



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

Master Minimum Equipment List (MMEL)

Revision: 3
Date: 01/22/2014

Bombardier, Inc. (Formerly de Havilland) DHC-4 (Standard Caribou), DHC-4A (Turbo Caribou)

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Highlights of Change

EFFECTIVE ABOVE DATE, the DHC-4 / DHC-4A Master Minimum Equipment List has been revised. Please replace affected pages with Revision 3 for a complete up-to-date MMEL. All relevant MMEL changes are reflected in the Highlights of Change listed below and are indicated by revision bars in the associated ATA section. For any one change within an ATA section, all pages in that associated ATA section are re-dated accordingly.

ATA 21 AIR CONDITIONING:

Item 21-1 - Cabin Heater: Item title added to proviso for clarity.

Item 21-2 - Cockpit Heater: Item title added to proviso for clarity.

Item 21-3 - Cockpit Heater Blower (Standard Caribou)***: Item title added to proviso for clarity. Deactivation procedure advocating pulling and collaring Circuit Breakers (CBs) removed. NOTE added stating that "Pulling and collaring CB(s) is not considered sufficient as a stand-alone deactivation procedure."

ATA 22 AUTO FLIGHT:

Item 22-1 - Auto Pilot***: Relief proviso amended to clarify that an operative Auto Pilot may be required for certain instrument approach procedures (i.e., CAT II), and/or certain kinds of operations (i.e. RVSM). NOTE removed.

Item 22-2 - Auto Pilot Disconnect Function(s) (Quick Release Controls)***: New Item added IAW Policy Letter PL-93.

ATA 23 COMMUNICATIONS:

Item 23-1 - Communications Systems (VHF and UHF): Amended IAW Policy Letter PL-95.

Item 23-2 - Flight Compartment Speakers: Proviso order reversed for consistency.

Item 23-3 - Passenger Address System (PA): Amended IAW Policy Letter PL-9.

Item 23-4 - Crewmember Interphone System(s): Amended and Title changed IAW Policy Letter PL-9.

Item 23-5 - Cockpit Voice Recorder (CVR): Three asterisks (***) removed. Amended IAW Policy Letter PL-29.

Item 23-6 - Flight Deck Hand Microphones: Amended IAW Policy Letter PL-58.

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Item 23-7 - Flight Deck Headsets Earphones / Headsets and Boom
Microphones: Amended IAW Policy Letter PL-58.

Item 23-8: - Selective Call System (SELCAL)***: Amended IAW Policy
Letter PL-117.

Item 23-9 - SATCOM***: Incorporated into Item 23-10 High Frequency
(HF) Communications.

Item 23-10 - High Frequency (HF) Communications: Amended IAW Policy
Letter PL-106.

ATA 24 ELECTRICAL POWER

Item 24-3 - DC GEN WARN Caution Lights: Deleted due to function in
Emergency / Abnormal Procedures.

ATA 25 EQUIPMENT & FURNISHINGS

Item 25-1 - Emergency Medical Equipment: Amended IAW Policy Letter PL-
73.

Item 25-5 - Emergency Locator Transmitters (ELTs): Amended IAW Policy
Letter PL-120.

Item 25-9 - Passenger Convenience / Non-Essential Equipment and
Furnishings (NEF) Item(s): Amended IAW Policy Letter PL-116.

Item 25-10 - Passenger Seats: Amended IAW Policy Letter PL-79.

Item 25-11 - Observer Seat(s): Re-numbered and amended IAW Policy
Letter PL-56.

Item 25-12 - Flight Attendant Seat Assembly: New Item added IAW Policy
Letter PL-97.

Item 25-13 - Galley / Cabin Waste Receptacle(s) Access Door(s) /
Cover(s): New Item added IAW Policy Letter PL-96.

Item 25-14 - Storage Bins / Cabin, Galley and Lavatory Storage
Compartments / Closets: New Item added IAW Policy Letter PL-104.

Item 25-15 - Flight Deck Door Visual Surveillance Systems***: New Item
added IAW Policy Letter PL-122.

Item 25-16 - Cargo Restraint System(s): New Item added IAW Policy
Letter PL-100.

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ATA 26 FIRE PROTECTION

Item 26-3 - Power Plant Fire Detection Systems (Turbo Caribou Only): Deleted over concern about "next failure," and effect on Emergency Procedures.

Item 26-4 - Portable Fire Extinguisher(s): Title amended IAW Policy Letter PL-75.

Item 26-5 - Engine Fire Extinguisher Discharge Discs: Title and proviso wording amended for clarity.

Item 26-6 - Lavatory Fire Extinguisher System: New Item added IAW Policy Letter PL-24.

Item 26-7 - Lavatory Smoke Detection System: New Item added IAW Policy Letter PL-24.

Item 26-8 - Cargo Compartment Smoke Detection Systems: New Item added IAW Policy Letter PL-102.

Item 26-9 - Cargo Compartment Fire Suppression System(s): New Item added IAW Policy Letter PL-102.

ATA 27 FLIGHT CONTROLS

Item 27-1 - Aileron Trim Indicator: Minor proviso wording changes for clarity.

Item 27-4 - Rudder pedal Adjustment: Minor proviso wording change for clarity.

Item 27-5 - Rudder Trim Indicator: "(0)" added, and minor proviso wording changes for consistency with Item 27-1.

ATA 28 FUEL

Item 28-1-1) - Fuel Quantity Indicators (Flight Compartment - Standard Caribou): Reciprocity for relief of Fuel Low Level Lights added. Provisos reconfigured accordingly.

Item 28-1-2) - Fuel Quantity Indicators (Flight Compartment - Turbo Caribou): Reciprocity for relief of Fuel Low Level Lights added. Provisos reconfigured and enhanced for clarity and intent.

Item 28-2 - Fuel Low Level Lights: Proviso amended to reflect correct title for Item 28-1.

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ATA 29 HYDRAULIC POWER

Item 29-2 - Electric Hydraulic Pumps (Turbo Caribou): Title amended for consistency. Procedure to "pull and collar" affected pump circuit breaker is deleted, and "is deactivated" is added. NOTE added stating that "Pulling and collaring a CB(s) is not considered sufficient as a stand-alone deactivation procedure."

Item 29-3 - Hydraulic Control Unit (Turbo Caribou): Proviso wording amended for clarity and consistency.

ATA 30 ICE AND RAIN PROTECTION

Item 30-3 - Windshield Heat Systems: Title changes to plural. Proviso wording amended for clarity.

Item 30-4 - Propeller Anti-Ice Systems: Title changes to plural. Provisos amended for consistency.

Item 30-6 - Thrust Pitot Heaters (Standard Caribou): New proviso added to assure that applicable Auto-Feather Off AFM Performance penalties are applied.

Item 30-7 - Pitot Heat Caution Lights: Three asterisks (***) removed.

ATA 31 INDICATING / RECORDING SYSTEMS

Item 31-1 - Clock(s): Title changed by addition of "(s)" to reflect different number installed on Standard and Turbo Caribous.

Item 31-2 - Flight Data Recorder (FDR): New relief added IAW Policy Letter PL-87.

ATA 32 LANDING GEAR

Item 32-1 - Nosewheel Steering: Deleted IAW Policy Letter PL-114. NOTE: IAW FAA Notice N 8900.219, dated 05/30/2013, POIs with responsibilities for DHC-4 MELs must comply with the provisions of Policy Letter PL 114, Revision 1, within 60 days of the date of issuance of N 8900.219.

Item 32-1 - Anti-Skid: New Relief IAW Policy Letter PL-113.

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ATA 33 LIGHTS

Item 33-4 - Wing Illumination Lights: Number Installed and Number Required for Dispatch added to second proviso set.

Item 33-5 - Passenger Notice System (Lighted "NO SMOKING" / "FASTEN SEAT BELT" Signs): Title amended to clarify that relief applies to "Lighted" Passenger Signs. Provisos amended IAW Policy Letter PL-123.

Item 33-6 - Cockpit / Flight Deck / Flight Compartment and Instrument Lighting System: Title and provisos amended IAW Policy Letter PL-77.

Item 33-10 - Rear Entry Light (Ramp): For reciprocity with Item 33-11, proviso added requiring that Ramp Loading Light operate normally. Second proviso enhanced to clarify that lighting must be sufficient to permit safe loading.

ATA 34 NAVIGATION

Item 34-3 - Weather Radar: Provisos separated and amended to account for systems which are part of a Predictive Windshear Detection and Avoidance System (PWS).

Item 34-4 - VHF Navigation System (VOR/ILS): "FAR" replaced by "CFR."

Item 34-5 - ADF System: "FAR" replaced by "CFR."

Item 34-6 - Marker Beacon System(s): Proviso wording amended for clarity and consistency.

Item 34-7 - ATC Transponder and Automatic Altitude Reporting System(s): Amended IAW Policy Letter PL-76, with cognizance that TCAS requires and operating Mode-S Transponder.

Item 34-8 - Long Range Navigation System(s) (INS/GPS, Etc.): "FAR" replaced by "CFR."

Item 34-9 - Standby Attitude Indicator: Amended IAW Policy Letter PL-111

Item 34-10 - Non-Stabilized Magnetic (Standby) Compass: Duplicate Item number corrected. Provisos updated for clarity and consistency.

Item 34-11 - Distance Measuring Equipment (DME): Duplicate Item number corrected. Amended IAW Policy Letter PL-03.

Item 34-12 - Altitude Alerting Systems: Duplicate Item number corrected. Amended IAW Policy Letter PL-39.

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Item 34-14 - Radio Altimeter: Duplicate Item number corrected. Amended to account for impact of its being inoperative on systems which rely on it to function (i.e., GPWS/TAWS, TCAS, and RWS/PWS).

Item 34-15 - Class A TAWS Equipment: Duplicate Item number corrected. Item title and provisos amended IAW Policy Letter PL 54.

Item 34-16 - Microwave Landing System (MLS)***: Duplicate Item number corrected. Provisos reformatted IAW current standards.

Item 34-16 - Marker Beacon System: Duplicate Item deleted. See Item 34-6 - Marker Beacon System(s), above.

Item 34-18 - Traffic Alert and Collision Avoidance System (TCAS I): New Item added IAW Policy Letter PL-32.

ATA 35 OXYGEN

Item 35-1 - Passenger Oxygen System: Title, Relief Category, and Provisos amended for consistency.

Item 34-2 - Portable Oxygen Dispensing Units: Proviso amended for consistency.

Item 34-3 - Crewmember Protective Breathing Equipment (PBE): New Item added IAW Policy Letter PL-43.

ATA 38 WATER/WASTE

Item 38-1 - Potable Water Systems: New Item added IAW Policy Letter PL-83.

Item 38-2 - Lavatory Waste Systems (Including Wheelchair Accessible Lavatories): New Item added IAW Policy Letter PL-83.

ATA 52 DOORS

Item 52-1 - External Door Indication System (DOOR UNLOCK Warning Light): IAW Policy Letter PL-69, title amended and proviso added requiring pushing against inward-opening Doors to verify that they are closed and locked before each departure.

Item 52-2 - Enhanced Flight Deck Security Door (Passenger and Combi Airplanes with Decompression Function Dependent on Primary Locking System): New relief added IAW Policy Letter PL-112.

Item 52-3 - Enhanced Flight Deck Security Door (Passenger and Combi Airplanes with Decompression Function Independent of Primary Locking System): New relief added IAW Policy Letter PL-112.

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ATA 61 PROPELLERS

Item 61-1 - Reversing Systems (Standard Caribou): "Only" deleted from title for consistency. Deactivation procedure advocating pulling and collaring Circuit Breaker (CB) removed. NOTE added stating that "Pulling and collaring a CB(s) is not considered sufficient as a stand-alone deactivation procedure."

Item 61-2 - Reverse Pitch Indicators Standard Caribou Only): Deleted out of concerns for potentially catastrophic effects of inadvertent in-flight Beta

Item 61-3 - Auto-Feathering System (Standard Caribou): "Only" deleted from title for consistency. Relief Category reduced to A-One Flight Day. Provisos amended to assure that inoperative system is deactivated; applicable AFM Limitations, Procedures and Performance are observed; and, appropriate Emergency Procedures for engine failure are established and used.

Item 61-4 - Synchrophaser System (Turbo Caribou) - "Only" deleted from title for consistency.

ATA 73 ENGINE FUEL & CONTROL

Item 73-2 - Fuel Pressure Warning Lights (Standard Caribou): Relief Category changed to "B" for consistency with relief for Item 73-1 Fuel Pressure Indications (Standard Caribou).

ATA 79 ENGINE OIL

Item 79-2 - Oil Pressure Pressure Warning Lights (Turbo Caribou Only): Relief Category changed to "B." Proviso added to require alternate Abnormal and/or Emergency Procedures to be established and used.

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Definitions

For the Master Minimum Equipment List, Definitions addendum, refer to the current FAA MMEL Policy Letter PL-25, *Policy Concerning MMEL Definitions*, as found on the Flight Standards Information Management System (FSIMS) website.

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Preamble

For the Master Minimum Equipment List, Preamble addendum, refer to the current FAA MMEL Policy Letter PL-34, *MMEL and MEL Preamble*, for operations under 14 CFR Parts 121, 125, 129, and 135, and FAA MMEL Policy Letter PL-36, *FAR Part 91 MEL Approval & Preamble*, for operations under 14 CFR Part 91, as found on the Flight Standards Information Management System (FSIMS) website.

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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.	Cabin Heater	C	1	0	(M)May be inoperative provided Cabin Heater is deactivated and secured by an acceptable procedure.	
2.	Cockpit Heater	C	1	0	(M)May be inoperative provided Cockpit Heater is deactivated and secured by an acceptable procedure.	
3. ***	Cockpit Heater Blower (Standard Caribou)	C	1	0	(M)May be inoperative provided Cockpit Heater is deactivated and secured by an acceptable procedure. NOTE: Pulling and collaring a CB(s) is not considered sufficient as a stand-alone deactivation procedure.	
4.	Heater Fire Warning Light (Standard Caribou)	C	1	0	(M)May be inoperative provided Heater is deactivated and secured.	
5.	Cockpit/Cabin Heating System (Bleed Air System Pen-Turbo STC# STO1294NY)	C	1	0	May be inoperative provided flight is not conducted in ambient temperatures below 40 Degrees F / 5 degrees C.	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
						3. NUMBER REQUIRED FOR DISPATCH
22 AUTO FLIGHT						
1. ***	Auto Pilot	B	1	0	May be inoperative provided approach minimums and operational procedures do not require its use.	
2. ***	Auto Pilot Disconnect Function(s) (Quick Release Controls)	C	2	1	One may be inoperative provided: a) Auto Pilot is not used below 1500 feet AGL, and b) Approach minimums do not require use of Autopilot.	
		B	2	0	May be inoperative provided Autopilot is not used.	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
			-	-		
			3. NUMBER REQUIRED FOR DISPATCH			
23 COMMUNICATION						
1.	Communications Systems (VHF and UHF)	D	-	-	Any in excess of those required by CFR may be inoperative provided they are 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. NOTE: High Frequency (HF) Communications Systems moved to Item 23-10, Revision 3.	
	1) VHF Communication Control Panels					
***	a) Frequency Transfer Light(s)	C	-	0		
***	b) Frequency Transfer Switch(es)	C	-	0		
	c) Frequency Selector Knobs	C	-	2		
	d) Frequency Indications	C	-	2		
2.	Flight Compartment Speakers	C	-	0		(O)May be inoperative provided: a) Flight Deck /Cabin Interphone System operates normally, and b) Alternate Normal, Abnormal and Emergency Procedures are established and used.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATION				
3.	Passenger Address System (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 is not required by CFR, and b) Alternate, Normal and Emergency Procedures, and/or Operating Restrictions are established and used. NOTE: Any station Function(s) that operate normally 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 -	0	(O)May be inoperative provided Alternate, Normal and Emergency Procedures, and/or Operating Restrictions are established and used.
		D -	0	May be inoperative provided Procedures do not require its use.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATION				
3.	Passenger Address System (PA)(Cont'd)			
2)	Cargo Configuration (Courier/Super-numerary Address System) (Cont'd)			
a)	Lavatory Speakers	C	-	0 (O)May be inoperative provided Alternate Procedures are established and used.
D		D	-	0 May be inoperative provided Procedures do not require its use.
4.	Crewmember Interphone System(s)	C	-	1
1)	Passenger Configuration			
a)	Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	- (O)May be inoperative provided: a) Flight Deck to Cabin and Cabin to Flight Deck Interphone Functions operate normally on at least fifty percent of the Cabin Handsets, and b) Alternate Communications Procedures between the affected Flight Attendant Station(s) are established and used.

NOTE: Any Station Function(s) that operate normally may be used.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATION				
4.	Crewmember Interphone System(s) (Cont'd)			
	1) Passenger Configuration (Cont'd)			
	b) Cabin to Cabin Function	B 2	0	(O)May be inoperative provided Alternate Communications Procedures between the affected Flight Attendant Station(s) are established and used. NOTE: Any Station Function(s) that operate normally may be used.
	c) Flight Deck to Ground Function	B -	-	(O)May be inoperative provided: a) Cabin to Cabin Interphone Functions operate normally on at least fifty percent of the Cabin Handsets, and c) Alternate Communications Procedures between the affected Flight Attendant Station(s) are established and used. NOTE: Any Station Function(s) that operate normally may be used.
	c) Flight Deck to Ground Function	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.

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			3. NUMBER REQUIRED FOR DISPATCH		
23 COMMUNICATION					
4.	Crewmember Interphone System(s) (Cont'd)				
	2) Cargo Configuration				
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	C	1	0	(O)May be inoperative provided Alternate, Normal and Emergency Procedures, and/or Operating Restrictions are established and used.
		D	1	0	May be inoperative provided Procedures do not require its use.
	b) Cabin to Cabin Function	D	1	0	
	c) Flight Deck to Ground Function	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.	Cockpit Voice Recorder (CVR)				
	1) With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days
***	a) Independent Power Source	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
23 COMMUNICATION			3. NUMBER REQUIRED FOR DISPATCH		
5.	Cockpit Voice Recorder (CVR) (Cont'd)				
	2) Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.
	a) Independent Power Source	C	1	0	
	3) Operators Which Do Not Hold an Air Carrier or Commercial Operator Certificate	A	1	0	May be inoperative provided repairs are made in accordance with applicable CFRs.
	a) Independent Power Source	C	1	0	
6.	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated Boom Microphone operates normally.
		D	-	0	Any in excess of those required by CFR may be inoperative.

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			-			
23 COMMUNICATION						
7.	Flight Deck Headsets Earphones/ Headphones and Boom Microphones	C	-	3		Any in excess of those required for flight deck crewmembers (including official observer in forward observer's seat) may be inoperative.
	1) Holders of Air Carrier or Commercial Operator Certificates					
	a) 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	-	0		Any in excess of those required by CFR may be inoperative.
	b) Headset Earphones / Headphones	C	-	1		May be inoperative provided associated Flight Deck Speaker operates normally.
		D	-	-		Any in excess of those required by CFR may be inoperative.
***	c) Active Noise Canceling / Reduction Function	D	-	0		May be inoperative provided normal audio function of Headset is operative.

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23 COMMUNICATION						
7.	Flight Deck Headsets Earphones/ Headphones and Boom Microphones (Cont'd)					
	2) Operators which are not Holders of Air Carrier or Commercial Operator Certificates	D	-	-		Any in excess of those required by CFR may be inoperative.
	a) 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 CFRs.
		D	-	-		Any in excess of those required by CFR may be inoperative.
	b) Headset Earphones / Headphones	C	-	1		May be inoperative provided associated Flight Deck Speaker operates normally.
	c) Active Noise Canceling / Reduction Function	D	-	0		May be inoperative provided normal audio function of affected Headset(s) operates normally.
8.	Selective Call *** System (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.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATION						
8. ***	Selective Call System (SELCAL) (Cont'd)					
	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.
9. ***	SATCOM					Incorporated into Item 23-10 High Frequency (HF) Communications System, Revision. 3.
10.	High Frequency (HF) Communications System	D	-	-		Any in excess of those required by CFR may be inoperative.
		C	-	-		(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, 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 appropriate ATS (FIR) facility is required.
						NOTE: SATCOM Voice is to be used only as a backup to normal HF communications.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			1	0	
			3. NUMBER REQUIRED FOR DISPATCH		
24 ELECTRICAL POWER					
1.	DC External Power	C	1	0	
2.	DC Generator Control Unit (GCU) (Turbo Caribou Only)				
	1) Start Terminate Function	B	2	0	(0)May be inoperative provided the start is manually terminated at 50% Ng.
3.	DC GEN WARN Caution Lights				Deleted, Revision 3.

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25 EQUIPMENT / FURNISHINGS						
1.	Emergency Medical Equipment					
	1) Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0		(O)May be incomplete, missing, or inoperative provided: a. AED is resealed in a manner that will identify it as an AED that cannot be mistaken for a fully serviceable AED, and b. Repairs are made within 1 flight.
		D	-	-		Any in excess of those required by CFR may be incomplete, missing, or inoperative.
	2) Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0		(O)May be incomplete, missing, or inoperative provided: a. EMK is resealed in a manner that will identify it as an EMK that cannot be mistaken for a fully serviceable EMK, and b. Repairs are made within 1 flight.
		D	-	-		Any in excess of those required by CFR may be incomplete, missing, or inoperative.

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25 EQUIPMENT / FURNISHINGS				
1.	Emergency Medical Equipment (Cont'd)			
3)	First Aid Kit (FAK) and/or Associated Equipment	A -	-	(O) If more than one FAK is required by CFR, only one of the required FAKs may be incomplete, missing, or inoperative provided: a. FAK is resealed in a manner that will identify it as a FAK that cannot be mistaken for a fully serviceable FAK, and b. Repairs are made within 1 flight.
	D	-	-	Any in excess of those required by CFR may be incomplete, missing, or inoperative.
2.	Life Rafts			Deleted Rev. 2
3.	Life Vests			Deleted Rev. 2
4.	Flotation Equipment			Deleted Rev. 2

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25 EQUIPMENT / FURNISHINGS				
5.	Emergency Locator Transmitter(s) (ELTs)			
***	1) Survival Type	D -	-	Any in excess of those required by CFR may be inoperative or missing
***	2) Fixed Type	A -	0	(M)May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
		A -	0	May be inoperative provided repairs are made within 90 days.
		D -	-	(M)Any in excess of those required by CFR may be inoperative provided affected ELT(s) is/are deactivated.
		D -	-	Any in excess of those required by CFR may be missing
6.	Jump Bell System	D	1	0

7.	Crewmembers Shoulder Harness (Flight Deck)			Deleted Rev. 2.
8.	"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.

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25 EQUIPMENT / FURNISHINGS					
9. ***	Passenger Convenience / Non-Essential Equipment and Furnishings (NEF) Item(s)	-	-	0	<p>May be inoperative, damaged, or missing provided that Item(s) is/are deferred in accordance with the Non-Essential Equipment and Furnishings (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 the flight crew and included in the operator's appropriate document.</p> <p>NOTE: Exterior Lavatory Door Ash Trays are not NEF items.</p>
10.	Passenger Seats	D	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected Seat(s) is/are blocked and placarded "DO NOT OCCUPY." <p>NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative.</p> <p>NOTE 2: Inoperative Seats do not affect the required number of Flight Attendants.</p> <p>NOTE 3: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seat(s).</p>

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25 EQUIPMENT / FURNISHINGS						
10.	Passenger Seats (Cont'd)					
	1) Recline Mechanism	D	-	-		(M)May be inoperative and Seat occupied provided Seat Back is secured in the full upright position.
		D	-	-		May be inoperative and Seat occupied provided Seat Back is immovable in the full upright position.
	2) Under Seat Baggage Restraining Bars	C	-	-		(O)May be inoperative provided: a) Baggage is not stowed under Seat with inoperative Restraining Bar, b) Associated Seat(s) is/are placarded, "DO NOT STOW BAGGAGE UNDER THIS SEAT," c. Procedures are established to alert Cabin Crew of inoperative Restraining Bar.
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25 EQUIPMENT / FURNISHINGS						
10.	Passenger Seats (Cont'd)					
	3) Armrest(s)					
	a) Armrest(s) 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(s) is/are missing, Seat is secured in the full upright position.
	b) Armrest(s) 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
***	4) Seat Belt Air Bag System(s)					
***	a) Seat Belt Air Bags Required by CFR	D	-	-		May be inoperative provided affected Seat is blocked and placarded, "DO NOT OCCUPY."
***	b) Seat Belt Air Bags Not Required by CFR	D	-	-		May be inoperative or disconnected provided associated Seat Belt on affected Seat(s) operates normally.

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25 EQUIPMENT / FURNISHINGS				
11. Observer Seat				
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) Required minimum Safety Equipment (Safety Belt and Oxygen) is available, b) Seat is acceptable to the FAA Inspector for performance of official duties, and c) Repairs are made within two flight days. NOTE 1: These provisions are intended to provide for occupancy of the above Seat by an FAA Inspector when minimum Safety Equipment (Oxygen and Safety Belt) is functional and the Inspector determines the condition to be acceptable. NOTE 2: The Pilot-in-Command will determine if the minimum Safety Equipment is functional for other persons authorized to occupy an Observer Seat.
2) Observer Seat Not Required by CFR (Including Associated Equipment)	D	-	-	NOTE: The Pilot-in-Command will determine if the minimum Safety Equipment is functional for other persons authorized to occupy an Observer Seat.

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25 EQUIPMENT / FURNISHINGS				
12.	Flight Attendant Seat Assembly A	1	0	(M)(O)May be inoperative provided: a) Affected Seat is not occupied, b) Flight Attendant displaced by inoperative Seat occupies the Passenger Seat most accessible to the inoperative Seat, c) Alternate procedures are established and used as published in crewmembers' manuals, d) Folding type Seat is stowed or secured in the retracted position, e) Passenger Seat assigned to the displaced 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 is considered inoperative. NOTE 2: A Seat with an inoperative or missing Restraint System 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 the applicable regulations are met.

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25 EQUIPMENT / FURNISHINGS					
12.	Flight Attendant Seat Assembly (Cont'd)	D	1	0	(M)May be inoperative provided: a) Flight Attendant is not required by CFR, b) Affected Seat is not occupied, and c) Folding type Seat stows automatically, or is secured in the retracted position. NOTE 1: An automatic folding Seat that will not stow is considered inoperative. NOTE 2: A Seat with an inoperative or missing Restraint System is considered inoperative.
13.	Galley / Cabin Waste Receptacle(s) Access Door(s) / Cover(s)	C	-	-	(M)(O)May be inoperative provided: a) Affected Receptacle(s) is/are empty and the Access Door(s)/Cover(s) is/are secured to prevent waste from being introduced in the Receptacle(s), and b) Procedures are established and used to ensure that sufficient Galley/Cabin Waste Receptacles are available to accommodate all waste that may be generated on a flight.

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25 EQUIPMENT / FURNISHINGS					
14.	Storage Bin(s)/ Cabin, Galley and Lavatory Storage Compartments(s)/ Closet(s)	C	-	-	(M)May be inoperative provided: a) Procedures are established and used to secure affected Bin(s), Compartment(s) or Closet(s) in the closed position, b) Affected Bin(s), Compartment(s) or Closet(s) is/are prominently placarded, "DO NOT USE," c) Emergency Equipment located in affected Bin(s), Compartment(s) or Closet(s) is considered inoperative, and d) Affected Bin(s), Compartment(s) or Closet(s) is/are not used for storage of any items except for those permanently affixed. NOTE: For Overhead Bins, if no partitions are installed, the entire Overhead Bin is considered inoperative.

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25 EQUIPMENT / FURNISHINGS					
14.	Storage Bin(s)/ Cabin, Galley and Lavatory Storage Compartments(s)/ Closet(s) (Cont'd)	C	-	-	(M)(O)May be inoperative provided: a) For non-retractable Door(s), affected Door(s) are removed, b) For retractable Door(s), affected Door(s) is removed or secured in the retracted (fully open) position, c) Affected Bin(s), Compartment(s) or Closet(s) is/are not used for storage of any items, except those permanently affixed, d) Affected Bin(s), Compartment(s), or Closet(s) is/are prominently placarded, "DO NOT USE," e) Procedures are established and used to alert crewmembers and passengers of inoperative Bin(s), Compartment(s) or Closet(s), and f) Passengers are briefed that affected Bin(s), Compartment(s) or Closet(s) is/are not closed. NOTE 1: For Overhead Bins, if no partitions are installed, the entire Overhead Bin is considered inoperative. NOTE 2: Any permanently affixed Emergency Equipment located in affected Bin(s), Compartment(s) or Closet(s) is available for use.
1) Storage Compartment Key Lock(s)	D	-	0	(M)May be inoperative in the unlocked position provided Doors of affected Compartment(s) can be secured by other means.	

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25 EQUIPMENT / FURNISHINGS					
15.	Flight Deck Door Visual Surveillance System(s)				
***	1) Electric System	A	1	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
		C	1	0	(O)May be inoperative provided: a) A Flight Deck Door Viewing Port is installed and operates normally, and b) Alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	a) Cargo Configuration	D	1	0	May be inoperative provided the aircraft aft of the Flight Deck Door is occupied only by those personnel authorized to be present by CFR.
		D	1	0	May be inoperative provided procedures do not require its use.

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25 EQUIPMENT / FURNISHINGS				
15.	Flight Deck Door Visual Surveillance System(s) (Cont'd)			
***	2) Viewing Port(s)	A	1 0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
		C	1 0	(O)May be inoperative provided: a) An Electronic Flight Deck Door Visual Surveillance System is installed and operates normally, and b) Alternate procedures are established and used.
		D	1 0	May be inoperative provided procedures do not require its use.
	a) Cargo Configuration	aC	Cargo Configuration 1 0	May be inoperative provided the aircraft aft of the Flight Deck Door is occupied only by those personnel authorized to be present by 14 CFR.
		D	1 0	May be inoperative provided procedures do not require its use.

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25 EQUIPMENT / FURNISHINGS					
16.	Cargo Restraint System(s)	A	-	-	(M)May be inoperative or missing provided: a) Acceptable cargo loading limits from approved sources, i.e., an Approved Cargo Loading Manual, or Weight and Balance Document, are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.
		C	-	-	May be inoperative or missing provided Cargo Compartment remains empty.

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			3.	NUMBER REQUIRED FOR DISPATCH	
26 FIRE PROTECTION					
1.	Fire Detection Systems (Cabin / Cockpit Heater, Standard Caribou)	C	2	0	(M)May be inoperative provide the associated Cabin and/or Cockpit Heater(s) is/are deactivated and secured.
2.	Fire Extinguisher Systems (Cabin / Cockpit Heater, Standard Caribou)	C	2	0	(M)May be inoperative provide the associated Cabin and/or Cockpit Heater is deactivated and secured.
3.	Power Plant Fire Detection Systems (Turbo Caribou Only)				Deleted, Revision 3.
4.	Portable Fire Extinguisher(s)	D	-	-	(M)Any in excess of those required by CFR may be inoperative or missing, provided: a) Inoperative Fire Extinguisher(s) is/are tagged "INOPERATIVE," removed from their installed location(s), and placed out of sight so they cannot be mistaken for functional unit(s), and b) Required distribution is maintained.
5.	Engine Fire Extinguisher Discharge Discs	C	2	0	(M)May be missing provided, once each flight day, Engine Fire Extinguisher Indicator readings are checked and determined to have an adequate charge.

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26 FIRE PROTECTION				
6.	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.
		C - -		(M)(O)For each Lavatory, the Lavatory Fire Extinguisher System may be inoperative provided: <ul style="list-style-type: none"> 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 crewmembers. NOTE: These provisos are not intended to prohibit Lavatory use or inspections by crewmembers.
2)	Cargo Configuration	D - 0		

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26 FIRE PROTECTION				
7.	Lavatory Smoke Detection System			
	1) Passenger Configuration	C -	-	(M)(O)For each Lavatory, the Lavatory Smoke Detection System may be inoperative provided: a) Lavatory Waste Receptacle is empty, b) Associated Lavatory Door is locked closed and placarded, "INOPERTIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit Lavatory use or inspections by crewmembers.
	2) Cargo Configuration	D -	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.
8.	Cargo Compartment Smoke Detection Systems			

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26 FIRE PROTECTION	9.			Cargo Compartment Fire Suppression Systems (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.

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						3. NUMBER REQUIRED FOR DISPATCH
27 FLIGHT CONTROLS						
1.	Aileron Trim Indicator	C	1	0	(O)May be inoperative provided Aileron Trim Tab is visually verified to be in the neutral position before departure.	
2.	Aileron Trim Switches	B	2	1	One may be inoperative on non-flying pilot's side.	
3.	Stall Warning (High Intensity)	B	1	0	(O)May be inoperative provided operations are limited to Flaps 15 degrees, or less.	
4.	Rudder Pedal Adjustment	C	2	0	(M)(O)May be inoperative provided Rudder Pedals adjustment is secured in a position which meets individual pilot's requirements.	
5.	Rudder Trim Indicator	B	1	0	(M)(O)May be inoperative provided: a. Before departure, free movement of Rudder Trim is verified throughout full range of travel, and b. Before departure, Rudder Trim is verified to be in the neutral position.	

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			3.	NUMBER REQUIRED FOR DISPATCH	
28 FUEL					
1.	Fuel Quantity Indicators (Flight Compartment)				
	1) Standard Caribou	C	2	1	(M)May be inoperative provided: a) Fuel Low Level Lights operate normally, and b) Adequate Fuel Quantity and Fuel Balance are verified by an acceptable means after each refueling.
	2) Turbo Caribou	B	2	1	(O)One may be inoperative provided: a) Fuel Low Level Lights operate normally, b) Digital Fuel Totalizer of the QDI is verified to operate normally, c) Both Fuel Flow Meters are verified to operate normally, and d) Procedures are established and used to monitor and record Fuel Consumption throughout the flight.
2.	Fuel Low Level Lights	C	2	0	May be inoperative provided both Fuel Quantity Indicators (Flight Compartment) operate normally.
3.	Boost Pumps (Turbo Caribou) (Pen-Turbo STC# STO 1294 NY Only)	C	4	2	(M)One Boost Pump on either Tank may be inoperative.

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29 HYDRAULIC POWER						
1.	Engine Driven Hydraulic Pumps (Standard Caribou)					Deleted, Rev. 2.
2.	Electric Hydraulic Pumps (Turbo Caribou)	B	2	1	(M)One may be inoperative provided it is deactivated.	NOTE: Pulling and collaring a CB(s) is not considered sufficient as a stand-alone deactivation procedure.
3.	Hydraulic Control Unit (Turbo Caribou)	B	1	0	(O)May be inoperative provided: a) Both DC Generators are verified to operate normally, b) Hydraulic Control Unit Override Switch is positioned to Override, and c) Hydraulic Power Switch is selected to an operative Pump.	

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30 ICE AND RAIN PROTECTION			3. NUMBER REQUIRED FOR DISPATCH		
1.	Windshield Wiper System	C	1	0	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of airport of intended takeoff or intended landing.
2.	De-Icer Boots System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
3.	Windshield Heat Systems	C	2	0	May be inoperative provided aircraft is operated at or above an Outside Air Temperature (OAT) of 24 Degrees C / 75 degrees F.
4.	Propeller Anti-Ice Systems	C	2	0	(M)May be inoperative provided aircraft is not operated in known or forecast icing conditions.
5.	Airspeed Pilot Head Heaters	B	2	1	One may be inoperative provided: a) Aircraft is operated in Day VMC conditions only, and b) Aircraft is not operated in known or forecast icing conditions, or in visible moisture.
6.	Thrust Pitot Heaters (Standard Caribou)	C	4	0	May be inoperative provided: a) The Auto-Feather System is considered inoperative and is not used, and b) Applicable AFM Auto-Feather Off Performance penalties and alternate procedures are applied.
7.	Pitot Heat Caution Lights	B	2	0	(M)May be inoperative provided: a) Both Pitot Heaters are verified to operate normally before each departure, and b) Aircraft is not operated in known or forecast icing conditions.

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30 ICE AND RAIN PROTECTION			3. NUMBER REQUIRED FOR DISPATCH		
8.	Propeller Anti-Ice "ON" Light (Turbo Caribou Only)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.

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			2.	3. NUMBER REQUIRED FOR DISPATCH	
31 INDICATING/RECORDING SYSTEMS					
1.	Clock(s)				
	1) Standard Caribou	C	2	1	One may be inoperative provided the remaining Clock at either the Pilot's or Copilot's position operates normally.
	2) Turbo Caribou	C	1	0	May be inoperative for VMC operations only
2.	Flight Data Recorder (FDR)				
	1) FDR Installed for Holders of Air Carrier or Commercial Operator Certificates	C	-	-	Any in excess of those required by CFR may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS				
2.	Flight Data Recorder (FDR) (Cont'd)			
***	a) FDR Function of Combined Voice and Flight Data Recorder (CVFDR)	A - 0		May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice recorder (CVR) operates normally, b) Airplane is not Dispatched from a Designated Airport as listed in the Operator's MEL, Unless: <ul style="list-style-type: none"> 1) FDR failure occurs after pushback / initial movement, but prior to takeoff, or, 2) Repairs were attempted but were not successful, c) In cases where repair is attempted but not successful, airplane may be Dispatched on a flight or series of flights until next Designated Airport where repair must be accomplished prior to Dispatch, and d) Repairs are made within three flight days.

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31 INDICATING/RECORDING SYSTEMS				
2.	Flight Data Recorder (FDR) (Cont'd)			
1)	FDR Installed for Holders of Air Carrier or Commercial Operator Certificates (Cont'd)			
b)	FDR Recording Parameters Required by CFR	A	-	Up to three (3) Parameters may be inoperative provided: a) Cockpit Voice recorder (CVR) operates normally, and b) Repairs are made within 20 Calendar Days.
c)	FDR Parameters Not Required by CFR	A	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.
2)	FDR Installed for Operators Other Than	C	-	Any in excess of those required by CFR may be inoperative.
	Holders of Air Carrier or Commercial Operator Certificates	A	-	May be inoperative provided repairs are made in accordance with applicable CFRs.

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32 LANDING GEAR							
1.	Nosewheel Steering						Deleted, Revision 3.
2.	Anti-Skid System *** (Includes Annunciator Lights)						
	1) Dry Runways	B	1	0			(O)May be inoperative provided operations are conducted in accordance with the Performance Data contained in the AFM.
	2) Wet Runways (No Standing Water Present in Areas of Takeoff Ground Roll, No Snow, No Icy Runway Conditions)	B	1	0			(O)May be inoperative provided: a) Operations are limited to PFCO or Grooved Runways, b) Thrust Reverse operates normally, c) Acceptable Performance Data from an Analysis of the Accelerate-Stop Capability on Wet Runway Surfaces is developed and used, d) Cross wind component for departure is 15 knots or less, and arrival runways is forecast to be 15 knots or less, e) Acceptable Performance Data Report is referenced in the Operator's Minimum Equipment List (MEL) by Report Name, Number, Revision Number, and Acceptance Date, f) Performance Data Report assumes that reverse thrust action is terminated at 60 knots, and g) Wet runway landing operations are conducted in accordance with available landing performance data in the AFM.

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			3. NUMBER REQUIRED FOR DISPATCH		
33 LIGHTS					
1.	Landing Lights	C	2	1	
		C	2	0	May be inoperative for day operations.
2.	Anti-Collision Light System	B	-	0	May be inoperative for day operations.
3.	Position Light System	C	1	0	May be inoperative for day operations.
4.	Wing Illumination Lights	C	2	0	May be inoperative for day operations.
		C	2	0	May be inoperative for night operations provided airplane is not operated in known or forecast icing conditions.
5.	Passenger Notice System (Lighted "NO SMOKING" / "FASTEN SEAT BELT" Signs)	C	-	-	(M)May be inoperative provided: a) Passenger Seat(s) and/or Lavatory from which Lighted Passenger Notice Sign is not readily legible is not occupied, and b) Associated Passenger Seat(s) and/or Lavatory is/are Blocked, and Placarded, "DO NOT OCCUPY." NOTE: These provisions are not intended to prohibit Lavatory use or inspection by crewmembers.
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33 LIGHTS				
5.	Passenger Notice System (Lighted "NO SMOKING" / "FASTEN SEAT BELT" Signs) (Cont'd)	C -	-	(O)May be inoperative, and associated Seat(s) and/or Lavatory occupied, provided: a) Passenger Address (PA) System operates normally, and b) PA is used to advise Passengers when Lighted Passenger Notice Sign(s) are placed ON, or OFF.
1)	All-Cargo Operations	C -	-	(O)May be inoperative provided procedures are established and used to advise occupants that Lighted Passenger Notice Sign(s) are placed ON, or OFF.

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			-	-	
33 LIGHTS			3. NUMBER REQUIRED FOR DISPATCH		
6.	Cockpit / Flight Deck / Flight Compartment and Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided: <ul style="list-style-type: none"> a) Remaining Lighting System Lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System Lights are positioned so that direct rays are shielded from flight crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to the flight crew. NOTE 1: Individual Button / Switch Lights and/or Annunciators / Indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental Lights, cracked or missing Filters.
7.	Taxi Light	C	-	0	
8.	Interior Emergency Lighting System				
	1) Cargo Only Configuration	C	1	0	May be inoperative for day operations unless carriage of cargo requires persons to be in attendance.
9.	Cabin Dome Lights	C	6	-	May be inoperative provided sufficient lighting is available for crewmembers to perform their duties.

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			3. NUMBER REQUIRED FOR DISPATCH		
33 LIGHTS					
10.	Rear Entry Light (Ramp)	C	1	0	May be inoperative provided: a) Ramp Loading Light operates normally, and b) Sufficient lighting is available from Cabin Dome Lights to permit safe loading.
11.	Ramp Loading Light	C	1	0	May be inoperative provided Rear Entry Light (Ramp) operates normally.

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				3. NUMBER REQUIRED FOR DISPATCH		
34 NAVIGATION						
1.	Rate of Climb Indicator	B	2	1	One may be inoperative for day VMC operations only.	
2.	Turn and Slip Indicators					
	1) Rate-of-Turn Indicators	B	2	0	May be inoperative provided Standby Attitude Indicator operates normally.	
3.	Weather Radar					
	1) System Not Part of a Predictive Windshear Detection and Avoidance System (PWS)	C	-	-	As required by CFR.	
	2) System Which Is Part of a Predictive Windshear Detection and Avoidance System (PWS)	B	1	-	(O)May be inoperative provided: a) Predictive Windshear Detection and Avoidance System (PWS) is considered inoperative, b) TAWS Terrain Displays are considered inoperative, and c) Alternate procedures are established and used.	
4.	VHF Navigation System (VOR/ILS)	C	-	-	As required by CFR	
5.	ADF System	C	-	-	As required by CFR	
6.	Marker Beacon System(s)	C	-	-	May be inoperative provided approach minimums do not require its use.	

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			-	0	
			3. NUMBER REQUIRED FOR DISPATCH		
34 NAVIGATION					
7.	ATC Transponder(s) and Automatic Altitude Reporting System(s)	B	-	0	May be inoperative provided: a) If ATC Transponder(s) are Mode-S Unit(s), TCAS is considered inoperative, is not used, and TCAS Mode Selector Switch remains in STBY / OFF, b) Operations do not require its use, and c) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight NOTE: TCAS requires a normally- operating Modes-S Transponder.
		D	-	1	Any in excess of those required by CFR may be inoperative.
***	1) Elemental and Enhanced Downlink Aircraft Reportable Parameters not Required by CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance check.
***	2) ADS-B Squitter Transmissions	D	-	0	May be inoperative provided operations do not require their use.
		C	-	0	(O)May be inoperative provided Alternate Procedures are established and used. NOTE: Any ADS-B Out Functions which operate normally may be used.

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34 NAVIGATION					
8.	Long Range Navigation System(s) (INS/GPS, Etc.)	C	-	-	As required by CFR.
9.	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by CFR.
		B	-	0	May be inoperative provided: a) Operations are conducted in Day-VMC conditions only, and b) Operations are not conducted into known or forecast Over-The-Top conditions.
10.	Non-Stabilized Magnetic (Standby) Compass	B	1	0	May be inoperative provided any combination of three Gyro-Stabilized Compass Systems are installed and operate normally.
		B	1	0	May be inoperative provided: a) Any combination of two Gyro- or IRU-Stabilized Compass Systems are installed and operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC during the enroute phase of flight.
		C	1	0	(O)May be inoperative provided: a) Flight is conducted entirely within areas of Magnetic Unreliability, b) At least two Stabilized Directional Gyro Systems are installed and operate normally, and c) Flight is conducted in accordance with Approved Free Gyro Navigation Procedures.

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			3.	NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
11.	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by CFR may be inoperative.
12.	Altitude Alerting System(s)	C	-	0	May be inoperative provided enroute operations, i.e., RVSM, do not require its use.
13.	Radio Magnetic Indicators) (RMIs)	C	2	1	
14.	Radio Altimeter	A	1	0	(M)May be inoperative provided: a) Radio Altimeter is deactivated, b) Applicable MEL dispatch deviations for an inoperative TAWS/GPWS are observed, c) Applicable MEL dispatch deviations for inoperative TCAS are observed, d) Applicable MEL dispatch deviations for inoperative Reactive Windshear Warning and Flight Guidance System (RWS), and/or Predictive Windshear Detection and Avoidance System (PWS) are observed, e) Approach procedures, and/or operating procedures do not require its use, and f) Repairs are made within two flight days NOTE: An inoperative Radio Altimeter renders GPWS/TAWS, TCAS, and, if installed, RWS/PWS inoperative.

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34 NAVIGATION						
15.	Class A TAWS Equipment					
	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.	
	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 Mode(s)	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 Callouts are not required by CFR, and b) Alternate Procedures are established and used.	

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34 NAVIGATION						
15.	Class A TAWS Equipment (Cont'd)					
	1) GPWS (Cont'd)					
***	e) Windshear Mode (Reactive)	B	1	0	(O)May be inoperative provided Alternate Procedures are established and used.	
		C	1	0	(O)May be inoperative provided: a) Alternate Procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) is installed and operates normally.	
	2) Terrain System Forward Looking Terrain Avoidance (FTLA) 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		

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34 NAVIGATION							
15.	Class A TAWS Equipment (Cont'd)						
	1) GPWS (Cont'd)						
***	4) Runway Awareness & Advisory System (RAAS)	C	1	0			
16.	Microwave Landing System (MLS)	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.
16.	Marker Beacon System						Duplicate Item Deleted Revision 3. (See Item 34-6, above.)
17.	OAT Function (EMIS)(Turbo Caribou)	C	1	0			May be inoperative provided analog OAT Indicator operates normally.
18.	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0			(M)May be inoperative provided: a) System is deactivated and secured, and b) Enroute and/or approach procedures do not require its use.
		C	-	0			(M)May be inoperative provided: a) CFRs do not require its use, b) System is deactivated and secured, and c) Enroute and/or approach procedures do not require its use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
35 OXYGEN					
1.	Passenger Oxygen System	B	1	0	(M)(O)May be inoperative provided: a) System is deactivated, and b) Flight is conducted in an Accepted unpressurized configuration.
2.	Portable Oxygen Dispensing Units				Any in excess of those required by CFR may be inoperative provided: a) Inoperative Unit(s) is/are removed from the aircraft, and b) Required distribution of operative Units is maintained.
3.	Crewmember Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by CFR may be inoperative or removed provided: a) Required distribution of operative PBEs is maintained, and b) Location Placards of inoperative PBE(s) is/are removed.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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 a System which operates normally may be used.
		C	-	-		(M)May be inoperative provided: a) System is drained, and b) Procedures are established and used to ensure that inoperative System(s) is/are 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(s) components are verified not to have leaks. NOTE: Any portion of a System which operates normally may be used
		C	-	-		(M)May be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Affected Lavatory Door is secured closed, and Placarded, "INOPERATIVE - DO NOT ENTER." NOTE: These provisions are not intended to prohibit inspections by crewmembers.

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			3. NUMBER REQUIRED FOR DISPATCH		
52 DOORS					
1.	External Door Indication System (DOOR UNLOCK Warning Light)	B	1	0	(M)May be inoperative provided: a) All Doors are verified closed and locked, before each departure, and b) All inward-opening Doors are verified closed and locked by pushing inward against the affected Door(s).
2.	Enhanced Flight Deck Security Door (Passenger and Combi Airplanes with Decompression Function Dependent on Primary Locking System)				
***	1) Flight Deck Security Door Primary Locking System (CFR 25.795 Compliant)	A	1	-	(M)(O)May be inoperative provided: a) Primary Locking System is deactivated, b) Secondary Locking System operates normally and is used to lock the Door, c) Alternate Procedures are established and used for locking and unlocking the Door using the Secondary Locking System, d) Repairs are made within two flight days.
***	2) Enhanced Flight Deck Security Door Secondary Locking System (CFR 25.795 Compliant)	C	1	0	May be inoperative provided Primary Locking System operates normally.

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52 DOORS							
3.	Enhanced Flight Deck Security Door (Passenger and Combi Airplanes with Decompression Function Independent of Primary Locking System)						
***	1) Flight Deck Primary Locking System (CFR 25.795 Compliant)	C	1	0	(M)(O)May be inoperative provided:		
					a) Primary Locking System is deactivated,		
					b) Secondary Locking System operates normally and is used to lock the Door, and		
					c) Alternate Procedures are established and used for locking and unlocking the Door using the Secondary Locking System.		
***	2) Enhanced Flight Deck Security Door Secondary Locking System (CFR 25.795 Compliant)	C	1	0	May be inoperative provided Primary Locking System operates normally.		
***	3) Flight Deck Door Decompression Panel Decompression Function(s) (CFR 25.795 Compliant)	A	-	0	May be inoperative provided:		
					a) Panels remain in the Latched Position, and		
					b) Repairs are made within two flight days.		

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						3. NUMBER REQUIRED FOR DISPATCH
61 PROPELLERS						
1.	Reversing Systems (Standard Caribou)	C	2	0	(M)May be inoperative provided Reversing System is deactivated NOTE: Pulling and collaring a CB(s) is not considered sufficient as a stand-alone deactivation procedure.	
2.	Reverse Pitch Indicators (Standard Caribou Only)	C	2	0	Deleted, Revision 3.	
3.	Auto-Feathering System (Standard Caribou)	A	1	0	(M)(O)May be inoperative provided: a) System is deactivated, b) Manual Feathering System is verified to operate normally before each departure, c) Alternate Emergency Procedures for Engine Failure are established and used, d) Applicable AFM Limitations, Procedures and Performance for inoperative Auto Feather are observed, and e) Repairs are made within one flight day.	
4.	Synchronizer System (Turbo Caribou)	C	1	0		

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			2.	3. NUMBER REQUIRED FOR DISPATCH	
73 ENGINE FUEL & CONTROL					
1.	Fuel Pressure Indications (Standard Caribou)	B	2	1	One may be inoperative provided associated Fuel Pressure Warning Light operates normally.
2.	Fuel Pressure Warning Lights (Standard Caribou)	B	2	1	One may be inoperative provided associated Fuel Pressure Indication operates normally.

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77 ENGINE INDICATING				
1.	Cylinder Head Temperature Indicator			Deleted, Rev. 2.
2.	Engine Digital Indications	C -	-	Digital portion of Indicators may be inoperative provided Analog portion operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
79 ENGINE OIL					
1.	Oil Dilution Systems (Standard Caribou)	C	2	0	
2.	Oil Pressure Pressure Warning Lights (Turbo Caribou Only)	B	2	1	One may be inoperative provided: a) Associate Analog Oil Pressure Indication operates normally, and b) Alternate Abnormal and/or Emergency Procedures are established and used.