Annunciators (Series 400 only)</li></ul>	С	4	3	<ul> <li>For 2 crew operations, any one annunciator may be inoperative provided: <ul> <li>a) The aural warning system is operating normally (no defects related to item 31-5 are permitted), and;</li> <li>b) The inoperative annunciator is both placarded and covered up, and;</li> <li>c) All four display units (PFDs and MFDs) operate normally.</li> </ul> </li> </ul>				

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MASTER MINIMUM EQUIPMENT LIS									
FED	FEDERAL AVIATION ADMINISTRATION								
AIRCRAFT: DHC-6-1/100/200/300/400 REVISION NO: 14 PA									
					DATE: 03/25/2015	31-7			
1. SY	(STEM,	REPA	IR CAT	EGORY					
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED				
ITEN	Л			3. NUI	MBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
31	INDICATING/ RECORDING SYSTEMS	С	4	2	<ul> <li>For single crew operations, one or borright hand side annunciators may be inoperative provided: <ul> <li>a) Proper operation of the left h side annunciators is not affect and;</li> <li>b) The aural warning system is operating normally (no defect related to item 31-5 are permand;</li> <li>c) The inoperative annunciator(placarded and covered up, ard) The left PFD and both MFDE operate normally (no defects related to displays, except fa of the right PFD panel during single pilot operations only, permitted).</li> </ul> </li> </ul>	oth nand cted, cts nitted), (s) is nd; s ilure g are			
13.	Aircraft tracking system (e.g. satellite tracking) (Series 400 only)	D	-	0	If not required by operating regulation	ons.			

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	MASTER MINIMUM EQUIPMENT LIST								
FED	FEDERAL AVIATION ADMINISTRATION								
AIR	AIRCRAFT: DHC-6-1/100/200/300/400 REVISION NO: 14 PAGE NO:								
	DATE: 03/25/2015 32-1								
1. SY	STEM,	REPA	IR CATI	EGORY	· · ·				
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED				
ITEN	1			3. NUI	MBER REQUIRED FOR DISPA	TCH			
					4. REMARKS OR EXCEPTIO	NS			
32	LANDING GEAR								
1.	Brake System Pressure	С	1	0	May be inoperative provided H	ydraulic			
	Indicator				System Pressure Indicator and	Brake			
					Accumulator Pressure Indicator	r are			
					operative.				
		~							
2.	Parking Brake	C	1	0	(O) May be inoperative provide	ed Normal			
					Braking System is not affected.				
		C	1	0	$(\mathbf{O})$ With a 1 City start second in the second	:f De al-ine			
		C	1	0	(U) wheel Chocks will be used	11 Parking			
					Brake is inoperative.				
3	*** Amphibian Wheel	C		0	$(\mathbf{M})$ (O) Maintenance and oper	ations			
5.	Gear System/Extension &	C	-	0	procedures to ensure gear posit	ion			
	Reflection for Series 400				indication system is fully opera	tional all			
	Reflection for Series 400				four wheels are confirmed to be	fully			
					retracted and amphibian is oper	ated as a			
					floatplane only	acca as a			
					nomphane only				

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AIR	CRAFT: DHC-6-1/10	REVISION NO: 14 PAGE NO:							
		0, 200, 20			DATE: 03/25/2015 33-1				
1. SY	(STEM,	REPA	IR CAT	EGORY					
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED				
ITEN	Α			3. NUI	MBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
33	LIGHTS								
1.	Cockpit Flight Compartment And Instrument Lighting System (Series 100, 200, 300)	С	-	-	<ul> <li>Individual Lights may be inoperative provided remaining Lights are:</li> <li>a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided,</li> <li>b) Positioned so that direct rays are shielded from flight crewmembers eyes, and</li> <li>c) Lighting configuration and intensity is acceptable to the flight crew.</li> </ul>				
2.	Cabin Light System	С	-	-	May be inoperative provided lighting configuration is acceptable to the flight crew.				
3.	Passenger Lighted Information Signs	С			<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated Passenger Seat or Lavatory is not occupied from which a Passenger Lighted Information Sign is not readily legible, and</li> <li>b) Associated Seat or Lavatory must be blocked and placarded – DO NOT OCCUPY.</li> <li>NOTE: These provisos are not intended to prohibit Lavatory use or inspections by crewmembers.</li> </ul>				
					(Continued)				

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AIRC	AIRCRAFT: DHC-6-1/100/200/300/400 REVISION NO: 14 PAGE NO:								
					DATE: 03/25/2015 33-2				
1. SY	STEM,	REPA	IR CAT	EGORY					
SEQU	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED				
TTEN	1		MBER REQUIRED FOR DISPATCH						
					4. REMARKS OR EXCEPTIONS	<u> </u>			
33	LIGHTS								
3.	Passenger Lighted Information Signs (Continued)								
		С	_	0	<ul> <li>(O) May be inoperative and associated Passenger Seat or Lavatory may be occupied provided: <ul> <li>a) PA System operates normally, and</li> <li>b) PA System is used to notify passengers and cabin crew when associated Sign(s) are placed ON or OFF.</li> </ul> </li> </ul>	l			
A)	All Cargo, Supernumerary/Courier Area Lighted Information Signs	С	-	0	(O) May be inoperative provided alternate procedures are established and used to notify couriers/ supernumeraries when associated Sign(s) are placed ON or OFF.				
B)	For 14 CFR 91 Operations Not Requiring Use Of PA System Or A Cabin Crew Based On Certified Seating Configurations And/Or Payload Capabilities								
1)	Passenger Lighted Information Signs	С	-	0	(O) May be inoperative provided alternate procedures are established and used to notify Cabin occupants.				
4.	Wing Ice Lights	С	-	0	May be inoperative provided aircraft is no operated in known or forecast icing conditions at night.	t			
					(Continued)				

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SEO	UFNCE NUMBERS &	KLI A	2  NH	MRER I	NSTALLED					
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	-			5.1(0)	4 REMARKS OR EXCEPTIONS					
33	LIGHTS					Τ				
55	LIGHTS									
4.	Wing Ice Lights (Continued)									
		С	-	0	<ul> <li>May be inoperative provided:</li> <li>a) Aircraft is equipped with an approved Ice Detection System, and</li> <li>b) Ground deicing procedures do not require use of Wing Ice Lights.</li> </ul>					
		C	2	1	<ul> <li>One may be inoperative provided:</li> <li>a) Left Light is operative for single pilot operations, and</li> <li>b) Ground deicing procedures do not require use of Wing Ice Lights.</li> </ul>					
5.	Landing Lights	С	2	0	May be inoperative for day operations.					
		С	2	0	One may be inoperative for night operations provided Taxi Light is installed and operative.					
6.	Taxi Light	С	1	0	May be inoperative for day operations.					
7.	Position Lights	C	3	0	May be inoperative for day operations.					
8.	Anti-Collision Beacon Light System	В	1	0	May be inoperative for day operations.					
***	Red rotating Beacon on Lower Fuselage	C	1	0						
9. ***	Strobe Lights Light System (Series 100, 200, 300)	C	2	0						
10. ***	Cabin Emergency Lights (Series 100, 200, 300)	C	-	-						

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AIRCRAFT:         DHC-6-1/100/200/300/400         REVISION NO: 14         PAGE NO:           DATE:         02/25/2015         22.4										
1 SYSTEM	1 SYSTEM REPAIR CATEGORY									
SEQUENCE NUMBERS &		2. NUI	MBER I	NSTALLED						
ITEM			3. NU	MBER REQUIRED FOR DISPATCH						
				4. REMARKS OR EXCEPTIONS						
33 LIGHTS										
11. Stall Warning Light (Series 100, 200, 300)	C	1	0							
12. Pulse Light System *** (Series 100, 200, 300)	C	-	-							
13. Flood (thunderstorm) lighting (Series 400 only)	C	6	<6	Individual lights within a LED array, or individual arrays may be inoperative provided the remaining lights are sufficient to illuminate the FUEL EMERGENCY switches.						
14. Instrument (bezel) lighting (Series 400 only)	С	-	-	<ul> <li>All may be inoperative for day operation.</li> <li>Some may be inoperative for night operation provided: <ul> <li>a) The flood (thunderstorm) lighting system operates normally, and;</li> <li>b) Light from the flood (thunderstorm) lighting system is sufficient to illuminate the affected component.</li> </ul> </li> </ul>						
<ul><li>15. Avionics circuit breaker panel and footwell lighting (Series 400 only)</li></ul>	D	4	0	All may be inoperative for a day.						
	C	4	<4	May be inoperative for night operation provided ESIS static selector is adequately illuminated.						
<ul><li>16. Aisle light on aft face of control column (Series 400 only)</li></ul>	D	1	0	May be inoperative for day operation.						
	C	1	0	May be inoperative for night operation if dome light operates normally.						

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	DATE: 03/25/2015 33-5									
1. SY	(STEM,	REPA	IR CAT	EGORY						
SEQ	UENCE NUMBERS &		2. NUI	$\frac{\text{MBER I}}{2}$	NSTALLED					
TIEN	/1			3. NU	A REMARKS OR EXCEPTIONS					
33	LIGHTS				4. REMARKS OK EACEI HONS					
17.	Flight compartment dome light (Series 400 only)	С	1	0	May be inoperative for day operation.					
		С	1	0	<ul> <li>May be inoperative for night operation provided:</li> <li>a) There are no other deferred defects related to flight compartment lighting, and;</li> <li>b) There are no deferred defects related to the aircraft electrical system, and;</li> <li>c) It is not necessary to pull circuit breaker S1 "clock and dome light".</li> </ul>					
18.	Flight compartment map lights (Series 400 only)	C	2	0	May be inoperative for a day operation.					
		C	2	0	May be inoperative for night operation provided that no other defects related to flight compartment lighting are present.					
19.	Cabin Emergency Lighting System (Series 400 only)	D	1	0	If not required by operating regulations.					
		C	1	0	If required by operating regulations, may be inoperative for day operation.					
		C	1	1	Individual lamp assemblies may be inoperative for night operations provided compliance is shown with minimum acceptable lighting levels specified in certification documents.					
		C	1	0	Not required for night all cargo operations provided the flight deck crew are the only occupants of the aircraft.					

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AIRCRAFT:         DHC-6-1/100/200/300/400         REVISION NO: 14         PAGE NO:										
DHC	2-6-1/100/200/300/400	222.4			DATE: 03/25/2015 33-6					
1. SY	STEM,	REPA	$\begin{bmatrix} 2 & NU \end{bmatrix}$	EGORY	NSTALLED					
ITEN	UENCE NUMBERS $\alpha$		2. NUI	3  NII	MBER REQUIRED FOR DISPATCH					
				5. NO	4 REMARKS OR EXCEPTIONS					
33	LIGHTS									
20.	Pulse Light Function of Landing Lights (Series 400 only)	D	1	0	May be inoperative provided STEADY on and off control of landing lights operates normally.					
21.	Beacon Light (Series 400 only)	С	1	0	May be inoperative for day operations.					
		C	1	0	May be inoperative for night operations provided strobe lights operate normally.					
22.	Strobe Lights (Series 400 only)	C	1	0	May be inoperative for day operations.					
		C	1	0	May be inoperative for night operations provided beacon light operates normally.					
23.	Eye Height Reference Device (internal lighting) (Series 400 only)	D	3	0	Lights within spheres may be inoperative provided pilot seats are correctly adjusted prior to flight.					
24.	"Fasten Seat Belt" Cabin Annunciation (Series 400 only)	D	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate procedures are established for normal, abnormal, and emergency situations, and;</li> <li>b) Cabin address system is operational.</li> </ul>					
25.	"No Smoking" Cabin Annunciator (Series 400 only)	D	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) A 'no smoking' placard is provided nearby that is visible to all passengers and can be comprehended by all passengers, and;</li> <li>b) Passengers are advised during the preflight safety briefing that smoking is not permitted at any time.</li> </ul>					

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1 011		2224		FGODI	DATE: 03/25/2015	34-1				
1. SY	STEM,	REPA	IR CAT	EGORY						
ITEM	ENCE INUMBERS &		2. NUI	3  NII	NSTALLED MBER REQUIRED FOR DISPATO	Ч				
				5.1(0)	4. REMARKS OR EXCEPTIONS	5				
34	NAVIGATION						_			
1A.	Non-Stabilized Magnetic Compass (Series 100, 200, 300)	В	1	0	(O) May be inoperative provided a combination of three Gyro or INS Stabilized Compass Systems are o	any (IRU) operative.				
		В	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Any combination of two O INS (IRU) Stabilized Com Systems are operative, and</li> <li>b) Aircraft is operated with O independent navigation ca and under positive radar c ATC on the enroute portion flight.</li> </ul>	Gyro or npass d lual apability control by on of the				
		В	1	0	(O) May be inoperative for flights entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro System installed, operative, and used in conjunction with approved Free G navigation techniques.	that are ms are dyro				
1B.	Nonstabilized Magnetic (Standby) Compass (Series 400 only)	D	1	0	May be unserviceable provided th ESIS compass and both ADAHRS compass systems operate normally	at the S y.				
2.	Gyroscopic Rate Of Turn/Slip Skid Indicators	В	2	0	Must be operative on left side for passenger carrying VFR over-the- passenger carrying VFR night flig	IFR, top, and ghts.				
3.	Vertical Speed Indicators	В	2	0	As required by 14 CFR.					
4.	ATC Transponders And Automatic Altitude Reporting Systems	В	_	0	<ul> <li>May be inoperative provided:</li> <li>a) Operations do not require and</li> <li>b) Prior to flight, approval is from ATC facilities havin jurisdiction over the plann of flight.</li> </ul>	its use, s obtained g ned route				

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MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION										
AIR	AIRCRAFT: DHC-6-1/100/200/300/400 REVISION NO: 14 PAGE NO:									
DATE: 03/25/2015 34-2										
1. SY	(STEM,	REPA	IR CAT	EGORY						
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED					
TTEN	/1			3. NUI	MBER REQUIRED FOR DISPATCH					
2.4	NAMOATION	4. REMARKS OR EACEPTIONS								
34	NAVIGATION									
4.	ATC Transponders And Automatic Altitude Reporting Systems (Continued)									
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.					
A)	Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR	А	-	0	<ul> <li>May be inoperative provided:</li> <li>a) Operations do not require its use, and</li> <li>b) Repairs are made prior to completion of the next heavy maintenance visit.</li> </ul>					
B)	ADS-B Squitter Transmissions	А	-	0	<ul> <li>May be inoperative provided:</li> <li>a) Operations do not require its use, and</li> <li>b) Repairs are made prior to completion of the next heavy maintenance visit.</li> </ul>					
5.	Flight Director System	С	1	0	May be inoperative provided approach minimums are not based on its use.					
6.	Marker Beacon System	С	1	0	May be inoperative provided approach procedure does not require its use.					
7.	Radio Altimeter	С	1	0						
8.	Weather Radar/ Thunderstorm Detection Equipment	С	1	0	As required by 14 CFR.					
9.	Navigation Equipment (VOR/ILS, LORAN, RNAV, VLF/OMEGA, INS, DOPPLER, GPS, FMS)	С	-	-	As required by 14 CFR.					

U.S.	DEPARTMENT OF TRANS	SPORT	ATION						
FED	MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION								
AIRCRAFT:DHC-6-1/100/200/300/400REVISION NO: 14PAGE									
					DATE: 03/25/2015 34-3				
1. SY	STEM,	REPA	IR CAT	EGORY					
SEQ ITEN	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED				
IILI	1	4. REMARKS OR EXCEPTIONS							
34	NAVIGATION								
10.	Navigation Databases								
A)	Flight Management System Navigation Databases	С	_	_	<ul> <li>(O) May be out of currency provided:</li> <li>a) Current aeronautical charts are used to verify navigation fixes prior to dispatch,</li> <li>b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and</li> <li>c) Approach navigation radios are manually tuned and identified.</li> </ul>				
B)	Navigation Management System Navigation Databases	С	_	_	<ul> <li>(O) May be inoperative provided:</li> <li>a) Current aeronautical charts are used to verify navigation fixes prior to dispatch,</li> <li>b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and</li> <li>c) Approach navigation radios are manually tuned and identified.</li> </ul>				
11.	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.				
12.	Radio Magnetic Indicator (RMI)	C	1	0	As required by 14 CFR.				
13.	Automatic Direction Finder (ADF)	С	1	0	As required by 14 CFR.				

U.S. DEPARTMENT OF TRAN	SPORT	ATION							
EEDERAL AVIATION ADMINISTRATION									
AIRCRAFT: DHC-6-1/100/200/300/400 REVISION NO: 14 PAGE NO									
	0,200,00			DATE: 03/25/2015 34-4					
1. SYSTEM,	REPA	IR CAT	EGORY	-					
SEQUENCE NUMBERS &		2. NUI	MBER I	NSTALLED					
ПЕМ			3. NU	MBER REQUIRED FOR DISPATCH					
				4. REMARKS OR EXCEPTIONS					
34 NAVIGATION									
14. Altitude Alerting System	A	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Autopilot with Altitude Hold, and Altitude Capture operates normally,</li> <li>b) Enroute operations, i.e. RVSM, do not require its use,</li> <li>c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and</li> <li>d) Repairs are made within 3 flight days.</li> </ul>					
	C	-	1						
A) Aural Alert	C	-	0	<ul> <li>May be inoperative provided:</li> <li>a) Visual Alert operates normally, and</li> <li>b) Autopilot with Altitude Hold and Altitude Capture operates normally.</li> </ul>					
B) Visual Alert	C	_	0	<ul> <li>May be inoperative provided:</li> <li>a) Aural Alert operates normally, and</li> <li>b) Autopilot with Altitude Hold and Altitude Capture operates normally.</li> </ul>					
	C	-	0	May be inoperative provided Enroute operations, i.e. RVSM, do not require its use.					

U.S.	DEPARTMENT OF TRAN	SPORT	ATION						
	MASTER MINIMUM EQUIPMENT LIST								
FED	FEDERAL AVIATION ADMINISTRATION								
AIR	CRAFT: DHC-6-1/100	0/200/30	0/400		REVISION NO: 14	PAGE NO:			
1	DATE: 03/25/2015 34-5								
1.51	STEM,	REPA	IR CAT	EGORY					
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED	TOU			
IIEN	1			3. NUI	MBER REQUIRED FOR DISPA	TCH			
					4. REMARKS OR EXCEPTIO	NS			
34	NAVIGATION								
15.	Terrain Awareness And								
	Warning System								
	(IAWS)								
•									
A)	Class A TAWS								
	Equipment Required								
1)	Ground Proximity	Δ	1	0	$(\mathbf{O})$ May be inoperative provide	·d·			
1)	Warning System (GPWS)	11	1	U	a) Alternate procedures ar	ю. Э			
	(Gr (Gr (Gr))				established and used and	nd			
					b) Repairs are made within	n two flight			
					davs	ii two inght			
					auys.				
a)	Modes 1-4	А	4	0	(O) May be inoperative provide	ed:			
					a) Alternate procedures ar	e			
					established and used, and	nd			
					b) Repairs are made within	n two flight			
					days.	-			
					-				
					(Continued)				
QUIPMENT LIST									
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PAGE NO:									
34-0									
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U.S.	DEPARTMENT OF TRAN	SPORT	ATION			
FED	ERAL AVIATION ADMIN	ISTRAT	TION		MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT:         DHC-6-1/100/200/300/400         REVISION NO: 14         PAGE N						
					DATE: 03/25/2015 34-7	
1. SY	STEM,	REPA	IR CAT	EGORY		
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED	
TILI	/1			5. NUI	4 REMARKS OR EXCEPTIONS	
34	NAVIGATION				4. REWINKING OK EXCEL HOINS	
54						
1)	Ground Proximity Warning System (GPWS) (Continued)					
e) ***	Windshear Mode (Reactive)	В	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Windshear Detection and Avoidance System (Predictive) operates normally.</li> </ul>	
3)	Terrain Displays	С	-	1		
		В	-	0		
4) ***	Runway Awareness And Advisory System (RAAS)	С	1	0		
B)	Class B TAWS Equipment Required					
1)	Ground Proximity Warning System (GPWS)	A	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Repairs are made within two flight days.</li> </ul>	
					(Continued)	

U.S.	DEPARTMENT OF TRANS	SPORT	ATION						
FFD	FRAL AVIATION ADMIN	ISTRAT	TION		MASTER MINIMUM EQUIPMENT LIST				
AIR	AIRCRAFT: DHC-6-1/100/200/300/400 REVISION NO: 14 PAGE NO:								
					DATE: 03/25/2015 34-8				
1. SY	/STEM,	REPA	IR CAT	EGORY					
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED				
TTEN	Л			3. NU	MBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
34	NAVIGATION								
B)	Class B TAWS Equipment Required (Continued)								
1)	Ground Proximity Warning System (GPWS) (Continued)								
a)	Modes 1 & 3	Α	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Repairs are made within two flight days.</li> </ul>				
b)	Test Mode	А	1	0	<ul> <li>May be inoperative provided:</li> <li>a) GPWS is considered inoperative, and</li> <li>b) Repairs are made within two flight days.</li> </ul>				
c)	Modes 2, 4 & 5	С	3	0					
d)	Advisory Callouts	В	-	0	(O) May be inoperative provided alternate procedures are established and used.				
		С	_	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Advisory Callouts not required by 14 CFR, and</li> <li>b) Alternate procedures are established and used.</li> </ul>				
e)	Windshear Mode (Reactive)	С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
					(Continued)				

U.S.	DEPARTMENT OF TRAN	SPORT	ATION			ICT		
FEDERAL AVIATION ADMINISTRATION								
AIR	CRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE NO	):		
		1			DATE: 03/25/2015 34-9			
1. SY	YSTEM,	REPA	IR CAT	EGORY				
SEQ ITEN	$\mathcal{U} = E N U E N U E E E S A A$		2. NUI	VIBER I	MBER REQUIRED FOR DISPATCH			
11124	v1			5. NO	4. REMARKS OR EXCEPTIONS			
34	NAVIGATION							
17	Traffic Alert And	л		0	M Marcha in an antina anaridadi			
17.	Collision Avoidance	В	-	0	(M) May be moperative provided: a) System is deactivated and			
	System (TCAS I)				SECURED, and			
	•				<ul> <li>b) Enroute or approach procedures de not require its use.</li> </ul>	)		
		C		0	(M) May be incorrective provided:			
		C	_	0	a) Not required by 14 CFR.			
					b) System is deactivated and			
					SECURED, and			
					c) Enroute or approach procedures de not require its use.	)		
18.	Traffic Alert And	В	-	0	(M) May be inoperative provided:			
	Collision Avoidance System (TCAS II)				a) System is deactivated and SECURED and			
					b) Enroute or approach procedures de	С		
					not require its use.			
		C	-	0	(M) May be inoperative provided:			
					a) System is not required by 14 CFR	,		
					b) System is deactivated and SECURED and			
					c) Enroute or approach procedures de	С		
					not require its use.			
A)	Combined Traffic Alert	C	2	1	One may be inoperative on the non-flying			
	(TA) And Resolution				pilot side provided:			
	Advisory (RA) Dual				a) TA and RA Visual Display is			
	Display System(s)				b) TA and RA Audio Functions are			
					operative on flying pilot side.			

U.S.	DEPARTMENT OF TRAN	SPORT	ATION		
FED	ERAL AVIATION ADMIN	ISTRAT	TON		MASTER MINIMUM EQUIPMENT LIST
AIR	CRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE NO:
		1			DATE: 03/25/2015 34-10
1. SY	(STEM,	REPA	IR CAT	EGORY	{ 
SEQ	UENCE NUMBERS &		2. NUI	MBER I	INSTALLED
HE	/1			3. NU	MBER REQUIRED FOR DISPATCH
34	NAVIGATION				4. REMARKS OR EACEI HONS
54					
18. ***	Traffic Alert And Collision Avoidance System (TCAS II) (Continued)				
B)	Resolution Advisory (RA) Display System(s)	С	2	1	May be inoperative on non-flying pilot side.
		С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Traffic Alert (TA) Visual Display and Audio Functions are operative,</li> <li>b) TA ONLY Mode is selected by the crew, and</li> <li>c) Enroute or approach procedures do not require its use.</li> </ul>
C)	Traffic Alert Display System(s)	С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) RA Visual Display and Audio Functions are operative, and</li> <li>b) Enroute or approach procedures do not require its use.</li> </ul>
D)	Audio Functions	В	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
E)	Airspace Selection Function	C	-	0	
19.	Altimeters, Barometric Pressure Adjustable (Single Pilot Only Cargo Operations)	В	2	1	May be inoperative on right side provided a functioning Pneumatic Altimeter, adjustable for barometric pressure, is installed and available to the pilot.

U.S.	DEPARTMENT OF TRAN	SPORT	ATION							
					MASTER MINIMUM EQUIPMENT LIST					
FED	FEDERAL AVIATION ADMINISTRATION									
AIR	CRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE NO:					
					DATE: 03/25/2015 34-11					
1. SY	(STEM,	REPA	IR CAT	EGORY						
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED					
ITEN	Л			3. NU	MBER REQUIRED FOR DISPATCH					
					4. REMARKS OR EXCEPTIONS					
34	NAVIGATION									
20.	Airspeed Indicators	В	2	1	May be inoperative on right side provided					
	(Single Pilot Only-Cargo				a functioning Pneumatic Indicator is					
	Operations)				installed and available to the pilot.					
01		ъ	2	1						
21.	Gyroscopic Pitch And	В	2	1	May be inoperative on right side provided					
	Single Bilet Only Congo				two independent power sources are					
	(Single Fliot Only-Cargo				available to drive the left side instrument.					
	Operations)									
22	Gyroscopic Directional	В	2	1	May be inoperative on right side provided					
22.	Compass Systems	D	2	1	two independent power sources are					
	(Single Pilot Only-Cargo				available to drive the left side system.					
	Operations)									
	I i i i i i i i i i i i i i i i i i i i									
23.	Skywatch Traffic	С	1	0						
	Advisory System									
24.	Standby Attitude	С	-	0	May be inoperative provided not required					
	Indicator				by 14 CFR.					
		В	-	0	May be inoperative provided:					
					a) Operations are conducted in day					
					VMC only, and					
					b) Operations are not conducted into					
					known or forecast over-the-top					
					conditions.					

U.S.	DEPARTMENT OF TRAN	SPORT	ATION					
FEDERAL AVIATION ADMINISTRATION								
AIR	CRAFT: DHC-6-1/10	0/200/30	REVISION NO: 14         PAGE NO:           DATE: 03/25/2015         34-12					
1. S	YSTEM,	REPA	IR CAT	EGORY				
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED			
11121	VI			3. NU	4. REMARKS OR EXCEPTIONS			
34	NAVIGATION							
25.	Windshear Detection, Guidance And Avoidance System							
A)	Installation Required By 14 CFR							
1)	Windshear Warning And Flight Guidance System (Reactive)	В	-	0	(O) May be inoperative provided alternate procedures are established and used.			
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedure.			
		С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Windshear Detection and Avoidance System (Predictive) operates normally.</li> </ul>			
2)	Windshear Detection And Avoidance System (Predictive)	В	-	0	(O) May be inoperative provided alternate procedures are established and used.			
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.			
					(Continued)			

U.S.	DEPARTMENT OF TRAN	SPORT	ATION						
MASTER MINIMUM EQUIPMENT									
FED	FEDERAL AVIATION ADMINISTRATION								
AIR	CRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE NO:				
4				FRODE	DATE: 03/25/2015 34-13				
1. SY	(STEM,	REPA	IR CAT	EGORY					
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED				
IIE	<b>A</b>			3. NUI	MBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
34	NAVIGATION								
25.	Windshear Detection, Guidance And Avoidance System (Continued)								
A)	Installation Required By 14 CFR (Continued)								
2)	Windshear Detection And Avoidance System (Predictive) (Continued)								
		С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Windshear Warning and Flight Guidance System (Reactive) operates normally.</li> </ul>				
B)	Installation Not Required By 14 CFR								
1)	Windshear Warning And Flight Guidance System (Reactive)	С	-	0	(O) May be inoperative provided alternate procedures are established and used.				
2)	Windshear Detection And Avoidance System (Predictive)	С	-	0	(O) May be inoperative provided alternate procedures are established and used.				

U.S.	DEPARTMENT OF TRANS	SPORT	ATION		MASTED MINIMUM EQUIDMENT LIST
FED	ERAL AVIATION ADMIN	ISTRAT	ION		MASTER MINIMUM EQUIPMENT LIST
AIR	CRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE NO:
1 53	ZSTEM	REDA		FGORY	DATE: 03/25/2015 34-14
SEQ	UENCE NUMBERS &		2. NUN	MBER I	NSTALLED
ITEN	Л			3. NUI	MBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
26.	Automatic Dependent Surveillance Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.
					NOTE: If ADS-B is installed in lieu of or as replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.
A)	Link And Display Processor Unit (LDPU)	D	-	0	
					NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.
B)	Cockpit Display And Traffic Information (CDTI)	D	-	0	
					NOTE: ADS-B data transmissions may continue.
C)	CDTI Control Panel	D	-	0	<ul><li>May be inoperative provided:</li><li>a) Flight ID can be set, and</li><li>b) Screen Display is acceptable to the flight crew.</li></ul>
D)	Data Link Transmitter(s)	D	-	0	
E)	Data Link Receiver(s)	D	-	0	
27.	ESIS Compass (heading functionality only) (Series 400 only)	D	1	0	May be inoperative provided that the Magnetic (Standby) Compass and both ADAHRS compass systems operate normally.

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MASTER MINIMUM EQUIPMENT LIS									
AIR	CRAFT: DHC-6-1/10	REVISION NO: 14 PAGE NO:							
					DATE: 03/25/2015 34-15				
1. S	YSTEM,	REPA	IR CAT	EGORY					
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED				
HE	VI			3. NUI	MBER REQUIRED FOR DISPATCH				
3/	NAVIGATION				4. REMARKS OR EACEF HONS				
54	NAVIOATION								
28.	ESIS Instrument (all functionality) (Series 400 only)	В	1	0	May be inoperative for day VMC provided no other defects related to the APEX presentation of PFD data are present and the magnetic compass at the top of the windshield center post operates normally.				
29.	ESIS Battery (ESIS independent power supply) (Series 400 only)	-	-	-	See item 24-10.				
30.	ADAHRS Compass and Heading reference systems (Series 400 only)	A	2	1	Compass and heading function of one channel may be inoperative for a flight or series of flights to return to a maintenance base provided: a) The Standby Magnetic Compass at top center of windshield and the ESIS compass systems are operating normally; b) Operation of ADHRS button on PFD controller permits the output of the functional channel to be displayed on both PFDs (or, the left PFD during single pilot operations); and c) No other defects related to PFD controllers or PFD and/or MFD display screens (except inoperative right PFD during single pilot operations) or other ADAHRS functions are present.				

U.S. I	DEPARTMENT OF TRAN	SPORTA	ATION			
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AIRC	RAL AVIATION ADMIN RAFT: DHC-6-1/10	0/200/30	10N )0/400		<b>REVISION NO: 14</b>	PAGE NO:
mixe.	Mai 1. Dife-0-1/10	0/200/30	0/400		DATE: 03/25/2015	34-16
1. SYS	STEM,	REPA	IR CAT	EGORY		
SEQU	JENCE NUMBERS &		2. NUI	MBER I	NSTALLED	
ITEM				3. NUI	MBER REQUIRED FOR DISPA	ATCH
					4. REMARKS OR EXCEPTIC	NS
34	NAVIGATION					
31.	ADAHRS Attitude reference systems (Series 400 only)	A	2	1	<ul> <li>Attitude function of one channinoperative for a flight or series return to a maintenance base praining and;</li> <li>b) Operation of ADHRS is PFD controller permits of the functional channing displayed on both PFD only during single pilo operations), and;</li> <li>c) No other defects relate controllers or PFD and display screens (excep right PFD during single operations) or other Alfunctions are present.</li> </ul>	el may be s of flights to covided: normally, button on s the output hel to be bs (left PFD t d to PFD Vor MFD t inoperative e pilot DAHRS
32.	ADAHRS System (Series 400 only)	A	2	1	<ul> <li>One channel may be completel inoperative for a flight or series return to a maintenance base praining a) The ESIS and ESIS bases operating normally;</li> <li>b) The nonstabilized mages (standby) compass is series of the nonstabilized mages (standby) compass is series of the functional channes o</li></ul>	y s of flights to covided: ttery are netic erviceable; button on the output nel to be os (left PFD t y. t a m of

U.S.	DEPARTMENT OF TRAN	SPORT	ATION			TOP
FED	FRAL AVIATION ADMIN	Ιςτρατ	NOI		MASTER MINIMUM EQUIPMENT L	IST
AIR	CRAFT: DHC-6-1/10	0/200/30	$\frac{101}{00/400}$		REVISION NO: 14 PAGE NO	):
		0,200,20			DATE: 03/25/2015 34-17	•
1. SY	(STEM,	REPA	IR CAT	EGORY		
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED	
ITEN	Л			3. NUI	MBER REQUIRED FOR DISPATCH	
					4. REMARKS OR EXCEPTIONS	
34	NAVIGATION					
33.	Advanced Graphic Module (AGM) (Series 400 only)	A	2	1	<ul> <li>One AGM may be inoperative for a flight or series of flights in day VMC to return to a maintenance base provided:</li> <li>a) Left PFD operates satisfactorily for single pilot operations (AGM reversion may be used); or</li> <li>b) Both PFDs operate satisfactory for two pilot operations (AGM reversion may be used); and</li> <li>c) No other deferred defects affecting PFDs, MFDs, or ESIS are present.</li> </ul>	r
34.	Electronic Display of Jeppesen charts (Series 400 only)	D	-	0	May be inoperative, deactivated, or out of date provided system is not used.	
35.	FMS Navigation Databases (purple and blue CDs) (Series 400 only)	С	2	0	<ul> <li>(O) One or both may be out of date provided:</li> <li>a) Long range navigation (LRN) system and FMS is not used and al navigation is based on short range navigation (SRN) and/or pilotage; and</li> <li>b) Radios are manually tuned.</li> </ul>	1
36.	Primary Flight Display (PFD) Controller (Series 400 only)	A	2	1	One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects related to PFD or MFD systems are present. For single pilot operations, the left controller must be operating normally.	
37.	Multifunction Controller (Series 400 only)	-	-	-	See section 46-9 and 46-10.	
38.	MMDR (VOR/ILS functionality) (Series 400 only)	С	2	0	Both may be inoperative for VFR flight.	

U.S.	DEPARTMENT OF TRAN	SPORT	ATION		MASTER MINIMUM EOUIPMENT LIST
FED	ERAL AVIATION ADMIN	ISTRAT	TION		
AIR	CRAFT: DHC-6-1/10	0/200/30	0/400		REVISION NO: 14         PAGE NO:           DATE: 03/25/2015         34-18
1. S	YSTEM,	REPA	IR CAT	EGORY	· · ·
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED
ITEN	MBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
		В	2	1	One may be inoperative for IFR flight provided that a single VOR/ILS is sufficient for navigation.
39.	MMDR (ADF functionality) (Series 400 only)	C	1	0	May be inoperative provided ADF reception is not needed for navigation.
40.	MMDR (Marker Beacon functionality) (Series 400 only)	C	2	0	May be inoperative provided marker beacon reception is not needed for navigation.
41.	DME (Series 400 only)	C	2	0	<ul> <li>May be inoperative provided:</li> <li>a) DME reception is not needed for navigation; and</li> <li>b) Both GPS receivers and the FMS are operating normally.</li> </ul>
42.	GPS receivers (Series 400 only)	C	2	1	One may be inoperative provided that flight can be carried out by reference to short range navigation (SRN) and/or pilotage.
		A	2	0	<ul> <li>(O) Both may be inoperative for a flight or series of flights to return to a maintenance base provided that:</li> <li>a) The flight(s) can be carried out by reference to short range navigation (SRN) and/or pilotage; and</li> <li>b) Procedures are established to ensure that the crew do not refer to the INAV map for position determination.</li> </ul>

U.S.	DEPARTMENT OF TRANS	SPORT	ATION		
FED	ERAL AVIATION ADMIN	ISTRAT	ION		MASTER MINIMUM EQUIPMENT LIST
AIR	CRAFT: DHC-6-1/10	0/200/30	0/400		REVISION NO: 14 PAGE NO:
1 03		DEDAI		FCORV	DATE: 03/25/2015 34-19
I.S. SEO	UENCE NUMBERS &	KEPA	2 NUI	MBER I	NSTALLED
ITEN	M		2.1(01	3. NUI	MBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
43.	Flight Management System (Series 400 only)	В	1	0	<ul> <li>May be inoperative provided:</li> <li>a) No defects relating to fuel quantity gauging system or fuel flow measurement are present;</li> <li>b) Navigation does not require LRN (GPS navigation) functionality; and</li> <li>c) Operating regulations permit FMS to be inoperative.</li> </ul>
44.	Transponders (Series 400 only)	С	2	1	One transponder may be inoperative provided second (standby) transponder operates normally.
		В	2	0	Both may be inoperative if not required by operating regulations.
	ADS-B OUT DAPs (1090 MHz extended squitter) (Series 400 only)	A	2	0	<ul> <li>May be inoperative provided:</li> <li>a) ELS or EHS capability is not required by operating regulations or ATC authorities having jurisdiction over the route of flight; and</li> <li>b) Repairs are made prior to completion of next EMMA check (or within 125 hours, whichever comes first).</li> </ul>
45.	Radar Altimeter (Series 400 only)	С	1	0	<ul> <li>May be inoperative provided:</li> <li>a) Approach procedures do not require its use;</li> <li>b) Radar altimeter minimums function is not used; and</li> <li>c) Degradation of TAWS functionality is permitted by operating regulations.</li> </ul>

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FED	FEDERAL AVIATION ADMINISTRATION									
AIR	CRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAG	E NO:				
					DATE: 03/25/2015	34-20				
1. SY	YSTEM,	REPA	IR CAT	EGORY						
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED					
ITEN	A			3. NUI	MBER REQUIRED FOR DISPATCH					
					4. REMARKS OR EXCEPTIONS					
34	NAVIGATION									
46.	Altitude Alerter (Series 400 only)	С	1	0	May be inoperative for day VMC flig May be inoperative for other flight conditions if operation regulations pe	;ht.				
47.	INAV Topographic database (INAV Map topography, the Green CD, updated approximately annually) (Series 400 only)	D	1	1	May be out of currency up to 90 days following issue of most recent databa provided no SL, SB, or AD pertaining database errors exists. <i>NOTE: The INAV map topographic</i> <i>information is not in any way related</i> <i>MK VI TAWS (EGPWS) terrain database</i>	se g to to the base.				
48.	Terrain database (MK VI TAWS [EGPWS] database, updated approximately quarterly) (Series 400 only)	D	1	1	May be out of currency up to 90 days following issue of most recent databa advised by Honeywell service letter, provided no SL, SB or AD pertaining database errors exists.	se as				
49.	Weather Radar (Series 400 only)	С	1	0	May be inoperative if not required by operating regulations.					
50.	Stormscope (Series 400 only)	D	1	0						
51.	Flight Controller (channel) (Series 400 only)	С	2	1	One channel may be inoperative. No functionality is lost.					
52.	TCAS (Series 400 only)	В	1	0	(M) If TCAS functionality is required operating regulations, may be inopera provided system is deactivated and se	l by ative cured.				
		С	1	0	(M) If TCAS functionality is not required by operating regulations, may be inoperative provided system is deactive and secured.	vated				

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MASTER MINIMUM EQUIPMENT LIST										
FEDERAL AVIATION ADMINISTRATION										
AIRCRAFT: DHC-6-1/100/200/300/400 REVISION NO: 14 PAGE NO:										
				DATE: 03/25/2015	34-21					
1. SYSTEM,	REPA	IR CATI	EGORY							
SEQUENCE NUMBERS &		2. NUN	MBER I	NSTALLED						
ITEM			3. NUN	MBER REQUIRED FOR DISPA	АТСН					
				4. REMARKS OR EXCEPTIO	DNS					
34 NAVIGATION										
53. TAWS	В	1	0	(M) If TAWS functionality is a	required by					
(Series 400 only)				operating regulations, may be	noperative					
				provided system is deactivated	and secured.					
	C 1 0 (M) If TAWS functionality is not required									
				by operating regulations, may	be					
				inoperative provided system is	deactivated					
				and secured.						

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	MASTER MINIMUM EQUIPMENT LIST										
FEDERAL AVIATION ADMINISTRATION											
AIR	AIRCRAFT: DHC-6-1/100/200/300/400 REVISION NO: 14 PAGE NO:										
						DATE: 03/25/2015	35-1				
1. S	YSTEM,	REPA	IR CAT	EGORY							
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTA	LLED					
ITEN	M			3. NUI	MBER	REQUIRED FOR DISPA	TCH				
					4. R	EMARKS OR EXCEPTIO	NS				
35	OXYGEN										
1.	Oxygen System	С	-	-	As re	equired by 14 CFR.					
	(Passenger)										
	(Series 100, 200, 300)										
2.	Protective Breathing	D	-	-	Any	in excess of those required	by 14 CFR				
	Equipment (PBE)				may	be inoperative.					
	(Series 100, 200, 300)										

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FED	MASTER MINIMUM EQUIPMENT LIST									
AIR	$CRAFT \cdot DHC-6-1/10$	$\frac{131 \text{ KA1}}{0/200/30}$	$\frac{1010}{00/400}$		REVISION NO: 14 PAGE NO:					
		0/200/30	70/ 400		DATE: 03/25/2015 36-1					
1. S	YSTEM,	REPA	IR CAT	EGORY	· · · · · · · · · · · · · · · · · · ·					
SEQUENCE NUMBERS &			2. NUI	MBER I	NSTALLED					
ITEM				3. NU	MBER REQUIRED FOR DISPATCH					
					4. REMARKS OR EXCEPTIONS					
36	PNEUMATICS									
1.	Bleed Air Systems	С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Corresponding Bleed Air Valves are confirmed CLOSED,</li> <li>b) Aircraft is not operated in known or forecast icing conditions,</li> <li>c) Autopilot is not used, and</li> <li>d) Flight instrument operation does not depend on either Bleed Air System.</li> </ul>					
A)	Bleed Air Valves (Series 400 only)	С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) The corresponding bleed valve is secured closed, and</li> <li>b) The flight is not conducted in known or forecast icing conditions.</li> </ul>					
		С	2	0	<ul> <li>(M) Both may be inoperative provided:</li> <li>a) Both bleed valves are secured closed,</li> <li>b) The flight is not conducted in known or forecast icing conditions, and</li> <li>c) OAT in flight is not less than +15°C.</li> </ul>					
2.	Low Pressure Monitoring System ('PNEUMATIC LOW PRESS' Annunciation) (Series 400 only)				See section 30-16.					

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	MASTER MINIMUM EQUIPMENT LIST										
FED	FEDERAL AVIATION ADMINISTRATION										
AIR	AIRCRAFT: DHC-6-1/100/200/300/400 REVISION NO: 14 PAGE NO:										
		•				DATE: 03/25/2015	37-1				
1. SY	YSTEM,	REPA	IR CAT	EGORY							
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTA	LLED					
ITEN	A			3. NUI	MBER	REQUIRED FOR DISPA	TCH				
					4. RI	EMARKS OR EXCEPTIO	NS				
37	VACUUM										
1.	Engine Air Pumps	C	2	1	(M) (	One Pump may be inoperation	tive for day				
	(Series 100, 200, 300				VMC	2.					
	only)										
2.	Low Suction/Pressure	C	1	0	May	be inoperative provided L	ow Suction				
	Caution Light				Indic	ator is operative.					
	(Series 100, 200, 300										
	only)										
		a			~						
3.	Instrument Pressure	С	2	1	One	may be inoperative for day	VMC.				
	Indicators							Ι.			
	(Series 100, 200, 300										
	only)										
								1			

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	MASTER MINIMUM EQUIPMENT LIST										
FED	ERAL AVIATION ADMIN	ISTRAT	TION								
AIR	AIRCRAFT:         DHC-6-1/100/200/300/400         REVISION NO: 14         PAGE NO:										
	DATE: 03/25/2015 45-1										
1. SY	YSTEM,	REPA	IR CAT	EGORY	r						
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTA	LLED					
ITEN	А			3. NUI	MBER	REQUIRED FOR DISPA	АТСН				
					4. RF	EMARKS OR EXCEPTIC	DNS				
45	CENTRAL										
	MAINTENANCE										
	COMPUTER										
1.	Central Maintenance	C	1	0							
	Computer Function										
	(Series 400 only)										
-		_									
2.	Engine Condition Trend	D	1	0							
	Monitoring System										
	(ECTM) Reader										
	(Series 400 only)										
2					<i>a</i> .						
3.	SD Card Reader	-	-	-	See if	tem 40-9.					
	(Series 400 only)										
		1									

U.S.	U.S. DEPARTMENT OF TRANSPORTATION									
FFD	MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT: DHC-6-1/100/200/300/400 REVISION NO: 14 PAGE NO:										
					DATE: 03/25/2015 46-1					
1. SY	YSTEM,	REPA	IR CAT	EGORY						
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED					
ITEM				3. NU	MBER REQUIRED FOR DISPATCH					
					4. REMARKS OR EXCEPTIONS					
46	INFORMATION									
	SYSTEMS									
1.	Electronic Flight Bag Systems (EFBs)									
A)	Class 3 EFBs	С	-	-	(O) May be inoperative provided alternate procedures are established and used.					
					NOTE: Any function, program or document which operates normally may be used.					
		D	-	0	May be inoperative provided procedures do not require its use.					
B)	Data Connectivity (Class 2)	С	-	-	(O) May be inoperative provided alternate procedures are established and used.					
		D	-	0	May be inoperative provided procedures do not require its use.					
C)	Power Connection (Class 1 & 2)	С	-	-	(O) May be inoperative provided alternate procedures are established and used.					
		D	-	0	May be inoperative provided procedures do not require its use.					
D)	Mounting Device (Class 2)	С	-	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft, and</li> <li>b) Alternate procedures are established and used.</li> </ul>					
		D	-	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and</li> <li>b) Procedures do not require its use.</li> </ul>					

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FEDERAL AVIATION ADMINISTRATION									
AIR	CRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE N	0:			
					DATE: 03/25/2015 46-2				
1. SY	YSTEM,	REPA	IR CAT	EGORY					
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED				
ITEN	M			3. NU	MBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
46	INFORMATION SYSTEMS								
2.	Modular Avionics Unit (MAU) Actuator Input/Output Processor (AIOP) channels (Series 400 only)	А	2	1	(O)(M) One channel may be inoperative flights to return to a maintenance base provided that consequences of inoperative channel are evaluated individually in accordance with each section of this MMEL.				
3.	Advanced Graphic Module (AGM) channels (Series 400 only)	-	-	-	See section 34-33.				
4.	Display Unit 1 (Left PFD) (Series 400 only)	A	1	0	<ul> <li>(O) May be inoperative for a flight or series of flights to return to a maintenance base provided: <ul> <li>a) Both MFDs operate normally;</li> <li>b) Flight is two-crew operation with right seat pilot performing the 'flying pilot' (handling pilot) functions;</li> <li>c) ESIS operates normally; and</li> <li>d) No other deferred defects related PFD or MFD systems are present.</li> </ul></li></ul>	to			

U.S.	U.S. DEPARTMENT OF TRANSPORTATION									
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AIR	CRAFT: DHC-6-1/10	$\frac{131}{0/200/30}$	00/400		REVISION NO: 14 PAGE NO:					
					DATE: 03/25/2015 46-3					
1. SY	(STEM,	REPA	IR CAT	EGORY						
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED					
ITEN	Л			3. NUI	MBER REQUIRED FOR DISPATCH					
					4. REMARKS OR EXCEPTIONS					
46	INFORMATION SYSTEMS									
5.	Display Unit 2 (Upper MFD) (Series 400 only)	A	1	0	<ul> <li>May be inoperative for a flight or series of flights to return to a maintenance base provided: <ul> <li>a) Lower MFD operates normally;</li> <li>b) Both PFDs operate normally;</li> <li>c) ESIS operates normally;</li> <li>d) No other deferred defects related to PFD or MFD systems are present; and</li> <li>e) IFR or IMC flight must be two-crew operation.</li> </ul> </li> <li>NOTE: Jeppesen charts will be unavailable.</li> </ul>					
6.	Display Unit 3 (Lower MFD) (Series 400 only)	A	1	0	<ul> <li>May be inoperative for a flight or series of flights (if single pilot, VFR in VMC only) to return to a maintenance base provided:</li> <li>a) Upper MFD operates normally;</li> <li>b) Both PFDs operate normally;</li> <li>c) ESIS operates normally; and</li> <li>d) No other deferred defects related to PFD or MFD systems are present.</li> </ul>					
7.	Display Unit 4 (Right PFD) (Series 400 only)	А	1	0	For two crew operations, may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects related to PFD or MFD systems are present. (Continued)					

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MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION									
D: 14	PAGE NO:								
2015	46-4								
	TOU								
JR DISPA	ATCH INS								
ACEFIIO									
tions, may no other d ) or MFD	y be leferred systems are								
ve provide other defe ply of air of vionics cor compartme compartme ally; and n operates	ed: ects that circulation mpartment ent; hent fan(s) normally.								
operative p n alternate	means of								
	1								
ve for a fli urn to a ma o not requi id can be car short range pilotage. <i>not be usa</i>	ight or aintenance ire RNAV ried out by e navigation able.								
	oply of air vionics con compartme ally; and n operates operative p h alternate ve for a fli curn to a m o not requind can be car short range r pilotage. <i>l not be us</i> tinued)								

U.S.	DEPARTMENT OF TRAN	SPORT	ATION				
MASTER MINIMUM EQUIPMENT LI							
AIR	CRAFT: DHC-6-1/10	$\frac{131}{0/200/30}$	$\frac{101}{00/400}$		REVISION NO: 14 PAGE NO	):	
		0, 200, 20			DATE: 03/25/2015 46-5	•	
1. S	YSTEM,	REPA	IR CAT	EGORY	· · · ·		
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED		
ITE	M			3. NU	MBER REQUIRED FOR DISPATCH		
					4. REMARKS OR EXCEPTIONS		
46	INFORMATION SYSTEMS						
	ENT keys	С	-	-	One of the two ENT keys may be inoperative.		
	Alphanumeric keys	С	38	-	<ul> <li>(O) One or more be inoperative provided:</li> <li>a) Operations do not require RNAV capability;</li> <li>b) Flights can be carried out without use of the FMS, by reference to short range navigation (SRN) and/or pilotage; and</li> <li>c) Joystick and data set knob surrounding joystick operate normally.</li> </ul>		
	Weather Radar Controls				See item 34-49.	Ι	
10.	Multifunction Controller (entire controller, or, any functions not specifically listed in item 46-8) (Series 400 only)	A	1	0	<ul> <li>May be inoperative for a flight or series of flights to return to a maintenance base provided: <ul> <li>a) The flight(s) can be carried out by reference to short range navigation (SRN) and/or pilotage; and</li> <li>b) No defects related to fuel quantity measurement are present.</li> </ul> </li> <li>NOTE: The UNABLE FMS-GPS MON amber CAS message will be present until takeoff if FMS position cannot be initialized.</li> </ul>		

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					DATE: 03/25/2015	46-6		
1. SY	STEM,	REPA	IR CAT	EGORY				
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED			
IIEN	4		3. NUMBER REQUIRED FOR DISPATCH					
					4. REMARKS OR EXCEPTION	<u> </u>		
46	INFORMATION							
	SYSTEMS							
11								
11.	(Series 400 entri)	-	-	-				
	(Series 400 only)					1		
	Minima knob	C	1	0	May be inoperative provided tak	reoff and		
	Willing Kilob	C	1	U	landing is conducted in VMC			
	Heading/Track collar	С	1	0	May be inoperative provided:			
	C				a) operations are not condu	icted in		
					polar areas, and;			
					b) either the heading or the	track bug		
					functions normally.			
	Heading and/or track bug	В	1	0	May be inoperative for day VFR	flight.		
	setting knob							
		G		0				
	Altitude Select knob	C	1	0	May be inoperative if altitude ale	erter not		
					required by operating regulations	s.		
12	Flight Controller Panel	в	1	0	May be inoperative for day VEP	flight		
12.	(entire controller)	U U	1	0	outside of polar regions provide	d		
	(Series 400 only)				operating regulations permit Alti	itude		
	(Series +00 omy)				Select to be inoperative.			

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					DATE: 03/25/2015	52-1		
1. SY	(STEM,	REPA	IR CAT	EGORY				
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED			
ITEN	Л			3. NUI	MBER REQUIRED FOR DISPA	TCH		
					4. REMARKS OR EXCEPTIO	NS		
52	DOORS							
1.	Door Open Warning	С	1	0	May be inoperative provided:			
	Light (Series 100, 200,				a) A flight crewmember c	onfirms by		
	300 only)				visual inspection that a	ll Doors are		
					LATCHED prior to eac	ch takeoff,		
					and			
					b) FASTEN SEAT BELT	Sign		
					remains ON.			
1A.	Doors Unlocked	C	1	0				
	Annunciation							
	(Series 400 only)					1		
		G	1	0				
2.	Passenger Door Strut	C	1	0		1		
3	Air Stair Door Bottom	C	1	0		1		
5.	Sliding Step	C	1	U				
	Shallig Step					1		
4	Airstair Door Damping	D	1	1	(M) May be missing or inoperation	ative		
	Strut ('doorsaver')	D	1	1	provided a placard is provided	on both		
	(Series 400 only)				sides of the door indicating that	the		
	(,				dampening strut is missing or in	noperative.		
					I	· r · · · · · · · · · · · · · · · · · ·		
5.	Key Locks of Doors	-	-	-	See item 25-13.	1		
	(Series 400 only)							

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						DATE: 03/25/2015	56-1	
1. S	YSTEM,	REPA	IR CAT	EGORY	r			
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTA	LLED		
ITEN	M			3. NUI	MBER	REQUIRED FOR DISPA	TCH	
					4. RF	EMARKS OR EXCEPTIO	NS	
56	WINDOWS							
1.	Flight Compartment Door Sliding Window (Series 400 only)	С	2	0	(M) I is sec	May be inoperative provid cured in closed position.	ed window	
2.	Passenger Cabin Inner Window Panels (Series 400 only)	С	≤21	0	(M) A may panel of the	Any number of inner wind be missing. Damaged inne ls that obscure the view of e aircraft must be removed	ow panels er window the exterior	

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EED	MASTER MINIMUM EQUIPMENT LIST							
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	CIAN 1. DIIC-0-1/10	0/200/30	00/400		DATE: 03/25/2015 61-1			
1. S	YSTEM,	REPA	IR CAT	EGORY				
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED			
ITEN	М			3. NUI	MBER REQUIRED FOR DISPATCH			
					4. REMARKS OR EXCEPTIONS			
61	PROPELLERS							
1.	Beta Backup System – PT6A-27	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Beta Backup System is DEACTIVATED; and</li> <li>b) Propeller Reverse is NOT selected.</li> </ul>			
2.	Auto Feather System And Indicator Lights	С	1	0	May be inoperative provided AFM procedures are followed.			
3.	Synchronizer System	С	1	0				
4.	Propeller Reset Caution Lights	С	1	0	May be inoperative provided Propeller/Throttle Mechanical Interlock per Mod 6/1223 is installed and operative.			
5.	Autofeather system switchlight assembly (Series 400 only)	С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Opposite side switchlight operates normally;</li> <li>b) The functionality of the autofeather system is not affected; and</li> <li>c) CAS annunciation of 'autofeather selected' and 'autofeather armed' operates normally.</li> </ul>			
6.	Propeller Reset Annunciation (Series 400 only)	С	1	0	May be inoperative provided the mechanical interlock preventing throttle movement aft of idle unless propeller levers are fully forward is functioning properly.			

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		1			DATE: 03/25/2015	61-2							
1. S	YSTEM,	REPA	IR CAT	EGORY									
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED								
ITE	М			3. NUI	MBER REQUIRED FOR DISPA	TCH							
					4. REMARKS OR EXCEPTIO	NS							
61	PROPELLERS												
7.	Autofeather System	C	1	0	(O) May be inoperative provide	ed:							
	(Series 400 only)				a) Operations are conduct	ed IAW							
					AFM supplement 19 (t	his will							
					require increased takeo	ff							
					distances);	1 . 174377							
					b) Operations are not con	Jucted IAW							
					supplement 37; and								
					c) Takeoff Configuration	warning							
					System does not genera	ite an							
						uon when							
					power levers are advan	ced.							
					NOTE: Extension of MEL valia	f for the							
					autofaathar system bayond 10	lavs is							
					strictly forbidden	lays is							
					sincity jordiaden.								
8.	Ground Fine Range	В	2	1	Annunciation of ground fine ("	beta") range							
0.	("Beta") Annunciation	-	_	-	from one propeller may be inor	berative							
	(Series 400 only)				provided annunciation from the	other							
	( <u>)</u> )				propeller operates normally.								

U.S.	U.S. DEPARTMENT OF TRANSPORTATION							
	MASTER MINIMUM EQUIPMENT LIST							
FED	ERAL AVIATION ADMIN	ISTRAT	TION					
AIR	CRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE NO:			
					DATE: 03/25/2015 73-1			
1. S	YSTEM,	REPA	IR CAT	EGORY	Υ			
SEQ	UENCE NUMBERS &		2. NUI	MBER I	INSTALLED			
ITE	М			3. NUN	MBER REQUIRED FOR DISPATCH			
					4. REMARKS OR EXCEPTIONS			
73	ENGINE FUEL AND CONTROL P <sub>Y</sub> Tube Heaters (fuel control sensor tube) (Series 400 only)	С	2	0	<ul> <li>(M) One or both may be inoperative provided:</li> <li>a) the corresponding circuit breaker is pulled, and;</li> <li>b) the aircraft is not operated where the air temperature is less than +5°C.</li> </ul>			
2.	Fuel Flow Indication (Series 400 only)	-	-	-	Refer to section 28.			

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FED	ERAL AVIATION ADMIN	ISTRAT	ION						
AIR	CRAFT: DHC-6-1/10	0/200/30	0/400		<b>REVISION NO: 14</b>	PAGE NO:			
					DATE: 03/25/2015	74-1			
1. SY	YSTEM,	REPA	IR CATI	EGORY					
SEQ	UENCE NUMBERS &		2. NUN	MBER I	NSTALLED				
ITEN	M			3. NUN	8. NUMBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
74	IGNITION								
1.	Manual Engine Ignition	D	1	0	(O) May be inoperative provid	ed flight is			
	(Series 400 only)				not conducted in known or fore	ecast icing			
					conditions.				
2.	Spark Igniters	A	4	2	One per engine may be inoperated	tive for a			
	(Series 400 only)				flight or series of flights to retu	rn to a			
					maintenance base.				

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	MASTER MINIMUM EQUIPMENT LIS							
FEDERAL A	FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT:	DHC-6-1/10	0/200/30	00/400			<b>REVISION NO: 14</b>	PAGE NO:	
						DATE: 03/25/2015	75-1	
1. SYSTEM,	1	REPA	IR CATI	EGORY				
SEQUENCE	NUMBERS &		2. NUN	MBER I	NSTA	LLED		
ITEM				3. NUN	MBER	REQUIRED FOR DISPA	TCH	
					4. RI	EMARKS OR EXCEPTIO	NS	
75 BLEEI	D AIR							
1. Bleed	Air Valves				DEL ATA	ETED, REVISION 13. Se 36-1.	e	

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	MASTER MINIMUM EQUIPMENT LIST							
FED	FEDERAL AVIATION ADMINISTRATION							
AIR	CRAFT: DHC-6-1/10	0/200/30	00/400		REVISION NO: 14 PAGE NO	:		
					DATE: 03/25/2015 77-1			
1. S	YSTEM,	REPA	IR CAT	EGORY				
SEQ	UENCE NUMBERS &		2. NUI	MBER I	NSTALLED			
ITE	M			3. NUI	MBER REQUIRED FOR DISPATCH			
					4. REMARKS OR EXCEPTIONS			
77	ENGINE INDICATING							
1.	N <sub>P</sub> Indication (Series 400 only)	A	2	1	One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects relating to either engine indication system are present.			
2.	N <sub>G</sub> Indication (Series 400 only)	A	2	1	One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects relating to either engine indication system are present.			
3.	Torque Indication (Series 400 only)	A	2	1	One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects relating to either engine indication system are present.			
4.	T <sub>5</sub> Indication (Series 400 only)	A	2	1	(O) One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects relating to either engine indication system are present.			

l	U.S. DEPARTMENT OF TRANSPORTATION								
Г	MASTER MINIMUM EQUIPMENT LIST								
	AIRCRAFT: DHC-6-1/	100/200	/300/400	)	REVISION NO: 14 PAGE NO:				
					DATE: 03/25/2015 79-1				
1	. SYSTEM,	REI	PAIR CA	TEGO	RY				
S	SEQUENCE NUMBERS &		2. N	UMBE	R INSTALLED				
I	TEM			3. N	UMBER REQUIRED FOR DISPATCH				
70					4. REMARKS OR EXCEPTIONS				
79 1.	L ENGINE OIL L ENGINE OIL PRESS and R ENGINE OIL PRESS Caution Lights (Series 100, 200, 300)	С	2	1	(O) One may be inoperative provided the associated oil pressure indicator is operative.				
2.	Chip Detector Lights (L and R Engine) (Series 100, 200, 300)	С	2	0	<ul> <li>(M) One or both may be inoperative provided:</li> <li>a) A maintenance inspection shows that the aircraft can be dispatched; and</li> <li>b) The light is extinguished prior to flight.</li> </ul>				
3.	Engine Oil Temperature (Series 400 only)	В	2	1	(O) One may be inoperative provided that the engine with the inoperative indication is started first.				
4.	Oil Pressure Sensor (40 PSI discrete) (Series 400 only)	В	2	1	<ul> <li>One may be inoperative provided:</li> <li>a) Oil pressure is correctly displayed in engine window;</li> <li>b) Low oil pressure CAS message is not present when oil pressure is within acceptable range; and</li> <li>c) Both oil pressure sensors on opposite side engine are operating normally.</li> </ul>				
5.	Oil Pressure Sensor (transducer) (Series 400 only)	В	2	1	<ul> <li>One may be inoperative provided:</li> <li>a) Low oil pressure sensor</li> <li>(discrete 40 PSI sensor) of affected</li> <li>engine posts low oil pressure CAS</li> <li>message when pressure is below</li> <li>40 PSI;</li> <li>b) Low oil pressure CAS message is</li> <li>not posted when oil pressure is</li> <li>greater than 40 PSI; and</li> <li>c) Both oil pressure sensors on</li> <li>opposite side engine are operating</li> <li>normally.</li> </ul>				