

DH114R1.1.txt

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

Revision: 1
Date: 12/06/89

MASTER MINIMUM EQUIPMENT LIST

DEHAVILLAND DH-114

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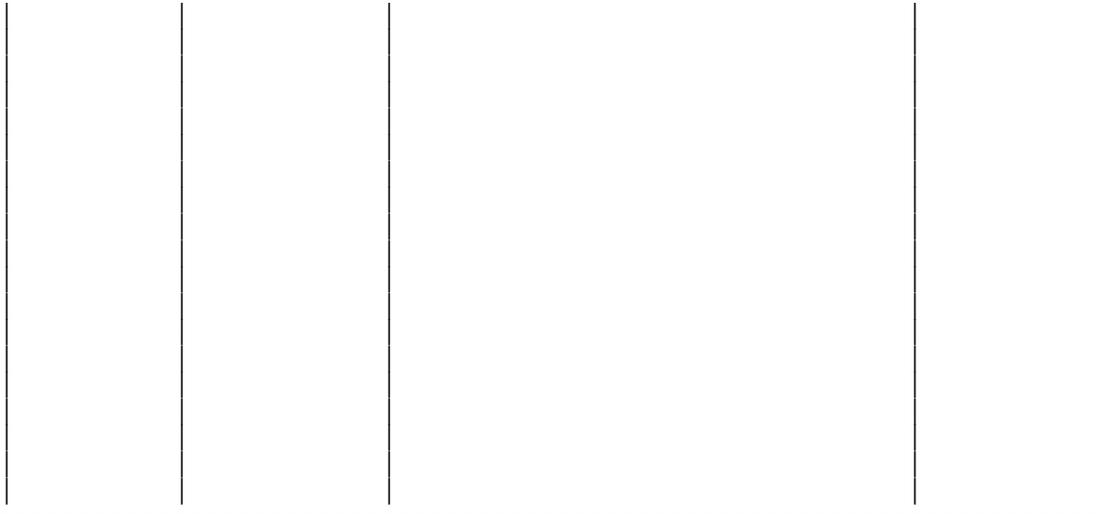
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Control Page

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Highlights of Change 1

EFFECTIVE ABOVE DATE, The Dehavill and DH-114 Heron Master Minimum Equipment List has been revised. This is essentially a complete revision. Please replace all pages with Revision 1 for a complete up-to-date MMEL. Due to the large number of changes, change bars have not been utilized in this revision.

Operators should compare this revision with their MEL to determine the level of change necessary for compatibility with the MMEL.

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

ABC's have been added to this revision.

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Defi ni ti ons
(Effecti ve 10/2/89)

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 the specific aircraft is listed on the applicable Type Certificate Data Sheet.

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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. Items installed that are in excess of the FAR requirements may be permitted by the operator's MEL to be

inoperative if not otherwise required by the MMEL.

4. "*" symbol in Column 4 indicates the listed item if inoperative, 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 120-42A.

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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).

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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.

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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.

The letter designators are inserted adjacent to Column 2.

23. Engine Indicating Crew Alerting System (EICAS), Electronic Centralized Aircraft Monitoring System (ECAM) or similar systems that

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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.

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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 is 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 definition nor the use of this symbol provide authority to install or remove an item from an aircraft.

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safety is maintained.

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

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

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

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

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

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21 AIR CONDITIONING					
1.	Heater	C	1	0	*May be inoperative provided flight altitude temperatures below +10C are not forecast.
2.	Air Conditioner	C	-	0	*

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT			
1.	Autopilot	C 1	0	*May be inoperative provided approach minimums do not require its use. NOTE: Any mode which functions normally may be used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
23 COMMUNICATIONS					
1.	Communication Systems (HF, VHF, UHF)	C	-	-	*As required by FAR.
2.	Flight Deck Speaker System	C	-	0	*May be inoperative unless procedures require their use.
3.	Passenger Address System	A	1	0	* (0) May be inoperative provided: a) Alternate, normal, and emergency procedures are established and used, b) Flight Deck/Cabin Interphone function (two-way) operates normally, and c) The airplane may continue the flights or series of

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4. Cockpit Voice Recorder System	C B	1	0	flights for a maximum of 15 flight hours (Domestic) or 25 flight hours (International). OR d) All-cargo operations are being conducted. *May be inoperative provided the flight data recorder operates normally.
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SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
	1. Generators/ Alternators				Deleted, Rev. 1
	2. DC, VOH/Ammeter				Deleted, Rev. 1
	3. Inverter				Deleted, Rev. 1
	4. Inverter Failure Warning Lights	C	-	2	*

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
1.	Cockpit Crewmember Shoulder Harness	C	-	2	*Any in excess of those required for flight crewmembers (including official observer in observer's seat) may be inoperative.
2.	Seat belts				Deleted, Rev. 1
3.	Hand Fire Extinguishers	C	-	-	*Any in excess of those required by FAR may be inoperative.
4.	Overwater equipment	C	-	-	*Any in excess of that required by FAR may be inoperative.
5.	Passenger Seats and belts	C	-	-	*May be inoperative provided: a) Affected seat does not block emergency egress to aisle or exits, and b) Affected seat is blocked and placarded "Do Not Occupy"
NOTE 1: A seat with an inoperative seat belt is considered inoperative.					

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NOTE 2: A seat with an inoperative recline mechanism is considered inoperative if the seat back cannot be secured in the upright position.

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25	EQUIPMENT/FURNISHINGS			
6.	Passenger Convenience Items	-	-	*Passenger convenience items, as expressed in this MMEL, are those items related to passenger convenience, comfort, or entertainment such as, but not limited to: galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the Air Carrier's appropriate document.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS			
1.	Flap Position Indicator	C 2	1	*One may be inoperative provided: a) Flaps operate normally, and b) Flap position is verified before each takeoff and landing.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
30	ICE AND RAIN PROTECTION				
1.	Pitot Heater	B	-	1	*May be inoperative provided: a) Captain's pitot heater operates normally, and b) Airplane is not operated in visible moisture or in known or forecast icing conditions.
2.	Alternate Static Source Heater	B	-	1	*
3.	Stall Warning Heater	B	1	0	*May be inoperative provided airplane is not operated in known or forecast icing conditions.
4.	Air Foil De-Ice System	C	1	0	*May be inoperative provided airplane is not operated in known or forecast icing conditions.
5.	Propeller De-Ice System	C	1	0	*May be inoperative provided airplane is not operated in known or forecast icing conditions.
6.	Windshield Anti-Ice	C	1	0	*May be inoperative provided airplane is not operated in known or forecast icing conditions.
7.	Windshield Wipers	C	1	0	*May be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS				
1.	Clock with Sweep Second Hand, or Electric Digital Readout Clock	C	- 1	*	
		C	- 0		*May be inoperative provided flight is conducted in VMC.
2.	Flight Hour Recorder	C	- 0	*	
3.	Flight Data Recorder	B	1 0		*May be inoperative provided the cockpit voice recorder operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
1.	Landing gear position indicating lights	B	3	0	*May be inoperative provided mechanical flags operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33 LIGHTS					
1.	Anti-Collision Lights	C	-	0	*May be inoperative for day operations.
2.	Navigation Position Light System	C	-	0	*May be inoperative for day operations.
3.	Cockpit and Instrument Light Systems	B	-	1	*Individual lights may be inoperative for night operations provided remaining lights are: a) Sufficient to clearly illuminate all instruments and switches, b) Positioned so that direct rays are shielded from crew-member's eyes, and c) Of controllable intensity, unless this feature is proven unnecessary.
4.	Landing Light	C	-	0	*May be inoperative for day operations.
5.	Cabin Interior Lighting System	C	-	-	*(0)Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
1.	Vertical Speed Indicator	B	2	1	*One may be inoperative for day VMC only.
2.	Slip-skid Indicator	B	2	1	*One may be inoperative for day VMC only.
3.	Transponder	C	-	0	*As required by FAR.
4.	Navigation Equipment	C	-	0	*As required by FAR.
5.	Weather Radar/Thunderstorm Detection Equipment	C	1	0	*As required by FAR.
6.	Distance Measuring Equipment (DME)	C	-	0	*As required by FAR.
7.	Non-Stabilized Magnetic (Standby) Compass	B	1	0	*May be inoperative provided any combination of three gyro INS (IRU) stabilized compass systems are operative.
		B	1	0	*May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems operate normally, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC during the en route portion of the flight. OR

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34	NAVIGATION							
7.	Non-Stabilized Magnetic (Standby) Compass (Cont'd)	C	1	0				*(0)May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems operate normally and are used in conjunction with approved free gyro navigation techniques.
8.	TCAS System	C	1	0				*(M)May be inoperative provided system is deactivated and secured.
9.	Wind Shear Detection System	C	1	0				*(M)May be inoperative provided system is deactivated and secured.
10.	Marker Beacon Receiver System	C	-	0				*May be inoperative provided approach minimums do not require its use.

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

4. REMARKS OR EXCEPTIONS

35 OXYGEN

1. Passenger Oxygen System

B

1

0

*As required by FAR.

2. PBE Smoke Hoods

C

-

-

*Any in excess of those required by FAR may be inoperative.

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			3. NUMBER REQUIRED FOR DISPATCH		
37 VACUUM/PRESSURE					
1. Vacuum Pumps	C	2	1		*One may be inoperative for Day

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VMC only.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

DH-114

REVISION NO: 1

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
61	PROPELLERS			
1.	Propeller Synchronization System	C - 0		*

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
77	ENGINE INDICATING				
1.	Cylinder Head Temp. Indicator	C	4	3	*One may be inoperative provided associated oil temp. operates normally.

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