

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

Revision: 6
Date: 03/15/85

M A S T E R M I N I M U M E Q U I P M E N T L I S T

VISCOUNT (ALL MODELS)

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FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST

Page: I
Revision: 6
Date: 03/15/85

VISCOUNT (ALL MODELS)

Table of Contents

SYSTEM NO.	SYSTEM	PAGE
--	Table of Contents	I
--	Control Page	II, III
--	Highlights of Change	IV
--	Notes and Definitions	V, VI, VII
--	Preamble	VIII, IX
21	Air Conditioning	21-1, 2, 3
22	Auto Flight	22-1
23	Communications	23-1, 2
24	Electrical Power	24-1, 2
25	Equipment/Furnishings	25-1, 2
26	Fire Protection	26-1
27	Flight Controls	27-1
28	Fuel	28-1, 2
29	Hydraulic Power	29-1
30	Ice and Rain Protection	30-1, 2, 3
31	Indicating/Recording Systems	31-1
32	Landing Gear	32-1
33	Lights	33-1, 2, 3
34	Navigation	34-1, 2, 3
35	Oxygen	35-1
52	Doors	52-1
61	Propellers	61-1
73	Engine Fuel & Control	73-1
77	Engine Indicating	77-1
79	Engine Oil	79-1
82	Water Injection	82-1

FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST

Page: II
Revision: 6
Date: 03/15/85

VISCOUNT (ALL MODELS)

Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
Cover Page	-	6	03/15/85
Table of Contents	I	6	03/15/85
Control Page	II	6	03/15/85
	III	6	03/15/85
Highlights of Change	IV	6	03/15/85
Notes and Definitions	V	6	03/15/85
	VI	6	03/15/85
	VII	6	03/15/85
Preamble	VIII	6	03/15/85
	IX	6	03/15/85
21	21-1	6	03/15/85
	21-2	6	03/15/85
	21-3	6	03/15/85
22	22-1	6	03/15/85
23	23-1	6	03/15/85
	23-2	6	03/15/85
24	24-1	6	03/15/85
	24-2	6	03/15/85
25	25-1	6	03/15/85
	25-2	6	03/15/85
26	26-1	6	03/15/85
27	27-1	6	03/15/85
28	28-1	6	03/15/85
	28-2	6	03/15/85
29	29-1	6	03/15/85
30	30-1	6	03/15/85
	30-2	6	03/15/85
	30-3	6	03/15/85
31	31-1	6	03/15/85
32	32-1	6	03/15/85
33	33-1	6	03/15/85
	33-2	6	03/15/85
	33-3	6	03/15/85
34	34-1	6	03/15/85
	34-2	6	03/15/85
	34-3	6	03/15/85
35	35-1	6	03/15/85
52	52-1	6	03/15/85
61	61-1	6	03/15/85
73	73-1	3	03/15/85

FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST

Page: III
Revision: 6
Date: 03/15/85

VISCOUNT (ALL MODELS)

Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
77	77-1	6	03/15/85
79	79-1	6	03/15/85
82	82-1	6	03/15/85

FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST

Page: IV
Revision: 6
Date: 03/15/85

VISCOUNT (ALL MODELS)

Highlights of Change 6

EFFECTIVE ABOVE DATE, the VISCOUNT Master Minimum Equipment List has been completely revised and reprinted. Please replace all pages of previous lists with Revision 6 for a complete up-to-date MMEL.

VISCOUNT (ALL MODELS)

Notes and Definitions

1. System Numbers are based on Air Transport Association (ATA) Specification Number 100.
2. "Item" means the equipment component or system, listed in the Item Column.
3. "(if installed)" in the Item Column indicates that the listed item of equipment is not applicable to all models or configurations. It does not imply that the airplane may be operated in accordance with this MMEL with the item removed.
4. The number in Column 2 indicates the number (quantity) of listed items normally installed on the aircraft. This number reflects the airplane type certificated configuration and, therefore, required for all flight operations, except as provided in column 3/4.
5. Dash - symbol in Column 2 or 3 indicates a variable number (quantity).
6. Asterisk * symbol in Column 4 indicates that the listed item of equipment, if inoperative, must be placarded to inform crewmembers of the equipment condition. Unless otherwise specified herein, placard wording and location will be determined by the operator.
7. (O) symbol in Column 4 indicates a crew operating procedure.

(M) symbol in Column 4 indicates a maintenance procedure.

Both symbols, used singly or in combination, require appropriate procedures to be established published, and complied with if flight is accomplished with the listed item or equipment inoperative.

NOTE: Aircraft manufacturers usually publish a manual which contains
---- acceptable procedures for MMEL compliance.

8. The number (quantity) of items that may be inoperative is stated in Column 4, unless 0 in column 3 indicates that none are required.

VISCOUNT (ALL MODELS)

Notes and Definitions

9. Alphabetical symbols in Column 4 indicate provisos (operations limitations) that must be complied with for dispatch or continued operation with the listed item of equipment inoperative.
10. NOTE: in Column 4 indicates additional information and references ---- for crewmember or maintenance consideration. Notes are not part of the provisos.
11. References given in Column 4, for example (See 21-1) and (See AFM Limitations), are to bring attention to certain interrelationships between the subject item and other MMEL items or AFM material. These references are intended to assist with compliance, but do not relieve the operator of responsibility for determining such interrelationships as stated in the Preamble.
12. The / symbol means "and or".
13. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

A change bar adjacent to a page number indicates that the page was renumbered only and that no change was made in the text.
14. Definitions for the purpose of this MMEL:
 - a. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
 - b. "As required by FAR" means that the listed item of equipment is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations Operating Rules.
 - c. "Inoperative" means a condition in which a listed item of equipment is malfunctioning to the extent that it does not accomplish its intended purpose, or is not consistently functioning within its designed operating limits or tolerances.

VISCOUNT (ALL MODELS)

Notes and Definitions

- d. "VMC" (Visual Meteorological Conditions) - The atmospheric environment is such that would allow the flight to proceed under the visual flight rules applicable to the flight. This does not preclude a pilot from filing an IFR flight plan and then conducting the flight in accordance with visual flight requirements.
- e. "IMC" (Instrument Meteorological Conditions) - Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling less than the minimums specified for Visual Meteorological Conditions.
- f. "Icing Conditions" means an atmospheric environment that may cause ice to form on the airplane or in the engine(s).
- g. "Secured" and "deactivated" mean 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.
- h. "Flight hours" for MMEL purposes means the time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing (i.e., takeoff to landing time). "Flight hours" is identical to "time in service" as defined FAR Part 1.

VISCOUNT (ALL MODELS)

Preamble

If some deviations from the type certificated configuration and equipment required by the operating rules were not permitted, the aircraft could not be flown unless all such equipment was operable. Experience has proven that the operation of every system or component installed on the aircraft is not necessary when the remaining operative instruments and equipment provide continued safe operations. Therefore certain deviations from these requirements are authorized to permit continued or uninterrupted operation of the aircraft. The Federal Aviation Regulations permit the publication of a MINIMUM EQUIPMENT LIST (MEL) designed to provide owners/operators with the authority to operate an aircraft with certain items or components inoperative provided the Administrator finds an acceptable level of safety maintained by appropriate operations limitations, by a transfer of the function to another operating component or by reference to other instruments or components providing the required information.

For the sake of brevity, the MEL does not include obviously required items such as wings, rudders, flaps, engines, landing gear, etc. Also, the list may not include items which do not affect the airworthiness of the aircraft, such as galley equipment, entertainment systems, passenger convenience items, etc. However, it is important to note that ALL ITEMS WHICH ARE RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND NOT INCLUDED ON THE LIST ARE AUTOMATICALLY REQUIRED TO BE OPERATIVE.

Unless otherwise specified in the remarks column, the FAA does not define "where" or "when" an inoperative item is to be repaired or replaced; but rather indicates through approval of MELs those instruments and items of equipment that may be inoperative for certain flight conditions with the intent that no flight can take off from an airport with inoperative equipment other than that specified. The failure of instruments or items of equipment in excess of those allowed to be inoperative by the MEL causes the aircraft to be unairworthy. The FAA makes no distinction in the MEL for dispatch or operation of a flight between points of origin and termination including intermediate stops or flights beyond the scheduled termination of the flight. The MEL was never intended to provide for continued operation of the aircraft for an indefinite period with inoperative items. The basic purpose of the MEL is to permit the operation of an aircraft with inoperative equipment within the framework of a controlled and sound program of repairs and parts replacement. It is important that the owner/operator make repairs

VISCOUNT (ALL MODELS)

Preamble

at the first airport where repairs or replacements may be made but, in any case, repair should be accomplished at the terminating airport, since additional malfunctions may require the aircraft to be taken out of service.

Owners/operators are responsible for exercising the necessary operational control to assure that no aircraft is dispatched or flown with multiple MEL items inoperative without first determining that any interface or interrelationship between inoperative systems or components will not result in a degradation in the level of safety and/or undue increase in crew workload.

The exposure to additional failures during continued operation with inoperative systems or components must also be considered in determining that an acceptable level of safety is being maintained. The MEL may not deviate from requirements of the AFM limitations section, emergency procedures or airworthiness directive unless the airworthiness directive or AFM provides otherwise.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

21-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	3. NUMBER REQUIRED FOR DISPATCH	
21. AIR CONDITIONING					
1.	Cabin Compressors	3	1		* (M) Up to two may be inoperative. Not required for unpressurized flight.
2.	Spill Valves	3	1		* (M) Up to two may be inoperative secured open. Not required for unpressurized flight.
3.	Spill Valve Warning Lights	3	1		* Up to two may be inoperative if associated with an inoperative spill valve. Not required for unpressurized flight.
4.	Recirculating Fan	1	1		
5.	Cabin Altitude Indicator	1	0		* (O) May be inoperative provided: a) The cabin differential pressure gauge operates normally, b) A chart is provided the flight crew to convert cabin pressure to cabin altitude. Not required for unpressurized flight.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

21-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1. 2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21.	AIR CONDITIONING				
6.	Cabin Differential Pressure Gauge	1	0		* (O) May be inoperative provided: a) Cabin altitude indicator operates normally. b) A chart is provided the flight crew to convert cabin altitude to cabin pressure. Not required for unpressurized flight.
7.	Cabin Rate of Climb Indicator	1	1		* May be inoperative provided pressurization system operates normally. Not required for unpressurized flight.
8.	Cabin Pressure Control				
	Automatic	1	0	*	
	Manual	1	0		* (O) May be inoperative for unpressurized flight.
9.	Outflow Valves	-	1		* (M) or (O) One may be inoperative provided it remains closed. Nor required for unpressurized flight.
10.	Air Cycle Refrigeration System	1	0	*	
11.	Freon System (If Installed)	1	0	*	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

21-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1. 2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
21.	AIR CONDITIONING (CONTINUED)					
12.	Cabin Temperature Control	1	0	*		
13.	Cabin Heater (If Installed)	1	0	*(M)		
14.	Cabin Heater Temperature Indicator (If Installed)	1	0			*May be inoperative provided cabin heater is not used.
15.	Cabin Heater Overheat Light (If Installed)	1	0			*May be inoperative provided cabin heater is not used.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

22-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22.	AUTO FLIGHT CONTROL			
1.	Autopilot System	1	0	*
2.	Control Wheel Autopilot Disconnect Button	2	1	*One may be inoperative.
		2	0	*Both may be inoperative provided autopilot is not used.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

23-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23.	COMMUNICATIONS				
1.	Cockpit Speaker (If Installed)	-	0		*May be inoperative provided: a) Procedures are not dependent upon its use, b) Headsets are installed and operating normally.
2.	Public Address System	1	0		*(O)May be inoperative provided: a) Alternate normal and emergency procedures are established and used, b) Flight Deck/Cabin Interphone function (two-way) operates normally. The airplane may continue the flight or series of flights for a maximum of 15 flight hours, but shall not depart an airport where repair or replacements can be made.
3.	VHF Communications Transmitters and Receivers	-	-		*One transmitter and two independent receivers required for all operations. OR *As required by FAR.
4.	Cockpit Interphone System	1	1		Required for all crewmembers on flight deck duty.
5.	Audio Selector Panels (Jack Boxes)	2	2		
6.	Service Interphone System (Cockpit to Cabin) (Cabin to Cockpit) (Cockpit to Ground)	1	0		*(O)May be inoperative provided: a) Alternate, normal and emergency procedures are established and used, b) PA system operates normally.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

23-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
23.	COMMUNICATIONS				
7.	Selective Call System (SELCAL) (If Installed)	1	0	*	
8.	Cockpit Voice Recorder	1	0		*In the event of malfunction or failure, the airplane may continue the flight or series of flights, but shall not depart an airport where repair or replacements can be made.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

24-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24.	ELECTRICAL POWER				
1.	Battery System	-	-		*(M)One may be inoperative.
2.	Generators	4	3		*(M)(O)One may be inoperative. NOTE: (Model 800 ONLY) If either ---- No. 1 or No. 4 is inoperative, flight operations must be restricted to VMC only.
3.	Voltmeters	4	3		*(O)Any one (other than No. 1) may be inoperative. NOTE: No. 1 must operate normally ---- at all times in order to monitor battery voltage.
4.	Ammeters	4	3		*One may be inoperative provided it is associated with an inoperative generator.
5.	Main Inverters	2	1		*One may be inoperative provided VMC flight conditions exist at both departure and arrival airports.
6.	Emergency Inverter	1	1		
7.	Inverter Failure Warning System	1	1		
8.	Instrument Alternator (If Installed)	2	1	*	
9.	Instrument Alternator Annunciator Lights (If Installed)	2	0	*	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

24-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
24.	ELECTRICAL POWER				
10.	NESA Inverter	1	0		* (M) (O) May be inoperative provided: a) Windshield alcohol system operates normally, OR b) The airplane is not flown in known or forecast icing conditions. NOTE: Speed Below 6,000 ft. AGL ---- should be limited to 160 KIAS or less.
11.	NESA Inverter Indicator Light	1	0		* (M) or (O) May be inoperative provided windshield panels heat normally.
12.	Instrument Power Failure Warning Systems (If Installed)	4	2		* UP to two in any combination may be inoperative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

REVISION NO: 6

PAGE:

VISCOUNT (ALL MODELS)

DATE: 03/15/85

25-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
25.	EQUIPMENT/ ----- FURNISHINGS -----				
1.	Crash Ax	1	1		
2.	First Aid Equipment	-	-		As required by FAR
3.	Over Water Equipment	-	-		" "
4.	Emergency Evacuation Equipment	-	-		" "
5.	Passenger Seat Belts	-	-		* (O) One required for each occupied seat. If belt is missing, seat must be blocked and placarded.
6.	Cabin Attendant Seat	-	-		* (M) May be inoperative or unusable provided: a) Cabin attendant occupies a passenger seat as close to, or closer than nearest seated passenger to the associated exit, b) Cabin attendant can reach the assigned emergency exit in essentially the same time as from normally assigned jumpseat, c) Passenger seat to be used by the cabin attendant is placarded for that purpose. Any cabin attendant seat that is occupied must operate normally.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

25-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25.	EQUIPMENT/ ----- FURNISHINGS -----				
6.	Cabin Attendant Seat - cont'd				<p>NOTE: A folding jumpseat which will ---- not stow automatically must be considered inoperative, and must be secured in the stowed position.</p> <p>The airplane may continue the flight or series of flights, but shall not depart an airport where repair or replacements can be made.</p>
7.	Emergency Locator Transmitter (ELT) (If Installed)		1	-	*As required by FAR.
8.	Crew Member Shoulder Harness (Cockpit and Cabin)		-	-	<p>*As required by FAR.</p> <p>If a harness at any occupied seat becomes inoperative, the airplane may continue the flight or series of flights, but shall not depart an airport where repair or replacements can be made.</p>

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

REVISION NO: 6

PAGE:

VISCOUNT (ALL MODELS)

DATE: 03/15/85

26-1

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

26.	FIRE PROTECTION					

1.	Hand Fire Extinguishers	-	-	-	-	As required by FAR.
2.	Engine Fire Detection Systems	4	4	4	4	
3.	Engine Fire Extinguisher Systems	4	4	4	4	
4.	Lower Cargo Compartment Fire Detection System	1	1	1	1	* (M) One detector switch may be inoperative. Not required if compartment remains empty, or only non-combustible materials are carried therein.
5.	Lower Cargo Compartment Extinguishing System	1	1	1	1	* Not required if compartment remains empty, or only non-combustible materials are carried therein.
6.	Cabin Heater (If Installed) Fire Detection System	1	1	1	1	* May be inoperative provided cabin heater is not used.
7.	Cabin Heater (If Installed) Extinguisher System	1	1	1	1	* May be inoperative provided cabin heater is not used.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

27-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
27.	FLIGHT CONTROLS				
1.	Aileron Trim Indicator	1	0		* (M) or (O) May be inoperative provided a functional check determines normal operation prior to each departure.
2.	Wing Flap Position Indicator	2	1		*Hand crank indicator (only) may be inoperative.
3.	Wing Flap Overtravel Indicator Light (If Installed)	1	1		
4.	Wing Flap Trip Warning Light	1	1		
5.	Emergency Flap System	1	1		

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

REVISION NO: 6

PAGE:

VISCOUNT (ALL MODELS)

DATE: 03/15/85

28-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1. 2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
28.	FUEL SYSTEM -----					
1.	Fuel Boost Pumps	-	-	-	-	* (O) A maximum of one in each tank may be inoperative.
2.	Fuel Crossfeed Valves (Interengine & Main)	3	-	-	-	* (M) (O) Any or all may be inoperative provided: a) Fuel crossfeed will not be required during the affected flight, b) Inoperative valve(s) is deactivated closed.
3.	Fuel Crossfeed Valve Position Indicators	-	-	-	-	
4.	Fuel Quantity Indicators	-	-	-	-	* (M) (O) One may be inoperative provided: a) Fuel quantity is determined by drip stick readings, or other approved means prior to departure, b) Fuel flow readings are logged, c) Procedures are established to assure that fuel flow is maintained essentially equal between engines, d) No other fuel system indicator, warning device or component other than boost pumps is inoperative.
5.	Fuel Quantity Indicator Test System	1	0			*
6.	Fuel Pressure Warning Lights	4	3			* (O) One may be inoperative provided fuel flow indicators operate normally on the associated engine.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

28-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
28.	FUEL SYSTEM				
7.	Low Fuel Quantity Warning Lights (If Installed)	2	0	*	
8.	Fuel Load Limiter	1	0	*(M) or (O)	
9.	Fuel Filter Warning Lights	4	4		

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

29-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	
29.	HYDRAULIC POWER			
1.	Pump Pressure Indicator	1	0	* (O) May be inoperative provided system pressure indicator operates normally.
2.	System Pressure Indicator	1	0	* (O) May be inoperative provided pump pressure indicator operates normally.
3.	Hydraulic (High Pressure) System Filters (If Installed)	2	0	* (M) One or both may be inoperative provided it is capped in accordance with approved procedures.
4.	Hydraulic (Low Pressure) System Filter	1	1	
5.	Engine Drive Pumps	2	1	* (M) (O)

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

30-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
30.	ICE & RAIN ----- PROTECTION -----				
1.	Airfoil Anti-Ice Systems	2	-		* (M) or (O) Either or both may be inoperative provided: a) The associated jet pipe flap is deactivated closed. b) The airplane is not flown in known or forecast icing conditions.
2.	Engine Cowl De-Icer Systems	4	-		* (O) Any or all may be inoperative provided the airplane is not flown in known or forecast icing conditions.
3.	Propeller De-Icer Systems	4	-		* (O) Any or all may be inoperative provided: a) Alternate approved means of ice protection is used, OR b) The airplane is not flown in known or forecast icing conditions.
4.	Windshield Panel Heat	3	0		* (O) Any or all may be inoperative provided: a) Associated windshield alcohol system operates normally, OR b) The airplane is not flown in known or forecast icing conditions.
NOTE: Speed below 6,000 ft. AGL ----- should be limited to 160 KIAS or less.					

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

30-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
30.	ICE & RAIN ----- PROTECTION -----				
5.	Airfoil Anti-Ice Temperature Indicator	1	0		*May be inoperative provided anti-ice system is not used.
6.	Airfoil Anti-Ice Overheat Warning Light System	1	0		*May be inoperative provided anti-ice system is not used.
7.	Engine & Propeller De-Ice Cycling Lights	4	3		* (O)One may be inoperative provided operation of the associated system is monitored with ammeter readings. Not required if system is not used.
8.	Windshield Heat (NESA) Cycling Lights	3	-		* (M) or (O) Any or all may be inoperative provided normal operation of the associated system is determined prior to each departure.
9.	Windshield Wipers	2	1		*One may be inoperative provided the airplane is not flown in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
10.	Pitot Heaters	2	1		* (O) Pilot's or co-pilots may be inoperative provided the airplane is not flown in visible moisture, known or forecast icing conditions.
11.	Pitot Heater Warning Lights	2	2		

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

30-3

SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		1.	3. NUMBER REQUIRED FOR DISPATCH	
30.	ICE & RAIN ----- PROTECTION -----			
12.	Static Vent Heaters (If Installed)	6	0	*
13.	Windshield Alcohol System	1	0	*May be inoperative provided: a) NESA system operates normally, OR b) The airplane is not flown in known or forecast icing conditions.
14.	Jet Pipe Flap Indicator Lights (If Installed)	2	0	*

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

31-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
31. INSTRUMENTS					
1.	Clock	-	1		*One must be operate normally at either the pilot's or copilot's station.
2.	Flight Recorder	1	1		*In the event of malfunction or failure, the airplane may continue the flight or series of flights, but shall not depart an airport where repair or replacements can be made.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

32-1

SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		1.	3. NUMBER REQUIRED FOR DISPATCH	
32.	LANDING GEAR			
1.	Anti-Skid System (If Installed)	1	0	* (O) May be inoperative providing appropriate AFM performance decrements are applied.
2.	Brake Pressure Indicator	1	0	* (O) May be inoperative provided hydraulic system pressure indicator operates normally.
3.	Landing Gear Position Indicator Lights (Green/Red)	-	-	All must operate normally.
4.	Landing Gear Position Visual Indicator Pins	3	3	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

33-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33.	LIGHTS			
1.	Cockpit and Instrument Panel Lighting System	1	-	*Individual lights may be inoperative for night flight providing remaining lights are: a) Sufficient to clearly illuminate all instruments and switches, b) Positioned so that direct rays are shielded from flight crewmember's eyes, c) Of controllable intensity, unless it is proven that this feature is unnecessary. Not required for daylight operations.
2.	Cabin Interior Lights	-	-	*Lights must be sufficient for cabin attendants to perform their duties.
3.	Passenger Notice System ("No Smoking/Fasten Seat Belt")	1	1	* (M) or (O) No passenger seat may be occupied in flight from which a "No Smoking/Fasten Seat Belt" sign is not readily legible, and that seat must be blocked. OR * (O) If one or more "No Smoking/Fasten Seat Belt" signs are inoperative, the affected passenger seat(s) may be occupied provided: a) Passenger Address System operates normally, and can be heard clearly throughout the cabin during flight, b) PA system is used to notify the passengers when seat belts should be fastened, and smoking is prohibited.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

33-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33.	LIGHTS -----				
3.	Passenger Notice System ("No Smoking/Fasten Seat Belt") (continued)				The airplane may continue the flight or series of flights, but shall not depart an airport where repair or replacements can be made.
4.	Interior Emergency Exit Lighting System	1	1		Required for all passenger operations.
5.	Exterior Emergency Lighting System	1	1		*May be inoperative for daylight operations.
6.	Wing Illumination Lights	2	0		*One or both may be inoperative for daylight operations.
		2	0		*May be inoperative for night operations provided: a) A portable light/lamp of adequate capacity is available for use in icing conditions, b) The airplane is not flown in known or forecast icing conditions.
7.	Landing Lights	2	1		*(0)One may be inoperative for night operations provided taxi light functions normally. Not required for daylight operations.
8.	Position Lights System	1	0		*May be inoperative for daylight operations.
9.	Anti-Collision Lights	-	0		*May be inoperative for night operations provided wingtip strobe lights operate normally.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

33-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33.	LIGHTS -----				
9.	Anti-Collision Lights - cont'd				Not required for daylight operations.
10.	Taxi Light		1	1	*May be inoperative provided both landing lights operate normally. Not required for daylight operations.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

34-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34.	NAVIGATION				
1.	Altimeters	2	2		*One required at each pilot station.
2.	Airspeed Indicators	2	2		
3.	Horizon Indicators	2	2		One required at each pilot station. For night VMC or IMC, each must be operated independently from a separate attitude source.
4.	Turn and Slip Indicator	2	1		*Turn function of one instrument may be inoperative provided two independently slaved Horizon Indicators operate normally.
		2	0		*Both turn functions may be inoperative for day VMC only.
5.	Directional Gyro Compass	-	1		*One may be inoperative for day VMC only providing the standby magnetic compass functions normally.
		-	2		*For night VMC or IMC, at least one independently stabilized gyro compass must operate normally on each pilot's panel.
					The airplane may continue the flight or series of flights, but shall not depart an airport where repair or replacements can be made.
6.	Rate of Climb Indicator	2	1		*One may be inoperative for day VMC only.
7.	Free Air Temperature Indicator	1	1		

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

34-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34.	NAVIGATION -----				
8.	Non-Stabilized Magnetic (Standby) Compass	1	0		*May be inoperative in those latitudes where magnetic information is unreliable, provided at least two stabilized compass systems are installed and operating normally. May be inoperative over domestic routes within the contiguous 48 states and Hawaii for a period not to exceed 15 flight hours, provided at least two stabilized compass systems are installed and operating normally.
9.	MACH/Airspeed Warning System	1	0		*(O)May be inoperative provided the airplane is operated at least 30 KIAS below Vmo. NOTE: If the overspeed warning ---- system malfunctions during flight by sounding earlier than scheduled, continue operation at a speed below that point at which the aural warning sounds, but do not deactivate and --- placard as inoperative.
10.	Flight Director System (If Installed)	2	0		*Not required unless landing weather minimums are dependent upon their use.
11.	Distance Measuring Equipment (DME)	-	-		*As required by FAR.
12.	VHF Navigation Receiver (VOR/ILS)	-	-		*As required by FAR.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

34-3

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34.	NAVIGATION				
13.	Glide Slope Receiver	-	-	-	*As required by FAR.
14.	ATC Transponder/ Automatic Altitude Reporting	-	-	*	"
15.	Automatic Direction Finder (ADF)	-	-	*	"
16.	Weather Radar System	-	-	*	"
17.	Altitude Alerting System	-	-	*	"
18.	Marker Beacon Receiver	-	-	*	
19.	Low Range Radio Altimeter (If Installed)	1	1	1	*May be inoperative provided: a) Dispatch deviation for ground proximity warning system is observed, b) Landing weather minimums or operating procedures are not dependent upon its use. In the event of malfunction or failure, the airplane may continue the flight or series of flights, but shall not depart an airport where repair or replacements can be made.
20.	Ground Proximity Warning System (GPWS) (If Installed)	1	1	1	*As required by FAR. In the event of malfunction or failure, the airplane may continue the flight or series of flights, but shall not depart an airport where repairs or replacements can be made.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

35-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1. 2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35.	OXYGEN -----				
1.	Crew Oxygen System	-	-		As required by FAR.
2.	Passenger Oxygen System	-	-		" "

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

REVISION NO: 6

PAGE:

VISCOUNT (ALL MODELS)

DATE: 03/15/85

52-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3. NUMBER REQUIRED FOR DISPATCH	
52.	DOORS				
1.	Cabin Door Warning Light System	1	1	1	* (M) or (O) May be inoperative provided it is determined by visual inspection that the associated door(s) is closed and locked.
2.	Cargo Door Warning Light	1	1	1	
3.	Air Stairs (If Installed)	1	0	0	* (M) or (O) Stairs may be inoperative provided door opens, closes and locks normally.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

PAGE:

DATE: 03/15/85

61-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
61.	PROPELLERS				
1.	Feather button Indicator Lights	4	-		*(O)Any or all may be inoperative.
2.	Ground Fine Pitch Landing Gear Switches (Test Circuit)	2	1		*One may be inoperative provided it has failed closed.
3.	Propeller Synchronizer System	1	0	*	
4.	Propeller Lock Aural Warning (If Installed)	1	0	*(O)	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

REVISION NO: 3

PAGE:

VISCOUNT (ALL MODELS)

DATE: 03/15/85

73-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
73.	ENGINE FUEL & CONTROL				
1.	Fuel Flowmeters	4	3		* (O) One may be inoperative provided: a) Associated fuel tank quantity indicator operates normally. b) An approved monitoring procedure is used to determine fuel flow rate.
2.	Fuel Trimmer Indicators	4	3		* (O) One may be inoperative when ambient temperatures requires fuel trimmer settings of less than 100%.
		4	-		* (O) Any or all may be inoperative provided operations are limited to ambient temperatures requiring fuel trimmer settings of 100%.
3.	Fuel Trimmer Actuator	4	4		

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

77-1

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77. ENGINE INDICATING						
1.	Tachometer Indicators		4	3		* (O) One may be inoperative for a flight or series of flights, but shall not depart an airport where repair or replacements can be made.
2.	TGT/JPT Indicators		4	4		
3.	Torque Pressure Indicators		4	3		* (O) One may be inoperative provided tachometer and fuel flowmeter for the associated engine operates normally. The airplane may continue the flight or series of flights, but shall not depart an airport where repair or replacements can be made.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

DATE: 03/15/85

PAGE:

79-1

SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		1.	3. NUMBER REQUIRED FOR DISPATCH	
79.	ENGINE OIL -----			
1.	Oil Temperature Indicators	4	4	
2.	Oil Pressure Indicators	4	4	
3.	Oil Pressure Lights (If Installed)	4	0	*

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

VISCOUNT (ALL MODELS)

REVISION NO: 6

PAGE:

DATE: 03/15/85

82-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
82.	WATER METHANOL -----			
1.	Water Methanol System	4	-	* (0) 3 wet, 1 dry, or 4 dry operations are authorized provided AFM performance decrements are applied.