

CI 44r6. txt

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D. C.

Revi si on: 6
Date: 06/30/94

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

CL-44, CL-44 D4, CL-44 J

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FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST

Page: 1
Revi si on: 6
Date: 06/30/94

CL-44

CI 44r6. txt
Table of Contents

SYSTEM NO.	SYSTEM	PAGE
--	Table of Contents	I
--	Log of Revisions	II
--	Control Page	III, IV
--	Highlights of Change	V
--	Definitions	VI, VII, VIII, IX
--	Definitions	X, XI
--	Preamble	XII, XIII
21	Air Conditioning	21-1, 2
22	Auto Flight	22-1
23	Communications	23-1
24	Electrical Power	24-1
25	Equipment/Furnishings	25-1, 2, 3, 4, 5
25	Equipment/Furnishings	25-6
26	Fire Protection	26-1, 2, 3
27	Flight Controls	27-1
28	Fuel	28-1, 2, 3
29	Hydraulic Power	29-1
30	Ice and Rain Protection	30-1
31	Indicating/Recording Systems	31-1
33	Lights	33-1, 2, 3
34	Navigation	34-1, 2, 3, 4, 5
36	Pneumatic	36-1
77	Engine Indicating	77-1
79	Engine Oil	79-1
83	Remote Gear Boxes (Eng Dr)	83-1

FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST

Page: II
Revision: 6
Date: 06/30/94

CL-44

Log of Revisions

REV. NO.	DATE	PAGE NUMBERS	INITIALS
6	06/30/94	ALL PAGES	

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FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST

Page: III
Revision: 6
Date: 06/30/94

CL-44

Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
Cover Page	-	6	06/30/94
Table of Contents	I	6	06/30/94
Log of Revisions	II	6	06/30/94
Control Page	III	6	06/30/94
	IV	6	06/30/94
Highlights of Change	V	6	06/30/94
Definitions	VI	5	05/17/93
	VII	5	05/17/93
	VIII	5	05/17/93
	IX	5	05/17/93
	X	5	05/17/93
	XI	5	05/17/93
Preamble	XII	2	06/14/89
	XIII	2	06/14/89
21	21-1	6	06/30/94
	21-2	6	06/30/94
22	22-1	6	06/30/94
23	23-1	6	06/30/94

	CI 44r6. txt			
24		24-1	6	06/30/94
25		25-1	6	06/30/94
		25-2	6	06/30/94
		25-3	6	06/30/94
		25-4	6	06/30/94
		25-5	6	06/30/94
		25-6	6	06/30/94
26		26-1	6	06/30/94
		26-2	6	06/30/94
		26-3	6	06/30/94
27		27-1	6	06/30/94
28		28-1	6	06/30/94
		28-2	6	06/30/94
		28-3	6	06/30/94
29		29-1	6	06/30/94
30		30-1	6	06/30/94
31		31-1	6	06/30/94
33		33-1	6	06/30/94
		33-2	6	06/30/94
		33-3	6	06/30/94
34		34-1	6	06/30/94
		34-2	6	06/30/94

FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST

Page: IV
Revision: 6
Date: 06/30/94

CL-44

Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
	34-3	6	06/30/94
	34-4	6	06/30/94
	34-5	6	06/30/94
36	36-1	6	06/30/94
77	77-1	6	06/30/94
79	79-1	6	06/30/94
83	83-1	6	06/30/94

FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST

Page: V
Revision: 6
Date: 06/30/94

CL-44

Highlights of Change

EFFECTIVE ABOVE DATE the Canadian CL-44 Master Minimum Equipment List is changed. This is a complete revision of the MMEL. This revision brings the MMEL to current FAA format and updates FAA Policy including Global changes.

Please retain this sheet until the next revision has been issued.

FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST

Page: VI
Revision: 5
Date: 05/17/93

CL-44

Defi ni ti ons

1. System Defi ni ti ons.

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.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by the Administrator.

- 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

FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST

Page: VII
Revision: 5
Date: 05/17/93

CL-44

Definitions

the specific aircraft is listed on the applicable Type 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.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by the Administrator.

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 120-42.

FEDERAL AVIATION ADMINISTRATION
 MASTER MINIMUM EQUIPMENT LIST

Page: VIII
 Revision: 5
 Date: 05/17/93

CL-44

Definitions

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 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).

FEDERAL AVIATION ADMINISTRATION
 MASTER MINIMUM EQUIPMENT LIST

Page: IX
 Revision: 5
 Date: 05/17/93

CL-44

Definitions

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 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.

FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST

Page: X
Revision: 5
Date: 05/17/93

CL-44

Definitions

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 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.

CL-44

Definitions

23. Engine Indicating Crew Alerting System (EICAS), Electronic Centralized Aircraft Monitoring System (ECAM) or similar systems that provide electronic messages refer to a system capable of providing different priority levels of systems information messages (e.g., Warning, Caution, Advisory Status and Maintenance). Any airplane discrepancy message that affects dispatchability will normally be at status message level (e.g., Advisory Status) or higher.

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 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."

CI 44r6. txt
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.

FEDERAL AVIATION ADMINISTRATION Page: XIII
MASTER MINIMUM EQUIPMENT LIST Revision: 2
Date: 06/14/89

CL-44

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.

U. S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION		AIRCRAFT:	
CL-44		REVISION NO: 6	PAGE:
		DATE: 06/30/94	21-1
SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
21 AIR CONDITIONING			
1.	Cabin Altitude/Pressure Differential Control	B 1	0
2.	Cabin Pressure Control System		
		4. REMARKS OR EXCEPTIONS	
		May be inoperative provided aircraft is operated in an accepted unpressurized configuration.	

1) Automatic	C	1	0	
2) Manual	B	1	0	May be inoperative provided aircraft is operated in an accepted unpressurized configuration.
3. Cabin Superchargers	B	2	0	Both may be inoperative provided aircraft is operated in an accepted unpressurized configuration.
	B	2	1	One may be inoperative provided the Fuel quantity in at any point in flight is adequate to reach an en route alternate with appropriate reserves at the 10,000 feet.
4. Cabin Air Valves	C	2	0	Both may be inoperative provided they are CLOSED or capable of being CLOSED when cabin is considered a Class E compartment.
5. Ground Blower Turbo Fans	C	2	0	
6. Maximum Differential Pressure Exceeded Switch	B	1	0	May be inoperative provided aircraft is operated in an accepted unpressurized configuration.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

21-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
7.	Muff Heat Modulating and Ram Air Valves	B	4	2	Two may be inoperative provided: a) Associated Supercharger is considered inoperative and not used, and b) Both inoperative are associated with the same Supercharger.
8.	Outflow Valves	B	2	0	Both may be inoperative provided aircraft is operated in an accepted

CI 44r6.txt

9.	Refrigeration System	C	1	0	unpressurized configuration.
10.	Spi II Valves	B	2	0	Both may be inoperative provided associated Cabin Supercharger is considered inoperative.
11.	Supercharger Airflow Indicators	B	2	0	Both may be inoperative provided associated Cabin Supercharger is considered inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

22-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
22	AUTO FLIGHT				
1.	Autopilot	B	1	0	May be inoperative provided it is not required for the approach to be flown.
2.	Control Wheel Autopilot Disconnect Button	B	2	1	One may be inoperative provided: a) Autopilot is not engaged initial approach altitude, b) Autopilot is not required for the approach to be flown, and c) Pilot flying has operative Disconnect Button.

CI 44r6. txt

B	2	0	Both may be inoperative provided autopilot is considered inoperative and not used.
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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

23-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS					
1.	Headsets, Microphones and Control Units	C	5	4		May be inoperative at navigators station.
2.	Communications Systems (VHF, HF, UHF)	C	-	-		Any in excess of those required by FAR may be inoperative provided one Communications System powered by the Emergency Bus is operative.
3.	Cockpit Voice Recorder System (CVR)	A	1	0		May be inoperative provided: a) Flight Data Recorder is operative, and b) Repair is made within three flight days.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

CL-44

REVISION NO: 6

DATE: 06/30/94

PAGE:

24-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER			
1.	60 KVA Variable Frequency Alternators	B 3	0	All may be inoperative provided: a) Aircraft is not operated into know of forecast icing conditions, and b) Affected system is not turned ON.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

CL-44

REVISION NO: 6

DATE: 06/30/94

PAGE:

25-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
1.	Crewmember Shoulder Harness				DELETED in Revision 6.
2.	Aircraft Emergency Location Transmitter (ELT)	A	1	0	(M)May be inoperative provided: a) Affected ELT is deactivated or removed using accepted procedures, and b) Repair is made within FAR time limits.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

CL-44

REVISION NO: 6

DATE: 06/30/94

PAGE:

25-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
3.	Flight Attendant Seat (Single or Dual Position)				
	1) Seats required by FAR	B	-	-	(M)(0)One single or dual position seat may be inoperative provided: a) Affected seat position(s) is not occupied, b) Flight attendant(s) displaced by inoperative seat position(s) occupies the passenger seat(s) most accessible to their assigned exit, c) Alternate operations procedures are established for displaced flight attendant(s), d) Folding type seat that will not stow automatically is stowed or secured in the

CL44r6.txt

- e) retracted position, Passenger seat(s) assigned to flight attendant(s) is placarded "FOR FLIGHT ATTENDANT USE ONLY", and
- f) Aircraft shall not depart an airport where repairs can be made.

NOTE 1: A folding seat that will not stow automatically is considered inoperative.

NOTE 2: An inoperative Flight Attendant Seat lap belt renders that seat position inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

25-3

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS			
	2) Seats in excess of the number required by FAR	B -	0	(M) All may be inoperative provided: <ul style="list-style-type: none"> a) Affected seat position(s) is not occupied, and b) Folding type seat that will not stow automatically is stowed in the retracted position. <p>NOTE 1: A folding seat that will not stow automatically is considered inoperative,</p> <p>NOTE 2: Individual operator MELs will be specific as to the numbers and locations of inoperative seats and combinations of seats to ensure the proximity to exits and distribution requirements or the applicable FAR are met.</p>

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

DATE: 06/30/94

PAGE:

25-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
4.	Passenger Seats	C	- 0		(M) All may be inoperative provided: a) Maintenance procedures are established to appropriately secure or stow affected seat and not block emergency egress to an aisle or exit, and b) Maintenance procedures are established to ensure that affected seat is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat lap belt is considered to be inoperative. NOTE 2: A seat with an inoperative recline mechanism is considered to be inoperative if the seat can not be secured in the upright position. NOTE 3: Inoperative seats do not affect the number of Flight Attendants required

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

DATE: 06/30/94

PAGE:

25-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
4.	Passenger Convenience Items	-	-	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.
5.	"Fasten Seat Belt While Seated" Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
6.	Flight Attendant Seat Lap Belt	B	-	-	May be inoperative provided associated Flight Attendant Seat Position is considered inoperative.
7.	Observer Seat (Including Associated Equipment)	A	-	1	May be inoperative provided: a) A passenger seat in the passenger cabin is available to an FAA inspector for the performance of official duties, and b) Repairs are made within two

Cl 44r6. txt
flight days.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

DATE: 06/30/94

PAGE:

25-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
8.	Megaphones				
1)	Passenger Configuration	D	-	-	(M)Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative megaphone is removed from the passenger cabin, and b) Required Distribution is maintained.
*** 2)	Cargo Configuration	D	-	0	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

26-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
26 FIRE PROTECTION					
1.	Cabin Smoke Detector System	B	1	0	May be inoperative provided no cargo is carried in the cabin.
2.	Empennage Fire Extinguisher System	B	1	0	May be inoperative provided: a) Appropriate fuel shut off valve is deactivated and fuel line capped, and b) Aircraft is not operated in known or forecast icing conditions.
3.	Smoke Evacuation Door Actuator (Required for Conroy CL-44)	B	1	0	(0) May be inoperative provided manual operation is checked prior flight dispatch and crew briefed.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

26-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
4.	Lavatory Smoke Detection System	C	-	-	(M)(O)For each Lavatory, the Lavatory Smoke Detection System may be inoperative provided: a) Lavatory Fire Extinguisher System operates normally. OR b) Lavatory waste receptacle is empty, c) Lavatory door is locked CLOSED and placarded, "INOPERATIVE-DO NOT ENTER", and d) Lavatory is not used for any purpose. NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers. NOTE 2: A lavatory smoke-detection system is not required for all-cargo operations.
		C			

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

26-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
26 FIRE PROTECTION					
5. Lavatory Fire Extinguisher System	C	-	-		(M)(0)For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory Smoke Detector operates normally. OR b) Lavatory waste receptacle is empty, c) Lavatory door is locked CLOSED and placarded, "INOPERATIVE-DO NOT ENTER", and d) Lavatory is not used for any purpose. NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers. NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.
	C				
6. Portable Fire Extinguishers	D	-	-		Any in excess of those required by FAR may be inoperative provided: a) Required distribution is maintained, and b) Affected Extinguisher is not accessible to the Crew.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

27-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
27 FLIGHT CONTROLS					
1.	Aileron Trim Indicator	B	1	0	May be inoperative provided trim actuating system is operating normally as determined by a visual ground check.
2.	Rudder Trim Indicator	B	1	0	May be inoperative provided trim actuating system is operating normally as determined by visual ground check.
3.	Spoiler Ready Lights	B	2	0	Both may be inoperative provided a visual ground check of spoiler operation is made prior to flight.
4.	Surface Position Indicators	B	5	0	All may be inoperative provided the affected control surfaces are visually ground checked for freedom of motion through the full range of travel.
5.	Gustlock Warning System	B	1	0	May be inoperative provided position indicators are functioning and all primary surfaces are visually checked for freedom of motion through the full range of travel prior to dispatch.
6.	Wing Flap System				DELETED in Revision 6
7.	Wing Flap Actuator Motor	C	2	1	One may be inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

28-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
28	FUEL				
1.	Auxiliary Tank Low Fuel Warning	C	3	0	May be inoperative provided the fuel quantity indicator for the affected tank is operative.
2.	Booster Pumps				
	1) Main Tanks	B	-	-	One may be inoperative provided: a) Tank 6 Pumps are operative, b) Tank 6 feeds the engine with inoperative Booster Pumps for Takeoff, and
	2) Tanks 5, 6, 7	C	-	-	May be inoperative provided associated tanks are empty.
3.	Fuel Flow Indicating System	C	4	3	One may be inoperative provided: a) Torque, TGT, LPRPM and HPRPM indicating systems for that engine are operative, and b) Fuel quantity indicating systems for tank to be used in flight are operative.
4.	Fuel Quantity Totalizer	C	1	0	

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

DATE: 06/30/94

PAGE:

28-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
28	FUEL				
5.	Fuel Quantity Indicators				
	1) All Tanks	C	-	-	(M)(0)One may be inoperative provided: a) Fuel Quantity in all tanks are verified using an accepted means before each departure, b) Fuel flow readings and fuel consumption rates are logged, d) Fuel loading and use schedule are in accordance with AFM Limitations, and e) Fuel reserves are increased by 15 percent over normal FAA required reserve.
	2) Auxiliary Tanks	C	-	3	May be inoperative provided the associated Fuel Tank is verified EMPTY before each departure.
6.	Manifold Shut-Off Valves	B	3	0	May be inoperative provided: a) Affected valve is CLOSED, and b) Associated Tank is empty.
7.	Tank Shut-Off Valves and Actuators	B	3	0	May be inoperative provided: a) Affected valve is CLOSED, and b) Affected tank is empty.
8.	Fuel Flow Indicator Power Supplies	B	2	1	

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

28-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
9.	Fuel Dump Systems	B	2	0	Both may be inoperative provided: a) Takeoff gross weight is not more than 105% of certified maximum landing weight (173,250 #s), and b) Performance is not predicated on dumping fuel for enroute engine(s) out procedure.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

REVISION NO: 6

PAGE:

CL-44

CI 44r6. txt

DATE: 06/30/94

29-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29	HYDRAULIC POWER				
1.	Auxiliary Pump (Electrically Driven)	B	1	0	May be inoperative provided both Engine Driven Pumps are operative.
2.	Engine Driven Pumps	B	2	1	One may be inoperative provided the auxiliary pump is operative.
3.	Firewall Shut-Off Valves	B	2	1	One may be inoperative for an inoperative pump

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

CL-44

REVISION NO: 6

DATE: 06/30/94

PAGE:

30-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
1. DELETED					
2. Windshield Wipers	B	2	0		Both may be inoperative provided aircraft is not operated in precipitation within 5 miles of the airport of takeoff or intended landing.
3. Windshield Anti-Icing Systems	B	6	5		One may be inoperative provided: a) Captain's L.H. Main Panel Windshield Anti-ice is operative, and b) Aircraft is not operated in known or forecast icing conditions.
4. Demisting Panels	B	2	0		
5. Wing Skin Temperature Overheat Warning Lights	B	4	3		One may be inoperative provided: a) Skin Surface Temperature Indicator is operative, and b) Aircraft is not operated into known or forecast icing conditions.
6. Wing and Tail De-Icing System	C	1	0		May be inoperative provided aircraft is not operated into known or forecast icing conditions.
7. Engine Anti-Icing Systems	B	4	3		One may be inoperative provided aircraft is not operated into known or forecast icing conditions.
8. Propeller and Spinner Anti-Icing Systems	C	4	3		One may be inoperative provided aircraft is not operated into known or forecast icing conditions.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

CL-44

REVISION NO: 6

DATE: 06/30/94

PAGE:

31-1

SYSTEM &	1.	2. NUMBER INSTALLED
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SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS				
1.	Clocks (Cockpit)	D	-	1	Any in excess of those required by FAR may be inoperative.
2.	Flight Data Recorder (FDR) System	B	1	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repair is made within three flight days.
3.	DELETED				

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

33-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH

				4. REMARKS OR EXCEPTIONS
33	LIGHTS			
1.	Anti -Collision Lights	C	2 0	Both may be inoperative provided aircraft is not operated at night.
		C	2 1	
2.	Cockpit and Instrument Lighting Systems (Excluding EFIS)	C	- -	May be inoperative provided: a) Flight Station emergency lighting is operative, b) Sufficient lighting is operative to make each instrument, control and other device for which it is provided easily readable, c) Direct rays and reflections do not impair visibility either inside or outside the aircraft, d) Lighting intensity can be controlled or is preset to a satisfactory level for the expected flight conditions, and e) Lighting configuration at dispatch is acceptable to the flight crew.
3.	Landing Lights	C	2 0	May be inoperative provided aircraft is not operated at night.
		C	2 1	One may be inoperative provided associated taxi light is operative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

33-2

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS			

4.	Wing Illumination Lights	C	2	1	
		C	2	0	May be inoperative provided a portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operation in icing conditions.
5.	Passenger Notice System (No Smoking/Fasten Seat Belt Signs)	C	-	-	(M)(O) May be inoperative provided: a) Operations procedures are established for alerting the Flight Attendants and notifying the passengers by use of the Public Address System when Seat Belts should be fastened, Smoking prohibited, and passengers should return to cabin from lavatories, b) Call Bells and Cockpit-to-Cabin interphone systems are operative, and c) Public Address System is operative and can be clearly heard throughout the cabin and lavatories during flight.
	2) Cargo Configuration	D	-	-	
6.	Door Warning Light System	C	1	0	May be inoperative provided all doors are visually checked to ascertain that doors are CLOSED and LOCKED.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

33-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
33	LIGHTS				
7.	Taxi Lights	C	2	0	May be inoperative provided aircraft is not operated at night.

	C	2	1	One may be inoperative provided associated landing light is operative.
8. Floor Proximity Emergency Escape Path Marking System Lights	B	-	-	Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering Approval letter. b) FAA approved report of the Type Design holder. c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) FAA approved report incorporated in the Master drawing list for the applicable STC.
9. Emergency Exterior Exit Lighting System				
1) Passenger Configuration	B	1	0	May be inoperative provided aircraft is not operated at night.
2) Cargo Configuration	D	-	0	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

34-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
1.	Navigator's Altimeter	C	1	0	
2.	Free Air	B	2	1	One may be inoperative provided

CL44r6.txt

	Temperature Indicator				affected indicator is not at a pilot station.
3.	DELETED				
4.	DELETED				
5.	Integrated Flight System Steering Pointers	B	2	0	
6.	Machmeters	B	3	0	
					NOTE: See AFM limitations.
7.	Navigator's Airspeed Indicator	C	1	0	
8.	Co-Pilot's Turn and Slip Indicator	B	1	0	May be inoperative provided: a) Aircraft is operated in day VMC only, and b) Slip indication operates normally.
9.	Navigator's Radio Magnetic Indicator	C	1	0	
10.	DELETED				
11.	Distance Measuring Equipment (DME) Systems	D	2	-	Any in Excess of those required by FAR may be inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

34-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
12.	Marker Beacon System	C	1	-	May be inoperative provided approach procedures are not dependent upon its use.
13.	Doppler Navigation Systems	D	2	-	Any in excess of those required by FAR may be inoperative.

CI 44r6.txt

14. Weather Radar System	C	-	-	As required by FAR.
15. Automatic Direction Finding (ADF) Systems	D	2	-	Any in excess of those required by FAR may be inoperative.
16. VHF Navigation Systems (VOR/ILS)	D	2	-	Any in excess of those required by FAR may be inoperative.
17. DELETED				
18. ATC Transponder Systems	D	-	-	Any in excess of those required by FAR may be inoperative.
19. Ground Proximity Warning System				
1) Modes 1 - 4	A	-	0	(0) May be operative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
2) Test Mode	A	1	0	May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within two flight days.
(Continued)				

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

34-3

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION			
19.	Ground Proximity Warning System (Cont'd)			
3)	Glideslope Deviation (Mode 5)	B 2	0	
*** 4)	Advisory Callouts	C 1	0	(0) May be inoperative provided alternate procedures are

CI 44r6.txt

*** 5) Windshear Mode	C	1	0	established and used.
20. Compass System Sensors (Directional Gyro, AHRS, IRS, etc.)	D	-	2	May be inoperative provided: a) Both Pilot's Directional Compass Systems are operative from independent sources, and b) Each pilot's panel has independent heading information.
21. Microwave Landing System (MLS)	D	-	-	Any in excess of those required by FAR may be inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

34-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
*** 22.	Altitude Alerting System	A	-	0	(0)May be inoperative provided: a) An alternate Operations Procedure is developed and used, and b) Repair is made within three flight days. OR c) Autopilot with altitude hold is operative, and d) Repair is made within three flight days.
23.	Radio Altimeter	C	-	-	Any in excess of those required by

CI 44r6.txt

***					FAR may be inoperative.
24. Traffic Alert *** Collision Avoidance System (TCAS)	C	-	0		(M)May be inoperative provided system is deactivated and secured.
*** 1) Combined TA and RA Dual Displays	C	2	1		(O)One may be inoperative on the non-flying pilot side provided: a) TA and RA elements and audio functions are operative on flying pilot side, and b) TA and RA display indications are visible to the non-flying pilot.
2) Resolution Advisory (RA) Display System(s)	C	2	1		(O)One may be inoperative on non-flying pilot side. (Continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

34-5

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION					
24. Traffic Alert *** Collision Avoidance System (TCAS) (Cont'd)						
2) Resolution Advisory (RA) Display System(s) (Cont'd)	C	-	0			(O)May be inoperative provided: a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and b) TA only mode is selected by the crew.
3) TA Display Systems(s)	C	-	0			May be inoperative provided all installed RA display and audio functions are operative.

25. TACAN

D - -

May be inoperative provided TACAN is not required for the approach to be flown.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

DATE: 06/30/94

PAGE:

36-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
36	PNEUMATIC				
1.	Electrically Driven B Pumps	2	1		

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

77-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
77	ENGINE INDICATING				
1.	Low Pressure Tachometers (LPRPM)	B	4	3	One may be inoperative provided: a) Associated Fuel Flow Indicator is operative, b) Associated TGT Indicator is operative, c) Associated HPRPM Indicator is operative, and d) The associated Torque Indicator is operative.
2.	High Pressure Tachometers (HPRPM)				DELETED in Revision 6.
3.	Torque Indicators	B	4	3	(M)One may be inoperative provided: a) Associated Fuel Flow Indicator is operative, b) Associated TGT Indicator is operative, c) Associated HPRPM Indicator is operative,

CI 44r6. txt

- d) Associated LPRPM Indicator is operative, and
- e) It is verified that the fault is in the indicating system.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

PAGE:

DATE: 06/30/94

79-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
79 ENGINE OIL					
1.	Automatic Oil Cooler Flap System	C	1	0	May be inoperative provided the manual control is operative.
2.	H. P. Turbine Bearing Temperature Indicators	A	4	3	(M)One may be inoperative provided: a) Magnetic plug and filter in the scavenge line are checked each flight day, and b) Repair is made within three flight days.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CL-44

REVISION NO: 6

DATE: 06/30/94

PAGE:

83-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
83	REMOTE GEAR BOXES (ENG DR)				
1.	Gear Boxes	A	4	3	One may be inoperative provided: a) Drive shaft is disconnected, b) Associated gear box driven components are not otherwise required, and c) Repair is made within 3 flight days.

CI 44r6. txt