



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

Master Minimum Equipment List (MMEL)

Revision: 9
Date: 08/18/2016

BOMBARDIER DHC-8-400

Heather A. Ogburn, Chair
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration
Long Beach Aircraft Evaluation Group (LGB-AEG)
3690 Paramount Blvd., Suite 100
Lakewood, CA 90712

Telephone: (562)-627-5288
FAX: (562)-672-5281

TABLE OF CONTENTS

SYSTEM NO.	SYSTEM	PAGE NO.
--	Table of Contents	I
--	Log of Revisions	II, III
--	Control Page	IV, V, VI, VII
-	HIGHLIGHTS OF CHANGE	VIII, IX, X, XI
--	Definitions	XII
--	Preamble	XIII
21	Air Conditioning	21-1 THRU 10
22	Auto Flight	22-1 THRU 4
23	Communications	23-1 THRU 12
24	Electrical Power	24-1 THRU 3
25	Equipment/Furnishings	25-1 THRU 18
26	Fire Protection	26-1 THRU 4
27	Flight Controls	27-1 THRU 7
28	Fuel	28-1 THRU 3
29	Hydraulic Power	29-1 THRU 5
30	Ice and Rain Protection	30-1 THRU 7
31	Indicating/Recording Systems	31-1 THRU 4
32	Landing Gear	32-1, 2
33	Lights	33-1 THRU 13
34	Navigation	34-1 THRU 14
35	Oxygen	35-1, 2
36	Pneumatics	36-1
38	Water/Waste	38-1 THRU 3
45	Central Maintenance Computer	45-1
46	Information Systems	46-1
49	Airborne Auxiliary Power	49-1
52	Doors	52-1 THRU 14
61	Propellers	61-1
71	Powerplant	71-1
73	Engine Fuel and Control	73-1
76	Engine Controls	76-1, 2
77	Engine Indicating	77-1
79	Engine Oil	79-1

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

DHC-8-400

REVISION: 6

DATE: 04/01/2011

PAGE NO:

II

Log of Revisions

Rev No.	Date	Page Numbers	Initials
Original	08/31/2000	ORIGINAL	
1	01/18/2002	HIGHLIGHTS OF REV., DEFINITIONS	
1	01/18/2002	21-5,22-1,22-2,22-3,22-4	
1	01/18/2002	23-1,23-2,23-3,23-4,23-5	
1	01/18/2002	23-6,23-7,23-8,25-1,25-2	
1	01/18/2002	25-3,25-5,25-6,25-7,25-8	
1	01/18/2002	25-9,25-10,26-1,26-2,26-3	
1	01/18/2002	26-4,27-1,27-2,27-3,27-4	
1	01/18/2002	30-3,30-4,30-5,31-1,31-2	
1	01/18/2002	31-3,32-1,32-2,33-3,33-5	
1	01/18/2002	34-1,34-2,34-3,34-4,34-5	
1	01/18/2002	34-6,34-7,35-2,38-1,52-1	
1	01/18/2002	52-2,52-3	
2	11/14/2002	HIGHLIGHTS OF REV., DEFINITIONS	
2	11/14/2002	22-1,22-2,22-3,22-4,23-2	
2	11/14/2002	23-3,23-4,23-5,23-6,23-7	
2	11/14/2002	23-8,25-9,30-3,30-4,32-1	
2	11/14/2002	34-1,34-2,34-3,34-4,34-5	
2	11/14/2002	34-6,34-7,34-8,61-1,73-1	
2	11/14/2002	73-2	
3	01/15/2006	HIGHLIGHTS OF REV., DEFINITIONS	
3	01/15/2006	21-1,21-2,21-3,21-4,21-5,21-6,21-7,21-8, 21-9,21-10	
3	01/15/2006	22-4	
3	01/15/2006	23-2,23-3,23-4,23-5,23-6,23-7,23-8,23-9, 23-10,23-11	
3a	03/20/2006	25-9	
3a	03/20/2006	26-2	
3	01/15/2006	27-2,27-3,27-4,27-5,27-6,27-7	
3	01/15/2006	31-2,31-3	
3	01/15/2006	32-1,32-2	
3	01/15/2006	33-6	
3a	03/20/2006	34-7	
3	01/15/2006	35-2	
3a	03/20/2006	52-5	
3	01/15/2006	61-1	
3	01/15/2006	73-1	
3	01/15/2006	76-1,76-2	
4	11/03/2006	HIGHLIGHTS OF REV., DEFINITIONS	
4	11/03/2006	21-6, 25-10, 26-2, 52-6	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

DHC-8-400

REVISION: 9

DATE: 08/18/2016

PAGE NO:

III

Log of Revisions

Rev No.	Date	Page Numbers	Initials
5	12/05/2008	HIGHLIGHTS OF REV., DEFINITIONS	
5	12/05/2008	21-8, 23-10, 25-2, 25-3, 25-13, 27-2, 27-3, 27-6, 27-7, 28-1, 28-3, 30-5, 32-1, 32-2, 33-4, 34-7, 52-1, 61-1, 73-1, 76-1	
5a	04/10/2009	HIGHLIGHTS OF REV. DEFINITIONS	
5a	04/10/2009	21-6, 23-10, 25-3, 27-3, 76-1	
6	04/01/2011	HIGHLIGHTS OF REV. DEFINITIONS	
6	04/01/2011	I, II, III, IV, V, VI, VII, VIII, IX, X,	
6	04/01/2011	21-8, 22-4, 24-3, 25-2, 25-3, 25-4, 25-5, 25-7,	
6	04/01/2011	25-8, 25-9, 25-11, 25-12, 25-13, 25-14, 26-1,	
6	04/01/2011	27-2, 27-3, 27-6, 27-7, 28-1, 28-3, 29-1, 29-4, 30-2, 30-5, 30-6, 31-2, 32-1, 32-2, 33-1, 33-3, 33-4, 33-5, 33-6, 33-7, 33-8, 33-9, 33-10	
6	04/01/2011	34-1, 34-7, 34-9, 34-10, 36-1, 38-1, 52-1, 76-1	
6a	07/12/2012	HIGHLIGHTS OF REV.	
6a	07/12/2012	33-3, 33-4, 33-5, 33-6, 33-7, 33-8, 33-9, 33-10, 33-11	
6a	07/12/2012	52-7, 52-8, 52-9	
7	06/19/2013	I, III, IV, V, VI, VII	
7	06/19/2013	Definitions (XII)	
7	06/19/2013	Preamble (XIII)	
7	06/19/2013	21-2, 23-1, 23-2, 23-3, 23-7, 23-11, 25-4, 25-5, 25-11, 25-12, 25-14, 25-15, 25-16, 29-2, 29-3, 30-5, 31-3, 31-4, 32-2, 33-1, 33-3, 33-4, 33-5, 33-6, 33-7, 33-8, 33-9, 33-10, 34-7, 34-8, 35-1, 38-1, 38-2, 46-1, 52-2, 52-7	
8	02/18/2016	T.P, Table of Content (I), Log of Revisions (III)	
8	02/18/2016	Control Page (IV to VII)	
8	02/18/2016	Highlights of Change (VIII to XI)	
8	02/18/2016	Definitions (XII), Preamble (XIII)	
8	02/18/2016	21-3 to 21-5, 23-1 to 23-12	
8	02/18/2016	25-2 to 25-10, 25-13 to 25-18	
8	02/18/2016	26-1, 26-4, 27-3, 28-1 to 28-3, 29-1 to 29-5	
8	02/18/2016	30-3 to 30-7, 31-1 to 31-4	
8	02/18/2016	33-1, 33-2, 33-7, 33-9, 33-11	
8	02/18/2016	34-3 to 34-14, 35-1, 35-2, 36-1	
8	02/18/2016	38-1 to 38-3, 52-1 to 52-14	
9	08/18/2016	T.P, Log of Revisions (III), Control Page (IV to VI)	
9	08/18/2016	Highlights of Change (XI)	
9	08/18/2016	28-1	
9	08/18/2016	30-6, 33-1, 33-2, 33-8, 33-9, 33-10, 33-11,	
9	08/18/2016	34-1, 34-9	
9	08/18/2016	38-2, 38-3	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

DHC-8-400

REVISION: 9

DATE: 08/18/2016

PAGE NO:

IV

Control Page

System	Page No.	Rev. No.	Current Date
Cover Page	-	9	08/18/2016
Table of Contents	I	8	02/18/2016
Log of Revisions	II	7	04/01/2011
	III	9	08/18/2016
Control Page	IV	9	08/18/2016
	V	9	08/18/2016
	VI	8	02/18/2016
	VII	8	02/18/2016
Highlights of Change	VIII	8	02/18/2016
	IX	8	02/18/2016
	X	8	02/18/2016
	XI	9	08/18/2016
Definitions	XII	8	02/18/2016
Preamble	XIII	8	02/18/2016
21	21-1	3	01/15/2006
	21-2	7	06/19/2013
	21-3	8	02/18/2016
	21-4	8	02/18/2016
	21-5	8	02/18/2016
	21-6	5a	04/10/2009
	21-7	3	01/15/2006
	21-8	6	04/01/2011
	21-9	3	01/15/2006
	21-10	3	01/15/2006
22	22-1	2	11/14/2002
	22-2	2	11/14/2002
	22-3	2	11/14/2002
	22-4	6	04/01/2011
23	23-1	8	02/18/2016
	23-2	8	02/18/2016
	23-3	8	02/18/2016
	23-4	8	02/18/2016
	23-5	8	02/18/2016
	23-6	8	02/18/2016
	23-7	8	02/18/2016
	23-8	8	02/18/2016
	23-9	8	02/18/2016
	23-10	8	02/18/2016
	23-11	8	02/18/2016
	23-12	8	02/18/2016
24	24-1	ORIGINAL	08/31/2000
	24-2	ORIGINAL	08/31/2000
	24-3	6	04/01/2011

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

DHC-8-400

REVISION: 9

DATE: 08/18/2016

PAGE NO:

V

Control Page

System	Page No.	Rev. No.	Current Date
25	25-1	1	01/18/2002
	25-2	8	02/18/2016
	25-3	8	02/18/2016
	25-4	8	02/18/2016
	25-5	8	02/18/2016
	25-6	8	02/18/2016
	25-7	8	02/18/2016
	25-8	8	02/18/2016
	25-9	8	02/18/2016
	25-10	8	02/18/2016
	25-11	7	06/19/2013
	25-12	7	06/19/2013
	25-13	8	02/18/2016
	25-14	8	02/18/2016
	25-15	8	02/18/2016
	25-16	8	02/18/2016
	25-17	8	02/18/2016
	25-18	8	02/18/2016
26	26-1	8	02/18/2016
	26-2	4	11/03/2006
	26-3	4	11/03/2006
	26-4	8	02/18/2016
27	27-1	1	01/18/2002
	27-2	6	04/01/2011
	27-3	8	02/18/2016
	27-4	3	01/15/2006
	27-5	3	01/15/2006
	27-6	6	04/01/2011
	27-7	6	04/01/2011
28	28-1	9	08/18/2016
	28-2	8	02/18/2016
	28-3	8	02/18/2016
29	29-1	8	02/18/2016
	29-2	8	02/18/2016
	29-3	8	02/18/2016
	29-4	8	02/18/2016
	29-5	8	02/18/2016
30	30-1	ORIGINAL	08/31/2000
	30-2	6	04/01/2011
	30-3	8	02/18/2016
	30-4	8	02/18/2016
	30-5	8	02/18/2016
	30-6	9	08/18/2016
	30-7	8	02/18/2016

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

DHC-8-400

REVISION: 9

DATE: 08/18/2016

PAGE NO:

VI

Control Page

System	Page No.	Rev. No.	Current Date
31	31-1	8	02/18/2016
	31-2	8	02/18/2016
	31-3	8	02/18/2016
	31-4	8	02/18/2016
32	32-1	6	04/01/2011
	32-2	7	06/19/2013
33	33-1	9	08/18/2016
	33-2	9	08/18/2016
	33-3	ORIGINAL	08/31/2000
	33-4	7	06/19/2013
	33-5	7	06/19/2013
	33-6	7	06/19/2013
	33-7	8	02/18/2016
	33-8	9	08/18/2016
	33-9	9	08/18/2016
	33-10	9	08/18/2016
	33-11	9	08/18/2016
	33-12	6a	07/12/2012
	33-13	6a	07/12/2012
34	34-1	9	08/18/2016
	34-2	2	11/14/2002
	34-3	8	02/18/2016
	34-4	8	02/18/2016
	34-5	8	02/18/2016
	34-6	8	02/18/2016
	34-7	8	02/18/2016
	34-8	8	02/18/2016
	34-9	9	08/18/2016
	34-10	8	02/18/2016
	34-11	8	02/18/2016
	34-12	8	02/18/2016
	34-13	8	02/18/2016
	34-14	8	02/18/2016
35	35-1	8	02/18/2016
	35-2	8	02/18/2016
36	36-1	8	02/18/2016
38	38-1	8	02/18/2016
	38-2	9	08/18/2016
	38-3	9	08/18/2016
45	45-1	ORIGINAL	08/31/2000
46	46-1	7	06/19/2013

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

DHC-8-400

REVISION: 8

DATE: 02/18/2016

PAGE NO:

VII

Control Page

System	Page No.	Rev. No.	Current Date
49	49-1	ORIGINAL	08/31/2000
52	52-1	8	02/18/2016
	52-2	8	02/18/2016
	52-3	8	02/18/2016
	52-4	8	02/18/2016
	52-5	8	02/18/2016
	52-6	8	02/18/2016
	52-7	8	02/18/2016
	52-8	8	02/18/2016
	52-9	8	02/18/2016
	52-10	8	02/18/2016
	52-11	8	02/18/2016
	52-12	8	02/18/2016
	52-13	8	02/18/2016
	52-14	8	02/18/2016
61	61-1	5	12/05/2008
71	71-1	ORIGINAL	08/31/2000
73	73-1	5	12/05/2008
76	76-1	6	04/01/2011
76	76-2	3	01/15/2006
77	77-1	ORIGINAL	08/31/2000
79	79-1	ORIGINAL	08/31/2000

HIGHLIGHTS OF CHANGE

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

PREAMBLE - Policy Letter Revision number removed to account for continuous changes being applicable.

DEFINITIONS – Minor spacing and capitalization corrections.

All ATA - Any page with a new revision and revision date, but lacking revision bars 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

- 21-30-1 Added AFM Supplement reference to proviso.
- 21-30-2 Added AFM Supplement reference to proviso.
- 21-30-3 Added AFM Supplement reference to proviso.
- 21-30-4 Added AFM Supplement reference to proviso.
- 21-30-5 Added AFM Supplement reference to proviso.

23 – COMMUNICATIONS

- 23-10-1 Reference to “FAR” replaced by “14 CFR”.
- 23-15-1 STC Reference numbering standardized with rest of the manual. As per PL-31, provisos with “OR” in them have been revised into separate MMEL cases for sub item 3), Voice Communications.
- 23-30-1 Relief extended to Flight Deck PA Light, F/A CALL and PA light on Handsets, and to Advisory Light panels in the passenger cabin. Corrected number of installed Flight Deck CALL Lights and relief restrictions for different configurations. Revised Note for “2c)” Case 2 to fall in line with PL-09 Rev 11.
- 23-30-3 Corrected sub-item numbering. Reference to “FAR” replaced by “14 CFR”. Removed “a)” in front of Lavatory Speaker as there are no other sub items.
- 23-50-4 Reference to “FAR” replaced by “14 CFR”.
- 23-50-5 Reference to “FAR” replaced by “14 CFR”.

25 – EQUIPMENT AND FURNISHINGS

- 25-10-2 Title revised for grammatical correction.
- 25-10-4 Title revised to read “Flight Deck” instead of “Flightdeck”.
- 25-20-2 Removed a) in front of Key Locks as there are no other sub items.
- 25-20-3 Reference to “FAR” replaced by “14 CFR”.
- 25-20-4 Reference to “FAR” replaced by “14 CFR”.
- 25-20-10 Relief for Flight Attendant Panel PSU TEST switch added.
- 25-50-2 Relief for Forward/Aft Baggage compartment liners and panels added.
- 25-60-1 References to “FAR” replaced by “14 CFR”. “****” Removed under fixed ELT.
- 25-60-2 Item incorporated into already existing item 25-60-3, sub item 3).
- 25-60-3 References to “CFR” replaced by “14 CFR”.
- 25-60-7 Revised to clarify overwater operations and runway restrictions.
- 25-60-8 Relief for flotation equipment revised to specify relief for flotation cushions and life vests.
- 25-62-1 Relief for the Cabin Video Monitoring and Surveillance System added.

HIGHLIGHTS OF CHANGE

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

26 – FIRE PROTECTION

26-10-1 Replaced “NOTE 1” with “NOTE” as there are no other Notes.

26-20-3 Reference to “FAR” replaced by “14 CFR”.

27 – FLIGHT CONTROLS

27-30-6 Sub item “1)” proviso “b” has word revised from “de-activated” to “deactivated”

28 – FUEL

28-20-1 Revised to include relief for partial failure of the Pressure Refueling System.

28-20-2 Relief for the Master Valve CLOSED Light on the Refuel/Defuel Panel added.

29 – HYDRAULIC POWER

29-10-2 Relief for the HYD FSOV OPEN Indicator Light added.

29-30-8 Revised title of sub item “1)” to clarify both are Pre-Mod configurations.

Revised title of sub item “2)” to clarify relief applicable to both Mod Configs.
“Post-Mod” terminology replaced by “Mod” similar to rest of manual.

29-30-9 Revised spelling from “VAVLE” to “VALVE” in proviso “b)”.

29-30-11 Added a comma (,) in the title.

30 – ICE AND RAIN PROTECTION

30-20-2 Relief revised to include restriction requiring ENG ADPT HEAT Caution lights to be operative for both Cases.

30-20-3 Added a comma (,) in the title.

30-40-2 Relief revised as per BA Engineering re-evaluation, and to consider available AFM for One Windshield Heating System Inoperative.

30-80-1 Relief revised to for night operations to be more restrictive for current case. As well included a new relief case for day/night operations with only one inoperative.

31 – INDICATING/RECORDING SYSTEMS

31-30-1 References to “FAR” replaced by “14 CFR”.

31-60-3 Removed “1)” in front of Bright/Dim Controls as there are no other sub items.

31-70-1 Relief for FAST – STC ST11053SC added.

33 – LIGHTS

33-10-2 Revised to add relief for BRT function and proviso for DIM function.

33-20-3 Titles revised to include “sign” to explicitly clarify it is applicable to NextGen Interiors as well.

33-40-2 Relief revised for better clarity toward individual bulbs and relief for daylight operations as well.

33-40-3 Revised to add “***” as this is an optional item on the aircraft.

33-50-2 Relief revised to separate relief of Markers/Locators from Ceiling Lights for Classic Interior to better clarify relief.

HIGHLIGHTS OF CHANGE

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

34 – NAVIGATION

- 34-20-7 Relief for the Integrated Standby Instrument added.
- 34-40-1 Reference to “FAR” replaced by “14 CFR”.
- 34-40-2 Reference to “FAR” replaced by “14 CFR”.
- 34-40-4 Reference to “FAR” replaced by “14 CFR”.
- Relief for the GPWS LFSS Indication Lights added.
- 34-40-6 Minor grammar correction to Case 1 proviso “d)”, added “, and”.
- 34-50-1 Reference to “FAR” replaced by “14 CFR”.
- 34-50-2 Reference to “regulations” replaced by “14 CFR”.
- 34-50-3 Reference to “FAR” replaced by “14 CFR”. Title revised to remove typo “1”.
- 34-50-4 Reference to “FAR” replaced by “14 CFR”.
- 34-50-5 Reference to “FAR” replaced by “14 CFR”.
- 34-50-6 Relief revised to take TNP AR 0.3/0.3 TAWS installation into consideration.
- 34-60-1 Relief revised to clarify inoperative autopilot, and application of MMEL for RNP AR 0.3/0.3.
- 34-60-2 Relief revised to take TAWS installation and number of FMS installed into consideration for RNP AR 0.3/0.3.

35 – OXYGEN

- 35-30-1 References to “CFR” replaced by “14 CFR”.
- 35-30-2 Reference to “FAR” replaced by “14 CFR”.
- 35-30-3 Reference to “FAR” replaced by “14 CFR”.
- 35-30-4 Reference to “FAR” replaced by “14 CFR”.

36 – PNEUMATICS

- 36-10-1 Relief revised to remove 10,000 feet flight level restriction in the MMEL.

38 – WATER/WASTE

- 38-10-2 Title revised to indicate aircraft with deactivated (Modsum applied) Warm Water Wash System are exempt from limitations of Warm Water Wash System MMEL. Missing title for Case 3, “Drain Mast Heaters corrected and number installed revised to show “-” as it is dependent on customer configuration choices. Proviso c) for Drain Mast Heaters revised to be inclusive of any location of ground service doors where the WWW system’s drain located.

HIGHLIGHTS OF CHANGE

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

52 – DOORS

- 52-10-2 Added AFM Supplement reference to proviso.
- 52-10-3 Relief revised to account for two modes of door latch failure.
- 52-10-4 Revised to remove the relief of removal of the Stair System. This is covered by the Configuration Deviation List Supplement 41 of the AFM.
- 52-10-5 Revised title of sub item “1)” to clarify both are Pre-Mod configurations. Revised title of sub item “2)’ to clarify relief is for applicable to both Mod Configurations. “Post-Mod” terminology replaced by “Mod” similar to rest of manual.
- 52-50-1 Revised to take into consideration pre and post modsum configuration 4-126449. Mod 4-126449 was introduced to correct an inadvertent illumination of the INTERNAL DOORS Caution Light.
- 52-50-4 STC Reference numbering standardized with rest of the manual.

REVISION 9 HIGHLIGHTS OF CHANGE

- 28-20-1 When this item was revised in Revision 8, an erroneous case was introduced as a result of the revision. The erroneous case is removed as of Revision 9.
- 30-80-0 Removed reference to “Day”.
- 33-10-1 Revised to match relief in PL-77.
- 33-10-2 Removed reference to “Day”.
- 33-30-1 Removed reference to “Day”.
- 33-30-2 Removed reference to “Day”.
- 33-40-1 Removed reference to “Day” and added CFR reference.
- 33-40-2 Removed reference to “Day” and added CFR reference.
- 33-40-5 Removed reference to “Day”.
- 33-40-7 Removed reference to “Day”.
- 33-40-8 Removed reference to “Day”.
- 33-50-1 Removed relief and reference to “Day”.
- 34-10-1 Revised to PL-84 Rev 1, as per RVSM for public comments.
- 34-10-1 Re-revised item to Revision 8 wording to match PL-39 Rev 5 with the correction of the repair interval from “A” to “C” for more public comments.
- 34-50-1 Revised to match relief in PL-76. ATC Identifier Switches and ID buttons relief removed from within 34-50-1 as it was a duplicate of 34-50-7 and 34-50-8 respectively.
- 38-30-1 Removed reference to accessible lavatories.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: DHC-8-400		REVISION: 8 DATE: 02/18/2016	PAGE NO: XII
DEFINITIONS			

Insert definitions from Policy Letter PL-25.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: DHC-8-400	REVISION: 8 DATE: 02/18/2016	PAGE NO: XIII
DEFINITIONS		

Insert Preamble from Policy Letter PL-34 Rev 4 for Part 121, 125, 129, and 135 certificated holders, or PL-36 for Part 91 operators.

AIRCRAFT:
DHC-8-400

REVISION NO: 3
DATE: 01/15/2006

PAGE NO:
21-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
20-1 Distribution Damper	C	1	0		
20-2 Recirculation Fan					
1) Pre-Mod 4-126236 and Pre-Mod 4-126211 or Pre-Mod 4-126212	B	1	0	(M) May be inoperative provided: a) The Fan is switched OFF, and b) The Standby Magnetic Compass is considered inoperative.	
2) Pre-Mod 4-126236 and Mod 4-126211 or Mod 4-126212	C	1	0	(M) May be inoperative provided Fan is deactivated.	
20-3 Flow (Pack) Control and Shutoff Valve	C	1	0	(M) May be inoperative provided: a) The Valve is secured in the open position, b) The Nacelle Shutoff Valves are verified operative, and c) Both digital (AUTO) channels of the ECU are verified operative.	
20-4 Display Cooling Fans	C	3	2		

AIRCRAFT:

DHC-8-400

REVISION NO: 7

DATE: 06/19/2013

PAGE NO:

21-2

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
20-5 SIDE WINDOW DEMIST Vent Controls	A	2	1	One may be inoperative provided: a) Aircraft is dispatched for no more than 3 flight days, and b) Airflow from the side window vent on the inoperative side is confirmed by the pilot.
	C	2	0	(M) May be inoperative provided the affected side(s) is failed in open position.
20-6 Low Level Vent Controls	A	2	1	One may be inoperative provided: a) Aircraft is dispatched for no more than 3 flight days, and b) Airflow from the side window vent, on the side with the inoperative low level vent, is confirmed by the pilot.
	C	2	0	(M) May be inoperative provided Low Level Vent position is confirmed and lever moved to closed position.
20-7 FLT COMPT GASPERS (Small and Large)	C	4	2	May be inoperative provided at least one Large Gasper (vent) is operative.
	A	4	0	May be inoperative for 1 flight day.

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
21-3

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

21 AIR CONDITIONING					
20-8 Aft Baggage Compartment Vent Valves					
1) Inlet and Outlet Vent Valves	C	2	0	(M)(O) May be inoperative in closed position provided: a) Inlet and outlet vent valves (shutoff valves) are deactivated, b) VENT VALVE INLT and VENT VALVE OUTLT CLOSED advisory lights are verified illuminated prior to each flight, and c) Live animals are not carried.	
	C	2	0	(O) May be inoperative provided procedures are established and used to ensure the compartment remains empty, or verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), or Fly Away Kits.	
				NOTE: Operator MEL must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.	
2) VENT VALVE INLT and VENT VALVE OUTLT CLOSED Advisory Lights	C	2	0	(O) May be inoperative provided procedures are established and used to ensure the compartment remains empty, or verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), or Fly Away Kits.	
				NOTE: Operator MEL must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.	

AIRCRAFT:

DHC-8-400

REVISION NO: 8

DATE: 02/18/2016

PAGE NO:

21-4

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
30-1 CABIN PRESS Warning Light	C	1	0	(O) May be inoperative provided flight is conducted in accordance with AFM Supplement 113, UNPRESSURIZED FLIGHT – BLEED ON.
30-2 Cabin ALT Indicator	C	1	0	(O) May be inoperative provided: a) The Cabin DIFF Pressure Indicator is verified operative, and b) A chart is provided to convert cabin differential pressure to cabin altitude.
	C	1	0	(O) May be inoperative provided flight is conducted in accordance with AFM Supplement 113, UNPRESSURIZED FLIGHT – BLEED ON.
30-3 Cabin DIFF Pressure Indicator	C	1	0	(O) May be inoperative provided: a) The Cabin ALT Indicator is verified operative, 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 accordance with AFM Supplement 113, UNPRESSURIZED FLIGHT – BLEED ON.
30-4 Cabin RATE Indicator	C	1	0	May be inoperative provided all other instruments and functions of the Pressurization System are operative.
	C	1	0	(O) May be inoperative provided flight is conducted in accordance with AFM Supplement 113, UNPRESSURIZED FLIGHT – BLEED ON.

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
21-5

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

21	AIR CONDITIONING				
30-5	Cabin Pressure Control System				
1)	AUTO and MAN Modes	A	2	0	(M)(O) May be inoperative provided: a) The FWD OUTFLOW valve and DUMP functions are verified operative, b) The AFT OUTFLOW valve is verified open, c) Flight is conducted in accordance with AFM Supplement 113, UNPRESSURIZED FLIGHT – BLEED ON, and d) Repairs are made within 3 flight days.
2)	AUTO Mode	A	1	0	(M) May be inoperative provided: a) MAN control is verified operative, b) The FWD OUTFLOW control and DUMP functions are verified operative, c) Cabin RATE Indicator, Cabin ALT Indicator, and Cabin DIFF Pressure Indicator, verified operative, and d) Repairs are made within 3 flight days.
3)	MAN Mode	C	1	0	(M) May be inoperative provided: a) AUTO control is verified operative, b) The FWD OUTFLOW control and DUMP functions are verified operative, and c) Cabin RATE Indicator, Cabin ALT Indicator, and Cabin DIFF Pressure Indicator are verified operative.

AIRCRAFT:
DHC-8-400

REVISION NO: 5a
DATE: 04/10/2009

PAGE NO:
21-6

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
30-6 Aft Valves					
1) Aft Outflow Valve	C	1	0	(M)(O) May be inoperative provided: a) The AFT OUTFLOW valve is verified open, and b) Flight is conducted in an unpressurized configuration, at or below 10,000 feet MSL.	
2) Aft Safety Valve	C	1	0	(M)(O) May be inoperative provided: a) The AFT OUTFLOW valve is verified open, and b) Flight is conducted in an unpressurized configuration, at or below 10,000 feet MSL.	
50-1 Air Cycle Machines (ACM)	C	2	1	May be inoperative provided the associated PACKS switch is selected and remains OFF.	
50-2 Turbine Shutoff Valves	C	2	1	(M) May be inoperative provided: a) Turbine Shutoff Valve is secured in the Closed position, and b) Associated PACKS switch is selected and remains OFF.	
50-3 Pack Bypass Valve	C	2	1	(M) One may be inoperative provided: a) Pack Bypass Valve is locked in the closed position, and b) Associated PACKS switch is selected and remains OFF.	

AIRCRAFT:
DHC-8-400

REVISION NO: 3
DATE: 01/15/2006

PAGE NO:
21-7

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
60-1 CABIN TEMP CONTROL					
1) AUTO and MAN Modes	C	1	0	(M) May be inoperative provided: a) The associated CABIN PACK is considered inoperative, is selected and remains OFF, and b) FLT COMP TEMP CONTROL is verified operative.	
2) AUTO Mode	C	1	0	(M) May be inoperative provided: a) MAN control is verified operative, and b) DUCT TEMP indicator is verified operative.	
3) MAN Mode	C	1	0	(M) May be inoperative provided AUTO control is verified operative.	

AIRCRAFT:
DHC-8-400

REVISION NO: 6
DATE: 04/01/2011

PAGE NO:
21-8

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
60-2 DUCT TEMP GAUGE	C	1	0	(O) May be inoperative provided Flight Attendant Temperature Control is operative and flights are conducted in accordance with AFM Supplement 85, OPERATION WITH INOPERATIVE CAB DUCT/ CABIN/FC DUCT GAUGE.	
1) CABIN Temperature	C	1	0	May be inoperative provided Flight Attendant Temperature Control is operative.	
2) CAB DUCT Temperature	C	1	0	May be inoperative provided flights are conducted in accordance with AFM Supplement 85, OPERATION WITH INOPERATIVE CAB DUCT/CABIN/FC DUCT GAUGE.	
3) 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.	

AIRCRAFT:
DHC-8-400

REVISION NO: 3
DATE: 01/15/2006

PAGE NO:
21-9

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
60-3 FLT COMP TEMP CONTROL					
1) AUTO and MAN Modes	C	2	0	(M) 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 & MANUAL) is verified operative.	
2) AUTO Mode	C	1	0	(M) May be inoperative provided: a) MAN control is verified operative, and b) DUCT TEMP indicator is verified operative.	
3) MAN Mode	C	1	0	(M) May be inoperative provided AUTO control is verified operative.	

AIRCRAFT:
DHC-8-400

REVISION NO: 3
DATE: 01/15/2006

PAGE NO:
21-10

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
60-4 Flight Attendant Control Panel-Cabin Temperature Control and Indication	C	-	0		One or all functions/indications may be inoperative provided cabin temperature control is available from the flight deck. NOTE: Flight Attendant control of cabin temperature is not available if MANUAL cabin temperature control is selected in the cockpit.
1) Temperature Display	C	1	0		(O) May be inoperative provided cabin temperature indication in the cockpit air conditioning panel is operative and this information will be given to the flight attendant as required.
2) Temperature Display Test Switch	C	1	0		
3) Temperature Display Switch	C	1	0		
4) Temperature Scale	C	1	0		
5) F/A Control Enabled Advisory Light	C	1	0		

AIRCRAFT:
DHC-8-400

REVISION NO: 2
DATE: 11/14/2002

PAGE NO:
22-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
22 AUTOFLIGHT				
10-1 A/P DISENG Annunciators (Glareshield)	B	2	1	May be inoperative when autopilot is used in any axis.
	A	2	0	May be inoperative provided: a) Autopilot is considered inoperative, and b) Repairs are made within 1 flight day.
10-2 Autopilot				
1) Autopilot	A	1	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Repairs are made within 1 flight day.
2) AP PITCH TRIM	A	1	0	(M)(O) May be inoperative provided: a) Autopilot is considered inoperative and not used, b) Flaps are limited to 15 degrees or less, and c) Repairs are made within 1 flight day.
10-3 Tactile Control Steering (TCS) Switches	B	2	0	May be inoperative provided autopilot is disengaged prior to manual control column movement.
	C	2	1	May be inoperative on the non-flying pilot side.

AIRCRAFT:
DHC-8-400

REVISION NO: 2
DATE: 11/14/2002

PAGE NO:
22-2

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

22	AUTOFLIGHT				
10-4	Flight Guidance Control Panel (FGCP)				
1)	IAS Selector	B	1	0	(O) May be inoperative provided VS or VNAV is operative and is used for altitude changes.
		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 IAS or VNAV is operative and is used for altitude changes.
		B	1	0	(O) May be inoperative provided autopilot is disengaged for altitude changes.
3)	VNAV Selector	B	1	0	(O) May be inoperative provided VS or IAS is operative and is used for altitude changes.
		B	1	0	(O) May be inoperative provided autopilot is disengaged for altitude changes.
4)	ALT Selector	B	1	0	(O) May be inoperative provided basic Altitude Hold mode is operative.
5)	ALT SEL	A	1	0	(O) May be inoperative provided: a) Altitude alerter is considered inoperative, and b) Repairs are made within 3 flight days.
(Continued)					

AIRCRAFT:
DHC-8-400

REVISION NO: 2
DATE: 11/14/2002

PAGE NO:
22-3

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

22	AUTOFLIGHT				
10-4	Flight Guidance Control Panel (FGCP) (Cont'd)				
6)	Pitch/Rate Thumb Wheel	B	1	0	(O) May be inoperative provided VS and IAS are considered inoperative.
7)	HDG Selector	B	1	0	(O) May be inoperative provided basic Heading mode and Heading bugs are operative.
8)	NAV Selector	B	1	0	(O) May be inoperative provided NAV Source selectors and Course selectors are operative.
9)	APPR Selector	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
10)	BC Selector	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
11)	AP Selector Indication	B	2	0	(O) May be inoperative provided Primary Flight Display (PFD) Flight Mode Annunciator (FMA) is operative.
12)	HSI SEL Selector Indication	B	2	0	(O) May be inoperative provided Primary Flight Display (PFD) Flight Mode Annunciator (FMA) is operative.
10-5	Yaw Damper System	A	1	0	(M) May be inoperative provided: a) Autopilot is considered inoperative, and b) Repairs are made within 1 flight day.

AIRCRAFT:
DHC-8-400

REVISION NO: 6
DATE: 04/01/2011

PAGE NO:
22-4

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
22 AUTOFLIGHT					
10-6 A/P 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 not used.	

AIRCRAFT:

DHC-8-400

REVISION NO: 8

DATE: 02/18/2016

PAGE NO:

23-1

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
10-1 Communication Systems Transmitters and Receivers (VHF, HF, and UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus, and not required for emergency procedures.
10-2 "Flitefone System" *** (or equivalent)	D	1	0	
15-1 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	(O) 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.

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
23-2

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

23	COMMUNICATIONS				
20-1	SELCAL System ***	C	1	0	May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
20-2	Aircraft *** Communications Addressing and Reporting System (ACARS)	C	1	0	May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
30-1	Alerting System (Chime/Light)				
1)	Passenger Configuration				
a)	Flight Deck CALL Light	B	2	1	May be inoperative provided the flight deck chime operates normally. NOTE: The flight deck chime must always be operative.
b)	Flight Deck PA Light	B	2	1	May be inoperative provided the PA system operates normally.
(Continued)					

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
23-3

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

23	COMMUNICATIONS				
30-1	Alerting System (Chime/Light) (Cont'd)				
1)	Passenger Configuration (Cont'd)				
c)	Flight Attendant CALL Light at handset	B	2	0	May be inoperative provided the associated red light on all Advisory Lights Panels operates normally.
d)	Flight Attendant PA Light at handset	B	2	0	May be inoperative provided the associated green light on all Advisory Lights Panels operates normally.
e)	Flight Attendant Advisory Lights Panels	B	-	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 visual alerting system function(s) that operates normally may be used.
					(Continued)

AIRCRAFT: DHC-8-400	REVISION NO: 8 DATE: 02/18/2016	PAGE NO: 23-4
------------------------	------------------------------------	------------------

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

23	COMMUNICATIONS				
30-1	Alerting System (Chime/Light) (Cont'd)				
1)	Passenger Configuration (Cont'd)				
f)	Flight Attendant Chime	B	-	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected chime 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 a Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any chime alerting system function(s) that operates normally may be used.
2)	Cargo Configuration				
a)	Flight Deck CALL Light	B	2	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)					

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
23-5

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

23	COMMUNICATIONS				
30-1	Alerting System (Chime/Light) (Cont'd)				
2)	Cargo Configuration (Cont'd)				
c)	Courier/ Supernumerary Call Light	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 visual alerting system function(s) that operates 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 operates normally may be used.

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
23-6

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

23	COMMUNICATIONS				
30-2	Pre-Recorded Announcement (Passenger Briefing) System	C	1	0	May be inoperative provided alternate procedures are established and used.
	All Cargo Operations	D	1	0	
30-3	PACIS (Passenger Address and Cabin Interphone System)				
1)	Passenger Address System (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.
		C	1	0	NOTE: Any station function(s) that operate 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 operate normally may be used.
	Lavatory Speaker	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

(Continued)

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
23-7

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

23	COMMUNICATIONS				
30-3	PACIS (Passenger Address and Cabin Interphone System) (Cont'd)				
2)	Courier/Supernumerary Address System (Cargo Configuration)	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.
	Lavatory Speaker	D	1	0	May be inoperative unless procedures require its use.
	Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	Lavatory Speaker	D	1	0	May be inoperative provided procedures do not require its use.
3)	Crewmember Interphone System(s) (Passenger Configuration)				
a)	Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% 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.
					(Continued)

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
23-8

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

23	COMMUNICATIONS				
30-3	PACIS (Passenger Address and Cabin Interphone System) (Cont'd)				
3)	Crewmember Interphone System(s) (Passenger Configuration) (Cont'd)				
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 operate normally may be used
		B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least 50% of the cabin handsets, and b) Alternate Communications procedures between the affected flight attendants stations are established and used. NOTE: Any station function(s) that operate normally may be used.
(Continued)					

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
23-9

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
30-3 PACIS (Passenger Address and Cabin Interphone System) (Cont'd)					
4) Crewmember Interphone System(s) (Cargo Configuration)					
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	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.	
b) Cabin to Cabin Function	D	1	0		
					(Continued)

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
23-10

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

23	COMMUNICATIONS				
30-3	PACIS (Passenger Address and Cabin Interphone System) (Cont'd)				
5)	Handset System (Passenger Configuration)				
	Cabin	B	-	0	(O) May be inoperative provided: a) 50% of cabin handsets operate normally, and b) Alternate communications procedures between the affected Flight Attendants station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the 50% requirements. NOTE 2: Any handset(s) function(s) that operate normally may be used.
6)	Handset System (Cargo Configuration)				
	Courier/Supernumerary	D	-	1	
		D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.

AIRCRAFT: DHC-8-400	REVISION NO: 8 DATE: 02/18/2016	PAGE NO: 23-11
------------------------	------------------------------------	-------------------

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

23 COMMUNICATIONS					
30-4 Active Noise and Vibration Suppression System	D	1	0	(M) May be inoperative.	
				NOTE: Aircraft may be dispatched with system operative in DEGRADE mode with ANVS SYS DEGRADED lamp illuminated on the Maintenance Panel.	
40-1 Service Interphone System (Flight Compartment to Ground Crew)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures are not dependent on its use.	
50-1 Boom Microphone Push-To-Talk (PTT) Switches	C	4	2	(M) May be inoperative provided one switch at each pilot's position is verified operative.	
50-2 Headsets	D	-	-	May be inoperative provided one headset at each required flightcrew station is operative.	

AIRCRAFT:

DHC-8-400

REVISION NO: 8

DATE: 02/18/2016

PAGE NO:

23-12

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
50-3 Flight Compartment Speakers	C	2	0	(M) May be inoperative provided headsets are installed and used by each person on Flight Compartment duty.
50-4 Boom Microphones (incl. Headset mics)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days.
	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
50-5 Flight Deck Handheld Microphones	C	2	0	May be inoperative provided associated boom microphones operate normally.
	D	2	-	Any in excess of those required by 14 CFR may be inoperative.
60-1 Static Discharges	D	25	19	May be missing, including discharger base, provided no more than one is missing from each control surface cluster.
70-1 Cockpit Voice Recorder	A	1	0	May be inoperative provided: a) The Flight Data Recorder is operative, and b) Repairs are made within 3 flight days.
80-1 ARCDU Radio Tuning Function (Aircraft with at least one FMS installed)	C	2	1	(O) May be inoperative provided: a) FMS Radio Tuning Function of the inoperative ARCDU in 'FMS' mode is checked daily, and b) The operative ARCDU Radio Tuning Function is verified operational in "BOTH" or "FMS" mode.

AIRCRAFT: DHC-8-400	REVISION NO: ORIGINAL DATE: 08/31/2000	PAGE NO: 24-1
------------------------	---	------------------

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

24 ELECTRICAL POWER					
20-1 AC GEN 1 and AC GEN 2 VOLT Indications (On ESID)	C	6	0	0	May be inoperative provided: a) Associated electrical cautions and/or warnings are operative, b) Associated AC GEN LOAD Indication(s) are operative, and c) Both DC Generators are operative.
20-2 AC GEN 1 and AC GEN 2 LOAD Indications (On ESID)	C	6	0	0	May be inoperative provided: a) Associated electrical cautions and/or warnings are operative, b) Associated AC GEN VOLT Indications are operative, and c) Both DC Generators are operative.
20-3 #1 AC GEN and #2 AC GEN Caution Lights	C	2	1	1	One may be inoperative provided: a) Associated AC GEN VOLT and AC GEN LOAD Indications are operative and are periodically monitored during flight, and b) Both AC Generators are verified operative prior to each flight.
30-1 Transformer Rectifier Units (TRUs)	B	2	1	1	(M) One may be inoperative provided: a) Both DC Starter/Generators are operative, and b) Associated TRU is deactivated.

AIRCRAFT: DHC-8-400	REVISION NO: ORIGINAL DATE: 08/31/2000	PAGE NO: 24-2
------------------------	---	------------------

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

24	ELECTRICAL POWER				
30-2	DC Generator Control Unit-Start/Termination Function	B	2	0	(O) May be inoperative provided the start is manually terminated at 50% NH.
30-3	BATT degrees Temperature Indications	C	3	0	(O) May be inoperative provided: a) The associated BAT HOT Warning Light(s) are verified operative, and b) The associated DC BATT LOAD Indication(s) are verified operative.
30-4 ***	APU Generation System	D	1	0	(M) May be inoperative provided: a) The cause of the malfunction is determined, and b) Appropriate action is taken to ensure that no hazard exists.
		D	1	0	May be inoperative provided the APU is considered inoperative and is not used.
30-5	DC GEN LOAD Indications	C	2	1	(O) One may be inoperative provided both DC Generators are operative.
		C	2	1	(O) One may be inoperative provided the inoperative Indication is associated with a failed DC Generator.

AIRCRAFT: DHC-8-400	REVISION NO: 6 DATE: 04/01/2011	PAGE NO: 24-3
------------------------	------------------------------------	------------------

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

24 ELECTRICAL POWER					
30-6 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 Transformer Rectifier Units (TRUs) are verified operative, and b) Operations are conducted in compliance with AFM Supplement 92 OPERATION WITH ONE DC GENERATOR INOPERATIVE.	
40-1 AC External Power System	D	1	0		
40-2 DC External Power System	D	1	0		

AIRCRAFT: DHC-8-400	REVISION NO: 1 DATE: 01/18/2002	PAGE NO: 25-1
------------------------	------------------------------------	------------------

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

25	EQUIPMENT/ FURNISHINGS				
10-1	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 2 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 2 flight days.
					NOTE 1: These provisos are intended to provide for occupancy of the above seat 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.

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
25-2

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

25	EQUIPMENT/ FURNISHINGS				
10-2	Pilot Seats				
1)	Vertical 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	B	-	0	(M) May be inoperative provided backrest is secured in a position acceptable to the affected crewmember.
10-3 ***	Pilot Seat Heaters	D	2	0	(M) May be inoperative provided the affected Heaters are deactivated.
10-4 ***	Flight Deck Sun Visors	C	-	-	May be inoperative provided: a) Affected sun visor does not obstruct either pilot's field of view for takeoff and landing, and b) Inoperative sun visor is acceptable for flight conditions to the operating flightcrew.

(Continued)

AIRCRAFT: DHC-8-400	REVISION NO: 8 DATE: 02/18/2016	PAGE NO: 25-3
------------------------	------------------------------------	------------------

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

25 EQUIPMENT/ FURNISHINGS					
10-4 Flight Deck Sun Visors *** (Cont'd)	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 flightcrew.	
20-1 Non-Essential Equipment & Furnishings (NEF)		-	0	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. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	

AIRCRAFT: DHC-8-400	REVISION NO: 8 DATE: 02/18/2016	PAGE NO: 25-4
------------------------	------------------------------------	------------------

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

25 EQUIPMENT/ FURNISHINGS					
20-2 Storage Bins, Cabin, Galley and Lavatory Storage Compartments/Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established 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.	
				NOTE: For overhead storage compartments, if no partitions are installed, the entire overhead storage compartment is considered inoperative.	
				(Continued)	

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
25-5

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

25	EQUIPMENT/ FURNISHINGS				
20-2	Storage Bins, Cabin, Galley and Lavatory Storage Compartments/Closets (Cont'd)	C	-	-	(M)(O) May be inoperative provided: 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 crewmembers and passengers of inoperative bin, compartment or closet, and f) Passengers are briefed that affected bin, compartment or closet is not used. NOTE 1: For overhead storage compartments, if no partitions are installed, the entire overhead storage compartment is considered inoperative. NOTE 2: Any emergency equipment (permanently affixed) located in the affected bin, compartment or closet is available for use.
***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
25-6

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

25	EQUIPMENT/ FURNISHINGS				
20-3	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.
20-4	Flight Attendant Seat Assembly				
1)	Required Flight Attendant Seats	B	-	-	(M)(O) One seat position or assembly may be inoperative provided: a) The affected seat position or seat assembly is not occupied, b) Flight Attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s) so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger Seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY".
(Continued)					

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
25-7

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

25	EQUIPMENT/ FURNISHINGS				
20-4	Flight Attendant Seat Assembly (Cont'd)				
1)	Required Flight Attendant Seats (Cont'd)				<p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>NOTE 3: 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.</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>
2)	Excess Flight Attendant Seats	C	3	2	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected Seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. <p>(Continued)</p>

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
25-8

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

25	EQUIPMENT/ FURNISHINGS				
20-4	Flight Attendant Seat Assembly (Cont'd)				
2)	Excess Flight Attendant Seats (Cont'd)				
20-5	Passenger Seats	C	-	-	<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 restraints system is considered inoperative.</p> <p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placard "DO NOT OCCUPY". <p>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</p> <p>NOTE 2: Inoperative Seat(s) do not affect the required number of flight attendants.</p> <p>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</p> <p>(Continued)</p>

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
25-9

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

25	EQUIPMENT/ FURNISHINGS				
20-5	Passenger Seats (Cont'd)				
1) ***	Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided the seat back is secured in the full upright position.
2)	Arm Rests				
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.
3) ***	Electrical/Electronic System/Components	C	-	-	May be inoperative and seat occupied provided associated component(s) are deactivated.
20-6	"Fasten Seat Belt While Seated" and "No Smoking" Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each passenger seat.
20-7 ***	Flight Attendant Seat Heaters	D	2	0	(M) May be inoperative provided the affected Heaters are deactivated.

AIRCRAFT: DHC-8-400	REVISION NO: 8 DATE: 02/18/2016	PAGE NO: 25-10
------------------------	------------------------------------	-------------------

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

25	EQUIPMENT/ FURNISHINGS				
20-8	Flight Attendant Reading Light	C	-	0	(O) May be inoperative provided a suitable alternate light source is available.
20-9	Lavatory "No Smoking" Placard	C	-	-	May be missing or be illegible.
20-10	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) The crew Cabin Interphone System, 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 Panel PSU TEST Switch	D	1	0	(O) May be inoperative.
20-11	Passenger Seats Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under the seats with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.

AIRCRAFT:
DHC-8-400

REVISION NO: 7
DATE: 06/19/2013

PAGE NO:
25-11

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
25 EQUIPMENT/ FURNISHINGS					
40-1 Exterior Lavatory Door Ashtrays					
1) Airplanes With More Than One Exterior Lavatory Door Ashtray Installed	A	1	0	One may be missing provided it is replaced within 10 calendar-days.	
2) Airplanes With Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be missing provided it is replaced within 3 calendar-days.	
40-2 Lavatory Waste Receptacle Access Doors/Cover	C	-	0	(M)(O) May be inoperative provided: a) Associated container is empty, b) Container access is secured/blocked to prevent waste introduction into compartment, c) Lavatory is used only 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.	

AIRCRAFT: DHC-8-400	REVISION NO: 7 DATE: 06/19/2013	PAGE NO: 25-12
------------------------	------------------------------------	-------------------

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

25 EQUIPMENT/ FURNISHINGS					
50-1 Aft Baggage Door Threshold Nets	D	1	1	(M) May be damaged provided: a) The number of detached stitching locations does not exceed six, b) The number of detached stitching locations per nylon strap (horizontal or vertical) does not exceed two, c) Detached stitching locations are separated by a minimum of two horizontal or vertical nylon strap intersection locations, d) No more than 25% of a nylon strap width is found to be defective, e) No more than one detached stitching location exists per main horizontal securing strap, f) There is no detached stitching on the two outermost vertical straps, g) Of the four installed, no more than one attachment clip is missing/inoperative, and h) Net is inspected weekly to ensure no further damage exists.	
	C	1	0	(M) May be missing provided: a) Inoperative aft baggage door threshold net assembly is completely removed, b) Baggage threshold protector remains installed, and c) Ground crew is notified of missing aft baggage door threshold net prior to unloading aircraft.	

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
25-13

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

25	EQUIPMENT/ FURNISHINGS				
50-2	Cargo Compartment Liners and Floor Panels(Applicable to Forward and/or Aft Baggage Compartments)	B	-	-	(O) Liners/panels may be damaged or missing provided cargo is not carried in the associated compartment. NOTE: Unit Load Devices (ULDs) may be carried in the associated compartment provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fiber or Kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
60-1	Emergency Locator Transmitter (ELT)				
1)	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.
		D	-	-	(M) Any in excess of those required by 14 CFR may be missing.
2)	Survival Type ELTs ***	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
25-14

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

25	EQUIPMENT/ FURNISHINGS				
60-2	First Aid Kit and/or Associated Equipment	D	-	-	Relief combined with item 25-60-3 (Emergency Medical Equipment), Revision 8.
60-3	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 one flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
2) ***	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or 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 one flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
(Continued)					

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
25-15

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
25 EQUIPMENT/ FURNISHINGS					
60-3 Emergency Medical Equipment (Cont'd)					
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 FAKs 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 one flight.	
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
60-4 Flight Attendant Flashlights					
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.	

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
25-16

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

25	EQUIPMENT/ FURNISHINGS				
60-5	Galley Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) Container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.
60-6	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.
60-7	Airstair Door Ditching Dam	C	1	0	(M) May be inoperative provided: a) The ditching dam is secured in the stowed position, b) Extended overwater operations are prohibited, and c) Takeoffs and landings are not conducted on runways that may lead to imminent ditching.
					NOTE: "Extended Overwater Operations" means operations over water at a horizontal distance of more than 50 nautical miles from the nearest shore.

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
25-17

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
25 EQUIPMENT/ FURNISHINGS					
60-8 Flotation Equipment ***					
Flightcrew and Flight Attendant Life Vests	C	-	-	As required by 14 CFR.	
				NOTE: "Extended Overwater Operations" means operations over water at a horizontal distance of more than 50 nautical miles from the nearest shore.	
Passenger Flotation Cushions	C	-	-	As required by 14 CFR.	
				NOTE: "Extended Overwater Operations" means operations over water at a horizontal distance of more than 50 nautical miles from the nearest shore.	
*** Passenger Life Vests	C	-	-	As required by 14 CFR.	
				NOTE: "Extended Overwater Operations" means operations over water at a horizontal distance of more than 50 nautical miles from the nearest shore.	

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
25-18

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
25 EQUIPMENT/ FURNISHINGS					
62-1 Cabin Video *** Monitoring and Surveillance System	C	1	0	(O) May be inoperative provided: a) A flight deck door viewing port is installed and operates normally, and b) Alternate procedures are established and used.	
	D	1	0	May be inoperative provided procedures do not require its use.	
Video Converter	D	2	1	One may be inoperative provided operative video converter is connected to an operative FMS.	

AIRCRAFT: DHC-8-400	REVISION NO: 8 DATE: 02/18/2016	PAGE NO: 26-1
------------------------	------------------------------------	------------------

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

26	FIRE PROTECTION				
10-1	Lavatory Smoke Detection System	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.
10-2	Aft Baggage Compartment Smoke Detectors	C	2	1	(M) May be inoperative provided: a) Affected smoke detector is deactivated, b) Inlet and outlet valve are deactivated in closed position, c) VENT VALVE INLT and VENT VALVE OUTLT CLOSED advisory lights are verified illuminated prior to each flight, and d) Live animals are not carried.
(Continued)					

AIRCRAFT:
DHC-8-400

REVISION NO: 4
DATE: 11/03/2006

PAGE NO:
26-2

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

26	FIRE PROTECTION				
10-2	Aft Baggage Compartment Smoke Detectors (Cont'd)	C	2	0	(M) May be inoperative provided: a) Procedures are established and used to ensure the compartment remains empty, or verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), or Fly Away Kits, and b) Affected smoke detectors are deactivated. NOTE: Operator MEL must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.
10-3	Forward Baggage Compartment Smoke Detector	C	1	0	(M)(O) May be inoperative provided: a) Procedures are established and used to ensure the compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), or Fly Away Kits, and b) Smoke detector is deactivated if a continuous or intermittent SMOKE warning light is illuminated on the Caution/Warning Panel. NOTE: Operator MEL must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.

AIRCRAFT:
DHC-8-400

REVISION NO: 4
DATE: 11/03/2006

PAGE NO:
26-3

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
26 FIRE PROTECTION				
10-4 APU Fire Detection *** System	D	1	0	(M) May be inoperative provided: a) The APU fuel shutoff valve is verified closed, and b) The APU is considered inoperative and is not used.
20-1 APU Fire Extinguishing *** System	D	1	0	(M) May be inoperative provided the APU is considered inoperative and is not used.
20-2 Lavatory Fire Extinguishing System	C	-	-	(M) For each lavatory, the lavatory fire extinguishing system may be inoperative provided the lavatory smoke detection system operates normally.
	C	-	-	(M)(O) For each lavatory, the lavatory fire extinguishing system may be inoperative provided: a) Lavatory waste receptacle is empty, b) The lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and c) The lavatory is used only by crewmembers.
NOTE 1: These provisos are not intended to prohibit lavatory use or inspection by crewmembers.				
NOTE 2: Lavatory smoke detection system is not required for all-cargo operations.				

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
26-4

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
26 FIRE PROTECTION					
20-3 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 is placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	
20-4 Baggage Compartment Fire Extinguishers					
1) Low Rate Discharge Bottle (LRD)	C	1	0	(M) May be inoperative provided the forward and aft baggage compartments are empty. NOTE: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.	
2) High Rate Discharge Bottle (HRD)	C	2	0	(M) May be inoperative provided the associated baggage compartment is empty. NOTE: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.	

AIRCRAFT:
DHC-8-400

REVISION NO: 1
DATE: 01/18/2002

PAGE NO:
27-1

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS				
10-1 AIL TRIM Indicator	C	1	0	(M) May be inoperative provided, prior to each flight, the aileron trim is: a) Visually checked for full, free, and correct movement, and b) Confirmed neutral.
20-1 RUDDER TRIM Indicator	B	1	0	(O) May be inoperative provided, prior to each takeoff, the rudder trim is: a) Visually checked for full, free, and correct movement as indicated on the PFCS indicator, and b) Selected to neutral.
20-2 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.
30-1 AUTO PITCH TRIM FAIL	A	1	0	(M)(O) May be inoperative provided: a) Flap angles are limited to 15 degrees or less, and b) Repairs are made within 1 flight day.
30-2 Stick Shaker	A	2	1	(M) May be inoperative provided: a) The affected stick shaker is deactivated, b) The unaffected stick shaker is tested before each flight, c) Flight is not conducted into known or forecast icing conditions, and d) Repairs are made within 2 flight days.

AIRCRAFT:
DHC-8-400

REVISION NO: 6
DATE: 04/01/2011

PAGE NO:
27-2

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

27	FLIGHT CONTROLS				
30-4	Stall Warning System	A	2	1	(M)(O) May be inoperative provided: a) Affected Stall Warning System is deactivated, b) Stick Pusher is deactivated, c) Unaffected Stall Warning System is verified operative before each departure, d) Flight is not conducted into known or forecast icing conditions, e) Flight is conducted in accordance with AFM Supplement 11 OPERATION WITH ONE INOPERATIVE STALL WARNING AND/OR STICK PUSHER SYSTEM, and f) Repairs are made within 2 flight days.
30-5	Stick Pusher System	A	1	0	(M)(O) May be inoperative provided: a) Stick Pusher is deactivated, b) Flight is not conducted into known or forecast icing conditions, c) Flight is conducted in accordance with AFM Supplement 11 OPERATION WITH ONE INOPERATIVE STALL WARNING AND/OR STICK PUSHER SYSTEM, and d) Repairs are made within 2 flight days.

AIRCRAFT: DHC-8-400	REVISION NO: 8 DATE: 02/18/2016	PAGE NO: 27-3
------------------------	------------------------------------	------------------

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

27	FLIGHT CONTROLS				
30-6	#1 STALL SYST FAIL, #2 STALL SYST FAIL Caution Lights	A	2	0	(M) May be inoperative ON provided: a) It is confirmed that the illumination of the #1 and #2 STALL SYST FAIL caution lights occurred only on ground, b) The aircraft is dispatched in accordance with the applicable proviso(s) below, and c) Repairs are made within 2 flight days.
1)	"ADU1" and "ADU2" on CDS	A	2	0	(M)(O) May be dispatched with the #1 STALL SYST FAIL and #2 STALL SYST FAIL caution lights ON provided: a) It is confirmed that the illumination of the #1 and #2 STALL SYST FAIL caution lights occurred only on ground, b) The stick pusher is deactivated, c) Flight is not conducted into known or forecast icing conditions, d) Flights are conducted in accordance with AFM Supplement 11 .OPERATION WITH ONE INOPERATIVE STALL WARNING AND/ OR STICK PUSHER SYSTEM, and e) Repairs are made within 2 flight days.
(Continued)					

AIRCRAFT: DHC-8-400	REVISION NO: 3 DATE: 01/15/2006	PAGE NO: 27-4
------------------------	------------------------------------	------------------

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

27	FLIGHT CONTROLS				
30-6	#1 STALL SYST FAIL, #2 STALL SYST FAIL Caution Lights (Cont'd)				
2)	"NO DATA FROM FADEC1" and "NO DATA FROM FADEC 2" on CDS	A	2	0	(M) May be dispatched with the #1 STALL SYST FAIL and #2 STALL SYST FAIL caution lights ON provided: a) It is confirmed that the illumination of the #1 and #2 STALL SYST FAIL caution lights occurred only on ground, b) Prior to each flight the Centralized Diagnostic System must be interrogated for the affected SPM to ensure that the PROPELLER DE-ICE failure is not indicated, and c) Repairs are made within 2 flight days.
3)	"FPIU" on CDS	A	1	0	(M) May be dispatched with the #1 STALL SYST FAIL and #2 STALL SYST FAIL caution lights ON provided: a) It is confirmed that the illumination of the #1 and #2 STALL SYST FAIL caution lights occurred only on ground, b) Prior to each flight the Centralized Diagnostic System must be interrogated for the affected SPM to ensure that the PROPELLER DE-ICE failure is not indicated, c) Use of flaps limited to a maximum of 15 degrees, d) Aircraft is not dispatched into known or forecast icing conditions, and e) Repairs are made within 2 flight days.

(Continued)

AIRCRAFT:
DHC-8-400

REVISION NO: 3
DATE: 01/15/2006

PAGE NO:
27-5

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

27	FLIGHT CONTROLS				
30-6	#1 STALL SYST FAIL, #2 STALL SYST FAIL Caution Lights (Cont'd)				
4)	"STICK SHAKER" on CDS	A	1	0	(M) May be dispatched with the #1 STALL SYST FAIL and #2 STALL SYST FAIL caution lights ON provided: a) It is confirmed that the illumination of the #1 and #2 STALL SYST FAIL caution lights occurred only on ground, b) Prior to each flight the Centralized Diagnostic System must be interrogated for the affected SPM to ensure that the PROPELLER DE-ICE failure is not indicated, c) The affected stick shaker is deactivated, d) The unaffected stick shaker is tested before each flight, e) Flight is not conducted into known or forecast icing conditions, and f) Repairs are made within 2 flight days.

AIRCRAFT:
DHC-8-400

REVISION NO: 6
DATE: 04/01/2011

PAGE NO:
27-6

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

27	FLIGHT CONTROLS					
60-1	Roll Spoiler Caution Lights					
1)	ROLL SPLR INBD GND	C	1	0	(M)(O) May be inoperative provided: a) Associated Roll Spoiler (ground mode) is deactivated, and b) Appropriate AFM performance decrements are applied per Supplement 17 OPERATION WITH INOPERATIVE FLIGHT SPOILERS IN GROUND MODE.	
2)	ROLL SPLR OUTBD GND	C	1	0	(M)(O) May be inoperative provided: a) Associated Roll Spoiler (ground mode) is deactivated, and b) Appropriate AFM performance decrements are applied per Supplement 17 OPERATION WITH INOPERATIVE FLIGHT SPOILERS IN GROUND MODE.	
60-2	FLIGHT/TAXI Switch TAXI Position Latch	C	1	0	(O) May be inoperative provided: a) The FLIGHT/TAXI Switch operates in both the FLIGHT and TAXI positions, b) The ROLL INBD and ROLL OUTBD Spoiler Advisory Lights are verified operative, and c) Retraction of the spoilers is verified when the Switch is held in the TAXI position prior to each flight.	

AIRCRAFT: DHC-8-400	REVISION NO: 6 DATE: 04/01/2011	PAGE NO: 27-7
------------------------	------------------------------------	------------------

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

27	FLIGHT CONTROLS				
60-3	Spoiler Advisory Lights				
1)	ROLL INBD	B	1	0	(O) May be inoperative provided: a) All PFCS SPOILER indications on the MFD are operative and are periodically monitored, and b) Non-flying pilot is briefed on their responsibility to observe and announce the spoilers (ground mode) on roll out.
2)	ROLL OUTBD	B	1	0	(O) May be inoperative provided: a) All PFCS SPOILER indications on the MFD are operative and are periodically monitored, and b) Non-flying pilot is briefed on their responsibility to observe and announce the spoilers (ground mode) on roll out.
60-4	Roll Spoilers (Ground Mode System)	C	2	0	(M)(O) May be inoperative provided: a) Associated inboard or outboard pair of roll spoilers (ground mode) are deactivated, and b) Appropriate AFM performance decrements are applied per Supplement 17 OPERATION WITH INOPERATIVE FLIGHT SPOILERS IN GROUND MODE.

AIRCRAFT:
DHC-8-400

REVISION NO: 9
DATE: 08/18/2016

PAGE NO:
28-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
28 FUEL					
20-1 Pressure Refueling System					
1) REFUEL	C	1	0	(M) May be inoperative provided the fuel transfer system is verified operative.	
2) PRESELECT REFUEL	C	1	0	(M) May be inoperative provided the fuel transfer system is verified operative.	
3) REFUEL and PRESELECT REFUEL	C	1	0	(M)(O) May be inoperative provided: a) Fuel transfer system is verified operative, and b) Procedures are established and used for gravity refueling.	
-20-2 Master Valve CLOSED Light (Refuel/Defuel Panel)	C	1	0	(M) May be inoperative provided REFUEL/DEFUEL SHUTOFF VALVE is verified closed following refueling.	
40-1 Height Measuring Unit (Magnetic Dipsticks)	C	2	0	May be inoperative provided the fuel quantity is determined by other approved means.	
40-2 Fuel TANK degrees C Temperatures Indication (on ESID)	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) being used, and b) JP-5 fuel is not used.	

AIRCRAFT:

DHC-8-400

REVISION NO: 8

DATE: 02/18/2016

PAGE NO:

28-2

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
40-3 FUELING ON Caution Light	C	1	0	(O) May be inoperative provided prior to each flight: a) The REFUEL/OFF/DEFUEL switch is confirmed OFF, and b) The Refuel/Defuel access panel is verified closed.
40-4 TANK 1 AUX PUMP, and TANK 2 AUX PUMP Advisory Lights	C	2	1	(O) May be inoperative provided: a) The associated ENG FUEL PRESS caution light and Aux Fuel Pump are verified operative, b) Both flight compartment FUEL QTY Indications are verified operative, and c) Operations are conducted in compliance with the AFM Supplement 95, OPERATION WITH AN INOPERATIVE AUX PUMP ADVISORY LIGHT.
40-5 #1 TANK FUEL LOW and #2 TANK FUEL LOW Caution Lights	C	2	1	(O) May be inoperative provided: a) The associated Flight Compartment FUEL QTY Indication is verified operative and is periodically monitored during flight, and b) The associated engine FF (Fuel Flow) Indication is verified operative.
40-6 Refuel/Defuel/ Transfer VALVE (OPEN/CLOSED) Advisory Lights	C	2	1	(M) May be inoperative provided the Fuel Transfer system and Flight Compartment FUEL QTY Indications are verified operative.
40-7 External Refuel/Defuel Panel FUEL QTY Indicators	C	2	0	(M) May be inoperative provided the fuel quantity is determined by other approved means prior to each flight.

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
28-3

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

28	FUEL					
40-8	REFUEL SHUTOFF TANK 1 and REFUEL SHUTOFF TANK 2 Advisory Lights	C	2	0	(M) May be inoperative provided the Flight Compartment FUEL QTY Indications are verified operative.	
40-9 ***	APU FUEL VALVE Advisory Light					
1)	(OPEN)	C	1	0	(M) May be inoperative provided: a) The OPEN light is extinguished, and b) The CLOSED light is illuminated when the APU is selected OFF.	
2)	(CLOSED)	D	1	0	(M) May be inoperative provided: a) APU is not operated, and b) The APU fuel shutoff valve is verified closed.	
40-10	Flight Compartment Fuel QTY Indications (on ESID)	C	2	1	(M) May be inoperative provided: a) Fuel quantity and balance is verified by an acceptable means after each refueling, and b) Fuel Flow Indications are operative, are periodically monitored during flight, and fuel consumption is recorded.	
40-11	Fuel Inlet Temperature Indications (on Engine Display)	A	2	1	(O) May be inoperative for one flight provided: a) Fuel Tank Temperature Indication (on MFD Fuel Page) is operative, b) TANK AUX PUMP Advisory Lights are operative, and c) Flight Compartment Fuel QTY Indications (on ESID) are operative.	

AIRCRAFT:

DHC-8-400

REVISION NO: 8

DATE: 02/18/2016

PAGE NO:

29-1

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 HYDRAULIC POWER				
10-1 Parking/Emergency Brake Accumulator Hand Pump	C	1	0	May be inoperative provided accumulator pressure is verified adequate prior to engine start.
10-2 HYD FSOV OPEN Indicator Light (Failed Off)	B	2	1	(M) One may be inoperative provided: a) HYD FSOV is visually verified open prior to first flight each day, and b) HYD FSOV CLOSED indicator light is verified operative.
30-1 HYD PRESS 1 and HYD PRESS 2 Indications	C	2	1	(M) May be inoperative provided: a) The associated ENG HYD PUMP Caution Light is verified operative, and b) The associated HYD QTY Indication is verified operative.
30-2 HYD PRESS STBY Indication	C	1	0	(O) May be inoperative provided: a) Normal operation of the Standby Hydraulic Pump is verified before each flight, and b) HYD PRESS 1 and HYD PRESS 2 Indications are verified operative.
30-3 System #1 and #2 Nacelle Reservoir Quantity Indicators	C	2	0	(O) May be inoperative provided: a) HYD QTY 1 and HYD QTY 2 Indications are verified operative, and b) ENG HYD PUMP Caution Lights are verified operative.
30-4 #1 STBY HYD PUMP HOT Caution Light				Deleted.

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
29-2

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

29	HYDRAULIC POWER				
30-5	HYD QTY 3 Indication	C	1	0	(M) May be inoperative provided: a) The System #3 Aft Fuselage Hydraulic Quantity Indicator is verified operative, and b) Adequate fluid quantity is verified before each flight.
30-6	System #3 Aft Fuselage Hydraulic Quantity Indicator	C	1	0	May be inoperative provided HYD QTY 3 Indications is operative.
30-7	HYD PRESS 3 Indication	C	1	0	(M) May be inoperative provided: a) The #3 HYD PUMP Caution Light is verified operative, and b) The HYD QTY 3 Indication is verified operative.
30-8	PTU CNTRL Advisory Light				
1)	Pre-Mod 4-126354 or Pre-Mod 4-126425				
	PTU CNTRL ON Advisory Light	C	1	0	(O) May be inoperative provided: a) The HYD PRESS 2 indication is verified operative, b) The #2 ENG HYD PUMP caution light is verified operative, and c) The hydraulic Power Transfer Unit is verified operative prior to each flight.
(Continued)					

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
29-3

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
29 HYDRAULIC POWER					
30-8 PTU CNTRL Advisory Light (Cont'd)					
2) Mod 4-126354 or Mod 4-126425					
a) PTU CNTRL ON Advisory Light (White)	C	1	0		May be inoperative provided Pressure Green Cross Hatch Advisory Light is operative.
b) PTU CNTRL FAIL Advisory Light (Amber)	C	1	0		May be inoperative provided Pressure Green Cross Hatch Advisory Light is operative.
c) PTU CNTRL Pressure Green Cross Hatch Advisory Light (Green)	C	1	0		(O) May be inoperative provided: a) The HYD PRESS 2 indication is verified operative, b) The #2 ENG HYD PUMP caution light is verified operative, and c) The hydraulic Power Transfer Unit is verified operative prior to each flight.

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
29-4

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
29 HYDRAULIC POWER				
30-9 #1 ENG HYD PUMP and #2 ENG HYD PUMP Caution Lights	C	2	1	(M) May be inoperative provided: a) The associated Flight Compartment HYD PRESS Indication is verified operative, b) The associated ISOLATION VALVE is verified operative, and c) The associated hydraulic pressure is periodically monitored.
30-10 HYD QTY 1 and HYD QTY 2 Indications	C	2	1	(M) May be inoperative provided: a) The quantity is verified adequate prior to each flight, b) The associated ENG HYD PUMP Caution Light and HYD PRESS Indication are verified operative, c) The associated HYD ISO VLV Caution Light is verified operative, and d) The associated Nacelle Hydraulic Quantity Indicator is verified operative.

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
29-5

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
29 HYDRAULIC POWER					
30-11 #1 HYD FLUID HOT, #2 HYD FLUID HOT Caution Lights	A	2	1	(M)(O) One may be inoperative provided: a) The associated HYD PRESS Indication is verified operative and is periodically monitored during flight, b) Adequate steps are taken each flight day to ensure that an overheat condition has not occurred, c) The associated HYD QTY Indications is verified operative, and d) Repairs are made within 2 flight days.	
30-12 HYD #3 ISOL VLV OPEN Advisory Light	C	1	0	(O) May be inoperative provided: a) The HYD PRESS 3 indication is operative, and b) The ELEVATOR PRESS caution light is operative.	

AIRCRAFT: DHC-8-400	REVISION NO: ORIGINAL DATE: 08/31/2000	PAGE NO: 30-1
------------------------	---	------------------

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

30	ICE AND RAIN PROTECTION				
10-1	TAIL De-Ice Boots Advisory Lights	C	4	0	May be inoperative provided the flight is not conducted in known or forecast icing conditions.
10-2	DEICE PRESS Caution Light	C	1	0	May be inoperative provided the flight is not conducted in known or forecast icing conditions.
		C	1	0	(M) May be inoperative provided: a) All De-Ice Boot Advisory Lights are verified operative, and b) The DEICE PRESS Indicators are verified operative.
10-3	DEICE PRESS Indicators	C	2	0	May be inoperative provided the flight is not conducted in known or forecast icing conditions.
		C	2	0	(M) May be inoperative provided: a) All De-Ice Boot Advisory Lights are verified operative, and b) The DEICE PRESS Caution Light is verified operative.
10-4	Low Pressure Warning Switches (LPWS)	C	2	1	(M) May be inoperative provided: a) DEICE PRESS Caution Light is verified operative, b) DEICE PRESS Indicator is verified operative, c) All De-ice Advisory Lights are verified operative, and d) Faulty LPWS is disconnected.
		C	2	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.

AIRCRAFT:
DHC-8-400

REVISION NO: 6
DATE: 04/01/2011

PAGE NO:
30-2

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
30 ICE AND RAIN PROTECTION					
10-5 WING De-Ice Boots Advisory Lights	C	8	2	(O) May be inoperative provided: a) The left wing root de-icer boot advisory light and right wing root de-icer boot advisory light are verified operative, b) The associated boot operation is visually monitored when in use, and c) The appropriate wing inspection light(s) operate normally for night operation.	
10-6 Timer Monitor Unit (TMU, Timer Function)	C	1	0	(M) May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, b) PITOT HEAT 1, PITOT HEAT 2, and PITOT HEAT STBY are verified operative, c) L AOA VANE HEAT and R AOA VANE HEAT area verified operative, and d) ENGINE INTAKE HEATER 1 and 2 are verified operative.	
10-7 Airframe De-Icing System	C	1	0	NOTE: AUTO mode of De-icer boots cycle will be inoperative. May be inoperative provided airplane is not operated in known or forecast icing conditions.	

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
30-3

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
30 ICE AND RAIN PROTECTION					
20-1 Engine Intake Bypass Door OPN and CLOSED Advisory Lights	C	2	0	(M) May be inoperative provided: a) Bypass Door operation is verified prior to each flight, and b) The related engine intake heater indicator is verified operative.	
	C	2	1	(M)(O) One may be inoperative provided: a) Associated Bypass Door remains closed, b) Remaining Bypass Door is operative, and c) Flight is not conducted in known or forecast icing conditions.	
20-2 ENGINE INTAKE HTR Advisory Lights	A	2	0	(M) May be inoperative provided: a) Heaters are verified operative before each departure into known or forecast icing conditions, b) Both ENG ADPT HEAT Caution Lights are operative, and c) Repairs are made within 3 flight days.	
	C	2	1	(M) One may be inoperative provided: a) The associated heater is verified operative prior to dispatch, and b) The associated ENG ADPT HEAT Caution Light is operative.	
	C	2	1	One may be inoperative provided flight is not conducted in known or forecast icing conditions.	

AIRCRAFT:

DHC-8-400

REVISION NO: 8

DATE: 02/18/2016

PAGE NO:

30-4

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

30	ICE AND RAIN PROTECTION					
20-3	ENG ADPT HEAT 1, ENG ADPT HEAT 2 Caution Lights	B	2	1	(M) One may be inoperative provided: a) The associated heater is verified operative prior to dispatch, and b) Both ENGINE INTAKE HTR advisory lights are operative and are periodically monitored.	
20-4	Engine Intake Adapter Heater Assemblies	C	2	1	One may be inoperative provided the flight is not conducted in known or forecast icing conditions.	
30-1	Pitot/Static Heaters	B	3	2	May be inoperative for DAY VMC provided: a) There is no visible moisture, and b) The flight is not conducted into known or forecast icing conditions.	
30-2	PITOT HEAT 1, PITOT HEAT 2, and PITOT HEAT STBY Caution Lights	B	3	0	(M) May be inoperative provided: a) The flight is not conducted into known or forecast icing conditions, and b) All other elements of the pitot heat systems are verified operative prior to each flight.	
40-1	Windshield Wipers	C	2	0	May be inoperative provided the flight is not conducted in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	

AIRCRAFT: DHC-8-400	REVISION NO: 8 DATE: 02/18/2016	PAGE NO: 30-5
------------------------	------------------------------------	------------------

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

30 ICE AND RAIN PROTECTION					
40-2 Windshield Heaters	A	3	1	(O) May be inoperative provided: a) The flight is not conducted in known or forecasted icing conditions, and b) Repairs are made within 3 flight days.	
Co-Pilot Heated Windshield (Right Hand Windshield)	A	1	0	(M)(O) May be inoperative provided: a) The Pilot's Side Window heating is operative, b) The Pilot Windshield (Left Hand Windshield) heating is operative prior to dispatch, c) The flight is conducted in accordance with AFM Supplement 114, OPERATION WITH ONE WINDSHIELD HEATING SYSTEM INOPERATIVE, and d) Aircraft is operated for at most 1 flight day.	
40-3 Alternate Pilot Wiper Switch	C	1	0	May be inoperative provided that main windshield wiper switch operates normally in all modes.	
60-1 Propeller De-icing System	C	1	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.	

AIRCRAFT:
DHC-8-400

REVISION NO: 9
DATE: 08/18/2016

PAGE NO:
30-6

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
30 ICE AND RAIN PROTECTION					
60-2 PROPS Heat Advisory Lights	B	2	0	(O) May be inoperative provided: a) AC LOAD indication is operating and periodically monitored, and b) The PROP DEICE caution light is operative.	
	C	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
80-1 Ice Detector Spigot Illumination Lights	C	2	1	One may be inoperative at either the pilot's or co-pilot's position.	
	A	2	0	(M) May be inoperative for night operations provided: a) Both Ice Detector Probes are operative, b) The flight is not conducted in known or forecasted icing conditions, c) A flash light of adequate capacity is available and confirmed operative prior to each flight, and d) Aircraft is operated for at most 1 flight day.	

AIRCRAFT: DHC-8-400	REVISION NO: 8 DATE: 02/18/2016	PAGE NO: 30-7
------------------------	------------------------------------	------------------

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

30	ICE AND RAIN PROTECTION				
80-2	Ice Detector Probes (Electronic)	C	2	1	(O) With both probes installed on the aircraft, may be inoperative.
		B	2	0	(O) Both may be inoperative provided: a) Windshield wipers are stored in the normal horizontal position, b) Both Ice Detector Spigot illumination lights are confirmed operative prior to night operations, c) Flight will be conducted in accordance with AFM Supplement 98 OPERATION WITH BOTH ICE DETECTOR PROBES (ELECTRONIC) INOPERATIVE (ICE DETECT FAIL CAUTION LIGHT ILLUMINATED), and d) The flight is not conducted at night into known or forecast icing conditions.

AIRCRAFT: DHC-8-400	REVISION NO: 8 DATE: 02/18/2016	PAGE NO: 31-1
------------------------	------------------------------------	------------------

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

31	INDICATING/ RECORDING SYSTEMS				
20-1	Clocks				
1)	Pilot Clock	A	1	0	May be inoperative provided repairs are made within 3 flight days.
2)	Co-Pilot Clock	C	1	0	
30-1	Flight Data Recorder (FDR) System	C	-	1	Any 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 designed airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repairs was attempted but was not successful. c) In those cases where repairs is attempted but not successful, the aircraft may be dispatched on a flight or series of flight until next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days.
(Continued)					

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
31-2

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

31	INDICATING/ RECORDING SYSTEMS				
30-1	Flight Data Recorder (FDR) System (Cont'd)				
1)	DFDR Recording Parameters required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.
2)	DFDR 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.
30-2 ***	Extended Quick Access Recorder	D	-	-	(M) May be inoperative provided the Recorder is deactivated.
60-1	ESID Control Panel				
1)	System Page Push Button Switches	C	4	0	(O) The ELEC SYS, ENG SYS, FUEL SYS, and DOORS SYS Switches may be inoperative provided the ALL Switch is operative.
2)	ALL Switch	C	1	0	(O) The ALL Switch may be inoperative provided the ELEC SYS, FUEL SYS, ENG SYS, and DOOR SYS Switches are operative.
3)	Engine Display Dimming Function	C	1	0	Dimming may be inoperative provided the display intensity is adequate.

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
31-3

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
31	INDICATING/ RECORDING SYSTEMS				
60-2	MFD and PFD Engine Display Messages				
1)	PFD 1/2 LINK FAIL Engine Display message	C	2	1	Either 1 or 2 LINK FAIL message may be displayed.
2)	MFD 1/2 LINK FAIL Engine Display Message	C	2	1	Either 1 or 2 LINK FAIL message may be displayed.
60-3	Electronic Flight Instrument System Control Panels	B	2	1	One panel may be inoperative provided: a) The pilot flying panel is fully operative, and b) Affected side must meet navigational requirements for route being flown.
	Bright/Dim Controls	C	6	0	Dimming may be inoperative provided the display intensity is acceptable to the flightcrew.
60-4	FADEC 1/DU or FADEC 2/DU Engine Display Message	A	2	1	Message may be annunciated for 3 flight days.

AIRCRAFT: DHC-8-400	REVISION NO: 8 DATE: 02/18/2016	PAGE NO: 31-4
------------------------	------------------------------------	------------------

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

31	INDICATING/ RECORDING SYSTEM				
60-5	EFIS/ESID Display Units	A	5	4	(M)(O) RH MFD (MFD2) may be inoperative provided: a) Airplane is not to be dispatched from a station where repairs or replacement may be made, b) The left hand Electronic Flight Instrument System Control Panel (EFIS) and the Engine and System Integrated Display Control Panel (ESID) are fully functional, c) The MFD1 rotary selector and ELEC SYS, ENG SYS, FUEL SYS, DOOR SYS and ALL push button switches are operative, and d) Repairs are made within three flights.
70-1 ***	Flight Data Acquisition Storage and Transmission System (FAST) (STC ST11053SC)	D	1	0	(M) May be inoperative provided alternate procedure is established and used to download EMU and QAR data.
					NOTE: The pilot occupying the left seat must conduct all departures and arrivals in Instrument Meteorological Conditions.

AIRCRAFT:

DHC-8-400

REVISION NO: 6

DATE: 04/01/2011

PAGE NO:

32-1

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR				
20-1 NOSE GEAR LOCK *** Advisory Light	C	1	0	(O) May be inoperative provided Nose Gear Lock is verified disengaged prior to each departure.
30-1 Landing Gear Retraction System	A	1	0	(O) Landing gear retraction system may be inoperative for one flight provided operations are conducted in compliance with AFM Supplement 94 OPERATION WITH LANDING GEAR EXTENDED.
40-1 Parking Brake Pressure Indications				
1) HYD PRESS PK BRK Indication	C	1	0	(M) May be inoperative provided: a) The Aft Wing Root Fairing Indicator is verified operative, and b) Brake pressure is confirmed adequate prior to engine start.
2) Aft Wing Root Fairing Indicator	C	1	0	(M) May be inoperative provided: a) The HYD PRESS PK BRAKE Indication is verified operative, and b) Brake pressure is confirmed adequate prior to engine start.
40-2 Anti-Skid System	C	1	0	(O) May be inoperative provided operations are conducted in compliance with the AFM Supplement 7 OPERATION WITH INOPERATIVE ANTI-SKID BRAKE CONTROL SYSTEM.
40-3 Fill Valve Gauge *** (CR411000001)	D	6	0	(M) May be inoperative provided an alternate means to determine tire pressure is used.

AIRCRAFT: DHC-8-400		REVISION NO: 7 DATE: 06/19/2013			PAGE NO: 32-2
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
32	LANDING GEAR				
50-1	Nosewheel Steering				Deleted, Revision 7.
60-1	Touched Runway Indicating System	C	1	0	(M) May be inoperative provided prior to each flight, it is confirmed that the frangible switch has not been contacted.

AIRCRAFT: DHC-8-400	REVISION NO: 9 DATE: 08/18/2016	PAGE NO: 33-1
------------------------	------------------------------------	------------------

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

33	LIGHTS				
10-1	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. <p>NOTE 1: Individual button/switch lights and/or annunciators/indications are excluded from this relief.</p> <p>NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.</p>
10-2	Caution/Warning/ Advisory Lights System DIM/BRT Function				
1)	Dimming Function	C	1	0	(M) May be inoperative provided the lighting level is acceptable to both flightcrew members.

(Continued)

AIRCRAFT: DHC-8-400	REVISION NO: 9 DATE: 08/18/2016	PAGE NO: 33-2
------------------------	------------------------------------	------------------

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

33	LIGHTS				
10-2	Caution/Warning/ Advisory Lights System DIM/BRT Function (Cont'd)				
2)	Brighten Function	C	1	0	(M)(O) May be inoperative provided: a) Dimming function is considered inoperative, b) DIM/BRT switch is not operated, c) Lighting level is acceptable to both flightcrew members, and d) DIM/BRT switch is placarded, "INOPERATIVE – DO NOT USE". NOTE: Operation of the DIM/BRT switch to Dimming mode during dispatch will exclude the ability to Brighten the lights again until the aircraft is power cycled during ground operations.
10-3	Caution/Warning/ Advisory Lights System				
1)	Caution/Warning Panel LEDS	C	-	-	May be inoperative provided one half of each light is operative.
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 flightcrew.

AIRCRAFT: DHC-8-400	REVISION NO: ORIGINAL DATE: 08/31/2000	PAGE NO: 33-3
------------------------	---	------------------

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

33 LIGHTS					
20-1 Passenger Information Signs "No Smoking/Fasten Seat Belt"	C	-	-	(M) Passenger Seats, Flight Attendant Seats, or Lavatory from which a sign is not readily legible shall not be occupied and must be blocked and placarded "DO NOT OCCUPY".	
	C	-	-	(O) The affected Seats or Lavatory may be occupied provided: a) The crew Cabin Interphone System, Cabin Chimes System, and Passenger Address System and verified operative, and b) Procedures are established and used to alert flight attendants and notify passengers when seat belts should be fastened and smoking prohibited.	
1) Automatic Function	C	-	-	(O) May be inoperative provided: a) Manual control function is operative, and b) Alternate procedures are established and used.	
2) Aural Tone	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3) Cargo Only Operations	D	-	-		

AIRCRAFT: DHC-8-400	REVISION NO: 7 DATE: 06/19/2013	PAGE NO: 33-4
------------------------	------------------------------------	------------------

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

33 LIGHTS				
20-2 Cabin Lighting System				
1) Ceiling Lighting				
Classic Interior	C	-	-	(M) Individual lighting sources may be inoperative provided: a) No three adjacent or two opposite lighting tubes are inoperative, and b) Cabin lighting is sufficient for flight attendants to perform required duties.
Classic Interior 3-Abreast Layout	C	-	-	(M) Up to 25% of total length of ceiling upwash lights may be inoperative provided: a) No two adjacent LED strips are inoperative, or no opposite LED strip and lighting tube are inoperative, b) No three adjacent or two opposite lighting tubes are inoperative, c) Cabin lighting is sufficient for flight attendants to perform required duties, and d) Ceiling lighting forward of class dividers is operational.
NextGen Interior (CR825CH02598)	C	-	-	(M) Up to 25% of total length of ceiling upwash lights may be inoperative provided: a) No two adjacent or opposite LED strips are inoperative, and b) Cabin lighting is sufficient for flight attendants to perform required duties.
(Continued)				

AIRCRAFT:
DHC-8-400

REVISION NO: 7
DATE: 06/19/2013

PAGE NO:
33-5

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

33	LIGHTS				
20-2	Cabin Lighting System (Cont'd)				
	NextGen Interior 3-Abreast Layout	C	-	-	(M) Up to 25% of total length of ceiling upwash lights may be inoperative provided: a) No two adjacent or opposite LED strips are inoperative, b) Cabin lighting is sufficient for flight attendants to perform required duties, and c) Ceiling lighting forward of class dividers is operational.
2)	Sidewall Lighting				
	Classic Interior	C	-	-	May be inoperative provided cabin lighting is sufficient for flight attendants to perform required duties.
	Classic Interior 3-Abreast Layout	C	-	-	(M) Up to 25% of total length of sidewall downwash lights may be inoperative provided: a) No two adjacent LED strips are inoperative, or no opposite LED strip and lighting tube are inoperative, b) No three adjacent or two opposite lighting tubes are inoperative, c) Cabin lighting is sufficient for flight attendants to perform required duties, and d) Sidewall lighting forward of class dividers is operational.
(Continued)					

AIRCRAFT: DHC-8-400	REVISION NO: 7 DATE: 06/19/2013	PAGE NO: 33-6
------------------------	------------------------------------	------------------

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

33 LIGHTS				
20-2 Cabin Lighting System (Cont'd)				
NextGen Interior (CR825CH02598)	C	-	-	(M) Up to 25% of total length of sidewall downwash lights may be inoperative provided: a) No two adjacent or opposite LED strips are inoperative, and b) Cabin lighting is sufficient for flight attendants to perform required duties.
NextGen Interior 3-Abreast Layout	C	-	-	(M) Up to 25% of total length of sidewall downwash lights may be inoperative provided: a) No two adjacent or opposite LED strips are inoperative, b) Cabin lighting is sufficient for flight attendants to perform required duties, and c) Sidewall lighting forward of class dividers is operational.

AIRCRAFT: DHC-8-400	REVISION NO: 8 DATE: 02/18/2016	PAGE NO: 33-7
------------------------	------------------------------------	------------------

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

33 LIGHTS				
20-3 Lavatory Compartment (RETURN TO SEAT and LAVATORY OCCUPIED Lights/Sign)				
1) RETURN TO SEAT Lights/Sign	C	1	0	(M) May be inoperative provided: a) Lavatory compartment shall not be occupied and must be blocked and placarded "DO NOT OCCUPY". b) Duration of the flight must be acceptable to the Pilot-in-Command (PIC), and c) Crewmembers are allowed to use the lavatory.
	C	1	0	(O) The lavatory may be occupied provided: a) Passenger Address System is operating normally and can be clearly heard in the lavatory compartment during flight, and b) Alternate procedures are established and used to notify passengers when return to seat is required.
2) LAVATORY OCCUPIED Light/Signs	C	1	0	May be inoperative.

AIRCRAFT: DHC-8-400	REVISION NO: 9 DATE: 08/18/2016	PAGE NO: 33-8
------------------------	------------------------------------	------------------

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

33 LIGHTS					
20-4 Accent Lights (Spotlights)					
NextGen Interior	D	30	0	May be inoperative.	
				NOTE: This relief is not intended for Emergency Flood Lights within the Accent Light Assemblies.	
25-1 Lavatory Light	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 lavatory door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER".	
30-1 Aft Baggage Compartment Ceiling Lights	C	2	0	May be inoperative provided alternate lighting is available.	
30-2 Forward Baggage Compartment Ceiling Light	C	1	0	May be inoperative provided alternate lighting is available.	
30-3 Aft Ground Service *** Light	D	1	0	(M) May be inoperative provided Light is deactivated.	

AIRCRAFT:
DHC-8-400

REVISION NO: 9
DATE: 08/18/2016

PAGE NO:
33-9

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS				
40-1 Position Lights	C	6	3	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, and c) One stationary white light on top of vertical stabilizer.
	C	6	0	Refer to CFR 91.205.
40-2 Anti-Collision Lights (White)	C	4	2	(M) At most one bulb at each position (above bullet fairing and underside center fuselage) may be inoperative provided operative bulbs are selected for operation.
	C	4	0	Refer to CFR 91.205.
				NOTE: The A/COL switch must be operated as if the lights were operating normally.
40-3 Logo Lights ***	D	2	0	
40-4 Anti-Collision Light (Red)	C	1	0	(O) May be inoperative provided adequate precautions are taken to clear the area prior to engine start and while engines are running. NOTE: The A/COL Light switch must be operated as if the light was operative.

AIRCRAFT:
DHC-8-400

REVISION NO: 9
DATE: 08/18/2016

PAGE NO:
33-10

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
33 LIGHTS					
40-5 Boarding Lights					
1) Passenger Configuration	C	2	0	May be inoperative provided Cabin Overhead Lighting or alternate means is used.	
2) Cargo Only Operations	C	2	0		
40-6 Passenger Airstair Door 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.	
2) All Cargo Operations	D	4	0		
40-7 Landing Lights	C	4	2	One inboard and/or one outboard light may be inoperative for night operations provided steep approach landings are not conducted.	

AIRCRAFT:

DHC-8-400

REVISION NO: 9

DATE: 08/18/2016

PAGE NO:

33-11

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS				
40-8 Taxi Light	C	1	0	May be inoperative provided Landing Lights are operative.
40-9 WING INSP Lights	C	4	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.
50-2 Interior Electrical Emergency Lighting System (Applicable to Bombardier AEROC 84.6.E.1 Sect. 5 Only)				
1) Ceiling Lights	C	-	-	Individual light bulbs, etc., may be inoperative provided no two adjacent overhead emergency lights are inoperative.
2) EXIT Identifiers Light Bulbs	C	-	-	Two bulbs from five may be inoperative on each identifier.
3) Emerg. Markers, Emerg. Locators	C	7	7	Two bulbs from five may be inoperative on each marker/locator provided inoperative bulbs are not adjacent.

AIRCRAFT: DHC-8-400	REVISION NO: 6a DATE: 07/12/2012	PAGE NO: 33-12
------------------------	-------------------------------------	-------------------

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

33 LIGHTS				
50-2 Interior Electrical Emergency Lighting System (Applicable to Bombardier AEROC 84.6.E.1 Sect. 5 Only) (Cont'd)				
NextGen Interior (CR825CH02598)				
(Applicable to Bombardier AEROC 84.6.E.1, Sect. 15.24 Only)				
1) Ceiling Emergency Flood Lights	C	7	-	Individual light units may be inoperative provided: a) No two adjacent ceiling emergency flood lights are inoperative, and b) Floodlight at aircraft fuselage station X=335.31 is operative.
2) EXIT Identifiers	C	4	4	Each exit identifier may have 40% of its internal lights inoperative.
(Continued)				

AIRCRAFT:
DHC-8-400

REVISION NO: 6a
DATE: 07/12/2012

PAGE NO:
33-13

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

33 LIGHTS					
50-2 Interior Electrical Emergency Lighting System (Applicable to Bombardier AEROC 84.6.E.1 Sect. 5 Only) (Cont'd)					
Next Gen Interior (Dual Class) (Applicable to Bombardier AEROC 84.6.E.1, Sect. 13.8, and Sect. 15.24)					
1) Ceiling Emergency Flood Lights	C	7	-	Individual light units may be inoperative provided: a) No two adjacent ceiling emergency flood lights are inoperative, and b) Flood lights at aircraft fuselage stations X=239.56 and X=335.31 are operative.	
2) EXIT Identifiers	C	4	4	Each exit identifier may have 40% of its internal lights inoperative.	
50-3 Photoluminescent Floor Proximity Emergency Escape Path Lighting	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, or b) FAA-approved report of the Type Design holder, (ref. Bombardier AEROC 84.8.AC.10, Sect. 11), or c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) The Master Drawing List for the applicable STC.	

AIRCRAFT:
DHC-8-400

REVISION NO: 9
DATE: 08/18/2016

PAGE NO:
34-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
10-1 Altitude Alerting System	C	-	0	0	(O) May be inoperative provided enroute operations (i.e., RVSM) do not require its use.
10-2 PFD ALTIMETER UNITS (CR839CH00016 Secondary Display of Altimeter Units in Metric)	C	2	0	0	(O) Indications may be inoperative provided: a) Operations are not predicated on its use, and b) Alternate procedures are established and used.
20-1 Standby Magnetic Compass	B	1	0	0	May be inoperative provided any combination of three gyro (or INS (IRU)) stabilized compass systems are operative.
	B	1	0	0	May be inoperative provided: a) Any combination of two gyro (or INS (IRU)) stabilized compass system are operative, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC during the en-route flight phase.
	B	1	0	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.

AIRCRAFT:
DHC-8-400

REVISION NO: 2
DATE: 11/14/2002

PAGE NO:
34-2

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

34	NAVIGATION				
20-2	Standby Attitude Indicator	B	1	0	May be inoperative provided: a) Operations are conducted in day VMC only, b) Non-stabilized magnetic compass is operative, c) Standby airspeed indicator or standby airspeed indication is operative, d) Standby altimeter or standby altitude indication is operative, and e) Operations are not conducted into known or forecast VFR-On-Top conditions.
20-3	IVSI Indications (on PFDs)	B	2	1	May be inoperative for day VMC flight only.
20-4	AHRS Control Panel Indicators				May be inoperative provided switching function is operative for each Indicator.
1)	DG Indicators	C	2	1	
2)	ALIGN Indicators	C	2	1	
3)	SLAVE Indicators	C	2	1	
4)	BASIC Indicators	C	2	1	

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
34-3

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
20-5 Flux Valves	B	2	1	May be inoperative provided: a) The opposite Attitude Heading Reference Unit 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.	
20-6 Inertial Reference System (INS/IRU) ***	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.	
20-7 Integrated Standby Instrument					
1) Attitude/Slip Skid Function	B	1	0	May be inoperative for Day VMC.	
2) STD (Standard) Button	C	1	0	May be inoperative.	
30-1 Microwave Landing System (MLS) ***	C	-	0	May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures do not require its use.	

AIRCRAFT: DHC-8-400	REVISION NO: 8 DATE: 02/18/2016	PAGE NO: 34-4
------------------------	------------------------------------	------------------

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

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
30-2 Head-Up Display *** System (HUD)	D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any mode which operates normally may be used.
40-1 Weather Radar System	C	1	0	As required by 14 CFR.
40-2 Traffic Alert and *** Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
1) Combined Traffic Alert (TA) and Resolution Advisory (RA) dual display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.
(Continued)				

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
34-5

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
40-2 Traffic Alert and *** Collision Avoidance System (TCAS II) (Cont'd)					
2) Resolution Advisory (RA) PL-32 Display System(s)	C	2	1	(O) May be inoperative on the non-flying pilot side.	
	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA ONLY mode is selected by crew, and c) Enroute or approach procedures do not require its use.	
3) Traffic Alert 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.	
40-3 RA Height Indications (PFD)	B	2	1	(O) May be inoperative provided: a) No RAD ALT FAIL advisories are displayed on the ED, and b) Approach minimums and operating procedures are not dependent on its use.	

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
34-6

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

34	NAVIGATION				
40-4	GPWS/EGPWS Ground Proximity Warning System/ Enhanced Ground Proximity Warning System	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.
1)	Modes 1 to 4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.
2)	Test Mode	A	1	0	May be inoperative provided: a) GPWS/EGPWS is considered inoperative, and b) Repairs are made within 2 flight days.
3)	Glideslope Deviation(s) (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)					

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
34-7

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

34	NAVIGATION				
40-4	GPWS/EGPWS Ground Proximity Warning System/ Enhanced Ground Proximity Warning System (Cont'd)				
5)	Terrain System – Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
6) ***	Terrain Display Functions	C	-	1	
		B	-	0	
7)	Ground Proximity Warning System (GPWS) Landing Flap Selection Switch (LFSS) Indication Lights	C	3	-	(O) May be inoperative provided alternate procedures are established and used.
40-5	GPWS I/F FAIL Engine Display Message	A	1	0	(M) Message may be displayed provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
34-8

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
34 NAVIGATION				
40-6 Radio Altimeter	A	2	0	(M)(O) May be inoperative provided: a) GPWS/EGPWS is considered inoperative, b) TCAS is considered inoperative, c) Approach minimums or operating procedures are not dependent on its use, d) Operations are conducted in compliance with AFM Supplement 11, OPERATION WITH ONE INOPERATIVE STALL WARNING AND/OR STICK PUSHER SYTEM, AFM Supplement 37, SUPPLEMENTARY PERFORMANCE INFORMATION FOR OPERATION ON CONTAMINATED RUNWAYS and AFM Supplement 39, NOISE ABATEMENT PROCEDURES AND PERFORMANCE (LANDING WITH 850 PROPELLER RPM), and e) Repairs are made within 2 days.
	C	2	1	NOTE: In the absence of both Radio Altimeters, use the Barometric Altimeters for all height indications. (M) One may be inoperative.

AIRCRAFT:
DHC-8-400

REVISION NO: 9
DATE: 08/18/2016

PAGE NO:
34-9

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

34	NAVIGATION				
50-1	ATC Transponders and Automatic Altitude Reporting Systems	B	2	0	O) May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.
1) ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to the completion of the next heavy maintenance visit.
2) ***	ADS-B Squitter Transmissions	D	-	0	May be inoperative provided operations do not require its use.
		C	-	0	(O) May be inoperative provided alternate procedures are established and used.
					NOTE: Any ADS-B Out function that operates normally may be used.

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
34-10

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

34	NAVIGATION				
50-2	VHF Navigation System	C	-	-	Any in excess of those required by 14 CFR and not powered by an essential electrical bus may be inoperative provided alternate procedures are established and used.
50-3	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative
	DME HOLD Function	A	2	0	(O) May be inoperative provided: a) Associated DME if required by 14 CFR is operative, b) Alternate means are established and used to provide position and distance, and c) Repairs are made within 3 flight days.
		C	2	1	May be inoperative if required by 14 CFR provided associated DME is operative.
50-4	Automatic Direction Finding (ADF) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
50-5	Marker Beacon Systems	D	2	0	Any in excess of those required by 14 CFR may be inoperative.

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
34-11

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34 NAVIGATION

50-6 Global Positioning
*** System (GPS)

C

-

1

Where required by operations, one GPS must be operative.

NOTE:

This relief is applicable for aircrafts with TAWS Enhanced Mode (CR831CH00064) installed and required by 14 CFR.

C

-

0

(O) Except where required by operations, may be inoperative provided alternate procedures are established and used.

NOTE:

TAWS Enhanced Mode (CR8321CH00064) is considered inoperative (if installed).

D

-

1

May be inoperative provided procedures and operations do not require its use.

NOTE:

This relief is applicable for aircrafts with TAWS Enhanced Mode (CR831CH00064) installed and required by 14 CFR.

D

-

0

May be inoperative provided procedures do not require its use.

NOTE:

TAWS Enhanced Mode (CR831CH00064) is considered inoperative (if installed).

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
34-12

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
34 NAVIGATION				
50-7 ATC Identifier Switch (on hand-wheels)	C	2	1	(M) May be inoperative
	C	2	0	(M) May be inoperative provided one ATC ID button (on ARCDU1 or ARCDU2) is operative.
50-8 ATC ID Buttons (on ARCDU1 or ARCDU2)	C	2	1	(M) May be inoperative.
	C	2	0	(M) May be inoperative provided one ATC Identifier Switch (on hand-wheels) is operative.
60-1 Flight Directors	C	2	-	Except where enroute operations require their use, may be inoperative provided: a) Approach minimums are not dependent on their use, and b) Autopilot is considered inoperative.

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
34-13

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34 NAVIGATION

60-2 Flight Management
*** System (FMS)

C

-

1

Where required by operations, one FMS must be operative.

NOTE:

This relief is applicable for aircrafts with TAWS Enhanced Mode (CR831CH00064) installed and required by 14 CFR.

C

-

0

(O) Except where required by operations, may be inoperative provided alternate procedures are established and used.

NOTE:

TAWS Enhanced Mode (CR831CH00064) is considered inoperative (if installed).

D

-

1

May be inoperative provided procedures and operations do not require its use.

NOTE:

This relief is applicable for aircrafts with TAWS Enhanced Mode (CR831CH00064) installed and required by 14 CFR.

D

-

0

May be inoperative provided procedures and operations do not require its use.

NOTE:

TAWS Enhanced Mode (CR831CH00064) is considered inoperative (if installed).

(Continued)

AIRCRAFT: DHC-8-400	REVISION NO: 8 DATE: 02/18/2016	PAGE NO: 34-14
------------------------	------------------------------------	-------------------

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

34 NAVIGATION				
60-2 Flight Management *** System (FMS) (Cont'd)				
1) Navigation Databases	C	-	-	(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.
2) SBAS (Satellite Based Augmentation System) Level of Service (LOS) Annunciator				
a) LPV LOS Light	C	-	1	May be inoperative provided that LPV approaches are conducted from the side with the functional LPV light.
	C	-	0	May be inoperative provided LPV approaches are not conducted.
b) LNAV LOS Light	C	-	0	May be inoperative.
c) LNAV/VNAV LOS Light	C	-	0	May be inoperative.

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
35-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
35 OXYGEN					
10-1 Crew Fixed Oxygen System OXYGEN Pressure Gauges	C	2	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.	
10-2 Crew Fixed Oxygen System Overboard Discharge Indicator	C	1	0	(M) May be missing provided an approved procedure is used to ensure that the oxygen supply is at or above minimum requirements for the flight.	
30-1 Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured. NOTE: Required distribution of Portable Breathing Equipment (PBE) must be maintained as per 14 CFR.	
30-2 First Aid Oxygen System	D	-	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.	

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
35-2

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
35 OXYGEN					
30-3 Portable Oxygen Dispensing Units	D	-	-	(M)	Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.
30-4 Dual Purpose Oxygen System Units ***	C	-	-	(M)(O)	Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.

AIRCRAFT: DHC-8-400	REVISION NO: 8 DATE: 02/18/2016	PAGE NO: 36-1
------------------------	------------------------------------	------------------

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

36 PNEUMATICS					
10-1 Bleed Systems	B	2	1	(O) One may be inoperative provided: a) Associated BLEED Switch is selected OFF, b) Flight is not conducted in known or forecast icing condition, and c) Flights are conducted in accordance with AFM Supplement 100, OPERATION WITH ONE BLEED SYSTEM INOPERATIVE.	
	B	2	1	(O) One may be inoperative provided: a) Associated BLEED Switch is selected OFF, b) Associated Nacelle Shutoff Valve (NSOV) operates normally, c) LP/HP Switching through relay logic, and AIRFRAME MODE SELECT de-ice rotary switch operates normally, and d) Flights are conducted in accordance with AFM Supplement 100, OPERATION WITH ONE BLEED SYSTEM INOPERATIVE.	

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
38-1

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

38	WATER/WASTE				
10-1 ***	Potable Water Systems	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.
		C	-	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established and used to ensure that system is not serviced.
10-2 ***	Warm Water Wash System (Not applicable to deactivated Warm Water Wash Systems as per Bombardier Modsum)	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.
		C	-	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established and used to ensure that system is not serviced.
(Continued)					

AIRCRAFT:
DHC-8-400

REVISION NO: 9
DATE: 08/18/2016

PAGE NO:
38-2

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

<p>38 WATER/WASTE</p> <p>10-2 Warm Water Wash *** System (Not applicable to deactivated Warm Water Wash Systems as per Bombardier Modsum) (Cont'd)</p> <p>Drain Mast Heaters</p>	<p>C</p>	<p>-</p>	<p>0</p>	<p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Flight and overnight storage is not carried out in freezing conditions, b) Procedures are established and used to verify drain mast and external fill ports' temperature are acceptable prior to refilling or draining wash water system, and c) "DRAIN MAST HEATER INOPERATIVE" is placarded on appropriate ground service doors.
<p>30-1 Lavatory Waste Systems</p>	<p>C</p>	<p>-</p>	<p>-</p>	<p>(M) Individual components may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. <p>NOTE: Any portion of system which operates normally may be used.</p> <p>(Continued)</p>

AIRCRAFT:
DHC-8-400

REVISION NO: 9
DATE: 08/18/2016

PAGE NO:
38-3

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

38 WATER/WASTE

30-1 Lavatory Waste
Systems (Cont'd)

C

-

-

(M) Associated lavatory system(s) 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 a lavatory unusable, and
c) Associated lavatory door(s) is/are secured closed and placarded, "INOPERATIVE – DO NOT ENTER".

NOTE:
These provisions are not intended to prohibit inspections by crewmembers.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: DHC-8-400	REVISION NO: ORIGINAL DATE: 08/31/2000	PAGE NO: 45-1
------------------------	---	------------------

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

45	CENTRAL MAINTENANCE COMPUTER				
45-1	Centralized Diagnostic System (CDS) (Including Maintenance Interlock Switch in Wardrobe)	C	1	0	

AIRCRAFT:
DHC-8-400

REVISION NO: 7
DATE: 06/19/2013

PAGE NO:
46-1

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

46	INFORMATION SYSTEMS				
20-1 ***	Electronic Flight Bag System (EFB)				
	Class 3 Electronic Flight Bag System (EFB)	C	-	0	(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 EFB)	C	-	0	May be inoperative provided procedures do not require its use.
		D	-	0	(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 or 2 EFB)	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 EFB)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by alternate means or removed from the aircraft, and b) Alternate 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.

AIRCRAFT: DHC-8-400	REVISION NO: ORIGINAL DATE: 08/31/2000	PAGE NO: 49-1
------------------------	---	------------------

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

49	AIRBORNE AUXILIARY POWER					
00-1 ***	Auxiliary Power Unit (APU)	D	1	0	(M) May be inoperative provided APU Airframe Fuel Shutoff Valve is verified closed.	
50-1 ***	APU Bleed Air System	D	1	0	(M) May be inoperative provided APU Bleed Valve is verified closed.	

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
52-1

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

52 DOORS					
10-1 Door Seal System Charging Valve	C	1	0	(M) May be inoperative provided the Valve is secured in the closed position.	
10-2 Door Seal Drain Valve	C	1	0	May be failed in the closed position.	
	C	1	0	(O) May be failed in the open position provided flight is conducted in accordance with AFM Supplement 113, UNPRESSURIZED FLIGHT – BLEED ON.	
10-3 Internal Baggage Door					
1) 'INTERNAL BAGG DOOR' Caution Light	C	1	0	(M) May be inoperative provided: a) Access to the forward baggage compartment through the Internal Baggage Door is considered inoperative, b) Internal Baggage Door is secured closed by an acceptable means or method, and c) Internal Baggage Door is placarded, "INTERNAL BAGGAGE DOOR INOPERATIVE – DO NOT OPEN".	
(Continued)					

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
52-2

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

52 DOORS					
10-3 Internal Baggage Door (Cont'd)					
2) Door Handle	C	1	0	(M) If door cannot be unlatched, may be inoperative provided: a) Access to the forward baggage compartment through the Internal Baggage Door is considered inoperative, b) Internal Baggage Door is secured closed by an acceptable means or method, and c) Internal Baggage Door is placarded, "INTERNAL BAGGAGE DOOR INOPERATIVE – DO NOT OPEN.	
	C	1	0	(M) If door cannot be latched, may be inoperative provided: a) Access to the forward baggage compartment through the Internal Baggage Door is considered inoperative, b) Internal Baggage Door is secured closed by an acceptable means or method, and c) Internal Baggage Door is placarded, "INTERNAL BAGGAGE DOOR INOPERATIVE – DO NOT OPEN.	
10-4 Aft Entry Stair *** System	A	1	0	(M) May be inoperative provided: a) Stair system is secured by an acceptable procedure, b) Placarded "INOPERATIVE – DO NOT USE", and c) Repairs are made prior to completion of the next Heavy Maintenance Visit (HMV).	

AIRCRAFT: DHC-8-400	REVISION NO: 8 DATE: 02/18/2016	PAGE NO: 52-3
------------------------	------------------------------------	------------------

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

52 DOORS					
10-5 FUSELAGE DOORS Warning System					
Airstair Door, Forward Baggage Door, Aft Passenger Door, and Aft Service Door Proximity Sensors					
1) Pre-Mod 4-126420 or Pre-Mod 4-126432	A	8	7	(M)(O) May be inoperative for one door provided: a) The affected door is physically verified closed and locked prior to each flight, b) The warning light is verified to re-trigger flashing upon any subsequent door opening, and c) Repairs are made within 1 flight day.	
				NOTE: An inoperative door warning system sensor will render AUTO Mode of the Cabin Pressure Control System inoperative.	
2) Mod 4-126420 or Mod 4-126432	A	8	7	(M)(O) May be inoperative for one door provided: a) The affected door is physically verified closed and locked prior to each flight, b) The warning light is verified to re-trigger flashing upon any subsequent door opening, and c) Repairs are made within 1 flight day.	
				NOTE: An inoperative Passenger Airstair Door warning system sensor will render AUTO Mode of the Cabin Pressure Control System inoperative.	

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
52-4

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
52 DOORS					
30-1 Aft Baggage Door Counter Balance System	C	2	0	(M) 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".	
30-2 Aft Baggage Door Telescopic Strut	C	1	0	(M) 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".	
	C	1	0	(M) May be inoperative or missing provided alternate approved means are established and used.	

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
52-5

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

52 DOORS				
50-1 Fortified Flight Deck *** Door (With Remote Access System)				
1) Automatic Locking System (Primary System)				
a) Pre-Mod 4-126449	A	1	0	(M)(O) May be inoperative for a maximum of 2 flight days provided: a) Automatic locking (Remote Access) system is deactivated, b) Secondary locking system (Deadbolt), is verified operative and used to lock the door, c) Alternate procedures are established and used for using the mechanical (Deadbolt) system, and for accessing the flight compartment, d) Access to the Forward baggage compartment through the Internal baggage door is considered inoperative, e) Internal baggage door to the Forward baggage compartment is secured closed by an acceptable means or method, and f) Internal baggage door is placarded, "INTERNAL BAGGAGE DOOR INOPERATIVE – DO NOT OPEN".
b) Mod 4-126449	A	1	0	(M)(O) May be inoperative for a maximum of 2 flight days provided: a) Automatic locking (Remote Access) system is deactivated, b) Secondary locking system (Deadbolt), is verified operative and used to lock the door, and c) Alternate procedures are established and used for using the mechanical (Deadbolt) system, and for accessing the flight compartment.
(Continued)				

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
52-6

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

52 DOORS				
50-1 Fortified Flight Deck *** Door (With Remote Access System) (Cont'd)				
2) Flight Deck Emergency Access Function				
a) Pre-Mod 4-126449	A	1	0	(M)(O) May be inoperative for a maximum of 2 flight days provided: a) Automatic locking (Remote Access) system is deactivated, b) Secondary locking system (Deadbolt), is verified operative and used to lock the door, c) Alternate procedures are established and used for using the mechanical (Deadbolt) system, and for accessing the flight compartment, d) Access to the Forward baggage compartment through the Internal baggage door is considered inoperative, e) Internal baggage door to the Forward baggage compartment is secured closed by an acceptable means or method, and f) Internal baggage door is placarded, "INTERNAL BAGGAGE DOOR INOPERATIVE – DO NOT OPEN".
b) Mod 4-126449	A	1	0	(M)(O) May be inoperative for a maximum of 2 flight days provided: a) Automatic locking (Remote Access) system is deactivated, b) Secondary locking system (Deadbolt), is verified operative and used to lock the door, and c) Alternate procedures are established and used for using the mechanical (Deadbolt) system, and for accessing the flight compartment. (Continued)

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
52-7

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

52 DOORS

50-1 Fortified Flight Deck
*** Door (With Remote
Access System)
(Cont'd)

3) DENY Function

a) Pre-Mod 4-126449

A

1

0

(M)(O) May be inoperative for a maximum of 2 flight days provided:
a) Automatic locking (Remote Access) system is deactivated,
b) Secondary locking system (Deadbolt), is verified operative and used to lock the door,
c) Alternate procedures are established and used for using the mechanical (Deadbolt) system, and for accessing the flight compartment,
d) Access to the Forward baggage compartment through the Internal baggage door is considered inoperative,
e) Internal baggage door to the Forward baggage compartment is secured closed by an acceptable means or method, and
f) Internal baggage door is placarded, "INTERNAL BAGGAGE DOOR INOPERATIVE – DO NOT OPEN".

b) Mod 4-126449

A

1

0

(M)(O) May be inoperative for a maximum of 2 flight days provided:
a) Automatic locking (Remote Access) system is deactivated,
b) Secondary locking system (Deadbolt), is verified operative and used to lock the door, and
c) Alternate procedures are established and used for using the mechanical (Deadbolt) system, and for accessing the flight compartment.

(Continued)

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
52-8

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

52 DOORS				
50-1 Fortified Flight Deck *** Door (With Remote Access System) (Cont'd)				
4) UNLK Function	C	1	0	(O) May be inoperative provided: a) Automatic locking (Remote Access) system is verified operative, b) Emergency Access Function is verified operative, and c) Alternate procedures are established and used for using the mechanical (Deadbolt) system, and for accessing the flight compartment.
5) Emergency Access Push Button Switch Panel White/Amber Indication Lights	C	4	0	(O) May be inoperative provided Emergency Access Function is verified operative.
6) "FAIL" – COCKPIT DOOR Advisory Light	C	1	0	(M)(O) May be inoperative provided: a) Door Unlock and Auto Lock functions are verified operative, b) 'INTERNAL DOORS' Caution Light is verified operative, and c) "BAGG DOOR", "CKPT DOOR", and "AUTO UNLK" Advisory Lights are verified operative.
(Continued)				

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
52-9

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

52 DOORS				
50-1 Fortified Flight Deck *** Door (With Remote Access System) (Cont'd)				
7) "CKPT DOOR" – OPEN Advisory Light	C	1	0	(M)(O) May be inoperative provided: a) Automatic door lock function is verified operative, b) "INTERNAL DOORS" Caution Light is verified operative in the event door is left open more than 3 minutes, and c) "BAGG DOOR", "FAIL", and "AUTO UNLK" Advisory Lights are verified operative.
8) "AUTO UNLK" – COCKPIT DOOR Advisory Light	C	1	0	(M)(O) May be inoperative provided: a) Emergency Access Function is verified operative, b) "INTERNAL DOORS" Caution Light is verified operative, and c) "BAGG DOOR", "CKPT DOOR", and "FAIL" Advisory Lights are verified operative.
9) "BAGG DOOR" – OPEN Advisory Light	C	1	0	(M)(O) May be inoperative provided: a) Forward baggage door lock is operative, b) "INTERNAL DOORS" Caution Light is verified operative, and c) "CKPT DOOR", "FAIL", and "AUTO UNLK" Advisory Lights are verified operative.
10) Deadbolt (Secondary Locking System)	C	1	0	(O) May be inoperative provided Automatic Locking (Remote Access) system is operative.
(Continued)				

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
52-10

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

52 DOORS					
50-1 Fortified Flight Deck *** Door (With Remote Access System) (Cont'd)					
11) "INTERNAL DOORS" Caution Light	A	1	0	(M)(O) May be inoperative for a maximum of 2 flight days provided: a) Automatic locking, (Remote access), system is deactivated, b) Secondary locking system (Deadbolt) is verified operative and used to lock the door, c) Alternate procedures are established and used for using the mechanical (Deadbolt) system, and for accessing the flight compartment, d) Access to the Forward baggage compartment through the Internal baggage door is considered inoperative, e) Internal baggage door is secured closed by an acceptable means or method, and f) Internal baggage door is placarded, "INTERNAL BAGGAGE DOOR INOPERATIVE – DO NOT OPEN".	
50-2 Fortified Flight Deck *** Door (Without Remote Access System)					
Deadbolt	C	1	0	(O) May be inoperative provided primary locking mechanism, slide latch, is operative.	

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
52-11

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

52 DOORS					
50-3 Lavatory Door Lock	C	1	0	(M) May be inoperative provided: a) Lavatory door is closed and placarded, "INOPERATIVE – DO NOT ENTER", b) Duration of flight must be acceptable to the Pilot in Command (PIC), and c) Crewmembers are allowed to use the lavatory.	
50-4 Fortified Flight Deck Door *** (STC ST01978SE)					
1) Automatic Locking System (Primary Locking System)	A	1	0	(M)(O) May be inoperative for a maximum of 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.	
2) Flight Deck Emergency Access Function (Using the keypad function)	A	1	0	(M)(O) May be inoperative for a maximum of 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)					

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
52-12

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

52 DOORS					
50-4 Fortified Flight Deck *** Door (STC ST01978SE) (Cont'd)					
3) DENY Function	A	1	0	(M)(O) May be inoperative for a maximum of 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.	
4) Door OPEN Function	C	1	0	(M)(O) May be inoperative provided: a) Automatic locking (remote access) 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	C	2	0	(M)(O) May be inoperative provided Emergency Access Functions are verified operative.	
(Continued)					

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
52-13

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

52 DOORS					
50-4 Fortified Flight Deck *** Door (STC ST01978SE) (Cont'd)					
6) Emergency Access Keypad Assembly's Large RED and GREEN Indication Lights	C	2	0	(M)(O) May be inoperative provided Emergency Access Functions 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) INTERNAL DOORS Caution Light and ACCESS REQUEST Advisory Light are verified operative.	
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) INTERNAL DOORS Caution Light and DOOR UNLKD Advisory Light are verified operative.	
9) Deadbolt (Secondary Locking System)	C	1	0	(M)(O) May be inoperative provided Primary Automatic Locking System is operative.	
(Continued)					

AIRCRAFT:
DHC-8-400

REVISION NO: 8
DATE: 02/18/2016

PAGE NO:
52-14

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
52 DOORS					
50-4 Fortified Flight Deck *** Door (STC ST01978SE) (Cont'd)					
10) INTERNAL DOORS Caution Light	A	1	0	(M)(O) May be inoperative for a maximum of 2 flight days provided: a) Automatic locking (remote access) system is deactivated, b) Secondary locking system, mechanical dead bolt, operates normally and is used to lock the door, c) Alternate procedures are established and used for locking and unlocking the door using the dead bolt, d) Cabin access door to the forward baggage compartment is verified closed and locked by physical inspection, and e) Forward baggage door is placarded "ACCESS DOOR LOCKED – DO NOT OPEN".	

AIRCRAFT: DHC-8-400		REVISION NO: 5 DATE: 12/05/2008		PAGE NO: 61-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
61	PROPELLERS				
20-1	Propeller Maintenance Unfeather Function	D	2	0	(M) May be inoperative provided alternate feather check is performed.

AIRCRAFT: DHC-8-400	REVISION NO: ORIGINAL DATE: 08/31/2000	PAGE NO: 71-1
------------------------	---	------------------

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

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
71 POWERPLANT				
60-1 Engine Intake Bypass Doors	C	2	1	One may be inoperative in closed position provided the flight is not conducted in known or forecast icing conditions.
	C	2	0	(M)(O) May be inoperative in the open position provided: a) The OAT along the route flown is less than ISA +25 degrees C, b) The related engine oil temperature indicator operates normally and is monitored, and c) The associated intake heater(s) is confirmed operative prior to each flight into known or forecast icing conditions.

AIRCRAFT:
DHC-8-400

REVISION NO: 6
DATE: 04/01/2011

PAGE NO:
76-1

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

76	ENGINE CONTROLS				
10-1	ENGINE CONTROL Panel Switches				
1) ***	RDC N _P LDG Switch	C	1	0	May be inoperative provided RDC N _P is not used.
2) ***	MTOP Switch	C	1	0	May be inoperative in the ON position provided: a) #1 and #2 ENG FADEC caution lights are extinguished, b) MTOP is annunciated on ED when condition levers are at MAX/1020, and c) Flight is conducted in accordance with the AFM Supplement 46 TAKEOFF WITH MAXIMUM TAKEOFF POWER AND UPTRIM DISABLED.
					NOTE: Do not select or deselect MTOP switch during Pre-takeoff Checks or In-flight Procedures After Takeoff. NTOP will not appear on ED.
		C	1	0	May be failed in the OFF position provided: a) #1 and #2 ENG FADEC caution lights are extinguished, b) NTOP is annunciated on ED when condition levers are at MAX/1020, and c) MTOP is not used.
3)	MCR Switch	D	1	0	May be inoperative provided condition levers are used to set power rating.
(Continued)					

AIRCRAFT:
DHC-8-400

REVISION NO: 3
DATE: 01/15/2006

PAGE NO:
76-2

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
76	ENGINE CONTROLS				
10-1	ENGINE CONTROL Panel Switches (Cont'd)				
4)	MCL Switch	D	1	0	May be inoperative provided condition levers are used to set power rating.
5)	RDC TOP TRQ DEC Switch	D	1	0	May be inoperative provided RDC TOP TRQ DEC is not used.
6)	RDC TOP TRQ RESET Switch	D	1	0	May be inoperative provided RDC TOP TRQ DEC is not used.

AIRCRAFT: DHC-8-400	REVISION NO: ORIGINAL DATE: 08/31/2000	PAGE NO: 77-1
------------------------	---	------------------

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

77 ENGINE INDICATING					
30-1 Engine Monitoring Unit (EMU)	D	1	0	May be inoperative provided alternate procedures are established and used to record engine data.	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: DHC-8-400		REVISION NO: ORIGINAL DATE: 08/31/2000		PAGE NO: 79-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS			
79	ENGINE OIL				
30-1 ***	OIL LEVEL Indication	D	2	0	