



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

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# Master Minimum Equipment List

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Revision: 12  
Date: 04/13/2012

**SHORTS SD3-30, SD3-60**

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## HIGHLIGHTS of CHANGE

## Revision 12

This is Revision 12 for the Shorts SD3-30, SD3-60 Master Minimum Equipment List (MMEL). A public Flight Operations Evaluation Board (FOEB) meeting was held on January 25, 2012 to consider all operator proposals. As a result of that meeting the following proposals have been adapted to this revision of the MMEL:

- 21-13 Flight Deck Fan
- 24-5 Inverter Systems
- 26-1 Main Cabin Smoke Detectors
- 33-9 Fuselage Anti-Collision Red Strobe Light
- 34-2 Vertical Speed Indicators
- 34-21 Primary Attitude Indicator
- 61-6 Propeller RPM Indicating Systems (Analog Indications)
- 71-1 Reserve Takeoff Power System (RTOP)

All pertinent FAA Policy Letters and Global Changes have been incorporated. For a complete listing of FAA Policy Letters and Global Changes visit Flight Standards Information System (FSIMS) [\[http://fsims.faa.gov/\]](http://fsims.faa.gov/).

Added ATA Chapter 22 (Autoflight) to MMEL.  
Added ATA Chapter 38 (Water/Waste) to MMEL

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## 1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column. Repair interval categories (A, B, C, and D) are listed on right side of column 1. Repair intervals are described in definition 22.
  - 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 MMEL revision.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

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. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.

NOTE: For MEL development, Appendix A may be used to identify the applicable CFRs for MMEL items that use terms such as "As required by FAR or "Any in excess of those required by FAR may be inoperative". Appendix A is a non-inclusive list of CFRs.

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

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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. As used in MMELs, "ER" refers to Extended Operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.
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 (structural) or in the engine(s) (induction).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

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" Deleted, see NEF 30.

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22. Repair Intervals: All users of an MEL approved under 14 CFR 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. 14 CFR 91 MEL users do not need to comply with the repair categories, but shall comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc). The letter designators are inserted adjacent to Column 2.

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL. For time intervals specified in "calendar days" or "flight days," the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (flights, flight legs, cycles, hours, etc), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

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

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.

An operator who has the authorization to use an MEL also has the authority to approve extensions to the maximum repair interval for category B and C items provided the responsible Flight Standards District Office (FSDO) is notified within 24 hours of the MEL extension. The operator is not authorized to extend A and D items in the MEL. Misuse of the MEL extension authority may result in the operators OpSpecs/Mspecs being amended by removing the authority for the operator to use the MEL extension authority and/or use an MEL.

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23. EICAS - 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 (747-400, 747-8, 757, 767, 777, 787)

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

b. BOEING (B-717, MD-10, MD-11)

These 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 (A300-600, A310, A318/319/320/321, A330, A340, A380)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages {WARNING (red), CAUTION (amber)}. On A318/319/320/321, A330 and A340, the ECAM STATUS page also provides MAINTENANCE STATUS messages. Any message that affects airplane dispatch is displayed at the WARNING or CAUTION level. For A318/319/320/321, MAINTENANCE STATUS messages may also affect airplane dispatch. System faults that result only in messages on the Central Maintenance System (CMS) (for A330, A340 and A380) or on the Centralized Fault Display System (CFDS) (for A318/319/320/321) do not affect airplane dispatch and do not require action other than as addressed within the operator's standard maintenance program.

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d. FOKKER (FK-100)

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.

e. CANADAIR (CL-65, CL-604)

Canadair aircraft equipped with Engine Indication and Crew Alerting Systems (EICAS) provide four classes of messages (WARNING, CAUTION, ADVISORY, and STATUS). Any message that affects aircraft dispatch will be at the WARNING, CAUTION, or STATUS level. System conditions that only require maintenance are not visible to the flight crew. These maintenance indications/messages are only activated by maintenance personnel using the Maintenance Diagnostics Computer.

f. EMBRAER (EMB-135/145, ERJ-170/190 Series)

The EMB-135/145 and ERJ-170/190 are equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. The ERJ-170/190 Series add STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

g. GULFSTREAM (G-IV, G-V, GV-SP, GIV-X, G-150 and G-200)

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY, STATUS and MAINTENANCE (cyan or blue). Any WARNING or CAUTION message affects airplane dispatch status and requires that the Airplane Flight Manual or the MEL be used to determine dispatch capability. STATUS messages which indicate a system failure (e.g., FMS 1 fail) require that the Airplane Flight Manual or the MEL be used to determine dispatch capability. MAINTENANCE messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be identified by Maintenance Data Acquisition Unit (MDAU on the G-V) interrogation, Central Maintenance Computer (CMC on the GV-SP/GIV-X) interrogation or by reference to the Airplane Flight Manual.

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Gulfstream mid-cabin airplanes (G-150, G-200) equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY (green), and STATUS (white). The Airplane Flight Manual prohibits take off with any WARNING message displayed. CAUTION, ADVISORY and STATUS messages may affect airplane dispatch status and requires the Airplane Flight Manual or the MEL be used to determine dispatch capability. The airplane may dispatch with CAUTION, ADVISORY and STATUS messages that indicate proper system operation and are not illuminated due to a system failure (i.e. FUEL STBY PUMP ON when the pump is selected ON, GND A/B OUT with LAND selected on the ground, or APU GEN OFF with the switch OFF). MAINTENANCE and MAINTENANCE DATA STATUS messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be retrieved from the Maintenance Diagnostics Computer. In all cases, the Airplane Flight Manual must be referenced and procedures compiled with for the displayed message prior to applying MEL dispatch relief.

h. De-HAVILLAND (DASH 8 SERIES 400)

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit. "Class 1 failures" are failures that prevent continued operation of a specific Line Replacement Unit or channel and are annunciated via advisory messages: caution, warning or advisory lights in the flight compartment. Dispatch with such posted failures are to be in accordance with the MMEL. "Class 2 failures" are failures which do not prevent continued system function. These faults will not be annunciated to the flight crew and the absence of the higher level alert (warning, caution, advisory)

indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault

Isolation Manual (FIM). Class 2 faults will be left to the discretion of the operators when these faults are to be rectified.

24. "Administrative control item" (ACI) means an item listed by the operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required APU cold-soak, or in-flight verification starts. 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

## DEFINITIONS

item may be included on the operator's MEL after the approving office has 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 provides 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 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."

28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original type certification, supplemental type certificate, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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DEFINITIONS

31. As used in MMELs, Heavy Maintenance Visit (HMV) is a scheduled C-check/D-check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.

|                                    |                                    |                               |
|------------------------------------|------------------------------------|-------------------------------|
| U.S. DEPARTMENT OF TRANSPORTATION  |                                    | MASTER MINIMUM EQUIPMENT LIST |
| FEDERAL AVIATION ADMINISTRATION    |                                    |                               |
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| PREAMBLE<br>(Effective 06/14/1989) |                                    |                               |

The following is applicable for authorized certificate holders operating under title 14 Code of Federal regulations (14 CFR) Parts 121, 125, 129, 135: 14 CFR 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 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 considerations. Operators 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 14 CFR 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.

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.

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PREAMBLE

(Effective 06/14/1989)

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 14 CFR. 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 14 CFR. 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

1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

## 21 AIR CONDITIONING

|   |   |   |   |  |
|---|---|---|---|--|
| 1. Air Conditioning System                          | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Both PR/SOVs or HA/SOVs are secured CLOSED or selected CLOSED and monitored utilizing PR/SOV of HA/SOV Indicator, and<br>b) Airplane is operated in accordance with AFM. |
| 2. Air Conditioning Engine Bleed Systems            | C | 2 | 1 | (M)(O) May be inoperative provided associated PR/SOV or HA/SOV is secured CLOSED or selected CLOSED and monitored using PR/SOV or HA/SOV indicator.  |
|   | C | 2 | 0 | May be inoperative provided Air Conditioning System is considered inoperative.   |
| 3. Cabin Automatic Temperature Control System       | C | 1 | 0 | May be inoperative provided Cabin Manual Temperature Control System is operative.  |
| 4. Flight Deck Automatic Temperature Control System | C | 1 | 0 | May be inoperative provided Flight Deck Manual Temperature Control System is operative.  |
| 5. Cabin Manual Temperature Control System          | C | 1 | 0 | May be inoperative provided Cabin Automatic Temperature Control system is operative.   |
| 6. Flight Deck Manual Temperature Control System    | C | 1 | 0 | May be inoperative provided Flight Deck Automatic Temperature Control system is operative.   |
| 7. Cabin Temperature Indicating System              | C | 1 | 0 |  |

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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM   | REPAIR CATEGORY     |   |   |  | 4. REMARKS AND EXCEPTIONS |
|--|---------------------|---|---|--|---------------------------|
|  | 2. NUMBER INSTALLED |   |   | 3. NUMBER REQUIRED FOR DISPATCH  |                           |
|  |                     |   |   |  |                           |
|  |                     |   |   |  |                           |
| 21 AIR CONDITIONING  |                     |   |   |  |                           |
| 8. Ground Air Ventilation Fan System (-30) or Main Fan System (-60)                          | C                   | 1 | 0 |  |                           |
| 9. Pressure Reducing/ Shutoff (PR/SOV) Valves (-30) or Hot Air/Shutoff (HA/SOV) Valves (-60) | C                   | 2 | 0 | (M)(O) May be inoperative provided:<br>a) Affected valve is secured CLOSED or selected CLOSED and monitored using PR/SOV or HA/SOV indicator, and<br>b) Associated Air Conditioning Engine Bleed System is considered inoperative. |                           |
| 10. PR/SOV Indicators (-30) or HA/SOV Indicator (-60)  | C                   | 2 | 0 | (O) May be inoperative provided Air Conditioning System and Air Conditioning Engine Bleed Systems are operative.   |                           |
| 11. Recirculation System (-60)   | C                   | 1 | 0 |  |                           |
| 12. Ground Air system (-60)  | C                   | 1 | 0 |  |                           |
| 13. Flight Deck Fans   | D                   | 2 | 0 |  |                           |
| 14. Gaspers and Gasper Boost Systems   | C                   | - | 0 |  |                           |
| 15. Anti-Fog System  | C                   | 1 | 0 |  |                           |
| 16. Auxiliary Freon Air *** Conditioning System  | D                   | 2 | 0 | (M) May be inoperative provided maintenance procedures are established to secure associated systems.   |                           |

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

|  |   |   |   |   |  |
|--|---|---|---|---|--|
| 22 AUTOFLIGHT  |   |   |   |   |  |
| 1. Autopilot<br>***  | B | 1 | 0 | (M) May be inoperative provided operations do not require its use.  |  |
| 2. Autopilot Disconnect<br>***<br>Functions (Quick Release Controls) | C | 2 | 1 | One may be inoperative provided:<br>a) Autopilot is not used below 1,500 feet AGL, and<br>b) Approach minimums do not require the use of the autopilot. |  |
|  | B | 2 | 0 | May be inoperative provided autopilot is not used.  |  |

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

|  |   |   |   |   |
|--|---|---|---|---|
| 23 COMMUNICATIONS  |   |   |   |   |
| 1. Passenger Address (PA) System                               |   |   |   |   |
| *** 1.) Passenger Configuration                                | B | 1 | 0 | (O) May be inoperative provided:<br>a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and<br>b) Flight attendant alerting system (audio and visual) operates normally.<br><br>NOTE: Any station function(s) that operate normally may be used. |
|  | C | 1 | 0 | (O) May be inoperative provided:<br>a) PA not required by FAR, and<br>b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.<br><br>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 | 1 | 0 | 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.  |
| a) Lavatory Speakers   | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.  |
|  | D | 1 | 0 | May be inoperative provided procedures do not require its use.  |

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

|   |   |   |   |   |  |
|---|---|---|---|---|--|
| 23 COMMUNICATIONS                                       |   |   |   |   |  |
| 2. Flight Deck Interphone Systems                       | C | 2 | 1 | Normal mode may be inoperative provided interphone function is operative with selector switch in FAIL.  |  |
| 3. Crewmember Interphone System(s)                      |   |   |   |   |  |
| 1) Passenger Configuration                              |   |   |   |   |  |
| a) Flight Deck to Cabin, Cabin to Flight Deck Functions | B | - | - | (O) May be inoperative provided:<br>a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of cabin handsets, and<br>b) Alternate communications procedures between the affected flight attendants station(s) are established and used.<br>NOTE: Any station function(s) that operate normally may be used. |  |
| b) Cabin to Cabin Function                              | B | 2 | 0 | (O) May be inoperative provided alternate communications procedures between the affected flight attendants stations are established and used.<br>NOTE: Any station function(s) that operate normally may be used.   |  |
|   | B | - | - | (O) May be inoperative provided:<br>a) Cabin to cabin interphone functions operate normally on at least fifty percent of the cabin handsets, and<br>b) Alternate communications procedures between the affected flight attendants station(s) are established and 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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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | REPAIR CATEGORY                 |   |   |  | 4. REMARKS AND EXCEPTIONS   |
|--|---------------------------------|---|---|--|---|
|  | 2. NUMBER INSTALLED             |   |   |  |   |
|  | 3. NUMBER REQUIRED FOR DISPATCH |   |   |  |   |
|  |                                 |   |   |  |   |
| 23 COMMUNICATIONS                        |                                 |   |   |  |   |
| 4. Flight Deck Communications Speakers   | D                               | 2 | 0 |  | May be inoperative provided an operative headset is provided for each person on cockpit duty.   |
| 5. Communication Systems (VHF, HF, UHF)  | D                               | - | - |  | Any in excess of those required by FAR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures |
| 1.) VHF Comm. Control Panels             |                                 |   |   |  |   |
| a) Frequency Transfer Light              | C                               | - | 0 |  |   |
| b) Frequency Transfer Switch             | C                               | - | 0 |  |   |
| c) Frequency Knob Selector               | C                               | - | 2 |  |   |
| d) Frequency Indication                  | C                               | - | 2 |  |   |

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

|   |   |   |   |  |  |
|---|---|---|---|--|--|
| 23 COMMUNICATIONS                               |   |   |   |  |  |
| 5. Communication Systems (VHF, HF, UHF) (cont.) |   |   |   |  |  |
| 2.) High Frequency (HF) Communications Systems  | D | - | - | Any in excess of those required by FAR may be inoperative.   |  |
|   | C | - | 1 | (O) May be inoperative while conducting operations that require two LRCS provided:<br>a) SATCOM Voice or Data Link operates normally,<br>b) Alternate procedures are established and used,<br>c) SATCOM coverage is available over the intended route of flight, and<br>d) If Inmarsat codes are not available while using SATCOM voice, prior coordination with the appropriate ATS facility is required.<br><br>NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities. |  |
| 6. Cockpit Voice Recorder (CVR) System          | A | 1 | 0 | May be inoperative provided repairs are made within three flight days.   |  |
| *** 1) Independent Power Source                 | C | 1 | 0 |  |  |
| 7. Cockpit Headsets                             | C | - | 2 | Any in excess of those required for flight deck crewmembers may be inoperative.<br><br>NOTE: See ATA 25-8 for Forward Observer Seat Headset.   |  |

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

| 23 COMMUNICATIONS                                 |   |   |   |   |
|---|---|---|---|---|
| 8. Flight Deck Microphones<br>(Boom and Handheld) |   |   |   | Boom Microphones moved to item 23-11<br>and Handheld Microphones moved to<br>item 23-16 in Rev. 11.<br><br>(O) May be inoperative provided:<br>a) PA system is operative, and<br>b) Alternate normal and<br>Emergency procedures are<br>established and used. |
| 9. Chime System                                   | C | 1 | 0 |   |
| 10. Audio Selector Control<br>Panels              | C | - | 2 |   |

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

|  |   |   |   |   |
|--|---|---|---|---|
| 23 COMMUNICATIONS  |   |   |   |   |
| 11. Boom Microphones   |   |   |   |   |
| A. Cockpit Voice Recorder CVR with Flight Data Recorder installed.                                       |   |   |   |   |
| 1) Cockpit Voice Recorder Equipped to record Boom Microphone per FAR 121.359(g) 135.151(d) or 125.227(e) | A | - | 0 | May be inoperative provided:<br>a) Flight data recorder (FDR) operates normally, and<br>b) Repairs are made within three flight days. |
| *** 2) Cockpit Voice Recorder Not equipped to record Boom Microphone                                     | D | - | 0 | Any in excess of those required by FAR may be inoperative.  |
| B. CVR only installed.   |   |   |   |   |
| 1) Cockpit Voice Recorder Equipped to record Boom Microphone per FAR 121.359(g) 135.151(d) or 125.227(e) | A | - | 0 | May be inoperative provided repairs are made within three flight days.  |
| *** 2) Cockpit Voice Recorder Not equipped to record Boom Microphone                                     | D | - | 0 | Any in excess of those required by FAR may be inoperative.  |
| 12. Selective Call System<br>***   | D | - | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used.<br>OR<br>b) Procedures do not require its use.  |

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

| 23 COMMUNICATIONS                             |   |   |   |  |
|---|---|---|---|--|
| 13. Handheld Microphones                      | C | - | 0 | May be inoperative provided associated boom microphones are operative.   |
| *** a) Touchtone Type (DTMF)                  | C | - | 0 | (O) May be inoperative provided:<br>a) Associated boom, microphones are operative,<br>b) Alternate procedures are established and used.<br>c) Associated boom, microphones are operative, and<br>d) Procedures do not require its use. |
| *** b) Touchtone Keypad Function (DTMF)       | D | - | 0 |  |
| 14. ACARS System<br>***                       | D | 1 | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used,<br>b) Procedures do not require its use.   |
| *** a) ACARS Printer                          | D | 1 | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used,<br>b) Procedures do not require its use.   |
| 15. Automated Passenger<br>*** Address System | D | - | 0 | May be inoperative provided alternate procedures are established and used.   |

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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | REPAIR CATEGORY                 |   |   |   |
|--|---------------------------------|---|---|---|
|  | 2. NUMBER INSTALLED             |   |   |   |
|  | 3. NUMBER REQUIRED FOR DISPATCH |   |   |   |
|  | 4. REMARKS AND EXCEPTIONS       |   |   |   |
| 24 ELECTRICAL POWER                      |                                 |   |   |   |
| 1. External Power Contactors             | C                               | 2 | 0 | (M) May be inoperative provided associated Contactor is verified OPEN.  |
| 2. DC External Power System              | C                               | 1 | 0 |   |
| 3. DC Voltage Indications                | C                               | 2 | 1 | One may be inoperative provided all other DC electrical system components are operative.  |
| 4. DC Amperage Indications               | B                               | 2 | 1 | (O) May be inoperative provided:<br>a) All other DC electrical system components are operative, and<br>b) Operations procedures are established to start engine with operative ammeter first.                         |
| 5. Inverter Systems                      | A                               | 3 | 2 | One may be inoperative provided:<br>a) Aircraft is operated in VMC, and<br>b) Repairs are made within 1 day.  |
| 6. AC Inverter Failure Indicator Lights  | C                               | 3 | 0 | May be inoperative provided:<br>a) AC Inverter Transfer Indicators are operative, and<br>b) Crew verifies Standby Inverter system and Auto-transfer feature operative in accordance with AFM prior to each departure. |

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1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

| 24 ELECTRICAL POWER                |   |    |   |   |
|------------------------------------|---|----|---|---|
| 7. AC Inverter Transfer Indicators |   |    |   |   |
| 1) -30                             | B | 2  | 0 | (O) May be inoperative provided all other AC electrical system components are operative.                                |
| 2) -60                             | B | 3  | 0 | (O) May be inoperative provided all other AC electrical system components are operative.                                |
| 8. DC Electrical System Indicators |   |    |   |   |
| 1) -30                             | C | 9  | 7 | (O) May be inoperative provided operations procedures are established to monitor system operation by other indications. |
| 2) -60                             | C | 10 | 8 | (O) May be inoperative provided operations procedures are established to monitor system operation by other indications. |

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1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/  
FURNISHINGS

1. Passenger Seats

D

-

-

May be inoperative provided:  
 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) are  
blocked and placarded  
"DO NOT OCCUPY".

NOTE 1: A seat with a inoperative  
seatbelt is considered to be  
inoperative.

NOTE 2: Inoperative seats do not affect  
the required number of flight  
attendants.

NOTE 3: Affected seat(s) may include  
the seat(s) behind and/or  
adjacent outboard seats.

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|  | 2. NUMBER INSTALLED             |  |  |  |
|  | 3. NUMBER REQUIRED FOR DISPATCH |  |  |  |
|  | 4. REMARKS AND EXCEPTIONS       |  |  |  |

|                              |                                       |   |   |   |  |
|------------------------------|---------------------------------------|---|---|---|--|
| 25 EQUIPMENT/<br>FURNISHINGS | 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 full upright position.   |
|                              | 2) Underseat Baggage Restraining Bars | C | - | - | (O) May be inoperative provided:<br>a) Baggage is not stowed under seat with inoperative restraining bar,<br>b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and<br>c) Procedures are established to alert Cabin Crew of inoperative restraining bar.       |
|                              | 3) Armrest                            |   |   |   |  |
|                              | a) Armrest with Recline Mechanism     | D | - | - | (M) May be inoperative or missing and seat occupied provided:<br>a) Armrest does not block an Emergency Exit,<br>b) Armrest does not restrict any passenger from access to the main aircraft aisle, and<br>c) If armrest is missing, seat is secured in the full upright position. |
|                              | b) Armrest without Recline Mechanism  | D | - | - | May be inoperative or missing and seat occupied provided:<br>a) Armrest does not block an Emergency Exit,<br>b) Armrest does not restrict any passenger from access to the main aircraft aisle.  |

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

|  |   |   |   |   |
|--|---|---|---|---|
| 25 EQUIPMENT/<br>FURNISHINGS   |   |   |   |   |
| 2. Passenger Seat Ash<br>Trays   |   |   |   | Included in NEF Items.  |
| 3. Flight Attendant Seat<br>Assembly<br>(Aircraft with one Flight<br>Attendant Seat) | A | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Affected seat position is not<br>occupied.<br>b) Flight Attendant displaced by<br>inoperative seat occupies the<br>passenger seat most accessible<br>to the inoperative seat,<br>c) Alternate procedures are<br>established and used as published<br>in crewmembers manuals<br>d) Folding type seat is stowed or is<br>secured in the retracted position<br>e) Passenger seat assigned to flight<br>attendant is placarded "FOR<br>FLIGHT ATTENDANT USE ONLY",<br>and<br>f) Repairs are made within two flight<br>days. |
|  |   |   |   | NOTE 1: An automatic folding seat that<br>will not stow automatically is<br>considered inoperative.   |
|  |   |   |   | NOTE 2: A seat position with an<br>inoperative or missing restraint<br>system is considered<br>inoperative.   |
|  |   |   |   | NOTE 3: The above provisos apply to<br>flight attendant seats. Individual<br>operators, when operating with<br>inoperative seats, will consider<br>the locations and combinations<br>of seats to ensure that the<br>proximity to exits and<br>distribution requirements of the<br>applicable regulations are met.   |

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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM   | REPAIR CATEGORY                 |   |   |   |
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|  | 2. NUMBER INSTALLED             |   |   |   |
|  | 3. NUMBER REQUIRED FOR DISPATCH |   |   |   |
|  | 4. REMARKS AND EXCEPTIONS       |   |   |   |
| 25 EQUIPMENT/<br>FURNISHINGS   |                                 |   |   |   |
| 4. Flight Attendant Seat<br>Assembly (cont.)<br>(Aircraft with one Flight<br>Attendant Seat) | D                               | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Flight Attendant is not required<br>by FAR,<br>b) Affected seat is not occupied,<br>and,<br>c) Folding type seat is stowed<br>or is secured in the retracted<br>position.<br><br>NOTE 1: An automatic folding seat that<br>will not stow automatically is<br>considered inoperative.<br><br>NOTE 2: A seat position with an<br>inoperative or missing restraint<br>system is considered<br>inoperative. |

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

|   |   |   |   |   |
|---|---|---|---|---|
| 25 EQUIPMENT/<br>FURNISHINGS  |   |   |   |   |
| 5. Flight Attendant Seat Assembly (single or dual assembly) (cont.) (Aircraft with more than one Flight Attendant Seat) | B | - | - | <p>(M)(O) One seat position or assembly (dual position) may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Affected seat position or seat assembly is not occupied,</li> <li>b) Flight Attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties,</li> </ul> <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>NOTE 3: Individual operators when operating with inoperative seats will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable FAR is met.</p> <p>NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.</p> |

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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM   | REPAIR CATEGORY                 |   |   |   |   |
|--|---------------------------------|---|---|---|---|
|  | 2. NUMBER INSTALLED             |   |   |   |   |
|  | 3. NUMBER REQUIRED FOR DISPATCH |   |   |   |   |
|  | 4. REMARKS AND EXCEPTIONS       |   |   |   |   |
| 25 EQUIPMENT/<br>FURNISHINGS   |                                 |   |   |   |   |
| 6. Flight Attendant Seat<br>Assembly (single or<br>dual assembly) (Aircraft<br>with more than one<br>Flight Attendant Seat)<br>(cont.) | C                               | - | - | (M) May be inoperative provided:<br>a) Affected seat position or seat<br>assembly is not occupied, and<br>b) Folding type seat stows<br>automatically or is secured in the<br>retracted position.<br><br>NOTE 1: An automatic folding seat that<br>will not stow automatically is<br>considered inoperative.<br>NOTE 2: A seat position with an<br>inoperative or missing restraint<br>system is considered<br>inoperative. | <br> |
| All Cargo Configuration  | D                               | - | - | May be inoperative provided affected seat<br>or seat assembly is not occupied.  | <br>  |

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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM  | REPAIR CATEGORY                 |   |   |  |           |
|---|---------------------------------|---|---|--|-----------|
|   | 2. NUMBER INSTALLED             |   |   |  |           |
|   | 3. NUMBER REQUIRED FOR DISPATCH |   |   |  |           |
|   | 4. REMARKS AND EXCEPTIONS       |   |   |  |           |
| 25 EQUIPMENT/<br>FURNISHINGS              |                                 |   |   |  |           |
| 7. Emergency Locator<br>Transmitter (ELT) |                                 |   |   |  |           |
| *** Survival Type ELTs                    | D                               | - | - | Any in excess of those required by FAR<br>may be inoperative or missing.                                 | <br>      |
| *** Fixed ELTs                            | A                               | - | 0 | (M) May be inoperative provided:<br>a) System is deactivated, and<br>b) Repairs are made within 90 days. | <br> <br> |
|   | A                               | - | 0 | May be missing provided repairs are<br>made within 90 days.  | <br>      |
|   | D                               | - | - | (M) Any in excess of those required by<br>FAR may be inoperative provided system<br>is deactivated.      | <br> <br> |
|   | D                               | - | - | Any in excess of those required by FAR<br>may be missing.  | <br>      |

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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM                       | REPAIR CATEGORY                 |   |   |   |
|--|---------------------------------|---|---|---|
|  | 2. NUMBER INSTALLED             |   |   |   |
|  | 3. NUMBER REQUIRED FOR DISPATCH |   |   |   |
|  | 4. REMARKS AND EXCEPTIONS       |   |   |   |
| 25 EQUIPMENT/<br>FURNISHINGS                                   |                                 |   |   |   |
| 8. Flotation Devices   | C                               | - | - | Any in excess of those required by 14 CFR may be inoperative. Inoperative equipment will be removed from airplane.                          |
| 9. "FASTEN SEAT BELT<br>*** WHILE SEATED" Signs<br>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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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | REPAIR CATEGORY                 |  |  |  |
|--|---------------------------------|--|--|--|
|  | 2. NUMBER INSTALLED             |  |  |  |
|  | 3. NUMBER REQUIRED FOR DISPATCH |  |  |  |
|  | 4. REMARKS AND EXCEPTIONS       |  |  |  |

|   |   |   |   |  |
|---|---|---|---|--|
| 25 EQUIPMENT/<br>FURNISHINGS                            |   |   |   |  |
| 10. Non-Essential Equipment<br>*** & Furnishings (NEF)  | D | - | 0 | May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual.<br><br>(M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.<br><br>NOTE: Exterior lavatory door ash trays are not considered NEF items. |
| 11. Flight Deck Door Visual<br>*** Surveillance Systems |   |   |   |  |
| 1) Electronic System<br>***                             | A | 1 | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Repairs are made within three flight days.   |
|   | C | 1 | 0 | (O) May be inoperative provided:<br>a) A flight deck door viewing port is installed and operates normally, and<br>b) Alternate procedures are established and used.  |
|   | D | 1 | 0 | May be inoperative provided procedures do not require its use.   |
| a) Cargo Configuration                                  | C | 1 | 0 | May be inoperative provided procedures do not require its use.   |

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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM                   | REPAIR CATEGORY                 |   |   |  |
|--|---------------------------------|---|---|--|
|  | 2. NUMBER INSTALLED             |   |   |  |
|  | 3. NUMBER REQUIRED FOR DISPATCH |   |   |  |
|  | 4. REMARKS AND EXCEPTIONS       |   |   |  |
| 25 EQUIPMENT/<br>FURNISHINGS                               |                                 |   |   |  |
| 12. Flight Deck Door Visual<br>***<br>Surveillance Systems |                                 |   |   |  |
| 2) Viewing Ports<br>***                                    | A                               | 1 | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are<br>established and used, and<br>b) Repairs are made within three<br>flight days.   |
|  | C                               | 1 | 0 | (O) May be inoperative provided:<br>a) An electronic flight deck door visual<br>surveillance system is installed and<br>operates normally, and<br>b) Alternate procedures are<br>established and used. |
| a) Cargo<br>Configuration                                  | C                               | 1 | 0 | May be inoperative provided<br>courier/supernumerary compartment<br>remains empty.   |
|  | D                               | 1 | 0 | May be inoperative provided procedures<br>do not require its use.  |



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

|  |  |  |  |   |
|--|--|--|--|---|
| <p>25 EQUIPMENT/<br/>FURNISHINGS</p> <p>13 Flight Deck Forward<br/>Observer's Seat<br/>(cont.)</p> |  |  |  | <p>NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.</p> <p>NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).</p> <p>NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).</p> <p>NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).</p> |
|--|--|--|--|---|

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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM                         | REPAIR CATEGORY                 |   |   |  | 4. REMARKS AND EXCEPTIONS   |
|--|---------------------------------|---|---|--|---|
|  | 2. NUMBER INSTALLED             |   |   |  |   |
|  | 3. NUMBER REQUIRED FOR DISPATCH |   |   |  |   |
|  |                                 |   |   |  |   |
| 25 EQUIPMENT/<br>FURNISHINGS                                     |                                 |   |   |  |   |
| 14. Cabin Emergency<br>Flashlight Holder and/or<br>Flashlight    | D                               | - | 0 |  | May be inoperative or missing provided<br>Crewmember assigned to associated seat<br>has a flashlight with equivalent<br>characteristics readily available.  |
| 15. Overhead Storage Bin<br>Doors                                | D                               | - | 0 |  | (M) May be inoperative or missing<br>provided:<br>a) No unsecured items are carried<br>in that compartment,<br>b) Affected door is secured<br>CLOSED, or REMOVED, and<br>c) Affected Bin does not contain<br>Emergency Equipment.   |
| 16. First Aid Kits   | D                               | - | - |  | Any in excess of those required by 14<br>CFR may be incomplete or missing<br>provided required distribution is<br>maintained.   |
| 17. Galley/Cabin Waste<br>*** Receptacles Access<br>Doors/Covers | C                               | - | - |  | (M)(O) May be inoperative provided:<br>a) The container is empty and the<br>access is secured to prevent<br>waste introduction into the<br>compartment, and<br>b) Procedures are established to<br>ensure that sufficient galley/cabin<br>waste receptacles are available to<br>accommodate all waste that may<br>be generated on a flight. |

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

| 25 EQUIPMENT/<br>FURNISHINGS   |   |   |   |   |
|--|---|---|---|---|
| 18. Cargo Restraint Systems  | A | - | - | (M) May be inoperative or missing provided:<br>a) Acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, or Weight and Balance Document are observed, and<br>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.  |
| 19. Exterior Lavatory Door<br>*** Ashtrays                               |   |   |   |   |
| 1) Airplanes with more than one exterior lavatory door ashtray installed | A | - | - | One may be missing provided it is replaced within 10 calendar days.   |
| 2) Airplanes with only one exterior lavatory door ashtray installed      | A | 1 | 0 | May be missing provided it is replaced within 3 calendar days.  |

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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM   | REPAIR CATEGORY                 |   |   |   |
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|  | 3. NUMBER REQUIRED FOR DISPATCH |   |   |   |
|  | 4. REMARKS AND EXCEPTIONS       |   |   |   |
| 25 EQUIPMENT/<br>FURNISHINGS   |                                 |   |   |   |
| 20. Automatic External<br>*** Defibrillator (AED) and/or<br>Associated Equipment | A                               | - | 0 | (O)May be incomplete, missing or<br>inoperative provided:<br>a) AED is resealed in a manner that<br>will identify it as a unit that cannot<br>be mistaken for a fully serviceable<br>unit, and<br>b) Repairs or replacements are made<br>within 1 flight. |
|  | D                               | - | - | Any in excess of those required by FAR<br>may be incomplete, missing, or<br>inoperative.  |
| 21. Emergency Medical Kit<br>(EMK) and/or Associated<br>Equipment                | A                               | - | 0 | (O)May be incomplete, missing or<br>inoperative provided:<br>a) EMK is sealed in a manner that<br>will identify it as a unit that cannot<br>be mistaken for a fully serviceable<br>unit, and<br>b) Repairs or replacements are made<br>within 1 flight.   |
|  | D                               | - | - | Any in excess of those required by FAR<br>may be incomplete, missing, or<br>inoperative.  |

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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM               | REPAIR CATEGORY                 |   |   |   |
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|  | 2. NUMBER INSTALLED             |   |   |   |
|  | 3. NUMBER REQUIRED FOR DISPATCH |   |   |   |
|  | 4. REMARKS AND EXCEPTIONS       |   |   |   |
| 25 EQUIPMENT/<br>FURNISHINGS                           |                                 |   |   |   |
| 22. First Aid Kit (FAK) and/or<br>Associated Equipment | A                               | - | - | (O) If more than one is required by FAR,<br>only one of the required first aid kits may<br>be incomplete, missing or inoperative<br>provided:<br><br>a) FAK is resealed in a manner that<br>will identify it as a unit that cannot<br>be mistaken for a fully serviceable<br>unit, and<br>b) Repairs or replacements are made<br>within 1 flight. |
|  | D                               | - | - | Any in excess of those required by FAR<br>may be incomplete, missing,<br>or inoperative.  |

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1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

26 FIRE PROTECTION

1. Baggage Compartment  
Smoke Detectors

a) Forward Cargo  
Compartment  
Smoke Detectors

C 2 1

C 2 0

Both may be inoperative provided cargo compartment remains empty except for sand or metal ballast.

b) Aft Cargo  
Compartment  
Smoke Detectors

C 2 1

C 2 0

Both may be inoperative provided cargo compartment remains empty except for sand or metal ballast.

\*\*\* c) Main Cabin Smoke  
Detectors with the  
following STC's  
only:  
-30 STC SA7388SW  
-60 STC ST365CH,  
ST290CH

C 3 2

C 3 1

(O) May be inoperative provided remaining Main Cabin smoke detectors are tested and determined to be operational prior to each flight.

C 3 0

Two may be inoperative provided cargo compartment remains empty except for sand or metal ballast.

All may be inoperative provided cargo compartment remains empty except for sand or metal ballast.

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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | REPAIR CATEGORY                 |   |   |  |
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|  | 2. NUMBER INSTALLED             |   |   |  |
|  | 3. NUMBER REQUIRED FOR DISPATCH |   |   |  |
|  | 4. REMARKS AND EXCEPTIONS       |   |   |  |
| 26 FIRE PROTECTION                       |                                 |   |   |  |
| 2. Lavatory Fire Extinguisher System     |                                 |   |   |  |
| 1) Passenger Configuration               | C                               | - | 0 | <p>For each lavatory, the lavatory fire extinguisher system may be inoperative provided the associated lavatory smoke detection system operates normally.</p> <p>(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Associated lavatory door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER", and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul> <p>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p> |
| 2) Cargo Configuration                   | D                               | - | 0 |  |

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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | REPAIR CATEGORY                 |   |   |  |
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|  | 2. NUMBER INSTALLED             |   |   |  |
|  | 3. NUMBER REQUIRED FOR DISPATCH |   |   |  |
|  | 4. REMARKS AND EXCEPTIONS       |   |   |  |
| 26 FIRE PROTECTION                       |                                 |   |   |  |
| 3. Lavatory Smoke<br>Detection Systems   | C                               | - | - | (M)(O) For each lavatory, the lavatory<br>smoke detection system may be<br>inoperative provided:<br>a) Lavatory waste receptacle is<br>empty,<br>b) Associated Lavatory door is<br>locked closed and placarded<br>"INOPERATIVE – DO NOT<br>ENTER", and<br>c) Lavatory is used only by<br>crewmembers.<br><br>NOTE: These provisos are not intended<br>to prohibit lavatory use or<br>inspections by crewmembers. |
| 1) Passenger<br>Configuration            |                                 |   |   |  |
| 2) Cargo Configuration                   | D                               | - | 0 |  |

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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM                | REPAIR CATEGORY                 |   |   |  |
|---|---------------------------------|---|---|--|
|   | 2. NUMBER INSTALLED             |   |   |  |
|   | 3. NUMBER REQUIRED FOR DISPATCH |   |   |  |
|   | 4. REMARKS AND EXCEPTIONS       |   |   |  |
| 26 FIRE PROTECTION                                      |                                 |   |   |  |
| 4. Portable Fire Extinguishers                          | D                               | - | - | Any in excess of those required by 14 CFR may be inoperative or missing provided:<br>a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and<br>b) Required distribution is maintained. |
| 5. Cargo Compartment Fire Detection/Suppression Systems | C                               | - | 0 | Maybe inoperative provided associated cargo compartment remains empty.<br><br>NOTE: Does not preclude the carriage of empty cargo containers, pallet, ballast, etc.<br><br>NOTE: Class E cargo compartments require only the installation of smoke detection systems (not suppression).                  |

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|  | 3. NUMBER REQUIRED FOR DISPATCH |   |   |   |
|  | 4. REMARKS AND EXCEPTIONS       |   |   |   |
| 27 FLIGHT CONTROLS                       |                                 |   |   |   |
| 1. Yaw Damper System<br>*** (-30)        | C                               | 1 | 0 |   |
| 2. Flap Positioning<br>Indicating System | C                               | 1 | 0 | Both pointers may be inoperative provided:<br>a) Flap operation is normal throughout its full travel range, and<br>b) Prior to each departure, a visual check of flap position using fuselage marking is made after engine start. |
| 3. Trim Tab Position<br>Indicators       | C                               | 3 | 0 | All may be inoperative provided:<br>a) Operation of the trim tab is not impaired, and<br>b) Visual check of affected trim tab position is made prior to departure to ensure neutral tab position.                                 |

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| 28 FUEL   |   |   |   |  |
|---|---|---|---|--|
| 1. Flight Deck Fuel Quantity Indicating Systems             | C | 2 | 1 | (O) May be inoperative provided:<br>a) Associated Fuel Remaining Indicating System and Fuel Flow Indicating Systems are operative, and<br>b) Quantity of fuel in associated tank is verified prior to each departure by an alternate accepted procedure. |
| 2. Fuel Servicing Panel Fuel Quantity Indicating Systems    | C | 2 | 0 | (O) May be inoperative provided:<br>a) Gravity refueling is used,<br>b) Associated Flight Deck Fuel Quantity Indicating System is operative, and<br>c) Pressure refueling is limited to 80% of fuel tank capacity based on flight deck gauge indication. |
| 3. Fuel Filter Caution Light Systems                        | C | 2 | 1 | (M) One may be inoperative provided that in the event the operative warning light illuminates, both systems are checked for contamination.   |
| 4. Fuel Pressure Caution Lights System (Glareshield Panel)  | C | 2 | 1 | (O) One may be inoperative provided:<br>a) Associated boost pump is verified operative by opening crossfeed valve during preflight check, and<br>b) Caution light is masked if inoperative ON.   |
| 5. Crossfeed Indicator Light *** System (Glareshield Panel) | C | 1 | 0 | (O) May be inoperative provided:<br>a) Crossfeed system is verified operative, and<br>b) Indicator light is masked if inoperative ON.  |
| NOTE: See AFM procedures.                                   |   |   |   |  |

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|  | 4. REMARKS AND EXCEPTIONS       |   |   |  |
| 28 FUEL  |                                 |   |   |  |
| 6. Pressure Refueling Systems                          | D                               | 1 | 0 | May be inoperative provided:<br>a) Maintenance procedures are established to ensure that all refueling Shut-Off valves are CLOSED.<br>b) Both Leveling Valves are operative, and<br>c) Gravity refueling is used.  |
| 7. Leveling Valve Between Fuel Cells 1 and 2           | C                               | 1 | 0 | (O) May be inoperative provided:<br>a) Valve between fuel cells 3 and 4 is operative,<br>b) Inoperative valve is CLOSED,<br>c) Pressure refueling attachment point is placarded "INOP",<br>d) Maintenance procedures are established to ensure that all refueling Shut-Off valves are CLOSED, and<br>e) Gravity refueling is used. |
| 8. Flight Deck and Stub Wing Leveling Valve Indicators | C                               | 4 | 2 | (M)(O) Two may be inoperative provided:<br>a) One indicator for each leveling valve is operative for use during refueling, and<br>b) Operational procedures do not depend on inoperative Flight Deck Indicator.  |
| 9. Low Fuel Warning System<br>***                      | C                               | 1 | 0 |  |

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| 29 HYDRAULIC POWER   |                                 |   |   |  |
| 1. Pump Case Drain<br>*** Temperature Indicating System          | D                               | - | 0 |  |
| 2. Fluid Overheat Caution Light System                           | C                               | 1 | 0 | May be inoperative provided Pump Case Drain Temperature Indicating System is installed and operative.  |
| 3. Hydraulic Pump Inlet Indicators                               | C                               | 2 | 0 | (M)(O) Both may be inoperative provided Hydraulic Pump caution lights on glareshield are verified operative.   |
| 4. Flight Deck Main System Hydraulic Pressure Gauge              | C                               | 1 | 0 | (O) May be inoperative provided Flight Deck Wheel Brakes Emergency Accumulator Pressure Gauge is operative and used to check hydraulic system pressure at engine start.  |
| 5. Flight Deck Wheel Brakes Emergency Accumulator Pressure Gauge | C                               | 1 | 0 | (O) May be inoperative provided:<br>a) Stub Wing Accumulator Pressure Gauge is operative and used to check accumulator pressure before each flight, and<br>b) Flight Deck Main System Hydraulic Pressure Gauge is operative. |

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| 29 HYDRAULIC POWER                              |                                 |   |   |   |
| 6. Stub Wing Accumulator Pressure Gauge         | C                               | 1 | 0 | (M) May be inoperative provided:<br>a) Flight Deck Wheel Brakes Emergency Accumulator Pressure Gauge is operative,<br>b) Associated Flight Deck Accumulator Pressure Gauges are used to check accumulator precharge pressures, and<br>c) An external pressure gauge is used during accumulator servicing. |
| 7. Stub Wing Reservoir Inflation Pressure Gauge | D                               | 1 | 0 | (M) May be inoperative provided an external pressure gauge is used during reservoir servicing.  |

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|  |                                 |   |   |  |                           |
| 30 ICE AND RAIN PROTECTION               |                                 |   |   |  |                           |
| 1. Ice Detector System                   | C                               | 1 | 0 |  |                           |
| 2. Windshield Wiper Systems              | C                               | 2 | 0 | Both may be inoperative provided:<br>a) Rain Repellent System is operative, and<br>b) Aircraft is not operated in precipitation within 5 nautical miles of airport of takeoff or intended landing. | I                         |
| 3. Rain Repellant System                 | C                               | 1 | 0 | May be inoperative provided:<br>a) Both Windshield Wiper Systems are operative,<br>b) Aircraft is not operated in precipitation within 5 nautical miles of airport of takeoff or intended landing. | I                         |
| 4. Windshield Heating Systems            |                                 |   |   |  |                           |
| 1) -30 (thermal strips)                  | C                               | 6 | 4 | (O) One strip in each windshield may be inoperative provided remaining windshield heat can be adequately controlled.   |                           |
|  | C                               | 6 | 0 | All strips or systems may be inoperative provided aircraft is not operated in known or forecast icing conditions.  |                           |
| 2) -60                                   | C                               | 2 | 0 | Both may be inoperative provided aircraft is not operated in known or forecast icing conditions.   |                           |

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|  |   |   |   |  |
|--|---|---|---|--|
| 30 ICE AND RAIN PROTECTION                                 |   |   |   |  |
| 5. Stall Warning Vane Heater system                        | B | 2 | 0 | (M)(O) Both may be inoperative provided:<br>a) Stall Warning System is verified operative, and<br>b) Aircraft is not operated in known or forecast icing conditions.   |
| 6. Pitot-Static Heater Systems (Pilot's and Copilot's)     | B | 2 | 1 | (O) One may be inoperative provided:<br>a) Aircraft is not operated in visible moisture with ambient temperatures below +4°C, and<br>b) Aircraft is not operated in known or forecast icing conditions.<br><br>NOTE: If Pitot Head or either Static Plate Heater on same system is inoperative, that system is considered to be inoperative. |
| 7. Pitot-Static Heater Ammeters (-30)                      | B | 2 | 0 | (O) Both may be inoperative provided:<br>a) Associated pitot head heaters are verified operative before each departure, and<br>b) Both Pitot Heat Indicating Light systems are operative.  |
| 8. Pitot Heat Indicating Light Systems (Glareshield Panel) | B | 2 | 1 | (O) One may be inoperative provided:<br>a) Both Pitot-Static Heater Ammeters are operative for -30,<br>b) Both Pitot Static Heater Systems are verified operative,<br>c) Aircraft is not operated in known or forecast icing conditions, and<br>d) Caution light is masked if inoperative ON.  |

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|  |   |   |   |  |
|--|---|---|---|--|
| 30 ICE AND RAIN PROTECTION                                       |   |   |   |  |
| 9. Wing Deicer Boot Cycle Indicating Light Systems (Green Light) | C | 4 | 3 | One may be inoperative provided:<br>a) All other components of wing and tail deicing and indicating systems are operative, and<br>b) Wing Illumination Light (Ice Check) is operative for night operations.<br>c) All other components of wing and tail deicing and indicating systems are operative, and<br>d) A portable lamp, adequate to inspect wings in-flight, is available for night operations. |
|  | C | 4 | 0 | All may be inoperative provided aircraft is not operated in known or forecast icing conditions.  |
| 10. Tail Deicer Boot Cycle Indicating Light System (Green Light) | C | 1 | 0 | May be inoperative provided aircraft is not operated in known or forecast icing conditions.  |
| 11. Wing and Tail Bleed Air Duct Pressure Caution Light Systems  | C | 2 | 0 | Both may be inoperative provided all other components of wing and tail deicing and indicating systems are operative.   |
| 12. Propeller Deicer Systems                                     | C | 2 | 0 | Both may be inoperative provided aircraft is not operated in known or forecast icing conditions.   |
| 13. Propeller Deicer Timer Systems                               | C | 2 | 1 | (O) One may be inoperative provided operative timer is selected.   |

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|   | 4. REMARKS AND EXCEPTIONS       |   |   |  |
| 30 ICE AND RAIN PROTECTION                          |                                 |   |   |  |
| 14. Engine Intake Anti-Icing Systems                | C                               | 2 | 0 | Both may be inoperative provided aircraft is not operated in known or forecast icing conditions.   |
| 15. Engine Anti-Icing Vane Systems                  | C                               | 2 | 1 | (M)(O) One may be inoperative provided:<br>a) Affected system is deactivated and vanes are secured in deployed position, and<br>b) Aircraft is operated in accordance with AFM.<br><br>NOTE 1: System-ON, vanes are deployed; System-OFF, vanes are retracted.<br><br>NOTE 2: For -60, AFM provides performance credit for automatic deployment to System-ON condition during autofeather. |
| 16. Engine Component<br>*** Heating systems (-30)   |                                 |   |   |  |
| 1) Compressor Discharge Line (P3) Rear Tube Heaters | C                               | 2 | 0 | Both may be inoperative on one or both engines provided modification No. 5538 is NOT incorporated.   |
| 2) Power Turbine Control Line (PY) Heaters          | C                               | 2 | 0 | (O) Both may be inoperative on one or both engines provided aircraft is not operated in ambient temperatures below 4°C.  |

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1. SYSTEM,  
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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS AND EXCEPTIONS   |
|--|-----------------|---------------------|---------------------------------|---|
| 30 ICE AND RAIN PROTECTION               |                 |                     |                                 |   |
| 17. Airfoil Deicer System                | C               | 1                   | 0                               | (M) May be inoperative provided:<br>a) System is secured to ensure that boots will remain deflated, and<br>b) Aircraft is not operated in known or forecast icing conditions. |
| 18. Windshield Wiper Park Modes          | C               | 2                   | 0                               |   |

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|   |   |   |   |  |
|---|---|---|---|--|
| 31 INDICATING/<br>RECORDING SYSTEMS   |   |   |   |  |
| 1. Flight Data Recorder<br>*** (FDR) System                                       | C | - | - | Any in excess of those required by FAR may be inoperative.   |
| Includes FDR function of<br>Combined Voice and<br>Flight Data Recorder<br>(CVFDR) | A | - | 0 | May be inoperative provided:<br>a) Cockpit Voice Recorder (CVR)<br>operates normally,<br>b) Airplane is not dispatched from a<br>designated airport as listed in the<br>operator's MEL unless:<br>1. The FDR failure occurs after<br>pushback but prior to takeoff, or<br>2. The FDR repair was attempted<br>but not successful.<br>c) In those cases where repair is<br>attempted but not successful, the<br>aircraft may be dispatched on a<br>flight or series of flights until the<br>next designated airport where<br>repair must be accomplished<br>prior to dispatch, and<br>d) Repairs are made within three<br>flight days. |
| FDR Recording<br>Parameters required by<br>FAR                                    | A | - | - | Up to three (3) recording parameters may<br>be inoperative provided:<br>a) Cockpit Voice Recorder (CVR)<br>operates normally, and<br>b) Repairs are made within 20<br>calendar days.   |
| FDR Recording<br>Parameters not required<br>by FAR                                | A | - | - | May be inoperative provided repairs are<br>made prior to the completion of the next<br>heavy maintenance visit.  |

|                         |                                     |                  |
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|                                     |   |   |   |  |  |
|-------------------------------------|---|---|---|--|--|
| 31 INDICATING/<br>RECORDING SYSTEMS |   |   |   |  |  |
| 2. Clocks (Cockpit)                 | C | - | 1 |  |  |
| 3. Flight Hour Recorder<br>***      | C | 1 | 0 | May be inoperative provided logbook entries are made of "off" and "on" times for maintenance purposes. |  |

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1. SYSTEM,  
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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM               | REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS AND EXCEPTIONS  |
|--|-----------------|---------------------|---------------------------------|--|
| 32 LANDING GEAR  |                 |                     |                                 |  |
| 1. Anti-Skid System                                    | C               | 1                   | 0                               | (O) May be inoperative provided aircraft is operated in accordance with AFM.                       |
| 2. Main Brake Pressure Indicating Systems              | C               | 2                   | 1                               |  |
| 3. Landing Gear Normal Extension and Retraction System | C               | 1                   | 0                               | (M)(O) May be inoperative provided aircraft is operated with gear extended in accordance with AFM. |

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| 33 LIGHTS   |   |   |   |   |
|---|---|---|---|---|
| 1. Flight Deck and Instrument Lighting Systems (including utility lights) | C | - | - | Individual lights may be inoperative provided Remaining Lighting System lights are:<br>a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided,<br>b) Positioned so that direct rays are shielded from flight crewmembers eyes, and<br>c) Lighting configuration and intensity is acceptable to the flight crew. |
| 2. Cabin Interior Lighting Systems  | C | - | - | May be inoperative provided:<br>a) Cabin emergency lighting is operative,<br>b) Sufficient lighting is operative for cabin crew to perform required duties, and<br>c) Lighting configuration at dispatch is acceptable to the flight crew.  |
| 3. Passenger Lighted Information Sign                                     | C | - | - | (M) May be inoperative provided:<br>a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and<br>b) Associated seat or lavatory is blocked and placarded – DO NOT OCCUPY.<br><br>NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.                 |

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| 33 LIGHTS                                    |   |   |   |   |
|--|---|---|---|---|
| 3. Passenger Lighted Information Sign (cont) | C | - | - | (O) May be inoperative and associated passenger seat or lavatory may be occupied provided:<br>a) PA system operates normally, and<br>b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off. |
| 1) All-Cargo, Supernumerary/Courier          | C | - | - | (O) May be inoperative provided alternate procedures are established and used to notify couriers/supernumeraries when associated sign(s) are placed on or off.  |
| 4. Landing Lights                            | C | 2 | 1 | One may inoperative for night operation provided taxi light is operative.   |
|  | C | 2 | 0 | Both may be inoperative provided aircraft is not operated at night.   |
| 5. Taxi Lights                               | C | - | 0 | All may be inoperative provided:<br>a) Aircraft is not operated at night.<br>b) Both Landing Lights are operative for night operations.   |
| 6. Wing Illumination Light (Ice check)       | C | 1 | 0 | May be inoperative provided a portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions.  |
| 7. Navigation Lights (Wing Tips and Tail)    | C | 3 | 0 | All may be inoperative provided aircraft is not operated at night.  |

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| 33 LIGHTS   |                                 |   |   |   |
| 8. Exterior Emergency Lighting System                         | B                               | 1 | 0 | May be inoperative provided aircraft is not operated at night.  |
| 9. Anti-Collision Beacon and Strobe Light Systems             |                                 |   |   |   |
| 1) Fuselage Anti-Collision Red Beacons or Strobe Lights (-30) | C                               | 2 | 0 | May be inoperative provided aircraft is not operated at night.  |
| *** 2) Wing Tip White Strobe Lights (-30)                     | C                               | 2 | 0 |   |
| *** 3) Fuselage Anti-Collision Red Strobe Lights (-60)        | C                               | 2 | 0 | Both may be inoperative provided:<br>a) Both wing tips and tail white strobe lights are operative<br>OR<br>b) Aircraft is not operated at night |
| 4) Wing Tip and Tail White Strobe Lights (-60)                | C                               | 3 | 0 | All may be inoperative provided:<br>a) Both Fuselage Red Strobe Lights are installed and operative.<br>b) Aircraft is not operated at night.    |
|   |                                 |   |   | NOTE: Shorts optional modification 7090 installs a red strobe light on fuselage bottom.   |

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|   |                                 |   |   |   |
| 33 LIGHTS   |                                 |   |   |   |
| 10. Logo Light System<br>***  | D                               | 1 | 0 |   |
| 11. Floor Proximity<br>Emergency Escape Path<br>Marking System Lights | C                               | - | - | Individual lights may be inoperative provided it is verified that the FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with:<br>a) FAA engineering approval letter.<br>b) FAA approved report of the type design holder.<br>c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC).<br>d) An FAA approved report incorporated in the Master Drawing List for the applicable STC. |
| 12. Sterile Cockpit Light<br>***                                      | D                               | 1 | 0 | May be inoperative provided alternate procedures are established and used.  |
| 13. Exterior Light Pulsing<br>*** System                              | D                               | - | 0 |   |

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|---|-----------------|---------------------|---------------------------------|---|
| 34 NAVIGATION                                 |                 |                     |                                 |   |
| 1. Non-Stabilized Magnetic Compass (Standby)  | B               | 1                   | 0                               | (O) May be inoperative provided two independent magnetic stabilized directional compass systems are operative.  |
| 2. Vertical Speed Indicators                  | B               | 2                   | 1                               | (O)May be inoperative provided VSI on flying pilot's side is operational.   |
|   | B               | 2                   | 0                               | May be inoperative provided flight is conducted in Day VMC.   |
| 3. Turn and Bank (Slip) Instruments           |                 |                     |                                 |   |
| 1) Bank (Slip) Indicators (-30)               | C               | 3                   | 2                               | One may be inoperative provided a bank (slip) indicator is operative on each pilot's instrument panel.  |
| 2) Turn Indicators (-30)                      | C               | 2                   | 1                               | One may be inoperative provided two independent Gyro Horizon Indicators are operative.  |
| 4. Flight Director Systems                    | C               | -                   | 0                               | All may be inoperative provided approach minimums are not dependent on its use.   |
| 5. Radio Magnetic Indicators (RMI)            | C               | 2                   | 1                               | One may be inoperative provided operations are not dependent on its use.  |
| 6. VHF Navigation Systems (VOR/ILS)           | D               | -                   | -                               | As required by FAR, however no relief shall be provided to an inoperative system or component if powered by an emergency bus or equivalent and required to accomplish an emergency procedure. |
| 7. Distance Measuring Equipment (DME) Systems | D               | -                   | -                               | Any in excess of those required by FAR may be inoperative.  |

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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM  | REPAIR CATEGORY                 |   |   |   |
|---|---------------------------------|---|---|---|
|   | 2. NUMBER INSTALLED             |   |   |   |
|   | 3. NUMBER REQUIRED FOR DISPATCH |   |   |   |
|   | 4. REMARKS AND EXCEPTIONS       |   |   |   |
| 34 NAVIGATION   |                                 |   |   |   |
| 8. Automatic Direction finding (ADF) Systems  | C                               | 2 | - | As required by FAR  |
| 9. Marker Beacon Systems  | C                               | 2 | 0 | Both may be inoperative provided approach minimums are not dependent on its use.  |
| 10. ATC Transponders and Automatic Altitude Reporting Systems                                 | B                               | - | 0 | May be inoperative provided:<br>a) Operations do not require its use, and<br>b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. |
|   | D                               | - | 1 | Any in excess of those required by 14 CFR may be inoperative.   |
| *** 1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR | A                               | - | 0 | May be inoperative provided:<br>a) Operations do not require its use, and<br>b) Repairs are made prior to completion of the next heavy maintenance visit.                                       |
| *** 2) ADS-B Squitter Transmissions   | A                               | - | 0 | May be inoperative provided:<br>a) Operations do not require its use, and<br>b) Repairs are made prior to completion of the next heavy maintenance visit.                                       |

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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | REPAIR CATEGORY                 |   |   |  |
|--|---------------------------------|---|---|--|
|  | 2. NUMBER INSTALLED             |   |   |  |
|  | 3. NUMBER REQUIRED FOR DISPATCH |   |   |  |
|  | 4. REMARKS AND EXCEPTIONS       |   |   |  |
| 34 NAVIGATION                            |                                 |   |   |  |
| 11. Radio Altimeter Systems              |                                 |   |   |  |
| 1) No. 1 Radio Altimeter System          | C                               | 1 | 0 | May be inoperative provided:<br>a) Approach minimums or operating procedures are not dependent on its use,<br>b) Ground Proximity Warning System (GPWS) is considered inoperative, and<br>c) TCAS is considered inoperative. |
| *** 2) No. 2 Radio Altimeter System      | D                               | - | 0 | May be inoperative provided operating procedures are not dependent on its use.   |

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

|   |   |   |   |  |
|---|---|---|---|--|
| 34 NAVIGATION                                     |   |   |   |  |
| 12. Ground Proximity Warning System (GPWS)        |   |   |   |  |
| 1) Modes 1-4                                      | A | - | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Repairs are made within 2 flight days. |
| 2) Test Mode                                      | A | 1 | 0 | May be inoperative provided:<br>a) GPWS is considered inoperative, and<br>b) Repairs are made within 2 flight days.                    |
| 3) Glideslope Deviation (Mode 5)                  | B | 2 | 0 |  |
| *** 4) Advisory Callouts                          | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used.   |
| *** 5) Windshear Mode                             | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used.   |
| 13. Weather Radar System                          | C | 1 | 0 | As Required by FAR.  |
| 1) Stabilization Function                         | C | 1 | 0 | May be inoperative provided:<br>a) STAB switch is pulled to OFF and<br>b) Antenna tilt function is operative.                          |
| 14. Course Deviation<br>*** Indicators (Repeater) | C | 2 | 0 | Both may be inoperative provided flag and cross pointer sensitivity is not affected on the remaining indicators.                       |

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

|   |   |   |   |   |
|---|---|---|---|---|
| 34 NAVIGATION   |   |   |   |   |
| 15. Traffic Alert Collision<br>*** Avoidance system<br>(TCAS) |   |   |   |   |
| 1) TCAS System  | C | - | 0 | (M) May be inoperative provided the system is deactivated and secured.  |
| *** 2) Combined TA and RA<br>Dual Displays                    | C | 2 | 1 | (O) May be inoperative on the non-pilot flying side provided:<br>a) TA and RA elements and audio functions are operative on flying pilot side, and<br>b) TA and RA display indications are visible to the non-flying pilot. |
| 3) Resolution Advisory<br>(RA) Display System(s)              | C | 2 | 1 | (O)One may be inoperative on non-flying pilot side.   |
|   | C | - | 0 | (O) May be inoperative provided:<br>a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and<br>b) TA only mode is selected by the crew.   |
| 4) TA Display System  | C | - | 0 | (O) May be inoperative provided all installed RA display and audio functions are operative.   |

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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM                              | REPAIR CATEGORY                 |   |   |   |
|---|---------------------------------|---|---|---|
|   | 2. NUMBER INSTALLED             |   |   |   |
|   | 3. NUMBER REQUIRED FOR DISPATCH |   |   |   |
|   | 4. REMARKS AND EXCEPTIONS       |   |   |   |
| 34 NAVIGATION   |                                 |   |   |   |
| 16. Windshear Warning and<br>*** Flight Guidance System<br>(Reactive) | B                               | - | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Operator's alternate procedures should include reviewing Windshear avoidance and Windshear recovery procedures. |
|   | C                               | - | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Windshear Detection and Avoidance System (Predictive) operates normally.                                    |
| 17. Windshear Detection and<br>*** Avoidance System<br>(Predictive)   | B                               | - | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Operator's alternate procedures should include reviewing Windshear avoidance and Windshear recovery procedures. |
|   | C                               | - | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Windshear Warning and Guidance System (Reactive) operates normally.   |
| 18. Global Positioning<br>*** Systems                                 | D                               | - | 0 | May be inoperative provided enroute, navigation and approach procedures are not dependent on its use.   |

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

| 34 NAVIGATION                          |   |   |   |   |  |
|--|---|---|---|---|--|
| 19. External Altimeter Bug<br>***      | D | - | 0 |   |  |
| 20. Standby Attitude<br>Indicator      | C | - | 0 | May be inoperative provided not required by FAR.  |  |
|  | B | - | 0 | May be inoperative provided:<br>a) Operations are conducted in Day VMC only, and<br>b) Operations are not conducted into known or forecast over-the-top conditions.   |  |
| 21. Primary Attitude<br>Indicator      | A | 2 | 1 | (M) One may be inoperative provided:<br>a) The inoperative instrument is masked.<br>b) The flying pilots Primary Attitude Indicator is operative, and<br>c) Standby Attitude Indicator is available and operating normally on failed side, and<br>d) Repairs are made within 1 day. |  |
| 22. Flight Control Panels<br>(FCP)     | C | 2 | 0 | May be inoperative provided:<br>a) Operations are not dependent on its use, and<br>b) Associated Flight Director System is considered inoperative   |  |
| 23. Flight Guidance<br>Computers (FGC) | C | 2 | 0 | May be inoperative provided:<br>a) Operations are not dependent on its use, and<br>b) Associated Flight Director System is considered inoperative.  |  |

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

|   |   |   |   |   |  |
|---|---|---|---|---|--|
| 34 NAVIGATION                           |   |   |   |   |  |
| 24. Air Data Sensors                    | C | 2 | 0 | May be inoperative provided:<br>a) Operations are not dependent on its use, and<br>b) Associated Flight Director System is considered inoperative.  |  |
| 25. Flight Management<br>*** System     |   |   |   |   |  |
| 1) Navigation Databases                 | C | - | - | (O) May be out of currency provided:<br>a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch,<br>b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and<br>c) Approach Navigation Radios are manually tuned and identified. |  |
| 26. Navigation Management<br>*** System |   |   |   |   |  |
| 1) Navigation Databases                 | C | - | - | (O) May be out of currency provided:<br>a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch,<br>b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and<br>c) Approach Navigation Radios are manually tuned and identified. |  |
| 27. Altitude Alerting System<br>***     | C | - | 0 | May be inoperative provided enroute operations, ie RVSM, do not require its use.  |  |

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

|   |   |   |   |  |  |
|---|---|---|---|--|--|
| 35 OXYGEN                               |   |   |   |  |  |
| 1. Protective Breathing Equipment (PBE) | D | - | - | Any in excess of those required by FAR may be inoperative. |  |

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

|                          |   |   |   |  |
|--------------------------|---|---|---|--|
| 38 WATER/WASTE           |   |   |   |  |
| 1. Potable Water Systems | C | - | - | (M) Individual components may be inoperative provided:<br>a) Associated components are deactivated or isolated, and<br>b) Associated system components are verified not to have leaks. |

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

| 52 DOORS                   |   |   |   |   |
|----------------------------|---|---|---|---|
| 1. Door Warning Indicators | C | 7 | 0 | (O) All may be inoperative provided:<br>a) Affected door is visually verified to be CLOSED and LOCKED before each departure, and<br>b) Door warning light on glareshield panel operates normally.                       |
| 2. Airstair Assembly       | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Stairs are securely STOWED on the door, and<br>b) Door warning light on glareshield panel operates normally.  |
| 3. Door CWP Caption        | C | 1 | - | (O) May be inoperative provided:<br>a) All doors are visually verified CLOSED and LOCKED before each departure,<br>b) All Door Warning Indicators are operative, and<br>c) Indicator light is masked if inoperative ON. |

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

| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM                         | REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS AND EXCEPTIONS  |
|--|-----------------|---------------------|---------------------------------|--|
| 61 PROPELLERS  |                 |                     |                                 |  |
| 1. Reverse Pitch Indicating Light Systems (Green)                | B               | 2                   | 0                               | (O) Both may be inoperative provided reverse is not used on either engine.   |
| 2. Propeller Synchronizer System                                 | C               | 1                   | 0                               |  |
| 3. Propeller Reverse Systems                                     | C               | 2                   | 0                               | (M)(O) Both may be inoperative provided:<br>a) Affected system is inspected to ensure Propeller will not reverse, and<br>b) Reverse is not used on either engine.<br><br>NOTE: See AFM Limitations and Procedures.   |
| 4. Fine Pitch Indicating Light Systems (Blue)                    | C               | 2                   | 1                               | (O) One may be inoperative provided a check of the low blade angle (LBA) stop is accomplished in accordance with the AFM before the first flight of the day.   |
| 5. Propeller RPM Indicating Systems (Digital Indications)<br>-60 | C               | 2                   | 0                               | (O) May be inoperative provided:<br>a) Analog indication is verified operative, and<br>b) Procedures for engine operation do not depend on digital indication, and<br>c) Functional check is completed prior to flight.  |
| 6. Propeller RPM Indicating Systems (Analog Indications)<br>-60  | C               | 2                   | 0                               | (O) One or both may be inoperative provided:<br>a) Digital indication is verified operative, and<br>b) Procedures for engine operation do not depend on analog indication,<br>c) Flight crew performs a propeller overspeed test on the operative side(s) prior to each takeoff. |

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1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

71 POWERPLANT

1. Reserve Takeoff Power  
System (RTOP)

C

1

0

(M)(O) May be inoperative provided:  
a) Reserve power switches are  
OFF,  
b) RTOP system is deactivated,  
c) Aircraft is operated in  
accordance with AFM, and  
d) RTOP set manually by the  
crew.

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|  |                                 |  |  |
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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | REPAIR CATEGORY                 |  |  |
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|  | 3. NUMBER REQUIRED FOR DISPATCH |  |  |
|  | 4. REMARKS AND EXCEPTIONS       |  |  |

|   |   |   |   |   |
|---|---|---|---|---|
| 73 ENGINE FUEL & CONTROL                        |   |   |   |   |
| 1. Fuel Remaining Indicating System (Totalizer) | C | 1 | 0 | (O) May be inoperative provided:<br>a) Both Flight Deck Fuel Quantity Indicating Systems are operative, and<br>b) Both Fuel Flow Indicating Systems are operative.      |
| 2. Fuel Flow Indicating Systems                 | B | 2 | 1 | (O) May be inoperative provided:<br>a) Both Flight Deck Fuel Quantity Indicating Systems are operative, and<br>b) Both Fuel Remaining Indicating Systems are operative. |

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

| 79 ENGINE OIL   |   |   |   |   |
|---|---|---|---|---|
| 1. Oil Low Pressure Caution Lights System (Glareshield Panel) | B | 2 | 1 | (M) One may be inoperative provided:<br>a) Caution light is masked if inoperative ON, and<br>b) Procedures are established to monitor engine oil system using associated oil pressure and oil temperature gauges. |

|                         |                                     |                  |
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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | REPAIR CATEGORY                 |  |  |
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|  | 3. NUMBER REQUIRED FOR DISPATCH |  |  |
|  | 4. REMARKS AND EXCEPTIONS       |  |  |

|   |   |   |   |   |
|---|---|---|---|---|
| 80 STARTING                               |   |   |   |   |
| 1. Starter Motor Auto<br>Cut-Out Circuits | C | 2 | 0 | (O)May be inoperative provided start<br>cycle is manually terminated. |

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| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM         | REPAIR CATEGORY                 |   |   |   | 4. REMARKS AND EXCEPTIONS |
|--|---------------------------------|---|---|---|---------------------------|
|  | 2. NUMBER INSTALLED             |   |   |   |                           |
|  | 3. NUMBER REQUIRED FOR DISPATCH |   |   |   |                           |
|  |                                 |   |   |   |                           |
| 82 WATER INJECTION                               |                                 |   |   |   |                           |
| 1. Water Injection System<br>*** (-30)           | C                               | 1 | 0 | (O)Both may be inoperative provided:<br>a) Water injection switches are OFF on both engines, and<br>b) Aircraft is operated in accordance with AFM.   |                           |
| 2. Water Quantity Indicating<br>*** System (-30) | C                               | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Water quantity is verified by a reliable means (dip stick) before each takeoff.<br>OR<br>b) Tank is serviced to full capacity before each takeoff.<br>OR<br>c) Water injection system is considered inoperative and dispatch is in accordance with AFM. |                           |