



U.S. Department of Transportation  
Federal Aviation Administration  
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# Master Minimum Equipment List (MMEL)

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Revision: 8  
Date: 03/25/2021

## **Dornier 228** **-100/101/200/201/202/212**

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**CONTROL PAGE**

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22	22-1	8	03/25/2021
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38	38-1	8	03/25/2021
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46	46-1 thru 2	8	03/25/2021
52	52-1	6b	05/28/2003
56	56-1	6b	05/28/2003
61	61-1	6	08/03/1993
73	73-1	6b	05/28/2003
74	74-1	6b	05/28/2003
77	77-1	6b	05/28/2003

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**LOG OF REVISIONS**

REV NO.	DATE	PAGE NO.
ORIGINAL	01/13/1983	ALL.
1	01/06/1986	ALL.
2	11/18/1987	PAGE 52-1.
3	02/05/1988	ALL PAGES.
4	03/10/1989	ALL PAGES.
5	06/19/1989	HIGHLIGHTS OF REV., DEFINITIONS, PREAMBLE.
5a	04/17/1991	HIGHLIGHTS OF REV., DEFINITIONS, 23-2.
6	08/03/1993	HIGHLIGHTS OF REV., DEFINITIONS, GUIDELINES, 21-1, 21-2, 22-1, 23-1, 23-2, 23-3, 24-1, 25-1, 25-2, 25-3, 26-1, 27-1, 27-2, 28-1, 28-2, 30-1, 30-2, 31-1, 32-1, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 35-1, 52-1, 56-1, 61-1, 73-1, 74-1, 77-1.
6a	12/18/1995	HIGHLIGHTS OF REV., DEFINITIONS.
6b	05/28/2003	GUIDELINES, 21-1, 21-2, 22-1, 23-1, 23-2, 23-3, 24-1, 25-1, 25-2, 25-3, 25-4, 25-5, 26-1, 26-2, 26-3, 27-1, 27-2, 28-1, 30-1, 30-2, 31-1, 31-2, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 35-1, 38-1, 52-1, 56-1, 73-1, 74-1, 77-1.
7	05/29/2007	HIGHLIGHTS OF REV., DEFINITIONS, GUIDELINES, 22-1, 23-1, 23-2, 23-3, 23-4, 23-5, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 26-1, 26-2, 26-3, 30-2, 31-1, 31-2, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 34-13, 34-14, 35-1, 38-1, 38-2, 46-1, 46-2.
8	03/25/2021	HIGHLIGHTS OF REVISIONS, DEFINITIONS, PREAMBLE, GUIDELINES, 22-1, 23-1 thru 6, 25-1 thru 7, 26-1 thru 4, 28-1, 31-1 thru 2, 32-1, 33-1 thru 2, 34-1 thru 5, 34-7, 34-9, 34-11 thru 13, 35-1, 38-1, 46-1 thru 2.

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**HIGHLIGHTS OF CHANGE**

The following changes are the Highlights of Changes for **Revision 8**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
Throughout	Updated FAR references to 14 CFR.
23-1	Updated 23-1 relief in accordance with PL-095.  Updated 23-3 relief in accordance with PL-009.
23-2	Updated 23-8 provisos in accordance with PL-029.
23-3	Added new relief from PL-058.
23-4	Added new relief from PL-058.
23-5	Updated 23-12 provisos and added provisos 14 and 15 in accordance with PL-106.
23-6	Updated 23-16 provisos in accordance with PL-120.
25-1	Updated 25-3 relief and provisos in accordance with PL-079.
25-2	Updated 25-3 relief and provisos in accordance with PL-079.
25-3	Updated 25-3 relief and provisos in accordance with PL-079.  25-8 renumbered as 25-4.
25-4	Updated 25-6 provisos in accordance with PL-073.  25-9 renumbered as 25-5.  25-10 renumbered as 25-6.  Combined and updated relief in PL-058 for 23-8 and 23-9 into 23-9, -10, -11, -12.
25-5	Updated 25-6 provisos in accordance with PL-073.  Combined and updated relief for 25-11 and 25-13 into 25-7 in accordance with PL-104.
25-6	Added new relief from PL-104 as 25-8.
25-7	Moved 25-12 to 33-2.  Updated 25-13 provisos in accordance with PL-100.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
26-1	Updated 26-4 provisos in accordance with PL-024.
26-2	Updated 26-4 provisos in accordance with PL-024.
26-3	Updated 26-5 provisos in accordance with PL-024.  Divided 26-6 relief into two items and updated provisos in accordance with PL-102.
26-4	Added 26-7.
28-1	Changed repair category from B to C. No technical objection (NTO) by Ruag.
31-1	Deleted second proviso in 31-1.  Updated 31-2 & 3 provisos in accordance with PL-031.
31-2	Updated 31-4 proviso in accordance with PL-087.
32-1	Updated 32-1 proviso in accordance with PL-031.
33-1	Updated 33-2 proviso in accordance with PL-123.  Deleted 32-2-1.
33-2	Updated 33-2 proviso.  Updated 33-7 in accordance with PL-072.
34-1	Updated 34-4 in accordance with PL-076.
34-2	Changed item 34-8 to Automatic Dependent Surveillance-Broadcast (ADS-B) and added in accordance with PL-105.
34-3	Item 34-8 continued.
34-4	Updated 34-13 in accordance with PL-039.
34-11	Deleted 34-22-1 and 34-22-2 and (O) procedures.  Updated 34-23 in accordance with PL-098.  Deleted CARGO ONLY-SINGLE PILOT ONLY caveat.
34-12 thru 13	Updated 34-26 thru 30 to be their own items.  Updated 34-29 proviso to state that only the right side may be inoperative.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
35-1	Updated 35-2 in accordance with PL-043.
38-1	Updated 38-2, removed "(Including Wheelchair Accessible Lavatories)" from proviso.
46-1	Updated 46-1, removed "(Pro Line 21 IFIS-5000)" from proviso.  Moved "***" to proviso 46-1A.
46-2	Updated 46-2 in accordance with PL-121.

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**DEFINITIONS**

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



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**PREAMBLE**

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

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

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate (STC) modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

SEQUENCE NO.	PROCEDURE
21-1	(M) Maintenance procedure to ensure the Ram Air System is operative and the Pressure Reducing/Shutoff Valve is in the CLOSED position.
21-4	(M) Maintenance procedure to ensure the Ram Air System is operative and the Pressure Reducing/Shutoff Valve is in the CLOSED position.
21-8	(M) Maintenance procedure to secure Butterfly Valve in the Cockpit Distributor Duct in the OPEN position.
21-12	(M) Maintenance procedure to ensure the Bleed Air Shutoff Valve is in the CLOSED position and the Ram Air System is operative.
22-1	(M) Maintenance procedure to ensure Servos do not cause binding of the Control Cables.
22-2	(M) Maintenance procedure to ensure Servos do not cause binding of the Control Cables.
23-2	(O) Operations procedure to provide normal and emergency operations for the inoperative Intercom.
23-3-A	(O) Operations procedure to specify how passengers will be briefed and to operate within MMEL restrictions.
23-4	(O) Operations procedure to provide normal and emergency operations for the inoperative Intercom.
24-6	(M) Maintenance procedure to pull and BAND External Power Circuit Breaker.
25-1-A	(M) Maintenance procedure to ensure the Locking Pins are engaged.
25-1-B	(M) Maintenance procedure to ensure the Locking Pins are engaged.
25-3-B	(M) Maintenance procedures to secure seat in taxi, takeoff, and landing configuration (TTL).
25-3-C	(O) Operations procedure to placard seat.

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

SEQUENCE NO.	PROCEDURE
25-3-D-1	(M) Maintenance procedures to ensure armrest does not restrict egress and secure seat in taxi, takeoff, and landing configuration (TTL).
25-3-E-2	(M) Maintenance procedures to ensure seatbelt is operative.
25-6-A	(O) Operations procedure to ensure Automatic External Defibrillator is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.
25-6-B	(O) Operations procedure to ensure Emergency Medical Kit is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.
25-6-C	(O) Operations procedure to ensure First Aid Kit is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.
25-7	(M) Maintenance procedure to ensure Container is empty and the Access Cover is SECURED.  (O) Operations procedure to ensure sufficient Waste Receptacles are available to accommodate all waste generated on the flight.
25-13	(M) Maintenance procedure to ensure cargo loading limits are observed.
26-4-A	(M) Maintenance procedure to ensure Lavatory Waste Receptacles are empty and the Door is locked CLOSED and placarded.  (O) Operations procedure to ensure only crewmembers use the Lavatory.
26-5-A	(M) Maintenance procedure to ensure Lavatory Waste Receptacles are empty and the Door is locked CLOSED and placarded.  (O) Operations procedure to ensure only crewmembers use the Lavatory.
27-4	(O) Operations procedure to ensure flight is conducted in accordance with "No Flap" performance restrictions.
28-1	(O) Operations procedure to ensure a reliable means is used to determine accurate fuel quantity (i.e. sticking the tank or emptying the tank and refueling, using the fuel on loaded as the known quantity).
28-5	(M) Operations procedure to secure Valve in the CLOSED position.
30-7	(M) Maintenance procedure to ensure the Engine Inlet Anti-Ice Valves are in the CLOSED position and the aircraft limitations are adhered to.
31-2	(O) Operations procedure to record elapsed flight time.
31-3	(O) Operations procedure to record elapsed Engine operation time.

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

SEQUENCE NO.	PROCEDURE
32-1	(M) Maintenance procedure to ensure Nose Wheel is in the free castor mode.  (O) Operations procedure to ensure AFM procedures for operation in the free castor mode are adhered to.
33-2	(O) Operations procedure to establish alternate procedures for cabin Notifications.
33-7	(O) Operations procedure to ensure ground deicing procedures do not require use of the Wing Illumination Lights.
34-8-A	(O) Operations procedure to ensure alternate procedures are established and used.
34-8-B	(O) Operations procedure to ensure authorization is obtained from ATC facilities and alternate procedures are established and used.
34-8-C	(O) Operations procedure to ensure authorization is obtained from ATC Facilities.
34-8-D	(O) Operations procedure to ensure alternate procedures are established and used.
33-12	(O) Operations procedure to ensure Warning Horn is operative.
34-16	(O) Operations procedure to ensure any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.  (O) Operations procedure to ensure any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally and the airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.  (O) Operations procedure to ensure flight(s) are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally and used in conjunction with approved Free Gyro Navigation Techniques.
34-17	(O) Operations procedure for flightcrew to reset Directional Indicator to correct for precession.
34-18	(M) Maintenance procedure to deactivate and secure the System.  (M) Maintenance procedure to deactivate and secure the System.

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

SEQUENCE NO.	PROCEDURE
34-19	(M) Maintenance procedure to deactivate and secure the System.  (M) Maintenance procedure to deactivate and secure the System.
34-19-B	(O) Operations procedure to ensure TA ONLY mode is selected and all TA functions/elements are operative.
34-19-C	(O) Operations procedure to ensure all RA display/functions are operative.
34-20-A-1	(O) Operations procedure to establish and use alternate procedures.
34-20-A-1-a	(O) Operations procedure to establish and use alternate procedures.
34-20-A-1-d	(O) Operations procedure to establish and use alternate procedures.  (O) Operations procedure to establish and use alternate procedures and ensure advisory callouts are not required by CFR.
34-20-A-1-e	(O) Operations procedure to establish and use alternate procedures.  (O) Operations procedure to establish and use alternate procedures and ensure Windshear Detection and Avoidance System operates normally.
34-20-A-2	(O) Operations procedure to establish and use alternate procedures.
34-20-B-1	(O) Operations procedure to establish and use alternate procedures.
34-20-B-1-a	(O) Operations procedure to establish and use alternate procedures.
34-20-B-1-d	(O) Operations procedure to establish and use alternate procedures.  (O) Operations procedure to establish and use alternate procedures and ensure advisory callouts are not required by CFR.
34-20-B-1-e	(O) Operations procedure to establish and use alternate procedures.
34-20-C-1	(O) Operations procedure to establish and use alternate procedures.
34-22-A	(O) Operations procedure to establish and use alternate procedures.
34-22-B	(O) Operations procedure to establish and use alternate procedures.
34-29	(O) Operations procedure to manually reset Heading Indicator to correct precession.

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

SEQUENCE NO.	PROCEDURE
38-1	(M) Maintenance procedure to ensure associated components are deactivated or isolated and are verified not to have leaks.  (M) Maintenance procedure to ensure System is drained and not serviced.
38-2	(M) Maintenance procedure to verify there are no leaks and to deactivate or isolate affected System Components.  (M) Maintenance procedure to drain System and to ensure System is not re-serviced.
46-1-1	(O) Operations procedure to ensure alternate procedures are established and used and all information from an alternate source associated with the flight is in accordance with an operational approval for use of the Electronic Flight Bag (EFB).
46-1-2	(O) Operations procedure to ensure alternate procedures are established and used and all information from an alternate source associated with the flight is in accordance with an operational approval for use of the Electronic Flight Bag (EFB).
46-1-3	(O) Operations procedure to ensure alternate procedures are established and used for inoperative ACARS and Universal WX.
46-1-4	(O) Operations procedure to establish and use alternate procedures for inoperative ACARS and Universal WX.
46-2-A	(O) Operations procedure to establish and use alternate procedures.
46-2-B	(O) Operations procedure to establish and use alternate procedures.
46-2-C	(O) Operations procedure to establish and use alternate procedures.  (M) Maintenance procedure to secure EFB and associated hardware.
46-2-D	(M) Maintenance procedure to secure EFB and associated hardware.
52-2	(O) Operations procedure to visually inspect other Door Handle to ensure it is operative and the Door is properly secured in the CLOSED position prior to each takeoff.
56-1	(M) Maintenance procedure to ensure the Windshield Deicing System is operative, the Window is secured in the CLOSED position and the copilot's visibility is not restricted.
77-1	(O) Operations procedure to assure the flightcrews recognize the inoperative status of the ITT/Torque Limiter and manually set the ITT and torque.

AIRCRAFT: Dornier 228	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Heating System	C	1	0	(M) May be inoperative provided: a) Pressure Reducing and Shutoff Valve is in the CLOSED position and b) Ram Air System is operative.	
2.	Heater Ventilating Fan	C	1	0	May be inoperative provided Ram Air System is operative.	
3.	Electrical Cabin/Cockpit Heaters	C	4	0		
4.	Air Conditioning (Air Cycle)	C	1	0	(M) May be inoperative provided: a) Pressure Reducing and Shutoff Valve is in the CLOSED position and b) Ram Air System is operative.	
5.	Temperature Mode Control (Automatic)	C	1	0	May be inoperative provided Manual Mode is operative.	
6.	Temperature Mode Control (Manual)	C	1	0	May be inoperative provided Auto Mode is operative.	
7.	Individual Air Vents	C	-	-		
8	Windshield Demisting	C	1	0	(M) May be inoperative provided Butterfly Valve in the Cockpit Distributor Duct is secured OPEN.	
9.	Cabin Temp Caution	C	1	0	May be inoperative provided: a) Pressure Reducing and Shutoff Valve is in CLOSED position, b) Ventilating Fans are operative and c) Ram Air System is operative.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
10.	Avionics Pedestal Fan	C	1	0		
11.	Radio Rack Fan	C	1	0		
12.	Bleed Air Shutoff	C	2	0	(M) May be inoperative provided: a) Inoperative Valve is in the CLOSED position, b) Aircraft is not operated in known or forecast icing conditions, and c) Ram Air System is operative.	
13. ***	Air Conditioner (Freon)	C	1	0		



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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Autopilot Systems	C	-	0	(M) May be inoperative provided operations do not require its use.	
2.	Yaw Damper	C	1	0	(M) As required by 14 CFR.	
3.	Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 ft. AGL, and b) Approach minimums do not require the use of the Autopilot.	
		B	2	0	May be inoperative provided Autopilot is not used.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Communications Systems (VHF 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.	
A)	VHF Communication Control Panels					
1)	Frequency Transfer Light	C	-	0		
2)	Frequency Transfer Switch	C	-	0		
3)	Frequency Selector Knob	C	-	2		
4)	Frequency Indication	C	-	2		
2.	Audio Amplifier	C	2	0	(O) May be inoperative provided: a) Two operative Headsets are available to the flightcrew, and b) System 1 must be operative for single pilot operation.	
3.	Passenger Address System (PA)					
A)	Passenger Configuration	C	1	0	(O)May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
					NOTE: Any station function(s) that operate normally may be used.	
B)	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	

AIRCRAFT: Dornier 228	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
4.	Audio Selector and Intercom Unit	C	2	1	(O) Right side may be inoperative provided: a) Two operative Headsets are available to the flightcrew, and b) System 1 must be operative for single pilot operation.	
5.	Cockpit Speaker	C	1	0	May be inoperative provided two operative Headsets are available to the flightcrew.	
6.	Avionics Master Switch	C	1	0	May be inoperative provided: a) Avionics Master Circuit Breaker is pulled, and b) Avionics Master Switch is in the ON position.	
7.	Ground Clearance Switch	C	1	0		
8.	Cockpit Voice Recorder (CVR)					
A)	With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
1) ***	Independent Power Source	C	1	0		 
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
8.	Cockpit Voice Recorder (CVR) (Cont'd)					
B)	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
1) ***	Independent Power Source	C	1	0		
C)	For Operators Other Than Air Carriers and Commercial Operators	A	1	0	May be inoperative provided repairs are made in accordance with applicable CFRs.	
	HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
9.	Flight Deck Headsets Earphones/Headphones and Boom Microphones					
A)	Headset Boom Microphones	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.	
B)	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
C)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	

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PAGE NO. 23-4

DATE: 03/25/2021

AIRCRAFT:  
 Dornier 228

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
10.	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
	OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
11.	Flight Deck Headsets/ Headphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
A)	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
B)	Headset Earphones/ Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
C)	Active Noise Canceling/Reduction Function	D	-	0	Any in excess of those required by regulation may be inoperative.	

AIRCRAFT:  
 Dornier 228

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
12.	High Frequency (HF) Communications System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
13.	Selective Call Systems (SELCAL)	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.	
		A)	C	-	0	(O) May be inoperative provided alternate procedures are established and use.
		D	-	0	May be inoperative provided procedures do not require its use.	
14.	Flight Deck Hand Microphones	D	-	0	Any in excess of those required by 14 CFR may be inoperative	
		C	-	0	May be inoperative provided associated boom microphone operates normally.	
15. ***	Recorded Passenger Address System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

AIRCRAFT:  
 Dornier 228

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
16.	Emergency Locator Transmitter (ELT)					
A) ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
B) ***	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	(M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	
C) ***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
D) ***	ELT Indicator Light	D	-	0		
E) ***	ELT Aural Alarm	D	-	0		

REVISION NO. 6b

PAGE NO. 24-1

DATE: 05/28/2003

AIRCRAFT:  
 Dornier 228

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Inverter	B	2	1	One may be inoperative for day VMC.	
2.	A.C. Voltmeter	B	2	1	One may be inoperative for day VMC provided associated Inverter Caution Light is monitored.	
3.	D.C. Voltmeter	B	1	0	May be inoperative provided: a) Both D.C. Ammeters and both Generator Caution Lights are operative, and b) Aircraft Battery Engine start is not made.	
4.	D.C. Ammeter	B	2	1	One may be inoperative provided: a) D.C. Voltmeter and Generator Caution Lights are operative and monitored, and b) The first Engine start is made on the side of the operative Ammeter to determine proper Battery condition prior to second Engine start.	
5.	Generator Caution Lights	B	2	1	One may be inoperative provided: a) Both Ammeters are operative, monitored, and b) D.C. Voltmeter is operative.	
6.	Ground Power Receptacle	C	1	0	(M) May be inoperative provided the External Power Socket Circuit Breaker, 2PD, is pulled and BANDED.	



AIRCRAFT:  
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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Crewmember Seats					
A)	Seat Pan Height Adjustment Lever	C	2	0	(M) May be inoperative provided: a) The crewmember can manipulate all Flight Controls through their full travel, and b) All Locking Pins are visually inspected to determine that they are fully engaged.	
B)	Track Lock Control Lever	C	2	0	(M) May be inoperative provided: a) The crewmember can manipulate all Flight Controls through their full travel, and b) All Locking Pins are visually inspected to determine that they are fully engaged.	
2.	Cockpit Crewmember Shoulder Harness	B	2	1	Right Seat Shoulder Harness may be inoperative for single pilot operations. Right side Pilot Seat must be unoccupied.	
3.	Passengers Seats					
A)	Passengers Seats (All Configurations/ Locations)	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY".	
(Continued)						

AIRCRAFT:  
 Dornier 228

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
3.	Passengers Seats (Cont'd)					
A)	Passengers Seats (All Configurations/ Locations) (Cont'd)				NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative.  NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.  NOTE 3: Inoperative seats do not affect the required number of Flight Attendants.	
B)	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
		D	-	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position.	
C)	Under Seat Baggage Restraining System	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining system, and b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT".	
(Continued)						

AIRCRAFT:  
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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
3.	Passengers Seats (Cont'd)					
D)	Armrests					
1)	With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	
2)	Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
E)	Seat Belt/Air Bag Restraint Systems					
1)	Seat Belt/Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
2) ***	Seat Belt/Air Bags Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
4. ***	Approved Flotation Device	C	-	-	As required by 14 CFR.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
5. ***	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 operators (insert name) 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 Ash Trays are not considered NEF items.	
6.	Emergency Medical Equipment					
A)	Automatic 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 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.	
B)	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) EMK 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.	

(Continued)

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
6.	Emergency Medical Equipment (Cont'd)					
B)	Emergency Medical Kit (EMK) and/or Associated Equipment (Cont'd)	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.	
C)	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required First Aid Kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.	
7.	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.	
(Continued)						

AIRCRAFT:  
 Dornier 228

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
7.	Storage Bins/Cabin, Galley and Lavatory Storage Compartments/Closets (Cont'd)	C	-	-	<p>NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</p> <p>(M)(O) May be inoperative provided:</p> <ol style="list-style-type: none"> <li>a) For non-retractable doors, affected door is removed,</li> <li>b) For retractable doors, affected door is removed or secured in the retracted (fully open) position,</li> <li>c) Affected bin, compartment, or closet is not used for storage of any items, except those permanently affixed,</li> <li>d) Affected bin, compartment, or closet is prominently placarded DO NOT USE,</li> <li>e) Procedures are established and used to alert crew members and passengers of inoperative bins, compartments, or closets, and</li> <li>f) Passengers are briefed that affected bin, compartment, or closet is not used.</li> </ol> <p>NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative</p> <p>NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.</p>	
8.	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	

AIRCRAFT: Dornier 228	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
12.	“FASTEN SEAT BELT WHILE SEATED” Sign or Placard				See item 33-1.	
13.	Cargo Restraint Systems	A	-	-	(M) May be inoperative or missing provided: a) Approved cargo-loading limits are observed. The only source documents are: <ul style="list-style-type: none"> <li>• Type certificate (TC),</li> <li>• Supplemental Type Certificate (STC);</li> <li>• Airplane Flight Manual (AFM),</li> <li>• Airplane Flight Manual Supplement (AFMS),</li> <li>• Rotorcraft Flight Manual (RFM),</li> <li>• Rotorcraft Flight Manual Supplement (RFMS),</li> <li>• Pilot’s Operating Handbook (POH),</li> <li>• TC/STC Weight and Balance Manual (WBM), and</li> </ul> b) Repairs are made within 120 consecutive calendar-days.	
		A	-	-	a) May be inoperative or missing provided cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.	
		A	-	-	a) Individual cargo areas may be inoperative provided aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&B source document, and b) Repairs are made within 120 consecutive calendar-days.	

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PAGE NO. 26-1

DATE: 03/25/2021

AIRCRAFT:  
 Dornier 228

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Portable Fire Extinguisher(s)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative Fire Extinguisher is tagged INOPERATIVE, removed from its installed location, and placed out of sight so that it cannot be mistaken for a functional Unit, and b) Required distribution is maintained.	
2.	Engine Fire Extinguisher (Applies to 100/200 Only)	C	2	0		
3.	Fire Extinguisher Indicator Discs	C	2	0	May be missing provided Bottle Pressure Gauge is visually checked prior to each flight to assure Bottle pressure is within limits.	
4.	Lavatory Fire Extinguisher System					
A)	Passenger Configuration	C	-	0	For each Lavatory, the Lavatory Fire Extinguisher System may be inoperative provided Lavatory Smoke Detector System operates normally.	

(Continued)



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PAGE NO. 26-2

DATE: 03/25/2021

AIRCRAFT:  
 Dornier 228

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
4.	Lavatory Fire Extinguisher System (Cont'd)					
A)	Passenger Configuration (Cont'd)	C	-	0	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: <ul style="list-style-type: none"> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Associated lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER", and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul> NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
		D	-0		Any in excess of that required by 14 CFR may be inoperative.	
B)	Cargo Configuration	D	-	0		

AIRCRAFT:  
 Dornier 228

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
5.	Lavatory Smoke Detection System					
A)	Passenger Configuration	C	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: <ul style="list-style-type: none"> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Associated lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER", and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul> NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
		D	-	0	Any in excess of that required by 14 CFR may be inoperative.	
B)	Cargo Configuration	D	-	0		
6.	Cargo Compartment Smoke Detection Systems	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment or zone remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.  NOTE: Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.	



REVISION NO. 6b

PAGE NO. 27-1

DATE: 05/28/2003

AIRCRAFT:  
 Dornier 228

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Flap Position Indicator	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Flaps are visually checked for full travel and Flap operation is not affected, and</li> <li>b) Flaps are visually checked to confirm Flap position agrees with selected position.</li> </ol>	
2.	Trim Tab Position Indicator (Rudder)	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Tab is visually checked for full range of operation,</li> <li>b) Tab operation is not impaired, and</li> <li>c) Tab is positioned to NEUTRAL prior to each departure and NEUTRAL position is verified by visual inspection.</li> </ol>	
3.	Trim Tab Position Indicator (Aileron)	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Trim is visually checked for full range of operation,</li> <li>b) Trim operation is not impaired, and</li> <li>c) Trim is positioned to NEUTRAL prior to each departure and NEUTRAL position is verified by visual inspection.</li> </ol>	
4.	Flap System	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Flaps are in full UP position, and</li> <li>b) Performance charts in AFM for No Flap takeoff and landing are used.</li> </ol>	

REVISION NO. 6b

PAGE NO. 27-2

DATE: 05/28/2003

AIRCRAFT:  
 Dornier 228

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
5.	Stall Warning System					
A)	Reference Speed Deviation (RSD) Indicator	C	1	0		
B)	Stall Warning Light	C	1	0	May be inoperative provided Stall Warning Horn and Reference Speed Deviation Indicator are operative.	

AIRCRAFT:  
 Dornier 228

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Quantity Indicator	C	2	1	(O) One may be inoperative provided: <ol style="list-style-type: none"> <li>a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the intended flight,</li> <li>b) Both Fuel Flow Indicators are operative, and</li> <li>c) Both Fuel Quantity and Fuel Pressure Annunciators are operative.</li> </ol>	
2.	Fuel Quantity Annunciator	C	2	1	One may be inoperative provided: <ol style="list-style-type: none"> <li>a) Fuel quantity on board is adequate for intended flight, and</li> <li>b) Fuel Quantity Indicators are operative.</li> </ol>	
3.	Magna Stick System	C	2	0	May be inoperative provided they are not required to determine fuel quantity.	
4.	Pressure Refueling System	C	1	0		
5.	Manual Shutoff Valve (Single Point Refueling System Only)	C	1	0	(M) May be inoperative provided it is secured in the CLOSED position.	
6.	Booster Pumps	C	4	2	One may be inoperative on each side provided Refueling/Defueling Manual Shutoff Valve is in the CLOSED position.  NOTE: Usable fuel reduced with Boost Pump inoperative (see AFM).	

AIRCRAFT:  
 Dornier 228

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Surface Deice System (Wing, Horizontal and Vertical Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
2.	Propeller Deicing System	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
3.	Windshield Deicing System	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
4.	Pitot Heater	B	2	0	May be inoperative provided: a) IFR passenger carrying operations are not conducted, and b) Aircraft is not operated in known or forecast icing conditions.	
5.	Windshield Wipers	C	2	0	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
A)	Park Mode	C	1	0	May be inoperative provided Wipers work in NORMAL mode and Wipers can be parked by selecting ON or OFF until Wipers park in a position that does not impair vision.	
6.	Stall Warning/Lift Transducer Heater	B	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

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 DATE: 05/29/2007

PAGE NO. 30-2

AIRCRAFT: Dornier 228	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
7.	Engine Inlet Anti-Ice Valves	C	2	0	(M) Both may be inoperative provided: a) Valve is in the OFF/CLOSED Position, b) Aircraft is not operated in temperatures below 40 °F, and c) Aircraft is not operated in known or forecast icing conditions.	
8.	Pitot Heat Indicating Systems					
A)	System Required by the Certification or Operating Rules	B	-	0	May be inoperative provided: a) All other elements of the Pitot Heat System operate normally, and b) The airplane is not operated into known or forecast icing conditions.	
B)	System Not Required by the Certification or Operating Rules	C	-	0	May be inoperative provided: a) All other elements of the Pitot Heat System operate normally, and b) The airplane is not operated into known or forecast icing conditions.	



AIRCRAFT:  
 Dornier 228

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Clock with Sweep Second Hand or Electric Digital Clock	C	2	1	One may be inoperative when two pilots are required.	
2.	Flight Hour Recorder	C	1	0	(O) One may be inoperative provided that alternate methods are established.	
3.	Engine Hour Recorder	C	1	0	(O) One may be inoperative provided that alternate methods are established.	
4.	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Cockpit Voice Recorder (CVR) operates normally,</li> <li>b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless:                             <ol style="list-style-type: none"> <li>1. The FDR failure occurs after pushback but prior to takeoff, or</li> <li>2. The FDR repair was attempted but was not successful,</li> </ol> </li> <li>c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and</li> <li>d) Repairs are made within 3 flight-days.</li> </ol>	

(Continued)

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PAGE NO. 31-2

DATE: 03/25/2021

AIRCRAFT:  
 Dornier 228

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
4.	Flight Data Recorder (FDR) System (Cont'd)					
A)	FDR Recording Parameters Required by CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
B)	FDR Recording Parameters Not Required by CFR	A	-	-	May be inoperative provided repairs are made prior to completion of the next heavy maintenance check.	
C)	Operators Other Than Holders of Air Carrier or Commercial Operator Certificates	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable CFRs.	

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Nosewheel Steering	C	1	0	(O)(M) May be inoperative provided: a) NWS is operated with NWS switch in Bypass b) Bypass is verified operative, and c) Differential power and braking is used.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided remaining Lights are: <ol style="list-style-type: none"> <li>a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided,</li> <li>b) Positioned so that direct rays are shielded from flight crewmembers eyes, and</li> <li>c) Lighting configuration and intensity is acceptable to the flightcrew.</li> </ol>	
2.	Passenger Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
3.	Landing Lights	C	2	1	One may be inoperative for night operations.	
		C	2	0	Both may be inoperative for day operations.	
4.	Taxi Light	C	2	0	May be inoperative for day operations.	
		C	2	0	May be inoperative for night operations provided both landing lights are operative.	
5.	Anti-Collision Light System	B	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Airplane is not operated at night, or</li> <li>b) Strobes are installed and operate normally.</li> </ol> <p>NOTE: The Strobe Light System must be approved and certificated as an Anti-Collision Light System if used in place of a Rotating Beacon.</p>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
6.	Navigation/Position Lights	C	3	0	One or more may be inoperative for operations between sunrise and sunset.  NOTE 1: Strobe Lights may not be used in place of the red and/or green Wing Tip Position Light(s) during night operations.  NOTE 2: A Strobe Light may be used in lieu of a white Tail Position Light when it is in close proximity.	
7.	Wing Illumination Lights	C	-	0	May be inoperative provided: a) Primary Ice Detection system is operative, and b) Ground deicing procedures do not require their use.	
8.	Strobe Lights	C	3	0		
9.	Logo Lights	C	2	0		
10.	Passenger Cabin Lighting	C	-	-	May be inoperative provided lighting configuration is acceptable to the flightcrew.	
11.	Hydraulic System Level Check Light	C	1	0		
12.	Master Warning Lights	C	2	1	(O) One may be inoperative provided the Warning Horn is operative.	
13.	Master Caution Lights	C	2	1	One may be inoperative.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Gyroscopic Rate of Turn and Slip/Skid Indicator	B	2	1	May be inoperative on right side for day VMC.	
2.	Vertical Speed Indicator	B	2	1	One may be inoperative for day VMC.	
3.	Navigation Equipment (VOR/ILS, Loran, Omega/VLF, INS, RNAV, Doppler, GPS, FMS)	C	-	-	As required by 14 CFR.	
4.	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
A)	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 completion of the next heavy maintenance visit.	
5.	Marker Beacon	C	2	0	May be inoperative provided approach procedure does not require its use.	
6.	Weather Radar/Thunderstorm Detection Equipment	C	1	0	As required by 14 CFR.	
7. ***	Flight Director	C	2	0		

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
8.	Automatic Dependent Surveillance-Broadcast (ADS-B)					
A)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
B) ***	ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
8.	Automatic Dependent Surveillance-Broadcast (ADS-B) (Cont'd)					
C)	ADS-B Out UAT Transmissions	C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR.	
					NOTE: Any ADS-B Out function that operates normally may be used.	
D) ***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use.	
					NOTE: Any ADS-B function that operates normally may be used.	
9.	Speed Preset Markers	C	-	-		
10.	Altitude Preset Marker	C	-	-		
11.	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
12.	Radar Altimeter	C	1	0		



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**TABLE KEY**

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
13.	Altitude Alerting System	C	-	0	May be inoperative provided enroute operations, ie RVSM, do not require its use.	
14.	Automatic Direction Finder (ADF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.  NOTE: The ADF may be operated with inoperative timing functions (i. e. Elapsed Time, Flight Time, Stop Watch, etc.) that do not affect ADF navigation.	
15.	Radio Magnetic Indicator (RMI)	C	-	0		
16.	Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.	
		B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.	
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
17.	Gyroscopic Directional Indicator Slaving System	B	2	1	(O) Either may be inoperative provided: a) Slaving can be disconnected, b) Crew can manually set heading, and c) Magnetic Compass is operative.	
18.	Traffic Alert and Collision Avoidance System (TCAS I)	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.	
19.	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.	

(Continued)

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AIRCRAFT: Dornier 228	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
19.	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
A)	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.	
B)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on 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 the crew, and c) Enroute or approach procedures do not require its use.	
C)	Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
D)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
E) ***	Airspace Selection Function	C	-	0		

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
20.	Terrain Awareness and Warning System (TAWS)					
A)	Class A TAWS Equipment Required					
1)	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
a)	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c)	Glideslope Deviation(s) (Mode 5)	C	-	1		
		B	-	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
(Continued)						

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AIRCRAFT: Dornier 228	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
20.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
A)	Class A TAWS Equipment Required (Cont'd)					
1)	Ground Proximity Warning System (GPWS) (Cont'd)					
e) ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
2)	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.	
3)	Terrain Displays	C	-	1		
		B	-	0		
4) ***	Runway Awareness and Advisory System (RAAS)	C	1	0		
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
20.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
B)	Class B TAWS Equipment Required					
1)	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
a)	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c) ***	Modes 2, 4 & 5	C	3	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.	
(Continued)						

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AIRCRAFT: Dornier 228	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
20.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
B)	Class B TAWS Equipment Required (Cont'd)					
1)	Ground Proximity Warning System (GPWS) (Cont'd)					
e) ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any Mode that operates normally may be used.	
2)	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
3) ***	Terrain Displays	C	-	0		
4) ***	Runway Awareness & Advisory System (RAAS)	C	1	0		
C)	Class C TAWS Equipment					
1) ***	TAWS/GPWS	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
21. ***	Flight Profile Advisory System (FPAS)	C	1	0		

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
22.	WIND SHEAR DETECTION, GUIDANCE AND AVOIDANCE SYSTEM					
A) ***	Windshear Warning and Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
B) ***	Windshear Detection and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
23.	Navigation Database	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days.	
					NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
24.	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by 14 CFR.	
		B	-	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	



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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
25.	Automatic Dependent Surveillance-Broadcast (ADS-B) System				See 34-8.	
26.	Airspeed Indicator	B	2	1	May be inoperative on right side provided: a) Copilot's Pitot System is functioning normally, and b) A functioning Pneumatic Indicator is installed and available to the pilot.	
27.	Gyroscopic Bank and Pitch Indicator System	B	2	1	May be inoperative on right side provided two independent power sources are available to drive the left side instrument.	
28.	Gyroscopic Direction Indicator System	B	2	1	May be inoperative on right side provided: a) Magnetic Compass is operative, and b) Two independent power sources are available to drive the left side System.	
29.	Gyroscopic Directional Indicator Slaving System	B	2	1	(O) May be inoperative on the right side provided: a) Slaving can be disconnected, b) Pilot can manually set heading, and c) Magnetic Compass is operative.	

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
30.	Altimeter, Barometric Pressure, Adjustable	B	2	1	May be inoperative on right side provided a functioning Pneumatic Altimeter, adjustable for barometric pressure, is installed and available to the pilot.	

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Oxygen System (Passenger)	C	-	-	As required by 14 CFR.	
2.	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ol style="list-style-type: none"> <li>a) Inoperative PBE remains in a                              certified location or is                              removed from the aircraft,</li> <li>b) Location placarding is                              removed or obscured, and</li> <li>c) Required distribution is                              maintained.</li> </ol> NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**38. Water/Waste**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Potable Water Systems	C	-	-	(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 a System which operates normally may be used.	
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that System is not serviced.	
2.	Lavatory Waste Systems	C	-	-	(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 a System which operates normally may be used.	

(Continued)

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**38. Water/Waste**

Sequence No.	Item	1	2	3	4	Change Bar
2.	Lavatory Waste Systems (Cont'd)	C	-	-	(M) Associated Lavatory System(s) may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated Components are deactivated or isolated to prevent leaks,</li> <li>b) The pilot in command will determine if flight duration is acceptable with a Lavatory unusable, and</li> <li>c) Associated Lavatory Door(s) is secured CLOSED and placarded, "INOPERATIVE – DO NOT ENTER".</li> </ul> NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Integrated Flight Information System					
A) ***	File Server Unit (FSU) (FSU INOP message)	C	1	0		
		C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available from an alternate source in accordance with an operational approval for use of Electronic Flight Bag (EFB).	
B)	Cursor Control Panel (CCP)	C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available from an alternate source in accordance with an operational approval for use of Electronic Flight Bag (EFB).	
C) ***	Communications Management Unit (CMU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
D) ***	Third VHF Communications Radio	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
E) ***	XM Satellite Weather System	C	1	0		

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
2. ***	Electronic Flight Bag Systems (EFBs)					
A)	EFB System (Installed EFB System)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any function, program or document which operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
B) ***	Data Connectivity	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
C) ***	Power Supply/Power Connection	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
D) ***	Mounting Devices	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) 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.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Door Warning Light	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Flightcrew verifies that Passenger/Cargo Doors are CLOSED properly by an external visual inspection prior to each departure,</li> <li>b) Flightcrew verifies that Passenger/Cargo Doors are CLOSED properly and Locking Pins are in place prior to each departure, and</li> <li>c) Flightcrew verifies that Front Baggage Compartment Door is properly LATCHED and LOCKED.</li> </ol>	
2.	Pilots' Door Handles (Inside/Outside)	C	2	1	(O) Either may be inoperative provided: <ol style="list-style-type: none"> <li>a) The other Handle is operative,</li> <li>b) The Door is properly secured in the CLOSED position, and</li> <li>c) For cargo only operations in which the Pilot Door is required to enter and exit the aircraft, both Door Handles must be operable.</li> </ol>	



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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**56. Windows**

Sequence No.	Item	1	2	3	4	Change Bar
1. ***	Copilot's Bad Weather Window Latch	C	1	0	(M) Copilot's Bad Weather Window Latch may be inoperative provided: <ol style="list-style-type: none"> <li>a) Windshield Deicing System is operative,</li> <li>b) Window is secured in the CLOSED position, and</li> <li>c) Copilot's visibility is not restricted.</li> </ol>	

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 Dornier 228

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**61. Propellers**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Synchrophasing System	C	1	0		

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AIRCRAFT:  
 Dornier 228

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Totalizer	C	1	0		

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DATE: 05/28/2003

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**74. Ignition**

Sequence No.	Item	1	2	3	4	Change Bar
1.	10% Speed Switch	C	2	0	May be inoperative provided manual start procedures are used.	
2.	55% Speed Switch	C	2	0	May be inoperative provided manual start procedures are used.	

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 Dornier 228

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Torque/ITT Limiter	C	2	0	(O) May be inoperative provided ITT and torque are set manually.	