

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
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M A S T E R   M I N I M U M   E Q U I P M E N T   L I S T

CASA 212 (ALL MODELS)

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Highlights of Change

EFFECTIVE ABOVE DATE, The CASA 212 Master Minimum Equipment List has been revised. This is a minor revision. Please replace all pages with Revision 6 for a complete up-to-date MMEL.

Retain this sheet with your MMEL until the next revision is issued.

ATA 22    AUTO FLIGHT

- Item 1: Autopilot Systems: Updated to comply with Policy Letter 101.
- Item 2: Control Wheel Disengage Switch: Updated to comply with Policy Letter 93.

ATA 23    COMMUNICATIONS

- Item 1: Communication Systems (VHF and UHF): Updated to comply with Policy Letter 95.
- Item 6: Passenger Address System: Updated to comply with Policy Letter 09.
- Item 8: Cockpit Voice Recorder System: Updated to comply with Policy Letter 29.
- Item 12: Boom Microphones: Added to comply with Policy Letter 58.
- Item 13: High Frequency (HF) Communication System: Added to comply with Policy Letter 106.

ATA 26    FIRE PROTECTION

- Item 2: Portable Fire Extinguishers: Updated to comply with Policy Letter 75.
- Item 4: Cargo Compartment Smoke Detection System: Updated to comply with Policy Letter 102.
- Item 6: Lavatory Fire Extinguisher System: Updated to comply with Policy Letter 24.
- Item 7: Lavatory Smoke Detection System: Updated to comply with Policy Letter 24.

ATA 31    INDICATING/RECORDING SYSTEMS

- Item 3: Flight Data Recorder System: Updated to comply with Policy Letter 87.

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Highlights of Change

ATA 33 LIGHTS

- Item 1: Cockpit/Flight Deck Instrument Lighting System: Updated to comply with Policy Letter 77.
- Item 8: Wing Illumination Lights: Updated to comply with Policy Letter 72.

ATA 34 NAVIGATION

- Item 23: Altitude Alerting System: Updated to comply with Policy Letter 39.
- Item 24: Standby Attitude Indicator: Updated to comply with Policy Letter 111.
- Item 25: Ground Proximity Warning System: Updated to comply with Policy Letter 54.
- Item 27: Traffic Collision and Avoidance System: Updated to comply with Policy Letter 32.
- Item 28: Global Positioning System: Standardized with other MMELs.
- Item 29: New item.

ATA 35 OXYGEN

- Item 3: Portable Oxygen Dispensing Units: Updated to comply with Policy Letter 43.

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Definitions

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of 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., passenger cabin items) a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: 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.

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type

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Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "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.

7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for

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operation with the listed item inoperative.

12. "Inoperative" means 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) or tolerance(s).

13. "Notes:" in Column 4 provides 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 operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system:  
Inoperative items which are components of a system which 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).

15. "(M)" 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 operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" 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 flight crew; 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 operator. Appropriate procedures are

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required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (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.

20. "Visible Moisture" means 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.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance

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record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (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.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message,

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do not affect dispatch and do not require action other than as addressed within an operators standard maintenance program.

b. DOUGLAS (MD-11)

Some Douglas aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS).

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-320/319/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-320/319/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that effects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-320/319/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-320/319/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant, however for any MAINTENANCE status (Class II) message, the A-320/319/321 MEL must be verified for dispatch capability. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

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Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, 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 administrative control item.

25. "\*\*\*\*" symbol in Column 1 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 operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft

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maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

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Preamble  
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (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 those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

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Preamble  
(Effective 6/14/89)

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL 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 Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

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 interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

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

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21-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
1.	Bleed Air Heater System	C	2	0	*(M)May be inoperative provided procedures are established to verify associated main shutoff valve(s) are secured closed.
2.	Air Conditioning System	C	1	0	*
3.	Ventilation Blower	C	1	0	*

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.   2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
1.	Autopilot Systems	C	-	1	
		B	-	0	Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Approach minimums do not require their use,</li> <li>b) Enroute operations do not require autopilot use, and</li> <li>c) Number of flight segments and segment duration is acceptable to the flight crew.</li> </ul>
					NOTE: 1 Operators should make every effort to repair the autopilot early in the repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density and the effect of other inoperative systems.
					NOTE: 2 Any mode which functions normally may be used.
2.	Control Wheel Disengage Switch	C	-	-	One may be inoperative provided the autopilot is not utilized at less than initial approach altitude.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
			-	-		
23	COMMUNICATIONS					
1.	Communication Systems (VHF and UHF)	D	-	-		Any in excess of those required by FAR may be inoperative provided it is not powered by the Standby Bus and is not required for emergency procedures.
	1) VHF Comm Control Panels	C	-	-		One side of the VHF Comm Control Panel tuning function may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated transceiver can be tuned from the opposite side of the control panel, and</li> <li>b) Associated transceiver operates normally.</li> </ul>
	a) Frequency Transfer Light	C	-	0		
	b) Frequency Transfer Switch	C	-	0		
	c) Frequency Selector Knob	C	-	2		
	d) Frequency Indication	C	-	2		
*** 2)	Radio Tuning Panels	C	-	2		One may be inoperative provided the left radio tuning panel operates normally.

U.S. DEPARTMENT OF TRANSPORTATION

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
2.	(Moved to 23-1)				
3.	Audio Selector Panels				Incorporated into item 23-1, revision 5c.
4.	Flight Deck Interphone				Deleted prior to revision 5.
5.	Cabin Attendant's Interphone System	C	1	0	* (0) May be inoperative provided: a) Alternate normal and emergency procedures are established and used, and b) Passenger address system operates normally. OR c) Flight is conducted in an all-cargo configuration.
		C			

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23-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
23	COMMUNICATIONS				
6.	Passenger Address System				
1)	Passenger Configuration	B	1	0	(O)May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant chime operates normally.  NOTE: Any station that operates normally may be used.
		C	1	0	(O)May be inoperative provided: a) PA not required by FAR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.  NOTE: Any station that operates normally may be used.
2)	Cargo Configuration (Courier/Supernumerary Address System)	D	1	0	May be inoperative provided procedures do not require it use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS						
7.	Static Dischargers	C	-	10			May be broken or missing provided a minimum of 6 remain on wing surfaces, with not less than 4 on tail surfaces.
8.	Cockpit Voice Recorder System (CVR)	A	1	0			May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
9.	Flight Deck Speakers	C	-	0			May be inoperative provided: a) Procedures do not require their use, and b) Headsets are installed and operate normally.
10.	Selective Call System (SELCAL)	C	1	0			
11.	Headphones/Hand Microphones	D	-	0			Any in excess of those required for each person on flight deck duty may be inoperative or missing.
12.	Boom Microphones						
	1) Cockpit Voice Recorder Equipped to Record Boom Microphone	A	-	0			May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, b) Associated hand microphone is installed and operates normally, and c) Repairs are made within three flight days.
*** 2)	Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	-	0			Any is excess of those required by FAR may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
13. High Frequency *** (HF) Communication System	D	-	-	Any in excess of those required by FAR may be inoperative.	
	C	-	1	(O)May be inoperative while conducting operations that require two LRCS provided: a) SATCOM (High or Low Gain) Data Link system operates normally, and b) SATCOM Data Link communication operates normally over the intended route of flight.	
12. Emergency Locator	D	-	-	Any in excess of those required	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
24	ELECTRICAL POWER				
1.	Main Batteries	B	2	1	*One may be inoperative provided a) Auxiliary battery is operating normally, and b) Ground Power Unit (GPU) is used for engine starts.
2.	Auxiliary Battery	B	1	0	*May be inoperative provided: a) Both main batteries operate normally, and b) Ground Power Unit (GPU) is used for engine starts.
3.	Generators				Deleted prior to revision 5.
4.	Generator Warning Lights	C	2	1	*One may be inoperative provided the associated DC ammeter is operating normally, and closely monitored during flight.
5.	Ammeters				Deleted, Rev. 5.
6.	AC Voltmeter	C	1	0	*May be inoperative provided inverter failure warning lights operate normally on associated inverters.
7.	DC Voltmeter	C	1	0	*May be inoperative provided generator failure warning lights operate normally.
8.	Inverters	C	3	2	*One may be inoperative provided the remaining two operate normally.
9.	Inverter Warning System	C	3	2	*One may be inoperative for an associated inoperative inverter.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
1.	Crewmember Shoulder Harness				Deleted, Rev. 5.
2.	Passenger Seats	C	- 0	0	* (M) May be inoperative secured in the upright position.
		C	- 0	0	* (M) May be inoperative in other than the upright position provided: a) Does not block an Emergency Exit, b) Does not restrict any passenger from access to the main aircraft aisle, and or exit, and c) Affected seat is blocked and placarded "DO NOT OCCUPY".
					NOTE 1: A seat position with an inoperative or missing lap belt is considered inoperative.
					NOTE 2: A seat with an inoperative recline mechanism is considered to be inoperative if the seat back cannot be secured in the upright position.
3.	Moved to 23-9				
4.	Flotation Devices	C	-	-	* Those in excess of the FAR may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
5.	Life Rafts	C	-	-	*Those in excess of the FAR may be inoperative.
6.	Pyrotechnic Signal Device	C	-	-	*Those in excess of the FAR may be inoperative.
7.	Emergency Locator Transmitter (ELT)	C	-	-	*As required by FAR.
8.	Flight Attendant Seat Assembly (Single or dual position)	C	-	-	* (M) (O) One single or one dual position seat may be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected seat position(s) is not occupied,</li> <li>b) Flight attendant(s) displaced by inoperative seat position(s) occupy the passenger seat(s) most accessible to their assigned exit,</li> <li>c) Alternate procedures are established for displaced flight attendant(s),</li> <li>d) Folding type seat is stowed or secured in the retracted position, and</li> <li>e) Passenger seat(s) assigned to flight attendant(s) is placarded "FOR FLIGHT ATTENDANT USE ONLY".</li> </ul>

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
8.	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)				<p>NOTE 1: A folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing lap belt is considered inoperative.</p> <p>NOTE 3: The above provisos apply to required flight attendant seats. Seat positions in excess of those required may be inoperative provided they are properly stowed or secured in the retracted position. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable FAR are met.</p>
9.	Pilot Fore/Aft Seat Adjustment	C	2	0	<p>*(M)May be inoperative provided:</p> <p>a) The position of the seat(s) permits normal pilot visibility and full flight control movement, and</p> <p>b) The seat(s) is secured with mechanical stops.</p>

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
10.	Passenger Convenience Items(s)	-	0		*Passenger convenience items, as expressed in this MMEL, are those items related to passenger convenience, comfort, or entertainment such as, but not limited to: galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the Air Carrier's appropriate document.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
1.	Engine Fire Extinguisher Thermal Indicator Discs	C	2	0	(M)(O)May be missing provided pressure indicators and pins are checked once each flight day to verify adequate charge.
2.	Portable Fire Extinguishers	D	-	-	(M)Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.
3.	Fire Detection Test Switch System	C	2	0	(M)Test feature may be inoperative provided detection system is verified to operate normally each flight day.
4.	Cargo Compartment Smoke Detection System	C	1	0	May be inoperative provided associated cargo compartment remains empty.  NOTE: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.  Note: Class E compartments require only installation of smoke or fire detection systems (not suppression).

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
26	FIRE PROTECTION				
5.	Smoke Detector Test Switch System	C	1	0	(M)Test feature may be inoperative provided detection system is verified to operate normally each flight day.
		C	1	0	May be inoperative for an associated inoperative detector.
6.	Lavatory Fire Extinguisher System	C	-	-	For each lavatory, the lavatory fire extinguisher system may be inoperative provided lavatory smoke detector system operates normally.
		C	-	-	(M)(0)For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle remains empty, b) Associated lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers.
					NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
					NOTE 2: Lavatory fire extinguisher system is not required for all-cargo operation.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
7.	Lavatory Smoke Detection System	C	-	-	(M)(O)For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle remains empty, b) Associated lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers.  NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.  NOTE 2: Lavatory smoke detection system is not required for all-cargo operations.
*** 1)	Lavatory Smoke Detector SELF TEST Switch	C	-	0	(M)May be inoperative provided the associated lavatory smoke detector is verified to operate normally.
*** 2)	Lavatory Smoke Detector TEST Switch on Cabin Attendant's Panel	C	1	0	(M)May be inoperative provided each lavatory smoke detector is verified to operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
1.	Trim Indicators	C	3	2	* (0) One may be inoperative provided the associated trim tab is verified to operate normally, and the appropriate setting is checked by alternate procedure before each departure.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
28	FUEL				
1.	Fuel Booster Pumps	C	4	3	*One may be inoperative.
2.	Outboard Tank Transfer Jet Pumps	C	2	1	*One may be inoperative.
		C	2	0	*May be inoperative provided fuel is not carried in outboard tanks.
3.	Reservoir Jet Pumps				Deleted prior to revision 5.
4.	Fuel Used Counters	C	-	0	*
5.	Fuel Pressure Indicators	C	2	1	*One may be inoperative provided the associated booster pump pressure light is installed and engine fuel pressure light operates normally.
6.	Booster Pump Pressure Lights	C	-	0	*May be inoperative provided the associated fuel pressure indicator and engine pressure lights operate normally.
7.	Engine Fuel Pressure Lights	C	2	0	*May be inoperative provided the associated fuel pressure indicator operates normally.
8.	Pressure Fueling System	C	1	0	*
9.	Fuel Quantity Indicator	C	2	1	*(M) (O) One may be inoperative provided fuel in the associated tank is verified by measuring stick or alternate means before departure.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
29	HYDRAULIC POWER				
1.	Hydraulic Pressure Indicator	C	1	0	* (O) May be inoperative provided pump pressure is checked (by use of the emergency brake pressure indicator) and is verified to be normal before each departure.
2.	Hydraulic Pump ON Light	C	1	0	* (O) May be inoperative provided: a) Hydraulic pressure indicator operates normally. OR b) Hydraulic pump pressure is checked (by use of the emergency brake pressure indicator) and is verified to be normal before each departure.
		C			

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
30	ICE and RAIN PROTECTION				
1.	Windshield Wiper System	C	1	0	*May be inoperative provided the airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
2.	Windshield Heat System	C	1	0	*May be inoperative provided the airplane is not operated in known or forecast icing conditions.
3.	Pitot Heat System	B	2	1	*One may be inoperative provided the airplane is not operated in known or forecast icing conditions.
4.	Pitot Heat Indicating System	B	2	0	*(O)May be inoperative provided associated heater is checked and verified to be operating normally before each departure.
5.	Engine Intake Heat	B	2	0	*May be inoperative provided airplane is not operated in known or forecast icing conditions.
6.	Propeller Anti-Icing Systems	B	2	0	*May be inoperative provided airplane is not operated in known or forecast icing conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE and RAIN PROTECTION				
7.	Airfoil De-Ice System	B	1	0	*May be inoperative provided airplane is not operated in known or forecast icing conditions.
8.	De-Icing System Pressure Indicator	C	1	0	*(M) (O)May be inoperative provided a visual check is made to verify system operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
31	INDICATING/RECORDING SYSTEMS				
1.	Clocks	C	2	1	May be inoperative provided at least one operates normally at either the pilot's or copilot's station.
2.	Flight Hour Recorder	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
			-	-		
31	INDICATING/RECORDING SYSTEMS					
3.	Flight Data Recorder System (FDR)	C	-	1		
		A	-	0		May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. 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 d) Repairs are made within three flight days.
1)	FDR Recording Parameters required by FAR	A	-	-		May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
2)	FDR Recording Parameters not required by FAR	A	-	-		May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
32	LANDING GEAR				
1.	Service Panel Brake Pressure Discharge Valve	C	1	0	*May be inoperative provided: a) Valve remains in the closed and locked position, and b) Hydraulic fluid quantity remains at or below 2.2 liters.
2.	Emergency Brake Accumulator Air Pressure Indicator	C	1	0	*(M)May be inoperative provided: a) Associated accumulator air pressure is checked and verified to be adequate before first flight of each day, and b) Normal brake accumulator air pressure indicator operates normally.
3.	Normal Brake Accumulator Air Pressure Indicator	C	1	0	*(M)May be inoperative provided: a) Associated accumulator air pressure is checked and verified to be adequate before first flight of each day, and b) Emergency brake accumulator air pressure indicator operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
1. Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-		Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crew's eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
33	LIGHTS					
2.	Cockpit Hall Lights	C	-	-	-	*May be inoperative provided sufficient light is available to clearly illuminate the area.
3.	Passenger Notice System ("No Smoking/ Fasten Seat Belt")	B	1	-	-	*(O)If one or more No Smoking/ Fasten Seat Belt signs are inoperative, the associated passenger seat(s) may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers when to fasten belts and when smoking is prohibited.
4.	Cabin Interior Lights	C	-	-	-	*May be inoperative provided: a) Cabin emergency lighting is operative, b) Sufficient lighting is operative for crew to perform required duties, and c) Lighting configuration upon departure is acceptable to the flight crew.
5.	Cargo Compartment Lights	C	-	0	*	
6.	Interior Emergency Lights	C	-	0		*May be inoperative for all-cargo operations.
7.	Exterior Emergency Lights	C	4	0		*May be inoperative for day operations.
		C	4	0		*May be inoperative all-cargo operations.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33	LIGHTS				
8.	Position Lights System	C	3	0	May be inoperative for day operations.
9.	Anti-Collision Light	B	-	0	May be inoperative for night operations provided strobe light system is installed and operating normally.
		C	-	0	May be inoperative for day operations
10.	Landing Lights	C	2	1	One may be inoperative for night operations provided taxi light operates normally.
		C	-	0	May be inoperative for day operations.
11.	Wing Illumination Lights	C	-	0	(O)May be inoperative for night operations provided ground de-icing procedures do not require their use.
		C	-	0	May be inoperative for day operations.
12.	Taxi Light	C	1	0	May be inoperative provided both landing lights operates normally.
		C	1	0	May be inoperative for day operations.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33	LIGHTS				
13.	Floor Proximity Emergency Escape Path Marking System	C	1	1	*Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels specified in on of the following documents are complied with: a) FAA engineers approval letter. OR b) FAA approved report of the Type Design holder. OR c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC). OR d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.
		C			
		C			
		C			

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
1.	Airspeed Indicator				Deleted prior to revision 5.
2.	Overspeed Warning Light	B	1	0	*May be inoperative providing overspeed warning horn operates normally.
3.	Altimeter System				Deleted prior to revision 5.
4.	Vertical Speed Indicator	B	2	1	*One may be inoperative for day VMC flights only.
5.	Turn and Slip Indicators	B	2	1	*One turn function may be inoperative provided the Standby Bank-and-Pitch Indicator is installed and operates normally.
6.	Stabilized Heading Indication System				Deleted prior to revision 5.

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			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
7.	Non-Stabilized Magnetic Compass	B	1	0	* (O) May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems operate normally.
		B	1	0	* (O) May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems operate normally, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.
		C	1	0	* (O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative and used in conjunction with approved free gyro navigation techniques.
8.	Bank and Pitch Indicator				Deleted prior to revision 5.
9.	Horizon Situation Indicator (HSI)				Deleted prior to revision 5.
10.	RMI	C	2	1	* One may be inoperative provided the HSI on the associated pilot's instrument panel operates normally.

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			3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION				
11.	VHF Navigation Receiver	C	-	-	*As required BY FAR.
12.	VLF Navigation Receiver	C	-	-	*As required by FAR.
13.	Radio Compass (ADF) System	C	-	-	*As required by FAR.
14.	Marker Beacon	C	-	0	*May be inoperative provided approach minimums do not require their use.
15.	Distance Measuring Equipment (DME)	C	-	-	*As required by FAR.
16.	ATC Transponder/ Automatic Altitude Reporting	C	-	-	*As required by FAR.
17.	Loran "C" Receiver	C	-	-	*As required by FAR.
18.	Radio Altimeter System	C	-	0	*May be inoperative provided approach minimums do not require their use.
19.	Flight Director System	C	-	0	*May be inoperative provided approach minimums do not require their use.
20.	Weather Radar/ Lighting Detection System	C	-	-	*As required by FAR.
21.	RNAV System	C	-	0	*
22.	Glide Slope Receiver	C	-	0	*May be inoperative provided approach minimums do not require their use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION				
23.	Altitude Alerting System	A	1	0	(O)May be inoperative provided: a) Autopilot with altitude hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days.
24.	Standby Attitude Indicator	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast VFR-on-Top conditions.

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			-	0		
34	NAVIGATION					
25.	Ground Proximity Warning System (GPWS)	A	-	0		(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
		C	-	0		(O)May be inoperative provided: a) It is not required by FAR, and b) Alternate procedures are established and used.
	1) Modes 1 thru 4	A	-	0		(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
		C	-	0		(O)May be inoperative provided: a) It is not required by FAR, and b) Alternate procedures are established and used.
	2) Test Mode	A	1	0		(O)May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
		C	1	0		(O)May be inoperative provided: a) It is not required by FAR, and b) GPWS is considered inoperative.

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34	NAVIGATION					
25.	Ground Proximity Warning System (GPWS) (Cont'd)					
	3) Glideslope De- viation (Mode 5)	B	2	0		
		C	2	0	May be inoperative provided it is not required by FAR.	
*** 4)	Advisory Callouts	C	-	0	(O)May be inoperative provided alternate procedures are established and used.	
*** 5)	Windshear Warning and Flight Guidance System (Windshear Mode)	C	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.	
		C	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.	
*** 6)	TAWS	C	-	0		

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
26.	Compass Transfer System	C	-	0	May be inoperative provided compass information remains in the (onside) selection.
27.	Traffic Collision and Avoidance System (TCAS)	B	-	0	(M) (O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	-	0	(M) (O) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
*** 1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.

(Continued)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION				
27.	Traffic Collision and Avoidance System (TCAS) (Cont'd)				
2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.
		C	-	0	(O)May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.
3)	Traffic Alert (TA) Display System(s)	C	-	0	(O)May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
			-	0		
34	NAVIGATION					
28.	Global Positioning *** System (GPS)	D	-	0		Any in excess of those required by FAR may be inoperative.
		C	-	0		May be inoperative provided alternate procedures are established and used.
29.	Flight Situation Display	C	1	0		Note: TCAS and weather radar must operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 OXYGEN					
1. Crew Oxygen System					Deleted prior to revision 5.
2. Passenger Oxygen System	B	-	-		As required by FAR.
3. Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-		(M)Any in excess of those required by FAR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
1.	Door Warning Light	C	1	0	* (O) May be inoperative provided it is verified by visual inspection that doors are closed and locked before each departure.
2.	Loading Ramp System	C	1	0	* (M) May be inoperative provided system is mechanically locked before departure.

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61-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
61	PROPELLERS				
	1. Beta Lights				Deleted prior to revision 5.
	2. Propeller Reversing System				Deleted prior to revision 5.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL					
1.	Fuel Flow Meters	B	2	1	1	*One may be inoperative provided all remaining engine instruments operate normally.
2.	Auto Start System	C	2	0	0	*(O)May be inoperative provided manual ground start procedures and limits are observed.
3.	Single Red Line Computer System	C	2	0	0	*(O)May be inoperative provided: a) SRL System procedures and limits are observed, and b) APR system is not used.
4.	Torque Temperature Limiter System	C	2	0	0	*(O)May be inoperative provided: a) Torque Temperature Limiter procedures are observed, and b) APR system is not used.
5.	Delta Transducer System	C	2	0	0	*(O)May be inoperative provided: a) Associated SRL computer is turned OFF, and b) APR system is not used.
6.	APR System	C	1	0	0	*(O)May be inoperative provided: a) Aircraft performance does not require its use, and b) SRL computer and TTL systems operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
77	ENGINE INDICATING				
1.	RPM Indicator	B	2	2	*Digital counter(s) may be inoperative.
2.	Torque Indicator	B	2	2	*Digital counter(s) may be inoperative.
3.	ITT/EGT	C	2	2	*Digital counter(s) may be inoperative.

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79-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79 OIL					
1. Oil Temperature Indicator					Deleted prior to revision 5.
2. Oil Pressure Indicator					Deleted prior to revision 5.
3. Oil Low Pressure Warning Light	B	2	1		*(M)One may be inoperative provided: <ul style="list-style-type: none"> <li>a) The malfunction is in the warning system,</li> <li>b) Oil pressure and oil temperature indicators are monitored closely during flight, and</li> <li>c) A light that remains illuminated is deactivated.</li> </ul>