



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

Master Minimum Equipment List (MMEL)

Revision: 25
Date: 12/08/2015

Bombardier DHC-8-100, 200, 300

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FEDERAL AVIATION ADMINISTRATION

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HIGHLIGHTS OF CHANGE

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

ATA – ALL

Replaced DHC-8 with DHC-8-100, 200, 300 in all page headers for clarification to remove ambiguity of DHC-8-400 if individual pages are used without reference.

Any page with a new revision and revision date, but lacking revision bars against any MMEL entry is due to pagination and spill over resulting in the page being modified to account for entries being shifted to make space for entries before that modified page.

21 – AIR CONDITIONING

- 21-1 Added AFM Supplement reference to proviso.
- 21-3 Added AFM Supplement reference to proviso.
- 21-4 Added AFM Supplement reference to proviso.
- 21-5 Added AFM Supplement reference to proviso.
- 21-6 Added relief for AUTOMATIC and MANUAL Modes inoperative together.
- 21-7 Added relief for AUTOMATIC and MANUAL Modes inoperative together.
- 21-13 Removed '1)' in front of Case 2 as there are no other sub items.

22 – AUTO FLIGHT

- 22-4 Added '(M)' to MMEL to account for maintenance procedures in MELP.

23 – COMMUNICATIONS

- 23-2 Revised word in Case 2 proviso c) from “operable” to “operative.”
- 23-3 Removed 'a)' in front of Lavatory speaker as there are no other sub items.
- 23-14 Removed '1)' in front of ACARS Printer as there are no other sub items.
- 23-15 Removed '1)' in front of Passenger Configurations as there are no other configurations.
- 23-18 Added STC Reference number reference to title.

24 – ELECTRICAL POWER

- 24-2 Relief modified to meet and cater for an unknown failure mode.
- 24-6 Added '(O)' to incorporate procedures for deferring the DC loadmeter safely.
- 24-7 Added '(M)' to incorporate procedures for deferring the Voltmeter safely.
- 24-8 Relief revised to correct an illogical application of previous provisos and to cater for a failure case associated with an AD for the inverters.
- 24-10 Removed '1)' in front of Generator Control System as there are no other sub items.
- 24-14 Removed '1)' in front of Start Terminate Function as there are no other sub items.

25 EQUIPMENT AND FURNISHINGS

- 25-1 Removed “if installed” in the titles of sub items 3) and 4) as “****” are already present showing the intent of ‘If installed’.
- 25-8 Item incorporated into already existing item 25-14, sub item 3).
- 25-9 Relief revised for Case 1 to allow for securing the ditching dam and fairing. As well, relief introduced for dispatch with no weight restrictions.

HIGHLIGHTS OF CHANGE

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

- 25-10 Removed '1)' as there are no other sub items.
 25-14 Revised to add the missing '(O)' from the previous revision of the MMEL.
 25-19 Relief added for the PSU TEST switch on the flight attendant lighting panel.

27 – FLIGHT CONTROLS

- 27-10 Removed '1)' in front of Taxi Position Latch as there are no other sub items.
 27-12 Removed '1)' in front of Reduced Pressure Function (900 psi Mode) as there are no other sub items.
 27-13 Removed '1)' in front of Return to Center Spring as there no other sub items.
 27-15 Case 1 of this MMEL entry was omitted erroneously during Revision 23 and is being returned into the MMEL.

29 – HYDRAULIC POWER

- 29-3 Added '(M)' and '(O)' to MMEL to account for revisions and additions to procedures for safe deferral.

30 – ICE AND RAIN PROTECTION

- 30-17 New relief introduced for the INCR REF SPEED switch and Advisory Lights as per Modsum MS8Q101170 or MS8Y101067.

31 INDICATING / RECORDING SYSTEMS

- 31-4 Added '***' to item as it is an STC item and not part of type spec installation.
 31-5 Added STC Reference number to title.
 31-6 New relief introduced for STC ST11053SC Flight Data Acquisition and Storage Transmission System.
 31-7 to 31-10 Relief added as part of the STC ST03325NY MMEL package associated with the Universal EFI-890R Cockpit Upgrade.

32 LANDING GEAR

- 32-1 Relief revised to address modifications 8/1982 as mandated by AD 99-19-34.

33 LIGHTS

- 33-3 Removed '1)' in front of All Cargo Operations as there are no other sub items.
 33-11 Removed '1)' in front of Cargo Only Operations as there are no other sub items.
 33-13 Removed '1)' in front of Case 2 as there are no other sub items.
 33-18 Removed '1)' as no other sub items exist.
 33-19 Removed '1)' as no other sub items exist.
 33-20 Removed '1)' as no other sub items exist.

HIGHLIGHTS OF CHANGE

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

34 – NAVIGATION

- 34-8 Under '2)' GPWS in the provisos is meant to be applicable to the EGPWS as well for the indicated function relief. Added EGPWS to reduce confusion.
- 34-10 Removed '1)' in front of NAV Control Head as there are no other sub items.
- 34-11 Removed '1)' in front of DME Hold Function as there are no other sub items.
- 34-13 Relief for the Weather Radar Stabilization and Auto Tilt Functions added.
- 34-31 Relief expanded and revised to consider impact to EGPWS and relief period based on usage of the FMS.
- 34-35 Removed '1)' in front of EHSI Display as there are no other sub items.
- 34-40 Relief for the GPWS Landing Flap Selection Switch Indication Lights added.
- 34-41 Relief added as part of the STC ST03325NY MMEL package associated with to the Universal EFI-890R Cockpit Upgrade.
- 34-45

52 – DOORS

- 52-3 Added AFM Supplement reference to proviso.
- 52-4 Added AFM Supplement reference to proviso.
- 52-10 Titles for '7)' and '8)' revised from "Flightdeck" to "Flight Deck" to standardize across the rest of 52-10.

77 – ENGINE INDICATING

- 77-1 Removed '1)' in front of Digital Readout as there are no other sub items.
- 77-4 Removed '1)' in front of Digital Readout as there are no other sub items.
- 77-6 Removed '1)' in front of Digital Readout as there are no other sub items.
- 77-7 to 77-17 Relief added as part of the STC ST03325NY MMEL package associated with the Universal EFI-890R Cockpit Upgrade.

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| DEFINITIONS | | |

Insert definitions from Policy Letter PL-25

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| PREAMBLE (06/14/1989) | | |

Insert Preamble from Policy letter PL-34 for Part 121, 125, 129, & 135 certificated holders, or Policy Letter PL-36 for Part 91 operators.

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

| | | | | | |
|-------------|---------------------------------|---|---|---|---|
| 21 | AIR CONDITIONING | | | | |
| 1. | Cabin Pressure Control System | | | | |
| 1) | Automatic | C | 1 | 0 | (M) May be inoperative provided manual control operates normally. |
| 2) | Manual | C | 1 | 0 | (M) May be inoperative provided automatic control and direct forward outflow valve operate normally. |
| 3) | Automatic and Manual | C | 2 | 0 | (M)(O) Both may be inoperative for unpressurized flight provided: a) Operations are conducted in accordance with AFM Supplement 113, UNPRESSURIZED FLIGHT – BLEED ON, and b) The forward outflow valve operates normally. |
| 2. | Differential Pressure Indicator | C | 1 | 0 | (O) May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to convert cabin altitude to cabin differential pressure. |
| | | C | 1 | 0 | (O) May be inoperative provided flight is conducted in an unpressurized configuration. |
| 3. | Cabin Altitude Indicator | C | 1 | 0 | (O) May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided to convert cabin differential pressure to cabin altitude. |
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| | 2. NUMBER INSTALLED | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | 4. REMARKS AND EXCEPTIONS | | | |

| 21 | AIR CONDITIONING | | | | |
|----|--------------------------------------|---|---|---|---|
| 3. | Cabin Altitude Indicator (Cont'd) | C | 1 | 0 | (O) May be inoperative provided flight is conducted in accordance with AFM Supplement 113, UNPRESSURIZED FLIGHT - BLEED ON. |
| 4. | Cabin Rate of Climb Indicator | C | 1 | 0 | May be inoperative provided all other components and functions of the pressurization system operate normally. |
| | | C | 1 | 0 | (O) May be inoperative provided flight is conducted in accordance with AFM Supplement 113, UNPRESSURIZED FLIGHT - BLEED ON. |
| 5. | CABIN PRESS Warning Light | C | 1 | 0 | (O) May be inoperative for flight at or below 10,000 feet MSL, provided flight is conducted in accordance with AFM Supplement 113, UNPRESSURIZED FLIGHT - BLEED ON. |

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| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 21 AIR CONDITIONING | | | | | |
| 6. Cabin Temperature Control | | | | | |
| 1) Automatic | C | 1 | 0 | (M) | May be inoperative provided manual control operates normally. |
| 2) Manual | C | 1 | 0 | (M) | May be inoperative provided automatic control operates normally. |
| 3) Automatic and Manual (Series 100/200) | A | 2 | 0 | (M)(O) | Both may be inoperative for non-passenger carrying operations provided: a) Essential Flight Crew are the only occupants of the aircraft, b) Operations are conducted in an unpressurized configuration, at or below 10,000 feet above MSL, in accordance with AFM section 4.16.6, c) The forward outflow valve operates normally, d) The ambient temperature at the planned cruising altitude must provide an acceptable level of comfort for all crew members, and e) Aircraft is dispatched for one flight. |
| | | | | | (Continued) |

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

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| 21 | AIR CONDITIONING | | | | |
| 6. | Cabin Temperature Control (Cont'd) | | | | |
| 4) | Automatic and Manual (Series 300) (Mod 8/2228 or Mod 8/2229) | B | 2 | 0 | (M) Both may be inoperative provided: a) The associated CABIN PACK is considered inoperative and is selected and remains OFF, and b) FLT COMP TEMP CONTROL (AUTO and MANUAL) is verified operative. |
| 5) | Flight Attendant Trim Bias (Pre Mod 8/0807) | C | 1 | 0 | (M) May be inoperative provided manual or automatic control operates normally from the flight compartment. |
| 6) | Flight Attendant Temp Control (Mod 8/0807) | C | 1 | 0 | (M) May be inoperative provided manual or automatic control operates normally from the flight compartment. |
| 7. | Flight Compartment Temperature Control | | | | |
| 1) | Automatic | C | 1 | 0 | (M) May be inoperative provided manual control operates normally. |
| 2) | Manual | C | 1 | 0 | (M) May be inoperative provide automatic control operates normally. |
| (Continued) | | | | | |

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

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|-------------|---|---|---|---|---|
| 21 | AIR CONDITIONING | | | | |
| 7. | Flight Compartment Temperature Control (Cont'd) | | | | |
| 3) | Automatic and Manual (Series 100/200) | A | 2 | 0 | (M)(O) Both may be inoperative for non-passenger carrying operations provided: a) Essential Flight Crew are the only occupants of the aircraft, b) Operations are conducted in an unpressurized configuration, at or below 10,000 feet above MSL, in accordance with AFM section 4.16.6, c) The forward outflow valve operates normally, d) The ambient temperature at the planned cruising altitude must provide an acceptable level of comfort for all crew members, and e) Aircraft is dispatched for one flight. |
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| | 4. REMARKS AND EXCEPTIONS | | | |

| | | | | | |
|----|--|---|---|---|---|
| 21 | AIR CONDITIONING | | | | |
| 7. | Flight Compartment Temperature Control (Cont'd) | | | | |
| 4) | Automatic and Manual (Series 300) (Mod 8/2228 or Mod 8/2229) | B | 2 | 0 | Both may be inoperative provided: a) The associated FLT COMP PACK is considered inoperative and is selected and remains OFF, and b) CABIN TEMP CONTROL (AUTO and MANUAL) is verified operative. |
| 8. | Cabin Duct Temperature GAUGE | | | | |
| 1) | CABIN DUCT GAUGE (Series 100 and 200) | C | 1 | 0 | |
| 2) | DUCT TEMP GAUGE (Series 300) | C | 1 | 0 | (O) May be inoperative provided flights are conducted in accordance with AFM Supplement 85 OPERATION WITH INOPERATIVE CAB DUCT/CABIN/FC DUCT GAUGE. |
| a) | CABIN Temperature | C | 1 | 0 | |
| b) | CAB DUCT Temperature | C | 1 | 0 | (O) May be inoperative provided flights are conducted in accordance with AFM Supplement 85 OPERATION WITH INOPERATIVE CAB DUCT/CABIN/FC DUCT GAUGE. |
| c) | FC DUCT Temperature | C | 1 | 0 | (O) May be inoperative provided flights are conducted in accordance with AFM Supplement 85 OPERATION WITH INOPERATIVE CAB DUCT/CABIN/FC DUCT GAUGE. |

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|---|---------------------------------|---|---|--|---------------------------|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 21 AIR CONDITIONING | | | | | |
| 9. Flight Compartment *** Fan (Pre Mod 8/1538) | C | 1 | 0 | (M) May be inoperative provided Fan is deactivated. | |
| 10. Recirculation Fan | C | - | 0 | (M) May be inoperative provided Fan is deactivated. | |
| 11. Avionics Cooling Fan *** (With Mod 8/1127 or 8/1128) | C | - | 0 | (M) May be inoperative provided Fan is deactivated. | |
| 12. Air Cycle Machines (Series 300) | | | | | |
| 1) (Without Mod 8/2228 or 8/2229) | C | 2 | 1 | (M)(O) One may be inoperative provided: a) Airplane remains at or below 17,000 feet MSL, and b) Associated system is selected OFF. | |
| 2) (With Mod 8/2228 or 8/2229) | C | 2 | 1 | (M)(O) One may be inoperative provided associated system is selected OFF. | |
| 13. Advisory Display *** Cooling Fans | | | | | |
| Non EFIS Aircraft | C | 2 | 0 | (M) May be inoperative provided fan is deactivated. | |
| 14. Gasper Fan *** | C | 1 | 0 | | |

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| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 21 AIR CONDITIONING | | | | | |
| 15. Temperature Trim Valves (Series 100/200) | | | | | |
| 1) Cabin Trim | C | 1 | 0 | (M)(O) May be inoperative provided: a) Cabin Trim linkage is secured in the closed position, and b) Cabin and flight compartment automatic or manual temperature control operate normally. | |
| 2) Flight Compartment Trim | C | 1 | 0 | (M)(O) May be inoperative provided: a) Flight Compartment Trim linkage is secured in the closed position, and b) Cabin automatic or manual temperature control operates normally. | |
| 3) Cabin and Flight Compartment Trim | C | 2 | 0 | (M)(O) May be inoperative provided: a) Cabin and Flight compartment trim valves are secured in the closed position, and b) Automatic or manual temperature control operates normally. | |
| 16. Equipment Cooling Fan (Wardrobe) | C | 1 | 0 | (M) May be inoperative provided Fan is deactivated. | |

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| 21 | AIR CONDITIONING | | | | |
|-----|--|---|---|---|--|
| 17. | Pack Temperature Control Valves (TCV) (Series 300) | C | 2 | 1 | (M)(O) One may be inoperative provided: a) Associated valve is secured in the proper (SUMMER/WINTER) position, and b) Remaining Air Cycle Machine and associated TCV operate normally. |
| 18. | Ground Air Intake Fan *** | D | 1 | 0 | (M) May be inoperative provided Fan is deactivated and secured by an acceptable procedure. |
| 19. | SIDE WINDOW DEMIST Vent Controls | A | 2 | 1 | One may be inoperative provided: a) Airflow from the side window vent on the inoperative side is confirmed by the pilot, and b) Repairs are made within three flight days. |
| | | C | 2 | 0 | (M) May be inoperative provided the affected side(s) is failed in open position. |
| 20. | Low Level Vent Controls | A | 2 | 0 | One may be inoperative provided: a) Airflow from the side window vent, on the side with the inoperative low level vent, is confirmed by the pilot, and b) Repairs are made within three flight days. |
| | | C | 2 | 0 | (M) May be inoperative provided Low Level Vent position is confirmed and lever moved to closed position. |

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| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 21 AIR CONDITIONING | | | | | |
| 21. Flight Compartment Gaspers | | | | | |
| 1) Post Mod 8/0310 | A | 4 | 0 | | May be inoperative for one flight day. |
| | C | 4 | 2 | | May be inoperative provided at least one Large Gasper (vent) is operative. |
| 2) Pre Mod 8/0310 | C | 2 | 0 | | |

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| | | | | | |
| 22 AUTO FLIGHT | | | | | |
| 1. Autopilot | B | 1 | 0 | (M) May be inoperative provided: a) Standby Elevator Trim system is verified to operate normally, b) SAT/TAS display on Advisory Panel functions normally, and c) Approach minimums do not require its use. | |
| 2. AP DIS switches (on control wheels) | C | 2 | 1 | One may be inoperative provided: a) The autopilot is not used below 1,500 [feet] AGL, and b) Approach minimums do not require the use of the autopilot. | |
| | B | 2 | 0 | May be inoperative provided the autopilot is considered inoperative and not used. | |
| 3. A/P DISENG Lights | B | 2 | 0 | May be inoperative provided autopilot is not used. | |
| 4. Yaw Damper Channels | C | 2 | 1 | | |
| | B | 2 | 0 | (M) May be inoperative provided autopilot is considered inoperative and not used. | I |
| 5. Advisory Display Panels | C | 2 | 1 | (O) One may be inoperative provided: a) All functions on remaining Display operate normally, and b) Approach minimums do not require its use. | |

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|-----|---------------------------------------|---|---|---|---|
| 22 | AUTO FLIGHT | | | | |
| 6. | Flight Guidance Computers (FGC) | | | | |
| 1) | Series 100/200 | B | 2 | 1 | (M)(O) One may be inoperative provided: a) Approach minimums do not require dual FGCs, b) Operations are conducted in compliance with AFM Supplement 16 CATEGORY II OPERATIONS, and c) Autopilot is considered inoperative and not used. |
| 2) | Series 300 | C | 2 | 1 | (M)(O) One may be inoperative provided: a) Approach minimums do not require dual FGCs, and b) Operations are conducted in compliance with AFM Supplement 16 CATEGORY II OPERATIONS. |
| 7. | Touch Control Steering (TCS) Switches | C | 2 | 1 | May be inoperative provided the pilot, with the inoperative switch, disengages the autopilot prior to making any rudder trim and/or manual control column adjustments. |
| | | C | 2 | 0 | May be inoperative provided the autopilot is disengaged prior to making any rudder trim and/or manual control column adjustments. |
| 8. | A/P Disengage Aural Warning Unit | A | 1 | 0 | (O) May be inoperative for two flight days provided: a) An operational Disengage Aural Warning Unit is not required by regulatory requirements, and b) Pilot and Co-Pilot A/P DISENG lights on the Glareshield Panel are operative. |
| *** | | | | | |

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|-------------|--------------------------------------|---|---|---|--|
| 22 | AUTO FLIGHT | | | | |
| 9. | Go-Around (GA) Switches | C | 2 | 1 | (O) May be inoperative. |
| | | A | 2 | 0 | (O) May be inoperative for one flight. |
| 10. | AP PITCH TRIM | A | 1 | 0 | (M)(O) May be inoperative provided: a) Autopilot is considered inoperative and not used, and b) Repairs are made within one flight day. |
| 11. | Flight Guidance Control Panel (FGCP) | | | | |
| 1) | IAS Selector | B | 1 | 0 | (O) May be inoperative. NOTE: VS to be used for descent only when using autopilot. |
| | | B | 1 | 0 | (O) May be inoperative provided autopilot is disengaged for altitude changes. |
| 2) | VS Selector | B | 1 | 0 | (O) May be inoperative provided: a) Both Inertial Vertical Speed Indicators are operative, and b) IAS is used for altitude changes when using autopilot. |
| | | B | 1 | 0 | (O) May be inoperative provided autopilot is disengaged for altitude changes. |
| 3) | ALT Selector | B | 1 | 0 | (O) May be inoperative. |
| (Continued) | | | | | |

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| | | | | | |
| 22 AUTO FLIGHT | | | | | |
| 11. Flight Guidance Control Panel (FGCP) (Cont'd) | | | | | |
| 4) ALT SEL | A | 1 | 0 | (O) May be inoperative provided: a) Altitude Alerter is considered inoperative, and b) Repairs are made within three flight days. | |
| 5) Pitch/Rate Thumb Wheel | B | 1 | 0 | (O) May be inoperative. | |
| 6) HDG Selector | B | 1 | 0 | (O) May be inoperative provided basic Heading mode and Heading bugs are operative. | |
| 7) NAV Selector | B | 1 | 0 | (O) May be inoperative provided Nav Source selectors and Course selectors are operative. | |
| 8) APPR Selector | B | 1 | 0 | (O) May be inoperative provided alternate procedures for approach are established and used. | |
| 9) BC Selector | B | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used | |
| (Continued) | | | | | |

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| | 4. REMARKS AND EXCEPTIONS | | | |

| | | | | | |
|-----|---|---|---|---|---|
| 22 | AUTO FLIGHT | | | | |
| 11. | Flight Guidance Control Panel (FGCP) (Cont'd) | | | | |
| 10) | AP Selector Indication | | | | |
| | Non-EFIS Aircraft | B | 2 | 1 | (O) May be inoperative provided the AP Selector is set to the side with the operative AP Selector indication. |
| | | B | 2 | 0 | (O) May be inoperative provided the Autopilot is not used. |
| | EFIS Aircraft | B | 2 | 0 | (O) May be inoperative. |
| 11) | HIS SEL Selector Indication | | | | |
| | Non-EFIS Aircraft | B | 2 | 1 | (O) May be inoperative provided the HSI Selector is set to the side with the operative HSI Selector indication. |
| | EFIS Aircraft | B | 2 | 0 | (O) May be inoperative. |
| 12) | MLS Selector | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| | | | | | NOTE: Inoperative MLS Selector will render Microwave Landing System inoperative, and any other approach systems using the MLS selector will be disabled. |

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| | 4. REMARKS AND EXCEPTIONS | | | |

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|----|--|---|---|---|--|
| 23 | COMMUNICATIONS | | | | |
| 1. | Communications Systems | | | | |
| 1) | VHF | D | - | - | Any in excess of those required by 14 CFR may be inoperative provide 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. |
| 2) | HF | D | - | - | Any in excess of those required by 14 CFR may be inoperative. |
| 3) | VHF COMM Control Panels (Control Heads) | | | | |
| a) | Frequency Transfer Light | C | - | 0 | |
| b) | Frequency Transfer Switch | C | - | 0 | |
| c) | Frequency Selector Knob | C | - | 2 | |
| d) | Frequency Indication | C | - | 2 | |
| e) | VHF COM Tuning Function (At least one FMS installed and operative) | A | - | 1 | May be inoperative provided: a) The unaffected COM Control Head and FMS Radio Tuning Function are verified operational on the first flight of each day, and b) Repairs are made within three flight days. |

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4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

2. Flight Compartment
Speakers

C

2

0

May be inoperative provided:
a) Speakers are not required for
emergency procedures, and
b) Headsets are installed and
operate normally.

D

2

1

One may be inoperative provided:
a) They are not required for
emergency procedures,
b) Headsets are installed and
operate normally, and
c) A spare operative headset is
available.

3. Passenger Address
System (PA)

1) Passenger
Configuration

B

1

0

(O) May be inoperative provided:
a) Alternate, normal and
emergency procedures, and/or
operating restrictions are
established and used, and
b) Flight Attendant alerting system
(chime and call light) operates
normally.

NOTE:
Any station function(s) that operates
normally may be used.

C

1

0

(O) May be inoperative provided:
a) PA not required by 14 CFR,
and
b) Alternate, normal and
emergency procedures and/or
operating restrictions are
established and used.

NOTE:
Any station function(s) that operates
normally may be used.

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1. SYSTEM,
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4. REMARKS AND EXCEPTIONS

| 23 | COMMUNICATIONS | | | | | |
|----|---|---|---|---|--|--|
| 3. | Passenger Address System (PA) (Cont'd) | | | | | |
| 1) | Passenger Configuration (Cont'd) | | | | | |
| | Lavatory Speaker | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 2) | Cargo Configuration (Courier/Supernumerary Address System) | C | 1 | 0 | (O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used. | |
| | | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |
| | Lavatory Speaker | 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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| | | | | | |
| 23 COMMUNICATIONS | | | | | |
| 4. Cabin Attendant's Interphone System | C | - | 1 | | Any in excess of those required by 14 CFR may be inoperative. |
| 1) Passenger Configuration | | | | | |
| a) Flight Deck to Cabin, Cabin to Flight Deck | B | - | - | | (O) May be inoperative provided: a) Flight Deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, and b) Alternate communications procedures between the affected flight attendants station(s) are established and 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. NOTE: Any station function(s) that operates normally may be used. |
| | | | | | NOTE: Any station function(s) that operates normally may be used. |
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|----|--|---|---|---|---|
| 23 | COMMUNICATIONS | | | | |
| 4. | Cabin Attendant's Interphone System (Cont'd) | | | | |
| 1) | Passenger Configuration (Cont'd) | | | | |
| b) | Cabin to Cabin Function (Cont'd) | B | - | - | (O) May be inoperative provided: a) Cabin to Cabin interphone functions operate normally on at least fifty percent of the cabin handsets, and b) Alternate communications procedures between the affected flight attendants station(s) are established and used. NOTE: Any station function(s) that operate normally may be used. |
| 2) | Cargo Configuration | | | | |
| a) | Flight Deck to Cabin, Cabin to Flight Deck | C | 1 | 0 | (O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used. |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. |
| b) | Cabin to Cabin Function | D | 1 | 0 | |

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|-------------|-------------------------------|---|---|---|---|
| 23 | COMMUNICATIONS | | | | |
| 5. | Service Interphone System | 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. |
| 6. | Alerting System (Chime/Light) | | | | |
| 1) | Passenger Configuration | | | | |
| a) | Flight Deck Call Light | B | 1 | 0 | May be inoperative provided the flight deck chime operates normally. NOTE: The flight deck chime must always be operative. |
| b) | Flight Attendant Call Light | B | 1 | 0 | (O) May be inoperative provided: a) PA system operates normally, b) If affected light alert is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (chime or light) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any light alert function(s) that operate normally may be used. |
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|---|---|---|---|---|--|
| 23 COMMUNICATIONS | | | | | |
| 6. Alerting System (Chime/Light) (Cont'd) | | | | | |
| 1) Passenger Configuration (Cont'd) | | | | | |
| c) Flight Attendant Chime | B | - | 0 | (O) May be inoperative provided: a) PA system operates normally, b) If affected chime alert system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (light or chime) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. | |
| | | | | NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF). | |
| | | | | NOTE 2: Any chime alerting system function(s) that operate normally may be used. | |
| 2) Cargo Configuration | | | | | |
| a) Flight Deck Call Light | B | 1 | 0 | May be inoperative provided the flight deck chime operates normally. | |
| b) Flight Deck Call System | D | 1 | 0 | May be inoperative provided courier/supernumerary compartment remains unoccupied. | |
| | | | | (Continued) | |

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|----|--|---|---|---|---|
| 23 | COMMUNICATIONS | | | | |
| 6. | Alerting System (Chime/Light) (Cont'd) | | | | |
| 2) | Cargo Configuration (Cont'd) | | | | |
| c) | Courier/Supernumerary Call Light System | B | 1 | 0 | (O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used. |
| | | D | 1 | 0 | May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any light alerting system function(s) that operate normally may be used. |
| d) | Courier/Supernumerary Chime System | B | 1 | 0 | (O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used. |
| | | D | - | 0 | May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any chime alerting system function(s) that operate normally may be used. |

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4. REMARKS AND EXCEPTIONS

| 23 | COMMUNICATIONS | | | | |
|-------------|--|---|----|----|--|
| 7. *** | Prerecorded Passenger Announcement System | C | 1 | 0 | (O) May be inoperative provided alternate, normal and emergency procedures are established and used. |
| | | D | 1 | 0 | May be inoperative provided procedures do not require its use. |
| 8. | Static Dischargers | | | | |
| 1) | Series 100/200 | C | 20 | 16 | Four Static Dischargers may be missing provided: a) Three remain at each aileron/wingtip location, b) Three remain on the rudder, and c) Seven remain on the elevators. |
| 2) | (With Mod 8/0483) | C | 24 | 19 | Five Static Discharges may be missing provided: a) Four remain at each aileron/wingtip location, b) Four remain on the rudder, and c) Seven remain on the elevators. |
| 3) | (With Mod 8/0483 and Mod 8/0887) | C | 23 | 19 | Four Static Dischargers may be missing provided: a) Four remain at each aileron/wingtip location, b) Four remain on the rudder, and c) Seven remain on the elevators. |
| (Continued) | | | | | |

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| 23 | COMMUNICATIONS | | | | |
|-----|--|---|----|----|--|
| 8. | Static Dischargers (Cont'd) | | | | |
| 4) | Series 300 | C | 26 | 21 | Five Static Dischargers may be missing provided: a) Five remain at each aileron/ wingtip location, b) Four remain on the rudder, and c) Seven remain on the elevators. |
| 9. | Cockpit Voice Recorder System (CVR) | A | 1 | 0 | May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days. |
| 10. | Headsets/Microphones | C | - | - | Any in excess of those required for flight deck crewmembers (including official observer in observer's seat) may be inoperative. |
| 11. | Selective Calling *** System(SELCAL) or (ATSCAL) | C | 1 | 0 | (O) May be inoperative provided alternative procedures are established and used. |
| | | D | 1 | 0 | May be inoperative provided procedures do not require its use. |
| | Channels | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
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| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
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| 23 COMMUNICATIONS | | | | | |
| 12. Boom Microphones | A | - | 0 | May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days. | |
| 13. Boom Microphone Push to Talk (PTT) Switches (Boom Mic) | C | - | - | May be inoperative provided one switch at each required flight crew member station operates normally. | |
| 14. ACARS System *** | C | - | 0 | May be inoperative provided alternate procedures are established and used. | |
| | D | - | 0 | May be inoperative provided procedures do not require its use. | |
| ACARS Printer | C | - | 0 | 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, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | |
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| | 4. REMARKS AND EXCEPTIONS | | | |

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|--|---|---|---|--|---|
| 23 COMMUNICATIONS | | | | | |
| 15. Handset System | | | | | |
| Passenger Configuration | | | | | |
| *** Cabin (Series 300 SOO 8133) | B | 2 | 1 | (O) May be inoperative provided: a) One cabin handset operates normally, and b) Alternate communications procedures between the affected Flight Attendant's station(s) are established and used. | I |
| | | | | NOTE 1: An operative handset at an inoperative flight attendant seat is considered inoperative. | |
| | | | | NOTE 2: Any handset(s) function(s) that operate normally may be used. | |
| 16. Flight Deck Hand Microphones | C | 2 | 0 | May be inoperative provided associated boom microphones are operative. | |
| | D | - | - | Any in excess of those required by regulation may be inoperative. | |
| 17. Flight Compartment *** Satellite Phone AFIRS Global Voice (STC ST01923NY) | C | 1 | 0 | May be inoperative provided: a) Required communication systems (HF, VHF) are operative, and b) Procedures do not require its use. | |

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| | 4. REMARKS AND EXCEPTIONS | | | |

| 23 | COMMUNICATIONS | | | | |
|--------|--|---|---|---|---|
| 18.*** | Tropospheric Airborne Meteorological Data Recording System (TAMDAR) / SATCOM Transceiver (STC ST00640DE) | D | 1 | 0 | (M)(O) May be inoperative provided alternate procedures are established and used. |
| 1) | Automatic Flight Time Reporting (OUT/OFF/ON/IN) | D | 1 | 0 | (O) May be inoperative provided alternate flight time recording and transmission procedures are established and used. |
| 2) | Weather Data Acquisition and Transmission | D | 1 | 0 | May be inoperative provided operational procedures do not require its use. |
| 3) | Voice Communication | D | 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. |
| 4) | Text Message / Email | D | 1 | 0 | (O) May be inoperative provided alternate transmission procedures are established and used. |

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| | 4. REMARKS AND EXCEPTIONS | | | |

| 24 | ELECTRICAL POWER | | | | |
|----|---|---|---|---|---|
| 1. | Transformer Rectifiers | B | 2 | 1 | (M) One may be inoperative provided: a) Both DC Starter/ Generators are verified to operate normally, b) Loadmeters for remaining channels operate normally, and c) Associated TRU is secured. |
| 2. | Inverter Fail Caution Lights (PRI INV, SEC INV, AUX INV) | B | 3 | 2 | (M) One may be inoperative provided the Inverter associated with the inoperative caution light is considered inoperative. |
| 3. | AC Voltmeter (Variable Frequency) | C | 1 | 0 | (O) May be inoperative provided electrical fault warnings, AC loadmeter, and both DC generators operate normally. |
| 4. | AC Loadmeter (Variable Frequency) | C | 1 | 0 | (O) May be inoperative provided electrical fault warnings, AC voltmeter, and both DC generators operate normally. |
| 5. | AC GEN Fail Caution Lights | C | 2 | 1 | (O) One may be inoperative provided the associated AC voltmeter and loadmeter operate normally, and are closely monitored during flight. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | |
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| | 4. REMARKS AND EXCEPTIONS | | | |

| 24 ELECTRICAL POWER | | | | | |
|-----------------------|---|---|---|--|--|
| 6. DC Loadmeter | C | 1 | 1 | (O) One loadmeter channel position may be inoperative provided all DC generators and TRUs operate normally. | |
| | C | 1 | 1 | (O) One loadmeter channel position may be inoperative provided inoperative indication is associated with a failed DC generator or TRU. | |
| 7. Inverter Voltmeter | C | 1 | 0 | (M) May be inoperative provided electrical fault indications and inverter loadmeter are verified to operate normally for operating inverters. | |
| 8. Inverters | B | 3 | 2 | (M)(O) One may be inoperative provided: a) The Inverter Fail Caution Lights for the remaining two inverters are operative, b) Inoperative inverter switch is selected OFF, c) If PRIMARY or SECONDARY inverter is inoperative, AUXILIARY inverter is selected to the inoperative side, and d) An acceptable procedure is established and used to ensure that fixed frequency AC electrical loads do not exceed limits for single inverter operation. | |
| | | | | NOTE: Associated voltmeter channel and/or loadmeter channel are not required for inoperative inverter. | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
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| 24 ELECTRICAL POWER | | | | | |
| 9. Inverter Loadmeter | C | 1 | 0 | (M) May be inoperative provided electrical fault indication and inverter voltmeter are verified to operate normally for operating inverters. | |
| 10. DC Starter/ Generator Systems | | | | | |
| Generator Control System | B | 2 | 1 | (M)(O) One may be inoperative in the generator mode only (DC GEN caution light illuminated) provided: a) Both AC generators operate normally, b) Both Transformer Rectifier Units (TRUs) operate normally, and c) Operations are conducted in compliance with AFM Supplement 92 OPERATION WITH ONE DC GENERATOR INOPERATIVE | I |
| 11. Auxiliary Battery Temperature Monitor | B | 1 | 0 | (M) May be inoperative provided the auxiliary battery hot warning light is verified to operate normally. | |
| 12. AC External Power System | C | 1 | 0 | | |
| 13. DC External Power System | C | 1 | 0 | | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | |
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| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | 4. REMARKS AND EXCEPTIONS | | | | |
| 24 ELECTRICAL POWER | | | | | |
| 14. DC Generator Control Unit (GCU) | | | | | |
| Start Terminate Function | B | 2 | 0 | (O) May be inoperative provided the start is manually terminated at 62% NH | I |
| 15. L TRU, R TRU Caution Lights | B | 2 | 1 | (M)(O) One may be inoperative provided the associated TRU voltmeter and loadmeter operate normally and are closely monitored during flight. | |
| 16. DC GEN Caution Lights | B | 2 | 1 | (M)(O) One may be inoperative provided the associated DC voltmeter and loadmeter operate normally and are closely monitored during flight. | |

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

| 25 | EQUIPMENT/ FURNISHINGS | | | | |
|-----------|---|---|---|---|--|
| 1. | Pilot's Seat | | | | |
| 1) | Vertical Mode Adjustment | C | 2 | 0 | (M) Adjustment in a vertical mode may be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Fore-aft adjustment operates normally. |
| 2) | Armrests | C | 4 | 0 | (M) May be inoperative provided armrest is removed. |
| 3) *** | Lumbar Support | C | 2 | 0 | May be inoperative in the lowest position provided seat is acceptable to the affected crewmember. |
| 4) *** | Lumbar Support Padding | D | - | - | May be worn or damaged if acceptable to the affected crewmember. |
| 5) *** | Recline Mechanism (For Mod 8/1407, CR825CH00039, CR825CH00230, and MS8Q420179 only) | B | - | 0 | (M) May be inoperative provided the backrest is secured in a position acceptable to the affected crew member. |

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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

2. Flight Attendant Seat
Assembly

1) Series 100, 200 and
300 (single position)

A

1

0

(M)(O) May be inoperative provided:
 a) Affected seat is not occupied,
 b) Flight attendant displaced by
 inoperative seat occupies the
 passenger seat most accessible to the
 inoperative seat,
 c) Alternate procedures are established
 and used as published in crewmember
 manuals,
 d) Folding type seat is stowed or secured
 in the retracted position,
 e) Passenger seat assigned to flight
 attendant is placarded "FOR FLIGHT
 ATTENDANT USE ONLY", and
 f) Repairs are made within
 two (2) flight days.

NOTE 1:
An automatic folding seat that will not stow
automatically is considered inoperative.

NOTE 2:
A seat position with an inoperative or missing
restrained system is considered inoperative.

NOTE 3:
The above provisos apply to flight attendant
seats. Individual operators, when operating
with inoperative seats, will consider the
locations and combinations of seats to ensure
that the proximity to exits and distribution
requirements of the applicable 14 CFR are
met.

(Continued)

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

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| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 2. | Flight Attendant Seat Assembly (Cont'd) | | | | |
| 1) | Series 100, 200 and 300 (single position) (Cont'd) | | | | |
| | All Cargo Configuration | D | 1 | 0 | May be inoperative provided affected seat or seat assembly is not occupied. |
| 2) | Series 300 *** (dual position) | | | | |
| a) | Required Flight Attendant Seats | B | 2 | - | (M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat 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, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat is stowed or secured in the retracted position, and e) Passenger seat assigned to the flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY". |
| (Continued) | | | | | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | |
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| | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH |
| | | | | 4. REMARKS AND EXCEPTIONS |
| <p>25 EQUIPMENT/ FURNISHINGS</p> <p>2. Flight Attendant Seat Assembly (Cont'd)</p> <p>2) Series 300 *** (dual position) (Cont'd)</p> <p>a) Required Flight Attendant Seats (Cont'd)</p> | | | | <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 restrained system is considered inoperative.</p> <p>NOTE 3: Individual operators, when operating with inoperative seats, will consider the location and combination of seats to ensure that the proximity to exits and distribution requirements of applicable 14 CFR are 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, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | |
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | 4. REMARKS AND EXCEPTIONS | | | | |

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| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 2. | Flight Attendant Seat Assembly (Cont'd) | | | | |
| 2) *** | Series 300 (dual position) (Cont'd) | | | | |
| b) | Excess Flight Attendant Seats | C | 2 | - | (M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restrained system is considered inoperative. |
| 3. | Emergency Locator Transmitter (ELT) | | | | |
| *** | Fixed ELT | 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 repairs are made within 90 days. |
| | | D | - | - | (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. |
| (Continued) | | | | | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | |
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| | 4. REMARKS AND EXCEPTIONS | | |

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| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 3. | Emergency Locator Transmitter (ELT) | | | | |
| *** | Fixed ELT (Cont'd) | D | - | - | (M) Any in excess of those required by 14 CFR may be missing. |
| *** | Survival Type ELTs | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. |
| 4. | "Fasten Seat Belt While Seated" Signs or Placards | C | - | - | One of more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat. |
| 5. | Passenger Seat(s) | C | - | - | 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) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". |
| | | | | | NOTE 1: A seat with an inoperative seat belt is considered 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. |
| | | | | | (Continued) |

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| 25 EQUIPMENT/ FURNISHINGS | | | | | |
| 5. Passenger Seat(s) (Cont'd) | | | | | |
| 1) Recline Mechanism *** | C | - | - | (M) May be inoperative and seat occupied provided seat back is secured in the full upright position. | |
| 2) Armrest *** | | | | | |
| a) Armrest with Recline Mechanism | D | - | - | (M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest 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: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle. | |

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| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 6. | Non-Essential Equipment & Furnishings (NEF) | | - | 0 | <p>May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program procedures and processes are outlined in the operator's Manual.</p> <p>(M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.</p> <p>NOTE: Exterior lavatory door ashtrays are not considered NEF items.</p> |

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| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 7. | Forward Observer Seat (Including associated equipment) | A | 1 | 0 | May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days. |
| | | A | 1 | 0 | May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for the performance of official duties, and c) Repairs are made within two flight days. |
| | | | | | 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. 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). |
| 8. | First Aid Kit and/or Associated Equipment | | | | Relief combined with 25-14 (Emergency Medical Equipment), Revision 25. |

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| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 9. | Type III Exit Ditching Dams (Series 300 with CR803SO00001 or 803SO090017 or CR803SO00002 or 803SO090018 only) | C | 2 | 0 | (M)(O) May be inoperative provided: a) Maximum takeoff weight does not exceed 41100 lbs (18643 kg), and b) Either: i. Ditching dam and fairing are secured in place, or ii. Ditching dam and fairing are removed, or iii. Ditching dam is removed and fairing is secured in place. |
| | | C | 2 | 0 | (M) May be inoperative provided: a) Extended Overwater Operations are prohibited, b) Takeoffs and landings are not conducted on runways that may lead to imminent ditching, and c) Either: i. Ditching dam and fairing are secured in place, or ii. Ditching dam and fairing are removed, or iii. Ditching dam is removed and fairing is secured in place. |
| | | | | | NOTE: "Extended Overwater Operations" means operations over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline. |

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| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 10. | Storage Bins, Cabin, Galley and Lavatory Storage Compartment/ Closets | C | - | - | <p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Procedures are established and used to secure the affected bin, compartment or closet in the CLOSED position, b) Affected bin, compartment or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin compartment or closet is not used for storage of any items except for those permanently affixed. <p>NOTE: For overhead storage compartments, if no partitions are installed, the entire overhead storage compartment is considered inoperative.</p> <p>(Continued)</p> |

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| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 10. | Storage Bins, Cabin, Galley and Lavatory Storage Compartment/ Closets (Cont'd) | C | - | - | <p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment or closet is not used for storage of any items, except those permanently affixed, d) Affected bin compartment or closet is prominently placarded DO NOT USE, e) Procedures are established and used to alert crew members and passengers of inoperative bin, compartment or closet, and f) Passengers are briefed that affected bin, compartment or closet is not used. <p>NOTE 1: For overhead storage compartments, if no partitions are installed, the entire storage compartment is considered inoperative.</p> <p>NOTE 2: Any emergency equipment (permanently affixed) located in the affected bin, compartment, or closet is available for use.</p> <p>(Continued)</p> |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | |
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| | 4. REMARKS AND EXCEPTIONS | | | | |
| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 10. | Storage Bins, Cabin, Galley and Lavatory Storage Compartment/ Closets (Cont'd) | | | | |
| *** | Storage Compartment Key Locks | D | - | 0 | (M) Maybe inoperative in the unlocked position provided doors can be secured by other means. |
| 11. | Active Noise and *** Vibration Suppression System | D | 1 | 0 | (M) May be inoperative. NOTE: Aircraft may be dispatched with system operative in the DEGRADE mode. |
| 12. | Megaphones | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained. NOTE: Not required for all-cargo operation. |

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

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|-------------|---|---|---|---|---|
| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 13. | Flight Attendant Flashlights/Flashlight Holders | | | | |
| 1) | Flashlights | C | - | 0 | (O) May be inoperative or missing provided the flight attendant assigned to the associated seat has a flashlight of equivalent characteristics readily available. |
| 2) | Flashlight Holders | C | - | 0 | (M)(O) May be inoperative or missing provided alternate stowage provisions are provided. |
| 14. | Emergency Medical Equipment | | | | |
| 1) | Automated External Defibrillator (AED) and/or Associated Equipment | A | - | 0 | (O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight. |
| | | D | - | - | Any in excess of those required by 14 CFR may be incomplete, missing or inoperative. |
| 2) | Emergency Medical Kit and/or Associated Equipment | A | - | 0 | (O) May be inoperative provided: a) EMK is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight. |
| (Continued) | | | | | |

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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 | | | | |
| 14. Emergency Medical Equipment (Cont'd) | | | | |
| 2) Emergency medical Kit and/or Associated Equipment (Cont'd) | D | - | - | (O) Any in excess of those required by 14 CFR may be incomplete, missing or inoperative. The number of kits required by 14 CFR must contain the minimum content as required by 14 CFR. |
| 3) First Aid Kit (FAK) and/or Associated Equipment | A | - | - | (O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight. |
| | D | - | - | Any in excess of those required by 14 CFR may be incomplete, missing or inoperative. The number of kits required by 14 CFR must contain the minimum content as required by 14 CFR. |
| 15. Flight Attendant Reading Light | C | - | 0 | May be inoperative provided a suitable alternate light source is available. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|---------------------------------|---|---|--|---|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 25 EQUIPMENT/ FURNISHINGS | | | | | |
| 16. Flight Deck Sun Visors *** | C | - | - | | May be inoperative provided: a) Affected sun visor does not obstruct either pilot's field of view for take-off and landing, and b) Inoperative sun visor is acceptable for flight conditions to the operating flight crew. |
| | C | - | - | | (M) May be inoperative provided: a) Affected sun visor is removed, and b) Removal of inoperative sun visor is acceptable for flight conditions to the operating flight crew. |
| 17. Exterior Lavatory Door Ashtray | A | 1 | 0 | | May be missing or inoperative for 10 days. |
| 18. Crew Convenience Item | D | - | 0 | | Crew convenience items, as expressed in the MMEL, are those related to crew convenience, or comfort such as, map tables, chart and calibration card holders and door mirror. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|---|---------------------------------|---|---|--|---------------------------|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
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| 25 EQUIPMENT/ FURNISHINGS | | | | | |
| 19. Passenger Service Unit (PSU) | C | - | - | (M) Passenger seats from which "No Smoking/Fasten Seat Belt" light is not readily legible shall not be occupied and must be blocked and placarded "DO NOT OCCUPY". | |
| | C | - | - | (O) The affected seat(s) may be occupied provided: a) Cabin Chime system and Passenger Address system are operative, and b) Procedures are established and used to alert and notify affected passengers when seat belts should be fastened and smoking prohibited. | |
| Flight Attendant Lighting panel PSU TEST switch | D | 1 | 0 | (O) May be inoperative. | |
| 20. Flight Deck Cup Holder(s) | C | 2 | 0 | (M) May be inoperative or missing provided: a) An alternate means of cup retention is established and used, and b) Container(s) is provided and used that will prevent liquid spillage. | |
| 21. Control Wheel Chart Holder(s) | C | 2 | 0 | (M) May be inoperative or missing provided alternate means are established and used. | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|---------------------------------|---|---|---|---------------------------|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 25. EQUIPMENT/ FURNISHINGS | | | | | |
| 22. Flight Deck Flashlights / Flashlight Holders | | | | | |
| 1) Flashlights | C | 2 | 0 | (O) May be inoperative or missing provided that a flashlight of equivalent characteristics is readily available. | |
| 2) Flashlight Holders | C | 2 | 0 | (M)(O) May be inoperative or missing provided alternate stowage provisions are provided. | |
| 23. Passenger Seats Baggage Restraining Bars | C | - | - | (O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established and used to alert Cabin Crew of inoperative restraining bar. | |
| 24. Flotation Equipment *** (Crew and Passenger) | C | - | - | As required by 14 CFR. | |

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

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|-----|---|---|---|---|---|
| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 25. | Aft Baggage V Divider Net | | | | |
| | Series 300 | D | 1 | 0 | (M) May be inoperative or missing provided: a) Inoperative aft baggage V net assembly is completely removed including associated mounting hardware. b) Ground crew is notified of missing aft baggage divider nets. c) Only non-combustible materials are carried. Operator MEL must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. |
| 26. | Lavatory Waste Receptacle Access Doors/Covers | C | 1 | 0 | (M)(O) May be inoperative provided: a) Associated waste receptacle is empty, b) Waste receptacle access is secured to prevent waste introduction into compartment, c) Lavatory is only used by crewmembers, and d) Associated lavatory entrance door is locked closed and placarded: 'INOPERATIVE – DO NOT ENTER'. NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers. |

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

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|-------------|-----------------------------------|---|---|---|--|
| 26 | FIRE PROTECTION | | | | |
| 1. | Power Plant Fire Detection System | | | | |
| 1) | Series 100 | C | 4 | 2 | (O) One loop per engine may be inoperative provided: a) Affected engine LOOP SELECTOR switch is selected to the operative loop, either "A" or "B", and b) Operations are conducted in compliance with AFM Supplement 93 OPERATION WITH INOPERATIVE ENGINE FIRE LOOP. |
| 2) | Series 200/300 | A | 4 | 2 | (O) Inter-compressor case loop "B" may be inoperative provided: a) P&WC SB 21065 (flow detector) has been incorporated in engine, b) Air conditioning system is monitored for sources of smoke, c) Associated engine(s) NL, NH, and ITT indicators operate normally and are monitored closely, d) Affected engine LOOP SELECTOR switch is selected to the operative loop "A", e) Operations are conducted in compliance with AFM, Supplement 93 OPERATION WITH INOPERATIVE ENGINE FIRE LOOP, and f) Repairs are made within three flight days. |
| (Continued) | | | | | |

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

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|----|--|---|---|---|---|
| 26 | FIRE PROTECTION | | | | |
| 1. | Power Plant Fire Detection System (Cont'd) | | | | |
| 2) | Series 200/300 (Cont'd) | C | 4 | 2 | (O) Inter-compressor case loop "B" may be inoperative provided: a) P&WC SB 21211 has been incorporated, b) Affected engine LOOP SELECTOR switch is selected to the operative loop "A", and c) Operations are conducted in compliance with AFM Supplement 93 OPERATION WITH INOPERATIVE ENGINE FIRE LOOP. |
| 3) | Series 200/300 (MS8Q101545 or MS8Q101573) | C | 4 | 2 | (O) One loop per engine may be inoperative provided: a) Affected engine LOOP SELECTOR switch is selected to the operative loop, either "A" or "B", and b) Operations are conducted in compliance with AFM Supplement 93 OPERATION WITH INOPERATIVE ENGINE FIRE LOOP. |

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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 | | | | |
|----|---|---|---|---|--|
| 2. | Portable Fire Extinguishers | D | - | - | (M) Any in excess of those required by 14 CFR may be inoperative or missing provided: 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 b) Required distribution is maintained. |
| 3. | Fire Extinguisher Thermal & Discharge Discs | C | 2 | 0 | (M) May be missing provided indicator readings are checked once each flight day to determine adequate charge. |
| 4. | Lavatory Smoke Detection Systems | | | | |
| 1) | Passenger Configuration | C | - | 0 | (M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE- DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspection by crewmembers. |
| 2) | Cargo Configuration | D | - | 0 | |

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

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|----|------------------------------------|---|---|---|--|
| 26 | FIRE PROTECTION | | | | |
| 5. | Lavatory Fire Extinguisher Systems | C | - | - | For each lavatory, the lavatory fire extinguisher system may be inoperative provided Smoke Detector system operates normally. |
| | | C | - | - | (M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE- DO NOT ENTER", and c) Lavatory is used only by crew members. |
| | | | | | NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: Lavatory fire extinguisher system is not required for all-cargo operations. |

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

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|-------------|--|---|---|---|--|
| 26 | FIRE PROTECTION | | | | |
| 6. *** | APU Fire Detection System | D | 1 | 0 | (M) May be inoperative provided: a) Fuel Shutoff Valve is verified closed, and b) APU is not used. |
| 7. *** | APU Fire Extinguisher System | D | 1 | 0 | (M) May be inoperative provided: a) Fuel Shutoff Valve is verified closed, and b) APU is not used. |
| 8. | Baggage Compartment Smoke Detectors | | | | |
| 1) | Pre-Mod (8/2228 or 8/2229 or 8/2231 or 8/2232 or MS8Q200012 or MS8Q200104) | C | 2 | 1 | One may be inoperative, where the SMOKE warning light on the Caution/Warning panel fails to illuminate during the BAGGAGE SMOKE WARNING TEST, provided baggage bulkhead is in fully aft (full passenger configuration) position. |
| | | C | 2 | 1 | (M) One may be inoperative, where the SMOKE warning light on the Caution/Warning panel is illuminated continuously or intermittently, provided: a) Affected smoke detector is deactivated, and b) Baggage bulkhead is in fully aft position (full passenger configuration) position. |
| (Continued) | | | | | |

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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 | | | | | |
| 8. Baggage Compartment Smoke Detectors | | | | | |
| 1) Pre-Mod (8/2228 or 8/2229 or 8/2231 or 8/2232 or MS8Q200012 or MS8Q200104) (Cont'd) | C | 2 | 0 | May be inoperative, where the SMOKE warning light on the Caution/Warning panel fails to illuminate during the BAGGAGE SMOKE WARNING TEST, provided only non-combustible materials are carried. Operator MEL must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. | |
| | C | 2 | 0 | (M) May be inoperative, where the SMOKE warning light on the Caution/Warning panel is illuminated continuously or intermittently, provided: a) Affected smoke detector(s) is/are deactivated, and b) Only non-combustible materials are carried. Operator MEL must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. | |
| | | | | (Continued) | |

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

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|-------------|---|---|---|---|--|
| 26 | FIRE PROTECTION | | | | |
| 8. | Baggage Compartment Smoke Detectors | | | | |
| 2) | Series 100/200 (Post Mod 8/2231 or 8/2232 or MS8Q200104) | C | 2 | 1 | One may be inoperative, where the SMOKE warning light on the Caution/Warning panel fails to illuminate during the BAGGAGE SMOKE WARNING TEST, provided: a) Baggage compartment #1 (Ceiling) Smoke Detector operates normally, and b) Baggage bulkhead is in the fully aft (full passenger configuration) position. |
| | | C | 2 | 1 | (M) One may be inoperative, where the SMOKE warning light on the Caution/Warning panel is illuminated continuously or intermittently, provided: a) Baggage compartment # 2 (Bulkhead) Smoke Detector is deactivated, b) Baggage compartment #1 (Ceiling) Smoke Detector operates normally, and c) Baggage bulkhead is in the fully aft (full passenger configuration) position. |
| | | C | 2 | 0 | May be inoperative, where the SMOKE warning light on the Caution/Warning panel fails to illuminate during the BAGGAGE SMOKE WARNING TEST, provided only non-combustible materials are carried. Operator MEL must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. |
| (Continued) | | | | | |

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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

8. Baggage Compartment
Smoke Detectors

2) Series 100/200
(Post Mod 8/2231 or
8/2232 or
MS8Q200104)
(Cont'd)

C

2

0

(M) May be inoperative, where the SMOKE warning light on the Caution/Warning panel is illuminated continuously or intermittently, provided:
a) Affected smoke detector(s) is/are deactivated, and
b) Only non-combustible materials are carried. Operator MEL must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

3) Series 100/200 Combi
(Mod 8/2822)
(Baggage Bulkhead at
Sta. X481.25 or Sta.
X428.25)

C

2

0

May be inoperative, where the SMOKE warning light on the Caution/Warning panel fails to illuminate during the BAGGAGE SMOKE WARNING TEST, provided only non-combustible materials are carried. Operator MEL must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

(Continued)

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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 | | | | |
|----|--|---|---|---|--|
| 8. | Baggage Compartment Smoke Detectors | | | | |
| 3) | Series 100/200 Combi (Mod 8/2822) (Baggage Bulkhead at Sta. X481.25 or Sta. X428.25) (Cont'd) | C | 2 | 0 | (M) May be inoperative where the SMOKE warning light on the Caution/Warning panel is illuminated continuously or intermittently, provided: a) Affected smoke detector(s) is/are deactivated, and b) Only non-combustible materials are carried. Operator MEL must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. |
| 4) | Series 300 (Post Mod 8/2228 or 8/2229 or MS8Q200012) | C | 2 | 0 | May be inoperative, where the SMOKE warning light on the Caution/Warning panel fails to illuminate during the BAGGAGE SMOKE WARNING TEST, provided only non-combustible materials are carried. Operator MEL must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. |
| | | C | 2 | 0 | (M) May be inoperative where the SMOKE warning light on the Caution/Warning panel is illuminated continuously or intermittently, provided: a) Affected smoke detector(s) is/are deactivated, and b) Only non-combustible materials are carried. Operator MEL must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. |

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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 | | | | | |
| 9. Baggage Compartment Smoke Curtain | | | | | |
| 1) Series 300 (Mod 8/2228 or 8/2229) | C | 1 | 0 | May be inoperative, damaged or missing provided only non- combustible materials are carried. | |
| 2) Cargo/Combi (Mod 8/2822) | C | 1 | 0 | May be inoperative, damaged or missing provided only non-combustible materials are carried. | |

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

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|-------------|------------------------------------|---|---|---|--|
| 27 | FLIGHT CONTROLS | | | | |
| 1. | Aileron Trim Indicator | C | 1 | 0 | (O) May be inoperative provided the aileron trim tab is visually confirmed neutral before each departure. |
| 2. | Stall Warning Systems | | | | |
| 1) | Series 100/200 (Pre Mod 8/2072) | A | 2 | 1 | (M) One may be inoperative provided: a) Associated system is deactivated, b) Remaining Stall Warning system is verified to operate normally in the AIRBORNE mode at least once each flight day, and c) Repairs are made within three flight days. NOTE: Deactivating a stall warning system will also render inoperative the FAST/SLOW indication on the associated ADI/EADI. |
| (Continued) | | | | | |

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

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|----|-------------------------------------|---|---|---|--|
| 27 | FLIGHT CONTROLS | | | | |
| 2. | Stall Warning Systems (Cont'd) | | | | |
| 2) | Series 100/200 (Post Mod 8/2072) | B | 2 | 1 | (M)(O) One may be inoperative provided: a) Associated system is deactivated, and b) Operations are conducted in compliance with the AFM Supplement 11 OPERATION WITH ONE INOPERATIVE STALL WARNING AND/OR STICK PUSHER SYSTEM. |
| | | | | | NOTE: Deactivating a stall warning system will also render inoperative the FAST/SLOW indication on the associated ADI/ EADI. |
| 3) | Series 300 | B | 2 | 1 | (M)(O) One may be inoperative provided: a) Affected system is deactivated, b) Operations are conducted in compliance with the AFM Supplement 11 OPERATION WITH ONE INOPERATIVE STALL WARNING AND/OR STICK PUSHER SYSTEM, and c) Acceptable procedures are established and used to verify the CG remains within AFM limits for operations with Stall Warning/Stick-Pusher inoperative. |
| | | | | | NOTE: Deactivating a stall warning system will also render inoperative the FAST/SLOW indication on the associated ADI/ EADI, and the STICK PUSHER SYSTEM. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|---------------------------------|---|---|---|---------------------------|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 27 FLIGHT CONTROLS | | | | | |
| 3. Rudder Pedal Adjustment | C | 2 | 0 | (M)(O) May be inoperative provided rudder pedals can be secured in a position which meets individual pilot requirements. | |
| 4. Rudder Trim Indicator | B | 1 | 0 | (M) May be inoperative provided rudder trim is visually verified for full and free movement and confirmed neutral before each departure. | |
| 5. Ground Spoiler System *** (Series 100) | C | 1 | 0 | (M)(O) May be inoperative in the down position provided: a) Affected system is deactivated, and b) Appropriate performance decrements are applied per AFM Supplement 9 OPERATION WITH INOPERATIVE GROUND SPOILERS (PRE-MOD 8/1967 AIRPLANES). | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | |
|--|---------------------------------|---|---|---|--|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | 4. REMARKS AND EXCEPTIONS | | | | |
| 27 FLIGHT CONTROLS | | | | | |
| 6. Ground Spoilers and *** Roll Spoilers | | | | | |
| 1) Ground and Roll Spoiler Systems in Ground Mode (Series 100) | C | 1 | 0 | (M)(O) May be inoperative in the down position provided: a) Roll Spoilers (flight mode) operate normally, b) Associated systems are deactivated, and c) Appropriate AFM performance decrements are applied per Supplement 17 OPERATION WITH INOPERATIVE GROUND SPOILERS (PRE-MOD 8/1967 AIRPLANES) AND INOPERATIVE FLIGHT SPOILERS IN GROUND MODE. | |
| 2) Roll Spoiler Systems in Ground Mode (Series 200 Model 201S and 202S) (CR872SO00022) | C | 1 | 0 | (M)(O) May be inoperative in the down position provided: a) Associated systems are deactivated, and b) Appropriate AFM performance decrements are applied per Supplement 17 OPERATION WITH INOPERATIVE GROUND SPOILERS (PRE-MOD 8/1967 AIRPLANES) AND INOPERATIVE FLIGHT SPOILERS IN GROUND MODE. | |

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

| | | | | | |
|-------|---|---|---|---|--|
| 27 | FLIGHT CONTROLS | | | | |
| 7.*** | Spoiler Advisory Lights (Series 100) | | | | |
| 1) | ROLL OUTBD | C | 1 | 0 | (M)(O) May be inoperative provided: a) Roll Spoiler (ground mode) system is deactivated, and b) Appropriate AFM performance decrements are applied per Supplement 17 OPERATION WITH INOPERATIVE GROUND SPOILERS (PRE-MOD 8/1967 AIRPLANES) AND INOPERATIVE FLIGHT SPOILERS IN GROUND MODE. |
| 2) | ROLL INBD | C | 1 | 0 | (M)(O) May be inoperative provided: a) Roll Spoiler (ground mode) system is deactivated, and b) Appropriate AFM performance decrements are applied per Supplement 17 OPERATION WITH INOPERATIVE GROUND SPOILERS (PRE-MOD 8/1967 AIRPLANES) AND INOPERATIVE FLIGHT SPOILERS IN GROUND MODE. |
| 3)*** | GROUND (With Mod 8/1680) | C | 1 | 0 | (M)(O) May be inoperative provided: a) Ground Spoiler system is deactivated, and b) Appropriate AFM performance decrements are applied per Supplement 17 OPERATION WITH INOPERATIVE GROUND SPOILERS (PRE-MOD 8/1967 AIRPLANES) AND INOPERATIVE FLIGHT SPOILERS IN GROUND MODE. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | |
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| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | 4. REMARKS AND EXCEPTIONS | | | | |
| 27 FLIGHT CONTROLS | | | | | |
| 8. Roll Spoiler Caution *** Lights (Series 100) | | | | | |
| 1) ROLL SPLR INBD GND | C | 1 | 0 | (M)(O) May be inoperative provided: a) Roll Spoiler (ground mode) is deactivated, and b) Appropriate AFM performance decrements are applied per Supplement 17 OPERATION WITH INOPERATIVE GROUND SPOILERS (PRE-MOD 8/1967 AIRPLANES) AND INOPERATIVE FLIGHT SPOILERS IN GROUND MODE. | |
| 2) ROLL SPLR OUTBD GND | C | 1 | 0 | (M)(O) May be inoperative provided: a) Roll Spoiler (ground mode) is deactivated, and b) Appropriate AFM performance decrements are applied per Supplement 17 OPERATION WITH INOPERATIVE GROUND SPOILERS (PRE-MOD 8/1967 AIRPLANES) AND INOPERATIVE FLIGHT SPOILERS IN GROUND MODE. | |

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

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|-----|---|---|---|---|---|--|
| 27 | FLIGHT CONTROLS | | | | | |
| 9. | Stick Pusher System (Series 300) | B | 1 | 0 | (M)(O) May be inoperative provided: a) System is deactivated, b) Operations are conducted in compliance with the AFM Supplement 11 OPERATION WITH ONE INOPERATIVE STALL WARNING AND /OR STICK PUSHER SYSTEM, and c) Acceptable procedures are established and used to verify the CG remains within AFM limits for operations with Stall Warning/ Stick Pusher inoperative. | |
| 10. | Flight/Taxi Switch | | | | | |
| *** | Taxi Position Latch | C | 1 | 0 | (O) May be inoperative provided: a) Flight/Taxi switch operates in both the FLIGHT and TAXI positions, b) Spoiler Advisory Lights operate normally, and c) Retraction of the spoilers is verified when the switch is held in the TAXI position before each departure. | |
| 11. | FLAP POWER Caution Light System | C | 1 | 0 | (O) May be inoperative provided: a) Flap Position indicator operates normally, and b) A procedure is established and used to verify flaps move to selected position. | |
| 12. | Rudder Pressure Regulator System | | | | | |
| | Reduced Pressure Function (900 psi Mode) | C | 1 | 0 | May be inoperative provided airspeed does not exceed 200 KIAS. | |

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

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|-------------|---|---|---|---|--|--|
| 27 | FLIGHT CONTROLS | | | | | |
| 13. | Rudder Trim Switch Return to Center Spring | B | 1 | 0 | (O) May be inoperative provided: a) Rudder Trim Indicator operates normally, and b) Rudder Trim Switch is manually returned to center detent position following each selection of rudder trim. | |
| 14. *** | GROUND SPLR Caution Lights (Series 100) | C | 1 | 0 | (M)(O) May be inoperative provided: a) Ground Spoilers System is deactivated, and b) Operations are conducted in compliance with AFM Supplement 17 OPERATION WITH INOPERATIVE GROUND SPOILERS (PRE-MOD 8/1967 AIRPLANES) AND INOPERATIVE FLIGHT SPOILERS IN GROUND MODE. | |
| 15. | L STALL WARNING, R STALL WARNING Caution Lights | | | | | |
| 1) | Series 100/200 (Pre-Mod 8/2027) | A | 2 | 1 | (O) One may be inoperative provided: a) Opposite Stall Warning System operates normally, b) Associated Stall Warning System TEST is verified to operate normally before each departure, and c) Repairs are made within three flight days. | |
| (Continued) | | | | | | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | |
|---|---------------------------------|---|---|---|
| | 2. NUMBER INSTALLED | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | 4. REMARKS AND EXCEPTIONS | | | |
| 27 FLIGHT CONTROLS | | | | |
| 15. L STALL WARNING, R STALL WARNING Caution Lights (Cont'd) | | | | |
| 2) Series 100/200 (Post-Mod 8/2072) | B | 2 | 1 | (O) One may be inoperative provided: a) Opposite Stall Warning System operates normally, and b) Associated Stall Warning System TEST is verified to operate normally before each departure. |
| 16. #1 STALL SYST FAIL, #2 STALL SYST FAIL Caution Lights (Series 300) | B | 2 | 1 | (O) One may be inoperative provided: a) Opposite Stall Warning operates normally, and b) Associated Stall Warning System TEST is verified to operate normally before each departure. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|---------------------------------|---|---|---|---------------------------|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 28 FUEL | | | | | |
| 1. TANK FUEL LOW Caution Lights | C | 2 | 1 | (O) One may be inoperative provided the associated fuel tank quantity indicator operates normally and is monitored throughout flight. | |
| 2. Fuel Quantity Indicators (Flight Compartment) | | | | | |
| 1) Main FUEL QTY Indicators | A | 2 | 1 | (M)(O) One may be inoperative provided: a) Fuel quantity and balance is verified by an acceptable means after each refueling, b) Fuel Flow meters operate normally, are monitored during flight, and fuel consumption is recorded, and c) Repairs are made within ten flight days. | |
| 2) Auxiliary FUEL QTY *** Indicators | D | 2 | 0 | (M) May be inoperative provided: a) The Auxiliary (Long Range) Fuel System Indicating System is deactivated, and b) The No. 1 and No. 2 Auxiliary fuel tanks are confirmed empty. | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|---|---------------------------------|---|---|---|---------------------------|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 28 FUEL | | | | | |
| 3. Fuel Quantity Indicators(External Refuel/Defuel Panel) | | | | | |
| 1) Main FUEL QTY Indicators | A | 2 | 0 | (M) May be inoperative provided: a) Fuel quantity is verified by an acceptable means at each refueling, and b) Repairs are made within ten flight days. | |
| 2) Auxiliary FUEL QTY Indicators *** | C | 2 | 0 | (M) May be inoperative provided: a) Flight compartment Auxiliary FUEL QTY indicators operate normally, and b) Fuel quantity is verified by an acceptable means at each refueling. | |
| | D | 2 | 0 | (M) May be inoperative provided: a) The Auxiliary (Long Range) Fuel System Indicating System is deactivated, and b) The No. 1 and No. 2 Auxiliary fuel tanks are confirmed empty. | |
| 4. Magnetic Dipsticks | C | 4 | 0 | May be inoperative provided fuel quantity is verified by other acceptable means. | |
| 5. Pressure Refueling System (Post MS8Q101511 or MS8Q901117 or MS8Q902122) | C | 1 | 0 | (M) May be inoperative provided the fuel transfer system is verified to operate normally. | |
| 6. FUELING ON Caution Light | C | 1 | 0 | May be inoperative provided the REFUEL/OFF/DEFUEL switch is confirmed OFF after each refueling. | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|---|---------------------------------|---|---|---|---------------------------|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 28 FUEL | | | | | |
| 7. AUX PUMP Advisory Lights | C | 2 | 1 | (M) One may be inoperative provided: a) Associated auxiliary pump and caution light operate normally, and b) Fuel transfer system operates normally. | |
| 8. Pressure Refueling Automatic Shutoff | C | 2 | 0 | (M) May be inoperative provided: a) Fuel transfer system operates normally, and b) Pilot valve backup shutoff feature operates normally for pressure refueling. | |
| 9. Fuel Tank Temperature Indicator | C | 1 | 0 | May be inoperative provided: a) Aircraft is flown at an OAT that is 4 degrees C above the freezing point of the fuel (Jet A, Jet A-1, Jet B or JP-4) (Ref AFM), and b) JP-5 fuel is not used. | |
| 10. Fuel Inlet Temperature Indicator (On Engine Instrument Panel) | A | 2 | 1 | (O) May be inoperative for one flight provided: a) Fuel Tank Temperature Indication (on Engine Instrument Panel) is operative, b) TANK AUX PUMP Advisory Lights are operative, and c) Flight Compartment Fuel QTY Indications (on Fuel Control Panel) are operative and monitored. | |

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

| 29 | HYDRAULIC POWER | | | | |
|----|---|---|---|---|---|
| 1. | Main Hydraulic Pressure Indicators | C | 2 | 1 | One may be inoperative provided the associated ENG HYD PUMP caution light and quantity indicator operate normally. |
| 2. | Standby Hydraulic Pressure Indicators | C | 2 | 1 | (O) One may be inoperative provided: a) Associated standby hydraulic pump normal operation is verified before each departure, and b) Associated main hydraulic pressure indicator operates normally. |
| 3. | ENG HYD PUMP Caution Lights | C | 2 | 1 | (M)(O) One may be inoperative provided the associated main hydraulic pressure indicator operates normally. |
| 4. | HYD FLUID HOT Caution Lights | B | 2 | 0 | (M) May be inoperative provided designated hydraulic pipes are inspected each flight day. |
| 5. | Nacelle Hydraulic Quantity Indicators | C | 2 | 0 | May be inoperative provided Flight Deck Indicators operate normally. |
| 6. | #2 SPU AUX PWR Caution Light (Mod 8/1983) | B | 1 | 0 | (M) May be inoperative provided: a) Standby hydraulic pumps and associated standby hydraulic pressure indicators operate normally, and b) SPU AC Power Control Unit (PCU) is verified to operate normally once each flight day. |
| 7. | #1/ #2 STB HYD PUMP HOT Caution Lights | | | | Deleted, Revision 23. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|---------------------------------|---|---|---|---------------------------|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 30 ICE AND RAIN PROTECTION | | | | | |
| 1. Airframe De-Icing System | C | 1 | 0 | May be inoperative provided airplane is not operated in known or forecast icing conditions. | |
| 2. Elevator Horn Heaters | A | 2 | 0 | May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Repairs are made within three flight days. | |
| 3. Propeller De-Icing System | C | 1 | 0 | May be inoperative provided airplane is not operated in known or forecast icing conditions. | |
| 4. Windshield Wipers | C | 2 | 0 | May be inoperative provided airplane is not operated in precipitation within five nautical miles of the airport of takeoff or intended landing. | |
| 1) LOW Speed Setting | C | 2 | 0 | | |
| 2) PARK Position | C | 2 | 0 | May be inoperative provided the associated Wiper can be parked in an acceptable position using the LOW or HIGH position. | |
| 5. Pitot / Static Heaters | B | 4 | 3 | One may be inoperative provided airplane is not operated in know or forecast icing conditions. | |

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

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|----|--|---|---|---|---|
| 30 | ICE AND RAIN PROTECTION | | | | |
| 6. | PITOT HEAT Caution Lights (Heater OFF Monitor) | B | 2 | 0 | (M) May be inoperative provided: a) Both heaters are verified to operate normally before each departure, and b) Airplane is not operated in known or forecast icing conditions. |
| 7. | Tail De-Ice Boots Advisory Lights | C | 4 | 0 | May be inoperative provided airplane is not operated in known or forecast icing conditions. |
| 8. | DE-ICE PRESS Indicator | C | 1 | 0 | May be inoperative provided airplane is not operated in known or forecast icing conditions. |
| | | C | 1 | 0 | May be inoperative provided wing and tail de-icer boot advisory lights and DE-ICE PRESS caution light operate normally. |
| 9. | DE-ICE PRESS Caution Light | C | 1 | 0 | May be inoperative provided airplane is not operated in known or forecast icing conditions. |
| | | C | 1 | 0 | May be inoperative provided wing and tail de-icer boot advisory lights and DE-ICE PRESS Indicator operate normally. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|---------------------------------|---|---|---|---------------------------|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 30 ICE AND RAIN PROTECTION | | | | | |
| 10. Windshield Heater Systems | C | 3 | 1 | (O) One front and/or pilot's side window system and associated HOT light(s) may be inoperative provided airplane is not operated in know or forecast icing conditions. | |
| | C | 3 | 0 | (O) May be inoperative provided: a) Airplane is not operated in known of forecast icing conditions, and b) OAT along the route flown is +5 degrees C (41 degrees F) or higher. | |
| 11. Propeller Heat Timers | C | 2 | 1 | | |
| 12. Engine Intake Heaters | C | 2 | 1 | One may be inoperative provided airplane is not operated in known or forecast icing conditions. | |
| 13. Engine Intake Heater Indicators | C | 2 | 1 | (M) One may be inoperative provided associated heater is verified to operate normally before each departure into known or forecast icing conditions. | |
| | A | 2 | 0 | (M) May be inoperative provided: a) Heaters are verified to operate normally before each departure into known or forecast icing conditions, and b) Repairs are made within three flight days. | |

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

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|-----|----------------------------------|---|---|---|---|
| 30 | ICE AND RAIN PROTECTION | | | | |
| 14. | Wing Deicer Boot Advisory Lights | | | | |
| 1) | Series 100/200 | C | 8 | 0 | (O) May be inoperative provided: a) Boot operation is visually monitored when in use, and b) Appropriate wing inspection light(s) operates normally for night operations. |
| 2) | Series 300 | C | 8 | 2 | (O) Six may be inoperative provided: a) Left and right wing deicer boot advisory lights associated with inner most left and right wing root deicer boots operate normally, b) Associated boot operation is visually monitored when in use, and c) Appropriate wing inspection light(s) operates normally for night operations. |
| 15. | Propeller Heat Advisory Lights | C | 4 | 0 | May be inoperative provided airplane is not operated in known or forecast icing conditions |
| | | B | 4 | 3 | (O) May be inoperative provided: a) Associated heater is confirmed operational prior to dispatch into known or forecast icing conditions, and b) Associated AC Loadmeter is operative and monitored during propeller deice operation. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
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| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 30 ICE AND RAIN PROTECTION | | | | | |
| 16. Ice Detector Lights | C | 2 | 0 | May be inoperative for day operations. | |
| | C | 2 | 0 | May be inoperative for night operations provided airplane is not operated in known or forecast icing conditions. | |
| 17. INCR REF SPEED Switch and Advisory Lights (MS 8Q101170 or 8Y101067) | | | | | |
| 1) Switch | B | 1 | 0 | (M)(O) May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, and b) Flight is conducted in accordance with AFM Section 4.7, Operation in Icing Condition. | |
| 2) Advisory Lights | B | 2 | 0 | (M)(O) May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, and b) Flight is conducted in accordance with AFM Section 4.7, Operation in Icing Condition. | |

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

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|-------------|---|---|---|---|--|
| 31 | INDICATING/ RECORDING SYSTEMS | | | | |
| 1. | Digital Flight Data Recorder System (DFDRS) | C | - | 1 | Any in excess of those required by 14 CFR may be inoperative. |
| | | A | - | 0 | May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days. |
| 1) | FDR Recording Parameters Required by 14 CFR | A | - | - | Up to three (3) parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days. |
| 2) | FDR Recording Parameters Not Required by 14 CFR | A | - | - | May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit. |
| (Continued) | | | | | |

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

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|-----------|--|---|---|---|---|
| 31 | INDICATING/ RECORDING SYSTEMS | | | | |
| 1. | Digital Flight Data Recorder System (DFDRS) (Cont'd) | | | | |
| 3) *** | FLT DATA ENTRY CLOCK (CR831CH00031) | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used to record engine parameters for engine trend monitoring. NOTE: Automated engine trend monitoring (CR831CH00031) will be inoperative if DFDR is inoperative. |
| 2. | Clocks | C | 2 | 1 | One may be inoperative at either the pilot's or copilot's station. |
| 3. | EFIS Control Panel Switches | | | | |
| 1) | WX (Pre MS8Q900292) | C | 2 | 1 | May be inoperative provided weather radar system is operative. |
| 2) | MAP | C | 2 | 1 | May be inoperative provided weather radar system is operative. |
| 3) | WX DIM | C | 2 | 1 | Dimming may be inoperative provided the display intensity is determined to be adequate for flight conditions by the flight crew. |
| 4) | WX/TERR (Post MS8Q900292) | C | 2 | 1 | May be inoperative provided: a) Weather radar system is operative, and b) Enhanced ground proximity warning system is operative. |

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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

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|-------------|--|---|---|---|--|
| 31 | INDICATING/ RECORDING SYSTEMS | | | | |
| 4. *** | Automated Flight Information Reporting System (AFIRS) (STC ST01923NY) | C | 1 | 0 | (M) May be inoperative provided: a) Alternate procedures are established and used, and b) Procedures do not require its use. |
| 5. *** | Quick Access Recorder (STC ST0385AT) | D | 1 | 0 | |
| 6. *** | Flight Data Acquisition Storage and Transmission System (FAST) (STC ST11053SC) | D | 1 | 0 | May be inoperative provided alternate procedures are established and used to record engine data. |
| 7. *** | Pilot's EFI-890R Primary Flight Display (PFD) Control Panel Selections (STC ST03325NY) | | | | |
| 1) | WX | C | 1 | 0 | May be inoperative provided the co-pilot display of Weather Radar is operative or the Pilot ND display of Weather Radar is operative. |
| 2) | Terrain (Vision 1) | D | 1 | 0 | |
| 3) | TFC | C | 1 | 0 | May be inoperative provided the Pilot ND display of TCAS is operative. |
| (Continued) | | | | | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | |
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| | 4. REMARKS AND EXCEPTIONS | | | | |

| | | | | | | |
|--------|---|---|---|---|---|--|
| 31 | INDICATING/ RECORDING SYSTEMS | | | | | |
| 8. *** | Co-pilot's EFI-890R Primary Flight Display (PFD) Control Panel Selections (STC ST03325NY) | | | | | |
| 1) | WX | C | 1 | 0 | May be inoperative provided the Pilot display of Weather Radar is operative or the Co-pilot display of ND is operative. | |
| 2) | Terrain (Vision 1) | D | 1 | 0 | | |
| 3) | TFC | C | 1 | 0 | May be inoperative provided the Pilot's PFD display of TCAS is operative or the Co-pilot's ND Display of TCAS is operative. | |
| 9. *** | Pilot's EFI-890R Navigation Display (ND) Control Panel Selections (STC ST03325NY) | | | | | |
| 1) | WX | C | 1 | 0 | May be inoperative provided the Co-pilot display of Weather Radar is operative or the Pilot's PFD display of WX Radar is operative. | |
| 2) | Terrain (Vision 1) | D | 1 | 0 | | |
| 3) | TFC | C | 1 | 0 | May be inoperative providing the Pilot PFD display of TCAS is operative. | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|---------------------------------|---|---|---|---------------------------|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 31 INDICATING/ RECORDING SYSTEMS | | | | | |
| 10. Co-pilot's EFI-890R *** Navigation Display (ND) Control Panel Selections (STC ST03325NY) | | | | | |
| 1) WX | C | 1 | 0 | May be inoperative provided the Pilot display of Weather Radar is operative or the Co-pilot's PFD display of WX Radar is operative. | |
| 2) Terrain (Vision 1) | D | 1 | 0 | | |
| 3) TFC | C | 1 | 0 | May be inoperative providing the Co-pilot PFD display of TCAS is operative or the Pilot's display of TCAS is operative. | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|---------------------------------|---|---|--|---------------------------|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 32 LANDING GEAR | | | | | |
| 1. Parking Brake Pressure Indicators | C | 2 | 1 | (O) Either the flight deck or the right wing root mounted indicator may be inoperative provided brake pressure is verified adequate on the operative indicator before engine start. | |
| 2. Anti-Skid System | C | 1 | 0 | (O) May be inoperative provided AFM performance penalties are applied per Supplement 7 OPERATION WITH INOPERATIVE ANTI-SKID BRAKE CONTROL SYSTEM. | |
| 3. Nosewheel Steering System | | | | Deleted, Revision 24. | |
| 4. Touch Runway Indication System (Series 300) | A | 1 | 0 | (M) May be inoperative provided: a) Area on underside of fuselage in vicinity of touched runway switch is verified free of damage before each departure, and b) Repairs are made within three flight days. | |
| 5. INBD ANTI SKID OUTBD ANTI SKID Caution Lights | C | 2 | 0 | (O) May be inoperative provided: a) Anti Skid remains OFF, and b) AFM performance penalties are applied per Supplement 7 OPERATION WITH INOPERATIVE ANTI-SKID BRAKE CONTROL SYSTEM. | |

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

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|---|---|---|---|--|--|
| 32 LANDING GEAR | | | | | |
| 6. NOSE STEERING Caution Light | | | | | Deleted, Revision 24. |
| 7. NOSE GEAR LOCK *** Advisory Light | C | 1 | 0 | | (M) May be inoperative provided Nose Gear Lock is verified disengaged 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 | | | |

| 33 LIGHTS | | | | |
|--|---|---|---|---|
| 1. Flight Compartment and Instrument Panel Lighting System | C | - | - | Individual lights may be inoperative provided remaining lights are: <ul style="list-style-type: none"> a) Not required for an emergency procedure, b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, c) Positioned so that direct rays are shielded from flight crew member's eyes, and d) Lighting configuration and intensity is acceptable to the flight crew. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief. |
| 2. Cabin Interior Normal Lighting System | C | - | - | Individual lights may be inoperative provided remaining lighting is sufficient for flight attendants to perform their duties. |

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

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|---|---|---|---|--|--|
| 33 LIGHTS | | | | | |
| 3. Passenger Notice System ("No Smoking/Fasten Seat Belt" Sign) | C | - | - | (M) No passenger seat or flight attendant seat may be occupied from which a "No Smoking/Fasten Seat Belt" sign is not readily legible, and that seat must be blocked and placarded "DO NOT OCCUPY". | |
| | C | - | - | (O) If one or more "No Smoking/Fasten Seat Belt" signs are inoperative, the affected passenger seat(s) or flight attendant seat(s) may be occupied provided: a) Passenger Address System is operating normally, and can be heard throughout the cabin during flight, and b) An acceptable procedure is used to notify passengers and flight attendants when seat belts must be fastened and smoking is prohibited. | |
| All Cargo Operations | C | - | 0 | (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 | 4 | 2 | Two may be inoperative provided one inboard and one outboard light (in any combination) operate normally for night operations. | |
| | C | 4 | 0 | May be inoperative for day operations. | |
| 5. Taxi Light | C | 1 | 0 | | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
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| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 33 LIGHTS | | | | | |
| 6. Wing Inspection Lights | C | 4 | 0 | May be inoperative for day operations. | |
| | C | 4 | 0 | May be inoperative for night operations provided airplane is not operated in known or forecast icing conditions. | |
| 7. Position Lights | C | - | 0 | May be inoperative for day operations. | |
| | C | - | 4 | For night operations, all except the following minimum may be inoperative: a) One stationary red wing tip light, b) One stationary green wing tip light, c) One stationary white light at base of tail, and d) One stationary white light on top of vertical stabilizer. | |
| 8. Anti-collision Lights (White) | C | 3 | 0 | May be inoperative for day operations. | |
| 9. Anti-collision Lights (Red) | C | 1 | 0 | (O) May be inoperative provided adequate precautions are taken to clear the area before engine start, and while engines are running. | |
| 10. Logo Lights *** | D | 2 | 0 | | |

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

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|---|---|---|---|---|--|
| 33 LIGHTS | | | | | |
| 11. Interior Emergency Lighting System | | | | | |
| Cargo Only Configuration | C | 1 | 0 | May be inoperative for day operations unless carriage of cargo requires persons to be in attendance. | |
| 12. Exterior Emergency Lighting System | B | 1 | 0 | May be inoperative for day operations. | |
| 13. Floor Proximity Emergency Escape Path Marking System | C | 1 | 1 | Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA approved report of the Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), d) An FAA approved report incorporated in the Master Drawing List for the applicable STC. | |
| Photoluminescent Floor Proximity Emergency Escape Path Marking System (STC SA01-68) | C | 1 | 1 | Sections may be unserviceable provided FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC). | |
| 14. Cargo Compartment Lights | C | 2 | 0 | | |

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

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|--------------------------------|---|---|---|--|--|
| 33 LIGHTS | | | | | |
| 15. Passenger Door Step Lights | | | | | |
| 1) Passenger Configuration | C | 4 | 2 | Two may be inoperative provided they are not adjacent. | |
| | C | 4 | 0 | May be inoperative provided acceptable alternate lighting is used to board passengers. | |
| | C | 4 | 0 | May be inoperative for day operations. | |
| 2) All Cargo Configuration | D | 4 | 0 | | |
| 16. Boarding Lights | | | | | |
| 1) Passenger Configuration | C | 2 | 0 | May be inoperative provided Cabin Overhead Lighting operates normally and is used for passenger boarding. | |
| | C | 2 | 0 | May be inoperative for day operations. | |
| 2) All Cargo Configuration | D | 2 | 0 | | |
| 17. Advisory Lights System | | | | | |
| 1) Dimming Function | C | 1 | 0 | May be inoperative for day operations. | |
| 2) Advisory Lights | C | - | - | (O) Individual bulb(s)/LED(S) may be inoperative for advisory lights with multiple light elements provided: a) Advisory lights are tested before each flight, and b) Luminescence and legibility of affected advisory light(s) is acceptable to the flight crew. | |

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

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|---|---|---|---|--|--|
| 33 LIGHTS | | | | | |
| 18. Caution Lights System | | | | | |
| Dimming Function | C | 1 | 0 | May be inoperative for day operations. | |
| 19. Warning Lights System | | | | | |
| Dimming Function | C | 1 | 0 | May be inoperative for day operations. | |
| 20. Flight Attendant Control Panel | C | | | | |
| Switch Position Lights | C | - | 0 | (O) Switch Position Lights may be inoperative provided associated switch operates normally. | |
| | | | | NOTE: Emergency Lighting Switch Position Light must operate normally. | |
| 21. Lavatory Compartment (RETURN TO SEAT and Toilet OCCUPIED Light) | | | | | |
| 1) RETURN TO SEAT Light | C | 1 | 0 | (O) May be inoperative and the lavatory may be occupied provided: a) Passenger Address System operates normally, and b) Passenger Address system is used to notify passengers and crew when associated sign(s) are placed on or off. | |
| | | | | (Continued) | |

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

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|--|---|---|---|---|--|
| 33 LIGHTS | | | | | |
| 21. Lavatory Compartment (RETURN TO SEAT and Toilet OCCUPIED Light) (Cont'd) | | | | | |
| 1) RETURN TO SEAT Light (Cont'd) | C | 1 | 0 | (M) May be inoperative provided: a) Lavatory compartment is not occupied and must be blocked and placarded "DO NOT OCCUPY", and b) The Pilot-in-Command will determine if flight duration is acceptable with the lavatory unusable. | |
| 2) Toilet OCCUPIED Light | C | 1 | 0 | NOTE: This condition is not intended to prohibit lavatory use or inspections by crewmembers. | |

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

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|---------------------------------|---|---|---|--|---|
| 33 LIGHTS | | | | | |
| 22. Lavatory Light | | | | | |
| 1) Overhead Light Configuration | C | 4 | 1 | | May be inoperative provided at least one incandescent lamp within the light panel is operative. |
| | C | 4 | 0 | | (M) May be inoperative provided: a) Lavatory door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER", and b) Inoperative lavatory is acceptable to the flight crew. |
| 2) Sidewall Light Configuration | C | 1 | 0 | | Full illumination mode may be inoperative provided the dimmed mode is functional at all times. |
| | C | 1 | 0 | | (M) May be inoperative provided: a) Lavatory door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER", and b) Inoperative lavatory is acceptable to the flight crew. |

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

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|-------------|--|---|---|---|---|
| 34 | NAVIGATION | | | | |
| 1. | Static Air Temperature Indicators | C | 2 | 1 | |
| 2. | Radio Altimeter System | | | | |
| 1) | Number 1. System (Series 100/200 without Mod 8/2852 or Mod 837CH00011) | A | 1 | 0 | May be inoperative provided: a) Dispatch deviation for GPWS is observed, b) Approach minimums or operating procedures do not require its use, and c) Repairs are made within two flight days. |
| 2) | Number 1. System (Series 100/200 with Mod 8/2852 and Mod 873CH00011) | A | 1 | 0 | (M) May be inoperative provided: a) Dispatch deviation for GPWS is observed, b) Approach minimums or operating procedures do not required its use, c) Beta Warning Horn System and Beta Lockout System are deactivated, and d) Repairs are made within two flight days. |
| 3) | Number 1. System (Series 100/200 with Mod 8/2852) | A | 1 | 0 | (M) May be inoperative provided: a) Dispatch deviation for GPWS is observed, b) Approach minimums or operating procedures do not require its use, c) Beta Warning Horn System is deactivated, and d) Repairs are made within two flight days. |
| (Continued) | | | | | |

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

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|-------------|---|---|---|---|---|--|
| 34 | NAVIGATION | | | | | |
| 2. | Radio Altimeter System (Cont'd) | | | | | |
| 4) *** | Number 2. System (Series 100/200) | D | - | 0 | | |
| 5) | Number 1. System (Series 300 without Mod 8/2852 or Mod 873CH00011) | A | 1 | 0 | (M)(O) May be inoperative provided: a) Dispatch deviation for GPWS is observed, b) Approach minimums or operating procedures do not require its use, c) Operations are conducted in compliance with AFM Supplement 11 OPERATION WITH ONE INOPERATIVE STALL WARNING AND/OR STICK PUSHER SYSTEM, and d) Repairs are made within three flight days. | |
| 6) | Number 1. System (Series 300 with Mod 8/2852 and Mod 873CH00011) | A | 1 | 0 | (M)(O) May be inoperative provided: a) Dispatch deviation for GPWS is observed, b) Approach minimums or operating procedures do not require its use, c) Operations are conducted in compliance with AFM Supplement 11 OPERATION WITH ONE INOPERATIVE STALL WARNING AND/OR STICK PUSHER SYSTEM, d) Beta Warning Horn System and Beta Lockout System are deactivated, and e) Repairs are made within two flight days. | |
| (Continued) | | | | | | |

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

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|-------------|---|---|---|---|---|
| 34 | NAVIGATION | | | | |
| 2. | Radio Altimeter System (Cont'd) | | | | |
| 7) | Number 1. System (Series 300 with Mod 8/2852) | A | 1 | 0 | (M)(O) May be inoperative provided: a) Dispatch deviation for GPWS is observed, b) Approach minimums or operating procedures do not require its use, c) Operations are conducted in compliance with AFM Supplement 11 OPERATION WITH ONE INOPERATIVE STALL WARNING AND/OR STICK PUSHER SYSTEM, d) Beta Warning Horn System is deactivated, and e) Repairs are made within two flight days. |
| 8) *** | Number 2. System (Series 300) | D | - | 0 | |
| 9) | Radio Altimeter (RA) and Decision Height (DH) Indications | | | | |
| A. | Single Radio Altimeter System | | | | |
| a) | RA or RAD ALT indication | A | 2 | 0 | (O) May be inoperative for two flight days provided approach minimums or operating procedures requiring radio altitude information are not performed. |
| b) | DH indication | C | 2 | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| (Continued) | | | | | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
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| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 34 NAVIGATION | | | | | |
| 2. Radio Altimeter System (Cont'd) | | | | | |
| 9) Radio Altimeter (RA) and Decision Height (DH) Indications (cont'd) | | | | | |
| B. Dual Radio Altimeter System | | | | | |
| a) RA or RAD ALT indication | C | 2 | 1 | (O) May be inoperative provided: a) No.1 Radio Altimeter System is operative, and b) Approach minimums or operating procedures do not require dual RAD ALT displays. | |
| | A | 2 | 0 | (O) May be inoperative for two flight days provided approach minimums or operating procedures requiring radio altitude information are not performed. | |
| b) DH indication | C | 2 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 3. Radio Magnetic Indicators (RMI) | C | 2 | 1 | | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|---------------------------------|---|---|--|---|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 34 NAVIGATION | | | | | |
| 4. Non-Stabilized Magnetic (Standby) Compass | B | 1 | 0 | | May be inoperative provided any combination of three gyro (or INS (IRU)) stabilized compass systems are operating normally. |
| | B | 1 | 0 | | May be inoperative provided: a) Any combination of two gyro (or INS (IRU)) compass systems are operating normally, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC during the enroute flight phase. |
| | B | 1 | 0 | | (O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques. |
| 5. Turn Indicators *** | C | 2 | 0 | | May be inoperative provided Standby Horizon indicator operates normally. |
| 6. Slip Indicator/ Inclinometer | C | - | 2 | | May be inoperative provided one at each pilot station operates normally. |

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

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|-----------|--|---|---|---|--|
| 34 | NAVIGATION | | | | |
| 7. | Attitude/Heading Reference System | | | | |
| 1) *** | Series 100/200 (With SOO 8051 or SOO 8151 installed) | B | 2 | 1 | (O) One may be inoperative provided: a) Standby Attitude/Heading system is operative, and selected before departure, b) Operations are conducted in compliance with the AFM Supplement 4 – for aircraft equipped with STANDBY ATTITUDE/HEADING SYSTEM (SAHS), or AFM Supplement 40 – for aircraft equipped with INERTIAL REFERENCE SYSTEM (CR834CH00025), and c) Autopilot is not used. |
| 2) *** | Series 100/200 (With Inertial Reference System installed) | B | 2 | 1 | (O) One may be inoperative provided: a) IRS system is operative, selected, and initialized before departure, b) Operations are conducted in compliance with the AFM Supplement 4 – for aircraft equipped with STANDBY ATTITUDE/HEADING SYSTEM (SAHS), or AFM Supplement 40 – for aircraft equipped with INERTIAL REFERENCE SYSTEM (CR834CH00025), and c) Autopilot is not used. |
| | | | | | (Continued) |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | |
|--|---------------------------------|---|---|---|
| | 2. NUMBER INSTALLED | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | 4. REMARKS AND EXCEPTIONS | | | |
| 34 NAVIGATION | | | | |
| 7. Attitude/Heading Reference System (Cont'd) | | | | |
| 3) Series 300 *** (With SOO 8151 installed) | B | 2 | 1 | (O) One may be inoperative provided: a) Standby Attitude/Heading System is operative, and selected before departure, and b) Operations are conducted in compliance with the AFM Supplement 4 – for aircraft equipped with STANDBY ATTITUDE/HEADING SYSTEM (SAHS), or AFM Supplement 40 – for aircraft equipped with INERTIAL REFERENCE SYSTEM (CR834CH00025). |

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

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|-------------|---|---|---|---|--|
| 34 | NAVIGATION | | | | |
| 8. | GPWS/EGPWS - Ground Proximity Warning System/ Enhanced Ground Proximity Warning System (MS8Q101155, MS8Q101158, MS8Q900292) | A | 1 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days. |
| 1) | Modes 1-4 | A | 4 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days. |
| 2) | Test Mode | A | 1 | 0 | May be inoperative provided: a) GPWS/EGPWS is considered inoperative, and b) Repairs are made within two flight days. |
| 3) | Glideslope Deviation *** Lights (Mode 5) | C | - | 1 | |
| | | B | - | 0 | |
| 4) | Advisory Callouts *** (Mode 6) | B | - | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| | | C | - | 0 | (O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used. |
| (Continued) | | | | | |

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

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|-----------|--|---|---|---|---|
| 34 | NAVIGATION | | | | |
| 8. | GPWS/EGPWS Ground Proximity Warning System/ Enhanced Ground Proximity Warning System (MS8Q101155, MS8Q101158, MS8Q900292) (Cont'd) | | | | |
| 5) *** | Enhanced Mode (MS8Q101155, MS8Q101158, MS8Q900292) | B | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| 6) | Terrain Display Functions | C | - | 1 | |
| | | B | - | 0 | |
| 9. | Glideslope Deviation Lights | | | | Relief Combined with 34-8, (GPWS/EGPWS Ground Proximity Warning System/Enhanced Ground Proximity Warning System) Rev. 8. |
| 10. | VHF Navigation Systems (VOR/ILS) | C | - | - | Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative. |
| | NAV Control Head (Panel) (Aircraft with at least one FMS installed) | A | 2 | 1 | May be inoperative provided: a) The unaffected NAV Control Head and FMS Radio Tuning Function are verified operational on the first flight of each day, and b) Repairs are made within one flight day. |

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

| 34 NAVIGATION | | | | | |
|--|---|---|---|--|--|
| 11. Distance Measuring Equipment (DME) | D | - | - | | Any in excess of those required by 14 CFR may be inoperative. |
| DME HOLD Function | A | 2 | 0 | | May be inoperative provided: a) Associated DME, if required by 14 CFR, is operative, and b) Repairs are made within three flight days. |
| | C | 2 | 1 | | May be inoperative provided DME is operative if required by 14 CFR. |
| 12. ATC Transponder/ Automatic Altitude Reporting Systems | B | - | 0 | | May be inoperative provided: a) Enroute 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. |
| 1) Test Button | C | 1 | 0 | | May be inoperative provided: a) The self-test buttons of the TCAS and ATC Transponder systems are equivalent self-test function, and b) The TCAS system and its self-test button operate normally. |
| 2) ATC Identifier Switch (on hand-wheels) | C | 2 | 1 | | |
| | C | 2 | 0 | | May be inoperative provided ATC IDENT button (on ATC Control Unit) is operative. |
| 3) ATC IDENT button | C | - | 0 | | May be inoperative provided one ATC Identifier Switch (on hand-wheels) is operative. |

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

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|-----|--|---|---|---|---|
| 34 | NAVIGATION | | | | |
| 13. | Weather Radar System | C | - | 0 | As required by 14 CFR. |
| 1) | Weather Radar Display | C | - | 0 | May be inoperative provided: a) Weather Radar modes are operative, and b) EFIS WX and MAP function is operative and used. |
| 2) | Weather Radar System Stabilization | C | - | 0 | (O) May be inoperative provided: a) Manual tilt control operates normally, and b) Antenna is verified to present a symmetric scan in a horizontal plane on the radar display with tilt at zero degrees. |
| 3) | Auto Tilt Function *** | C | - | 0 | (O) May be inoperative provided Manual Tilt Function operates normally. |
| 14. | Radio Compass (ADF) System | C | - | 0 | As required by 14 CFR. |
| 15. | Altitude Alerter/ Preselector System | C | - | 0 | (O) May be inoperative provided enroute operations, i.e. RVSM, do not require its use. |
| 16. | Standby Gyro *** Switching Panel | C | 1 | 0 | May be inoperative provided: a) Associated instruments operate normally from independent sources, and b) Inoperative switches are not moved in flight. |
| 17. | Standby Radio *** Magnetic Indicator | C | 1 | 0 | |
| 18. | Standby Attitude/ *** Heading System | C | 1 | 0 | |

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

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|-------------|---|---|---|---|---|
| 34 | NAVIGATION | | | | |
| 19. | Flight Director Systems | C | 2 | 0 | May be inoperative provided approach minimums do not require their use. |
| 20. *** | Microwave Landing System (MLS) | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. |
| 21. *** | RNAV System | 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. |
| 22. *** | Radar Graphic System | C | - | 0 | |
| 23. | Traffic Alert Collision Avoidance System (TCAS) | | | | |
| 1) | TCAS System | B | - | 0 | (M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute procedures do not require its use. |
| 2) *** | Combined TA and RA Dual Displays | C | 2 | 1 | May be inoperative on the non-flying pilot's side provided: a) TA and RA visual display is operative on the flying pilot's side, and b) TA and RA audio function is operative on flying pilot's side. |
| (Continued) | | | | | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|---------------------------------|---|---|--|---------------------------|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 34 NAVIGATION | | | | | |
| 23. Traffic Alert Collision Avoidance System (TCAS) (Cont'd) | | | | | |
| 3) Resolution Advisory (RA) Display System(s) | C | 2 | 1 | One may be inoperative on the non-flying pilot's side. | |
| | C | - | 0 | May be inoperative provided: a) All Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute procedures do not require its use. | |
| 4) Traffic Alert (TA) Display System(s) | C | - | 0 | May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use. | |
| 5) Test Button | C | 1 | 0 | May be inoperative provided: a) The self-test button of the ATC transponder and TCAS systems are equivalent self-test function, and b) The ATC Transponder and its self-test button operate normally. | |
| 6) Audio Functions | B | 1 | 0 | May be inoperative provided enroute or approach procedures do not require its use. | |

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MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|---------------------------------|---|---|--|--|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 34 NAVIGATION | | | | | |
| 24. Windshear System *** | C | - | 0 | | May be inoperative provided alternate procedures are established and used. |
| 25. Marker Beacon System | C | - | 0 | | May be inoperative provided approach minimums do not require its use. |
| 26. 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 forecast VFR-on-Top conditions. |
| 27. Maximum Operating Speed (Vmo) Pointer | C | 2 | 1 | | One Airspeed Indicator (Vmo) Pointer may be inoperative provided warning system (overspeed warning horn) operates normally and is independent from the Airspeed (Vmo) Pointer. |
| | C | 2 | 0 | | May be inoperative provided: a) Airplane remains at or below 14,000 feet MSL, and b) Airspeed remains at or below 242 KIAS. |
| 28. Inertial Reference System (IRS) *** | D | - | 0 | | (O) May be inoperative provided both Attitude/Heading Reference Systems operate normally. |
| 29. Inertial Vertical Speed Indicator (IVSI) | B | 2 | 1 | | One may be inoperative for day VMC. |
| | B | 1 | 0 | | May be inoperative for day VMC provided the VSI on the TCAS display is operative. |

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

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|------------|--------------------------------|---|---|---|--|
| 34 | NAVIGATION | | | | |
| 30. *** | HSI Bearing Pointer | C | 2 | 0 | May be inoperative provided both RMIs operate normally. |
| 31. *** | Flight Management System (FMS) | | | | |
| 1) | FMS without GPS integrated | 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. |
| 2) | FMS with GPS integrated | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| | | C | - | 1 | (O) May be inoperative provided alternate procedures are established and used. |
| | | | | | NOTE: This relief is applicable for aircraft with EGPWS (MK VIII) installed and required by regulation. |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. |
| | | D | - | 1 | May be inoperative provided procedures do not require its use. |
| | | | | | NOTE: This relief is applicable for aircraft with EGPWS (MK VIII) installed and required by regulation. |
| | | | | | (Continued) |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | |
|---|---------------------------------|---|---|---|--|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | 4. REMARKS AND EXCEPTIONS | | | | |
| 34 NAVIGATION | | | | | |
| 31. Flight Management *** System (FMS) (Cont'd) | | | | | |
| 3) Navigation Databases | C | - | 0 | (O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified. | |
| 4) GPS Sensor(s) | C | - | 0 | (O) May be inoperative provided procedures do not require their use. | |
| 5) LCS Sensor(s) | C | - | 0 | (O) May be inoperative provided procedures do not require their use. | |
| 6) Inertial Reference Sensor(s) | C | - | 0 | (O) May be inoperative provided procedures do not require their use. | |
| 7) RRS Sensor(s) | C | - | 0 | (O) May be inoperative provided procedures do not require their use. | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
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| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 34 NAVIGATION | | | | | |
| 32. Long Range Navigation *** Systems (INS, LORAN, GPS, etc.) | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | D | - | 0 | May be inoperative provided procedures do not require their use. | |
| 33. Head-Up Display *** System (HUD) | D | - | 0 | May be inoperative provided procedures do not require its use. | |
| | | | | NOTE: Any mode which operates normally may be used. | |
| 34. SAT/FLEX TEMP *** Indicator (Series 300) | D | 1 | 0 | | |
| 35. Electronic Flight *** Instrument System (EFIS) Display | | | | | |
| Electronic Horizontal Situation Indicator (EHSI) Display | A | 2 | 1 | (O) Co-pilot EHSI display may be inoperative for two flight days provided: a) Co-pilot EADI is operative and is operated in composite display mode, b) Standby ADI and co-pilot RMI is operative, and c) ILS approaches are conducted from pilot position. | |
| 36. Standby *** Attitude/Heading Switching System | C | 1 | 0 | (O) May be inoperative provided both Attitude/Heading Reference Systems operate normally. | |

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

| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS AND EXCEPTIONS |
|--|-----------------|---------------------|---------------------------------|---|
| 34 NAVIGATION | | | | |
| 37. Flux Valves | B | 2 | 1 | (M) May be inoperative provided: a) The opposite Attitude Heading Reference Unit (AHRU) is operative, b) The Standby Magnetic Compass is operative, c) The AHRS on the affected side is operated in DG mode, d) Flight is restricted to DAY VMC, and e) DG Slew Mode is confirmed operative. |
| 38. Vertical Speed Indicator (on the TCAS Display) | C | 2 | 1 | One may be inoperative provided: a) Flight is restricted to day VMC, and b) The Resolution Advisory (RA) display system is considered inoperative. |
| | C | 1 | 0 | May be inoperative provided: a) Flight is restricted to day VMC, b) The Inertial Vertical Speed Indicator (IVSI) is operative, and c) The Resolution Advisory (RA) display system is considered inoperative. |
| 39. Standby Flux Valve | C | 1 | 0 | (O) May be inoperative provided: a) Both Attitude/Heading Reference Systems operate normally, b) The SAHS is operated in DG mode, and c) DG Slew Mode is confirmed operative. |

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

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|------------|--|---|---|---|---|
| 34 | NAVIGATION | | | | |
| 40. | Ground Proximity Warning System Landing Flap Selection Switch Indication Lights | C | 3 | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| 41. *** | L3 GH3100/GH3900 Stand-by Instrument (EISS) (STC ST03325NY) | B | 1 | 0 | Maybe inoperative provided: a) The instrument Face is covered, and b) Operation is not conducted into known or forecast VFR OTT (Over the Top) conditions. |
| 42. *** | Pilot's Primary Flight Display (PFD) EFI-890R Cockpit Instrument Suite Configuration, Flight Deck (STC ST03325NY) | B | 1 | 0 | May be inoperative provided: a) Pilot's Navigation Display (ND) is operational, b) Pilot's PFD Control Display Reversion is selected, and c) Co-Pilot's PFD and ND are operational. |
| 43. *** | Co-Pilot's Primary Flight Display (PFD) EFI-890R Cockpit Instrument Suite Configuration, Flight Deck (STC ST03325NY) | B | 1 | 0 | May be inoperative provided: a) Co-pilot's Navigation Display (ND) is operational, b) Co-pilot's PFD Control Display Reversion is selected, and c) Pilot PFD and ND are operational. |
| 44. *** | Pilot's Navigation Display (ND) EFI-890R Cockpit Instrument Suite Configuration, Flight Deck (STC ST03325NY) | B | 1 | 0 | May be inoperative provided: a) Pilot's Primary Flight Display (PFD) is operational, and b) Co-pilot's PFD and ND are operational. |

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

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|--|---|---|---|--|--|
| 34 NAVIGATION | | | | | |
| 45. Copilot's Navigation *** Display (ND) EFI-890R Cockpit Instrument Suite Configuration, Flight Deck (STC ST03325NY) | B | 1 | 0 | May be inoperative provided: a) Co-pilot's Primary Flight Display (PFD) is operational, and b) Pilot's PFD and ND are operational. | |

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

| 35 OXYGEN | | | | |
|---|---|---|---|--|
| 1. Passenger Portable Oxygen System | B | - | - | As required by 14 CFR. |
| 2. Crew Fixed Oxygen System Pressure Gauges | C | 2 | 1 | (M) Either the gauge mounted on the flight deck, or on the cylinder may be inoperative provided an acceptable procedure is used to verify that the oxygen supply is at or above minimum requirements for the flight. |
| 3. Crew Fixed Oxygen System Overboard Discharge Indicator | C | 1 | 0 | (M) May be missing provided an acceptable procedure is used to verify that the oxygen supply is at or above minimum requirements for the flight. |
| 4. Crew Portable Oxygen System | C | - | - | As required by 14 CFR. |
| 5. Protective Breathing Equipment (PBE) | D | - | - | (M)(O) Any in excess of those required by 14 CFR may be inoperative or missing provided that: a) Required distribution of operative units is maintained throughout the aircraft, b) The inoperative unit is removed from the installed location, secured out of sight and the unit and its normally installed location are placarded "INOPERATIVE", and c) Procedures are established and used to alert crew members of inoperative or missing equipment. |

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| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 35 OXYGEN | | | | | |
| 6. Passenger Oxygen *** Automatic Presentation System | | | | | |
| 1) Automatic Deployment | B | 1 | 0 | (M)(O) May be inoperative provided manual deployment system is operative. | |
| | D | 1 | 0 | (O) May be inoperative provided an alternate procedure is established and used to meet 14 CFR requirements. | |
| 2) Individual Passenger Service Units (PSU) | D | - | - | (M)(O) May be inoperative provided: a) Affected seats or banks of seats are blocked and placarded INOPERATIVE to prevent occupancy, b) No more than two consecutive banks of seats have an inoperative PSU, and c) Units at assigned flight attendant locations are operative. | |
| | D | - | - | (O) May be inoperative provided alternate procedure are established and used to meet 14 CFR requirements. | |

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

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|----|-----------------------|---|---|---|---|
| 38 | WATER/WASTE | | | | |
| 1. | Lavatory Waste System | C | 1 | 0 | (M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used. |
| | | C | 1 | 0 | (M) Associated lavatory system may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, b) The Pilot-in-Command will determine if flight duration is acceptable with the lavatory unusable, and c) Associated lavatory door is secured closed and placarded, "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crew members. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
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| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 38 WATER/WASTE | | | | | |
| 2. Potable Water Systems/ *** Warm Water Wash Systems | C | - | 0 | (M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced. | |
| | C | - | 0 | (M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. | |
| | | | | NOTE: Any portion of system which operates normally may be used. | |

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

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|-------|--------------------------------------|---|---|---|---|
| 46 | INFORMATION SYSTEMS | | | | |
| 1.*** | Electronic Flight Bag Systems (EFBs) | | | | |
| | Class 3 EFBs | C | - | - | (O) May be inoperative provided alternate procedures are established and used. |
| | | D | - | 0 | NOTE: Any function, program or document which operates normally may be used. |
| | Data Connectivity (Class 2) | C | - | - | (O) May be inoperative provided alternate procedures are established and used. |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. |
| | Power Connection (Class 1 & 2) | 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. |
| | Mounting Device (Class 2) | C | - | 0 | (M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternative procedures are established and used. |
| | | D | - | 0 | (M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use. |

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

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

| 52 DOORS | | | | | |
|---|---|---|---|--|-------------|
| 1. Baggage Door Indication System | C | 1 | 0 | (M) May be inoperative provided door is verified closed and locked before each departure. | |
| 2. Entry Door Indication System (With Mod 8/0148 Installed) | B | 1 | 0 | (M)(O) May be inoperative provided: a) Door is verified to operate normally by an acceptable procedure once each flight day, and b) Door is closed by a crew member using an acceptable procedure prior to each departure. | |
| 3. Entry Door Inflatable Seal | C | 1 | 0 | (O) May be inoperative provided flight is conducted in accordance with AFM Supplement 113, UNPRESSURIZED FLIGHT – BLEED ON. | |
| 4. Type I Emergency Exit Door Inflatable Seal (Series 300) | C | 1 | 0 | (O) May be inoperative provided flight is conducted in accordance with AFM Supplement 113, UNPRESSURIZED FLIGHT – BLEED ON. | |
| 5. Baggage Door Counterbalance System | | | | | |
| 1) (With Mod 8/1056 or approved equivalent) | C | 2 | 1 | (M) One Counter Balance cable assembly may be inoperative provided the Baggage Door support strut is installed and used. | |
| | | | | | (Continued) |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|---------------------------------|---|---|--|---------------------------|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 52 DOORS | | | | | |
| 5. Baggage Door Counterbalance System (Cont'd) | | | | | |
| 2) (With or Without Mod 8/1056 or Equivalent) | C | 2 | 0 | (M) Both Counter Balance cable assemblies may be inoperative provided: a) Baggage Door is verified closed, latched, and not used, and b) Baggage Door is placarded "BAGGAGE DOOR INOPERATIVE – DO NOT OPEN". | |
| 6. Service Door *** (Series 300) | C | 1 | 0 | (M) May be inoperative provided: a) Service Door is verified closed and locked, b) Inoperative door handle is flush with door, c) Door is not used, and d) Door is placarded internally and externally "SERVICE DOOR INOPERATIVE –DO NOT USE". | |
| 7. Service Door Indication *** System (Series 300) | C | 1 | 0 | (M) May be inoperative provided the Service Door is verified closed and locked before 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 | | | |

| | | | | | |
|--|---|---|---|--|---|
| 52 DOORS | | | | | |
| 8. Baggage Door Support Strut *** (With Mod 8/1056 or approved equivalent) | C | 1 | 0 | (M) May be inoperative provided both baggage door counter balance assemblies operate normally. | |
| | C | 1 | 0 | May be inoperative provided: a) Baggage Door is verified closed, latched, and not used, and b) Baggage Door is placarded "BAGGAGE DOOR INOPERATIVE- DO NOT OPEN". | |
| 9. Lavatory Door Lock | C | 1 | 0 | (M) May be inoperative provided lavatory door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER". | |
| 10. Fortified Flight Deck Door (STC ST02138SE) | | | | | I |
| 1) Automatic Locking System (Primary Locking System) | A | 1 | 0 | (M)(O) May be inoperative for a maximum of two (2) flight days provided: a) Automatic locking (remote access) system is deactivated, b) Secondary locking system, mechanical dead bolt is verified operative and used to lock the door, and c) Alternate procedures are established and used for using the mechanical system and access to the flight deck. | |
| (Continued) | | | | | |

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

| | | | | | |
|--|---|---|---|--|---|
| 52 DOORS | | | | | |
| 10. Fortified Flight Deck Door (STC ST02138SE) (Cont'd) | | | | | |
| 2) Flight Deck Emergency Access Function (Using the Keypad Function) | A | 1 | 0 | (M)(O) May be inoperative for a maximum of two (2) flight days provided: a) Automatic locking (remote access) system is deactivated, b) Secondary locking system, mechanical dead bolt is verified operative and used to lock the door, and c) Alternate procedures are established and used for using the mechanical system and access to the flight deck. | I |
| 3) DENY Function | A | 1 | 0 | (M)(O) May be inoperative for a maximum of two (2) flight days provided: a) Automatic locking (remote access) system is deactivated, b) Secondary locking system, mechanical dead bolt is verified operative and used to lock the door, and c) Alternate procedures are established and used for using the mechanical system and access to the flight deck. | |
| (Continued) | | | | | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | |
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | 4. REMARKS AND EXCEPTIONS | | | | |
| 52 DOORS | | | | | |
| 10. Fortified Flight Deck Door (STC ST02138SE) (Cont'd) | | | | | I |
| 4) Door OPEN Function | C | 1 | 0 | (O) May be inoperative provided: a) Automatic locking system is verified operative, b) Emergency Access Function is verified operative, and c) Alternate procedures are established and used for using the mechanical system and access to the flight deck. | |
| 5) Emergency Access Keypad Assembly's small RED and GREEN Indication Lights (Correct/Incorrect Code) | C | 2 | 0 | (M)(O) May be inoperative provided Emergency Access Function is verified operative. | |
| 6) Emergency Access Keypad Assembly's large RED and GREEN Indication Lights (System powered door unlocked) | C | 2 | 0 | (M)(O) May be inoperative provided Automatic Locking System and Emergency Access Function are verified operative. | |
| 7) Flight Deck DOOR UNLKD Advisory Light | C | 1 | 0 | (M)(O) May be inoperative provided: a) Door Auto Lock and Open functions are verified operative, and b) FLTDK DOOR Caution Light and ACCESS REQUEST Advisory Lights are verified operative. | I |
| (Continued) | | | | | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | |
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | 4. REMARKS AND EXCEPTIONS | | | | |
| 52 DOORS | | | | | |
| 10. Fortified Flight Deck Door (STC ST02138SE) (Cont'd) | | | | | |
| 8) Flight Deck Door ACCESS REQUEST Advisory Light | C | 1 | 0 | (M)(O) May be inoperative provided: a) Emergency Access keypad function is verified operative, and b) FLTDK DOOR Caution Light and DOOR UNLKD Advisory Lights are verified operative. | |
| 9) FLTDK DOOR Caution Light | A | 1 | 0 | (M)(O) May be inoperative for a maximum of two (2) flight days provided: a) Door Auto Lock and Open functions are verified operative, b) Emergency Access keypad function is verified operative, c) DOOR UNLKD and ACCESS REQUEST Advisory Lights are verified operative, and d) Secondary locking system, mechanical dead bolt is verified operative and used to lock the door. | |
| 10) Deadbolt (Secondary Locking System) | C | 1 | 0 | (O) May be inoperative provided primary auto locking system is operative. | |

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

| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS AND EXCEPTIONS |
|---|-----------------|---------------------|---------------------------------|--|
| 61 PROPELLERS | | | | |
| 1. Synchrophasing System | C | 1 | 0 | |
| 2. Autofeather System | B | 1 | 0 | (O) May be inoperative provided: a) Autofeather is selected OFF, and b) Operations are conducted in compliance with AFM Supplement 43 OPERATION WITH INOPERATIVE AUTOFEATHER SYSTEM. |
| 3. Beta Warning Horn System | | | | |
| 1) Mod 8/2852 *** | A | 1 | 0 | (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within three flight days. |
| 2) Mod 8/2852 and *** CR873CH00011 | A | 1 | 0 | (M) May be inoperative provided: a) System is deactivated, b) Beta Lockout System is verified operational, and c) Repairs are made within three flight days. |
| 4. Beta Lockout System *** (CR873CH00011 and Mod 8/2852) | A | 1 | 0 | (M) May be inoperative provided: a) System is deactivated, b) Beta Backup System is verified operational, c) Beta Warning Horn System is verified operational, and d) Repairs are made within three flight days. |

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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. Engine Intake Bypass Doors | C | 2 | 1 | One may be inoperative in the closed position provided flight is not conducted in known or forecast icing conditions. | |
| | C | 2 | 0 | (M)(O) May be inoperative in the open position provided: a) OAT along the route flown is less than ISA +25 degrees C, b) Related engine oil temperature indicator is operative and monitored, and c) Associated engine intake heater is verified operational before each departure into known or forecast icing conditions. | |
| 2. Engine Intake Bypass Door Indicators | C | 2 | 0 | (M) May be inoperative provided: a) Bypass door operation is verified before each departure, and b) Engine intake heater indicator operates normally. | |
| 3. Engine Condition Panel | B | 1 | 0 | (M) Fault indicators may be inoperative provided alternate procedures are established and used. | |

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

| | | | | | |
|----|--|---|---|---|--|
| 73 | ENGINE FUEL & CONTROL | | | | |
| 1. | Fuel Flow Meters | B | 2 | 1 | One may be inoperative provided associated engine instruments and fuel quantity indicator operate normally. |
| 2. | Engine Electronic Control Units (ECU) | A | 2 | 1 | (M)(O) One may be inoperative provided: a) Nosewheel steering operates normally, b) Anti-Skid operates normally, c) At least one Yaw Damper channel operates normally, d) Airplane is not dispatched to or from an airport with standing water or contamination on the runways, e) Operations are conducted in accordance with AFM Supplement 10 OPERATION WITH ONE ECU INOPERATIVE, f) Operations are limited to not less than Category I approach minimums, and g) Repairs are made within two flight days. |
| 3. | Quiet Taxi Systems (Series 100) (With DHI SB 8-73-15 incorporated) | C | 2 | 0 | (M)(O) May be inoperative. |
| 4. | #1 / #2 ENG MANUAL Caution Lights | A | 2 | 1 | (M)(O) One may be inoperative provided: a) Associated engine ECU is considered inoperative and is selected to MANUAL, and b) Repairs are made within two flight days. |

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

| | | | | |
|---|---|---|---|--|
| 75 BLEED AIR | | | | |
| 1. Handling Bleed Shut-Off Valves (HBOV) (Series 200/300) | C | 2 | 0 | (M) May be inoperative provided: a) Flight is conducted below 15,000 feet MSL, b) Both Engine Electronic Control Units (ECU) operate normally, and c) Associated valve is deactivated by an acceptable procedure. |

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

| | | | | | |
|----|---|---|---|---|---|
| 76 | ENGINE CONTROLS | | | | |
| 1. | Engine Instrument Panel ENGINE ECU Switch | | | | |
| 1) | MCL (Series 200) | C | 1 | 0 | (O) May be inoperative provided: a) ENGINE ECU Rating Selector Switch is set to TOP, and b) The TOP function is verified operative. |
| 2) | MCR (Series 200) | C | 1 | 0 | (O) May be inoperative provided: a) ENGINE ECU Rating Selector Switch is set to TOP, and b) The TOP function is verified operative. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|---------------------------------|---|---|--|---------------------------|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 77 ENGINE INDICATING | | | | | |
| 1. NH Indicators | | | | | |
| Digital Readout | C | 2 | 0 | | I |
| 2. NL Indicators | | | | | |
| 1) Series 100 | C | 2 | 0 | | |
| 2) Series 200/300 | A | 2 | 1 | (O) One may be inoperative provided: a) Power Plant Fire Detection System operates normally, and b) Repairs are made within two flight days. | |
| 3. Torque Indicators | | | | | |
| 1) Digital Readout | C | 2 | 0 | | |
| 2) ECU Target Torque Bugs (Series 200) | C | 2 | 0 | | |
| 4. ITT Indicators | | | | | |
| Digital Readout | C | 2 | 0 | | I |
| 5. ITT Indicators Overtemperature Warning Lights | C | 2 | 1 | One may be inoperative provided associated ITT indicator is monitored during flight. | |
| 6. Propellers RPM Indicators | | | | | |
| Digital Readout | C | 2 | 0 | | I |

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

| 77 | ENGINE INDICATING | | | | |
|------------|--|---|---|---|---|
| 7. *** | Engine Instrument Display EFI-890R Cockpit Instrument Suite Configuration, Flight Deck (STC ST03325NY) | A | 1 | 0 | May be inoperative provided: a) The Pilot and Co-pilot ND display of Engine Instrumentation is operational, b) Engine Data must be displayed on one ND, and c) Repairs are made within one flight day. |
| 8. *** | NH Indicators EFI-890R Cockpit Instrument Suite (STC ST03325NY) | A | 1 | 0 | May be inoperative provided: a) The Pilot and Co-pilot ND display of NH Instrumentation is operational, b) Engine Data must be displayed on one ND, and c) Repairs are made within one flight day. |
| 9. *** | NL Indicators EFI-890R Cockpit Instrument Suite (STC ST03325NY) | A | 1 | 0 | May be inoperative provided: a) The Pilot and Co-pilot ND display of NL Instrumentation is operational, b) Engine Data must be displayed on one ND, and c) Repairs are made within one flight day. |
| 10. *** | Torque Indicators EFI-890R Cockpit Instrument Suite (STC ST03325NY) | A | 1 | 0 | May be inoperative provided: a) The Pilot and Co-pilot ND display of Torque Instrumentation is operational, b) Engine Data must be displayed on one ND, and c) Repairs are made within one flight day. |

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

| 77 ENGINE INDICATING | | | | | |
|--|---|---|---|---|--|
| 11. Propeller RPM *** EFI-890R Cockpit Instrument Suite (STC ST03325NY) | A | 1 | 0 | May be inoperative provided: a) The Pilot and Co-pilot ND display of NP Instrumentation is operational, b) Engine Data must be displayed on one ND, and c) Repairs are made within one flight day. | |
| 12. ITT Indication *** EFI-890R Cockpit Instrument Suite (STC ST03325NY) | A | 1 | 0 | May be inoperative provided: a) The Pilot and Co-pilot ND display of ITT Instrumentation is operational, b) Engine Data must be displayed on one ND, and c) Repairs are made within one flight day. | |
| 13. Fuel Flow Indication *** EFI-890R Cockpit Instrument Suite (STC ST03325NY) | A | 1 | 0 | May be inoperative provided: a) The Pilot and Co-pilot ND display of Fuel Flow Instrumentation is operational, b) Engine Data must be displayed on one ND, and c) Repairs are made within one flight day. | |
| 14. Oil Pressure Indication *** EFI-890R Cockpit Instrument Suite (STC ST03325NY) | A | 1 | 0 | May be inoperative provided: a) The Pilot and Co-pilot ND display of Oil Pressure Instrumentation is operational, b) Engine Data must be displayed on one ND, and c) Repairs are made within one flight day. | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|---------------------------------|---|---|---|---------------------------|
| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | | | | |
| 77 ENGINE INDICATING | | | | | |
| 15. Oil Temperature *** Indication EFI-890R Cockpit Instrument Suite (STC ST03325NY) | A | 2 | 0 | May be inoperative provided: a) The Pilot and Co-pilot ND display of Oil Temperature Instrumentation is operational, b) Engine Data must be displayed on one ND, and c) Repairs are made within one flight day. | |
| 16. Fuel Temperature *** Indication EFI-890R Cockpit Instrument Suite (STC ST03325NY) | A | 2 | 0 | May be inoperative provided: a) The Pilot and Co-pilot ND display of Fuel Temperature Instrumentation is operational, b) Engine Data must be displayed on one ND, and c) Repairs are made within one flight day. | |
| 17. Fuel Tank Temperature *** Indication EFI-890R Cockpit Instrument Suite (STC ST03325NY) | A | 1 | 0 | May be inoperative provided: a) The Pilot and Co-pilot ND display of Fuel Tank Temperature Instrumentation is operational, b) Engine Data must be displayed on one ND, and c) Repairs are made within one flight day. | |