

**TRANSPORT CANADA**

**MMEL SUPPLEMENT**

**REVISION 2**

**TO**

**FOKKER F-27**

**MASTER MINIMUM EQUIPMENT LIST**

Original signed by:

B. J. Wormworth  
Chief  
Airworthiness Flight Test  
for Minister of Transport

FEB. 21, 1992

REVISION: 02

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

PAGE: I  
REVISION: 02  
FEB. 21, 1992

**FOKKER F-27**

**List of Effective Pages**

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Title Page			
List of Effective Pages	I	Revision 02	Feb. 21, 1992
Log of Revisions	II	Revision 02	Feb. 21, 1992
Reasons for Changes	III	Revision 02	Feb. 21, 1992
Introduction	IV	Revision 02	Feb. 21, 1992
Repair Intervals (Categorization)	V	Revision 02	Feb. 21, 1992
Repair Intervals Category	VI	Revision 02	Feb. 21, 1992
Pages	21-1	Original	Oct. 25, 1991
	23-1	Original	Oct. 25, 1991
	25-1	Revision 01	Dec. 10, 1991
	25-2	Original	Oct. 25, 1991
	25-3	Original	Oct. 25, 1991
	25-4	Original	Oct. 25, 1991
	26-1	Original	Oct. 25, 1991
	26-2	Original	Oct. 25, 1991
	27-1	Revision 02	Feb. 21, 1992
	30-1	Original	Oct. 25, 1991
	31-1	Original	Oct. 25, 1991
	32-1	Original	Oct. 25, 1991
	33-1	Revision 01	Dec. 10, 1991
	33-2	Revision 01	Dec. 10, 1991
	34-1	Original	Oct. 25, 1991
	34-2	Original	Oct. 25, 1991
	34-3	Original	Oct. 25, 1991
	35-1	Original	Oct. 25, 1991
	52-1	Revision 01	Dec. 10, 1991

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

PAGE: II  
REVISION: 02  
FEB. 21, 1992

**FOKKER F-27**

**Log of Revisions**

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<b>Revision No.</b>	<b>Date</b>	<b>Page Number</b>	<b>Initials</b>
Original	Oct. 25, 1991	All	
01	Dec. 10, 1991	L-1, L-2, L-3 L-4, L-5, 25-1 33-1, 33-2, 52-1	
02	Feb. 21, 1992	I, II, III, IV, V, VI, 27-1	

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

PAGE: III  
REVISION: 02  
FEB. 21, 1992

**FOKKER F-27**

**Reasons for Changes**

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- |          |  |
|----------|--|
| General  | Review of RLD MMEL, 1 Jan. 1992.   |
| 27-50-1  | Wing Flap Position Indicator.<br>No relief permitted as unable to confirm flap position from the flight deck, TC Guidance material.  |
| 34-20-10 | Compass Heading Indications.<br>(including Heading part of Compass Indication, Course Indication, Course Indication, HSI, RMI, etc.)<br>Cat B as per TC Guidance material. |

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

PAGE: IV  
REVISION: 02  
FEB. 21, 1992

**FOKKER F-27**

## **INTRODUCTION**

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This Transport Canada MMEL Supplement constitutes a mandatory change to the RLD Approved MMEL for the Fokker F- 27.

This MMEL Supplement must be used in conjunction with the RLD Approved MMEL (Revision dated Jan. 01, 1992 or later applicable revision).

The information contained herein supersedes the existing RLD MMEL only for those items listed herein. For items not contained in this Supplement, consult the RLD MMEL.

Operating and/or maintenance procedures referred to in this Supplement are the same as those supporting the RLD MMEL unless otherwise indicated. Procedures required by the Transport Canada MMEL Supplement and not indicated in the RLD Approved MMEL must be provided by the operator.

The RLD MMEL has entries where the "Remarks or Exceptions" column states "as required by regulations". Unless such an entry is superseded by an item in this Supplement, all references should be made to the applicable Canadian regulations.

This MMEL Supplement uses the standard four column format and symbols as referenced in the Transport Canada MMEL/MEL Policy and Procedures Manual (TP9155E). The same definitions and symbols as the CAA MMEL are also used. Items which have no MMEL relief (i.e. relief withdrawn are not categorized.

Comments and inquiries should be directed to:

Transport Canada  
Director of Airworthiness  
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200 Kent St.  
Ottawa, Ontario  
K1A 0N8

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

**FOKKER F-27**

PAGE: V  
REVISION: 02  
FEB. 21, 1992

## **REPAIR INTERVALS (CATEGORIZATION)**

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Maximum times between the deferral of an inoperative item and its repair must be specified in the MMEL. However, the RLD MMEL does not provide the repair interval categorization. Thus, this MMEL supplement provides the categorization of each inoperative item as determined according to the time intervals outlined below:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the MMEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. To be considered for placement in the D category, an item must be of an optional nature, which an operator may, at his discretion, deactivate, remove from or install on an aircraft. To be approved for the D category, the item must meet the following criteria:

- a) the absence of the item does not affect crew workload;
- b) the pilots do not rely on the function of that item on a routine or continuous basis;
- c) the pilots' training, subsequent habit patterns and procedures do not rely on the use of that item.

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

PAGE: VI  
REVISION: 02  
FEB. 21, 1992

**FOKKER F-27**

Unless superseded by an entry in this TC MMEL Supplement all items in the RLD MMEL are considered to be Category C, with the following exceptions:

**Repair Interval Category**

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<b>ATA Number</b>	<b>CATEGORY B</b>
24-20-3	a. Rotary Inverters b. Static Inverters
24-30-1	DC Generators
26-10-1	HPC Handle Warning Lights
28-20-1	Fuel Booster Pumps
30-10-2	Rubber Boot Sections
30-10-3	Suction System
30-10-4	Suction Gauge
32-33-1	Main Gear Uplock Latches
32-33-2	Nose Gear Uplock Latch
33-10-3	Master Warning System
34-20-2	Primary Attitude Indicators (Including Gyro Horizon, and Attitude part of FDI, ADI, etc.).
34-20-3	Standby Horizon (if installed)
34-20-4	Magnetic Gyro Compass System (stabilized)
34-20-8	Vertical Gyros (if installed)
34-20-10	Compass Heading Indications (Including Heading part of Compass Indicators, HSI, RMI, etc.).
<b>ATA Number</b>	<b>CATEGORY D</b>
25-20-3	Passenger Seat Belts
25-61-2	Emergency Locator Transmitter
33-40-7	Logo Lights
34-60-1	Long Range Navigation Systems (if installed)

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>		<b>Revision No. Original</b> <b>Date: Oct. 25, 1991</b>		<b>Page:</b> <b>21-1 of 1</b>
System & Sequence Numbers	1. RIC	2. Number Installed		3. Number Required for Dispatch
				4. Remarks or Exceptions
21 AIR CONDITIONING				
10-3 Blower Pressure Indicator		2	2	
30-3 Cabin Altitude Caution Light	C	1	0	May be inoperative provided flight is restricted to 10,000 feet MSL or below.
30-6 Cabin Rate-of-Climb Indicator	C	1	0	May be inoperative provided all other instruments and functions of the pressurization system operate normally.



**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>			<b>Revision No. Original</b> <b>Date: Oct. 25, 1991</b>			<b>Page:</b> <b>23-1 of 1</b>		
System & Sequence Numbers	1. RIC	2. Number Installed	3. Number Required for Dispatch	4. Remarks or Exceptions				
23      COMMUNICATIONS								
30-1    Public Address System	A	1	0	(O)      May be inoperative for a maximum of 15 flight hours (domestic) or 25 flight hours (international) provided: a)      alternate procedures are established and used; b)      flight deck/cabin interphone (two way) with associated calls (e.g. chimes) is operative; and, c)      megaphone(s) is/are readily available and operative.  NOTE:  May be inoperative for all cargo operations provided the flight deck crew are the only occupants of the aircraft.				
30-2    Megaphone	B	1	0	May be inoperative provided the PA system is operative.				
70-1    Cockpit Voice Recorder	A	1	0	May be inoperative provided: a)      the Flight Data Recorder operates normally; and, b)      repairs are made within three flight days.				

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>		<b>Revision No. 01</b> <b>Date: Dec. 10, 1991</b>		<b>Page:</b> <b>25-1 of 4</b>	
System & Sequence Numbers	1. RIC	2. Number Installed		3. Number Required for Dispatch	
				4. Remarks or Exceptions	
25	EQUIPMENT/ FURNISHINGS				
10-1	Flight Deck Crew Member Seat Shoulder Harness	B	3	-	As required by regulations.
10-2	Observer Seat	B	1	-	May be inoperative except when required for a company check pilot or a Transport Canada inspector acting in an official capacity.
20-1	Cabin Attendant Seat Shoulder Harness	A/B	-	-	As required by regulations. See 25-20-2 for consistent categorization.
20-3	Passenger Seat Belts	D	-	-	May be inoperative or missing provided the seat is not used and blocked and placarded "DO NOT OCCUPY".

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>		<b>Revision No. Original</b> <b>Date: Oct. 25, 1991</b>		<b>Page:</b> <b>25-2 of 4</b>	
System & Sequence Numbers	1. RIC	2. Number Installed		3. Number Required for Dispatch	
4. Remarks or Exceptions					
25	EQUIPMENT/ FURNISHINGS				
20-2	Cabin Attendant Seat	A/B	-	-	(M)(O) One seat or seat assembly may be inoperative provided: <ul style="list-style-type: none"> <li>a) the affected seat or seat assembly is not occupied;</li> <li>b) flight attendant displaced by the inoperative seat occupies the passenger seat most accessible to his or her assigned exit;</li> <li>c) alternate procedures for displaced flight attendant are established and used;</li> <li>d) a folding type seat is removed, stowed or secured in the retracted position; and,</li> <li>e) the passenger seat assigned to the flight attendant is placarded 'FOR FLIGHT ATTENDANT USE ONLY'.</li> </ul>

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>	<b>Revision No. Original</b> <b>Date: Oct. 25, 1991</b>	<b>Page:</b> <b>25-3 of 4</b>
System & Sequence Numbers	1. RIC	2. Number Installed
25	EQUIPMENT/ FURNISHINGS	3. Number Required for Dispatch
		4. Remarks or Exceptions
		<p style="text-align: center;">NOTES:</p> <ol style="list-style-type: none"> <li>1. The maximum time for which a seat located adjacent to emergency lighting controls, evacuation alert/signal panels or critical communications equipment, may be inoperative is 15 flight hours (domestic) or 25 flight hours (international). Any other seat is Category B.</li> <li>2. If the automatic stow feature of a folding seat is inoperative, the seat will be considered inoperative.</li> <li>3. A missing or inoperative lap belt or shoulder harness renders the seat inoperative.</li> <li>4. The above provisos apply only to required flight attendant seats. Seat positions in excess of those required may be inoperative provided they are not occupied and are:               <ol style="list-style-type: none"> <li>i) blocked and placarded; or,</li> <li>ii) properly stowed; or,</li> <li>iii) secured in the retracted position; or,</li> <li>iv) removed.</li> </ol> </li> </ol>

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>		<b>Revision No. Original</b> <b>Date: Oct. 25, 1991</b>		<b>Page:</b> <b>25-4 of 4</b>	
System & Sequence Numbers	1. RIC	2. Number Installed		3. Number Required for Dispatch	
4. Remarks or Exceptions					
25      EQUIPMENT/ FURNISHINGS					
20-5    Overhead Stowage Bin (if installed)	C	-	-	(M)	Bin-closed Latch may be inoperative provided: <ul style="list-style-type: none"> <li>a) the bin is not used for stowage;</li> <li>b) the lid is secured closed or removed; and,</li> <li>c) the bin is placarded "INOPERATIVE DO NOT USE".</li> </ul>

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>		<b>Revision No. Original</b> <b>Date: Oct. 25, 1991</b>	<b>Page:</b> <b>26-1 of 2</b>
System & Sequence Numbers	1. RIC	2. Number Installed	3. Number Required for Dispatch
		4. Remarks or Exceptions	
26      FIRE PROTECTION			
12-2    Lavatory Smoke Detection System (if installed)	B	-	<p>(M)(O)    May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a)      the lavatory fire extinguishing system is operative; and</li> <li>b)      periodic inspections are carried out by a crew member at intervals not exceeding 30 minutes.</li> </ul> <p style="text-align: center;">or</p> <p>(M)(O)    May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a)      the lavatory is not used for any purpose;</li> <li>b)      the lavatory waste receptacle is empty; and,</li> <li>c)      the lavatory door is locked and placarded 'INOPERATIVE DO NOT ENTER'.</li> </ul> <p>NOTES:</p> <ul style="list-style-type: none"> <li>1.      These provisos are not intended to preclude lavatory inspections by a crew member.</li> <li>2.      Not required for all cargo operations provided the flight deck crew are the only occupants of the aircraft.</li> </ul>

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>		<b>Revision No. Original</b> <b>Date: Oct. 25, 1991</b>		<b>Page:</b> <b>26-2 of 2</b>	
System & Sequence Numbers	1.	2. Number Installed		3. Number Required for Dispatch	
	RIC			4. Remarks or Exceptions	
26		<b>FIRE PROTECTION</b>			
22-1	D	-	-	-	-
22-2	B	-	-	(M)(O)	<p>Only those in excess of those required by regulations may be inoperative.</p> <p>May be inoperative provided the lavatory smoke detector is operative.</p> <p style="text-align: center;">or</p> <p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) the lavatory is not used for any purpose;</li> <li>b) the lavatory waste receptacle is empty; and,</li> <li>c) the lavatory door is locked and placarded 'INOPERATIVE DO NOT ENTER'.</li> </ul> <p>NOTES:</p> <ul style="list-style-type: none"> <li>1. These provisos are not intended to preclude lavatory inspections by a crew member.</li> <li>2. Not required for all cargo operations provided the flight deck crew are the only occupants of the aircraft.</li> </ul>

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>		<b>Revision No. 02</b> <b>Date: Feb. 21, 1992</b>		<b>Page:</b> <b>27-1 of 1</b>	
System & Sequence Numbers	1. RIC	2. Number Installed		3. Number Required for Dispatch	
				4. Remarks or Exceptions	
<b>27 FLIGHT CONTROLS</b>					
10-1 Aileron Trim System	A	1	0	May be inoperative for one flight day provided, prior to each flight: <ul style="list-style-type: none"> <li>a) the trim tab is verified to be in the neutral position (RH wing outboard tab);</li> <li>b) fuel quantities are equal in both wing tanks; and,</li> <li>c) fuel quantity indicators and fuel booster pumps are operative.</li> </ul>	
10-2 Aileron Trim Position Indicator	C	1	0	May be inoperative provided, prior to each flight, the aileron trim is visually checked for: <ul style="list-style-type: none"> <li>a) fuel, free and correct movement; and,</li> <li>b) appropriate position for takeoff.</li> </ul>	
20-1 Rudder Pedal Adjustment	C	2	0	(M)	May be inoperative provided the individual flight crew requirements are met and full rudder travel and full brake operation at both pilot stations is possible.
50-1 Wing Flap Position Indicator		1	1		



**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>		<b>Revision No. Original</b> <b>Date: Oct. 25, 1991</b>		<b>Page:</b> <b>30-1 of 1</b>	
System & Sequence Numbers	1. RIC	2. Number Installed		3. Number Required for Dispatch	
4. Remarks or Exceptions					
30	ICE AND RAIN PROTECTION				
10-5	Pressure Gauge	C	1	0	May be inoperative provided satisfactory operation of the de-icing system is visually verified prior to each flight in known or forecast icing conditions and during flight if in use.
30-1	Pitot Heating Systems	B	2	1	One may be inoperative provided there is no visible moisture or known or forecast icing conditions. NOTE: If LH heater light is on, leave switch ON (vane heater element).
40-1	Windshield Wipers	C	2	0	May be inoperative provided the flight is not conducted in precipitation within five nautical miles of the airport of takeoff or intended landing.

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>			<b>Revision No. Original</b> <b>Date: Oct. 25, 1991</b>		<b>Page:</b> <b>31-1 of 1</b>
System & Sequence Numbers	1. RIC	2. Number Installed		3. Number Required for Dispatch	
		4. Remarks or Exceptions			
31      INDICATING AND RECORDING					
20-1    Clock	C	1	0	As required by regulations.	
30-1    Flight Data Recorder	A	1	0	May be inoperative provided:	
				a)      the Cockpit Voice Recorder operates normally; and,	
				b)      repairs are made within three flight days.	

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>		<b>Revision No. Original</b> <b>Date: Oct. 25, 1991</b>		<b>Page:</b> <b>32-1 of 1</b>	
System & Sequence Numbers	1. RIC	2. Number Installed		3. Number Required for Dispatch	
				4. Remarks or Exceptions	
32	LANDING GEAR				
60-1	Landing Gear Signalling - Main Gear	A	2	0	Both main gear downlock lights may be inoperative for one flight day provided the lock strut alignment (red lines) are sufficiently visible for an observer in the cabin.
	Landing Gear Signalling - Nose Gear	C	-	1	For aircraft with independent nose wheel green lights, one system may be inoperative.

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>		<b>Revision No. 01</b> <b>Date: Dec. 10, 1991</b>		<b>Page:</b> <b>33-1 of 2</b>
System & Sequence Numbers	1. RIC	2. Number Installed		3. Number Required for Dispatch
4. Remarks or Exceptions				
33      LIGHTS 20-1    Pax 'NO SMOKING/FASTEN SEATBELT SIGNS	-	-	-	(O)      May be inoperative provided:  <div style="margin-left: 40px;">a)      the crew call/cabin interphone system including associated chimes and the PA system are operative; and,</div> <div style="margin-left: 40px;">b)      procedures are established and used to notify passengers when seat belts should be fastened and smoking prohibited.</div> <div style="text-align: center; margin: 10px 0;">or</div> <div style="margin-left: 40px;">One or more signs may be inoperative provided passenger and flight attendant seats from which a readily legible "NO SMOKING/FASTEN SEATBELT" sign cannot be seen shall not be occupied and must be blocked and placarded "DO NOT OCCUPY".</div>
40-2    Landing Lights	C C	2 2	0 1	May be inoperative for day operations.  One may be inoperative for night operations provided the taxi light is operative.

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>		<b>Revision No. 01</b> <b>Date: Dec. 10, 1991</b>		<b>Page:</b> <b>33-2 of 2</b>	
System & Sequence Numbers	1. RIC	2. Number Installed		3. Number Required for Dispatch	4. Remarks or Exceptions
33      LIGHTS					
40-5    Anti-Collision Light	C	1	0		<p style="margin: 0;">As required by regulations.</p> <p style="margin: 0;">NOTES:</p> <ol style="list-style-type: none"> <li>1. If inoperative, adequate precaution must be taken to clear the area prior to engine start and while the engines are running.</li> <li>2. Not required for day operations.</li> </ol>

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>		<b>Revision No. Original</b> <b>Date: Oct. 25, 1991</b>		<b>Page:</b> <b>34-1 of 3</b>	
System & Sequence Numbers	1. RIC	2. Number Installed		3. Number Required for Dispatch	
				4. Remarks or Exceptions	
34	NAVIGATION				
10-1	OAT Indication System	1	1		
10-2	Overspeed Warning System (if installed)	1	1		
10-3	Altitude Alerter (if installed)	A	1	0	May be inoperati ve for three flight days provided auto-pilot with altitude hold is operative.
10-4	Air Data Computer (if installed)	A	1	0	May be inoperative for three flight days.
				<p>NOTES:</p> <ol style="list-style-type: none"> <li>1. Altitude alert and GPWS may be inoperative.</li> <li>2. Autopilot ALT, VS and IAS are not available.</li> </ol>	

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>		<b>Revision No. Original</b> <b>Date: Oct. 25, 1991</b>		<b>Page:</b> <b>34-2 of 3</b>	
System & Sequence Numbers	1. RIC	2. Number Installed		3. Number Required for Dispatch	
				4. Remarks or Exceptions	
34      NAVIGATION 20-1    Standby Compass	B	1	0	May be inoperative provided any combination of three gyro stabilized compass systems are operating normally.	
	B	1	0	May be inoperative provided: a) any combination of two gyro stabilized compass systems operate normally; and, b) the airplane is operated with dual independent navigation capability and under positive radar control by ATC during the en route flight phase.	
	C	1	0	(O)	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative and used in conjunction with approved free gyro navigation techniques.
20-5    Turn and Bank Indicators (if installed)	C	2	0	As required by regulations.	

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>		<b>Revision No. Original</b> <b>Date: Oct. 25, 1991</b>			<b>Page:</b> <b>34-3 of 3</b>
System & Sequence Numbers	1. RIC	2. Number Installed		3. Number Required for Dispatch	
				4. Remarks or Exceptions	
34	NAVIGATION				
30-1	Radio Altimeter System (if installed)	A	1	-	As required in conjunction with item 34-40-1 and provided weather minima or operational procedures are not dependent upon its use (i.e. no Cat II approaches).
		C	2	1	Same proviso as above.
40-1	Ground Proximity Warning System (if installed)	A	1	0	(O) May be inoperative for three flight days provided alternate procedures are established and used.
40-2	Weather Radar	C	1	0	May be inoperative provided forecast or reported weather conditions do not require its use.



**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>		<b>Revision No. Original</b> <b>Date: Oct. 25, 1991</b>	<b>Page:</b> <b>35-1 of 1</b>
System & Sequence Numbers	1. RIC	2. Number Installed	3. Number Required for Dispatch
		4. Remarks or Exceptions	
35 OXYGEN			
30-1 Portable Oxygen	D	-	-
		As required by regulations. NOTE: Dispatch relief is only intended for that equipment in excess of that required by regulations.	

**TRANSPORT CANADA**  
**Master Minimum Equipment List**  
**Supplement**

<b>Aircraft:</b> <b>FOKKER F-27</b>		<b>Revision No. 01</b> <b>Date: Dec. 10, 1991</b>		<b>Page:</b> <b>52-1 of 1</b>
System & Sequence Numbers	1. RIC	2. Number Installed		3. Number Required for Dispatch
				4. Remarks or Exceptions
52 DOORS				
10-1 Passenger Door Locking Mechanism (ALL, except Mk300M and Mk400M)	1	1	1	All doors must be operative.
11-1 Paratroop Door Locking Mechanism (only Mk300M and Mk400M)	2	2	2	As Item 52-10-1.
12-1 Crew Cargo Door Locking Mechanism (only Mk100, Mk200 and Mk500F)	1	1	1	As Item 52-10-1.
20-1 Emergency Exit Door Locking Mechanism (ALL, except Mk300M and Mk400M)	1	1	1	As Item 52-10-1.
31-2 Crew Door Lock Pins (ALL except Mk100, Mk200 and Mk500F)	6	6	6	As Item 52-10-1.
70-1 Door Unlocked Caution Light (ALL, except Mk100, Mk200 and Mk500F)	1	1	1	As Item 52-10-1.