



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

---

# Master Minimum Equipment List (MMEL)

---

Revision: 9  
Date: 05/16/2014

## **Douglas DC-6/7 (All Models)** C-118A

Thomas L. Witts  
Chair, Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration  
Long Beach Aircraft Evaluation Group  
3960 Paramount Blvd, Suite 100  
Lakewood, CA 90712-4137

Telephone: (562) 627-5317  
FAX: (562) 627-5210

## TABLE OF CONTENTS

ATA NO.	SYSTEM	PAGE #s
--	Cover	--
--	Table of Contents	I
--	Log of Revisions	II
--	Control Page	III, IV
--	Highlights of Change	V
--	Definitions	VI
--	Preamble	VII
21	Air Conditioning	21-1 thru 21-5
22	Auto Flight	22-1
23	Communications	23-1 thru 23-9
24	Electrical Power	24-1
25	Equipment/Furnishings	25-1 thru 25-12
26	Fire Protection	26-1 thru 26-4
28	Fuel	28-1 thru 28-2
29	Hydraulic Power	29-1
30	Ice and Rain Protection	30-1 thru 30-2
31	Indicating/Recording Systems	31-1 thru 31-3
33	Lights	33-1 thru 33-5
34	Navigation	34-1 thru 34-12
35	Oxygen	35-1
37	Vacuum/Pressure	37-1
38	Water/Waste	38-1
49	Airborne Auxiliary Power	49-1
51	Structures	51-1
61	Propellers	61-1
71	Powerplant	71-1
73	Engine Fuel & Control	73-1
77	Engine Indicating	77-1
79	Engine Oil	79-1
82	Water Injection	82-1

## U.S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:  
DOUGLAS DC-6 and DC-7REVISION: 9  
DATE: 05/16/2014PAGE NO.  
II

## LOG OF REVISIONS

Revision Number	Date	Pages Affected	Initials
8	03/30/1998	HIGHLIGHTS OF REV., DEFINITIONS, PREAMBLE	
8	03/30/1998	21-1,21-2,21-3,21-4,22-1	
8	03/30/1998	23-1,23-2,23-3,23-4,24-1,24-2	
8	03/30/1998	25-1,25-2,25-3,25-4,25-5,25-6,25-7	
8	03/30/1998	26-1,26-2,26-3,28-1,28-2,28-4,29-1	
8	03/30/1998	30-1,30-2,30-3,31-1,31-2	
8	03/30/1998	31-1,31-2,31-3,34-1,34-2,34-3,34-4	
8	03/30/1998	34-5,34-6,35-1,37-1,38-1,49-1,51-1	
8	03/30/1998	61-1,71-1,73-1,77-1,77-2,79-1,82-1	
8a	07/17/1998	HIGHLIGHTS OF REV., DEFINITIONS	
8a	07/17/1998	28-1,28-2,28-3	
8b	12/11/2001	HIGHLIGHTS OF REV., DEFINITIONS	
8b	12/11/2001	26-3,77-2	
9	05/16/2014	ALL	

## U.S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7REVISION: 9  
DATE: 05/16/2014PAGE NO:  
III

## HIGHLIGHT OF CHANGE

Cover Page	-	9	05/16/2014
Table of Contents	I	9	05/16/2014
Log of Revisions	II	9	05/16/2014
Control Page	III thru IV	9	05/16/2014
Highlights of Change	V	9	05/16/2014
Definitions	VI	9	05/16/2014
Preamble	VII	9	05/16/2014
21	21-1	9	05/16/2014
	21-2	9	05/16/2014
	21-3	9	05/16/2014
	21-4	9	05/16/2014
	21-5	9	05/16/2014
22	22-1	9	05/16/2014
23	23-1	9	05/16/2014
	23-2	9	05/16/2014
	23-3	9	05/16/2014
	23-4	9	05/16/2014
	23-5	9	05/16/2014
	23-6	9	05/16/2014
	23-7	9	05/16/2014
	23-8	9	05/16/2014
	23-9	9	05/16/2014
24	24-1	9	05/16/2014
25	25-1	9	05/16/2014
	25-2	9	05/16/2014
	25-3	9	05/16/2014
	25-4	9	05/16/2014
	25-5	9	05/16/2014
	25-6	9	05/16/2014
	25-7	9	05/16/2014
	25-8	9	05/16/2014
	25-9	9	05/16/2014
	25-10	9	05/16/2014
	25-11	9	05/16/2014
	25-12	9	05/16/2014
26	26-1	9	05/16/2014
	26-2	9	05/16/2014
	26-3	9	05/16/2014
	26-4	9	05/16/2014
27	27-1	9	05/16/2014
28	28-1	9	05/16/2014
	28-2	9	05/16/2014
29	29-1	9	05/16/2014
30	30-1	9	05/16/2014
	30-2	9	05/16/2014

## U.S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7REVISION: 9  
DATE: 05/16/2014PAGE NO:  
IV

## HIGHLIGHT OF CHANGE

31	31-1	9	05/16/2014
	31-2	9	05/16/2014
	31-3	9	05/16/2014
33	33-1	9	05/16/2014
	33-2	9	05/16/2014
	33-3	9	05/16/2014
	33-4	9	05/16/2014
	33-5	9	05/16/2014
34	34-1	9	05/16/2014
	34-2	9	05/16/2014
	34-3	9	05/16/2014
	34-4	9	05/16/2014
	34-5	9	05/16/2014
	34-6	9	05/16/2014
	34-7	9	05/16/2014
	34-8	9	05/16/2014
	34-9	9	05/16/2014
	34-10	9	05/16/2014
	34-11	9	05/16/2014
	34-12	9	05/16/2014
35	35-1	9	05/16/2014
37	37-1	9	05/16/2014
38	38-1	9	05/16/2014
49	49-1	9	05/16/2014
51	51-1	9	05/16/2014
61	61-1	9	05/16/2014
71	71-1	9	05/16/2014
73	73-1	9	05/16/2014
77	77-1	9	05/16/2014
79	79-1	9	05/16/2014
82	82-1	9	05/16/2014

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: DOUGLAS DC-6 AND DC-7	REVISION: 9 DATE: 05/16/2014	PAGE NO: V
HIGHLIGHT OF CHANGE		

### Highlights of Change

EFFECTIVE ABOVE DATE, the DC-6 and DC-7 Master Minimum Equipment List has been revised. The changes in this revision were made to align with FAA policy letters, apply restrictions, adjust format and nomenclature and increase dispatch flexibility. All changes are reflected below and are indicated by revision bars in the associated ATA section. For any change affecting an ATA section, all pages in that associated ATA section are re-dated accordingly, with the exception of nomenclature changes for ATA chapter headings.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: DOUGLAS DC-6 and DC-7	REVISION: 9 DATE: 05/16/2014	PAGE NO: VI
DEFINITIONS		

Insert definitions from the latest revision of Policy Letter PL-25 here. |

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: DOUGLAS DC-6 and DC-7	REVISION: 9 DATE: 05/16/2014	PAGE NO. VII
PREAMBLE		

Insert Preamble from the latest revision of Policy Letter PL-34 for Part 121, 125, 129 & 135 certificated holders, or PL-36 for Part 91 operators here.

AIRCRAFT:  
DOUGLAS DC-6 and DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
21-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

21	AIR CONDITIONING					
1.	Cabin Superchargers (S/C)					
1)	Outside Air Temperature (OAT) 10 DEG C or above	C	2	0		
2)	OAT between 10 DEG C and -10 DEG C	C	2	1	May be inoperative provided operations do not require its use.	
		C	2	0	Both may be inoperative provided Cabin Heater is operative.	
3)	OAT Less than -10 10 DEG C	C	2	1	One may be inoperative provided Cabin Heater is operative.	
2.	Cabin Heater	B	2	0		
1)	Outside Air Temperature (OAT) 10 DEG C or above	C	1	0		
2)	OAT between 10 DEG C and -10 DEG C	C	1	0	May be inoperative provided operations do not require its use.	
3)	OAT Less than -10 10 DEG C	C	1	0	One may be inoperative provided Cabin Heater is operative.	

AIRCRAFT:  
DOUGLAS DC-6 and DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
21-2

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
3. Cabin Air Flow Rate Indicator	C	1	0		
4. Supercharger Oil Pressure Indicators	C	2	0	Both may be inoperative provided Associated Cabin Supercharger is considered inoperative and disengaged.	
	C	2	0	Both may be inoperative provided: a) Associated Supercharger Oil Temperature Light is operative, and b) Associated Supercharger Oil Pressure Warning Light is operative.	
5. Supercharger Oil Pressure Warning Lights	C	2	0	Both may be inoperative provided Associated Cabin Supercharger is considered inoperative and disengaged.	
	C	2	0	Both may be inoperative provided Associated Oil Pressure indicator is operative.	
6. Supercharger Oil Pressure Temperature Indicators	C	2	0	Both may be inoperative provided Associated Cabin Supercharger is considered inoperative and disengaged.	
	C	2	0	Both may be inoperative provided: a) Associated Supercharger Oil pressure Indicator is operative, and b) Associated Oil Pressure Warning Lights are operative.	

AIRCRAFT:  
DOUGLAS DC-6 and DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
21-3

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
7. Cabin Differential Pressure Indicator	C	1	0	May be inoperative provided Aircraft is operated in an unpressurized configuration.	
	C	1	0	May be inoperative provided: a) Cabin Altitude Indicator is operative, and b) Chart is available for crew to convert cabin altitude to differential pressure.	
8. Automatic Cabin Pressurization Control System	C	1	0	May be inoperative provided Manual Pressurization Control System is operative.	
	C	1	0	May be inoperative provided Aircraft is operated in an unpressurized configuration	
9. Manual Cabin Pressurization Control	C	1	0	May be inoperative provided Aircraft is operated in an unpressurized configuration	
10. Cabin Altitude Indicator	C	1	0	May be inoperative provided Aircraft is operated in an unpressurized configuration	
	C	1	0	May be inoperative provided: a) Cabin Differential Pressure indicator is operative, and b) Chart is available for crew to convert cabin altitude to differential pressure.	

AIRCRAFT:  
DOUGLAS DC-6 and DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
21-4

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
11. Air Duct Pressure	C	1	0		
12. Cabin Pressure Control Valve (Pressure Regulator)	C	1	0	May be inoperative provided Aircraft is operated in an unpressurized configuration	     
13. Cabin Pressure Change Limiter	C	1	0		 
14. Cabin Rate of Climb System	C	1	0	May be inoperative provided Aircraft is operated in an unpressurized configuration	   
	C	1	0	May be inoperative provided: a) Cabin Altitude indicator is operative, b) Cabin differential pressure gauge is operative, and c) Automatic pressurization Control System is operative.	         
15. Cabin Heater Temperature Indicator	C	1	0	May be inoperative provided Cabin Heater is not required for operation conducted.	   
16. Cabin Heater Fuel Pressure Indicator	C	1	0	May be inoperative provided Cabin Heater Temperature Indicator is operative.	   
	C	1	0	May be inoperative provided Cabin Heater is not used.	 

AIRCRAFT:  
DOUGLAS DC-6 and DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
21-5

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
21 AIR CONDITIONING					
17. Expansion Turbine	C	1	0		
18. Cabin Air Ground Blower	C	1	0		 
19. Manual Temperature Control System	C	1	0		   

AIRCRAFT:  
DOUGLAS DC-6 and DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
22-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
22 AUTO FLIGHT					
1. Autopilot ***					
1) Transport Category *** Aircraft with Only One Autopilot Installed	B	1	0	(M) May be inoperative provided: a) The autopilot fuse is operative, and b) The autopilot is deactivated	     
2) Non Transport *** Category Aircraft	C	-	0	May be inoperative provided operations do not require its use.	 
2. Autopilot *** Disconnect Functions	C	2	1	(M) One may be inoperative provided: a) Autopilot is not used below 1500 Feet AGL, and b) Approach minimums do not require the use of the autopilot.	         
	B	2	0	May be inoperative provided autopilot is not used.	 

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
23-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

1. Flight Deck Speakers

C

-

0

May be inoperative provided:  
a) headphones are used, and  
b) Affected speaker is not  
required for Aural Warning.

2. Cockpit Voice  
Recorder (CVR) (with  
Flight Data Recorder  
(FDR) Installed)

A

1

0

May be inoperative provided:  
a) Flight Data Recorder (FDR)  
is operative, and  
b) Repairs are made within  
three flight days.

1) Independent Power  
\*\*\* Source

C

1

0

3. Communications  
Systems  
(VHF, HF, UHF,  
SATCOM)

D

-

0

Any in excess of those required by  
14 CFR may be inoperative  
provided it is not powered by the  
Emergency AC Bus, Emergency  
DC Bus, Battery Bus, Battery Direct  
Bus, or the DC Transfer Bus and  
not required for emergency  
procedures.

1) VHF Comm

a) Frequency Transfer  
\*\*\* Light

C

-

0

b) Frequency Transfer  
\*\*\* Switch

C

-

0

c) Frequency Selector  
\*\*\* Knob

C

-

2

d) Frequency Indication  
\*\*\*

C

-

2

(continued)

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
23-2

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

3. Communications  
Systems  
(VHF, HF, UHF,  
SATCOM)

(continued)

2) High Frequency (HF)  
Communication  
Systems

D

-

-

Any in excess of those required by  
14 CFR may be inoperative.

C

2

1

(O) May be inoperative while  
conducting operations that require  
two LRCS provided:  
a) SATCOM Voice or Data Link  
is operative,  
b) Alternate procedures are  
established and used,  
c) SATCOM voice coverage is  
available over the intended  
route of flight, and  
d) If SATCOM Voice is to be  
used over the intended route  
of flight, SATCOM Voice  
short codes (INMARSAT) or  
direct dial commercial  
numbers (IRIDIUM) must be  
available. If not available,  
prior coordination with the  
appropriate ATS (FIR) facility  
is required.

NOTE: SATCOM Voice is to be  
used only as a backup to normal HF  
Communications.

(continued)

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
23-3

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

3. Communications  
Systems  
(VHF, HF, UHF,  
SATCOM)

(continued)

3) Satellite  
Communication  
\*\*\*  
Systems  
(SATCOM)

D

-

0

May be inoperative provided  
procedures do not require their use.

4. Selective Call  
\*\*\*  
Systems (SELCAL)

C

-

0

(O) May be inoperative provided  
alternate procedures are  
established and used.

D

-

0

May be inoperative provided  
procedures do not require its use.

1) Channels

C

-

0

(O) May be inoperative provided  
alternate procedures are  
established and used.

D

-

0

May be inoperative provided  
procedures do not require its use.

5. Emergency Locator  
Transmitter (ELT)

1) Survival Type ELTs  
\*\*\*

D

-

-

Any in excess of those required by  
14 CFR may be inoperative or  
missing.

2) Fixed ELTs

A

-

0

(M) May be inoperative provided:  
a) System is deactivated, and  
b) Repairs are made within 90  
days.

(continued)

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
23-4

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

5. Emergency Locator  
Transmitter (ELT)  
(continued)

2) Fixed ELTs

A

-

0

May be missing provided repairs  
are made within 90 days.

D

-

-

(M) Any in excess of those required  
by 14 CFR may be inoperative  
provided system is deactivated.

D

-

-

Any in excess of those required by  
14 CFR may be missing.

6. Flight Attendant Call  
Light and Chime  
System

D

1

0

(Continued)

1) Passenger  
Configuration

C

1

0

(O) May be inoperative provided:  
a) Passenger address system  
is  
operative, and  
b) Alternate, Normal and  
Emergency Procedures are  
established and used, and  
c) Affected Chime or Light is  
not  
required for Lavatory  
Smoke  
Detection Alerting.

2) Cargo Configuration

D

1

0

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
23-5

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

7. Passenger Address  
\*\*\* Systems (PA)

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 alerting system  
(audio and visual) operates  
normally.

NOTE: Any station function(s) that  
operate normally may be used.

C

1

0

(O) May be inoperative provided:  
a) PA not required by 14 CFR,  
and  
b) Alternate, normal and  
emergency procedures, and/or  
operating restrictions are  
established and used.

NOTE: Any station function(s) that is  
operative may be used.

a) Lavatory Speakers

C

-

0

(O) May be inoperative provided  
alternate procedures are established  
and used.

2) Cargo Configuration  
(Courier/Supernumerary  
Address System)

C

1

0

(O) May be inoperative provided  
alternate, normal and emergency  
procedures and/or operating  
restrictions are established and used.

D

1

0

Maybe inoperative provided  
procedures do not require its use.

(continued)

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
23-6

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
7. Passenger Address *** Systems (PA) (continued)	D	-	0	(O) May be inoperative provided alternate procedures are established and used.
2) Cargo Configuration (Courier/Supernumerary Address System)  (continued)				
a) Lavatory Speakers	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
8. Flight Deck Headsets Earphones/Headphones and Boom Microphones  HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE				
1) Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three flight days.
	D	-	-	Any in excess of those required by regulation may be inoperative.
				(continued)

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
23-7

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				

23	COMMUNICATIONS					
8.	Flight Deck Headsets Earphones/Headphones and Boom Microphones					   
	HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					       
	(continued)					
2)	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	   
		D	-	-	Any in excess of those required by regulation may be inoperative.	 
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	 
9.	Flight Deck Hand Microphone	C	-	0	May be inoperative provided associated boom microphone operates normally.	 
		D	-	0	Any in excess of those required by regulation may be inoperative.	 
10.	Flight Deck Headsets/Headphones	D	-	-	Any in excess of those required by regulation may be inoperative.	 
	OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					       
					(continued)	

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
23-8

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS				
10. Flight Deck Headsets/Headphones				
OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE				
(continued)				
1) Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.
	D	-	-	Any in excess of those required by regulation may be inoperative.
2) Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.
3) Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.
11. Flight Deck Hand Microphones	D	-	-	Any in excess of those required by regulation may be inoperative.
	C	-	0	May be inoperative provided associated boom microphone operates normally.

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
23-9

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23	COMMUNICATIONS				
12.	Cabin Interphone System				
1)	Passenger Configuration	C	-	0	May be inoperative provided: a) Public Address System is operative, and b) Alternate normal and emergency operations procedures are established and used that do not depend on use of the Cabin Interphone System.
2)	Cargo Configuration	D	1	0	
13.	Audio Selector Control Panels				
1)	Audio Control Panels (Excludes FWD Observer)	C	-	3	Any in excess of those required for flight deck crewmembers may be inoperative.
2)	Forward Observer Audio Control Panel	A	1	0	May be inoperative provided: a) Forward Observer Seat is considered inoperative, and b) Repair is made within two flight days.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST				
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: DOUGLAS DC-6 AND DC-7		REVISION: 9 DATE: 05/16/2014			PAGE NO: 24-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY					
	2. NUMBER INSTALLED					
	3. NUMBER REQUIRED FOR DISPATCH					
	4. REMARKS AND EXCEPTIONS					
24 ELECTRICAL POWER						
1. Ammeters (Loadmeter)						
1) DC Generators	C	4	3	3	One may be inoperative provided associated DC Generator is considered inoperative.	
2) Alternators	C	-	0	0	All may be inoperative provided: a) Associated Alternator is considered inoperative, and b) Associated Alternator is not required as an Emergency or Standby Instrument Power source.	
2. Spare Fuses	C	-	-	-	As required by 14 CFR	I
3. DC Generators	B	4	3	3	(M) One may be inoperative provided affected DC Generator is secured (removed) by a maintenance procedure.	
4. Alternators	B	-	0	0	(M) All may be inoperative provided: a) Affected Alternator is secured (removed) by a maintenance procedure, and b) Associated Alternator is not required as an Emergency or Standby Instrument Power source.	I I I I I I
5. Flight Instrument Power Failure Indicators	C	2	1	1	One may be inoperative provided flight is limited to day VMC.	I I I
6. APU/GTCP Electrical Power Generating System	C	1	0	0	(M) May be inoperative provided: a) Procedures are established to verify that APU/GTCP Generator is operative, and b) APU/GTCP Generator Selector is OFF.	I I I I I I

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
25-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/ FURNISHINGS				
1. "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.
2. Passenger Convenience/ NEF Items	-	-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flight crew and included in appropriate operator's document.
3. Megaphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from passenger cabin, and b) Associated placard is removed or obscured, and c) Required distribution is maintained.
4. Flotation Devices	C	-	-	Any in excess of those required by 14 CFR may be inoperative. Inoperative equipment will be removed from airplane.
5. Overwater Equipment	D	-	-	As required by 14 CFR.





AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
25-4

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/ FURNISHINGS				
11. Flight Attendant Seat Assembly (Aircraft With Only One Flight Attendant Seat)  (continued)	A	1	0	d) Folding type seat is stowed or secured in the retracted position, e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY", and f) Repairs are made within two flight days.
				NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.
				NOTE 2: A seat position with an inoperative or missing restraint is considered inoperative.
				NOTE 3: The above provisos apply to flight attendant seats. 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 applicable regulations are met.
	D	1	0	(M) May be inoperative provided: a) Flight Attendant is not required by 14 CFR, b) Affected seat is not occupied, and c) Folding type seat stows automatically or is secured in the retracted position.
				(continued)

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
25-5

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25	EQUIPMENT/ FURNISHINGS				
11.	Flight Attendant Seat Assembly (Aircraft With Only One Flight Attendant Seat)  (continued)				NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.  NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.
	Flight Attendant Seat Assembly (single or dual position) ( Aircraft With More Than One Flight Attendant Seat)				
1)	Required Flight Attendant Seats	B	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat is not occupied, b) Flight Attendant(s) displaced by inoperative seat occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s) so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and  (continued)

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
25-6

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/  
FURNISHINGS

11. Flight Attendant Seat  
Assembly (single or  
dual position)  
( Aircraft With More  
Than One Flight  
Attendant Seat)  
  
(continued)

e) Passenger seat assigned to  
Flight Attendant is placarded  
"FOR FLIGHT ATTENDANT  
ONLY".

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

NOTE 2: A seat position with an  
inoperative or missing restraint system  
is considered inoperative.

NOTE 3: 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 14 CFR  
are met.

NOTE 4: If one side of a dual seat  
assembly is inoperative and a flight  
attendant is displaced to the adjacent  
seat, the adjacent seat must operate  
normally.

2) Excess Flight  
Attendant Seats

C

-

-

(M) May be inoperative provided:  
a) Affected seat position or seat  
assembly is not occupied,  
and  
b) Folding type seat stows  
automatically or is secured in  
the retracted position.

(continued)

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
25-7

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25	EQUIPMENT/ FURNISHINGS					
11.	Flight Attendant Seat Assembly (single or dual position) ( Aircraft With More Than One Flight Attendant Seat)  (continued)				NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.  NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	         
3)	All Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.	   
12.	Observer Seat(s)					
1)	Primary Observer Seat (including associated equipment)	A	-	-	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.	           
		A	-	-	May be inoperative provided: a) Secondary observer's seat is available to the FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.	           
					(continued)	





AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
25-10

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25	EQUIPMENT/ FURNISHINGS					
13.	Passenger Seats  (continued)					
3)	Armrest					
a)	Armrest with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.	             
b)	Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.	         
14.	Storage Bins/Cabin, *** Galley and Lavatory Storage Compartment / Closets  (Limited relief for 14 CFR Part 382 items per PL-128)	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment or closet in the closed position, b) Affected bin, compartment or closet is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and	 
						(continued)

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
25-11

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/  
FURNISHINGS

14. Storage Bins/Cabin,  
\*\*\* Galley and Lavatory  
Storage Compartment /  
Closets

(continued)

C

-

-

d) Affected bin, compartment or closet is not used for storage of any item(s) except for those permanently affixed.

NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.

(M)(O) May be inoperative provided:  
a) For non-retractable doors, affected door is removed,  
b) For retractable doors, affected door is removed or secured in the retracted (fully open) position,  
c) Affected bin, compartment or closet is not used for storage of any items, except those permanently affixed,  
d) Affected bin, compartment or closet is prominently placarded DO NOT USE,  
e) Procedures are established and used to alert crew members and passengers of inoperative bins, compartments or closets and  
f) Passengers are briefed that affected bin, compartment or closet is not used.

NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.

NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use.

(continued)

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
25-12

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

14. Storage Bins/Cabin,  
\*\*\* Galley and Lavatory  
Storage Compartment /  
Closets

(continued)

1) Storage Compartment  
\*\*\* Key Locks

D

-

0

(M) May be inoperative in unlocked  
position provided doors can be secured  
by other means.

|  
|  
|  
|

|  
|  
|

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
26-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

26 FIRE PROTECTION

1. Fire Detection System  
(Including Lights and  
Bell)

1) Cabin Combustion  
Heaters

C

2

0

(M) Both may be inoperative provided Cabin Combustion Heater is rendered inoperative by a maintenance procedure.

2) Cargo Compartment

C

-

0

May be inoperative provided associated cargo compartment remains empty.

2. Fire extinguisher  
Systems

1) Cabin Heater (CO2  
Extinguisher)

C

1

0

(M) May be inoperative provided associated Cabin Combustion Heaters are rendered inoperative by a maintenance procedure.

2) Airfoil Heaters

C

3

0

(M) All may be inoperative provided:  
a) Affected Airfoil Heater is rendered inoperative by a maintenance procedure, and  
b) Aircraft is not operated in known or forecast icing conditions.

3. Hand Fire  
Extinguishers

D

-

-

(M) Any in excess of those required by 14 CFR may be inoperative or missing provided:

- a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight, and
- b) Required distribution is maintained.

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
26-2

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

26 FIRE PROTECTION

4. Portable Fire Extinguishers

D

-

-

Any in excess of those required by 14 CFR may be inoperative or missing provided:

- a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and
- b) Required distribution is maintained.

5. Lavatory Fire Extinguisher System

1) Passenger Configuration

C

-

0

For each lavatory, the lavatory fire extinguisher system may be inoperative provided the associated lavatory smoke detection system operates normally.

(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided:

- a) Lavatory waste receptacle is empty,
- b) Associated lavatory door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER", and
- c) Lavatory is used only by crewmember.

NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers

2) Cargo Configuration

D

-

0



AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
26-4

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

26 FIRE PROTECTION

9. Cargo Compartment  
Fire Suppression  
Systems

C

-

0

(O) May be inoperative provided procedures are established and used to ensure the associated compartment or zone remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.

Note: Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.

|  
|  
|  
|  
|  
|  
|  
|  
|  
|

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
28-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

28 FUEL					
1. Fuel Dump System	C	1	0	May be inoperative provided: a) Takeoff Gross Weight is not more than the certificated maximum landing weight, and b) Performance does not depend on fuel dumping for en route engine(s) out procedures.	         
2. Cockpit Fuel Quantity Indicators					 
1) Main Tank	C	4	3	(M) One may be inoperative provided: a) Actual fuel in affected tank is determined by dip stick readings or other accepted procedure before each flight, b) Associated Alternate fuel Tank Quantity Indicator is operative, c) Associated fuel flow indicator is operative, d) AFM fuel loading and use schedule is followed, and e) Operations procedures are established and used to keep track of fuel usage.	 
2) Alternate Tank	C	4	3	(M) One may be inoperative provided: a) Actual fuel in affected tank is determined by dip stick readings or other accepted procedure before each flight, b) Associated Main fuel Tank Quantity Indicator is operative, c) Associated fuel flow indicator is operative, d) AFM fuel loading and use schedule is followed, and e) Operations procedures are established and used to keep track of fuel usage.	 
(continued)					

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
28-2

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
2) Alternate Tank (continued)	C	4	2	(M)(O) Two may be inoperative provided: a) Actual fuel in affected tank is determined by dip stick readings or other accepted procedure before each flight, b) All Main Fuel Tank Quantity Indicator is operative, c) Associated Fuel Flow Indicators are operative, d) AFM fuel loading and use schedule is followed, and e) Operations procedures are established and used to keep track of fuel usage.
	C	4	0	All may be inoperative provided: a) Associated Tank is empty, and b) AFM fuel loading schedule is followed.
3. Fuel Booster Pumps	C	-	4	Four may be inoperative provided: a) Fuel in affected tank is not required for the flight, b) Inoperative pumps are for the Aux tanks, and c) AFM fuel loading and use schedule is followed.
4. Heater Fuel Pumps	C	2	0	Both may be inoperative provided associated heaters are not used.
5 Heater Fuel Cross Feed System	C	1	0	May be inoperative provided both heaters are not used, and the aircraft is not operated in known or forecast icing conditions.

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
29-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

29 HYDRAULIC POWER

1. Hydraulic Quantity  
Indicator (Cockpit)

C

1

0

May be inoperative provided Hydraulic  
System Quantity is checked before  
each departure.

|  
|  
|

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
30-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

30	ICE AND RAIN PROTECTION					
1.	Windshield Wiper System	C	1	0	May be inoperative provided aircraft is not operated in precipitation within 5 NM of the airport of takeoff or intended landing.	
2.	Thermal Anti-Icing (TAI) System	C	3	0	All may be inoperative provided aircraft is not operated in known or forecast icing conditions.	
3.	Heater Elements					
1)	Wing Scoop Splitters	C	2	0		
2)	Wing Scoop Plenum Drains					
	a) Outboard	C	2	0		
	b) Inboard	C	2	1		
		C	2	0	Both may be inoperative provided aircraft is not operated in known or forecast icing conditions.	
3)	Belly Air Scoop	C	1	0	Both may be inoperative provided aircraft is not operated in known or forecast icing conditions.	
4)	Cabin Heater Combustion Air Scoop	C	1	0	Both may be inoperative provided aircraft is not operated in known or forecast icing conditions.	
4.	Propeller Electrical Deicing Systems	c	4	0	All may be inoperative provided aircraft is not operated in known or forecast icing conditions.	
5.	Carburetor Alcohol Deicing System	c	1	0	Both may be inoperative provided aircraft is not operated in known or forecast icing conditions.	I I I

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
30-2

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

30	ICE AND RAIN PROTECTION				
6.	Windshield Heating System	C	1	0	(O) May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) Operations procedures are established and used to compute True Air Speed, and c) True Air Speed (TAS) is limited as follows: Total Air Temp (F)    TAS +20                      155 mph (135K) +50                      220 mph (191K) +80                      300 mph (261K)  NOTE: TAS limits are linear between given Total Air Temperatures.
7.	Deicing Fluid Quantity Indicator	C	1	0	May be inoperative provided De-Icing Tank quantity is visually checked before each flight.
		C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
8.	Pitot Heat Indicating System	B	1	0	(M) May be inoperative provided: a) All pitot heaters are verified to be operative, and b) Aircraft is not operated in known or forecast icing conditions.

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
31-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

31. INDICATING/  
RECORDING  
SYSTEMS

1. Clocks (Cockpit)

C

-

1

(O) May be inoperative provided:  
 a) One clock displaying hours, minutes and seconds with a sweeping-second pointer or digital presentation is installed and operative on either pilot's instrument panel  
 b) Operations procedures are established that do not depend on use of the affected clock, and  
 c) Affected clock is not needed to provide time data to any other required equipment.

NOTE 1: Clock may be required to observe AFM limitations for engine and other systems, for en route and approach navigation and other procedures.

NOTE 2: Clock time may be needed for Digital Flight data Recorder and other equipment.

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
31-2

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31. INDICATING/ RECORDING SYSTEMS				
2. Flight Data Recorder (FDR) Systems	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
(Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR))	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, 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 before takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the airplane 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 (3) flight days.
FDR Recording Parameters required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within 20 calendar days.
FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit. (continued)



AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
33-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

33 LIGHTS				
1. Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> <li>a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided,</li> <li>b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmembers eyes, and</li> <li>c) Lighting configuration and intensity is acceptable to the flight crew.</li> </ul> NOTE 1: Individual button/switch lights and/or annunciation/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.
2. Cabin Interior Lighting Systems	C	-	-	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Cabin emergency lighting is operative,</li> <li>b) Sufficient lighting is operative for cabin attendants/cargo couriers to perform required duties, and</li> <li>c) Lighting configuration at dispatch is acceptable to flight crew.</li> </ul>

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
33-2

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

33 LIGHTS				
3. Passenger Lighted Information Signs	C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded - DO NOT OCCUPY.  NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.
	C	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA System operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed ON or OFF.
1) All Cargo Supernumerary/Courier Area Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/supernumeraries when associated sign(s) are placed ON or OFF.  (continued)

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
33-3

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				

33	LIGHTS					
3.	Passenger Lighted Information Signs  (continued)  The following pertains only to operations involving aircraft certified with 19 or less passenger seats, wherein certification or operating rules do not require a public address system or flight attendant.					
	Passenger Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
4.	Landing Lights	C	2	0	May be inoperative for day operations	
5.	Anti-Collision Light System	C	1	0	May be inoperative for day operations	
6.	Position Light System	C	1	0	May be inoperative for day operations	
7.	Emergency Exit Lighting System	C	1	0	May be inoperative provided aircraft is configured for all-cargo operations only.	
8.	Exterior Emergency Illumination System	C	1	0	May be inoperative provided flight is limited to day operations.	
		C	1	0	May be inoperative provided aircraft is configured for cargo only operations.	
9.	Strobe Light System (Supplemental System)	D	1	0		

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
33-4

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

33	LIGHTS				
10.	Baggage Compartment Lighting	C	-	0	
11.	Logo Light System	D	1	0	
12.	Nacelle Illumination Lights	C	2	0	
13.	Floor Proximity Emergency Escape Path Marking System Lights	C	-	-	Individual lights may be inoperative provided it is verified that FAA approved minimum acceptable light 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 Supplement Type Certificate (STC). d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
33-5

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

33	LIGHTS				
14.	Wing Icing Detection Lights  AIRPLANES WITH WING CRITICAL SURFACES VISIBLE FROM FLIGHT DECK (NOT EQUIPPED WITH PRIMARY ICE DETECTION SYSTEM)	C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.
		C	2	0	Both may be inoperative provided aircraft is not operated at night in known or forecast icing conditions.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
34-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34	NAVIGATION				
1.	Vertical Speed Indicators	B	2	1	One may be inoperative provided aircraft is operated in day VMC.
2.	Turn and Slip Indicators (Turn Indication)	B	2	1	One may be inoperative provided Third gyroscopic bank and pitch indicator is installed and operative.
		B	2	1	One may be inoperative provided flight is limited to day VMC.
3.	Radio Magnetic Indicators (RMI)	C	2	1	As required by 14 CFR
4.	Automatic Direction Finding System (ADF)	C	-	0	As required by 14 CFR.
5.	Marker Beacon System	C	-	0	May be inoperative provided approach procedure does not require its use.
6.	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
7.	VOR/ILS Navigation Systems	C	2	0	As required by 14 CFR and no relief may be provided to an inoperative system or component if powered by an emergency bus.
8.	TACAN Systems	C	1	0	As required by 14 CFR.
9.	Long Range Navigation Systems (INS, GPS)	C	-	0	As required by 14 CFR.
10.	Weather Radar Systems	C	1	0	As required by 14 CFR.

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
34-2

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34	NAVIGATION					
11.	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	         
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	 
1) ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to the next heavy maintenance visit.	       
2) ***	ADS-B Squitter Transmissions	D	-	0	May be inoperative provided operations do not require its use.	 
		C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any ADS-B Out function that operates normally may be used.	     
12.	Radio Altimeter Systems	C	-	0	May be inoperative provided approach minimums do not require use of affected radar altimeter.  NOTE 1: If Radar Altimeter One is inoperative, GPWS will be affected.  NOTE 2: See AFM limitations.	             

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
34-3

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
13. Non-Stabilized Magnetic Compass (Standby)	B	1	0	(O) May be inoperative provided: a) AHRS, LASERGYRO or EFIS is not installed, b) Any combination or three gyro or INS (IRU) stabilized compass systems are operative.
	B	1	0	May be inoperative provided: a) AHRS, LAZERGYRO or EFIS is not installed, b) Any combination or two gyro or INS (IRU) stabilized compass systems are operative, and c) Aircraft is operated with dual independent navigation systems and under positive radar control by ATC on the en route portion of the flight.
	B	1	0	May be inoperative provided: a) Aircraft is operated entirely within areas of magnetic unreliability, b) AHRS, LAZERGYRO or EFIS is not installed, and c) At least two stabilized directional gyro systems are installed, operative and used in conjunction with approved free gyro navigation techniques.
14. Flight Director Systems	C	-	0	(O) May be inoperative provided: a) Command bars are checked to verify that they will remain retracted from view, b) Approach minimums do not require use of the affected Flight director, and c) Operations procedures are established and used that do not require use of the Flight director.

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
34-4

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION				
15. Outside Air Temperature (OAT) Indicating System	C	-	-	May be inoperative provided: <ul style="list-style-type: none"> <li>a) OAT data is either available to or not required by other systems, and</li> <li>b) Applicable 14 FR does not require Outside Air Temperature Indicating System for operation conducted.</li> </ul> NOTE: OAT data may be required by INS, or other air data systems.
16. Standby Attitude Indicator	C	-	0	May be inoperative provided not required by 14 CFR.
	B	-	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Operations are conducted in day VMC only, and</li> <li>b) Operations are not conducted into known or forecast over-the-top conditions.</li> </ul>
	D	-	1	Any in excess of those required by 14 CFR may be inoperative.



AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
34-6

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34	NAVIGATION				
20.	Traffic Alert and Collision Avoidance System I (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
21.	Traffic Alert and Collision Avoidance System I (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, 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 System(s)	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.
2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the 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) En route or approach procedures do not require its use.

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
34-7

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34	NAVIGATION					
21.	Traffic Alert and Collision Avoidance System (TCAS II)					
	(Continued)					
3)	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) En route or approach procedures do not require its use.	
4)	Audio Functions	B	1	0	May be inoperative provided en route or approach procedures do not require use of TCAS.	
5)	Airspace Selection Function	C	-	0		
***						
22.	Terrain Awareness and Warning System (TAWS)					
	Class A TAWS Equipment Required					
1)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
a)	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
					(continued)	

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
34-8

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34	NAVIGATION					
22.	Terrain Awareness and Warning System (TAWS)					
	Class A TAWS Equipment Required					
	(Continued)					
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.	
c)	Glideslope Deviation(s) (Mode 5)	C	-	1		
		B	-	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
e)	Windshear Mode	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
***	(Reactive)					
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
					(continued)	

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
34-9

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34	NAVIGATION					
22.	Terrain Awareness and Warning System (TAWS)					
	Class A TAWS Equipment Required					
	(Continued)					
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3)	Terrain Displays	C	-	1		
***		B	-	0		
4)	Runway Awareness & Advisory System (RAAS)	C	1	0		
***						
					(continued)	

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
34-10

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34	NAVIGATION					
22.	TAWS (cont'd) Terrain Awareness and Warning System (TAWS)  (Continued)  Class B TAWS Equipment Required					            
1)	GPWS	A	1	0	(O) May be inoperative provided: c) Alternate procedures are established and used, and d) Repairs are made within two flight days.	       
a)	Modes 1 & 3	A	2	0	(O) May be inoperative provided: c) Alternate procedures are established and used, and d) Repairs are made within two flight days.	       
b)	Test Mode	A	1	0	May be inoperative provided: c) GPWS is considered inoperative, and d) Repairs are made within two flight days.	       
c)	Modes 2, 4 & 5	C	3	0		 
***						
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	   
e)	Windshear Mode	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	   
***	(Reactive)					   
					(continued)	

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
34-11

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				

34	NAVIGATION					
22.	Terrain Awareness and Warning System (TAWS)					
	Class B TAWS Equipment Required					
	(continued)					
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
3)	Terrain Displays	C	-	0		
***						
4)	Runway Awareness & Advisory System (RAAS)	C	1	0		
***						
	Class C TAWS Equipment TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
***						
					NOTE: Any mode that operates normally may be used.	

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
34-12

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
23. Windshear Detection, Guidance and Avoidance System					
INSTALLATIONS NOT REQUIRED BY 14 CFR					
(continued)					
1. Windshear Warning *** and Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
2. Windshear Detection *** and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
35-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

35 OXYGEN						
1. Passenger Oxygen System						
1) Passenger Configuration	C	1	-	As required by 14 CFR		
2) Cargo Only Configuration	D	-	0			
2. Protective Breathing Equipment (PBE)	C	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.		

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
37-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

37 VACUUM AND  
PRESSURE

1. Vacuum Warning  
Lights

B

2

1

|  
|

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
38-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
38 WATER/WASTE				
1. Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.  NOTE: Any portion of system which operates normally may be used.
	C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.
2. Lavatory Waste Systems (including wheelchair accessible lavatories)	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.  NOTE: Any portion of system which operates normally may be used.
	C	-	-	(M) Associated lavatory system may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured closed and placarded, INOPERATIVE-DO NOT ENTER.  NOTE: These provisions are not intended to prohibit inspections by crewmembers.

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
49-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

49 AIRBORNE  
AUXILLIARY POWER

1. Auxilliary Power Unit  
(APU/GTCP)

C

1

0

(M) (O) May be inoperative provided:  
a) Maintenance procedures are established to secure, deactivate and placard the APU/GTCP to prevent use, and  
b) Operations procedures are established that do not require use of APU/GTCP.

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
51-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

51 STRUCTURES				
1. Under Floor Viewer	C	1	0	

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
61-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

61	PROPELLERS					
1.	Reversing System	C	1	0		
2.	Reverse Pitch Indicators	B	4	0	All may be inoperative provided Reversing System is considered inoperative.	
3.	Synchronization Automatic Control System	C	1	0		
4.	Automatic Feathering System	C	1	0		May be inoperative provided aircraft is operated by AFM Performance Limitations.

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
71-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

71	Powerplant			
1.	Cowl Flap Preselect Positioning Control System	C	1	0 May be inoperative provided Cowl Flaps are visually checked in TAKEOFF POSITION before each departure.

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
73-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

73	ENGINE FUEL & CONTROL				
1.	Fuel Flow Indicators	C	4	3	One may be inoperative provided: a) Associated Fuel Quantity Indicator is operative, and b) Associated BMEP indicator is operative.
2.	Fuel Pressure Indicating Systems (Dual Units)	C	4	3	One may be inoperative provided: a) Associated Fuel Flow indicator is operative, and b) Associated Fuel Pressure Warning Switch/Light is operative.
3.	Fuel Pressure Warning System Pressure Switches	C	4	3	One may be inoperative provided: a) Associated Fuel Flow indicator is operative, and b) Associated Pointer in Fuel pressure Indicator is operative.

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
77-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

73	ENGINE INDICATING				
1.	BMEP Indicators	C	4	3	One may be inoperative provided: a) Associated Manifold Pressure Indicator is operative, b) Associated Tachometer is operative. c) Associate Fuel Flow Indicator is operative, and d) Alternate operations are established and used to lean engine, or engine is operated at full rich.
2.	Carburetor Air Temperature Indicators	C	4	2	Two may be inoperative provided: a) Associated Fuel Flow indicator is operative, and b) Associated BMEP indicator is operative.
3.	Cylinder Head Temperature Indicating Systems				
1)	DC-6	C	4	3	One may be inoperative provided associated Oil Temperature Indicator is operative
2)	DC-7 (Dual Indicator)	C	8	7	
4.	Manifold Pressure Indicators	B	4	3	One may be inoperative provided: a) Associated BMEP Indicator is operative, and b) Associated Tachometer is operative.
5.	Tachometers	B	4	3	One may be inoperative provided: a) Associated Manifold Pressure Indicator is operative, and b) Associated BMEP is operative.
6	Engine Analyzer	C	1	0	
***					

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
79-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
79 ENGINE OIL					
1. Automatic Oil Temperature Control Systems	C	4	0		
2. Oil Dilution Systems	C	4	0		
3. Oil Pressure Warning System Pressure Switches	B	4	3		   
4. Oil Tank Quantity Indicating Systems					 
1) Main Tanks	B	4	3	(M) May be inoperative provided: a) Maintenance procedures are established to check oil quantity before each departure, and b) Oil Transfer System is not used.	       
2) Auxiliary Tank	C	1	0	(M) May be inoperative provided maintenance procedures are established to check oil quantity in affected tank before each departure when oil transfer is needed.	     
5. Oil Transfer System	C	-	0	May be inoperative provided flight does not require its use.  NOTE: See AFM Limitations	     

AIRCRAFT:  
DOUGLAS DC-6 AND DC-7

REVISION: 9  
DATE: 05/16/2014

PAGE NO:  
82-1

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
82 WATER INJECTION				
1. Anti-Detonation Injection (ADI) System (DC-6)	C	1	0	May be inoperative provided performance for dry power as specified in AFM is observed.
2. ADI Quantity Indicating Systems	C	4	0	(M) May be inoperative provided affected system quantity is verified by an accepted procedure before each departure.
	C	4	0	May be inoperative provided ADI System is inoperative.
3. ADI Pressure Indicating System	C	4	0	All may be inoperative provided associated engine Fuel Flow Indicating System is operative.