

DHC7R14A.txt

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

Revision: 14 a
Date: 06/17/1999

MASTER MINIMUM EQUIPMENT LIST

DE HAVILLAND DHC-7

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MASTER MINIMUM EQUIPMENT LIST
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Log of Revisions

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9	04/13/1990	ALL PAGES	
10	11/05/1990	HIGHLIGHTS OF REV.	
10	11/05/1990	21-4, 23-3, 24-3, 25-1, 25-2	
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11	06/05/1991	HIGHLIGHTS OF REV.	
11	06/05/1991	23-3, 31-1, 34-4, 34-5, 34-6	
12	03/24/1992	HIGHLIGHTS OF REV.	
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12	03/24/1992	25-2, 25-3, 25-4, 33-3, 33-4	
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13	07/15/1992	HIGHLIGHTS OF REV.	

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13	07/15/1992	21-4, 24-1, 24-2, 25-3, 26-1
13	07/15/1992	27-1, 28-1, 28-2, 33-1, 33-2
13	07/15/1992	33-5, 34-4, 52-1, 79-1
14	06/16/1994	HIGHLIGHTS OF REV. , DEFINITIONS
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	IX	6	01/31/1995
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Highlights of Change

EFFECTIVE ABOVE DATE, the deHavilland DHC-7 Master Minimum Equipment List has been revised. Please replace revised pages of previous lists with revision 14a for a complete and up-to-date MMEL.

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

27. FLIGHT CONTROLS

Item 5. Flap Position Indicator.

Item 5 was deleted from a previous revision due to AEG policy of denying relief for an item that would require a Flightdeck crewmember to leave their seat during a critical phase of flight. The new proviso will provide for another crewmember to verify the flap position.

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Definitions

1. System Definitions.

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.
- 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

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Certi fi cate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

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.

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

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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 provisions.

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).

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

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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.

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

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record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message,

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do not affect dispatch and do not require action other than as addressed within an operators standard maintenance program.

b. DOUGLAS (MD-11)

Some Douglas aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS).

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-320/319/321, A-330, A-340)

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Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-320/319/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that affects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-320/319/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-320/319/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant, however for any MAINTENANCE status (Class II) message, the A-320/319/321 MEL must be verified for dispatch capability. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

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Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

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

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determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft

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maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

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Preamble
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

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Preamble
(Effective 6/14/89)

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

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

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

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

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

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

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21	AIR CONDITIONING		4. REMARKS OR EXCEPTIONS

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1.	Air Conditioning Packs				
	1) (With Mod 7/1493 installed)	C	2	1	(0)One may be inoperative provided Emergency Ram Air System operates normally.
2.	Nacelle Flow Control Valves	C	4	2	(M)(0)One may be inoperative on each side provided: a) Both air conditioning packs operate normally, b) Inoperative valves are deactivated closed, and c) Operations are conducted in compliance with AFM.
3.	BLEED AIR Caution Light	B	1	0	(0)May be inoperative provided: a) Engine Bleed switches are verified either OFF or LOW, and b) Operations comply with AFM.
4.	Cabin Pressure Control				
	1) Automatic	C	1	0	(0)May be inoperative provided manual control operates normally.
	2) Manual	C	1	0	May be inoperative provided automatic control operates normally.
	3) Automatic and Manual	C	2	0	May be inoperative provided flight is conducted in an unpressurized configuration.

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21	AIR CONDITIONING				
5.	Rear Outflow	C	2	1	(0)One may be inoperative provided

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Val ves					Flight is conducted in an unpressurized configuration.
6.	Differenti al Pressure Indi cator	C	1	0	(0)May be i noperati ve provi ded: a) Cabin alti tude indi cator operates normally, and b) A chart is provi ded to convert cabin alti tude to cabin di fferenti al pressure. OR c) Flight is conducted in an unpressurized confi gurati on.
7.	Cabi n Al ti tude Indi cator	C	1	0	(0)May be i noperati ve provi ded: a) Cabin di fferenti al pressure indi cator operates normally, and b) A chart is provi ded to convert cabin di fferenti al pressure to cabin alti tude. OR c) Flight is conducted in an unpressurized confi gurati on.
8.	Cabi n Rate of Cl imb Indi cator	C	1	0	May be i noperati ve provi ded: a) All other instruments and functions of the pressuri zati on system operate normally. OR b) Flight is conducted in an unpressurized confi gurati on.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITI ONI NG				
9.	CABI N PRESS Cauti on Li ght	C	1	0	May be i noperati ve provi ded flight remains at or below 10,000 ft. MSL.

10.	Flight Compartment Temperature Control				
	1) Automatic	C	1	0	May be inoperative provided: a) Manual control operates normally, and b) Associated overheat caution lights operate normally.
	2) Manual	C	1	0	May be inoperative provided automatic control operates normally.
11.	Cabin Temperature Control				
	1) Automatic	C	1	0	May be inoperative provided manual control operates normally.
	2) Manual	C	1	0	May be inoperative provided automatic control operates normally.
12.	Temperature Monitoring Indicator	C	1	0	May be inoperative provided: a) Associated overheat caution lights operate normally, and b) Both the Flight Compartment and Cabin Automatic Temperature Control operate normally.
13.	Ground Gasper Fans	C	2	0	

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
21	AIR CONDITIONING				
14.	BLEED HOT Caution Lights	C	4	2	(M)(O)One may be inoperative on each side provided: a) Both air conditioning packs operate normally, b) Associated bleed air valve

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15. Freon Air Conditioning System D

- 0

is deactivated closed, and
 c) Operations are conducted
 in compliance with the AFM.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
		2.	3. NUMBER REQUIRED FOR DISPATCH		
22	AUTO FLIGHT				
1. ***	Autopilot System	C	1	0	NOTE: Any mode which functions normally may be used. (0)One control wheel disengage switch may be inoperative provided:
2.	Yaw Damper System	C	1	0	
3.	Control Wheel Autopilot/Yaw Damper	C	2	1	

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2. Passenger Address System				c) A spare operable headset is available.
1) Passenger Configuration	B	1	0	(0) May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Flight Deck-Cabin Interphone function (two-way) operates normally.
2) Cargo Configuration	D	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
23	COMMUNICATIONS				
3.	Cabin/Service Interphone System				
	1) Flight Deck to Cabin/Cabin to Flight Deck	C	1	0	(0) May be inoperative provided: a) Procedures do not require its use. OR b) PA system operates normally, and c) Alternate, normal and emergency procedures are established and used.
		C	1	0	

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2) Crew Call System	C	1	0	Both visual and aural signals may be inoperative in the cabin, provided PA system operates normally from the flight deck.
3) Flight Deck ATTEND' T Annunciator Light	C	1	0	
4. Communication Systems (HF, VHF, UHF)	D	-	-	Any in excess of those required by FAR may be inoperative.
1) VHF Communication Frequency Selectors	A	-	3	(M)(0)One may be inoperative provided: a) Remaining Selector on affected control panel operates normally, and b) Repairs are made within two flight days.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS			
5.	Static Dischargers	C 16	12	A maximum of four may be missing provided not more than one is missing from each sitting group.
6.	Flight Deck Interphone System			
1)	Flight Deck to Ground	C 1	0	(0)May be inoperative provided: a) Procedures do not require its use. OR b) Alternate procedures are established and used.
		C 1	0	
7.	Cockpit Voice	A 1	0	May be inoperative provided:

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Recorder System (CVR)				a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days
8. Headsets/ Microphones	C	-	-	Any in excess of those required for flight deck crewmembers (including official observer in observer's seat) may be inoperative.
9. Microphones				Incorporated into 23-8, REV. 12.
10. Audio Panels				DELETED REV. 14.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS			
11.	Boom Microphones			
	1) Input To Cockpit Voice Recorder Required	A -	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
***	2) Input To Cockpit Voice Recorder Not Required	C -	0	
12.	Selective Calling System (SELCAL or CALSEL)	C 1	0	May be inoperative provided: a) Alternate procedures are established and used. OR

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13. ACARS System	D			b) Procedures do not require its use.
	C	1	0	May be inoperative provided: a) Alternate procedures are established and used.
1) ACARS Printer	D			b) Procedures do not require its use.
	C	1	0	May be inoperative provided: a) Alternate procedures are established and used.
	D			b) 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		
24	ELECTRICAL POWER				
1.	AC Generator System (Generator & Related GCU)	C	4	3	(M)One may be inoperative provided: a) Cause of malfunction is determined, and b) Appropriate action is taken to assure that no hazard exists.
		B	4	2	(M)(O)Two may be inoperative provided: a) Cause of malfunction is determined, b) Appropriate action is taken to assure that no hazard exists, c) Airplane is not operated in known or forecast icing conditions, d) Dispatching does not require fuel transfer, and e) Dispatch does not require

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2.	AC GEN Caution Lights	C	4	3	<p>use of water methanol system.</p> <p>(M)(0)One may be inoperative provided:</p> <p>a) All generators are verified to operate normally, and</p> <p>b) Generators are monitored throughout flight.</p> <p>(Continued)</p>
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
2.	AC GEN Caution Lights (Cont'd)	B	4	2	<p>(M)(0)Two may be inoperative provided:</p> <p>a) All generators are verified to operate normally, and are monitored throughout flight,</p> <p>b) Airplane is not operated in known or forecast icing conditions,</p> <p>c) Dispatching does not require fuel transfer, and</p> <p>d) Dispatching does not require use of water methanol system.</p>
3.	AC GEN HOT Caution Lights	C	4	3	<p>(M)One may be inoperative provided associated generator is removed and secured by an acceptable procedure.</p>
		B	4	2	<p>(M)(0)Two may be inoperative provided:</p> <p>a) Associated generators are removed and secured by an</p>

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- acceptable procedure,
- b) Airplane is not operated in known or forecast icing conditions,
- c) Dispatching does not require fuel transfer, and
- d) Dispatching does not require use of water methanol system.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
24	ELECTRICAL POWER				
3.	AC GEN HOT Caution Lights (Cont'd)				
1)	With Mod 7/2097 Installed	A	4	3	(M)(0)One may be inoperative provided: <ul style="list-style-type: none"> a) Inoperative caution light is caused by associated bearing wear indicator, b) Associated AC generator is verified OFF, and c) Operations are limited to not more than one flight day.
4.	Static Inverters	B	3	2	(M)One may be inoperative provided the inoperative inverter is deactivated.
5.	Inverter Caution Lights	C	3	2	(M)One may be inoperative provided associated inverter is verified to operate normally.

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6.	DC Voltmeter				Deleted REV. 9.
7.	DC Starter-Generator Control System	C	4	3	(M)One generator control system may be inoperative in generator mode only provided: a) Failed generator is verified OFF, b) Load shedding procedures are used, c) Associated DC Generator Caution light is deactivated, and d) Freon Air Conditioning system is verified OFF.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
24	ELECTRICAL POWER				
8.	Batteries	C	-	2	(M)May be inoperative provided one normal battery is connected to the left main bus, and another of the same capacity is connected to the right main bus.
9.	Battery Temperature Monitor System (Indicator & Caution Lights)	C	-	2	(M)May be inoperative provided: a) One system operates normally for each operating battery, and b) Batteries with inoperative monitor systems are disconnected.
10.	AC External Power System	C	1	0	
11.	DC External Power System	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		2. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS					
1.	Crewmember Shoulder Harness (Flight Deck)					DELETED REV. 14.
2.	Emergency Locator Transmitter (ELT)	C	-	-		As required by FAR.
***	Excess Items	D	-	0		
3.	Passenger Seats					
	1) Seat Backs	C	-	-		(M)May be inoperative secured in the upright position.
		C	-	-		(M)May be inoperative in other than the upright position provided: a) Does not block an Emergency Exit, b) Does not restrict any passenger from access to the main aircraft aisle, and c) The associated seat(s) 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: Inoperative seats do not affect the required number of Flight Attendants.

4.	"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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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
5.	Pilot's Seat Adjustment				
	1) Vertical Mode	C	2	0	(M)Vertical mode adjustment may be inoperative provided: a) Seat is secured at the individual crewmembers requirements, and b) Fore-aft adjustment operates normally.
6.	Flight Attendant Seat Assembly (Single or Dual Position)	C	-	-	(M)(0)One single or one dual position seat may be inoperative provided: a) Affected seat position(s) is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies the passenger seat(s) most accessible to his or her assigned exit, c) Alternate procedures are established for displaced flight attendant(s), d) Folding type seat is stowed or secured in the retracted position, and e) Passenger seat(s) assigned to flight attendant(s) is placarded "FOR FLIGHT

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ATTENDANT USE ONLY".

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

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS			
6.	Flight Attendant Seat Assembly (Single or Dual Positions) (Cont'd)			NOTE 2: A seat position with an inoperative or missing lap belt is considered inoperative. NOTE 3: The above provisos apply only to required flight attendant seats. Seat positions in excess of those required may be inoperative provided they are properly stowed or secured in the retracted position. 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 FAR are met.
7.	Passenger Convenience Items	-	-	Passenger convenience items, as expressed in this MMEL, are those 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

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included. (M) and (O) procedures may be required and included in the air carrier's appropriate document.

NOTE: Lavatory door ash tray is not considered a passenger convenience item.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
8.	Forward Observer Seat (Including Associated Equipment)	A	1	0	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) Operations are limited to not more than two flight days before repairs are made.
1)	Forward Observer's Audio Selector Panel	A	1	0	May be inoperative provided: a) Occupant of seat is not required to perform official duties, b) An FAA Inspector may, after being briefed on the nature of the discrepancy, elect to utilize the seat, c) Alternate communications procedures are established and used, and d) Operations are limited to not more than two flight days before repair is made.
9.	Megaphones	D	-	0	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin, and b) Required distribution is maintained.

1) Cargo
Operati ons

D - 0

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
10.	First Aid Kits	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.
11.	Cabin Emergency Flashlight Holders/ Flashlights				
	1) Passenger And Mixed Configurations	C	-	-	May be inoperative or missing provided the crewmember assigned to the associated position has a normally operating flashlight readily available.
	2) Cargo Operations	D	-	0	
12.	Overhead Storage Bin Latches	D	-	-	(M)May be inoperative provided: a) Affected storage bin lid(s) is secured closed, b) Affected bin is not used for storage of any items, and c) Affected bin is placarded "INOPERATIVE-DO NOT USE". NOTE: If partitions are not installed, the entire overhead storage compartment is considered to be one bin.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION					
1.	Engine Fire Detection Systems (With Mod 7/1302 installed)	C	8	4		(M)(O)Either Loop A or Loop B may be inoperative on each engine provided short discrimination circuitry is installed and operates normally.
2.	Baggage Compartment Smoke Detectors	C	2	1		
		C	2	0		(O)May be inoperative provided: a) Inner baggage door remains open, b) Compartment contents are properly restrained, and c) Flight attendant is advised of the condition.
		C	2	0		May be inoperative provided only non-combustible materials are carried.
3.	DELETED					Deleted prior to REV. 9.
4.	Fire Extinguisher Thermal and Discharge Discs	C	4	0		(M)May be missing provided indicator readings are checked once each flight day to verify adequate charge.
5.	DELETED					Deleted prior to REV. 9.
6.	DELETED					Deleted prior to REV. 9.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
7.	Fire Warning Bell ***	A	1	0	(0) May be inoperative provided: a) All Fire Warning lights operate normally, and b) Repairs are made within three flight days.
8.	Cargo Compartment Smoke Detectors	C	3	2	
		C	3	0	(0) May be inoperative provided: a) Cargo compartment is occupied and monitored, and b) Flight deck-to-cabin and cabin-to-flight deck interphone system is operating normally.
		C	2	0	May be inoperative provided only non-combustible materials are carried.
		C	2	0	May be inoperative for all passenger configuration.

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

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
26	FIRE PROTECTION				
10.	Lavatory Smoke Detection Systems	C	-	-	(M)For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory fire extinguisher system operates normally. OR b) The lavatory waste receptacle is empty, c) Lavatory door is locked closed and placarded "INOPERATIVE-DO NOT ENTER", and d) Lavatory is not used for any purpose.
		C	-	-	
11.	APU Fire *** Detection System	D	1	0	(M)May be inoperative provided APU is considered inoperative and not used.
12.	APU Fire *** Extinguishing System	D	1	0	(M)May be inoperative provided APU is considered inoperative and not used.

NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.

NOTE 2: A lavatory smoke detection system is not required for all-cargo operations.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
26 FIRE PROTECTION					
13. *** Aft Cargo Compartment (Class C) Smoke Detection System	C	2	1		
	C	2	0		Both may be inoperative provided: a) No combustible cargo is carried in the associated compartment. OR b) Associated compartment remains empty.
	C				
14. *** Aft Cargo Compartment (Class C) Extinguisher System	C	1	0		May be inoperative provided: a) No combustible cargo is carried in the associated compartment. OR b) Associated compartment remains empty.
	C				
15. Portable Fire Extinguishers	D	-	-		(M)Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative fire extinguisher is removed from the passenger compartment, and b) Required distribution is maintained.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
27 FLIGHT CONTROLS					
1.	Aileron Trim Indicator	C	1	0	(O)May be inoperative provided the aileron trim tab is verified neutral before each departure.
2.	Stall Warning Systems	B	2	1	(M)One may be inoperative provided the associated system is deactivated. NOTE: Deactivating a stall warning system will also deactivate the associated speed control indicator.
3.	Rudder Trim Indicator	C	1	0	(M)May be inoperative provided: a) Rudder Trim is verified to have full and free movement and, b) Rudder Trim is verified neutral before each departure.
4.	Trailing Flap System	C	1	0	(M)(O)May be inoperative provided: a) System is secured, and b) Operations are conducted in compliance with the AFM.

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27	FLIGHT CONTROLS				
5.	Flap Position Indicator	B	1	0	(M)(O)May be inoperative provided: a) Flap position markings are legible on inboard nacelles, b) Flaps operate normally through 25 degrees travel, c) Seat row adjacent to Flap Position markings is placarded "DO NOT OCCUPY", d) Proper flap position is visually verified by a qualified person other than a flight deck crewmember, and e) Flaps are limited to 25 degrees maximum.
6.	Spoilers Advisory Lights				
	1) ROLL INBD	C	1	0	(O)May be inoperative provided all PFCS SPOILERS indicators operate normally, and monitored closely.
	2) ROLL OUTBD	C	1	0	(O)May be inoperative provided all PFCS SPOILERS indicators operate normally, and are monitored closely.
	3) GROUND	C	1	0	(M)May be inoperative provided the ground spoiler system is deactivated.
7.	Ground Spoiler System	C	1	0	(O)May be inoperative in the DOWN position provided: a) System is deactivated, and b) Appropriate AFM performance decrements are applied.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
8.	Powered Flight Control System (PFCS) Indicators				
1)	RUDDER (RUD)	B	1	0	(M)May be inoperative provided a visual flight control check is accomplished before each departure.
2)	SPOILERS (LO, LI, RI, RO)	B	4	0	(M)May be inoperative provided: a) ROLL INBD and ROLL OUTBD spoilers advisory lights operate normally, and b) A visual flight control check is accomplished before each departure.
9.	Rudder Hydraulic Pressure Caution Lights (#1 RUD HYD, #2 RUD HYD)	C	2	1	(M)One may be inoperative provided RUD 1 and RUD 2 actuators are verified to operate normally before each departure.
10.	Rudder Pedal Adjustment	C	2	0	(M)May be inoperative provided rudder pedals can be secured in a position which meets individual pilot requirements.
11.	Control Lock	C	1	0	(M)May be inoperative provided: a) An acceptable procedure is established and used to verify Control Lock is secured in the unlocked position, and b) Procedures are established to restrain control movement on the ground.

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SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
12.	Trailing Flap Actuator Locking System				
1)	With Mod 7/2067 Installed	C	1	0	
13.	Rudder Trim Switch				
1)	Return to Center Spring	B	1	0	(0) May be inoperative provided: a) Rudder Trim Indicator operates normally, and b) Rudder Trim Switch is manually returned to center detent position after each selection of Rudder Trim.

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

28	FUEL				
1.	AC Auxiliary Fuel Pumps	B	4	3	(M)(0)One may be inoperative provided: a) Flight compartment fuel quantity indicators operate normally, and b) Airplane is dispatched so that fuel transfer is not required.
2.	Fuel Quantity Indicators	C	4	3	(M)(0)One may be inoperative provided: a) Fuel quantity in associated tank is verified by an acceptable means, b) All Fuel Flow Meters operate normally, c) Fuel flow is monitored during flight, and d) Fuel consumption is recorded.
3.	Fuel Tank Indication System (Refueling Panel)	C	4	0	(M)May be inoperative provided fuel quantity is verified by an acceptable means at each refueling.
4.	Pressure Refueling System	C	1	0	

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

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5.	TANK FUEL LOW Caution Lights	C	4	3	(0)One may be inoperative provided associated fuel quantity indicator operates normally, and is monitored during flight.
		C	4	0	(0)May be inoperative provided: a) Associated fuel quantity indicator(s) operates normally, b) Airplane is dispatched so as to assure flight completion with a minimum of 700 lb. fuel in related tank(s), and c) Dispatching does not require fuel transfer.
6.	FUEL XFR System 1) Caution Light	A	1	0	(0)May be inoperative provided: a) Dispatching does not require fuel transfer, and b) Repair is made within three flight days.
7.	FUELING ON Caution Light	C	1	0	(M)May be inoperative provided Refuel/Defuel POWER ON light operates normally, and is verified extinguished after each refueling.
8.	ENG FUEL PRESS Caution Lights	B	4	3	(0)One may be inoperative provided: a) Associated Fuel Flow Meter operates normally, and b) Associated auxiliary pump operates normally, is selected ON before departure, and remains ON throughout the flight.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
28 FUEL					
9.	Aux Pump	C	4	0	(M)May be inoperative provided: Page 42

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					quate before each departure, and
					b) Associated ENG HYD PUMP caution lights and pressure indicator(s) operates normally.
3.	System Pressure Indicators	C	2	0	(M)(0)May be inoperative provided associated ENG HYD PUMP caution lights and quantity indicator(s) operates normally.
4.	ENG HYD PUMP Caution Lights	C	4	2	(M)(0)One may be inoperative for each hydraulic system provided the associated pressure indicator and associated pump are verified to operate normally before each departure.

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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.	Airframe De-Icing System (Wing, Tail and Engine Intake)	C	1	0	(0)May be inoperative provided airplane is not operated in known or forecast icing conditions.
2.	Elevator Anti-icing System	C	1	0	(0)May be inoperative provided airplane is not operated in known

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3.	Engine Intake Deflectors	C	4	0	or forecast icing conditions. (0)May be inoperative retracted provided airplane is not operated in known or forecast icing conditions, or in visible precipitation with temperatures below +5 degrees C.
4.	Engine Intake Deflector Indicators	C	4	0	(0)May be inoperative deployed provided operations comply with AFM. (0)May be inoperative provided: a) Associated Deflector is verified in proper position before each departure, and b) Operations comply with AFM.
5.	Propeller De-icing Systems	C	4	0	(0)May be inoperative provided airplane is not operated in known or forecast icing conditions.
6.	Windshield Wipers	C	2	0	(0)May be inoperative provided the 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
30	ICE AND RAIN PROTECTION				
7.	Windshield Heating Systems	C	2	0	(0)May be inoperative provided airplane is not operated in known or forecast icing conditions, or in visible precipitation with temperatures below +5 degrees C.
8.	Pitot Static Heater Systems	B	3	2	(0)One may be inoperative provided airplane is not operated in known or forecast icing conditions.

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9.	Wing Deicer Boot Advisory Lights	C	8	0	(O)May be inoperative provided: a) Boot operation is visually monitored when in use, and b) Appropriate wing inspection light(s) operates normally for night operations.
10.	Tail Deicer Boot Advisory Lights	C	4	0	(O)May be inoperative provided airplane is not operated in known or forecast icing conditions.
11.	DE-ICE PRESS Indicator	C	1	0	May be inoperative provided wing and tail deicer boot advisory lights operate normally.
12.	Engine PX-PY Heaters	C	4	0	(O)May be inoperative provided airplane is not operated in known or forecast icing conditions.
13.	Pitot Heat Caution Light	B	1	0	(M)May be inoperative provided: a) Both heaters are verified to operate normally before each departure, and b) Airplane is not operated in known or forecast icing conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
31	INDICATING/RECORDING SYSTEMS				
1.	Flight Data Recorder (FDR)	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within three flight days.
2.	Clocks	C	2	1	One may be inoperative at either the pilot's or co-pilot's station.

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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.	Anti -Skid System	C	1	0	(0)May be inoperative provided: a) Operations are limited to dry hard surfaced runways, c) Operations are conducted in compliance with the AFM, and d) Anti -Skid system remains OFF.
2.	Parking Brake Pressure Indicators	C	2	1	(0)Either the flight deck indicator or the nacelle mounted indicator may be inoperative provided brake pressure is verified adequate for the associated system before engine start.

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3.	Nose Wheel Steering System	C	1	0	(0)May be inoperative provided operations comply with AFM.
4.	Tail Bumper	C	1	0	(0)May be inoperative extended.
5.	Nose Wheel Door Hydraulic Closing System	C	1	0	May be inoperative provided: a) Mechanical function of door operates normally, and b) Airplane is not operated where the possibility of ice accretion in the nose gear bay exists.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33	LIGHTS				
1.	Flight Deck and Instrument Panel Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all instruments and switches, b) Positioned so that direct rays are shielded from flight crewmember's eyes, c) Of controllable intensity, unless it is proven that this feature is unnecessary, and d) Lighting configuration at dispatch is acceptable to the flight crew.
2.	Cabin Interior	C	-	-	Individual lights may be inopera-

Normal Lighting System

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tive provided remaining lighting is sufficient for cabin attendants to perform their duties.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.		2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
33	LIGHTS					
3.	Passenger Notice System ("No Smoking/Fasten Seat Belt/Return to Cabin") Signs	C	-	-		(M)(0)No passenger, cabin attendant seat or lavatory may be occupied from which a "No Smoking/Fasten Seat Belt/Return to Cabin" sign is not readily legible or that seat or lavatory must be blocked and placarded - "DO NOT OCCUPY"
		C	-	-		(0)If one or more "No Smoking/Fasten Seat Belt" signs are inoperative, the affected passenger seat(s) or cabin attendant seat(s) may be occupied provided: a) Passenger Address System is operating normally and can be clearly heard throughout the cabin during flight, and b) An acceptable procedure is used to notify passengers when seat belts must be

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				fastened and smoking is prohibited.
1) All Cargo Operations	D	-	0	
4. Landing Lights	C	4	3	
	C	4	2	Two may be inoperative provided the taxi light operates normally.
	C	4	0	May be inoperative for day operations.
5. Taxi Light	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
33	LIGHTS				
6.	Wing Inspection Lights	C	-	0	May be inoperative for night operations provided: a) A portable light/lamp of adequate capacity is available for use in icing conditions. OR b) The airplane is not flown in known or forecast icing conditions.
		C	-	0	May be inoperative for day operations.
		C	-	0	May be inoperative for day operations.
7.	Position Lights	C	-	0	May be inoperative for day operations.
		C	-	3	For night operations, all except the following minimum may be inoperative: a) One stationary red wing tip light,

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- b) One stationary green wing tip light, and
- c) One stationary white light at base of tail.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33 LIGHTS					
8.	Anti-Collision Light System				
*** 1)	Lower Beacon and Upper Strobe (White)	C	1	0	May be inoperative for day operations.
*** 2)	Lower Beacon and Upper Strobe (Red S00 7105)	C	1	0	(0)May be inoperative for day operations provided adequate precautions are taken to clear area before engine start, and while engines are running.
*** 3)	Wingtip and Horizontal Stabilizer System (White S00 7035/CSI 78196)	C	1	0	May be inoperative for day operations.
		C	1	0	Wingtip strobe lights may be inoperative provided: a) Upper white (horizontal stabilizer) operates normally, and

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				b) Lower (belly) light operates normally.	
	C	1	0	Lower white (belly) light may be inoperative provided: a) Both wingtip strobe lights operate normally, and b) Upper white (horizontal stabilizer) strobe light operates normally.	
*** 4)	Wingtip and Tailcone System (White S00 7060)	C	1	0	May be inoperative for day operations.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33	LIGHTS				
9.	Ramp Light System (Red) Anti Collision Light	C	1	0	(0)May be inoperative provided adequate precautions are taken to clear area before engine start, and while engines are running.
10.	DELETED				Deleted Prior to REV. 9.
11.	Exterior Emergency Lighting System	B	1	0	May be inoperative for day operations.
12.	Master Caution Light				DELETED REV. 14.
13.	Caution and Advisory Lights				
	1) DIM Function	C	1	0	May be inoperative for day operations.
14.	Logo Lights	D	2	0	

15.	Floor Proximity Emergency Escape Path Marking System	C	1	1	Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with:

(Continued)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
15.	Floor Proximity Emergency Escape Path Marking System (Cont' d)				
		C			a) FAA engineering approval letter. OR b) FAA approved report of the Type Design holder. OR c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC). OR d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.
		C			
		C			

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
1.	Airspeed Indicators				Deleted REV. 9.
2.	Inertial Vertical Speed Indicators (IVSI)	C	2	1	Copilot's may be inoperative for day VMC only.
3.	Overspeed Warning System	A	1	0	(0)May be inoperative provided: a) Airplane remains at least 15 KIAS below Vmo, and b) Repairs are made within three flight days.
4.	Outside Air Temperature Indication System	C	1	0	May be inoperative provided an alternate air temperature indicator (SAT, RAT, TAT) operates normally.
5.	Altimeters				DELETED REV. 14.
6.	Directional Gyro Compass Systems	B	-	1	One may be inoperative provided at least one independent compass heading indication is available on each pilot's instrument panel.
7.	Attitude Director (ADI) Systems				Deleted REV. 9.
8.	Reserved				

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
9.	Non-Stabilized Magnetic (Standby) Compass	B	1	0	May be inoperative provided any combination of three gyro stabilized compass systems operate normally.
		B	1	0	May be inoperative provided: a) Any combination of two gyro 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 flight phase.
		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 are installed, operative, and used in conjunction with approved free gyro navigation techniques.
10.	Turn and Slip Indicators				
	1) Turn indicator	C	2	0	May be inoperative provided Standby Horizon indicator operates normally.
	2) Slip Indicator/	C	-	2	May be inoperative provided one at

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each pilot station operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
11.	Flight Director Systems	C	2	0	May be inoperative provided approach minimums do not require their use.
12.	VHF Navigation Systems (VOR/ILS)	D	-	-	Any in excess of those required by FAR may be inoperative.
	1) VHF Navigation Frequency Selectors	A	-	3	(M)(0)One may be inoperative provided: a) Remaining Selector on affected control panel operates normally, and b) Repairs are made within two flight days.
13.	Marker Beacon System	C	-	-	May be inoperative provided approach minimums do not require its use.
14.	Distance Measuring Equipment (DME)	C	-	-	As required by FAR.
15.	ATC Transponder/Automatic Altitude Reporting Systems	C	-	-	As required by FAR.
16.	Weather Radar	C	1	0	As required by FAR.
	1) Stabilization Function	B	1	0	(M)May be inoperative provided: a) Antenna sweep is verified parallel to aircraft lateral axis, and b) Antenna tilt operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
17.	Ground Proximity Warning System (GPWS)				
1)	Terrain Avoidance (Modes 1-4)	A	-	0	(0) May be inoperative provided: a) Alternate procedures are established and used, and b) Operations are limited to not more than two flight days before repair is made.
2)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Operations are limited to not more than two flight days before repair is made.
3)	Glideslope Deviation Lights (Mode 5)	B	2	0	
*** 4)	Advisory Callouts (Minimums Warning)	B	-	0	(0) May be inoperative provided alternate procedures are established and used.
*** 5)	Windshear Mode	C	-	0	(0) May be inoperative provided alternate procedures are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
18.	Radio Altimeter Systems	A	-	0	May be inoperative provided: a) Dispatch deviation for GPWS is observed, b) Approach minimums or operating procedures do not require its use, and c) Repairs are made within three flight days.
*** 1)	Second System	D	-	0	Any in excess of the Single System may be inoperative.
19.	Radio Compass (ADF) System	C	-	-	As required by FAR.
20.	Flight Data Recorder (FDR)				MOVED TO CHAPTER 31.
21.	Standby Attitude Indicator				
1)	Required by FAR.	B	1	0	May be inoperative for day VMC flight only.
*** 2)	Not Required by FAR.	C	1	0	May be inoperative provided both Turn and Slip Indicators operate normally.
22.	Speed Control Indicators	C	2	0	May be inoperative provided approach minimums and/or operating procedures do not require their use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION				
23. ***	Microwave Landing System (MLS)	C	-	0	May be inoperative provided: a) Alternate procedures are established and used. OR b) Procedures do not require its use.
		D			
24. ***	Area Navigation System	C	-	0	May be inoperative provided: a) Alternate procedures are established and used. OR b) Procedures do not require its use.
		D			
25. ***	Long Range Navigation Systems (INS, LORAN, GPS, etc.)	C	-	0	May be inoperative provided: a) Alternate procedures are established and used. OR b) Procedures do not require its use.
		D			
26. ***	Standby Airspeed Indicator	C	-	0	May be inoperative provided Speed Control Indicators operate normally.
27. ***	Altitude Alerting System	B	-	0	(0) May be inoperative provided autopilot with altitude hold is operable.

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			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
28.	Traffic Collision and Avoidance System (TCAS)	C	-	0	(M)May be inoperative provided the system is deactivated and secured.
*** 1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	C	2	1	(0)May be inoperative on the non-flying pilot's side provided: a) TA and RA elements and audio functions operate normally on the flying pilots side, and b) TA and RA display indications are visible to the non flying pilot.
2)	Resolution Advisory (RA) Display System(s)	C	2	1	(0)One may be inoperative on the non-flying pilot's side.
		C	-	0	(0)May be inoperative provided: a) All Traffic Alert (TA) display elements and voice command audio functions operate normally, and b) TA only mode is selected by the crew.
3)	TA Display System(s)	C	-	0	(0)May be inoperative provided all installed RA display and audio functions operate normally.
29.	Windshear Alerting System	C	-	0	(M)May be inoperative provided alternate procedures are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34	NAVIGATION					
30. ***	Flight Management System (FMS)	C	-	0		(0)May be inoperative provided procedures do not require its use.
*** 1)	GPS Sensor(s) (With UNS-1B installed)	C	-	0		(0)May be inoperative provided procedures do not require their use.
*** 2)	LCS Sensor(s) (With UNS-1B installed)	C	-	0		(0)May be inoperative provided procedures do not require their use.
*** 3)	Inertial Reference (IRS) Sensor(s) (With UNS-1B installed)	C	-	0		(0)May be inoperative provided procedures do not require their use.
*** 4)	Omega/VLF Sensor(s) (With UNS-1B installed)	C	-	0		(0)May be inoperative provided procedures do not require their use.
5)	RRS Sensor(s) (With UNS-1B installed)	C	-	0		(0)May be inoperative provided procedures do not require their 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	-	-	As required by FAR.
2.	Overboard Discharge (Green Disc) Indicator	C	1	0	(M)May be missing provided adequate oxygen quantity is verified before each departure.
3.	Crew Oxygen Quantity Indicator	C	1	0	(M)May be inoperative provided adequate oxygen quantity is verified before each departure.
4.	Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	(M)Any in excess of those required by FAR may be unserviceable or missing provided: <ul style="list-style-type: none"> a) Required distribution of serviceable bottles is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.
5.	Protective Breathing Equipment (PBE) Smoke Hoods	D	-	-	Any in excess of those required by FAR may be inoperative provided: <ul style="list-style-type: none"> a) Inoperative unit is removed from passenger cabin, and b) Required distribution is maintained through the aircraft.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
49 AIRBORNE AUXILIARY POWER					
1. Auxiliary Power Unit ***	D	1	0	0	(M)May be inoperative provided Fuel Valve is verified closed.
2. APU Master Caution ***	D	1	0	0	May be inoperative provided APU is considered inoperative and not used.
3. APU Generator ***	D	1	0	0	
4. APU Bleed Air ***	D	1	0	0	
5. Hour Meter/ Cycle Counter	C	1	0	0	(M)May be inoperative provided alternate procedures are used to accomplish Hour Meter/Cycle Counter function.
	D				OR May be inoperative provided APU is considered inoperative and not used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
1.	Door Indication System	C	1	0	(M)May be inoperative provided the associated door(s) is visually verified closed and locked before each departure.
2.	Cargo Door Warning Light System	C	1	0	(M)May be inoperative provided visual verification confirms: a) Locking pins are properly engaged, b) Door lock retaining handle is flush, and c) Vent door is closed.
3.	Entry Door Inflatable Seal	C	1	0	(M)May be inoperative provided flight is conducted in an unpressurized configuration.
4.	Interior Baggage Compartment Door				
	1) Locking Mechanism	B	1	0	(M)May be inoperative in the UNLOCKED position provided: a) Latch handle is verified to operate normally, b) Only security screened baggage is carried, and c) Cabin Crew is notified of the condition.

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SYSTEM &	1.	2. NUMBER INSTALLED
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SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
61	PROPELLERS				
1.	Synchrophasing System	C	1	0	(M)May be inoperative provided system is deactivated and secured.
2.	Propeller RPM Indicators				
	1) Digital Indication	C	4	0	
3.	DELETED				Deleted prior to REV. 9.
4.	Autofeather System	C	1	0	(O)May be inoperative provided operations comply with AFM.
5.	Flight Idle Gate	C	1	1	(O)Automatic function may be inoperative provided the flight idle gate is operated manually in accordance with AFM provisions.

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

73	ENGINE FUEL & CONTROL				
1.	Fuel Flow Indicators	B	4	3	(0)One may be inoperative provided the associated engine instruments, fuel quantity indicators, and ENG FUEL PRESS caution lights operate normally.

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

1.	Torque Indicators				
	1) Digital Readout	C	4	0	
2.	Ng Indicators	B	4	3	(0)One may be inoperative provided: a) All other engine indicators operate normally, and b) Water/Methanol is not required for dispatch.
3.	DELETED				Deleted prior to REV. 9.
4.	Engine Overtemperature Warning Lights	C	4	3	(0)One may be inoperative provided associated T5 indicator is closely monitored during flight.
5.	Engine Overtorque Warning Lights				DELETED REV. 14.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL			
1.	DELETED			Deleted prior to REV. 9.
2.	DELETED			Deleted prior to REV. 9.

3. Low Oil Pressure Caution Lights	B	4	3	(M)(O)One may be inoperative provided: a) Associated oil pressure and oil temperature indicators operate normally, b) Oil quantity is verified adequate before each departure, and c) Deicing capability of the associated propeller is verified before flight in known or forecast icing conditions.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
82	WATER INJECTION				
1.	Water/Methanol Injection System	C	1	0	(O)LOW and/or HIGH mode(s) may be inoperative provided appropriate AFM decrements are applied.

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