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

Revi si on: ORIGINAL
Date: 03/23/81

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

CURTIS WRIGHT C-46

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FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST
CURTIS WRIGHT C-46

Page: I
Revi si on: ORIGINAL
Date: 03/23/81

Table of Contents

Page 1

SYSTEM NO.	SYSTEM	PAGE
--	Table of Contents	I
--	Control Page	II
--	Highlights of Change	III
--	Notes and Definitions	IV
--	Preamble	V, VI
21	Air Conditioning	21-1
22	Auto Flight	22-1
23	Communications	23-1
24	Electrical Power	24-1
26	Fire Protection	26-1
28	Fuel	28-1
29	Hydraulic Power	29-1
30	Ice and Rain Protection	30-1, 2
31	Indicating/Recording Systems	31-1
32	Landing Gear	32-1
33	Lights	33-1
34	Navigation	34-1
35	Oxygen	35-1
37	Vacuum/Pressure	37-1
73	Engine Fuel & Control	73-1
77	Engine Indicating	77-1
79	Engine Oil	79-1

FEDERAL AVIATION ADMINISTRATION

Page: II

MASTER MINIMUM EQUIPMENT LIST

Revision: ORIGINAL

Date: 03/23/81

CURTIS WRIGHT C-46

Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
Cover Page	-	ORIGINAL	03/23/81
Table of Contents	I	ORIGINAL	03/23/81
Control Page	II	ORIGINAL	03/23/81
Highlights of Change	III	ORIGINAL	03/23/81
Notes and Definitions	IV	ORIGINAL	03/23/81
Preamble	V		03/23/81
	VI		03/23/81
21	21-1	ORIGINAL	03/23/81
22	22-1	ORIGINAL	03/23/81
23	23-1	ORIGINAL	03/23/81
24	24-1	ORIGINAL	03/23/81
26	26-1	ORIGINAL	03/23/81
28	28-1	ORIGINAL	03/23/81
29	29-1	ORIGINAL	03/23/81
30	30-1	ORIGINAL	03/23/81
	30-2	ORIGINAL	03/23/81
31	31-1	ORIGINAL	03/23/81
32	32-1	ORIGINAL	03/23/81
33	33-1	ORIGINAL	03/23/81
34	34-1	ORIGINAL	03/23/81
35	35-1	ORIGINAL	03/23/81

	Cw20r0.txt		
37		37-1	ORIGINAL 03/23/81
73		73-1	ORIGINAL 03/23/81
77		77-1	ORIGINAL 03/23/81
79		79-1	ORIGINAL 03/23/81

FEDERAL AVIATION ADMINISTRATION Page: III
MASTER MINIMUM EQUIPMENT LIST Revision: ORIGINAL
Date: 03/23/81
CURTIS WRIGHT C-46

Highlights of Change

EFFECTIVE ABOVE DATE, the Curtis Wright C-46 Master Minimum Equipment List (MMEL) as been completely reprinted. Subsequent changes will begin with Revision Number 1.

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

CURTIS WRIGHT C-46

Notes and Defi ni ti ons

- NOTE: (1) Asterisk (*) requires unit or components to be placarded in the cockpit.
- (2) (O) Identifies a crew operating procedure.
(M) Identifies a maintenance procedure.
Both identities, used singularly, or in conjunction with each other, require appropriate procedures be established, published and complied with if flight is accomplished with item inoperative.
- (3) Dash (-) in Column 1 indicates a variable quantity.
- (4) Definitions for the purpose of this list:
- A. "VFR Flight Conditions" means atmospheric environment is such as to allow the flight to proceed under the Visual Flight Rules applicable to the flight.
 - B. "Icing Condition" means the atmospheric environment is such that ice can form on the aircraft or in the engine.
 - C. "Regulation" means the applicable portions of the Federal Aviation Act and Federal Aviation Administration Regulations in force during the flight.
 - D. "Inoperative" means any time a system and/or component malfunctions to the extent that it does not accomplish its intended purpose and/or is not consistently functioning within its designed operating limit(s) or tolerance(s).

Cw20r0.txt

operational control to assure that no aircraft is dispatched or flown with multiple MEL items inoperative without first determining that any interface or interrelationship between inoperative systems or components will not result in a degradation in the level of safety and/or undue increase in crew workload.

The exposure to additional failures during continued operation with inoperative systems or components must also be considered in determining that an acceptable level of safety is being maintained. The MEL may not deviate from requirements of the AFM limitations section, emergency procedures or airworthiness directive unless the airworthiness directive or AFM provides otherwise.

U. S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: CURTIS WRIGHT C-46		REVISION NO: ORIGINAL	PAGE:
		DATE: 03/23/81	21-1
SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
21	AIR CONDITIONING		
1.	Cockpit Heater	1	0
			4. REMARKS OR EXCEPTIONS
			*May be inoperative when in flight ambient temperatures are plus 10 degrees C and above.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CURTIS WRIGHT C-46

REVISION NO: ORIGINAL

PAGE:

DATE: 03/23/81

22-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTOPILOT SYSTEM	1	0	*May be inoperative, if installed.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CURTIS WRIGHT C-46

REVISION NO: ORIGINAL

PAGE:

DATE: 03/23/81

23-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS			
1.	VHF Communications	2	-	<p>*As required by FAR; or</p> <p>*(0)One transmitter may be inoperative. One communications receiver may be inoperative providing a VHF navigation receiver is used as a substitute communication receiver, however,</p> <p>a) If No. 1 (Captain's) transmitter receiver is inoperative, the flight shall be restricted to VFR meteorological conditions, and</p> <p>b) The aircraft may not depart an airport where repairs or replacements can be made.</p>

2. Audio Selector	2	2
3. Audio Headsets	2	2
4. Audio Microphones	2	2

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CURTIS WRIGHT C-46

REVISION NO: ORIGINAL

PAGE:

DATE: 03/23/81

24-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		2.	3. NUMBER REQUIRED FOR DISPATCH	
24	ELECTRICAL SYSTEM			
1.	Ammeter (Load)	2	1	*May be inoperative on an inoperative system.
2.	Fuses	-	-	One spare set of fuses, or three spare fuses of each amperage rating required.
3.	Generators	2	1	*(M)One may be inoperative for day VFR conditions. Generator must be removed and cover plate installed.
4.	Inverters	2	1	*(M)One may be inoperative for day VFR conditions. Disconnect inoperative Inverter from power source.
5.	A. C. Voltmeter	1	1	
6.	D. C. Voltmeter	1	-	*Not required day or night VFR. Required when operating with one (1) generator operative.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

CURTIS WRIGHT C-46

REVISION NO: ORIGINAL

PAGE:

DATE: 03/23/81

26-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		2.	3. NUMBER REQUIRED FOR DISPATCH	
26	FIRE PROTECTION			
1.	Fire Detection Systems (Incl. Lights and Bell)			
	a) Engine	2	2	
	b) Combustion Heaters	1	0	*(M)May be in inoperative if heater is rendered inoperative.
2.	Portable Fire Extinguisher Cargo	-	-	As required by FAR.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: CURTIS WRIGHT C-46

REVISION NO: ORIGINAL

PAGE:

DATE: 03/23/81

28-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
<hr/>					
28 FUEL					
1. Fuel Quantity Indicator		6	-	*(O)May be inoperative on any tank not required for the flight. One additional indicator may be inoperative may be provided:	
				Actual fuel in the tank is determined by dip stick prior to each flight.	
				Fuel pressure warning system must be operative.	
2. Booster Pumps		6	-	*(M)May be inoperative on any tank not required for takeoff and landing or en route fuel. Disconnect the electrical source to any inoperative boost pump.	
3. Emergency Fuel Boost Pumps		2	-	Required on Transport category aircraft. *May be inoperative if booster pump is continuously available to supply fuel in the event of engine driven pump failure.	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: CURTIS WRIGHT C-46

REVISION NO: ORIGINAL

PAGE:

DATE: 03/23/81

29-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		3. NUMBER REQUIRED FOR DISPATCH		
29	HYDRAULICS			
1.	Accumulators			
	Main	1	1	
	Brake	1	1	
2.	Brake System			
	Parking Brake System	1	1	
	Service Brake System	1	1	
3.	Pumps			
	Engine Driven Pump	2	2	
	Hand Pump	1	1	
4.	Sight Gauge	1	1	
5.	Main System Pressure Gauge	1	1	
6.	Brake System Pressure Gauge	1	1	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CURTIS WRIGHT C-46

REVISION NO: ORIGINAL

PAGE:

DATE: 03/23/81

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.	Windshield Wiper System	1	0		* May be inoperative provided operation not conducted in precipitation in terminal areas.
2.	De-Icing Alcohol Propeller	2	0		*May be inoperative provided airplane is not operated in icing conditions.
	Windshield	1	0		*May be inoperative provided airplane is not operated in icing conditions.
	Carburetor	2	0		*May be inoperative in other than known or forecast icing conditions provided the carburetor air heating system is operative.
3.	De-Icing Fluid Quantity	1	0		*(0)May be inoperative provided de-icer tank quantity is visually checked prior to each takeoff or the aircraft is not operated in icing conditions.
4.	De-Icer Boot System	1	0		*(M)De-icer Boots must be operative in known or forecast icing.
					NOTE: BOOT OR BOOTS MAY BE REMOVED PROVIDED THAT THE SYMMETRICAL BOOT OR BOOTS ARE REMOVED AND DE-ICER DE-ICER CONTROLS PLACARDED

5. De-Icer Pressure Gauge	1	0	I NOPERATIVE. *The De-icing pressure gauge need not be operative or installed unless the airplane is equipped with de-icer boots in operating condition. Must be operative for boot operation.
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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CURTIS WRIGHT C-46

REVISION NO: ORIGINAL

PAGE:

DATE: 03/23/81

30-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
6.	Carburetor Air Heating System		2	2	
7.	Pitot Tube Heaters		2	1	*One may be inoperative for VFR conditions provided one pitot heater and its associated airspeed indicator system is operative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: CURTIS WRIGHT C-46

REVISION NO: ORIGINAL

PAGE:

DATE: 03/23/81

31-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS			
1.	Clock with Sweep Second Hand	1	1	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CURTIS WRIGHT C-46

REVISION NO: ORIGINAL

PAGE:

DATE: 03/23/81

32-1

SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		1.	3. NUMBER REQUIRED FOR DISPATCH	
32	LANDING GEAR			
1.	Landing Gear Warning System (Lights and Horn)	1	1	
2.	Flap Warning Horn	1	1	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CURTIS WRIGHT C-46

REVISION NO: ORIGINAL

PAGE:

DATE: 03/23/81

33-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33	LIGHTS				
1.	Landing Lights	2	0		*May be inoperative for day VFR.
2.	Position Light System -Steady	1	0		*May be inoperative for day operations.
3.	Wing Illumination Lights	2	0		*(0)Not required for day or night operation provided a portable lamp is available for night operations in icing conditions. (Must be ALDIS Lamp or equal).
4.	Instrument Lights System	-	-		Red or white lighting sufficient to illuminate all instruments and controls clearly must be provided.
5.	Anti-collision Light System	1	0		*May be inoperative for day operations. In the event of failure of any light of the anti-collision light system, the airplane may continue the flight or series of flights but may not depart an airport where repairs or replacements can be made.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CURTIS WRIGHT C-46

REVISION NO: ORIGINAL

PAGE:

DATE: 03/23/81

34-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
1.	Air speed Indicator	2	1		*(0)One of each of the instruments may be inoperative for VFR (day only) operations provided one pilot station contains one of each of these instruments which is operating normally.
2.	Altimeter, Sensitive	2	1		
3.	Directional Gyro Indicator System	2	1		
4.	Horizon Indicator	2	1		
5.	Rate of Climb Indicator	2	1		
6.	Turn and Bank Indicator	2	1		
7.	Magnetic Compass	1	1		
8.	Outside Air Temperature Indicator	-	-		*One must be operative.
9.	Pitot Static System				
	Normal System	2	1		One may be inoperative for VFR conditions. Required for operative airspeed indicator.
	Alternate System (Static)	1	1		
10.	Distance Measuring Equipment (DME)	-	-		As required by FAR.
11.	Weather Radar	-	-		As required by FAR.
12.	Radio Compass (ADF)	-	-		As required by FAR.
13.	VHF Navigation System (VOR/ILS)	-	-		As required by FAR.
14.	Marker Beacon	-	-		As required by FAR.
15.	ATC Transponder	-	-		As required by FAR.
16.	Magnesyn Compass	-	-		May be inoperative, if installed.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CURTIS WRIGHT C-46

REVISION NO: ORIGINAL

PAGE:

DATE: 03/23/81

35-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
35	OXYGEN				
1.	Crew System	1	1		
2.	Protective Breathing Equipment	-	-		As required by FAR.
3.	Portable Oxygen Cylinders	-	-		As required by FAR.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CURTIS WRIGHT C-46

REVISION NO: ORIGINAL

PAGE:

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
37	VACUUM/PRESSURE				
1.	Vacuum Pumps		2	2	
2.	Vacuum Gauge		1	1	
3.	Vacuum Warning Lights		2	0	If installed on transport category airplanes, may be inoperative if an alternate means of instrument failure warning is available.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

CURTIS WRIGHT C-46

REVISION NO: ORIGINAL

PAGE:

DATE: 03/23/81

73-1

1. | 2. NUMBER INSTALLED

SYSTEM & SEQUENCE NUMBERS	ITEM		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL			
1.	Engine Driven Fuel Pumps	2	2	
2.	Fuel Pressure Indicator	2	1	*(M)One may be inoperative provided fuel pressure warning light is operative on affected engine and aircraft is checked for fuel leaks.
3.	Fuel Pressure Warning System	2	0	May be inoperative provided the fuel systems (including tank gauges and pressure indicators) are operative.
4.	Engine Primer System	2	0	*(O)May be inoperative if engine can be started by alternate means.
5.	Fuel Flow Indicator	2	0	*May be inoperative, if installed.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CURTIS WRIGHT C-46

REVISION NO: ORIGINAL

PAGE:

DATE: 03/23/81

77-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
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-----				4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING			
1.	Carburetor Air Temperature Indicator	2	1	*One may be inoperative if manifold pressure gauge is operative for respective engine.
2.	Cylinder Head Temperature Indicator	2	1	*One may be inoperative provided that oil temperature and oil pressure gauges are operative on the same engine.
3.	Manifold Pressure Gauge	2	2	
4.	Tachometer	2	2	
5.	BMEP	2	0	*May be inoperative, if installed.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CURTIS WRIGHT C-46

REVISION NO: ORIGINAL

PAGE:

DATE: 03/23/81

79-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL			

1.	Oil Cooler Temperature Control	2	2	
2.	Oil Pressure Indicator	2	0	May be inoperative provided Oil Pressure Warning Light is operative for respective engine.
3.	Oil Temperature Gauge	2	1	*One may be inoperative provided oil pressure and cylinder temperature gauges are operative.
4.	Oil Quantity Gauges	2	1	* (M) One may be inoperative provided: A. The Oil Pressure Indicator, Oil Pressure Warning System, and Oil Temperature Indicator respective engine. B. The affected oil tank is filled to capacity prior to each departure.
5.	Oil Pressure Warning Lights	2	0	May be inoperative provided Oil Pressure Indicator is operative for respective engine.