



U.S. Department of Transportation  
Federal Aviation Administration  
Washington, DC

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# Master Minimum Equipment List (MMEL)

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Revision: 0  
Date: 07/12/2019

## **Viking Air Limited** **CL-415**

**\*\* FOR 14 CFR PARTS 91 and 137 OPERATIONS ONLY \*\***

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**LOG OF REVISIONS**

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**HIGHLIGHTS OF CHANGE**

The following changes are the Highlights of Changes for **Revision 0**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 03/19/2019.

PAGE NO.	EXPLANATION OF CHANGE
General	Original document. All pages new.

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**DEFINITIONS AND PREAMBLE**

**DEFINITIONS**

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website.

**PREAMBLE**

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Flight Standards Information Management System (FSIMS) website.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures for the Minimum Equipment List (insert aircraft manufacturer and aircraft make and model) (M) and (O) Procedures, published by the aircraft manufacturer.

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cabin Heater	C	1	0	(M) May be inoperative provided it is deactivated.	
2.	Air Conditioner	C	1	0	(M) May be inoperative provided it is deactivated. Vent fan may still be used if operative.	
3.	Vent Fan	C	1	0	(M) May be inoperative provided it is deactivated. Air Conditioner will be rendered inoperative as well.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
1.	VHF Communication System	B	2	1	(O) Any in excess of those required by 14 CFR may be inoperative provided it is not powered by an Emergency Power Source and not required by emergency procedures.	
2.	Radio Management Unit (RMU)	B	2	1	(O) VHF must be operative, or Clearance Delivery Unit is capable to utilize Com2/Nav2.	
3.	Frequency Modulation (FM)	B	2	0	(O) One or both may be inoperative provided they are not required by regulation.	
4.	Satellite Telephone	B	1	0	(O) May be inoperative if not required for long range communications.	
5.	Voice Activated Intercom (VOX)	C	2	0	(O) May be inoperative provided the control column press to transmit intercom switch is operative.	
6.	Third Crew Member Audio Panel	C	1	0	(O) May be inoperative provided observer seat is not required.	
7.	Cockpit Voice Recorder (CVR)	A	1	0	(O) May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.	

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24. Electrical Power						
Sequence No.	Item	1	2	3	4	Change Bar
1.	Static Inverter	B	2	1	(O) One may be inoperative for operations from sunrise to sunset in VMC operations only.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Third Crewmember Seat	C	1	0	(M)(O) May be inoperative provided it is removed, stowed or secured in the retracted position.	
2.	Four-Man Bench Seat (Individual Belted Position)	D	4	0	(M) Any or all may be inoperative provided procedures are established to ensure that affected seat(s) are blocked and placarded "Do Not Occupy".	
3.	Life Vest	C	6	2	As required by 14 CFR.	
4.	Nonessential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided item(s) is deferred in accordance with NEF deferral program. NEF program, procedures, and processes are outlined in operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flightcrew and included in operator's appropriate document.  NOTE: Exterior lavatory door ashtrays are not NEF items.	
5. ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
6. ***	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	(M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days.	
(Continued)						

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
6. ***	Fixed ELTs (Cont'd)	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	
7. ***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT Switch is placed in the ARMED mode.	
8. ***	ELT Indicator Light	D	-	0		
9. ***	ELT Aural Alarm	D	-	0		

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**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fire Bell	B	1	0	(M)(O) Fire bell may be inoperative provided all fire warning lights are operative.	
2.	Cabin Fire Detection and Extinguishing System	C	1	0	(M) May be inoperative provided Cabin Heater is deactivated.	
3.	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> <li>a) The 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</li> <li>b) Required distribution is maintained.</li> </ul>	

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<b>27. Flight Controls</b>						
Sequence No.	Item	1	2	3	4	Change Bar
1.	Rudder Trim Compensator (RTC)	B	1	0	(O) May be inoperative provided RTC push button annunciator (PBA) is selected OFF.	

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Quantity Indicator	C	2	1	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> <li>a) Fuel quantity must be determined by dipping tank prior to each flight,</li> <li>b) Fuel consumption is recorded; and,</li> <li>c) The aircraft is dispatched such that fuel transfer is not required,</li> <li>d) Fuel flow indication must be operative, and</li> <li>e) Aileron trim indicator is operative.</li> </ol>	
2.	Transfer System	B	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Crossfeed System is operative, and</li> <li>b) Aileron trim indicator is operative.</li> </ol>	

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**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Brake Accumulator Pressure Indicator	B	1	0	(O) May be inoperative provided the accumulator pre-charge is verified prior to each flight.	
2.	Water Drop System	B	1	0	(O) May be inoperative provided: a) No firefighting is conducted, and b) Water operations are not allowed.  NOTE: If one or more water doors are open, do not exceed Vwd (129 KIAS).	

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Air Data Ice Protection (ADIP)	B	2	1	(O) One may be inoperative for operations from sunrise to sunset in VMC provided there is no visible moisture and the flight is not conducted in known or forecast icing conditions.	
2.	Stall Warning Heater	B	1	0	(O) May be inoperative for operations from sunrise to sunset in VMC provided there is no visible moisture and the flight is not conducted in known or forecast icing conditions.	
3.	Windshield Wiper	C	2	0	(O) One or both may be inoperative provided the flight is not conducted in precipitation within five nautical miles of the airport of takeoff or intended landing.	
4.	Angle of Attack (AOA) Heater	B	1	0	(O) May be inoperative for operations from sunrise to sunset in VMC provided there is no visible moisture and the flight is not conducted in known or forecast icing conditions.	
5.	True Air Temp (TAT) Heater	B	1	0	(O) May be inoperative for operations from sunrise to sunset in VMC provided there is no visible moisture and the flight is not conducted in known or forecast icing conditions.	
6.	Engine Inlet Deicing Boot	C	2	0	(O) May be inoperative for operations from sunrise to sunset in VMC provided there is no visible moisture and the flight is not conducted in known or forecast icing conditions.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Clock	C	2	1	(O) One may be inoperative provided a reliable and functioning time piece is readily available to all flight deck crew members.	
2.	Automated Flight Following (AFF)	C	1	0	(M)(O) May be inoperative provided system is deactivated.	
3.	Loads Monitoring System	C	1	0	(M)(O) May be inoperative provided system is deactivated.	
4.	Flight Data Recorder (FDR) System	C	1	0	Any in excess of those required by 14 CFR may be inoperative.	
5.	FDR Recording Parameters not required by 14 CFR	A	1	0	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Landing Gear Horn	A	1	0	(O) May be inoperative for one flight provided gear position indicators are operational.	
2.	Amphibious Land/Sea Light	B	1	0	(O) May be inoperative provided: a) Land/Sea Aural Warning System is operational; and, b) No water operations are permitted	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	1	0	(O) Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew.  NOTE: Individual button/switch lights and/or annunciators/indications are excluded from this relief.	
2.	Landing Light	C	2	1	(O) One may be inoperative for night operations provided one taxi light is operative.	
3.	Pulse Light System	D	1	0	(O) May be inoperative.	
4.	Taxi Light	C	2	0	(O) May be inoperative for operations from sunrise to sunset.	
5.	Position Light	C	3	0	(O) May be inoperative for operations from sunrise to sunset in VMC.	
6.	Passenger Lighted Information Sign	C	1	0	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
7.	Cabin Light	C	2	0	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
8.	Emergency Exit Light	C	2	0	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
9.	Forward Hatch Light	C	1	0	(O) May be inoperative provided a flashlight is readily available to the flightcrew.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Vertical Speed Indicator (VSI)	B	2	1	One may be inoperative for day VMC.	
2.	Standby Magnetic Compass	B	1	0	May be inoperative provided both AHRS systems are operative.	
3.	Standby Attitude Indicator	B	1	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecasted over-the-top conditions.	
4.	Turn and Bank Indicator	C	1	0	May be inoperative for day VMC.	
5.	Distance Measuring Equipment	D	1	0	Any in excess of those required by 14 CFR may be inoperative.	
6.	ATC Transponders and Automatic Altitude Reporting System	B	2	0	May be inoperative provided: a) Operations do not require its use, and 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.	
7.	Automatic Direction Finding (ADF)	C	2	0	Any in excess of those required by 14 CFR may be inoperative.	
8.	VHF Nav System (VOR/ILS)	C	2	1	Any in excess of those required by 14 CFR may be inoperative.	
9.	Marker Beacon System	C	1	0	May be inoperative provided marker beacon reception is not needed for navigation.	
10.	Global Positioning System (GPS)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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Sequence No.	Item	1	2	3	4	Change Bar
11.	Traffic Alert and Collision Avoidance System (TCAS I)	B	1	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
12. ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	

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Sequence No.	Item	1	2	3	4	Change Bar
13. ***	ADS-B Out Extended Squitter Transmission	C	-	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Alternate procedures are established and used,</li> <li>b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and</li> <li>c) It is not required by 14 CFR.</li> </ol> NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
14. ***	ADS-B Out UAT Transmission	C	-	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Enroute operations do not require its use,</li> <li>b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and</li> <li>c) It is not required by 14 CFR.</li> </ol> NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
15. ***	ADS-B In Transmission	C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use.  NOTE: Any ADS-B function that operates normally may be used.	
16.	Radio Altimeter (RA) System	C	1	0		

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**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Door Open Warning CAS Message	C	2	0	(O) May be inoperative provided: a) A flightcrew verifies all Doors are LATCHED prior to each takeoff, and b) FASTEN SEAT BELT Sign remains ON.	

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**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Flow Indicator	B	2	1	(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated engine instruments are operative,</li> <li>b) fuel quantity indicator is operative,</li> <li>c) Fuel consumption is recorded, and</li> <li>d) Fuel quantity monitoring system is operative and reset after every flight.</li> </ul>	

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**74. Ignition**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Ignition System Exciter Unit Only	A	4	2	Two units may be inoperative provided: a) One ignition system per engine is operative, and b) Repairs are made within three flight days.	

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**76. Engine Control**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Handling Bleed Valve HBV OVRD (Manual Override)	C	2	0	(M) May be inoperative provided: a) Automatic function of Handling Bleed Valve is operative, and b) Aircraft is not utilized for firefighting missions that require the use of the HBV manual override.	

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**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Integrated Instrument Display System (IIDS)	B	3	2	(O) One may be inoperative provided Reversion is used.	

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**97. Operator Defined**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Foam Injection System	C	1	0	(O) May be inoperative provided manual bilge pump function is operative.	
2.	Water Door Cycle Counter	C	1	0	(O) May be inoperative provided the flightcrew records door cycles in the aircraft journey log.	
3.	Infrared Camera	C	1	0	May be inoperative.	
4.	Infrared Display	C	2	0	May be inoperative.	
5.	Emergency Dump System	B	1	0	(O) May be inoperative for non-firefighting operations.	
6.	Flood Warning System	B	1	0	(O) May be inoperative provided aircraft is not operated on water.	
7.	Probe Light	B	2	0	(O) One or both may be inoperative for non-firefighting operations.	
8.	Jack Ready Light	B	4	0	(O) One or more may be inoperative provided aircraft is not operated on water.	
9.	Water Door Light	B	4	0	(O) Provided: a) Aircraft is not operated on the water, and b) Water doors position is visually verified.  NOTE: If one or more water doors are open, due not exceed Vwd (129 KIAS).	
10.	Water Quantity Indicator	B	4	2	(O) One may be inoperative provided: a) One water probe is operative per tank, b) Water system is used in Salvo mode only, and c) Maximum lift off weight after water pickup is not exceeded.  NOTE: Crew should not rely on water status panel weight calculation.	